# Proposed Submission Greater Cambridge Local Plan

## Version for Cabinet – July 2026

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- Policy S/AMC/BC: Beehive Centre
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**Edge of Cambridge**

- Policy S/CE: Cambridge East
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- Policy S/ED: Eddington
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    - Policy S/HHR: Land between Huntingdon Road and Histon Road (Darwin Green), Cambridge
- Policy S/EOC/NWO: Land North of Worts' Causeway
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- Policy S/CB: Cambourne
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- Policy S/RSC/BRC: Babraham Research Campus
- Policy S/RSC/MF: Land at Maarnford Farm, Hunts Road, Duxford
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- Policy S/RRA/NW: Norman Way, Over
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- Policy S/RRA/CH: Compass House, Chivers Way, Histon and Impington
- Policy S/RRA/CR: Land to the west of Cambridge Road, Melbourn
- Policy S/AMC/PH: Papworth Hospital, Papworth Everard
- Policy S/AMC/FD: Fen Drayton Former Land Settlement Association Estate
- Policy S/AMC/HIS: Mixed Use Development in Histon & Impington Station Area
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***All contents, figures, tables and paragraph numbering will be reviewed ahead of publication.***

# Glossary of terms and abbreviations

## Technical terms

Throughout this document we have tried to avoid technical planning terms, but as a legal document using some technical planning terms is unavoidable. Any technical terms are normally explained within the text. Where this is not possible, an explanation is provided in the glossary (please see Appendix A – Glossary of Terms).

## OS Map – Copyright note

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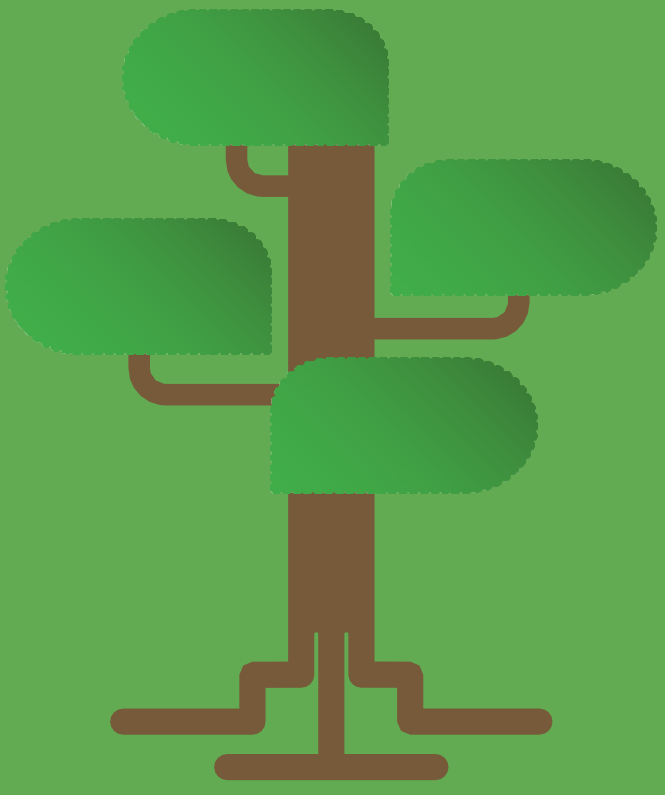
## External websites

This document includes links to supporting documents and evidence from third party websites. These links are provided for information. These links are correct at time of publication (July 2026) but may change in the future. The councils have no control of the content of any linked website and is not responsible for these websites or their content or availability.

# 1

# About the Plan



# What the Greater Cambridge Local Plan is

**1.1.** A Local Plan is a legal document that the Councils are required to prepare that sets out the future land use and planning policies for the area over a set time frame. It identifies the need for new homes, jobs and infrastructure to support them, and guides where this development should happen. It provides planning policies that are used in the determination of planning applications alongside national planning policy.

**1.2.** Cambridge City Council and South Cambridgeshire District Council have worked together to create a joint plan for the two areas, referred to as Greater Cambridge. This will ensure that there is a consistent approach to planning with the same planning policies implemented across both areas. This Local Plan covers the period between 2024 and 2045, although some of the developments it identifies will take place over a longer period.

**1.3.** The Local Plan has been prepared through extensive engagement with our communities, stakeholders, and organisations. A wide range of evidence has been produced to support the policies and site allocations. Its overarching objective is to deliver sustainable development, to protect and enhance our natural and built environment, to support health and vibrant communities, and a successful and innovative economy. Its policies and proposals will help shape the places we live, work and visit for decades to come.

# A portrait of Greater Cambridge

## The Greater Cambridge People

**1.4.** The Greater Cambridge area encompasses the city of Cambridge and the predominantly rural district of South Cambridgeshire. The area includes a world-renowned city, newly emerging towns of Cambourne, Northstowe and Waterbeach, a series of necklace villages close to Cambridge forming a total of around 100 villages.

**1.5.** According to ONS data, Cambridge's population is among the fastest growing in the country, increasing from 145,700 in 2021 to 150,000 in 2023; South Cambridgeshire's population stands at 163,000. This growth reflects both the areas economic attractiveness and its dynamic and shifting population. Whilst Greater Cambridge continues to attract young working adults and students, long-term demographic trends highlight a rapidly ageing population. Forecasts suggest that by 2031, the number of people aged 65 or over will grow by a further 26%, the majority of whom will be in the over-80s age band.

**1.6.** Greater Cambridge contains many economically and culturally affluent areas, however, there is a complex picture of inequality, with not everyone participating in, or benefiting from the areas socio-economic success or access to opportunities. Whilst housebuilding rates are rising and affordable housing is a required element of new development, the continued increase in house prices relative to local wages remains a concern for many residents. Disparities in income, health outcomes, and access to services impact on the quality and inclusivity of service provision, including amongst Gypsy and Traveller communities, older residents, and people on lower incomes.

## The Greater Cambridge Economy

**1.7.** Greater Cambridge is home to an internationally significant and well-established network of employment clusters, particularly in life sciences, information technology and advanced manufacturing, supported by two major universities. These knowledge intensive clusters play a pivotal role in sustaining Greater Cambridge's economic momentum and comprise some of the fastest-growing industry sectors in the UK. They have seen remarkable growth, with employment increasing by 3.0% between 2018 and 2024, more than double the 1.3% growth rate for these sectors seen across Great Britain. In the 2025 Global Innovation Index, Cambridge was ranked the second most intense innovation cluster globally. Greater Cambridge sits at the heart of several economic corridors: the Oxford Cambridge Growth Corridor, the UK Innovation Corridor (London-Stansted-Cambridge-Peterborough) corridor and the Cambridge-Norwich Tech Corridor.

**1.8.** While these sectors are among the most prominent, the local economy is also diverse. The contribution of Greater Cambridge's education, retail, health, tourism, transport and agriculture sectors is crucial, providing a variety of employment opportunities and supporting the economic, social and environmental wellbeing of the area and its residents. The growth in employment, productivity and local start-ups of the area has created a rising demand for new employment floorspace, supporting infrastructure, a skilled and diverse workforce and a growing need for logistics and associated transport networks.

## The Greater Cambridge Environment

**1.9.** The Greater Cambridge landscape varies with river valleys, contrasting with open fens, wooded clay lands and ridges, and rolling chalk hills. A range of wildlife species and habitats are present. It is home to precious chalk streams which are rare at a global level. Greater Cambridge also includes a rich mix of designated heritage assets. Built around the banks of the River Cam, Cambridge is a distinctive and iconic historic University city; equally, South Cambridgeshire villages contain many beautiful historically significant buildings and Conservation Areas, alongside sites recognised for their ecological, architectural and biodiversity value. As of 2025, the total number of listed buildings across Cambridge and South Cambridgeshire stands at 3,530.

**1.10.** Climate change is an escalating challenge, both globally and in Greater Cambridge. The area is already starting to feel the effects, such as more frequent and intense weather events, a rising risk of flooding and increasing pressure on water supplies. In response, climate adaptation and mitigation are now central to many policy initiatives, including the proposed Fens Reservoir, planned to be operational between 2035 and 2037, which will play a vital role in securing long-term water supply and resilience for the region.

**Figure 1:** Map of the Greater Cambridge area

# How it relates to other plans and strategies

1.11. The policies in the Local Plan form part of the Development Plan for the area, along with the Cambridgeshire and Peterborough Minerals and Waste Plan, and 'made' Neighbourhood Plans produced by local communities for their designated areas. When it is adopted, the Greater Cambridge Local Plan will supersede the currently adopted local plans:

- Cambridge Local Plan (2018)
- South Cambridgeshire Local Plan (2018)

1.12. The following Area Action Plans which provide guidance to specific areas will also no longer be part of the development plan when the Greater Cambridge Local Plan is adopted:

- Cambridge East Area Action Plan (2008)
- North West Cambridge Area Action Plan (2009)
- Cambridge Southern Fringe Area Action Plan (2008)
- Northstowe Area Action Plan (2007).

## Council Strategies

1.13. The Local Plan will play a key role in meeting the objectives set out in both Cambridge City Council and South Cambridgeshire District Council's corporate plans.

**Cambridge City Council's Corporate Plan from 2022 to 2027**

- Vision 'One Cambridge, Fair for All'
- Four key priorities for 2022 to 2027
    - Leading Cambridge's response to the climate and biodiversity emergencies and creating a net zero council by 2030
    - Tackling poverty and inequality and helping people in the greatest need
    - Building a new generation of council and affordable homes and reducing homelessness
    - Modernising the council to lead a greener city that is fair for all.

**South Cambridgeshire District Council's Corporate Plan from 2025 to 2030**

- Vision: 'Our vision is for a fairer, kinder, and greener South Cambridgeshire, where all residents will be equal partners in their communities'.
- Priorities:
    - Healthy and supported communities
    - Sustainable homes and vibrant places
    - Being green to our core
    - Helping businesses to thrive in South Cambridgeshire
    - Financially secure and fit for the future.

## National Context

1.14. This plan is being produced under the legacy plan making system, which covers plans to be adopted under the Planning and Compulsory Purchase Act 2004, excluding the amendments made by the Levelling-up and Regeneration Act 2023, and The Town and Country Planning (Local Planning) (England) Regulations 2012.

1.15. The Local Plan is informed by the National Planning Policy Framework (NPPF), which provides guidance for local planning authorities on how to prepare local plans and make decisions on planning applications. The NPPF are supported by more detailed guidance in Planning Practice Guidance (PPG). The Local Plan does not seek to repeat the NPPF. It provides locally specific planning guidance reflecting the needs and opportunities of the area.

1.16. The government published a draft NPPF for consultation between 16 December 2025 to 10 March 2026, containing significant revisions to national planning policy and a set of national development management policies. A final version of the revised NPPF has not yet been published at the time of preparation of this plan. As this local plan being produced under the legacy plan making system, its soundness in relation to consistency with national policy will be considered against the NPPF 12 December 2024.

## Regional Context

1.17. We work closely with bodies like the Cambridgeshire and Peterborough Combined Authority, who are the Local Transport Authority responsible for preparing the Local Transport Plan for the county, and Cambridgeshire County Council, who are the Highway Authority and responsible for a range of issues such as education.

1.18. Our new Local Plan is being prepared within a wider regional context. We have a legal duty to cooperate with key stakeholders and surrounding areas on strategic cross boundary issues. Our discussions with surrounding authorities and stakeholders have helped to shape the Local Plan.

## Our neighbourhoods and local areas

1.19. Neighbourhood planning allows communities to prepare plans for their own designated areas, which become part of the Development Plan. Neighbourhood plans must align with the strategic policies of the Local Plan, and not propose policies that would result in less housing provided by means of development taking place in that area than if the neighbourhood plan was not to be made. At the time of publishing, there are 13 plans already in place across Greater Cambridge, and further plans are underway. More information can be found on our website.

## Working with Government and the Cambridge Growth Company

1.20. In October 2024 the government issued a statement on Realising the Full Potential of Greater Cambridge. This highlighted that the economic growth of Cambridge has been a phenomenal success and the potential to make an even greater contribution to the UK economy. There remain significant barriers which are impeding further growth.

1.21. The government has established the Cambridge Growth Company to work with local partners to develop and start to deliver an ambitious plan for delivering high quality sustainable growth in Cambridge. Their work is focused on unlocking and accelerating development, preparing the evidence base to support development of an infrastructure-first growth plan, and identifying solutions to complex planning constraints that effect the area.

1.22. This Local Plan is based only upon the Councils' own evidence following a standard approach to local plan-making. The government and the Cambridge Growth Company acknowledge the importance of the Local Plan and want to support its development in order to provide a strong foundation to consider any future wider considerations of growth in the Cambridge area.

1.23. In June 2026 the Government confirmed it would be establishing a Development Corporation for Greater Cambridge. This will take on some planning functions for the area in future. The production of this local plan remains with the Councils, with the Development Corporation supporting its progression.

## Our Plan Making Journey

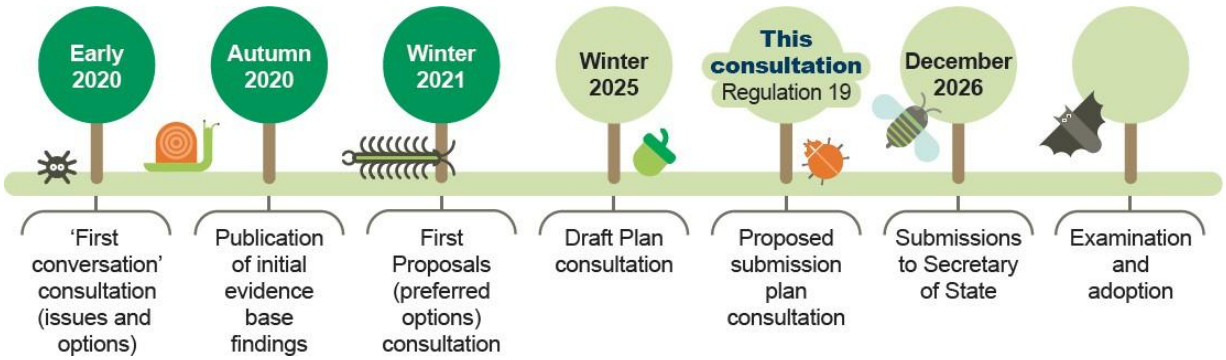



**Figure 2:** Our plan-making journey

1.24. Figure 2 shows the stages of plan-making so far, and the next stages. Our plan making journey started back in 2019 with a series of workshops with stakeholders about issues and themes that would be important to the plan. In early 2020 we held a six-week public consultation called the First Conversation, followed by the publication of findings in November 2020 Our First Proposals consultation took place at the end of 2021 that set out our preferred approach for growth and policies to guide it. We published a report on the consultation and all the comments received in 2022. In 2023 we published a Development Strategy Update, where we considered the outcomes of the consultations and key parts of the emerging development strategy.

1.25. In December 2025 to January 2026, we consulted on the draft Local Plan to seek views and feedback before preparing this Proposed Submission version of Plan.

1.26. You can find the documents from all these previous stages in our Document Library. We have also published an update to our Statement of Consultation, which shows how we have taken account of comments received at previous stages, including the Draft Plan consultation.

## The current Proposed Submission Local Plan (Regulation 19 stage)

1.27. This current stage of consultation is on the Proposed Submission (Regulation 19) Greater Cambridge Local Plan. This stage provides opportunity to comment on the 'soundness' of the Plan and whether it has been prepared in accordance with legal and procedural requirements. Both terms are defined in national planning policy.

**1.28.** The four tests of soundness, set out in the National Planning Policy Framework, require the Local Plan to be:

- **Positively prepared** - Providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development.
- **Justified** - An appropriate strategy, taking into account the reasonable alternatives, and is based on proportionate evidence.
- **Effective** - Deliverable over the plan period and is based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground.
- **Consistent with national policy** - Enabling the delivery of sustainable development in accordance with the policies in this Framework and other statements of national planning policy, where relevant.

**1.29.** If you wish to send in your views, it will be important that you make clear whether you support or object to the Plan. If you are objecting to the Plan you will need to set out what changes to the Plan would resolve your objection.

**1.30.** Consultation will take place between 3 August 2026 and 25 September 2026. For details and guidance on how to make representations and to sign up for Local Plan updates please visit the Greater Cambridge Shared Planning website at www.greatercambridgeplanning.org/local-plan. If you require further assistance on how to submit comments, please email localplan@greatercambridgeplanning.org or telephone 01954 713183.

**1.31.** Any comments submitted at the Regulation 19 consultation will be formally submitted to the Secretary of State for Housing, Communities and Local Government together with the Local Plan and supporting evidence base. We are aiming to complete this before the end of 2026, reflecting the target for plan-making set by the government. A Planning Inspector will then conduct an independent Examination of the Plan. If the Planning Inspector concludes that the plan is 'Sound' it will be formally adopted.

# Structure of the document

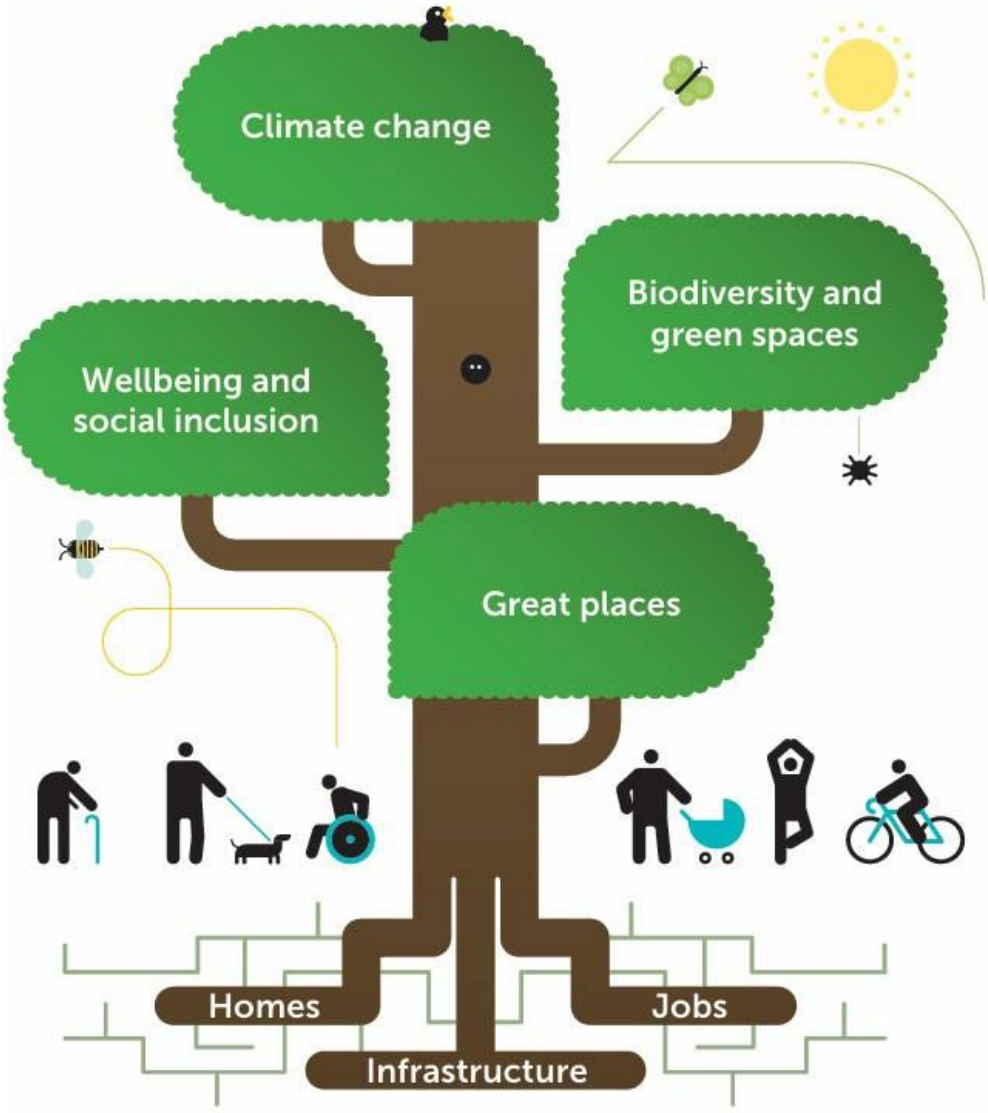



**Figure 3:** Greater Cambridge Local Plan themes

**1.32.** Our Local Plan seeks to provide a positive vision for the future of Greater Cambridge. The aim is to ensure sustainable development. Sustainable development has three strands – social, economic and environmental. It means meeting the needs of the present population without compromising the ability of future generations to meet their own needs.

**1.33.** To properly reflect the three strands of sustainable development, we must plan for homes, jobs and supporting infrastructure (transport, utilities, services and facilities) in the right places, alongside protecting and enhancing the environment. Through the engagement with people on our plan-making journey, we have developed the plan around our 'themes' that will influence how homes, jobs and infrastructure are planned.

**1.34.** In addition to the themes, the Local Plan includes the development strategy that sets out the proposed policies and sites that are proposed to meet our needs in Greater Cambridge to 2045 and beyond.

**1.35.** The Local Plan policies are therefore structured into eight areas:

- Development strategy
- Climate change
- Biodiversity and green spaces
- Wellbeing and social inclusion
- Great places
- Jobs
- Homes
- Infrastructure.

**1.36.** It is important to note that when the plan is being used to make decisions, it should be read as a whole. Development proposals will be decided against all relevant policies.

## How the policies work

**1.37.** Local Plans are made up of a series of planning policies. Planning policies are used in determining decisions on planning applications.

**1.38.** Each policy contains the following information:

- Policy reference and name: A code, made up of a two-digit code for the theme and then for the individual policy (for example, GP would be Great Places and GP/AR, would be for archaeology policy).
- What the policy does: The planning policy itself.
- Supporting information: Context and guidance for interpreting planning policies, also known as the supporting text of the policy.

**1.39.** The plan is also made up of site specific allocations in the Cambridge urban area, at the edge of Cambridge, in new settlements, the rural southern cluster and the rest of the rural area. For strategic site allocations, we have used headings from the National Model Design Code that cover the identity, uses, context, built form, public space, nature, movement, resources and lifespan.

## The Policies Map

**1.40.** The Proposed Submission (Regulation 19) Greater Cambridge Local Plan is accompanied by a Policies Map that shows how all of the policies apply to different geographical areas.

**1.41.** The easiest way to view the map is on our website, where you can use our interactive map to find the areas you are interested in, and view individual map layers. Our digital Local Plan consultation platform also provides direct links between the Policies Map and relevant site allocations and plan policies.

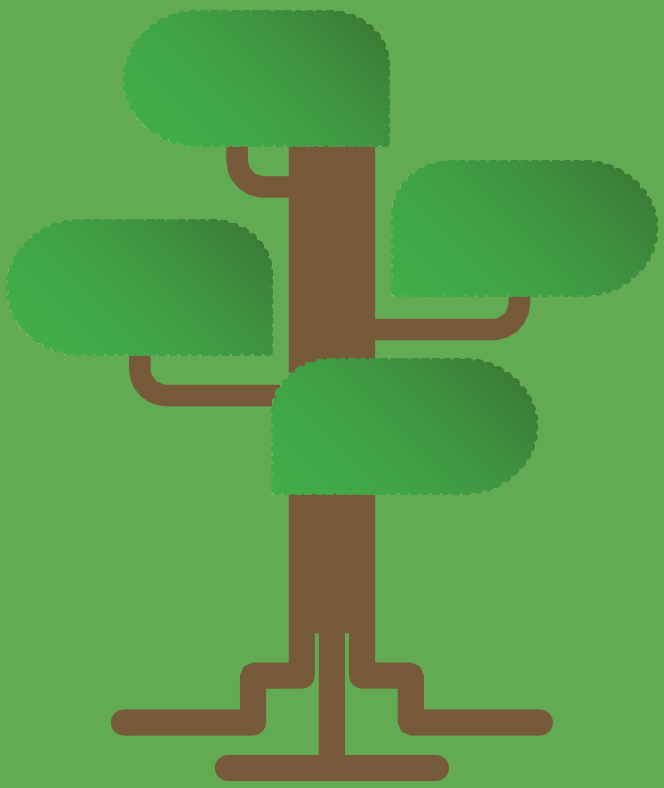
## Evidence supporting the Local Plan

**1.42.** The Local Plan has been informed by a wide range of evidence. This can be found in our Document Library.

**1.43.** The Local Plan is accompanied by a Sustainability Appraisal / Strategic Environmental Assessment (which explores the sustainability of the strategy and policies and reasonable alternatives), a Habitat Regulations Assessment (HRA) which assesses the likely impacts of the plan on the integrity of national and European designated nature sites, and an Equalities Impact Assessment (EqIA).

2

# Development Strategy



# Contents

**Policy S/JH: New jobs and homes**

**Policy S/DS: Development strategy**

**Policy S/SH: Settlement hierarchy**

**Policy S/DE: Defined development extents**

**Policy S/GB: The Cambridge Green Belt**

**Policy S/MO: Monitoring**

# Introduction

2.1. Local Plans set out a vision and a framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure – as well as a basis for conserving and enhancing the natural and historic environment, mitigating and adapting to climate change, and achieving well designed places.

2.2. Our vision for Greater Cambridge to 2045 and beyond takes inspiration from what is unique about our area, and our engagement with communities who have helped shape the plan. The policies in the Local Plan will help to achieve this vision.

## Vision for Greater Cambridge

2.3. Greater Cambridge in 2045 and beyond will be a place where a big decrease in our climate and environmental impacts comes with the continued flourishing of our internationally significant innovation economy, and a big increase in the quality of everyday life for all our communities. New development must: minimise carbon emissions and reliance on the private car create thriving neighbourhoods with the variety of jobs and homes and supporting infrastructure we need, increase our network of nature, wildlife and multi-functional green spaces, and safeguard our unique, locally distinctive heritage and landscapes.

2.4. The vision flows into seven strategic priorities for the plan as follows:

- **Climate change**: Help Greater Cambridge transition to net zero carbon by 2050, by ensuring that development is sited in places that help to reduce carbon emissions, is designed to the highest achievable standards for energy and water use to reduce environmental impacts, adapts to and mitigates against climate change, and is resilient to current and future climate risk, including the longer term risk of flooding.
- **Biodiversity and green spaces**: Increase and improve our network of habitats for wildlife, and green spaces for people, ensuring that development leaves the natural environment better than it was before.
- **Wellbeing and social inclusion**: Help improve equality of access and opportunities for people in Greater Cambridge to lead healthier and happier lives, ensuring that everyone benefits from the development of new homes and jobs.
- **Great places**: Sustain the unique character and identities of Cambridge and South Cambridgeshire, and complement it with well-designed and distinctive development, creating a place where people want to live, work, visit and play.
- **Jobs**: Encourage a flourishing, dynamic and mixed economy in Greater Cambridge which includes a wide range of jobs, while maintaining our area's global reputation for education, research and innovation.
- **Homes**: Plan for enough housing to meet our needs, including significant quantities of housing that is affordable to rent and buy, and different kinds of homes to suit our diverse communities.

- **Connectivity and infrastructure**: Plan for transport, water, energy and digital networks; and health, education and cultural facilities; in the right places and built at the right times to serve our existing and growing communities.

**2.5.** The strategic priorities have been set around the Greater Cambridge Local Plan's seven themes, and have been informed by National Planning Policies, the Greater Cambridge Local Plan Sustainability Appraisal objectives, and feedback from earlier Local Plan consultations.

# New jobs and homes

**Policy S/JH: New jobs and homes**

## Meeting Needs

1. Development will meet the objectively assessed needs in Greater Cambridge over the period 2024-2045 for:

    a. 73,300 additional jobs to support the Greater Cambridge's knowledge intensive sectors, and also provide a diverse range of local jobs; and

    b. A minimum of 48,069 new homes (reflecting an annual need for 2,289 dwellings) meeting the needs for the total population, including for affordable housing and the specialist accommodation needs of specific groups such as Gypsies, Travellers, Travelling Showpeople, looked after children, older people, students, those with disabilities, and boat dwellers.

2. Within the total number of homes required, development will meet the following accommodation needs of Gypsies, Travellers and Travelling Showpeople over the period 2024-2045:

    a. 159 pitches for Gypsies and Travellers, and

    b. 20 plots for Travelling Showpeople.

3. Within the total number of homes required, development will meet the following specialist accommodation needs for older people and people with disabilities over the period 2024-2045:

    a. 1,305 additional housing units with support,

    b. 1,268 additional housing units with care, and

    c. 1,508 additional nursing and residential care bedspaces.

4. Within the total number of homes required, development will provide 1,629 additional units to meet the accommodation needs of students over the period 2024-2033.

## Housing requirements for neighbourhood areas

5. The housing requirements for designated neighbourhood areas, and the methodology through which the housing requirement for any additional or amended neighbourhood areas would be calculated, is set out in Appendix C: Housing requirement for neighbourhood areas within Greater Cambridge.

## Supporting information

**2.6.** This policy sets out the level of needs for jobs and homes in Greater Cambridge that the plan will meet over the plan period of 2024-2045. Within the total number of homes, it identifies the specialist accommodation needs for specific groups such as Gypsies and Travellers, Travelling Showpeople, boat dwellers, other caravan dwellers, looked after children, older people, those with disabilities, and students. It also sets out housing targets for future neighbourhood plans.

**2.7.** National planning policy sets out that that plans should provide for objectively assessed needs for housing and other uses. This policy only deals with housing and employment needs. Policies within the other themes address needs for other uses, including the critical infrastructure required to support these homes and jobs.

## Jobs and homes

**2.8.** For housing, national planning policy says that local plans should support the Government's objective of significantly boosting the supply of homes, providing, as a minimum, the number of homes informed by a local housing need assessment using the standard method in national planning guidance. For jobs, national planning policy expects plans should support economic growth and productivity. The continuing strength of the nationally important Greater Cambridge economy provides justification for exploring higher employment and related housing figures.

**2.9.** To identify local plan needs we commissioned evidence to consider how many jobs the government's mandatory minimum housing need calculation would support, and separately the most likely future forecast for jobs for Greater Cambridge and the homes that this would require.

**2.10.** For jobs, the Greater Cambridge Employment and Housing Evidence Update 2025 (EHNU 2025) draws on the latest available data to identify the "central" most likely future jobs forecast taking account of what is unique about the Greater Cambridge economy, including life science and ICT sectors – priority sectors identified in the Cambridgeshire and Peterborough Local Growth Plan. This position was reconfirmed by the Review of economic data, context and representations 2026. The central forecast assumes strong growth of around 3,500 additional jobs per annum or more through to 2045 – continuing the recent period of rapid growth seen in Greater Cambridge's Knowledge Intensive sectors, but also building in an assumption that there will be slower or contracting periods and unforeseen shocks, which are likely in most economies. We consider that we should plan for this forecast of the most likely level of new jobs.

**2.11.** We are however mindful that the EHNU 2025 also identified a higher growth forecast, placing greater weight on rapid growth in the recent past, particularly in key sectors, and that it recommended providing flexibility in employment land in case the market delivers more jobs than anticipated.

**2.12.** Building on the jobs forecasts, the EHNU 2025 identifies employment land needs for the 2024-45 plan period as follows, drawing also on market signals and stakeholder engagement, and incorporating a flexibility margin and allowance for vacant floorspace:

- 302,600 sqm offices and 600,000 sqm of Research and Development (R&D) space; and
- 317,000 sqm of industrial / warehousing (Use Classes B2/B8).

2.13. For homes, the EHNU 2025 identified that the outcome of the Government's Standard Method for calculating minimum housing need as at May 2025 would support the most likely forecast for future jobs, thereby supporting the continued flourishing of the Greater Cambridge economy. The up to date Standard Method outcome as at June 2026 of 2,289 dwellings a year is very similar to that considered in the EHNU 2025. This figure is considered to represent our need for housing, and would continue to support Greater Cambridge's economic flourishing.

2.14. Our objectively assessed needs have been calculated jointly for Cambridge and South Cambridgeshire, which together form Greater Cambridge, and therefore the objectively assessed need for homes will be applied jointly for the purposes of housing delivery, such as calculating housing land supply and the Housing Delivery Test.

2.15. The housing need identified in the policy addresses the needs of the total population. As such, the needs for affordable housing and specialist housing for specific groups set out below form part of this total need and are not additional to it.

## Gypsy and Traveller pitch and Travelling Showpeople plot requirements

2.16. National planning policy sets out that local planning authorities should set targets for Gypsy and Traveller pitches and Travelling Showpeople plots within their local plans, and that a sufficient amount and variety of land needs to be able to come forward to address the needs of groups with specific housing requirements, including travellers.

2.17. An Accommodation Needs Assessment (ANA, September 2024) has been undertaken to calculate Gypsy and Traveller pitch and Travelling Showpeople plot requirements in Greater Cambridge. The ANA 2024 records that there are no sites for Gypsies and Travellers or yards for Travelling Showpeople within Cambridge. The ANA and its Addendum (October 2025) have considered the accommodation needs of Gypsies, Travellers and Travelling Showpeople from 2023/24 to 2044/45, and have concluded that there is:

- a minimum need for 157 additional permanent pitches for Gypsies and Travellers within South Cambridgeshire;
- a potential need for 2 pitches for Gypsies and Travellers within Cambridge – based on national data, but that there is no specific evidence of need;
- a need for 20 additional permanent plots for Travelling Showpeople within South Cambridgeshire; and
- no specific evidence of need for Travelling Showpeople plots within Cambridge.

## Specialist accommodation needs of specific groups

2.18. National planning policy sets out that a sufficient amount and variety of land needs to be able to come forward to address the needs of groups with specific housing requirements, including looked after children, older people, those with disabilities, and students. Additionally, national legislation requires local authorities to carry out an assessment of the accommodation needs of all people residing in or resorting to their area in houseboats or caravans.

2.19. Our evidence concludes that there are no specific accommodation needs for additional residential moorings or residential caravan parks, and our evidence identifies that there could be a small need for additional bedspaces for looked after children, but that this will depend on the success or otherwise of preferred alternatives such as familial care or foster care.

**2.20.** A Housing Needs of Specific Groups Update report for Greater Cambridge (HNSG Update, October 2025) has been undertaken to consider the accommodation needs of older people and those with disabilities from 2024 to 2045. The HNSG Update has concluded that for older people and disabled peopled there is a specialist accommodation need for:

- 290 additional housing units with support in Cambridge (all market housing);
- 1,015 additional housing units with support in South Cambridgeshire (all market housing);
- 473 additional housing units with care in Cambridge (405 market housing and 68 affordable housing);
- 795 additional housing units with care in South Cambridgeshire (606 market housing and 189 affordable housing);
- 534 additional nursing and residential care bedspaces in Cambridge; and
- 974 additional nursing and residential care bedspaces in South Cambridgeshire.

**2.21.** Engagement with Anglia Ruskin University and the University of Cambridge and its Colleges has concluded that for students there is a specialist accommodation need for 1,629 additional student units by 2033.

## Housing requirement for neighbourhood areas

**2.22.** Local communities can decide to prepare neighbourhood plans for their local area. National planning policy requires local plans to set out a housing requirement for designated neighbourhood areas, which falls within the overall housing requirement and which reflects the overall strategy for the pattern and scale of development and any relevant allocations. The Planning Practice Guidance makes clear that such requirements cannot be binding, as neighbourhood plans are not required to plan for housing. There are currently 27 neighbourhood areas designated within Greater Cambridge, and a housing requirement for each of these neighbourhood areas has been identified as set out in Appendix C: Housing requirement for neighbourhood areas within Greater Cambridge. An approach for calculating the housing requirement for any new or amended neighbourhood areas has also been set out in this same appendix.

**2.23.** The housing requirement for an individual neighbourhood area has been identified taking account of the overall housing requirement, the development strategy, existing supply (including actual completions in 2024/25) and the proposed additional allocations, and the population of the neighbourhood area. The housing requirement applies to 2025-2045 (as actual completions for 2024/25 have already been taken into account) and a Neighbourhood Plan can choose to meet or exceed this housing requirement. The delivery of allocations already included in the Greater Cambridge Local Plan cannot be used to meet the housing requirement of a neighbourhood area.

## Retail, leisure and hotels

**2.24.** Our Proposed Submission Local Plan is being prepared at a time of great change in the retail and leisure sectors. Our latest evidence studies show that, overall, there is no need for additional comparison goods or leisure floorspace over the period, with a need for limited additional capacity for convenience shopping. The focus of the new local plan will therefore be on supporting existing centres adapt to change and stay vital and viable, whilst supporting delivery of new centres in our new strategic scale mixed use sites. We will update this evidence again prior to the Proposed Submission stage of plan making.

**2.25.** There is a need for new hotel accommodation, responding to the success of the tourism sector locally, nationally, internationally and to support the planned growth in jobs. There is an identified need for between 1,557 and 3,740 additional bedspaces between 2024 and 2045 with a base case need for around 2,000 new bedspaces in Cambridge city centre and its periphery (3 miles) and 220 in South Cambridgeshire by 2045. The base case presents a reasonable and likely scenario. Some of this need will be met by existing planned supply. Additional hotels are also included as part of allocations proposed in this Plan.

## Infrastructure needs

**2.26.** Meeting the homes and jobs also brings the need to support development with the right infrastructure. This Proposed Submission Local Plan is accompanied by an Infrastructure Delivery Plan which identifies what is needed when to enable specific strategic allocations and more broadly to support planned growth, how it could be funded and who would be responsible for supporting its delivery. This includes a wide range of topics such as transport improvements, schools, community facilities, and sports and leisure facilities. In some cases this is informed by topic specific studies, such as our evidence exploring the need for playing pitches, cultural facilities and green infrastructure.

**2.27.** The plan has also been subject to a whole plan Viability Assessment, to test whether the proposed policies were capable of being delivered by developers alongside the infrastructure they would need to deliver or fund. The assessment demonstrates that developments are viable when the requirements of the plan are considered, and will be able to contribute effectively to the delivery of infrastructure.

# Development Strategy

**2.28.** This policy sets out the proposed strategy for the pattern, scale and design quality of places created in Greater Cambridge, for the plan period to 2045 and beyond. It sets out where the homes and jobs identified in S/JH: New Jobs and Homes should be provided to meet the vision and strategic priorities of the Local Plan.

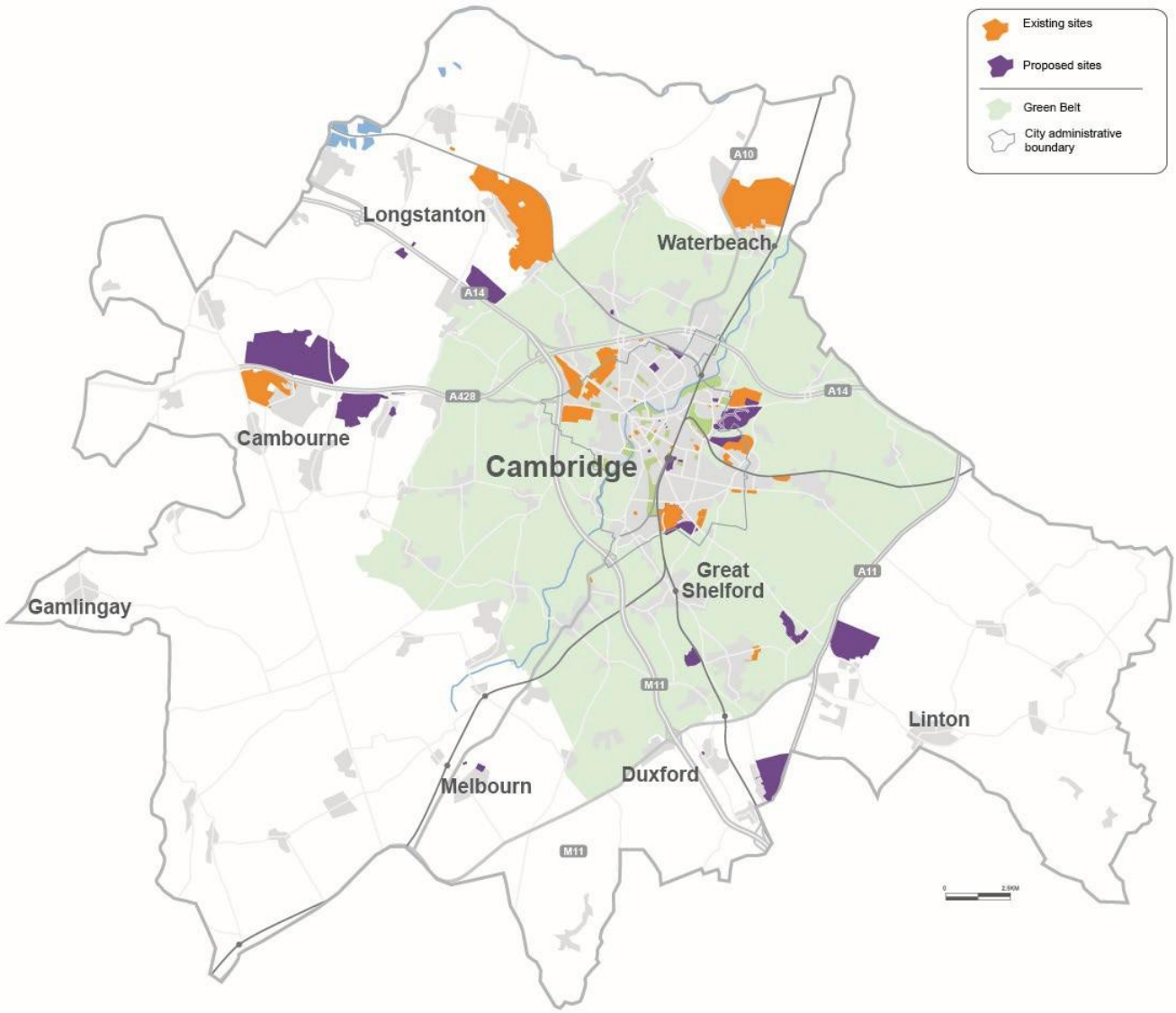



**Figure 4:** Map showing proposed Development Strategy for Greater Cambridge

## Policy S/DS: Development Strategy

1. The need for jobs and homes will be met as far as possible in the following order of preference, having regard to the purposes of the Cambridge Green Belt:

    a. Within the Cambridge urban area;

    b. On the edge of Cambridge;

    c. At an expanded Cambourne;

    d. At other new settlements; and

    e. In the rural southern cluster and wider rural area at Rural Centres and Minor Rural Centres

2. The following strategic scale allocations are proposed to meet the majority of the development needs to 2045 and beyond (set out in Figure 4):

    a. Within Cambridge urban area:

        i. North East Cambridge – a special policy area to enable the redevelopment and intensification of strategic brownfield land to provide a thriving, well-connected, mixed use innovation district that will contribute to meeting Cambridge's needs for office, research & development, and industrial uses, as well as new homes in appropriate parts of the site (including approximately 520 homes within the plan period) recognising that Cambridge Waste Water Treatment Plant is likely to remain on site;

        ii. South of Coldham's Lane – a special policy area and an allocation, enabling regeneration of this area to deliver a new urban country park and recreational ecological enhancement and approximately 86,000m$^2$ employment floorspace for office and research & development;

    b. On the edge of Cambridge:

        i. Cambridge East – a vibrant, inclusive well-connected new city district, reshaping eastern Cambridge while complementing the city centre, comprising: an allocation at Cambridge Airport for mixed use development with supporting services and facilities, including approximately 8,000 homes (delivering 3,950 homes within the plan period) and significant employment floorspace for office and research & development, and a minimum of 20,000m2 employment floorspace for industrial uses, and allocations for Marleigh and Springstead village that are largely permitted and are building out (collectively delivering 2,492 homes within the plan period), to be fully integrated within the wider Cambridge East site;

        ii. Cambridge Biomedical Campus – maintaining and enhancing the role of this world leading health, education and life-science quarter, an allocation for mixed use development including approximately 520,000m2 employment floorspace for office and research & development, and 1,000 homes for local workers (all to be delivered within the plan period), to enable delivery of a world leading campus providing medical facilities, research and health science;

iii. Eddington – a major new neighbourhood in North West Cambridge, led by the University of Cambridge: an allocation with additional capacity for homes within the existing permitted site built area, for mixed use development with supporting services and facilities, including approximately 5,500 homes (delivering 4,418 homes within the plan period), 2,000 units of student accommodation (delivering 1,675 units within the plan period), and floorspace for research, office, research & development and mid-tech;

iv. West Cambridge – an enhanced major academic and commercial hub for Cambridge University: an allocation for approximately 383,000m2 employment floorspace for office and research & development, and academic floorspace;

v. Land between Huntingdon Road and Histon Road – a new community on the edge of Cambridge with approximately 2,700 new homes (delivering 2,242 homes in the plan period) supported by services and facilities, that has outline planning permission for the whole development and reserved matters consents for parts and is currently building out.

c. At new settlements:

i. An expanded Cambourne, which will capitalise on new sustainable transport connections to evolve into a sustainable, thriving and prosperous town, rooted in nature. This will incorporate:

1. Cambourne North – an allocation for mixed use development, anchored around a new gateway town centre at the East West Rail station and fully integrated with the existing town: including approximately 13,000 homes (delivering 2,550 homes within the plan period), 108,000m2 employment floorspace for office, research & development, and industrial uses and various supporting services and facilities, including a cultural hub and performance space, new leisure hub and northern forest;

2. Cambourne – an allocation to steer the continual expansion and renewal of the existing town in line with the wider vision for Cambourne, including 2,720 homes (delivering 2,170 homes within the plan period) and 34,600 sqm of employment floorspace, focused at West Cambourne, Cambourne Business Park and Cambourne Town Centre;

ii. Land adjacent to A11 and A1307 at Grange Farm – a mixed use new settlement designed for sustainable living and working, sensitively integrated with its natural and cultural landscape and well connected to Greater Cambridge's dynamic life sciences research campuses: comprising approximately 4,500 homes (delivering 2,550 homes within the plan period), 15,000m2 employment floorspace for office uses and 20,000m2 for industrial uses, and a new centre with a mixture of facilities and services;

iii. Northstowe – a mixed use development of a new town with supporting services and facilities that has outline planning permission for the whole development and reserved matters consents for parts and is currently building out, including approximately 10,180 homes (delivering 6,382 homes within the plan period) and 47,000m2 employment floorspace for office and research & development, delivering a sustainable new town with a distinctive local identity, drawing on the traditions of fen-edge market towns and the high quality and innovation that are characteristic of Greater Cambridge;

iv. Waterbeach new town – an allocation for mixed use development with supporting services and facilities that has outline planning permission for the whole development and reserved matters consents for parts and is currently building out, including approximately 11,000 homes (delivering 5,721 homes within the plan period) and 39,800m2 employment floorspace for office, research & development, and industrial uses delivering a vibrant community of a high quality and distinctive design, celebrating excellence in sustainable development and healthy living, with its own character and identity that respects its location on the Fen edge, its historic landscape and close proximity to Cambridge.

v. Bourn Airfield new village – an allocation for a new well connected mixed use rural centre that has outline permission, including 3,500 homes (all to be delivered within the plan period), up to 1,400m2 of employment floorspace for office, research and development or industrial processes and various supporting services and facilities, anchored around a vibrant village centre, integrated with and enhancing its landscape setting;

d. In the Rural Southern Cluster:

i. Wellcome Genome Campus – an allocation for a mixed use expansion of this internationally significant life sciences campus, together with a policy area supporting the renewal of the existing site, to create an exceptional, stimulating environment for integrated working and living, the expansion land has outline planning permission for the whole development and reserved matters consents for parts and is currently building out: including approximately 127,500m2 employment floorspace for office and research and development, 1,500 homes for campus workers (all to be delivered within the plan period) and a range of supporting services and facilities, focused on a series of well-connected mixed use development clusters within a landscape-led master-planned campus setting;

ii. Babraham Research Campus – an employment-led mixed use allocation to support further growth of this existing world leading bioscience research and innovation campus and improve the health and wellbeing of future employees, residents and the local community through targeted environmental enhancements: including approximately 48,000m$^2$ employment floorspace for office and research & development and 43 additional homes (all to be delivered within the plan period), supported by focused additional facilities that complement existing local services;

e. In the rest of the Rural Area:

i. Slate Hall Farm, Junction 25, A14 – an allocation for master-planned employment-led development that responds sensitively to the local landscape and secures access to new green infrastructure for future workers and the local community: including approximately 220,000m2 employment floorspace for industrial and warehousing uses, with a mix of small-medium units to support the growth of a wide range of different businesses;

ii. Land to the south of the A14 Services – an allocation for approximately 90,000m2 employment floorspace for industrial, warehousing and lorry parking to support the future space needs of Greater Cambridge's businesses and deliver a range of new employment opportunities.

3. The remainder of the development needs will be met at smaller sites within:

   a. Cambridge urban area, including allocations for jobs and homes, and the settlement hierarchy policy providing support for windfall development; and

   b. the rural area, where further development will be limited, with allocations for jobs and housing focused on Rural Centres and Minor Rural Centres, and the settlement hierarchy policy providing for windfall development for different categories of village consistent with the level of local service provision and quality of public transport access to Cambridge or a market town.

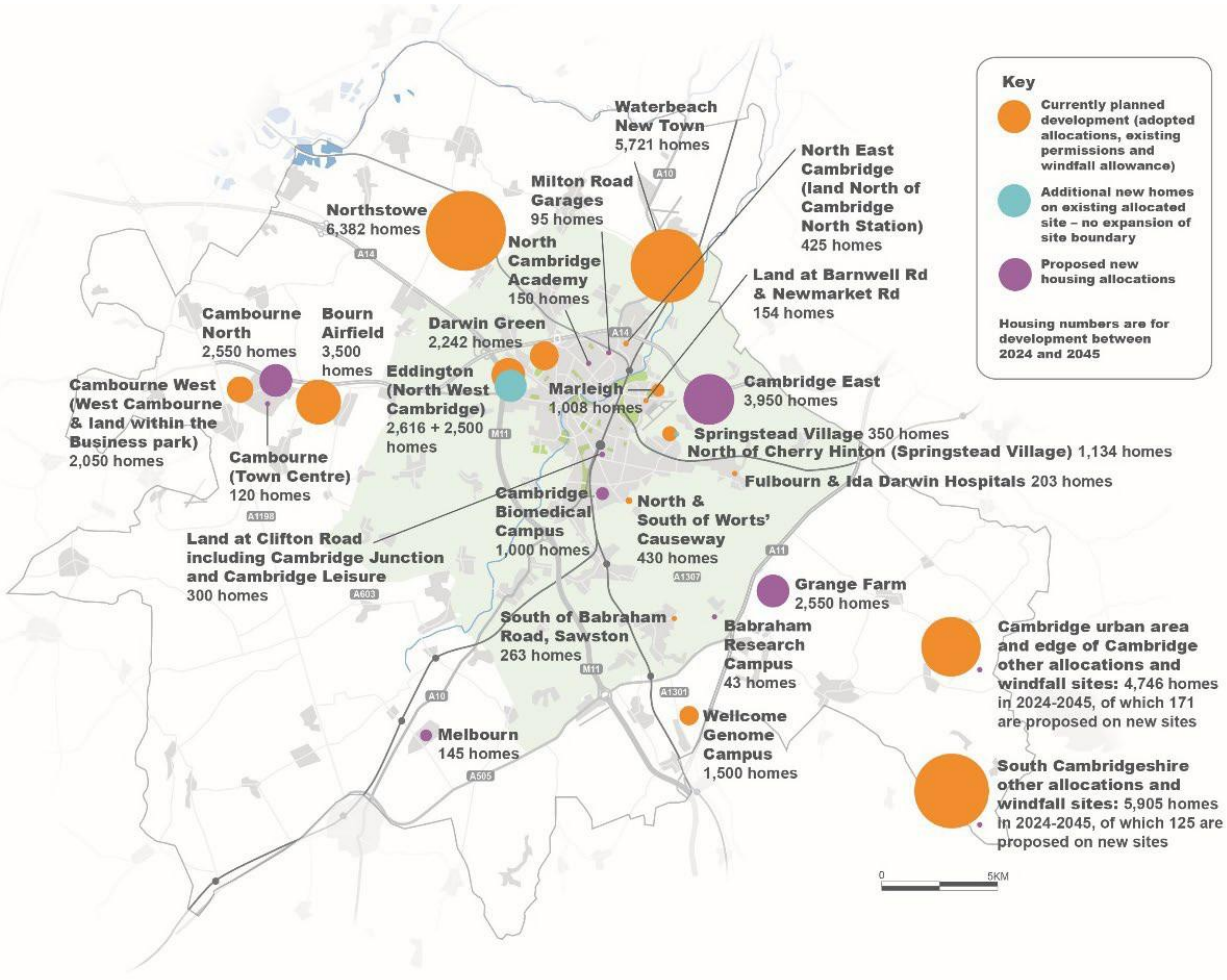



**Figure 5:** Illustrative map showing locations of proposed new housing development from 2024 to 2045

## Development Needs & Supply

4. Committed supply and new sites identified in this plan to meet the identified housing needs established in Policy S/JH: New Jobs and Homes are set out in Tables 1-3 below. Delivery across the plan period is set out in the housing trajectory included in Appendix D: Housing trajectory and five year housing land supply calculation. The five year housing land supply for Greater Cambridge will be calculated using the Liverpool methodology.

## Accommodation for Gypsies, Travellers and Travelling Showpeople

5. Sites for Gypsies and Travellers or yards for Travelling Showpeople that already have, or in future are granted, an unrestricted planning permission for that use are safeguarded for that use. Planning permission for alternative uses on these sites or yards will not be permitted.

## Supporting Information

**Summary of development provided in allocations**

| Homes to provide for | Homes 2024-2045 |
|---|---|
| Housing need | 48,069 |
| Current supply (including communal accommodation for students or older people) comprising: adopted allocations, sites with planning permission or a resolution to grant planning permission, and windfall allowance | 38,378 |
| Total additional homes to be identified to meet need | 9,691 |

**Table 1:** Calculating the number of additional homes to meet the housing needs established in Policy S/JH: New jobs and homes

| Location | Policy reference / Site name | Homes 2024-2045 | Homes Post 2045 |
|---|---|---|---|
| Cambridge urban area | S/C/SMS Garages at St. Matthews Street and Norfolk Street, Cambridge | 12 | 0 |
| Cambridge urban area | S/C/NCA North Cambridge Academy, 108 Arbury Road, Cambridge | 150 | 0 |
| Cambridge urban area | S/C/ER 1-99 Ekin Road and 1-8 Ekin Walk, Cambridge | 26 | 0 |
| Cambridge urban area | S/C/DR 2-28 Davy Road and garage blocks, Cambridge | 26 | 0 |
| Cambridge urban area | S/C/HPC 1-78 Hanover Court, 1-49 Princess Court and garage at Newtown garages, Cambridge | 38 | 0 |
| Cambridge urban area | S/C/GER Former Garage Block, East Road, Cambridge | 40 | 0 |
| Cambridge urban area | S/C/SH 1-33 Stanton House, Christchurch Street, Cambridge | 29 | 0 |
| Edge of Cambridge | S/CE Cambridge East (safeguarded land) | 3,950 | 4,050 |
| Edge of Cambridge | S/CE Cambridge East (additional new homes at Springstead Village – no expansion of site boundary) | 350 | 0 |

**Table 2:** New sites to meet the identified housing need (continues overleaf >)

| Location | Policy reference / Site name | Homes 2024-2045 | Homes Post 2045 |
|---|---|---|---|
| Edge of Cambridge | S/ED Eddington (additional new homes on existing allocated site – no expansion of site boundary) | 2,500 | 0 |
| Edge of Cambridge | S/CBC Cambridge Biomedical Campus | 1,000 | 0 |
| New settlements | S/CBN Cambourne North | 2,550 | 10,450 |
| New settlements | S/CB Cambourne (Town Centre) | 120 | 0 |
| New settlements | S/GF Land adjacent to A11 and A1307 at Grange Farm | 2,550 | 1,950 |
| Rural Southern Cluster | S/RSC/BRC Babraham Research Campus | 43 | 0 |
| Rural Southern Cluster | S/RSC/MF Land at Maarnford Farm, Hunts Road, Duxford | 60 | 0 |
| Rest of the rural area | S/RRA/ML The Moor, Moor Lane, Melbourn | 20 | 0 |
| Rest of the rural area | S/RRA/H Land at Highfields (phase 2), Caldecote | 65 | 0 |
| Rest of the rural area | S/RRA/CR Land to the west of Cambridge Road, Melbourn | 125 | 0 |
| **All locations** | **Total supply** | **13,654** | **16,450** |

**Table 2:** New sites to meet the identified housing need (continued)

| Homes to be delivered | Homes 2024-2045 |
|---|---|
| Current supply | 38,378 |
| New sites | 13,654 |
| Total supply (from current supply and new sites) | 52,032 |
| Headroom provided by total supply in relation to housing need | 8.2% |

**Table 3:** Total housing supply to meet the identified housing need for 2024-2045

# Meeting our needs

## Confirming the amount of new employment space and number of new homes to plan for

**2.29.** Policy S/JH New Jobs and Homes identifies the needs over the plan period. It is then for the Councils to decide how to meet those needs and the amount of development to plan for.

**2.30.** National planning policy requires us to ensure our plan is positively prepared and meets our identified needs. For homes this includes meeting the government's Five-Year Housing Land Supply requirement throughout the plan period and also the Housing Delivery Test, which in turn look ahead at ensuring adequate future supply and backwards at past delivery. This is important as if we fail either of those tests at any point in the future, the Councils would have less control over development that comes forward in planning applications for sites that are not consistent with our plan.

**2.31.** For jobs, the Employment and Housing Evidence Update 2025 (EHNU 2025), and confirmed as robust by the Review of economic data in 2026, identified that under the most likely central scenario for jobs growth, 73,300 jobs are anticipated over the plan period. Of this total, around 35,000 of those would be office, R&D and industrial jobs. The EHNU converted these jobs into employment floorspace needs of almost 1,220,000 sqm. The rest of the jobs forecast are in services and support uses such as shops, schools and healthcare.

**2.32.** The EHNU 2025 recommends that to ensure a flexible employment land supply for office, R&D and industrial jobs, and encouraging growth in existing businesses and attracting inward investment, we therefore plan for a greater amount of employment floorspace than that associated with our identified need, taking into account the needs of different employment sectors.

## Identifying how much land for new jobs and homes needs to be found

**2.33.** Our adopted Local Plans from 2018 have given us a strong platform to build on by planning for a number of large sites for development on the edge of Cambridge and at major developments like Northstowe and the new town north of Waterbeach, that will continue to build out for many years to come, including in some cases beyond the new plan period, mean that a large proportion of the development we need to plan for has already been identified.

**2.34.** For jobs, we have a considerable amount of employment land already identified, with over 1,000,000 sqm of employment floorspace in our supply. This includes some large employment sites, such as the Wellcome Genome Campus, that are expected to continue to build out well beyond the new plan period as well. Holding a large overall employment land supply has been a characteristic of Greater Cambridge over many years, even with the fast rate of growth in some of the key sectors in the Greater Cambridge area seen in recent years.

**2.35.** Our employment evidence identifies that notwithstanding the overall level of employment land supply, there is a need for suitable new land to be identified to meet the employment needs of specific sectors, some of which have very specific locational requirements.

**2.36.** For homes, we already have an existing supply of just over 31,715 homes from actual completions in 2024/25, and allocations in our adopted Local Plans and sites with planning permission (or with a resolution to grant planning permission) set to be delivered by 2045. This includes new homes and residential accommodation anticipated to be provided in the form of rooms for students or older people. On top of this, we have identified an allowance for windfall sites for residential development coming through planning applications.

**2.37.** The Councils' evidence for this windfall allowance is set out in the Greater Cambridge Housing Delivery Study Addendum Update (2026). This is based on in-depth analysis of historic housing completions on windfall sites and consideration of future trends taking account of national legislation, and national and local planning policy, which all continue to support the delivery of housing on windfall sites. For Greater Cambridge as a whole, we expect about 6,660 homes to be built during the plan period from this source.

**2.38.** Subtracting our existing supply from our housing need of 48,069 results in a residual balance of around 9,690 homes to find through new allocations between 2024 and 2045. In order to give greater confidence in meeting our needs, to be able to respond to changing circumstances if they arise and in line with good practice, our existing supply and proposed allocations provide additional headroom above those needs.

**2.39.** The housing trajectory for Greater Cambridge, included in Appendix D: Housing trajectory and five year housing land supply calculation, demonstrates how the objectively assessed need for Greater Cambridge of 48,069 homes for 2024 to 2045 will be met. The same appendix also sets out the five year housing land supply calculation for Greater Cambridge for 2028-2033, on the basis of this being the anticipated five year supply period at adoption.

**2.40.** In recent years, actual annual completions in Greater Cambridge have been around the level of the combined adopted annual housing requirement for Greater Cambridge, and at March 2026 there were just over 34,400 homes with planning permission anticipated to build out throughout the plan period and beyond. However, the annual housing requirement (based on the standard method) included in this plan is 37% higher than the combined adopted annual housing requirement for Greater Cambridge. A sustained increased level of annual completions at or above the annual housing requirement is not anticipated until the second half of the plan period due to the sustainable development strategy set out in this plan and the infrastructure constraints relating to water and transport (for which improvements are not anticipated to be delivered until later in the plan period). Under these circumstances, it is appropriate for the five year housing land supply for Greater Cambridge to be calculated using the Liverpool methodology.

## Small sites requirement

**2.41.** To support delivery of small and medium sized sites, national planning policy requires land to be identified to accommodate at least 10% of the overall housing requirement on sites no larger than one hectare, unless it can be shown that there are strong reasons why this 10% target cannot be achieved. For Greater Cambridge, this means identifying sufficient land to accommodate 4,807 homes on sites of up to one hectare. Our completions in 2024/25, existing commitments, proposed new allocations and the windfall allowance are anticipated to deliver 7,005 dwellings, which is in excess of 10% of our housing requirement. Of these, 2,052 homes are on specific identified sites, comprising approximately 4.3% of the 48,069 homes that is our housing requirement.

**2.42.** This is the appropriate response to this requirement for Greater Cambridge, as allocating the full amount on specific identified sites would need us to identify large numbers of small sites across the rural area. Not only would this be extremely challenging, it would compromise our development strategy by directing a significant portion of growth to less sustainable locations where levels of car use would be higher, negatively impacting our response to the challenges of net zero carbon and Climate Act obligations and undermining our vision and strategic priorities. It may also necessitate more sites being released from the Green Belt as most of the larger and better served villages are located within the Green Belt, conflicting with our aim to protect the Cambridge Green Belt.

**2.43.** It would also be difficult to deliver the infrastructure needed to make the developments sustainable. As such, it is considered that completion in 2024/25, existing commitments, proposed new allocations and the windfall allowance have a good prospect of meeting the overall aim of this aspect of national planning policy, and would not generate the negative consequences of identifying specific allocations for 10% of our housing requirement on small sites.

**Existing homes in Greater Cambridge: 133,743***

**New homes already in the pipeline for 2024-2045: 38,378**

Sites which already have planning permission, and on 'windfall' sites which are not specifically identified in plan but which are policy compliant.

**Additional homes from new allocations for 2024-2045 to meet identified need: 9,691**

Our total identified need for 2024-2045 is 48,069 homes.

**Extra homes we are planning for, that gives us approximately 8.2% headroom for flexibility: 3,963**

*Source: Number of dwellings by tenure and district, Ministry of Housing, Communities and Local Government (May 2026)

**Figure 6:** Infographic showing the number of new homes we propose to plan for

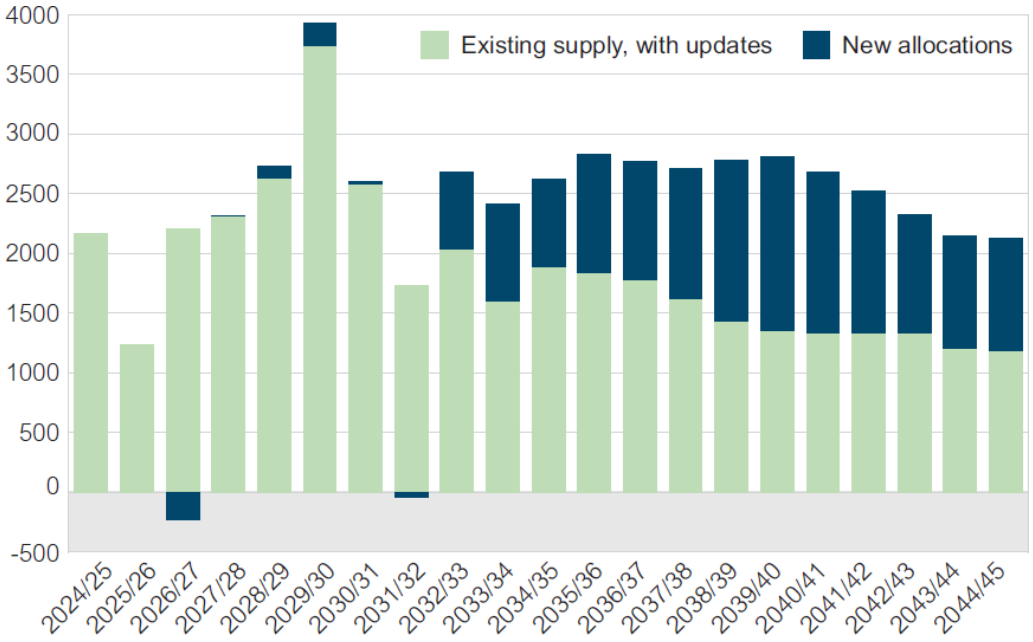



**Figure 7:** Graph showing proposed housing trajectory, 2025-2045

# Spatial strategy

## Overview

**2.44.** National planning policy states that plans should set out "an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence".

**2.45.** The adopted Local Plans (2018) for Cambridge and South Cambridgeshire are separate, but together they implement a single joined up strategy for Greater Cambridge which includes:

- Allocations within Cambridge where there was capacity,
- Carrying forward existing edge of Cambridge allocations, identifying limited additional development on the edge of Cambridge where this would not cause significant harm to Green Belt purposes, and safeguarding land for development at Cambridge Airport,
- New Settlements at North of Waterbeach and at Bourn airfield, alongside carrying forward the existing allocation at Northstowe,
- Extension of Cambourne at Cambourne West, and
- Limited village allocations at Rural Centres and Minor Rural Centres

**2.46.** Delivery of this strategy is progressing well, with development underway or completed including at the edge of Cambridge sites such as Eddington, Darwin Green, Marleigh and Springstead village, at the new settlement sites of Northstowe, Waterbeach New Town (West), and Cambourne West, and on smaller allocations within Cambridge and the villages. Additionally, outline permission has been granted for Bourn Airfield New Village and Waterbeach New Town (East).

**2.47.** Throughout the preparation of the development strategy, at each stage of plan-making we have drawn on our evidence together with consultation feedback to inform our approach.

**2.48.** In considering the strategy choices available for the new Greater Cambridge Local Plan to meet our needs for mixed use development, we explored the sustainability merits of locating new development within each of the five sources of supply from the adopted development strategy:

- Cambridge Urban Area;
- edge of Cambridge, both non-Green Belt and Green Belt;
- new settlements outside of the Green Belt; and
- villages.

**2.49.** We made sure to consider the sustainability impacts of focusing growth outside the Green Belt in comparison with alternatives of releasing Green Belt land, as we are required to do by national planning policy.

**2.50.** We also identified six development strategy choices which form geographically focused hybrids of the previously identified sources of supply, comprising:

- Public Transport Corridors;
- Providing homes close to jobs in the research parks to the south of Cambridge (described as the Rural Southern Cluster);
- Integrating development with planned infrastructure in the corridor to the west of Cambridge;

- A hybrid involving an additional new settlement;
- A hybrid involving release of land from the Green Belt; and
- A hybrid involving expanding Royston – an existing market town.

**2.51.** We reviewed the sustainability merits, opportunities and constraints for each of these eleven potential strategy choices, considering evidence under each of our themes, as well as completing Sustainability Appraisal of them.

**2.52.** Alongside considering locations for new homes and jobs, we also considered suitable locations to restore our area's habitat networks and provide more green spaces for people providing health and wellbeing benefits. Our Green Infrastructure evidence identified 14 strategic green infrastructure initiatives to help achieve this. We prepared our preferred development strategy including draft allocations and green infrastructure initiatives in parallel. Within the plan, relevant sites policies, and our Biodiversity and Green Spaces policies, require development to support the delivery of these strategic initiatives. Our Infrastructure Delivery Plan also identifies a number of specific projects that will contribute to meeting the objectives of the initiatives.

**2.53.** Drawing on our evidence and consultation feedback, our preferred option is a blended strategy to meet a variety of needs which responds to the opportunities provided by different sources of supply. It is informed by the vision and strategic priorities, as well as the development strategy principles as follows:

a. limit our climate impact and support thriving communities – locate development where active and public transport is the natural choice, with jobs, services andfacilities located near to where people live, and responding to opportunities created by existing and proposed major new transport infrastructure;

b. protect and enhance our natural environment – maximise opportunities to use brownfield land, and ensure green infrastructure can be delivered alongside new development;

c. enable our national and global economic employment sectors to flourish – provide employment space of the right type in the right location to meet sector needs;

d. reinforce the distinctive character of our city, towns and villages – protect the Green Belt, and develop sites that can be well-integrated with existing communities, can be developed at densities, and using appropriate forms and patterns of development, which make best use of land while creating well-designed, characterful places; and

e. support all necessary utilities in a sustainable way – ensure that the development strategy can be supported by utilities in a way that protects and enhances the environment.

## Broad areas of supply

**2.54.** In identifying new allocations for development we drew on our development strategy principles alongside considering site specific opportunities and constraints. Through this process we first identified development opportunities on previously developed land, particularly within and on the edge of Cambridge but also at previously planned new settlements. However, given the scale of our development needs, we needed to also consider options on greenfield land too.

**2.55.** For each site we considered the opportunity to apply densities making best use of land whilst being sensitive to local context. Among other constraints, we accounted for flood-risk – seeking to locate development in areas at lowest risk of flooding first – applying the sequential approach required in national policy.

## Cambridge urban rea

**2.56.** Our evidence and Sustainability Appraisal confirm that the urban area of Cambridge remains a highly sustainable broad location for additional homes and jobs, relating to its accessibility to existing jobs and services. It also provides the most significant opportunities for reusing previously developed land and optimising densities in these well connected locations. A number of existing allocations are proposed for retention in this broad area.

**2.57.** During the course of developing this local plan proposals for comprehensive development of the Nort East Cambridge area were identified, reflecting the opportunities provided by the Cambridge Waste Water Treatment Plant (CWWTP) planned relocation off site. In August 2025 the Government announced that it would no longer be funding the relocation through its Housing Infrastructure Fund, which means that there is uncertainty as to whether the delivery of the Councils' preferred vision for North East Cambridge can be realised in full.

**2.58.** A special policy area for North East Cambridge has been identified to support delivery of office, research & development, and industrial uses, as well as new homes in appropriate parts of the site recognizing that CWWTP is likely to remain on site. The Councils would seek to deliver the previous preferred vision for mixed use comprehensive redevelopment, should funding again become available to fund the relocation of the CWWTP, noting the significant benefits that development at this site would bring. Funding may be found to enable the relocation of the CWWTP. Ahead of the Proposed Submission stage in 2026, the Councils will continue to engage with relevant partners to confirm a refined position for that later plan-making stage.

**2.59.** In addition to North East Cambridge, considering its particular sustainability merits, the strategy seeks to maximise supply from all other sources in the Cambridge urban area. This includes optimising densities on other sites and identifying a number of smaller allocations that are opportunities for regeneration and estate renewal, drawing on engagement with the Cambridge Investment Partnership. Further to this, several new opportunity areas for regeneration have been identified alongside carrying forward those identified in the Cambridge Local Plan (2018) that have yet to come forward.

## Edge of Cambridge

**2.60.** Our evidence shows that the edge of Cambridge could be a sustainable location for homes and jobs, being accessible to existing jobs and services, and if development is planned at sufficient scale this could also support new infrastructure. Several existing allocations on the edge of Cambridge continue to be built out. Beyond this, on the edge of Cambridge outside the Green Belt, Cambridge East provides the most significant development opportunity in this area, comprising land at Cambridge Airport that was originally identified for development in the 2003 Structure Plan and is safeguarded in the 2018 Local Plans for development should the site become available, which the landowner has now advised will be the case by 2029. There are also opportunities for additional homes to be provided within the identified development area at Eddington (North West Cambridge) and Cambridge East (Springstead Village).

**2.61.** Other potential sources of supply on existing Green Belt land on the edge of Cambridge were considered in developing the strategy, to make sure we fully considered this against other alternative approaches. The Government attaches great importance to Green Belts in national planning policy. Cambridge has had a Green Belt since the 1965 Development Plan, and Cambridge's locally specific Green Belt purposes have been embedded in development plans over many years. In preparing the Greater Cambridge Local Plan we completed a Green Belt Assessment in 2021 to help us understand the impact development would have on Green Belt purposes.

**2.62.** Drawing on our evidence and consultation feedback, we do not consider that our general development needs provide the 'exceptional circumstances' required in national policy to justify removing land from the Green Belt in this Local Plan, including grey belt, having regard to the identification of other sources of land supply that can meet needs sustainably without the need for Green Belt release. Notwithstanding this we have updated our Green Belt study in accordance with the latest National Planning Policy Framework and Planning Practice Guidance to ensure it provides a robust, up-to-date assessments, including to identify grey belt land within Greater Cambridge.

**2.63.** Noting this conclusion regarding general development needs, we have assessed sites in the Green Belt individually to identify whether there could be any site specific exceptional circumstances that could justify amendments to Green Belt boundaries. Having completed this review for the edge of Cambridge, we consider that the only site where such exceptional circumstances exist is at Cambridge Biomedical Campus where a limited release is justified to provide an opportunity to meet development needs of the campus and deliver a world leading campus. Away from the edge of Cambridge, we also consider that site specific exceptional circumstances exist to justify limited releases at Babraham Research Campus to respond to its unique employment characteristics. At these sites, we are requiring compensatory improvements to remaining Green Belt land in line with national planning policies.

## New Settlements

**2.64.** Our existing new settlements at Northstowe and Waterbeach, together with Bourn Airfield New Village which has been granted planning permission, will continue to be built out through the new plan period to 2045 and beyond and form a significant part of our future supply. Drawing on our review of the different strategy options and our Sustainability Appraisal, the most sustainable location for additional strategic scale development away from Cambridge is expanding on existing development in the Cambourne area, taking advantage of the significant benefits that will be provided by the proposed East West Rail station as well the proposed public transport improvement to the Cambourne to Cambridge corridor. This significant improvement in public transport accessibility provides an opportunity to grow and enhance an existing new town, increasing the critical mass of population, employment and services available locally to those communities.

**2.65.** We also have evidence that locating homes close to existing and proposed jobs at the cluster of research parks to the south of Cambridge would help reduce commuting and associated carbon emissions and congestion. A new settlement at Grange Farm provides an opportunity to provide a significant number of new homes within cycling and walking distance of jobs at Granta Park and Babraham Research Campus, and connected via a proposed high quality public transport route to Cambridge Biomedical Campus.

**2.66.** We are also supporting further jobs and homes growth in this area by identifying allocations connected to employment, including for jobs at Babraham Research Campus, and jobs and tied homes confirming the existing planning permission at Wellcome Genome Campus, and through a number of housing allocations at well-connected villages in the area.

## Villages

**2.67.** Our evidence shows that our villages should play only a limited role in meeting future development needs to support delivery of a range of smaller sites and support the vitality of our villages. Alongside including a number of housing sites with permission that are currently being delivered, we have identified a limited number of new sites for housing at our more sustainable villages.

## Employment Strategy

**2.68.** The Greater Cambridge economy is nationally and internationally important. The area is home to two Universities and one of the most significant clusters in Europe of high-tech industries, research and development and life sciences. It also has a range of other industries operating successfully in the area. After identifying overall needs we explored in greater depth the needs of sectors to help us understand how the plan can best support in terms of land supply but also the location and types of space that are needed.

**2.69.** Our economic strategy responds to the specific locational and space-type needs of different sectors, comprising several mixed use sites that include both homes and employment space, the expansion or redevelopment of existing employment sites, and major new industrial and distribution sites. There are also several new small and medium employment allocations identified within urban and rural areas:

- To support the continued flourishing of our internationally renowned knowledge intensive sectors that are identified as priority sectors within the Cambridgeshire and Peterborough Local Growth Plan, in particular life sciences and ICT, we propose:
    - Significant additional space for continued growth in laboratory and office employment (Use Class E(g) at our existing cluster centres, including at North East Cambridge which incorporates Cambridge Science Park, West Cambridge, Wellcome Genome Campus, Melbourn Science Park;
    - Release of land from the Green Belt at Cambridge Biomedical Campus and Babraham Research Campus to meet future needs at these important facilities;
    - Further space at sustainable locations providing opportunity for the growth of new clusters in the longer term, particularly at Cambridge East, but also at Cambourne.
    - Continued support for laboratory and office employment (Use Class E(g) at adopted allocations in sustainable locations within and on the edge of Cambridge, and at the emerging new settlements of Northstowe and Waterbeach.
    - Additional housing in locations that can be connected by sustainable means to cluster centres.
- To meet our emerging needs for mid-tech space (Use Classes E(g)/B2/B8), particularly where companies develop prototypes emerging from our knowledge intensive sectors, we propose allocations on the edge of the urban area, including at Eddington and Cambridge East, with longer term provision at an expanded Cambourne.
- To meet our immediate need for industrial floorspace and local needs for logistics floorspace (Use Classes B2/B8), we propose two substantial new allocations in the A14 corridor, with longer term provision at an expanded Cambourne. We also propose land at several of our mixed use allocations for general industrial space (Use Classes B2/B8).

**2.70.** In addition, a number of key existing employment and commercial sites are identified as Areas of Major Change, including Granta Park, the Imperial War Museum Duxford, the Grafton Centre, South of Coldham's Lane and Cambridge Railway Station, Hills Road Corridor.

2.71. Many of the sites and policies outlined above are particularly suited to supporting the needs of clusters. However, cluster-related employment is not restricted to these areas, and there are smaller concentrations and individual firms both in Cambridge and the rural areas of South Cambridgeshire. Developments proposed to support clusters which meet the proposed policy requirements in Policy J/NE will be supported, particularly where they include provision of a range of suitable units, including for start-ups, SMEs, and incubator units.

## Distribution of housing development 2024-2045

2.72. The following table sets out the broad distribution of housing growth under previous rounds of plan-making, alongside the preferred option strategy distribution. The proportions of housing development in different types of location have changed over time as the impacts of the sustainable development strategy across our current 2018 Local Plans, which was initiated in predecessor plans, starts to take effect. The large strategic sites on the edge of Cambridge and the new settlements in South Cambridgeshire have had long lead-in times but are now delivering well and starting to make up a larger proportion of development that is expected to continue through the plan period. The rural area will have a lower share of development in the new plan, reflecting other more sustainable sources of supply, but will still provide some development to help support our rural communities.

## Long-term vision for Greater Cambridge

2.73. National planning policy expects that where a local plan includes proposals for new settlements, it should set a vision that looks further ahead than the normal 15 years from adoption of the plan, to at least 30 years. This is especially relevant to the strategy for Greater Cambridge, which is anchored in a network of sustainable new strategic scale developments of a sufficient scale to meet much of the development needs for jobs and homes in the area during the plan period and beyond, supported by the right infrastructure and underpinned by a series of interventions that will both protect and enhance the environment.

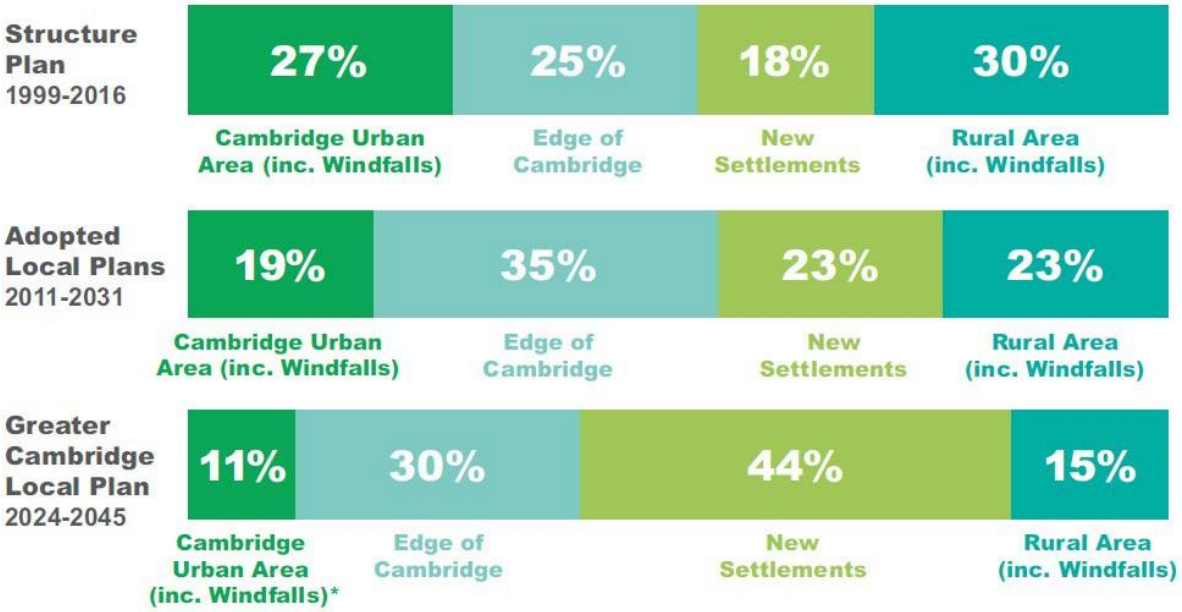



**Figure 8:** Distribution of growth in comparison to previous Local Plans

| Development | Structure Plan 1999-2016 | Adopted Local Plans 2011-2031 | Greater Cambridge Local Plan 2024-2045 |
|---|---|---|---|
| Cambridge urban area (including windfalls) | 27 | 19 | 11 |
| Edge of Cambridge | 25 | 35 | 30 |
| New settlements | 18 | 23 | 44 |
| Rural area (including windfalls) | 30 | 23 | 15 |

**Table 5:** Distribution of housing development 2024-2045

**2.74.** We have been able to build on earlier strategy decisions for the area, with sites on the edge of Cambridge and new settlements like Northstowe and Waterbeach making a significant contribution to meeting ongoing development needs. We are now able to add to this with sites that will continue to deliver over the longer term at Cambridge East, Cambourne and Grange Farm. Planning early for sites alongside infrastructure that will continue to deliver will help us maintain land supply for homes and jobs and reduce the need for development in less sustainable locations.

**2.75.** It is expected that our urban extensions and new settlements will deliver a further nearly 24,000 homes beyond 2045.

## Ensuring a deliverable plan

**2.76.** National planning policy says that plans should be deliverable. Delivery of the sites included in this plan, which will contribute to meeting our Vision for Greater Cambridge, is reliant on the provision of a significant level of infrastructure – in particular water supply, waste water treatment, and a sustainable and effective transport network. Delivery of this infrastructure is the responsibility of a range of local and national partners. As such, delivery of the plan's vision relies on these partners reflecting the strategy for Greater Cambridge in their own strategies and delivering on these in a timely way.

## Water supply

**2.77.** Greater Cambridge's water supply currently comes from groundwater, and abstraction needs to be reduced to respond to climate change and protect our precious chalk streams. The government has formed the Cambridge Water Scarcity Group, bringing together relevant agencies to deliver short and long-term solutions.

2.78. Working with the group, we commissioned a study to explore whether the growth needs identified in the Local Plan could be met. In the shorter term, a range of measures are being implemented to improve the efficiency of how water is used. In the medium term, a pipeline connection to Grafham Water will boost supplies to the Cambridge area from 2032, and the Fens Reservoir will further increase supplies from the mid 2030's. The first new homes at new strategic sites including Cambridge East, Cambourne, and Grange Farm, are not anticipated to be completed in the housing trajectory accompanying this Local Plan until 2032 when the new pipeline connection is anticipated to be operational. Delivery and phasing plans will need to demonstrate engagement with the water industry, and respond to the availability of water supply improvements. Grampian conditions may be used if necessary to relate occupation to water availability.

2.79. The Regional Water Plan prepared by Water Resources East, identifies that in the longer term, into the 2040's and beyond, adaptive approaches and new infrastructure such as desalination will be needed in the East of England to ensure there continues to be water available to meet needs whilst protecting the environment. Cambridge Water adopted their Water Resource Management Plan in Spring 2025, and this will be reviewed every 5 years.

## Waste water treatment

2.80. If the Cambridge Waste Water Treatment Plant (CWWTP) relocation does not take place, upgrades will be required to the existing CWWTP at North East Cambridge to ensure it can deal with future wastewater flows in a sustainable way. Anglian Water have committed to identifying the alternative measures needed to address current and future development needs..

2.81. Investment will also be needed at other waste water treatment works to serve the allocations proposed in this plan. Anglian Water have started work on a new Drainage and Waste Water Management Plan (DWMP), a statutory plan they are required to prepare which identifies how they will accommodate future growth needs including arising from this local plan.

## Transport Strategy

2.82. Our proposed strategy is heavily informed by the location of existing and committed public transport schemes. For example, focus growth at Cambourne takes advantage of the proposed East West Rail station and the proposed public transport improvement in the Cambourne to Cambridge corridor; equally, Cambridge East is supported by the proposed Cambridge Eastern Access public transport corridor improvements, and would be made more sustainable still if a potential new rail station is delivered at the site.

2.83. A Greater Cambridge Transport Strategy is being prepared by the Cambridgeshire and Peterborough Combined Authority that will include the mitigation and infrastructure requirements necessary to promote sustainable travel as part of the Local Plan development strategy.

2.84. The foundations for the emerging Transport Strategy are improvements to key corridors, that will provide significant transport capacity to support the delivery of committed development. We are working together with local partners to support delivery of these schemes. Beyond these schemes, the evidence supporting the emerging Local Plan development strategy identifies additional mitigation and infrastructure required to enable delivery of the new sites included within the preferred development strategy.

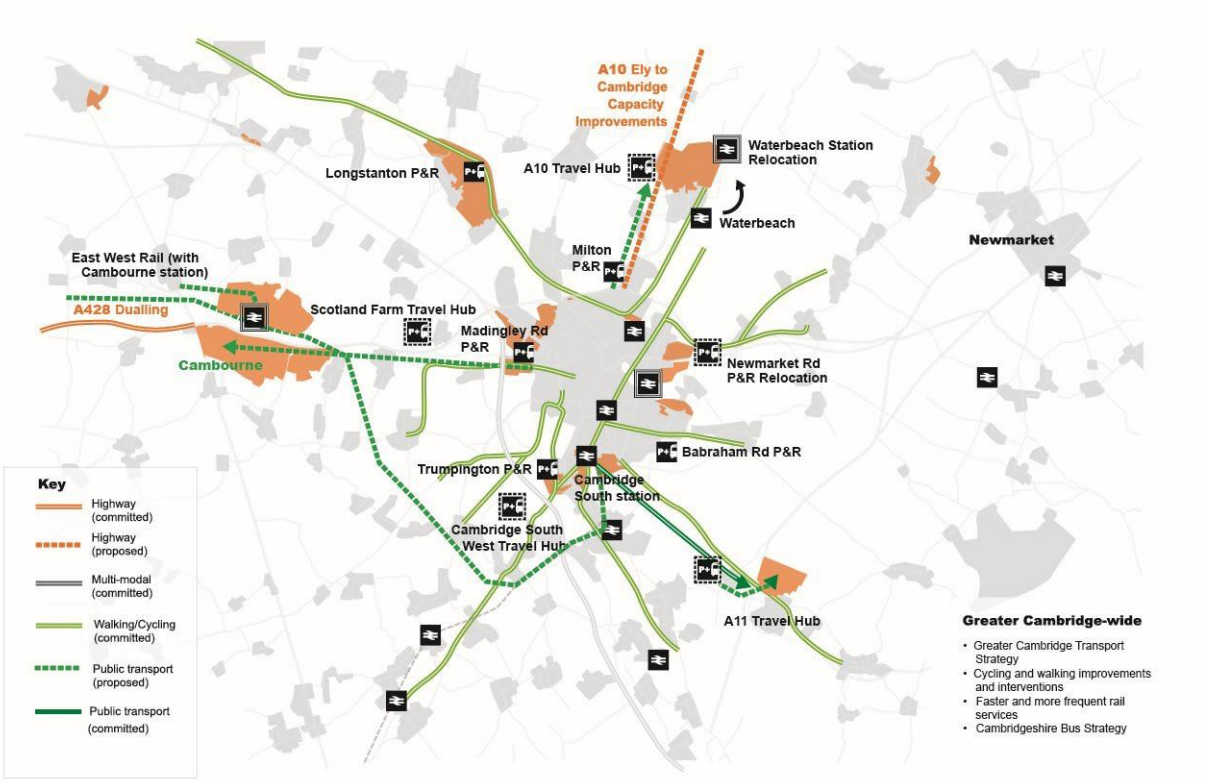



**Figure 9:** Map of existing and proposed major transport projects

**2.85.** The Combined Authority has published a draft interim Greater Cambridge Transport Strategy alongside the Proposed Submission Local Plan, and is committed to adopting a final Strategy in time to support the submission of the Local Plan. The draft interim Transport Strategy identifies transport measures for the area, including proposed solutions to address the severe congestion challenges experienced in Cambridge. In combination, these site specific and strategic measures demonstrate that the sites included in the plan can be delivered. The final Transport Strategy will be adopted before the Local Plan is submitted for independent Examination.

## Duty to Cooperate

**2.86.** The preferred Local Plan development strategy has been informed by engagement with relevant organisations in line with the requirement in national planning policy for local authorities to maintain effective cooperation on plan making, ensuring we have fully considered strategic cross-boundary matters. The engagement we have completed to consider these strategic issues is evidenced in our Statement of Compliance. Where we have sought to agree an aligned position with relevant organisations on a particular matter of substance, this is set out in our draft Statement of Common Ground.

**2.87.** We are not currently aware of any unresolved strategic cross-boundary matters that would prevent the preferred strategy from being delivered. The Councils have not asked neighbouring districts to meet their development needs; nor have we been asked to meet the development needs of other districts. We will continue to engage with all relevant organisations as we take the plan forward.

## Meeting the needs of Gypsies, Travellers and Travelling Showpeople

2.88. The Accommodation Needs Assessment (ANA) for Gypsies, Travellers and Travelling Showpeople makes a series of recommendations for meeting the accommodation needs of these communities. The accommodation needs of Gypsies, Travellers and Travelling Showpeople will be met in the following ways:

## Safeguarding existing pitches and plots

2.89. To ensure that the accommodation needs of Gypsies, Travellers and Travelling Showpeople are continually met over the plan period, it is important that existing and future pitches (or sites) and plots (or yards) are retained for their existing use and not lost to other alternative uses. Any pitches for Gypsies and Travellers or plots for Travelling Showpeople with unrestricted planning permission need to be safeguarded for that use. Unrestricted planning permission means not subject to conditions restricting the time limit of occupancy (such as temporary planning permission) or occupancy to specific individuals or families (such as personal planning consents).

2.90. The ANA outlines that Gypsy and Traveller pitches may become available in the future on these site as a result of: household dissolution, through making pitches available that are currently occupied by households that are not Gypsies and Travellers; and through intensification within existing sites. Considering these sources of supply results in the potential for 90 additional pitches by 2045:

- potential for 16 pitches from household dissolution by 2040/41,
- potential for up to 70 pitches to be made available if enforcement action can be taken, and
- potential for 4-5 pitches through intensification within existing sites.

2.91. Action will continue to be undertaken to optimise the use of existing pitches, and a specific policy (Policy S/AMC/GT: Optimising Gypsy and Traveller sites) is included that relates to Chesterton Fen Road (Milton) and Smithy Fen (Cottenham).

2.92. An additional 8 plots for Travelling Showpeople have been permitted through intensification of the number of plots within an existing yard. These additional 8 plots count towards meeting the identified needs for 2023/24 to 2044/45.

## Provision of additional pitches or plots through regularisation of those not permanently authorised and through provision within strategic sites

2.93. The ANA identified 16 pitches for Gypsies and Travellers on sites within South Cambridgeshire that were not permanently authorised at the time of completing the assessment. Permanent planning permission has since been secured for 19 pitches, a further 3 pitches are considered to be lawful, and a pitch has a permission in principle, resulting in an additional 23 pitches that count towards meeting the identified needs for 2024-2045.

2.94. No suitable new standalone sites have been identified through the call for sites process or through a review of other available sources.

**2.95.** The Local Plan as a whole seeks to direct new homes to sustainable locations where active and public transport is the natural choice, with jobs, services and facilities located near to where people live, and national planning policy states that local planning authorities should very strictly limit new pitches or plots in the open countryside that are away from existing settlements. Strategic sites provide an opportunity to deliver new Gypsy and Traveller pitches, alongside other types and tenures of housing, to ensure that new communities meet the needs of different groups in sustainable locations with access to services and facilities. Gypsy and Traveller pitches are therefore required within the following strategic sites (as set out in the allocation policies):

- Northstowe: 24 pitches
- Waterbeach New Town: 24 pitches
- Bourn Airfield New Village: 12 pitches
- Cambridge East – airport: 24 pitches
- Cambourne North: 24 pitches
- Land adjacent to A11 and A1307 at Grange Farm: 12 pitches.

**2.96.** The delivery of pitches at strategic sites will need to take account of when relevant infrastructure will be provided, and therefore not all of these pitches are anticipated to be delivered within the Plan period. Some will come forward beyond 2045.

## Criteria-based policy for windfall pitches and plots

**2.97.** Policy H/GT: Gypsy and Traveller pitches and Travelling Showpeople plots is a criteria based policy to be used for making decisions on any windfall Gypsy and Traveller pitches or Travelling Showpeople plots within Greater Cambridge. Any future permanent Gypsy and Traveller pitches or Travelling Showpeople plots that are permitted on windfall sites will count towards meeting the identified needs for 2024-2045.

## Summary

**2.98.** For Gypsies and Travellers, the sources of supply identified above could provide around 185 pitches by the end of the plan period, exceeding the identified need. This includes specific deliverable sites for the first five years and specific deliverable sites, specific developable sites and broad locations for year 6 onwards.

**2.99.** For Travelling Showpeople, the sources of supply identified above could provide at least 8 plots by the end of the plan period. Although this does not meet the identified need, the outstanding need is modest, and the Showmen's Guild of Great Britain have highlighted that they would like the flexibility to decide where a new plot or yard will be most appropriately located for them. Relying on windfall sites to meet this outstanding need is a reasonable and proportionate response to the situation. Specific deliverable sites have been identified for the first five years, and broad locations have been identified for year 6 onwards.

## Meeting the needs of older people and people with disabilities

**2.100.** The accommodation needs of older people and people with disabilities will be met in the following ways:

## Existing commitments specifically for specialist housing for older people and people with disabilities

**2.101.** Within our completions 2024/25 and existing commitments, there are a small number of standalone developments for specialist housing for older people which are anticipated to deliver 185 dwellings (as self-contained dwellings or dwelling equivalents from bedspaces) within the plan period 2024-2045.

## Specialist housing within strategic sites

**2.102.** The Local Plan as a whole seeks to direct new homes, including any specialist housing, to sustainable locations where active and public transport is the natural choice, with jobs, services and facilities located near to where people live. Strategic sites provide an opportunity to deliver specialist housing for older people and people with disabilities, alongside other types and tenures of housing, to ensure that new communities meet the needs of different groups in sustainable locations with access to services and facilities. Specialist housing is therefore required within the following strategic sites (as set out in the allocation policies):

- Cambridge East – land north of Cherry Hinton: a retirement living facility including 66 bedspaces (equivalent to 35 dwellings)
- Northstowe: 850 units for specialist housing (within the up to 8,500 dwellings on phases 2, 3A and 3B)
- Waterbeach New Town: 1,050 residential institutional units (within the up to 11,000 dwellings)
- Bourn Airfield New Village: 250 residential institutional units, in addition to the up to 3,500 dwellings
- Eddington (North West Cambridge): a senior living facility including 75 bedspaces (equivalent to 39 dwellings) and 250 units for specialist housing (within the 2,500 dwellings)
- Cambridge East – airport: 800 units for specialist housing (within the 8,000 dwellings)
- Cambourne North: 1,300 units for specialist housing (within the 13,000 dwellings)
- Land adjacent to A11 and A1307 at Grange Farm: 450 units for specialist housing (within the 4,500 dwellings).

**2.103.** The delivery of specialist housing for older people and disabled people will need to take account of when relevant infrastructure will be provided, and therefore as it is expected that some of these developments will continue to deliver beyond 2045, not all of this specialist housing is anticipated to be delivered within the plan period. Within the strategic sites, it is anticipated that 2,636 dwellings (as self-contained dwellings or dwelling equivalents from bedspaces) will be delivered within the plan period of 2024-2045.

## Criteria-based policy

**2.104.** Policy H/SH: Specialist housing is a criteria based policy to be used for making decisions on any windfall specialist housing for older people and disabled people within Greater Cambridge. Any developments that are permitted on windfall sites will count towards meeting the identified needs within the plan period.

## Other ways of meeting the accommodation needs of older people and disabled people

**2.105.** Policies in the Local Plan, such as Policy H/HM: Housing mix and Policy H/SS: Residential space standards and accessible homes, alongside other approaches relating to the delivery of care, will help older people and disabled people to downsize or stay within their community through 'whole life housing' approaches. Additionally, new homes designed and built to meet accessible and adaptable homes standards and wheelchair user standards will contribute towards meetings the needs of those with mobility related disabilities. These approaches could offset some of the identified need for specialist housing for older people and disabled people.

## Summary

**2.106.** In summary, anticipated delivery within the plan period from the above sources are expected to fully meet the identified accommodation needs of older people and disabled people.

## Meeting the needs of students

**2.107.** The accommodation needs of students will be met in the following ways:

## Existing commitments specifically for student accommodation

**2.108.** Within our completions 2024/25 and existing commitments, there are a number of standalone developments for specialist accommodation for students, and these developments are anticipated to deliver 1,164 student bedrooms within the period of 2024-2033. There are a further 1,675 student bedrooms with outline planning permission at Eddington and 118 new student bedrooms allocated at Old Press / Mill Lane that are currently anticipated to be delivered after 2033, but which could be delivered sooner if necessary to meet the identified need.

## Specialist housing within strategic sites

**2.109.** The Local Plan as a whole seeks to direct new homes, including any specialist housing, to sustainable locations. Strategic sites provide an opportunity to deliver specialist accommodation for students, alongside other types and tenures of housing, to ensure that new communities meet the needs of different groups in sustainable locations with access to services and facilities. Specialist accommodation for students may therefore be provided within strategic sites, and any student accommodation provided on these sites will count towards meeting the identified needs within the period of 2024-2033.

## Criteria-based policy

**2.110.** Policy H/SA: Student accommodation is a criteria based policy to be used for making decisions on any windfall specialist accommodation for students within Greater Cambridge. Any developments that are permitted on windfall sites will count towards meeting the identified needs within the period of 2024-2033.

## Summary

**2.111.** In summary, anticipated delivery by 2033 from the above sources are expected to fully meet the identified accommodation needs of students.

# Settlement hierarchy

**Policy S/SH: Settlement hierarchy**

## Cambridge

1. Residential development and redevelopment without any limit on individual scheme size will be permitted within Cambridge's defined development extent as defined on the Policies Map, provided that adequate services, facilities and infrastructure are available or can be made available as a result of the development.

## Towns

2. The following settlements are identified as towns: Cambourne, Northstowe, Waterbeach new town.

3. Residential development and redevelopment without any limit on individual scheme size will be permitted within the defined development extents of towns, as defined on the Policies Map, provided that adequate services, facilities and infrastructure are available or can be made available as a result of the development.

## Rural centres

4. The following settlements are identified as Rural centres: Great Shelford and Stapleford, Histon and Impington, and Sawston.

5. Residential development and redevelopment without any limit on individual scheme size will be permitted within the defined development extents of Rural centres, as defined on the Policies Map, provided that adequate services, facilities and infrastructure are available or can be made available as a result of the development.

## Minor rural centres

6. The following settlements are identified as Minor rural centres: Bar Hill, Bassingbourn, Comberton, Cottenham, Fulbourn, Gamlingay, Girton, Linton, Melbourn, Milton, Papworth Everard, Swavesey, Waterbeach, Willingham.

7. Residential development and redevelopment up to an indicative maximum scheme size of 30 dwellings will be permitted within the defined development extents of Minor rural centres, as defined on the Policies Map, provided that adequate infrastructure is available or can be made available as a result of the development.

## Group villages

8. The following settlements are identified as Group villages: Balsham, Babraham, Barrington, Barton, Bourn, Castle Camps, Coton, Dry Drayton, Duxford, Elsworth, Eltisley, Fen Ditton, Fen Drayton, Fowlmere, Foxton, Great Abington, Great Wilbraham, Guilden Morden, Hardwick, Harston, Haslingfield, Hauxton, Highfield Caldecote, Little Abington, Longstanton, Meldreth, Oakington, Orwell, Over, Steeple Morden, Teversham, Thriplow, Whittlesford.

9. Residential development and redevelopment up to an indicative maximum scheme size of 8 dwellings will be permitted within the defined development extents of Group villages, as defined on the Policies Map, provided that adequate infrastructure is available or can be made available as a result of the development.

10. Development may exceptionally consist of up to about 15 dwellings where this would make the best use of a single brownfield site.

## Infill villages

11. The following villages are identified as Infill villages: Abington Pigotts, Arrington, Bartlow, Boxworth, Carlton, Caxton, Childerley, Conington, Croxton, Croydon, East Hatley, Grantchester, Graveley, Great Chishill, Great Eversden, Harlton, Hatley St George, Heathfield, Heydon, Hildersham, Hinxton, Horningsea, Horseheath, Ickleton, Kingston, Knapwell, Kneesworth, Landbeach, Litlington, Little Chishill, Little Eversden, Little Gransden, Little Shelford, Little Wilbraham, Lolworth, Longstowe, Madingley, Newton, Pampisford, Papworth St Agnes, Rampton, Shepreth, Shingay-cum-Wendy, Shudy Camps, Six Mile Bottom, Stow-cum-Quy, Streetly End, Tadlow, Toft, Weston Colville, Weston Green, West Wickham, West Wratting, Whaddon, Wimpole.

12. Residential development and redevelopment within the defined development extents of these settlements, as defined on the Policies Map, will be restricted to scheme sizes of not more than 2 dwellings (indicative size) comprising:

    a. A gap in an otherwise built-up frontage to an existing road, provided that it is not sufficiently large to accommodate more than two dwellings on similar curtilages to those adjoining; or

    b. The redevelopment or sub-division of an existing residential curtilage; or

    c. The sub-division of an existing dwelling;

    d. The conversion or redevelopment of a non-residential building where this would not result in a loss of local employment.

13. In very exceptional circumstances a slightly larger development (not more than about 8 dwellings) may be permitted where this would lead to the sustainable recycling of a brownfield site bringing positive overall benefit to the settlement.

## Supporting information

**2.112.** This policy sets out the groupings of settlements into categories that reflect their scale, characteristics and sustainability, to ensure development is located in the most sustainable places. It then sets out the scale of development proposals coming through planning applications for unallocated (windfall) sites that would be potentially suitable in each category of settlement.

**2.113.** The settlement hierarchy remains an important element of the sustainable development strategy, helping direct housing to the most sustainable locations and control the level of windfall development that takes place in the least sustainable areas of Greater Cambridge, whilst enhancing the vitality of rural communities and enabling the recycling of land.

**2.114.** There is a delicate balance between supporting housing development and the reuse of brownfield land, whilst avoiding unsustainable scales of development in areas where there is more limited access to services, facilities, and employment. Whilst the Councils want to provide flexibility to help meet housing needs, that has to be balanced with the evidence from our Greater Cambridge Net Zero Carbon Evidence Base that growth in smaller settlements tend to generate higher levels of carbon than urban development. The indicative scheme sizes within the policy provide an appropriate balance for considering windfall development.

**2.115.** The indicative scheme size does not apply to allocations forming part of the overall development strategy of the Local Plan. These have been specifically selected as part of the wider development strategy, and in some cases exceed these levels.

## Cambridge

**2.116.** As the largest and most sustainable settlement of the Greater Cambridge area Cambridge is at the top of the settlement hierarchy. Cambridge has secondary schools, significant employment opportunities, a large number and variety of services and facilities, and has high quality public transport services. Scheme size for windfall residential development within Cambridge does not need to be limited.

## Towns

**2.117.** Towns are the largest, most sustainable settlements within Greater Cambridge after Cambridge. Cambourne is the most developed, but the new towns at Waterbeach and Northstowe will see considerable development during the plan period. They have, or will have, good access to a secondary school, employment opportunities, a variety of services and facilities and have good public transport services to Cambridge. Scheme size for windfall residential development within the towns should it come forward does not need to be limited.

## Rural centres

**2.118.** Rural centres are the largest, most sustainable villages within Greater Cambridge. They have good access to a secondary school (either within the settlement or accessible by good public transport), employment opportunities, a variety of services and facilities and have high quality public transport in the form of a segregated public transport route services (such as the Greater Cambridge Partnership schemes or the Cambridgeshire Guided Busway) to Cambridge or a market town.

**2.119.** Future development will comprise of development and redevelopment within the defined development extents. Since the Rural centres comprise of the most sustainable villages in Greater Cambridge there is no strategic constraint on the amount of development or redevelopment of land for housing that can come forward within the defined development extents, provided that the proposals are in accordance with other policies in the Plan. The Local Plan 2018 identified that Bourn Airfield would become a Rural Centre once built. As development is at such an early stage, adding it to the settlement hierarchy policy will be left to a future plan review.

2.120. For the purposes of settlement classification and related Local Plan policies, part of Pampisford parish west of London Road on the southern end of Sawston will be treated as if part of the Rural Centre of Sawston. It is therefore included within the Sawston settlement boundary and shown on the Sawston Inset of the Policies Map. It is shown as an area covered by another map on the Pampisford Inset of the Policies Map. It remains part of Pampisford parish.

## Minor Rural Centres

2.121. Minor rural centres have a lower level of services, facilities and employment than rural centres, but a greater level than most other settlements in Greater Cambridge and often perform a role in terms of providing services and facilities for a small rural hinterland.

2.122. Within Minor rural centres there is scope in principle for larger scale windfall development within the settlement boundary. This would allow larger settlements with a reasonable level of services to provide services and facilities for surrounding smaller settlements to achieve more development. However, the overall scale of development should be restricted in recognition of their more limited services compared to Rural centres. A maximum scheme size of 30 dwellings is used as a guideline figure to indicate the upper limit of housing development likely to be suitable. Development will not be permitted on sites capable of accommodating scheme sizes significantly larger than 30 dwellings in Minor rural centres.

2.123. Further Minor rural centres will be added in future as set out by the relevant site development policy, and once the site is completed. The Wellcome Genome Campus is developing into a place with homes, jobs and services. Over the plan period and beyond it will develop in its role as a settlement. The mix of planned growth indicates a best fit with the role of minor rural centre, but this will be considered further in future plan reviews.

## Group villages

2.124. As Group villages are generally less sustainable locations for new development than Rural centres and Minor rural centres, having fewer services and facilities allowing only some of the basic day-to-day requirements of their residents to be met without the need to travel outside the settlement. All Group villages have at least a primary school and limited development will help maintain remaining services and facilities and provide for affordable housing to meet local needs. In Group villages, development will not be permitted on sites capable of accommodating scheme sizes significantly larger than 8 dwellings, or exceptionally up to 15.

## Infill villages

2.125. Infill villages are generally amongst the smallest settlements within Greater Cambridge. These settlements have a poor range of services and facilities, and it is often necessary for local residents to travel outside the settlement for most of their daily needs. These settlements generally lack any food shops, have no primary school and may not have a permanent post office or a village hall or meeting place. Development on any scale would be unsustainable in these settlements, as it will generate a disproportionate number of additional journeys outside the settlement. In Infill villages, development will not be permitted on sites capable of accommodating scheme sizes significantly larger than 2 dwellings, or exceptionally up to 8.

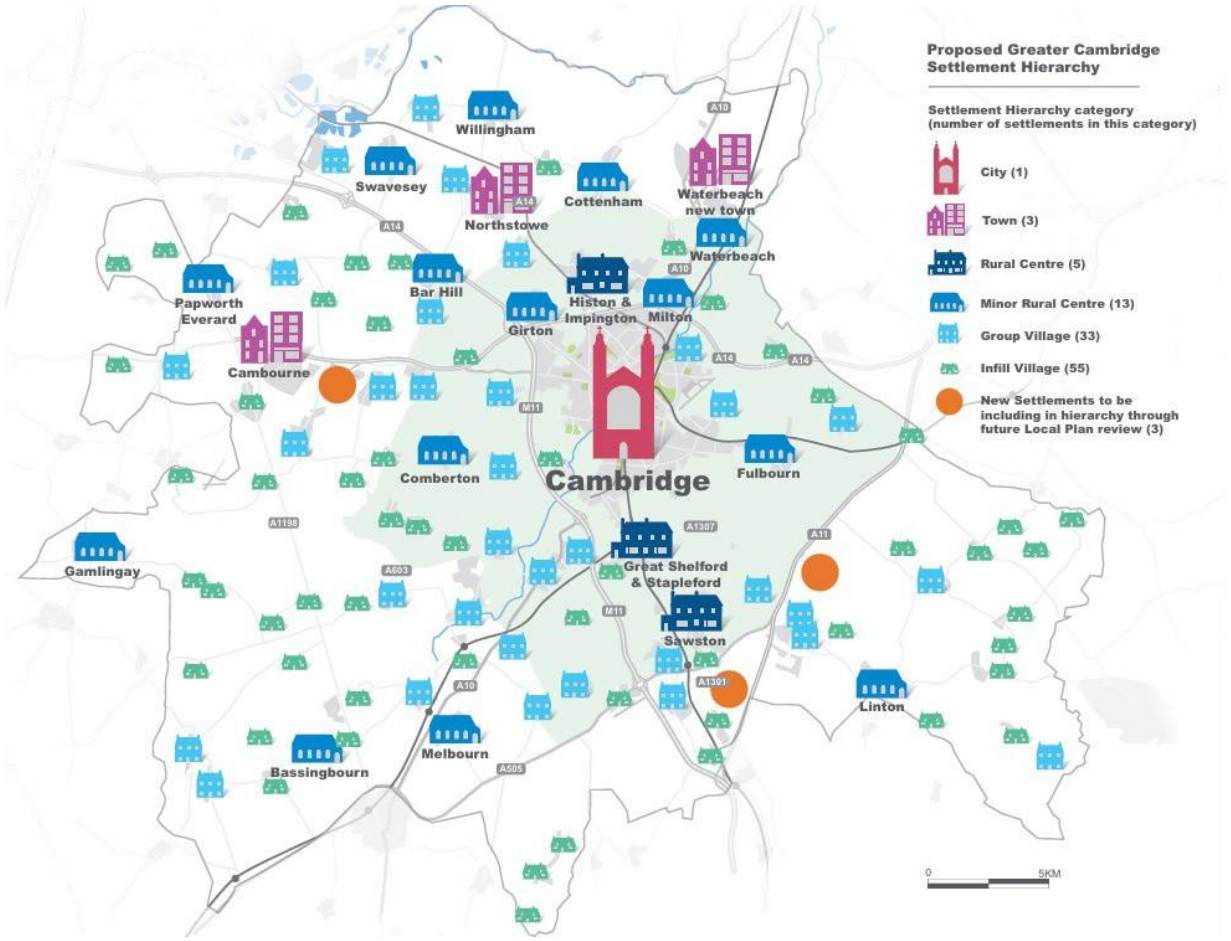



**Figure 10:** Map illustrating the settlement hierarchy

# Defined development extents

**Policy S/DE: Defined development extents**

1. Development and redevelopment of unallocated land and buildings within defined development extents (as shown on the Policies Map) will be permitted provided that:

    a. Development is of a scale, density and character appropriate to the location, and is consistent with other policies in the Local Plan; and

    b. Retention of the site in its present state does not form an essential part of the local character, and development would protect and enhance local features of green space, landscape, ecological or historic importance; and

    c. There is the necessary infrastructure capacity to support the development.

2. Outside defined development extents, development will not be permitted except for:

    a. Allocations within Made Neighbourhood Plans;

    b. Rural Exception sites meeting local need for affordable housing;

    c. Development for agriculture, horticulture, forestry, outdoor recreation and other uses which need to be located in the countryside; or

    d. Where development is supported by other policies in this plan.

## Supporting information

**2.126.** This policy defines the boundaries of settlements for planning purposes. Defined development extents define where policies for the built-up areas of settlements give way to policies for the countryside. This is necessary to ensure that the countryside is protected from gradual encroachment, but in particular they help guard against incremental growth in unsustainable locations. An important element of the development strategy is to focus growth in more sustainable locations, and defined development extents help achieve this aim.

**2.127.** In the countryside, development is generally restricted to uses that need to be located there. The plan includes some flexibility for reusing existing buildings, for development which supports the rural economy, and for other uses which need a countryside location.

**2.128.** Within defined development extents, policies in the plan generally support development and redevelopment of previously developed land subject to a range of policies which seek to ensure the development is sustainable and suitable for its location. This includes residential development, as indicated in Policy S/SH: Settlement Hierarchy.

**2.129.** Development extents have been defined to take into account the present extent of the built-up area and planned development. Buildings associated with countryside uses (e.g. farm buildings, houses subject to agricultural occupancy conditions or affordable housing schemes permitted under the rural exceptions policy) are not normally included within the defined development extents. Defined development extents have not been defined around small clusters of houses or areas of scattered development where such buildings are isolated in open countryside or detached from the main concentration of buildings within Cambridge or a nearby settlement. Although it is recognised that such dwellings may be considered locally as 'part' of the nearest settlement in community terms, it is important in planning policy terms to limit the amount of new development that can take place in rural areas with few services and little or no public transport.

**2.130.** It should be noted that case law has established that the National Planning Policy Framework's (NPPF) exception to Green Belt development being inappropriate if it comprises 'limited infilling in villages' is not restricted to sites that fall within defined policy extents for villages established by local plans. As such, consideration of Green Belt policy is therefore a separate consideration to the application of the defined development extent policy, which still applies in Green Belt areas.

**2.131.** Where a village's form extends beyond a defined development extent and is situated within the Green Belt, the Local Planning Authority will need to assess whether or not the proposal site could be understood as falling within the wider understanding of the village extent, and thus subject to the limited infilling exception. Proposal sites in villages with no defined development extent will need to be assessed on a case-by-case basis. It is considered that there are very few opportunities for limited infilling in smaller villages where no defined development extent has been defined. Should any proposals come forward, these will be considered on their planning merits, taking into account national and local planning policies, including any policies in made Neighbourhood Plans.

**2.132.** Property boundaries shown on Ordnance Survey (OS) mapping have been taken into account in defining defined development extents. However, since there are many large gardens on the edge of settlements, the defined development extents sometimes cut across such gardens, especially (but not solely) if parts of those gardens relate more to the surrounding countryside than they do to the built-up areas. The 'cutting' of some gardens is regarded as a positive development management tool to limit the potential for further residential development in smaller villages with few facilities and little or no public transport. However, in such circumstances this policy will not be operated to establish a presumption against the grant of planning permission for ancillary domestic buildings in those parts of residential curtilages excluded from the defined development extent. Where permission is required for such developments, applications will be considered on their individual merits.

**2.133.** A local community preparing a neighbourhood plan may wish to make allocations for community led proposals in a neighbourhood plan that lie outside of the defined development extent of a village. The Council would generally be supportive of parish-led neighbourhood plan allocations where they have received community support which means that the proposals are capable of being included in a neighbourhood plan.

# The Cambridge Green Belt

**Policy S/GB: The Cambridge Green Belt**

1. A Green Belt will be maintained around Cambridge with the specific purposes to:
    a. preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre.
    b. maintain and enhance the quality of its setting; and
    c. prevent communities in the environs of Cambridge from merging into one another and with the city.
2. The detailed boundaries of the Green Belt in Greater Cambridge are defined on the Policies Map. New development in the Green Belt will only be approved in accordance with Green Belt policy in the National Planning Policy Framework, and having regard to the Cambridge Green Belt purposes set out above.

## Supporting Information

**2.134.** This policy sets out the specific purposes of the Cambridge Green Belt, which alongside national planning policy provide a framework for consideration of any development proposals within the Green Belt.

**2.135.** The Government attaches great importance to Green Belts as set out in the National Planning Policy Framework. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open and a specific function of some Green Belts, such as the one around Cambridge, is to preserve the setting and special character of historic towns. Cambridge has had a Green Belt since the 1965 Development Plan, and it covers about 26% of the land within Greater Cambridge.

**2.136.** A number of factors define the special character of Cambridge and its setting, which include:

- Key views of Cambridge from the surrounding countryside;
- A soft green edge to the city;
- A distinctive urban edge;
- Green corridors penetrating into the city;
- Designated sites and other features contributing positively to the character of the landscape setting;
- The distribution, physical separation, setting, scale and character of Green Belt villages; and
- A landscape that retains a strong rural character.

**2.137.** The 'Cambridge Green Belt Purposes', were established by the Cambridgeshire and Peterborough Structure Plan (2003) and were taken forward in the Cambridge Local Plan (2006 and 2018) and South Cambridgeshire Local Plan (2007 Core Strategy and 2018). They continue to provide appropriate recognition of the particular role and function of the Cambridge Green Belt. The Cambridge Green Belt Assessment (2021) and the Cambridge Green Belt Assessment Review following changes to National Policy and Guidance (2026) assess the contribution of different parcels of land to these purposes and identify grey belt land to inform plan making in line with the NPPF and national guidance.

**2.138.** National policy set out in the NPPF will be applied when considering proposals for development in the Green Belt. This establishes that some forms of development are not inappropriate in the Green Belt and sets out where this applies. The NPPF sets out the contributions or ‘Golden Rules’ that should be complied with for major development involving the provision of housing in the Green Belt. These relate to the provision of higher levels of affordable housing, improvements to local or national infrastructure, and the provision of new or improvements to existing green spaces that are accessible to the public. Where development is inappropriate it will not be approved except in very special circumstances.

**2.139.** National planning policy also requires local planning authorities to plan positively to enhance the beneficial use of Green Belts, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land. Such opportunities are considered in the green infrastructure policies in this plan.

# Monitoring

**Policy S/MO: Monitoring**

1. The Councils will monitor the implementation and performance of the Local Plan against the monitoring indicators set out in the monitoring framework, set out in Appendix F: Monitoring Framework (indicators). Results will be reported on annually. If, through monitoring, it appears that policies and allocations are not being achieved, the following mechanisms will be triggered:

    a. Review of housing and employment land supply and allocations;

    b. Action to bring forward sites for development, wherever possible in partnership with landowners and developers;

    c. Action to bring forward development on previously developed land;

    d. Action to secure the timely provision of infrastructure;

    e. Review of all, or relevant parts of, the Local Plan.

    f. Review Development Management processes;

    g. Consider undertaking cooperation with other local authorities, including through duty to cooperate.

## Supporting Information

**2.140.** The policy sets out the Councils' approach to monitoring the performance of the other policies and allocations included within the Local Plan. Monitoring provides information on the performance of policy, the delivery of development and impacts on the environment. Monitoring will help the local planning authority assess whether its plans remain sound or whether adjustments need to be made to continue to meet the Local Plan's strategic priorities.

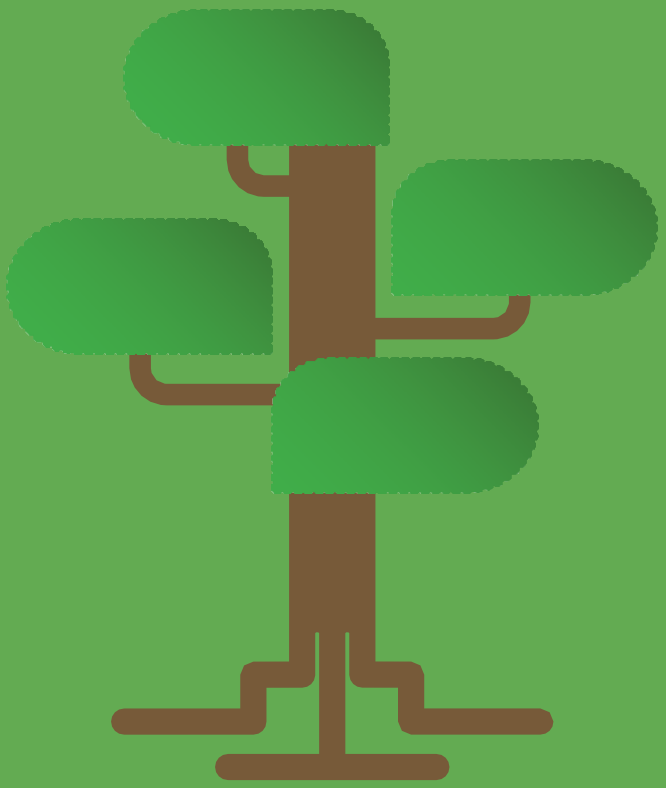
**2.141.** In order to assess the effectiveness of the policies in the delivery of development and protection of the environment, it is important that continuous monitoring and review of policies in the Local Plan is undertaken. Monitoring and review will take place on an annual basis through the Authority Monitoring Report (AMR). If, as a result of monitoring and review, it appears that development is not coming forward in a sustainable or timely

**2.142.** manner, the Councils will be proactive in using their powers to respond to changing circumstances, for example, through the review of land allocations or policies in the Local Plan.

**2.143.** A set of indicators has been developed specifically for monitoring the Local Plan; these are set out in Appendix F: Monitoring Framework (indicators). For each indicator, the relevant policy or policies (if appropriate) that the indicator is monitoring are recorded, a target is set to allow progress to be measured, and triggers and actions are detailed to show what will be done if the target is not being met.

3

# Site allocations



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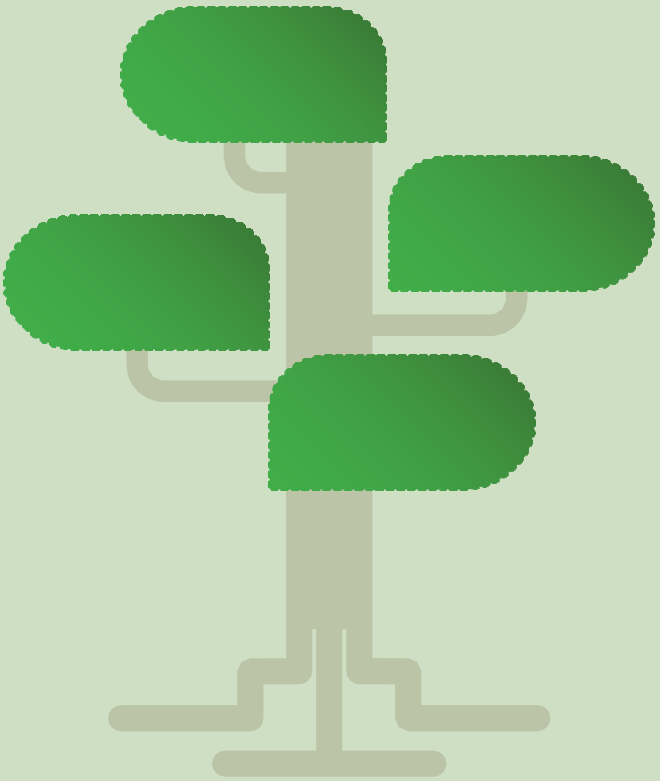
3.1

# Cambridge urban area



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# Introduction

3.1.1 The Cambridge urban area includes all of the built-up areas of Cambridge, including the existing homes and businesses that fall within the adjoining administrative areas of South Cambridgeshire.

3.1.2 Our ambition is to enable Cambridge to accommodate growth of the highest quality whilst protecting and enhancing the historic environment and the key public spaces which are an important part of what makes the city so special to local people. Further growth will be directed to under used areas that are not fulling their potential as well as creating new neighbourhoods on the larger previously developed sites on the edges of the city. Within the heart of the City, the Historic Core and wider City Centre will continue to be a rich mix of cultural, educational and retail uses set within the backdrop of beautiful streets and nature rich open spaces, complemented by active, compact neighbourhoods across the wider city – new and old.

3.1.3 These new neighbourhoods must make the best use of land, providing a mix of homes, jobs and services to create thriving communities which are fully integrated with surrounding areas and reflect the key characteristics of the city. We want all of Cambridge to be a place where walking, cycling and public transport is the natural choice and where unnecessary journeys by private vehicles are not needed to help with our net zero carbon ambitions.

# Site allocations in Cambridge

- **Policy S/C/LCR:** Land at Clifton Road (including Cambridge Junction and Cambridge Leisure)

- **Policy S/C/SMS:** Garages at St Matthews Street and Norfolk Street
- **Policy S/C/HTR:** 137-143 Histon Road
- **Policy S/C/HGH:** Henry Giles House, 73-79 Chesterton Road
- **Policy S/C/HRC:** Horizon Resource Centre, 285 Coldham's Lane
- **Policy S/C/PDC:** Cambridge Professional Development Centre, Foster Road
- **Policy S/C/PPS:** Police Station, Parkside
- **Policy S/C/NCA:** North Cambridge Academy, 108, Arbury Road
- **Policy S/C/ER:** 1-99 Ekin Road and 1-8 Ekin Walk
- **Policy S/C/DR:** 2-28 Davy Road and Garage Blocks
- **Policy S/C/HPC:** 1-78 Hanover Court, 1-49 Princess Court and Garage at Newtown Garages
- **Policy S/C/GER:** Former Garage Block, East Road
- **Policy S/C/SH:** 1 - 33 Stanton House, Christchurch Street
- **Policy S/C/MRG:** Milton Road Garages
- **Policy S/C/SCL:** Land South of Coldham's Lane, Cambridge
- **Policy S/C/BRN:** Land at Barnwell Road and Newmarket Road
- **Policy S/C/TRP:** Travis Perkins, Devonshire Road
- **Policy S/C/OPK:** Parcel Com4, Orchard Park
- **Policy S/C/BFS:** Brookfields
- **Policy S/C/SRW:** Station Road West
- **Policy S/C/BJH:** Betjeman House
- **Policy S/C/OPM:** Old Press/Mill Lane
- **Policy S/C/NMD:** New Museums, Downing Street

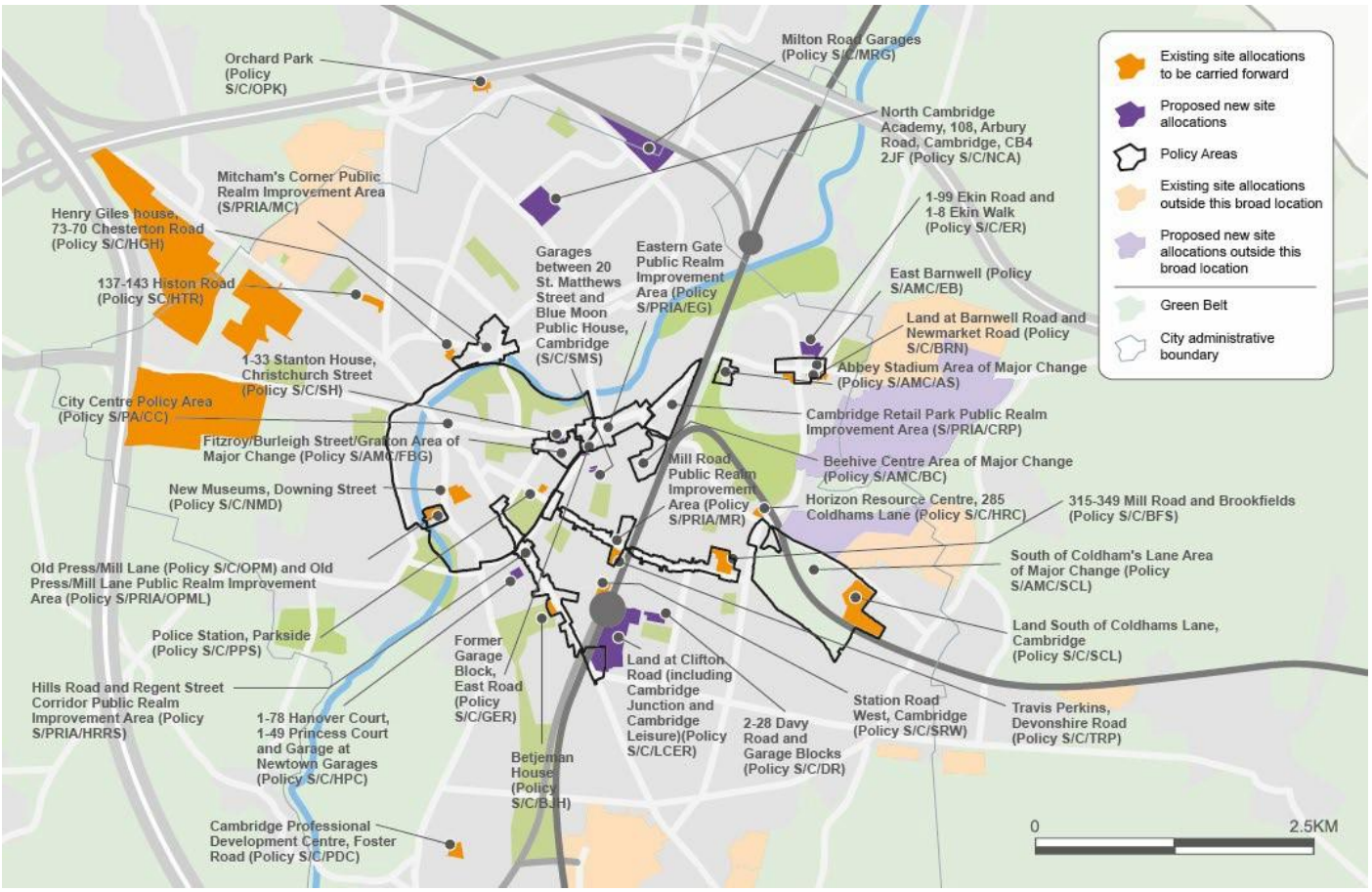



**Figure 11:** Map of site allocations and policy areas in the Cambridge urban area

# Policy S/C/LCR: Land at Clifton Road (including Cambridge Junction and Cambridge Leisure)

## Objectives and place identity

1. Land at Clifton Road will be comprehensively redeveloped through a masterplan-led approach, delivering a high-quality, mixed-use quarter within Cambridge that reinforces the role of the area as a cultural and leisure destination for the region. Development will be contextually responsive, creating a coherent and distinctive sense of place. It will secure the long-term enhancement and expansion of arts, music and performance facilities associated with Cambridge Junction to maintaining its role as a regionally significant cultural venue.

2. A mix of uses, including leisure, cultural and social uses alongside workspace and residential development will support activity throughout the day and evening and strengthen the vitality of Cambridge Leisure Park. The layout and design of development will integrate positively with surrounding neighbourhoods and will safeguard and facilitate the delivery of a future eastern entrance to Cambridge railway station, creating a welcoming and well-connected arrival point that reflects Cambridge as a creative, inclusive and evolving city.

3. A site wide Masterplan will be prepared by the landowners / promoters in conjunction with the Council and in consultation with the local community and other stakeholders including the East-West Rail Company. The Masterplan should be broadly aligned with the indicative Spatial Framework Plan shown at Figure 12 and will need to identify the broad distribution of land uses, infrastructure delivery and phasing and will be used as a basis for the consideration of subsequent planning applications. The Masterplan should be agreed by the Council prior to the approval of any planning applications (and may be subsequently updated by the landowners / promoters and agreed by the Council).

4. The masterplan must demonstrate that it:
    a. is fully integrated with its surrounding context;
    b. responds positively to nearby existing land uses and that, in line with the indicative Spatial Framework, proposed uses and high-quality public open spaces are arranged to ensure a coherent sense of place;
    c. uses a well-structured layout and built form to create a safe environment, and improve the area's legibility and permeability;
    d. makes provision for and positively responds to the proposed future eastern entrance to Cambridge railway station, providing seamless connections

between active travel infrastructure and public transport serves both within and beyond the site;
e. ensures that conflicts between pedestrians and wheelers, micromobility users, and motor vehicles are mitigated as far as possible;
f. does not undermine Cambridge Junction as a venue of local and regional significance. Opportunities should be explored to maintain its ability to operate whilst redevelopment occurs;
g. has been informed by key stakeholders, including the police, to ensure that necessary security measures have been built into the design and a safe environment can be delivered through development; and
h. provides a complementary and sensitive mix of new homes, cultural and recreational facilities, and employment floorspace.

5. Development proposals, including those being delivered using a phased approach, must positively contribute to the wider development objectives for Land at Clifton Road in line with the principles identified in the indicative Spatial Framework diagram, and they must not prejudice the potential future redevelopment of adjacent sites.

## Uses

6. Land at Clifton Road (including Cambridge Junction and Cambridge Leisure) is allocated for mixed-use development comprising the following:
   a. concert and performance spaces (Sui generis), developing further the cultural offer for the city and wider sub-region;
   b. commercial leisure, including food and drink outlets and the reprovision of the bowling alley and cinema;
   c. approximately 300 residential homes (Use Class C3), providing for a mix of types and tenures;
   d. employment uses, including Offices (Use Class E(g)i), Research and Development facilities (Use Class E(g)ii), light industrial space (Use Class E(g)iii), General Industrial space (Use Class B2), and Storage or Distribution facilities (Use Class B8); and
   e. Hotel (Use Class C1).
7. Residential development will be supported provided that it is sensitively integrated with neighbouring planning uses, and that the mitigation of noise, vibration, light, odour, dust, and any land quality issues are addressed at the early design stages of development to limit adverse impacts on residential amenity or other sensitive receptors.
8. Development must be designed to support a range of commercial uses and include units for light industrial floorspace and trade counters, grow-on spaces for SMEs, spaces for start-up companies, and flexible maker spaces, as well as office (Use Class E(g)(i)) and Research and Development facilities (Use Class E(g)(ii)).
9. Redevelopment of the site must re-provide the existing quantum of floorspace for industrial and storage uses through the use of an intensified built form and the strategic co-location of complementary planning uses.

## Context

10. Redevelopment of the site must support the enhancement of the Cambridge Junction as a live performance and cultural venue, positioning it as a landmark building in masterplans for the site.
11. Development proposals must support the ability for Cambridge Leisure to function as a designated Local Centre, making provisions for the colocation of flexible spaces for retail, recreation, community workshops and a vibrant nightlife. Engagement with local stakeholders and relevant bodies will be required to ensure that proposals deliver appropriate facilities.
12. Proposals involving the redevelopment of the existing cinema and/or bowling alley in Cambridge Leisure must ensure that such uses are re-provided in an equal or better facility as part of the development.
13. Redevelopment of other commercial leisure uses within the site must ensure that either:
    a. such uses are re-provided as part of the development proposals; or
    b. quantitative and qualitative evidence is submitted that demonstrates a better range and quality of facilities will be provided as part of the development.
14. Where appropriate, temporary venue spaces and meanwhile uses should be provided during the construction phases of the site's redevelopment to minimise any short-term disruption to on-site community and recreational facilities.
15. To ensure the Royal Mail Depot is appropriately integrated whilst it is operational, development proposals must be designed in such a way that:
    a. do not create constraints for the operation of the existing Royal Mail Depot, including conflicts for vehicles that need to travel to and from the depot; and
    b. incorporate mitigation measures to ensure that proposed uses are compatible with the Royal Mail Depot.
16. Archaeological investigation and mitigation will be required to identify the presence and significance of as yet unknown archaeological remains across the site.
17. Development proposals must not prejudice the delivery of the preferred East West Rail route alignment and associated rail infrastructure, including any eastern entrance to Cambridge railway station.

## Built form

18. Development proposals must take a positive, context-led approach to design that achieves an appropriate style, scale and massing, including effective transitions between proposals and established residential areas, in order to limit negative impacts on the setting of the Grade II Listed Railway Station, the New Town and Glisson Road Conservation Area, and other designated and non-designated heritage assets that are in the vicinity of the site.

19. Given the site's potential to be experienced from a number of strategic viewpoints and the sensitivity of nearby residential uses to overlooking, proposals must ensure that building heights are thoroughly tested and that careful design mitigation and building orientation is used to provide a well-articulated roofscape and skyline.

20. Proposals that include buildings with multiple storeys must have regard to the design, distribution and vertical layering of ground and lower floor uses, securing active frontages and vertical integration, particularly on lower storeys, to create a vibrant, safe and inclusive public realm. Proposals greater than 3 commercial storeys within Clifton Road Industrial Estate or taller than 6 residential storeys within the Cambridge Leisure part of the site, must create a positive contribution to the wider Cambridge skyline, justified through accurate 3D modelling and comprehensive landscape and visual impact assessment.

21. Given the changes in ground levels across the site, proposals should be designed to improve the site's visual and physical permeability, including its visual relationship with Hills Road.

## Public space

22. Significant and flexible areas of public realm and open space must be provided to respond to the likely intensity of use and should be located to form focal parts of the site's overall development providing a range of functions throughout the day, including recreational green infrastructure, pop-up street markets, places to dwell, and outdoor "spill-out" spaces to expand the cultural and leisure offering into the open spaces and compliment the indoor offering.

23. In line with the indicative Spatial Framework diagram, a high-quality green infrastructure corridor, anchored by public squares at the eastern entrance to Cambridge railway station and Cambridge Junction, should be used to frame the site-wide layout, and improve the site's legibility and spatial identity.

## Nature

24. Proposals must protect and enhance biodiversity and mitigate the impacts of climate change by:

    a. Embedding nature across all development typologies through the use of green roofs, trees, habitat corridors, and other appropriate urban greening measures; and

    b. Introducing SuDS as part of high-quality, multifunctional green and blue infrastructure.

## Movement

25. Development must deliver an exemplary approach to movement and transport within and through the site and promote a low-car-dependency approach to living where walking, wheeling and cycling are the first choice for most residents, workers and visitors, by:
    a. Ensuring the design of the site:

i. responds positively to the area's high level of accessibility by public transport and active travel modes, providing a comprehensive approach to transport that complements existing transport facilities on the western side of the railway;
ii. incorporates effective wayfinding measures to create a place that is easy to navigate and safe throughout the daytime and evening;
iii. creates a safe relationship between on-site transport infrastructure and other on-site uses; and
iv. uses innovative approaches to car storage, including off-plot car barns and shared parking solutions.

26. Safeguarding land for and directly delivering the following physical transport measures within the site:
    a. A new eastern entrance to Cambridge railway station, including space for essential infrastructure and security features required to deliver the new station entrance - this should include evidence of the possibility and feasibility of providing an unpaid pedestrian link over the railway as part of the station design;
    b. future phases of the Chisholm Trail that will cross the site and safe connections between the Chisholm Trail and active travel infrastructure that surrounds the site;
    c. a dedicated, secure cycle park that is well connected to the new eastern entrance to Cambridge railway station and the Chisholm Trail;
    d. on-site mobility hub provisions that complement the existing mobility hub facilities on the western side of the railway to enhance the wider station area's function as a regional transport interchange;
    e. the retention or re-provision of the multi-storey car park as part of on-site mobility hub proposals that seek to consolidate and rationalise car parking across the site, unless alternative parking solutions can be justified as part of a comprehensive strategic and local transport mitigation plan for the site's development; and
    f. Making financial contributions towards and, as appropriate, enabling any other transport measures necessary to make the development of the site acceptable in transport terms, as evidenced at planning application stage.

27. The agreed masterplan for the site must demonstrate how the distribution and mix of development achieves optimal transport outcomes, including high active and public transport mode shares.

28. To support the delivery of an agreed masterplan, a strategic and local transport mitigation plan must be prepared in consultation with key transport stakeholders, the Local Highways Authority and the Local Planning Authorities. This must:

    a. explore the suitability of a range of transport options for the site's redevelopment, including facilities to serve bus routes;

    b. demonstrate how on-site mobility hub provisions will complement facilities on

the western side of Cambridge railway station to enhance the wider station area's function as a regional transport interchange;

c. demonstrate how comprehensive transport provision across the wider station area has informed appropriately scaled pick-up and drop-off facilities at the new eastern entrance to Cambridge railway station and measures to address other needs generated by the site's development;

d. effectively address potential car parking demand generated by development proposals and the new eastern entrance to Cambridge railway station, including measures to manage overspill parking into surrounding residential areas;

e. demonstrate how appropriate access and servicing arrangements for the range of uses proposed or to be retained will be achieved, including details of how these arrangements will be managed when operational;

f. demonstrate how development can cumulatively and effectively undertake a "monitor-and-manage" approach to resolve any potential transport impacts caused by redevelopment;

g. provide details of infrastructure costing and delivery phasing, demonstrating how the necessary transport measures will be delivered at a time that enables optimal transport outcomes; and

h. provide details of mechanisms for delivery, monitoring and review, including potential delivery through Section 106 obligations, CIL, or other appropriate funding mechanisms.

## Resources

29. Development proposals should assess and incorporate opportunities to take a site-wide approach to decentralised energy generation and storage, including exploring connections to wider heat networks.

30. Development should not preclude operation and maintenance of sewer pumping stations located within or adjacent to the site.

## Supporting information

3.1.4 Land at Clifton Road is an accessible, dynamic space that offers a range of critical functions and a cultural and leisure quarter for both Greater Cambridge and the wider region. The area makes substantial contributions to the city's wider cultural and recreational offer: Cambridge Junction is a music and performance venue of regional importance, and Cambridge Leisure hosts a range of community and recreational spaces, including a cinema, bowling alley, and a range of food and beverage outlets. Together, Cambridge Junction and its neighbouring facilities contribute to the vitality of the designated Hills Road Local Centre and create a key cultural and leisure district for Greater Cambridge and beyond. Clifton Road Industrial Estate also provides a range of light industrial and trade counter units that are an important working space for local tradespeople. Given the current fragmentation of land

ownership within the allocation, development proposals will need to positively contribute to site-wide development objectives (as illustrated on the indicative Spatial Framework) in order to deliver a vibrant and successful destination.

**3.1.5** Based on landowner discussions, there are aspirations for a comprehensive redevelopment of Land at Clifton Road to create a vibrant and attractive gateway to the city. Notwithstanding the important functions already hosted on the site, many of the existing buildings have historically been built at low densities, creating large spaces between buildings that are designed around the needs of vehicles. There is significant potential to transform the current Clifton Road area into a vibrant mixed-use neighbourhood that expands on the estate's existing successes and capitalises on the site's highly sustainable location close to Cambridge railway station and bus interchange. Ultimately, this would rebalance development either side of Cambridge railway station given the near completion of the CB1 development on the western side of the railway.

**3.1.6** Key to achieving vibrancy at Land at Clifton Road is the sensitive arrangement of a mix of new homes, cultural and recreational facilities, and employment opportunities, all of which must be fully integrated with the infrastructure and development context that surround the site. Opportunities should be taken to stack complimentary uses to improve the efficiency of land use and enrich the site's day-to-day functionality. A blended mix of commercial spaces, ranging from grow-on spaces for start-up businesses to some larger scale office and laboratory units, will generate activity throughout the day, whilst residential uses alongside the cultural, leisure, hotel and entertainment facilities will generate interest and activity into the evening and at weekends. Given the importance and success of the area's industrial and storage businesses and trade counters, spaces that can accommodate services of this nature must also be consolidated or re-provided as part of the redevelopment of the site, which should be achieved through a fine-grained and intensified built form that uses a well-considered colocation of planning uses.

**3.1.7** Residential development will need to be carefully located to protect residential amenity and outlook from existing and proposed uses, including railway operations and the Royal Mail Depot, which will remain operational within the site for the foreseeable future. Masterplan-led approaches that seek to deliver more than 300 residential units through the site's redevelopment may be supported, provided that development would result in a balanced mix of housing and commercial and leisure floorspace, and that new residential development does not present significant obstacles for the operation of cultural, leisure and other employment uses across the site. Layout opportunities, such as well-designed residential-led development blocks on the eastern extents of the site, will likely help to facilitate sensitive transitions between existing residential development adjacent to Land at Clifton Road and the commercial and leisure landscapes at the heart of the site.

**3.1.8** Given the social and cultural importance of the site, development should contribute the achievement of objectives set out within Cambridge City Council's Cultural Strategy (2024 – 2029) (or successor documents) and the Greater Cambridge Cultural Infrastructure Strategy (2025). At the heart of a comprehensive masterplan would be an upgraded music and performing arts venue (Cambridge Junction), providing a mix of performance space, workshop studios and a dedicated nightclub.

As well as the new railway station entrance, the redevelopment of this important venue should act as the catalyst for regeneration of the wider site, and it should position the venue as a landmark within the Clifton Road area both in terms of architectural interest and cultural offering. The final design of a redeveloped cultural and events venue and the wider cultural and leisure district will need to be initially informed by Cambridge's Cultural Infrastructure Strategies and engagement with Create Cambridge. Through the comprehensive redevelopment of the Clifton Road area, there is an opportunity to enhance this area as a key cultural hub. In addition, this should be supplemented with meaningful engagement with local residents and key stakeholders to ensure that proposals reflect local aspirations and incorporate best-practice design principles.

**3.1.9** A comprehensive masterplan for the site would also need to complement existing and future active travel plans for the area to ensure that site-wide access and servicing solutions are holistic and adaptable. As such, on-site mobility hub facilities and transport-related infrastructure to be delivered on Land at Clifton Road should be considered in the context of existing facilities on the western side of Cambridge railway station to ensure that development enhances the wider station area's functionality as a regional transport interchange.

**3.1.10** A new eastern station entrance has been presented as part of the wider East West Rail (EWR) development plans; a new eastern station entrance would be a significant factor in unlocking the full potential of Land at Clifton Road and would bring benefits to existing users of the railway station such as staff and students at Hills Road Sixth Form College. Development at Land at Clifton Road presents a significant opportunity to enhance the regional transport interchange capabilities around Cambridge railway station through the delivery of additional mobility hub facilities that complement existing facilities on the western side of the railway.

**3.1.11** Transport planning and assessment work, based on a holistic parking and transport strategy for the area, will be necessary to understand how any residual effects on the wider network, such as increased traffic flows to the site and public transport interchange activity, can be managed sustainably. Meanwhile, ensuring that future phases of the Chisholm Trail are integrated into the masterplan will be key to facilitating safe active travel throughout the site, and managing conflicts between pedestrians, micromobility users (e.g. cyclists and e-scooter users), and road vehicles. Secure facilities and safe streetscapes will be needed to support walking, wheeling and cycling as the primary transport modes, whilst appropriate car parking will need to be considered in the context of the area's needs and high levels of public transport accessibility. Engagement with transport bodies and local stakeholders will be important to ensure that lessons learned from the CB1 development around pedestrian, cyclist and vehicular conflicts can be applied to the redevelopment of Land at Clifton Road.

**3.1.12** Given the mix of uses and the potential number of people living within, visiting or passing through the site, the public realm will be a key component for the future success of this neighbourhood. Public realm improvements and open space provision must be multi-functional and provide a range of spaces for people to dwell and play all year round, including temporary spaces for public events, live performances and pop-up street markets. Proposals should also explore how public

realm improvements can help to satisfy other site-wide needs, such as space for urban greening, sensitive buffers between planning uses, or SuDS to manage the site's surface-water drainage risks. Opportunities should also be taken to introduce innovative methods of managing on-site energy and resource consumption such as connecting buildings to sustainable heat networks.

**3.1.13** Given the site's central location in the city and its function as an interregional gateway, development must use place-responsive design, massing, street furniture and landscaping to create a cohesive built environment. In line with the indicative Spatial Framework diagram, a linear green infrastructure corridor anchored by public squares at the eastern entrance to Cambridge railway station and the Cambridge Junction offers an opportunity to establish Land at Clifton Road's dual spatial identity as a key destination in the city and as a gateway to and from Cambridge's interregional public transport interchange.

**3.1.14** The site has the potential to be experienced from a number of strategic viewpoints and in the context of landmark buildings beyond the site's immediate surroundings, owing to long views along Hills Road. Changes in ground levels, particularly around Hills Road Bridge, also present considerations for how the site is experienced as part of a number of local views, as well as the site's relationship with a number of nearby designated and non-designated heritage assets. Effective vertical integration and thoroughly tested building heights, including the testing of any proposals for over-station development, will ensure that land can be used efficiently and in ways that limit any negative impacts on neighbouring planning uses or protected assets. The proposed mitigation measures within the policy will limit the negative impacts on the local and wider skyline, townscape character and listed assets and their setting through appropriate building height, massing and style and materials.

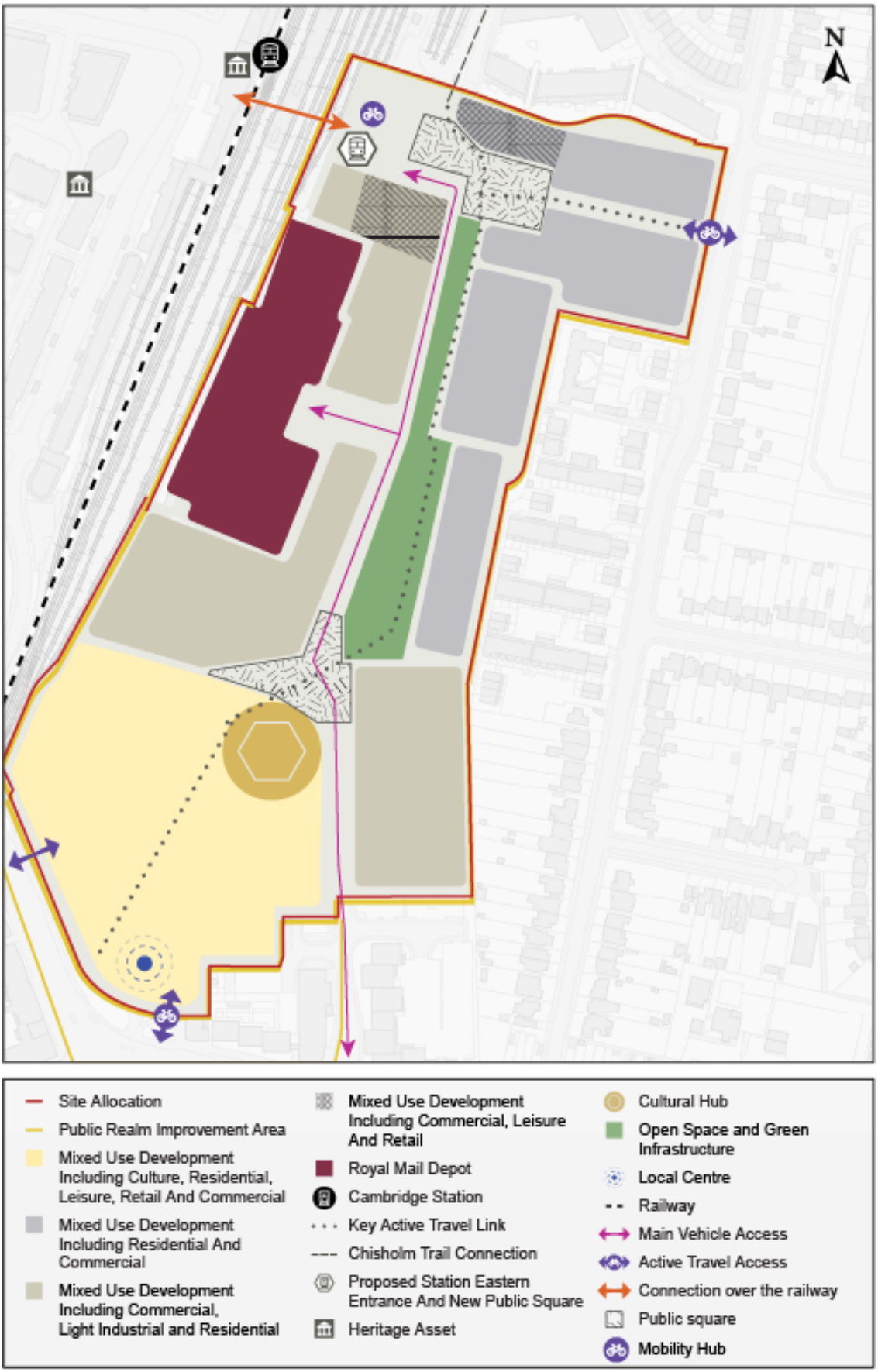



**Figure 12:** The indicative Spatial Framework Diagram for Policy S/C/LCR: Land at Clifton Road (including Cambridge Junction and Cambridge Leisure)

# Policy S/C/SMS: Garages at St Matthews Street and Norfolk Street

- Site area of 0.1 hectares.
- Capacity for approximately 12 homes.

1. Development proposals must demonstrate how they will meet the following requirements:

    a. Development should retain and incorporate the existing mature tree and footpath to the north of the site within the new public realm as part of a landscape-led approach to design;

    b. Buildings must be designed, with regard to building heights reflective of the local context, mass and contextually appropriate materials, to ensure no unacceptable adverse impacts on the local or wider skyline, and the wider settings of the Mill Road Conservation Area, the Mill Road Cemetery Registered Park and Garden, and the Church of St Matthew Grade II Listed Building;

    c. Given the area's potential for archaeological remains, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains; and

    d. The design and layout of any development proposal must account for the proximity of the Blue Moon pub in terms of noise and light pollution.

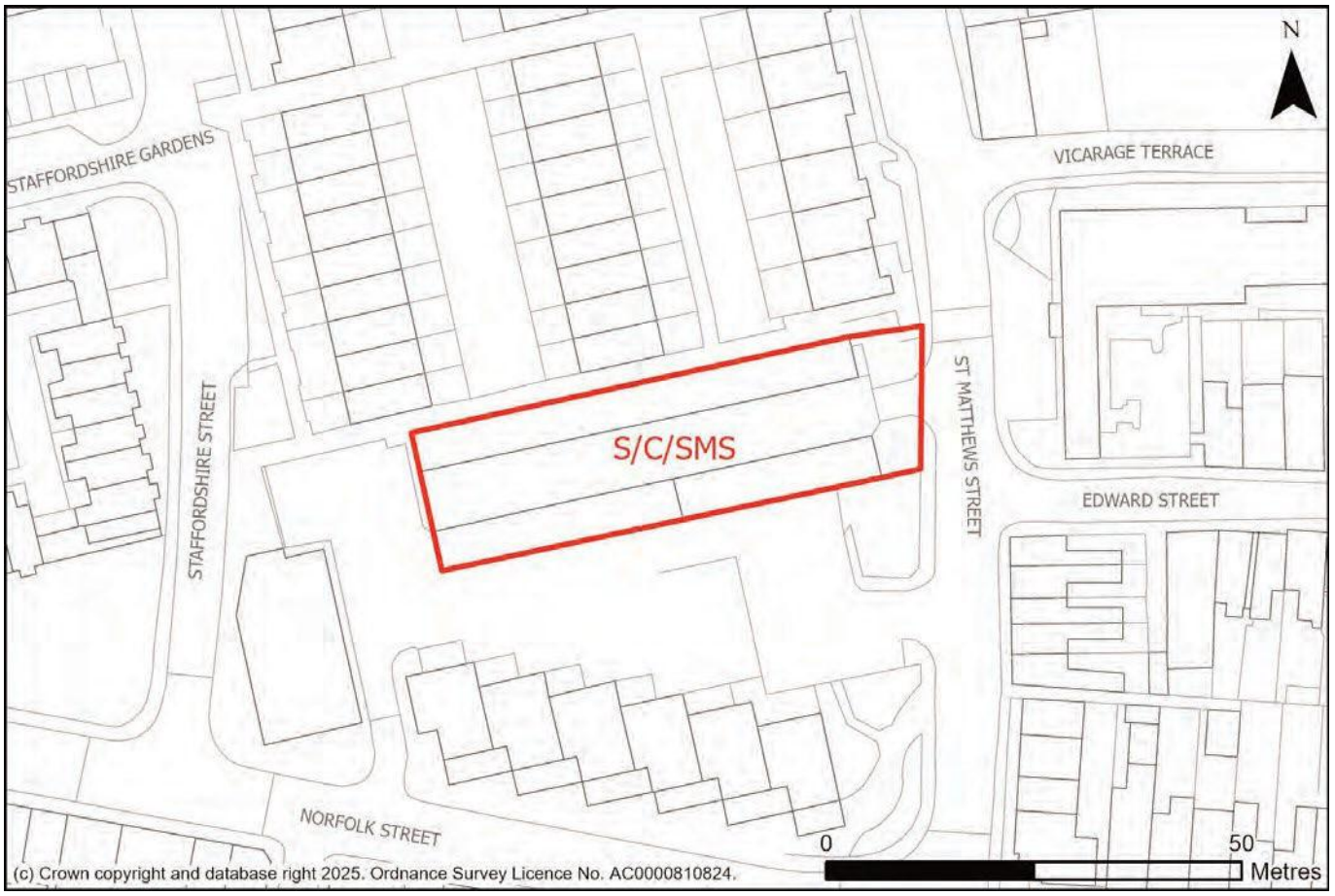



**Figure 13:** Site Plan of S/C/SMS: Garages at St. Matthews Street and Norfolk Street

## Supporting information

**3.1.15** This 0.1 hectare garage site provides an opportunity for a sustainable residential development that can contribute positively to the character of the adjacent conservation area and improve the public realm. In part through the retention of the existing mature tree, there is a particular opportunity for enhanced urban greening and improved connectivity and legibility through to Staffordshire Street. A context-led approach to development can deliver approximately 12 homes whilst ensuring that designated heritage assets, including the Mill Road Conservation Area and Mill Road Cemetery Registered Park and Garden, and their setting are protected and enhanced. Given the proximity of the Blue Moon Public House, development proposals should achieve a satisfactory relationship to avoid noise and light pollution impacts on residential amenity.

# Policy S/C/HTR: 137-143 Histon Road

- Site area of 1.36 hectares.
- Capacity for approximately 100 homes.

1. Development proposals must demonstrate how they will meet the following requirements:

   a. Buildings should, with regard to building heights reflective of the local context, massing and contextually appropriate materials, be designed to ensure no unacceptable adverse impacts on the local or wider skyline, the wider setting of the Castle and Victoria Road Conservation Area, and the adjacent Histon Road Recreation Ground;

   b. To optimise the development potential of the site, proposals should be designed in a way that connects both land parcels, whilst also ensuring adequate provision of open space within the site and that development is sensitive to the trees protected by a Tree Preservation Order; and

   c. Given the area's potential for archaeological remains, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains.

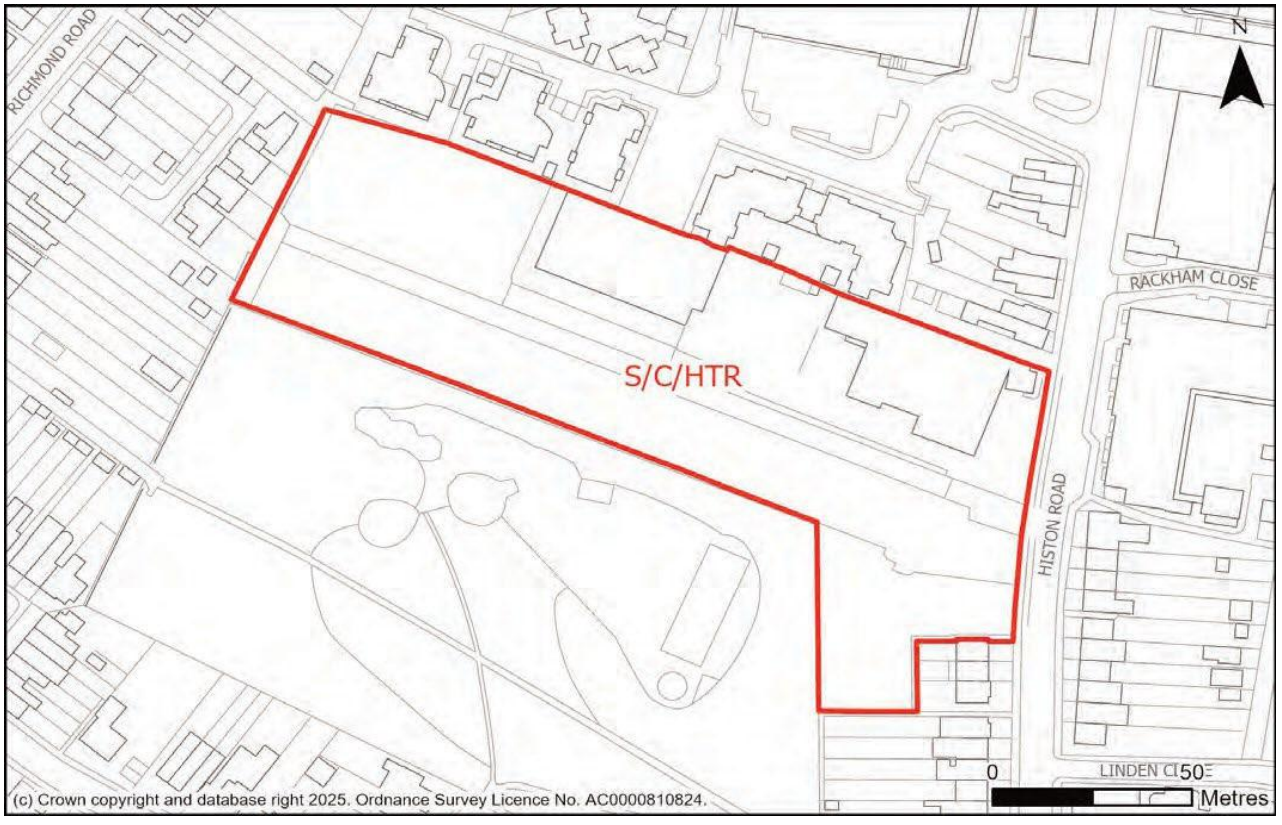



**Figure 14:** Site Plan of S/C/HTR: 137-143 Histon Road

## Supporting information

**3.1.16** This 1.36 hectare garage and former car showroom site provides an opportunity for a sustainable residential development on previously developed land within Cambridge. Through the comprehensive redevelopment of the site, there is the opportunity to positively contribute towards the setting of the adjacent Castle and Victoria Road Conservation Area through the careful design and siting of buildings. Additionally, through a masterplan led approach, development proposals should integrate landscape and open space, ensure adequate space around the protected trees (TPO) and form a positive relationship with the adjacent Histon Road Recreation Ground.

**3.1.17** Through a comprehensive approach to development, the whole site could deliver approximately 100 homes. Although the existing garage portion of the site is not immediately available for redevelopment, it is still recognised as a suitable site for development area over the plan period. Redevelopment of the garage site will need to be designed cohesively with the remainder of the site that currently benefits from planning permission.

# Policy S/C/HGH: Henry Giles House, 73-79 Chesterton Road

- Site area of 0.63 hectares.
- Capacity for approximately 50 homes.

1. Development proposals for this site must demonstrate how they will meet the following requirements:

   a. Buildings should, with regard to building heights reflective of local context, massing and contextual materials, be designed to ensure no unacceptable adverse impacts on the wider setting of Strategic Viewpoint A Castle View Mound, Shire Hall, the Castle and Victoria Road Conservation Area, the Castle Mound and Civil War Earthworks scheduled ancient monuments, and the grade II listed Jesus Lock and associated buildings, and the pair of K6 telephone kiosks and the historic River Cam route. A Landscape Visual Impact Appraisal and Heritage Impact Assessment will be required to demonstrate that development will not have adverse impacts on these assets and key views;

   b. Development should re-establish the building line facing Chesterton Road to restore the townscape character and reinstate a finer grain of development in this area;

   c. Context-led boundary treatments, sympathetic variations in building height, and soft landscaping should be incorporated into any development proposal to protect views across Jesus Green and the wider setting of Cambridge's Historic Core;

   d. Tree planting should be used to improve the Chesterton Road frontage, whilst existing trees, including the silver birch tree fronting Carlyle Road, should be retained and incorporated into the development where possible;

   e. Any new development should provide active travel links from Chesterton Road into the site and, where possible, reconnect through to Grasmere Gardens;

   f. Given the area's potential for archaeological remains, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains; and

   g. There is potential for a minimal increase of capacity, where it can be demonstrated that amenity, outlook, daylight and sunlight and heritage

impacts can be assessed and mitigated effectively. Any increase in scale along the Chesterton Road frontage would need to be fully tested from sensitive heritage views including the views down Carlyle Road and the impacts on nearby Grade II listed structures and their setting.

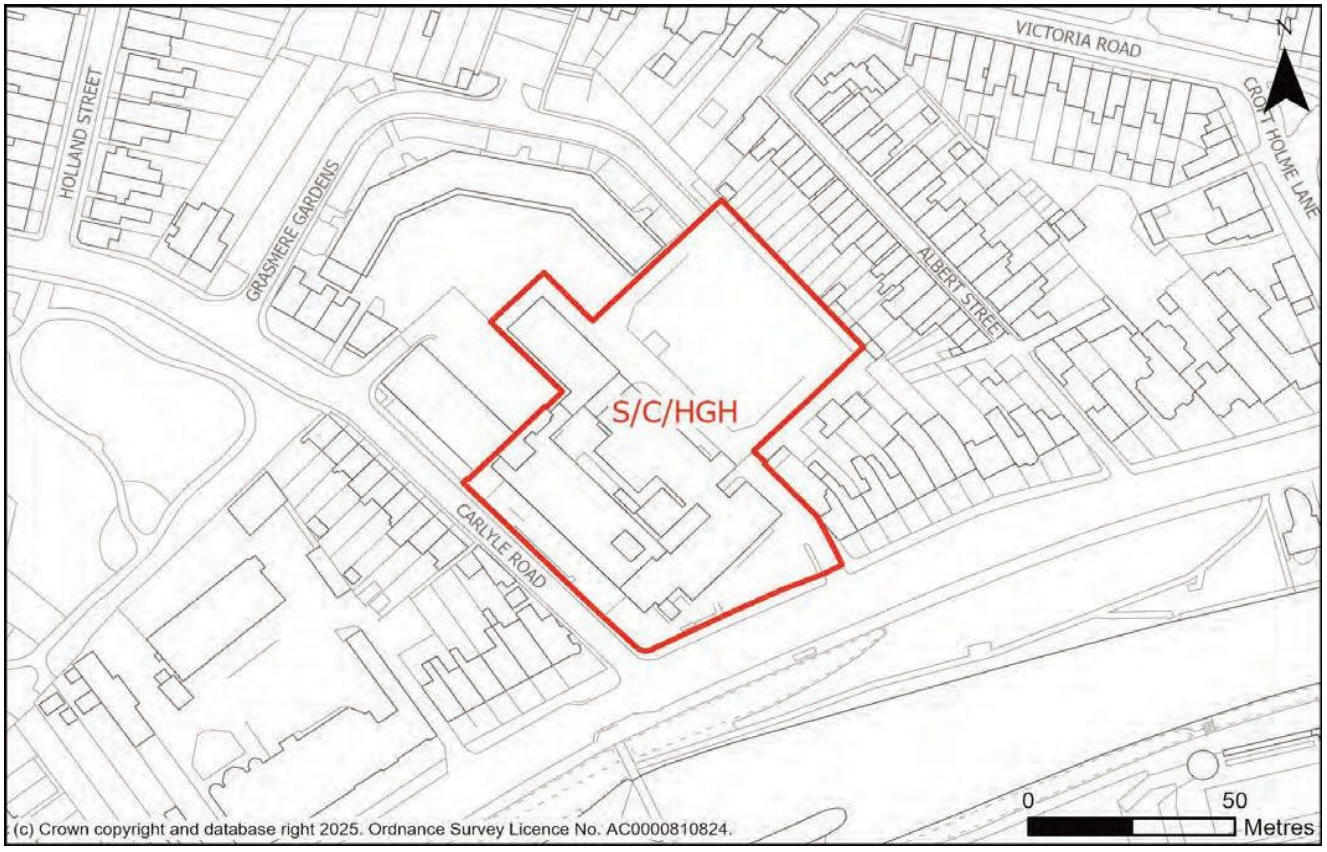



**Figure 15:** Site Plan of S/C/HGH: Henry Giles House, 73-79 Chesterton Road

## Supporting information

**3.1.18** This 0.63 hectare site, currently in office use, provides an opportunity for a sustainable residential development in Cambridge that can contribute positively to the character of the Castle and Victoria Road Conservation Area and improve the public realm. The site has been allocated for 50 homes which responds to landscape, townscape and heritage issues identified in the HIA and Housing and Economic Land Availability Assessment. Site constraints identified in the Mitcham's Corner Development Framework Supplementary Planning Document have also been considered. These included a set of development principles which included, most significantly, boundary treatments and scale and massing.

**3.1.19** Key design considerations will include the sensitive treatment of different boundaries, variations in building heights across the site, partly achieved through the use of individual buildings, the protection of key views, and the enhancement of public realm adjacent to the site boundaries. Where feasible, redevelopment should seek to reconnect the site with adjoining streets and spaces including pedestrian and cycle links to Chesterton Road. The accessibility of the site to services and facilities means that a low level of parking provision is required. The use of individual buildings and the need to protect key views suggest that the site is suited to a design delivering a mix of houses and flats.

# Policy S/C/HRC: Horizon Resource Centre, 285 Coldham's Lane

- Site area of 0.73 hectares.
- Capacity for approximately 40 homes.

1. Development proposals must demonstrate how they will meet the following requirements:

   a. Design-based mitigation, primarily in the form of sympathetic building height, style, and materials, must be used to limit the development's impact on the setting of designated assets and urbanising impacts on Coldham's Common;

   b. Existing trees and hedgerows, particularly on the site's perimeter, should be integrated into the development's design and layout where possible, whilst also ensuring that safe and adequate site access from Coldham's Lane can be delivered as part of development;

   c. Given the area's potential for archaeological remains, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains; and

   d. Development must address known surface water flooding risks within the site.

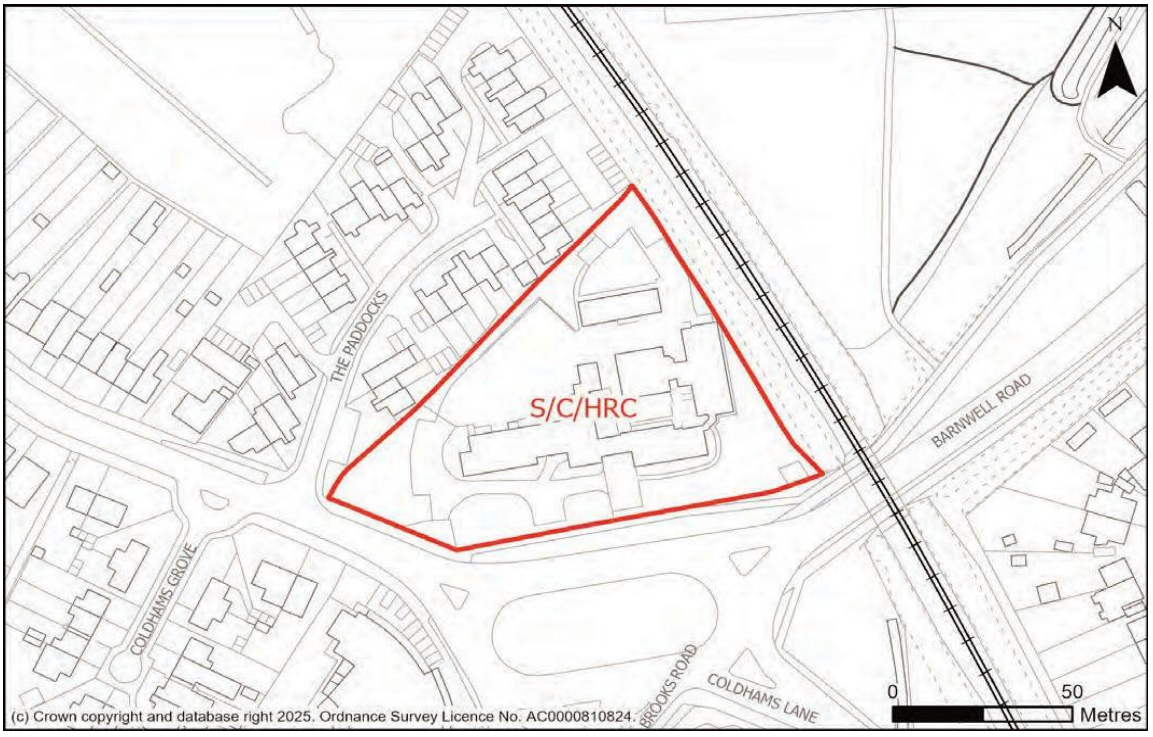



**Figure 16:** Site Plan of S/C/HRC: Horizon Resource Centre, 285 Coldham's Lane

## Supporting information

**3.1.20** This 0.73 brownfield site occupied by a community building and car parking provides a residential redevelopment opportunity for approximately 40 homes. Development proposals should include design-based mitigation, primarily in the form of building height, style, and materials, which are required to limit impacts on the setting of designated assets and mitigate for urbanising impacts on Coldham's Common. Proposals should maintain the existing screening of the site from the road through retention of existing vegetation to perimeter of the site, whilst also ensuring safe and adequate site access from Coldham's Lane.

# Policy S/C/PDC: Cambridge Professional Development Centre, Foster Road

- Site area of 1.49 hectares.
- Capacity for approximately 40 homes.

1. Development proposals must demonstrate how they will meet the following requirements:

    a. Design-based mitigation, primarily in the form of building height, style, and materials, must be used to limit any negative impacts on the setting of the Trumpington Conservation Area, particularly the framed view down Alpha Terrace into the site;

    b. A landscape-led approach should be used to determine an appropriate layout. Development boundaries should be set back and an appropriate landscape buffer, the extent of which will need to be determined using a landscape-led approach to the site's layout, should be introduced between the proposed development and the playing fields adjacent to the site;

    c. Development must provide new public open space to meet the needs of the development, whilst also ensuring the public open space to the east of site is retained;

    d. A public right of way (PRoW) running through the site must be retained, which must be incorporated as part of a landscape-led approach to the development and integrated with the provision of new open space; and

    e. Given the area's potential for archaeological remains, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains.

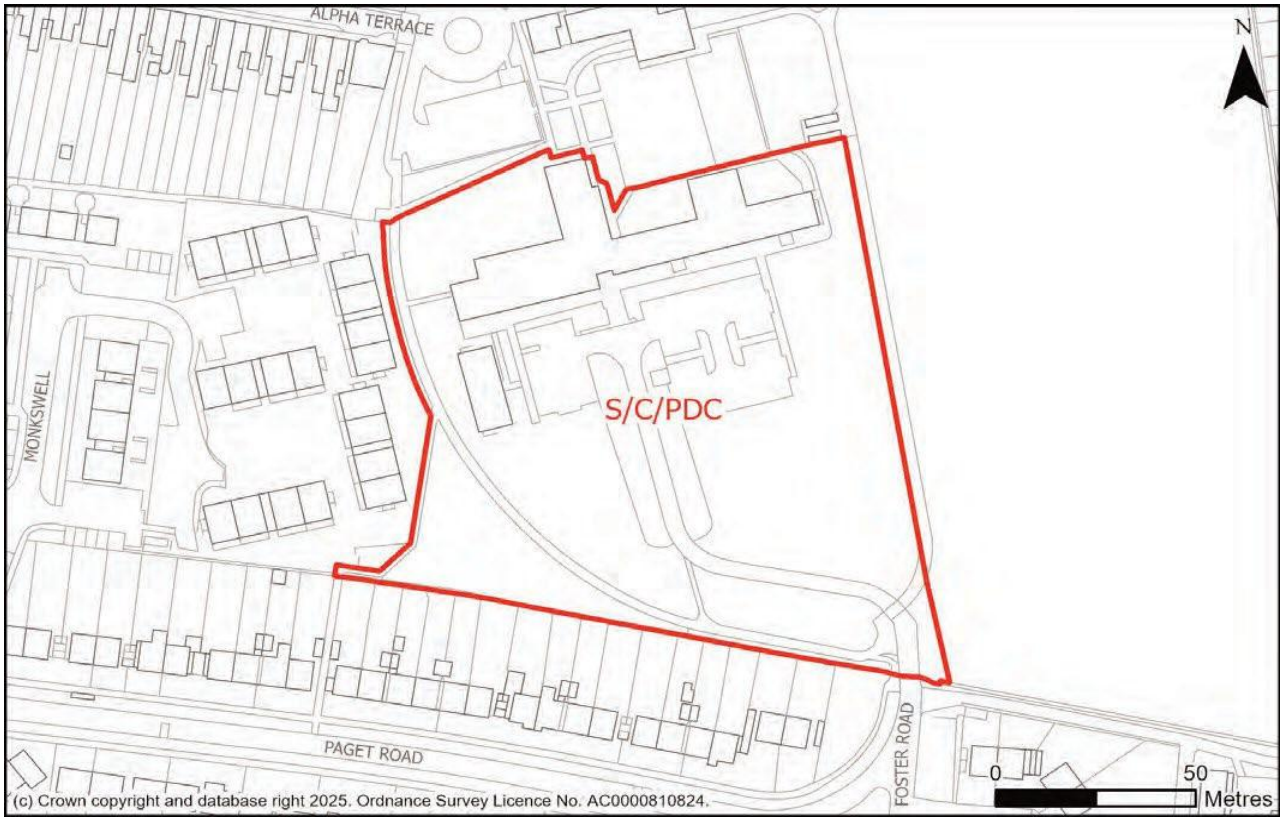



**Figure 17:** Site Plan of S/C/PDC: Cambridge Professional Development Centre, Foster Road

## Supporting information

**3.1.21** This 1.49ha site is currently occupied by a community building and car parking but presents the opportunity to provide around 40 homes as part of a comprehensive redevelopment.

**3.1.22** Since the previous allocation of the site in the adopted Cambridge Local Plan (2018), this allocation has reduced the overall indicative capacity of the site to account for potential impacts of development on the character and setting of the Trumpington Conservation Area. As identified in the Heritage Impact Assessment, this should include measures to manage building heights and mass and ensure use of appropriate materials. Development at a scale similar to the local prevailing building height and existing buildings on site should be appropriate.

**3.1.23** Additionally, heritage features in the surrounding area include extant 15th-20th century buildings, landscape features such as Roman earthworks and undated cropmarks, a 17th-19th century turnpike, a war memorial, and a milestone. The HIA recommends that archaeological investigation (starting with Desk Based Assessment) is required to identify the presence and significance of as yet unknown archaeological remains across the Site. Further mitigation could include avoidance and preservation in situ, further investigation, or recording depending on the significance of any remains found.

**3.1.24** The site is contained by Fawcett School and its playing field to the north and east, and by suburban housing to the south and west. The neighbouring site is designated as protected open space. The policy requires development of the site to take account of the protected playing fields and existing public right of way as part of the overall design of the site.

# Policy S/C/PPS: Police Station, Parkside

- Site area of 0.52 hectares.
- Capacity for approximately 50 homes in a residential-led scheme.

1. Development proposals must demonstrate how they will meet the following requirements:

    a. A Heritage Impact Assessment, together with views analysis, must be provided to demonstrate the potential impact of development on heritage assets and their setting including buildings of local interest to ensure there are no adverse impacts as a result of development;

    b. Design must be sympathetic to the local 19th Century building style of the local area, including appropriate building heights, to ensure no unacceptable adverse impacts on the setting and character of the Historic Core, Parker's Piece, the Kite and Central Conservation Areas, and the nearby Listed Buildings, including the Grade I listed Emmanuel College buildings and numerous Grade II listed buildings within the vicinity of the site;

    c. Development must not cause any unacceptable adverse impacts on Strategic Viewpoint A (Castle View Mound, Shire Hall) and Strategic Viewpoint E (Limekiln Road);

    d. Trees on the site that are protected by a Tree Preservation Order or by virtue of their location within the Kite Conservation Area must be retained and incorporated into the design and layout of any development proposal.

    e. Building heights should be limited to approximately 4 residential storeys;

2. Ancillary complimentary uses such as offices or a hotel may be suitable as part of a residential led scheme provided there is no adverse impacts on residential amenity.

**Figure 18:** Site Plan of S/C/PPS: Police Station, Parkside

## Supporting information

**3.1.25** This 0.52 hectare site is allocated for a residential-led development, including approximately 50 homes, that will need to be designed in such a way that responds positively to the immediate historic environment. The proposed mitigation measures, including the requirement to undertake an additional heritage assessment of the proposed development, are required to ensure no unacceptable impact on the historic environment. New development will need to be sympathetic to the local 19th century building style, and buildings heights must be complimentary to the local historic townscape, respecting the setting of adjacent listed buildings and conservation areas. The inclusion of additional ancillary uses, such as an office or hotel, must demonstrate it can be accommodated without causing unacceptable impact to the historic environment, including protected trees, and residential amenity.

# Policy S/C/NCA: North Cambridge Academy, 108 Arbury Road

- Site area of 7.68ha hectares.
- North Cambridge Academy will develop into a mixed use sporting hub, providing a range of new and enhanced sports facilities which would be available to the public outside of school hours alongside new homes and car parking provision.
- Capacity for approximately 150 homes and sports facilities as part of a mixed use new development.

1. Development proposals must demonstrate how they will meet the following requirements:
    a. The expansion of the existing sports hall for sports and complimentary facilities;
    b. The provision of a new all weather astro pitch, 4 new tennis courts and a Multi-Use Games Area (MUGA);
    c. A Community Use Agreement for these sports facilities to be available to the public outside of school hours;
    d. Assessment and implementation of necessary mitigation measures for residential development in relation to noise pollution from the adjacent schools and sports facilities; and
    e. Through the careful orientation of buildings and other design measures, residential development must prevent overlooking to maintain privacy of users of the school facilities.
2. Buildings heights should be limited to 3-to 4 storeys; Any loss of Protected Open Space will need to be outweighed by the enhancement of open space through the provision of a sports hall, sports pitches and a multi-use games area.
    a. Given the areas potential for archaeological activity in the vicinity of the site, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent character and condition of the archaeological resource and the likely impact of the development on the archaeological remains. In the first instance archaeological investigation will be required via Desk Based Assessment; and
    b. To mitigate the potential intrusion of Dynamic View 11 (Ditton Meadows), buildings should be designed in line with prevailing heights in the vicinity and a Views Analysis may be required.

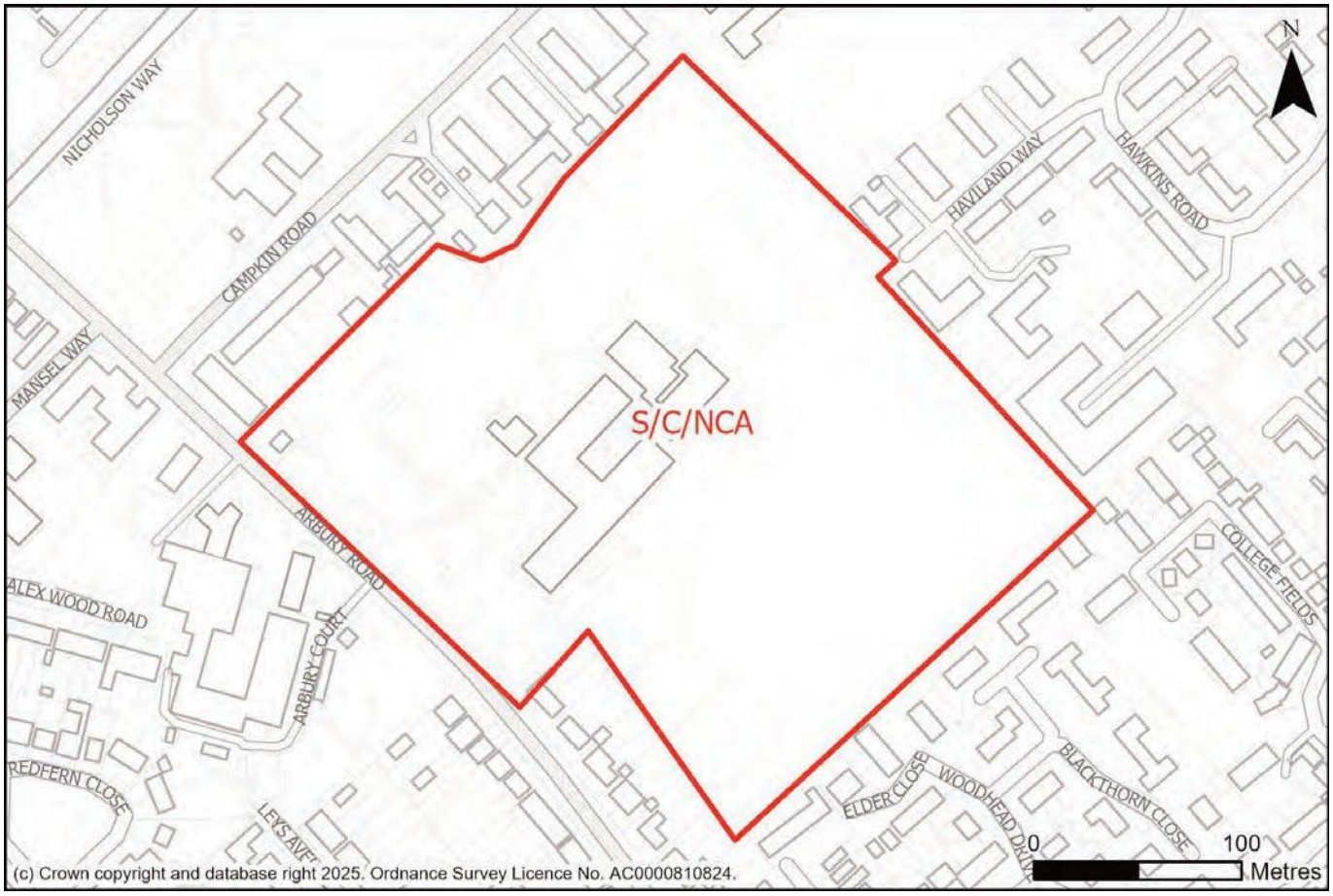



**Figure 19:** Site Plan of S/C/NCA: North Cambridge Academy, 108, Arbury Road

**3.1.26** The open space does not have open public access and therefore has limited use as it is not required by the existing school for sports or recreational uses. Through the redevelopment of the north and western part of the site, there is an opportunity to create an enhanced sporting hub. The loss of Protected Open Space will need to be outweighed by the provision of an increased and improved sports hall, new 3g astro pitch, 4 new tennis courts and a multi-use games area. These facilities will need to be made available to the general public outside of school hours.

**3.1.27** This development will be complimented by new residential development, which will need to be carefully designed to mitigate noise from the two adjacent schools, ensure no loss of privacy to those using the school facilities throughout the day and evening and protect the strategic viewpoints of the city.

**3.1.28** Given known archaeological assets in this area, archaeological assessments will be required as set out in the policy.

# Policy S/C/ER: 1-99 Ekin Road and 1-8 Ekin Walk

- Site area of 2.53 hectares.
- Capacity for approximately 26 net additional homes (134 gross homes).

1. Development proposals must demonstrate how they will meet the following requirements:
   a. The protection and enhancement of the Protected Open Space on the western boundary of the site;
   b. Building heights should be limited to approximately 3-4 storeys; and
   c. Massing and materials must be designed to ensure no unacceptable adverse impacts on the local or wider skyline, the setting of Fen Ditton Conservation Area and Dynamic View M (Stourbridge Common).

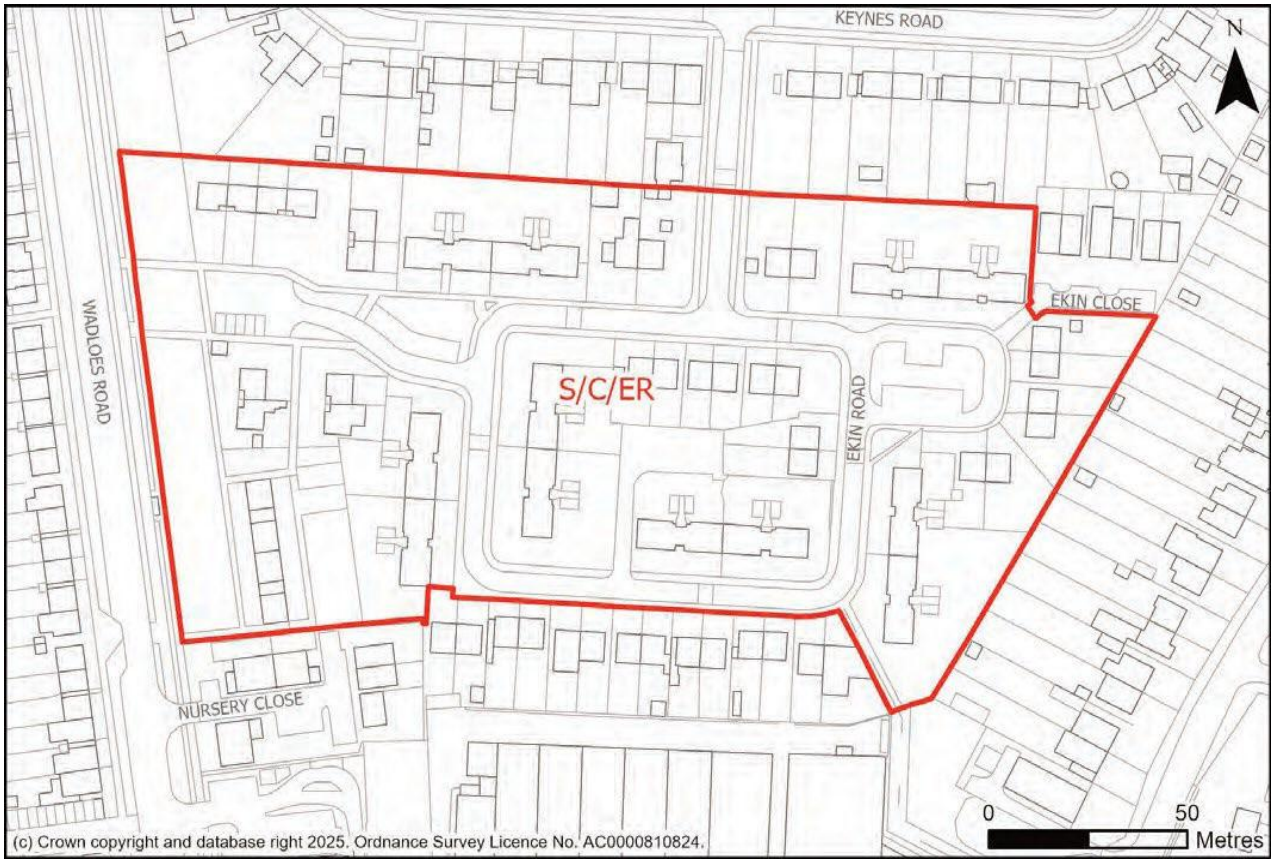



**Figure 20:** Site Plan of S/C/ER: 1-99 Ekin Road and 1-8 Ekin Walk

## Supporting information

3.1.29 This site has been put forward by the Cambridge Investment Partnership for market and affordable housing. The site is currently in residential use but a number of the existing buildings are of poor quality and out-dated. Redevelopment of the site would enable new high quality housing to be provided in a sustainable location, given its close proximity to local/neighbourhood centres in Wadloes Road and Barnwell Road. There is an area of protected open space to the western boundary of the site which contributes positively to the character of the wider neighbourhood and is to be retained as a matter of principle. Higher density development could be accommodated on the site, provided that the development is designed sympathetically to the existing context, including existing trees and built context.

# Policy S/C/DR: 2-28 Davy Road and Garage Blocks

- Site area of 1.2 hectares.
- Capacity for approximately 26 net additional homes (68 gross homes).

1. Development proposals must demonstrate how they will meet the following requirements:

    a. Mature trees on the site are to be retained;

    b. The protection or enhancement of the of the Protected Open Space;

    c. Design of buildings, in regard to height, massing and materials, must respond positively to the local character and setting, and ensure no unacceptable adverse impacts on the Grade II Listed Foster's Mill and its setting, Locally Listed buildings and their settings, the New Town and Glisson Road and Mill Road Conservation Areas as well as Strategic Viewpoints; and

    d. Given the areas potential for archaeological activity in the vicinity of the site, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent character and condition of the archaeological resource and the likely impact of the development on the archaeological remains. In the first instance archaeological investigation will be required via Desk Based Assessment.

## Supporting information

**3.1.30** This site has been put forward by the Cambridge Investment Partnership for housing. The site is currently in residential use but a number of the existing buildings are of poor quality and out-dated. Redevelopment of the site would enable new high quality housing to be provided in a sustainable location, given It lies close to the services and facilities around Cambridge railway station and Mill Road Local Centre as well as lying opposite Coleridge Recreation Ground. There is a large area of protected open space within the site, as well as mature trees, which both positively contribute to the character of the wider neighbourhood and must be retained. The successful redevelopment of the site should therefore be context-driven and ensure there are no adverse impacts on heritage assets and their setting, including archaeological remains.

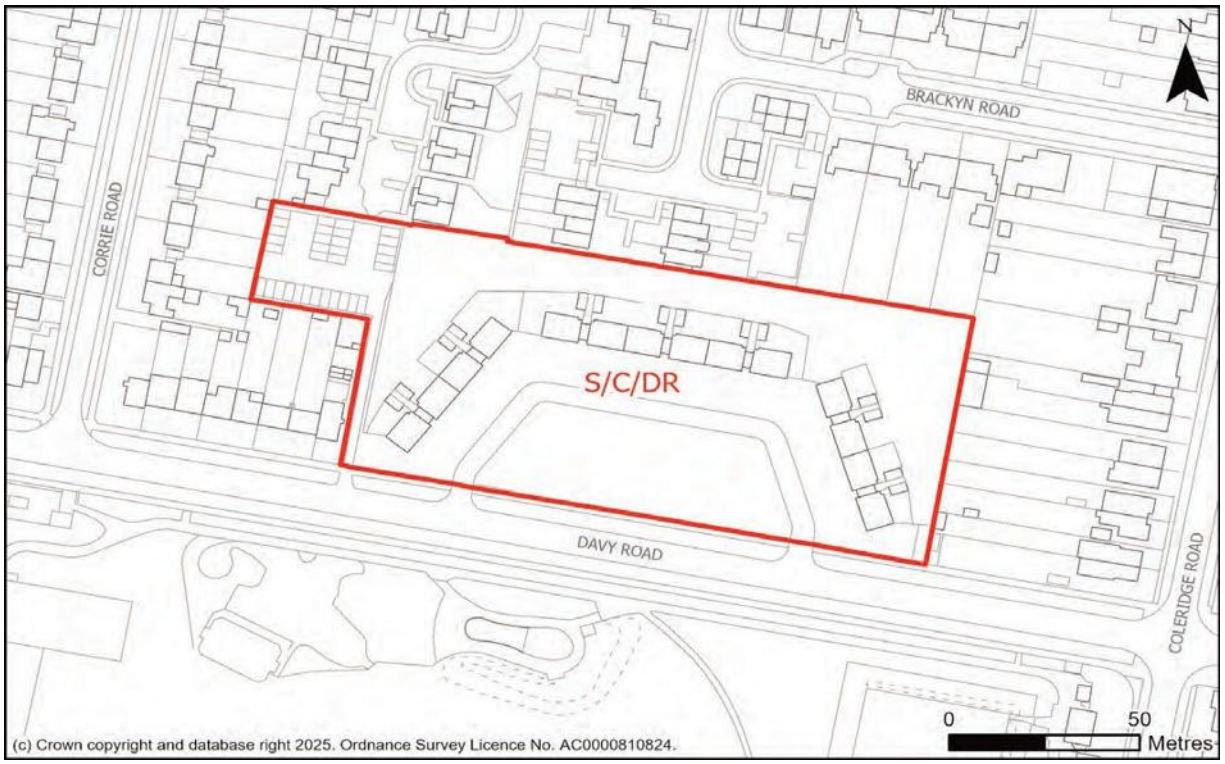



**Figure 21:** Site Plan of S/C/DR: 2-28 Davy Road and Garage Blocks

# Policy S/C/HPC: 1-78 Hanover Court, 1-49 Princess Court and Garage at Newtown Garages

- Site area of 0.76 hectares.
- Capacity for approximately 38 net additional homes (165 gross homes).

1. Development proposals must demonstrate how they will meet the following requirements:

   a. Buildings must be designed, in regard to buildings heights, mass, materials and landscaping, to ensure no unacceptable adverse impacts on the local or wider skyline, on New Town and Glisson Road Conservation Area, and the settings of the several listed buildings nearby in Hills Road and 18 George VI Street, a building of local interest. Building heights should reflect the local townscape character;

   b. Development must retain the existing mature trees;

   c. Development proposals should mitigate the impacts of the existing electricity substation on residential amenity and outlook;

   d. Archaeological investigation and potential mitigation will be required to identify the presence and significance of possible archaeological remains across the site.

## Supporting information

3.1.31 This site has been put forward by the Cambridge Investment Partnership for housing. It is previously developed land in residential use and is located close to a range of facilities in Hills Road Local Centre. Higher density development could be accommodated by the site, provided that the development is designed sympathetically to the existing context, including New Town and Glisson Road Conservation Area, the settings of the several listed buildings nearby in Hills Road, and 18 George VI Street, a building of local interest, existing trees and the built context and takes account of or relocates the existing electricity substation within the site.

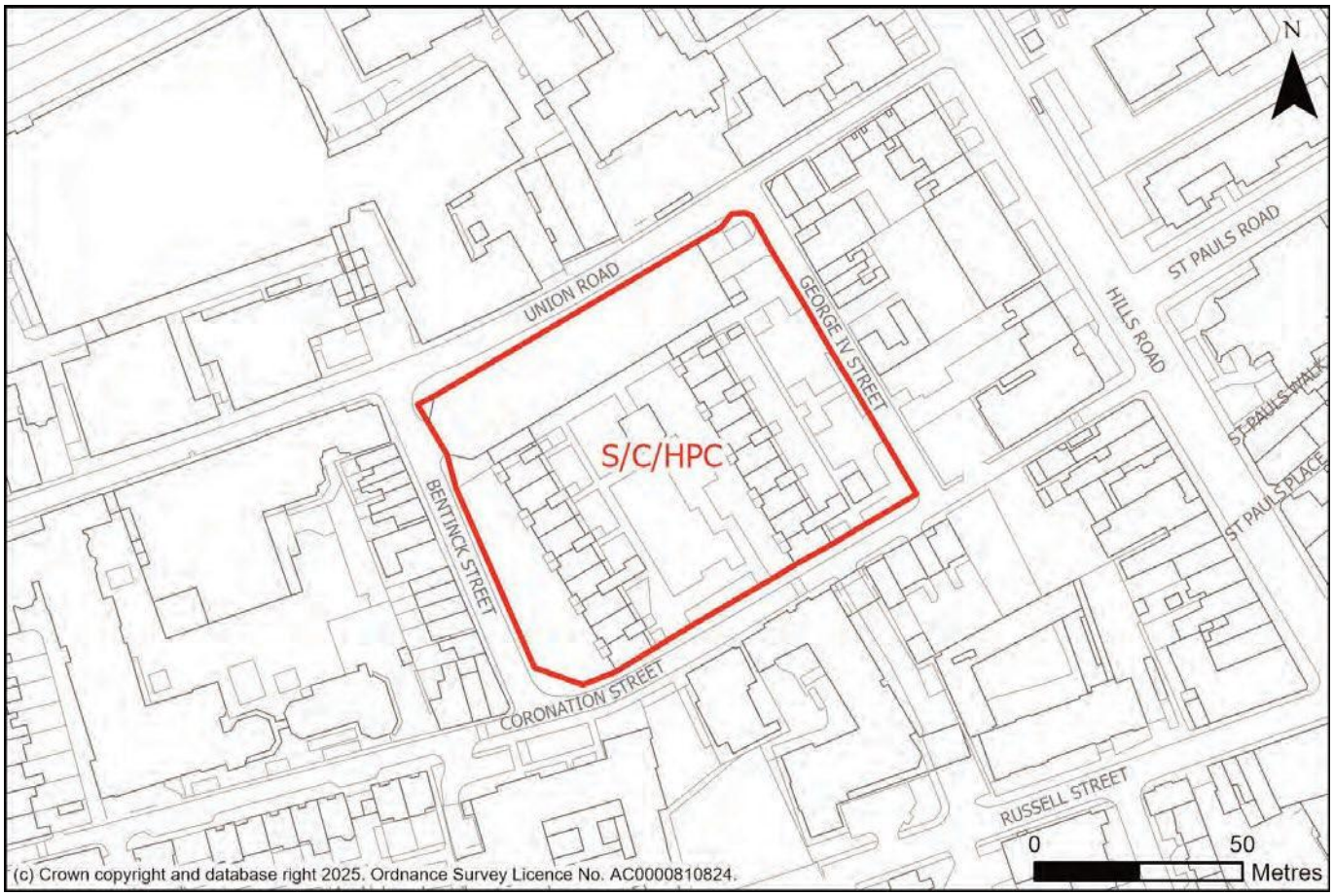



**Figure 22:** Site Plan of S/C/HPC: 1-78 Hanover Court, 1-49 Princess Court and Garage at Newtown Garages

# Policy S/C/GER: Former Garage Block, East Road

- Site area of 0.14 hectares.
- Capacity for approximately 40 homes.

1. Development proposals must demonstrate how they will meet the following requirements:

    a. Existing vegetation surrounding the site will be protected and retained. Development should include the creation of site positive, vegetated streetscape to St Matthews Street, East Street and to existing built form;

    b. Create a satisfactory relationship with adjacent residential properties in terms of daylight, sunlight and outlook;

    c. Assessment and implementation of necessary mitigation measures in relation to road noise and air pollution from St Matthews Street and East Street;

    d. Design proposals should demonstrate how development will enhance the character and settings of heritage assets;

    e. Building heights should be tested through a design led approach but generally should reflect the local residential prevailing heights of up to 3 storeys;

    f. Given the sites location on the periphery of historic core adjacent to Mill Road Conservation Area and within the setting of the Church of St Matthew, development proposals will be required to demonstrate design in the form of building height, style and materials that limit impacts on the settings of designated assets. Development heights should be a maximum of 3 storeys;

    g. Archaeological investigation and potential mitigation will be required to identify the presence and significance of possible archaeological remains across the site; and

    h. Development proposals fronting East Road to respond to its existing and emerging context.

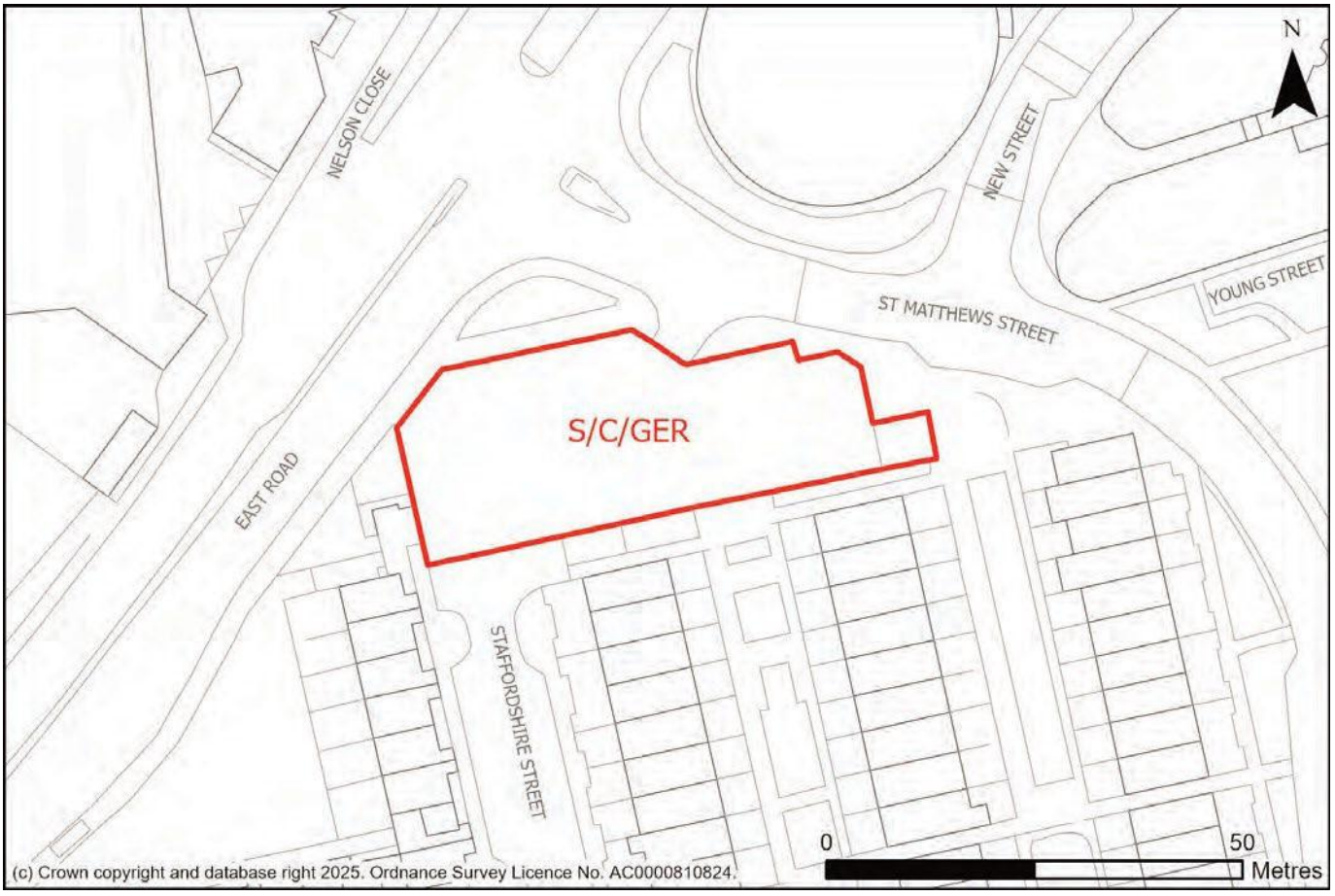



**Figure 23:** S/C/GER: Former Garage Block, East Road

## Supporting information

**3.1.32** This site has been put forward by the Cambridge Investment Partnership for housing. It is located to the south of Cambridge Crown Court and the Grafton Centre and is a former garage block which has recently been demolished.

**3.1.33** The site is located within an Air Quality Management Area, and the policy includes necessary measures to ensure there are no adverse impacts on future residents or air quality in this area. The sites proximity to East Road and St Matthews Road, means that traffic and background noise will need to be designed out through good acoustic design to protect residential amenity. It is also in close proximity to existing rows of terraced homes any development will need to create a satisfactory relationship with adjacent properties in terms of daylight, sunlight and outlook.

**3.1.34** Given known archaeological assets in this area, archaeological assessments will be required as set out in the policy. The proposed mitigation measures, including the requirement to limit impacts on adjacent heritage assets including conservation areas are required to ensure there is no unacceptable impact on the historic environment.

# Policy S/C/SH: 1 – 33 Stanton House, Christchurch Street

- Site Area: 0.20 hectares.
- Capacity for approximately 29 homes, resulting in a net loss of 5 units, including suitable replacement sheltered accommodation.

1. Development proposals must demonstrate how they will meet the following requirements:

   a. Design of buildings, in regard to height, massing and materials, must respond positively to the local character and setting, and ensure no unacceptable adverse impacts on Grade II Listed assets, including Christ Church, Buildings of Local Interest and the Kite Conservation Area as well as their respective settings;

   b. Development at a scale similar to the local prevailing building height and existing buildings on site is appropriate. This site is not considered appropriate for tall landmark buildings.

   c. Given the known archaeological assets in the area, development proposals must be accompanied by an appropriate archaeological assessment, which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains. In the first instance archaeological investigation will be required via Desk Based Assessment.

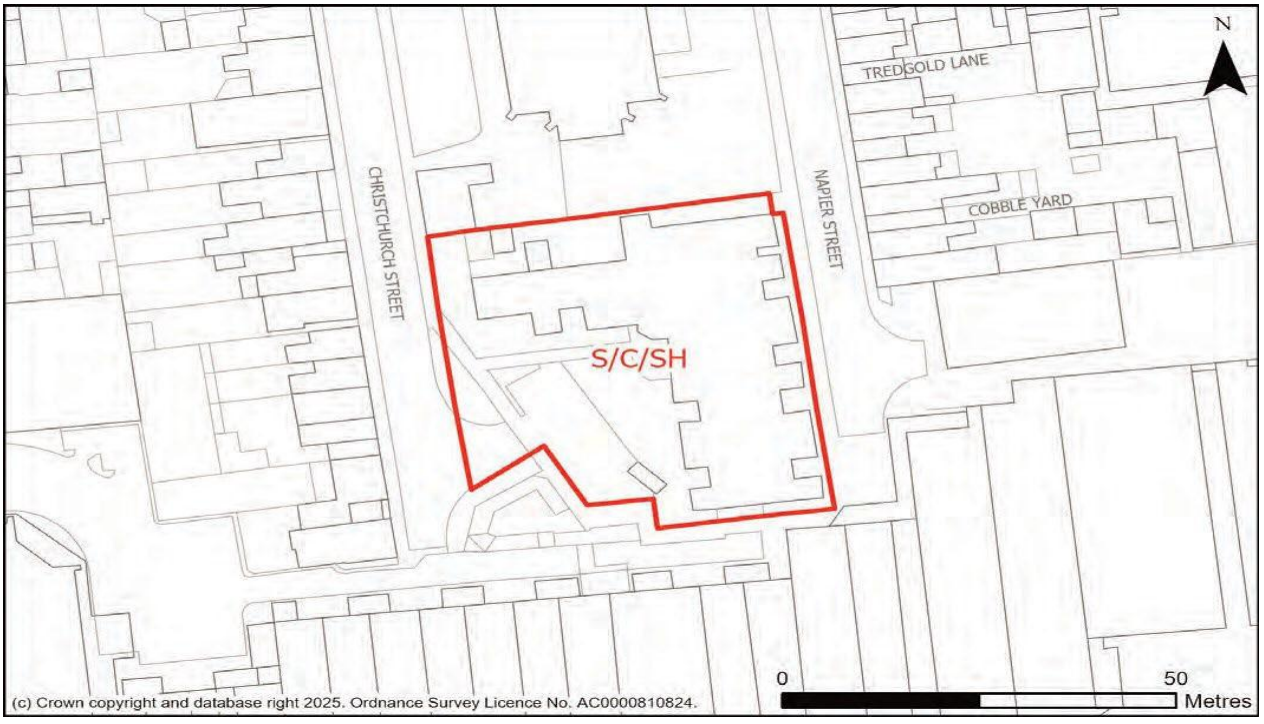



**Figure 31:** Site Plan of S/C/SH: 1 – 33 Stanton House, Christchurch Street

## Supporting information

**3.1.35** This 0.2-hectare site was previously used as sheltered accommodation. However, due to safety risks, the building is currently vacant. The policy seeks to bring forward a redevelopment of the site for new sheltered accommodation, developed to a higher standard than the existing building.

**3.1.36** Due to the sensitive historic context of the area, located within Kite Conservation Area and in close proximity to several Grade II Listed and Locally Listed Buildings the policy criteria requires that development will be carefully designed to ensure that heights, mass, materials and landscaping do not have unacceptable adverse impacts on these assets or their setting. The design of the should also mitigate any impacts on the local character, specifically existing terraced housing and flats on Christchurch and Napier Streets should be considered.

**3.1.37** Given the sensitive nature of the immediate area, it is anticipated that redevelopment of the site would result in an overall net loss of sheltered accommodation but re-provided to a higher standard than the existing building, supporting the needs, health and well-being of its future residents.

# Policy S/C/MRG: Milton Road Garages

- Site area of 2.43 hectares.
- Capacity for approximately 95 homes, ancillary uses (F1 and F2) and approximately 5,000 sqm gross internal area of offices (Use Class E(g)i), Research and Development facilities (Use Class E(g)ii), light industrial space (Use Class E(g)iii) or retail (Use Class E(a)) floorspace.

1. Development proposals must demonstrate how they will meet the following requirements:

    a. Buildings should, in regard to local context, building heights, densities, massing and contextually appropriate materials, be designed to ensure no unacceptable adverse impacts on the local or wider skyline and views;

    b. Respond sensitively to its context, including neighbouring homes at Lovell Road and Seeleys Court to prevent overlooking and adverse impacts on daylight and sunlight;

    c. otential contamination on site will require appropriate investigation and remediation;

    d. Proposals must respond appropriately to potential surface water drainage constraints; and

    e. The layout must consider the existing electricity sub-station on site, securing its ongoing operation through successful integration within the future development or relocation within the site, subject to appropriate mitigation.

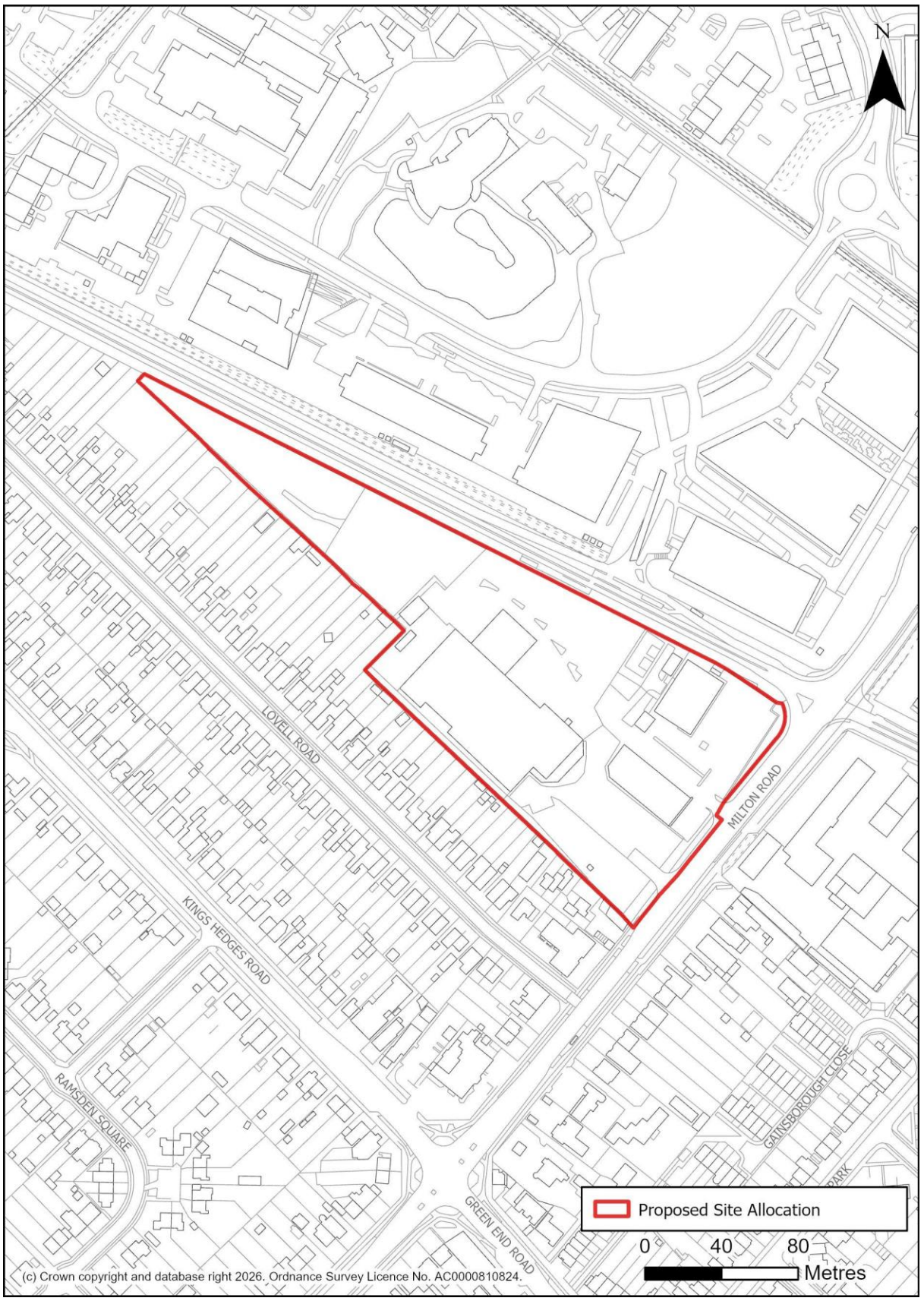



**Figure 25:** Site Plan of S/C/MRG: Milton Road Garages

## Supporting information

3.1.38 This 2.43 hectare garage and car showroom site provides an opportunity for a sustainable mixed-use development on previously developed land within Cambridge. Comprehensive redevelopment of the site has been supported through successive development plans since its allocation in the 2006 Cambridge Local Plan. Identified

constraints can be addressed through appropriate investigation of the site and careful and sensitive design.

**3.1.39** In particular, the impact of higher density development on adjacent residential areas would need to be explored and tested carefully through a design led process, to ensure heights, densities and massing complement the site's immediate surroundings and any transition across the site is appropriate and sympathetic, reflecting existing lower density residential streets to the west and higher densities and commercial buildings to the north of the Cambridgeshire Guided Busway.

**3.1.40** This policy should be read in conjunction with Policy S/AMC/NEC: North East Cambridge, which designates a wider area, including this site, as an Area of Major Change.

# Policy S/C/SCL: Land South of Coldham's Lane,Cambridge

- Site area of 9.04 hectares.
- Capacity for approximately 86,000 square metres gross internal area of commercial floorspace for office (Class E(g)(i)) and laboratory use (Class E(g)(ii)) 900 square metres of floorspace for community uses (Class E (a-f) and ancillary shop/retail (Class E(a) & Class E(b)). Support the delivery of industrial floorspace (Classes B2 and B8, and Class E(g)(iii)).

1. Development proposals must demonstrate how they will meet the following requirements:

    a. Enable the regeneration of the South of Coldham's Lane Area, including delivery of the urban country park, as set out in policy S/AMC/SCL;

    b. Sensitively respond in height, mass, density and landscaping to its immediate residential context, to nearby designated and non-designated heritage assets (including the setting of Grade I Listed St Andrew's Church), and short, medium and strategic viewpoints of the site (in particular Strategic Viewpoint F (Little Trees Hill, Magog Down);

    c. Given the areas potential for archaeological activity in the vicinity of the site, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent character and condition of the archaeological resource and the likely impact of the development on the archaeological remains. In the first instance archaeological investigation will be required via Desk Based Assessment;

    d. Through the preparation of an Ecological Study, the provision of ecological mitigation through the provision of new and enhancement of existing habitats and species;

    e. The provision of new active travel connections to the proposed Urban Country Park;

    f. The submission of a Transport Assessment to address local and strategic road network issues and financial contributions for improvements to local public transport;

    g. Deliver a scheme which appropriately addresses the existing land contamination issues and demonstrates the site is safe for future occupiers whilst protecting existing communities, water bodies, and ecology.

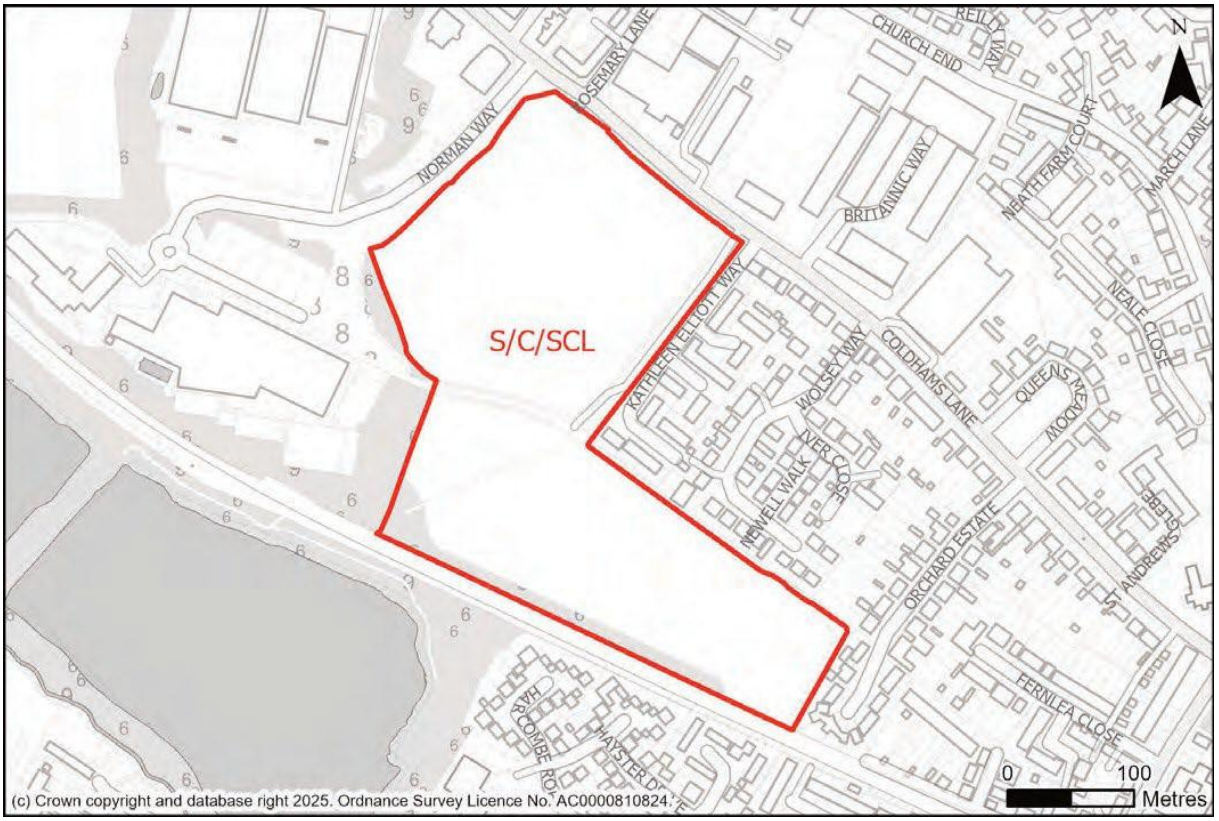



**Figure 26:** Site Plan of S/C/SCL: Land South of Coldham's Lane, Cambridge

## Supporting information

**3.1.41** This 9.04 hectare site provides an opportunity for a commercial development situated in a highly sustainable location that can positively contribute to the character of the surrounding area and transform an enclosed space into a publicly accessible urban country park.

**3.1.42** By taking a positive context-led approach to massing, style, height and materials, prospective development will positively contribute to the wider setting, and not negatively impact nearby designated and non-designated heritage assets, or residential neighbours. By delivering building heights which are appropriate for this location, the site will also not negatively impact Strategic Viewpoints, nor will the site dominate its wider setting. Additionally archaeological work will be required given the significant potential for archaeological remains in this area.

**3.1.43** The submission of transport assessments and committing to upgrading existing public transport routes in the area will ensure that the site will take advantage of its location and enable future users to commute using sustainable modes of transportation. Furthermore, the policy will ensure that development proposals design for and deliver new access routes to the proposed urban country park, which will support the health and well-being of those that work within the site as well as communities across the wider area.

**3.1.44** Delivering ecological enhancements and new wildlife habitats will mean that future development contributes to the Councils' aspirations to increase biodiversity.

**3.1.45** Given the previous uses on the site, it is essential that development undertakes comprehensive land remediation prior to the commencement of development.

# Policy S/C/BRN: Land at Barnwell Road and Newmarket Road

- Site area of 1.68 hectares.
- Capacity for approximately 154 (Net additional homes) (172 homes gross) and 500 square metres gross internal area of commercial uses including retail (Class E(a)), food and drink (Class E(b)) and services (Class E(c)).

1. Development proposals must demonstrate how they will meet the following requirements:

    a. Development of the site must respond positively to and not prejudice the delivery of the aims of the wider Area of Major Change Policy area (see Policy S/AMC/EB: East Barnwell);

    b. The mature street trees on Newmarket Road & Peverel Road frontages must be retained and incorporated into development proposals for the site;

    c. Design of buildings, in regard to height, style and materials, must respond positively to the local character and setting to ensure no unacceptable adverse impacts on the Dynamic Viewpoint M (Stourbridge Common) and the setting of designated assets. Tested and refined through a design led approach, development should broadly reflect the local prevailing building heights of around 2-3 storeys;

    d. Re-provision, with no net loss in commercial floorspace, of the mix of commercial uses in a local centre at the corner of Newmarket Road and Barnwell Road, to provide active ground floor uses and support the vitality and vibrancy of the wider policy area;

    e. Re-provision of the existing community uses within the site or the wider policy area of S/AMC/EB: East Barnwell (to ensure no net loss), to be made fully available for use before the existing community uses are lost, responding to local needs and the role and function of the local centre;

    f. Re-provision on-site or within the immediate local area, the existing bowls club and multi-use games area of an equal or enhanced standard; and

    g. Seek to re-provide the existing temporary homeless units elsewhere within the City.

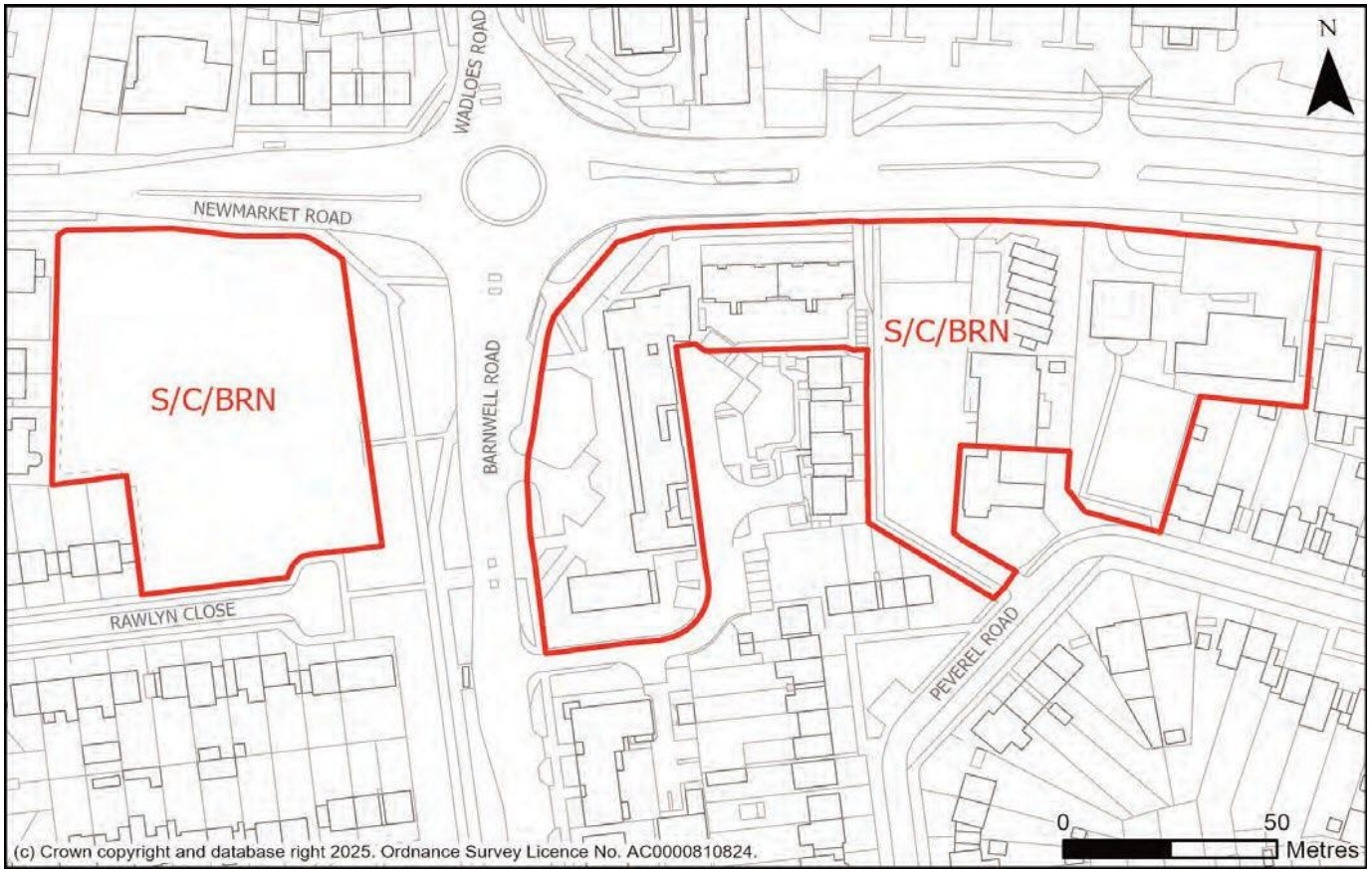



**Figure 27:** Site Plan of S/C/BRN: Land at Barnwell Road and Newmarket Road

## Supporting information

**3.1.46** This 1.68 hectare site, currently comprises of a local centre, bowls club, East Barnwell community centre, Christ the Redeemer church and residential uses (634-656 Newmarket Road and above the local centre). The site is allocated for approximately 154 additional homes and 500 square metres of commercial use which responds to the local landscape, townscape and heritage impacts. The proposed mitigation measures are required to ensure no unacceptable impact on the setting of designated assets through appropriate building height, style and materials, and the retention of mature trees and protected open space on site.

**3.1.47** The policy requires the re-provision of the bowls club and multi-use games area as well as the local centre and community uses (including Church and Community Centre), with no net loss of floorspace. The provision of enhanced community uses, specifically at the corner of Barnwell Road and Newmarket Road, may respond to day to day local needs as well as support the vitality and vibrancy of the wider area through enhanced placemaking. The policy also seeks to re-provide the existing temporary homeless units elsewhere within the city to ensure that this important use is retained.

**3.1.48** Development proposals must respond positively to and not prejudice delivery of the aims of the wider Area of Major Change Policy area (see Policy S/AMC/EB: East Barnwell). Policy S/AMC/EB will provide public realm improvements compatible with Greater Cambridge Partnership's Eastern Access scheme alterations to Newmarket Road and the Barwell Road roundabout.

# Policy S/C/TRP: Travis Perkins, Devonshire Road

- Site area of 1.23 hectares.
- Residential led development with capacity for approximately 70 homes, ancillary uses (F.1 and F.2.) and approximately 14,000 square metres gross internal area of office (Class E(g)(i)) and research and development (Class E(g)(ii)) floorspace.

1. Development proposals must demonstrate how they will meet the following requirements:

    a. Development proposals should take a masterplan design led approach to optimise development of the site. This will include an appropriate landscape, open space, drainage, noise mitigation and tree strategy.

    b. Development must preserve, or where opportunities arise, enhance the character or appearance of the adjacent Mill Road Conservation Area and its setting, and ensure no unacceptable adverse impacts on the setting of the David Parr House Listed Building and Cambridge City Branch Library Listed Building;

    c. Design-based mitigation is required to limit potential impacts on the local and wider skyline, townscape character and setting of listed buildings. This should include measures to manage building heights and mass and ensure use of appropriate materials. Development at a scale similar to, or less than, the local prevailing height of the 19th century Mill Road Conservation Area may be appropriate particularly along Mill Road and Devonshire Road. Site is not considered appropriate for tall landmark buildings;

    d. Incorporate through the design of the proposal or make provision for the Chisholm Trail to the Eastern side of the site against the railway; and

    e. The protected (TPO) group vegetation to the western boundary with Devonshire Road will need to be retained and managed.

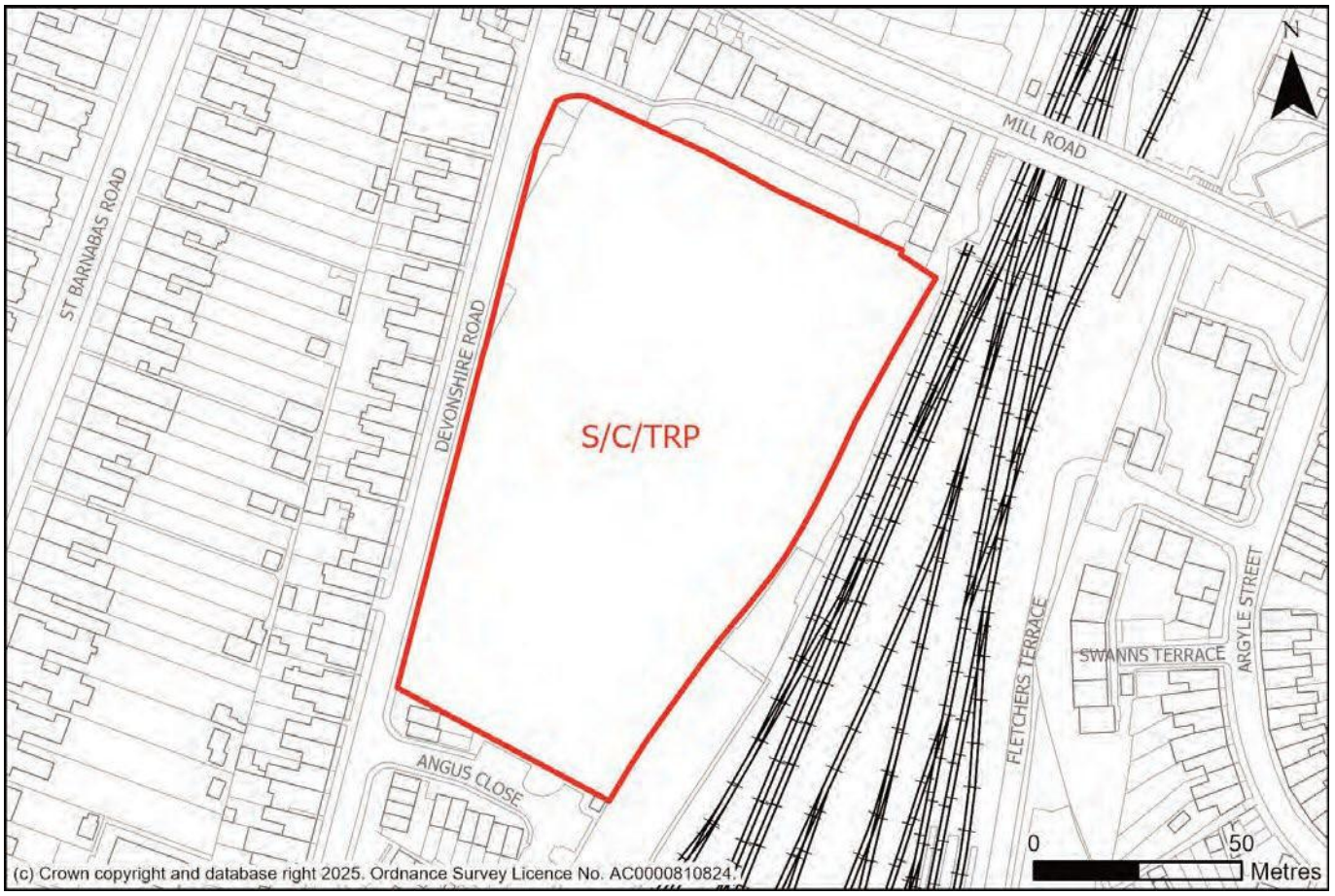



**Figure 28:** Site Plan of S/C/TRP: Travis Perkins, Devonshire Road

## Supporting information

**3.1.49** This 1.23 hectare brownfield site with existing depot building provides a redevelopment opportunity for a residential-led mixed use scheme comprising approximately 70 homes, ancillary uses (F.1 and F.2.) and approximately 14,000 square metres of office (Class E(g)(i)) and research and development (Class E(g)(ii)) floorspace.

**3.1.50** The proposed mitigation measures are required to ensure no unacceptable impacts on the local and wider skyline, townscape character and listed assets and their setting through appropriate building height, massing and style and materials. Additionally, a masterplan design led approach is required to optimise development of the site, ensure a holistic approach to the redevelopment of the site and, fulfil the policy requirement of an appropriate landscape, open space, drainage, noise mitigation and tree strategy, which retains and manages the existing TPO protected trees to the western boundary with Devonshire Road. The policy requirement to incorporate or make provision for the Chisholm Trail was allocated in the Cambridge City Local Plan 2018, with the location for this identified to the Eastern side of the site against the railway.

# Policy S/C/OPK: Parcel Com4, Orchard Park

- Site area of 1.01 hectares.
- Capacity for approximately 80 aparthotel rooms (C1) and 140 hotel rooms (C1), 1,100 square metres of gym (E(d)) uses and 600 square metres gross internal area of co-working office space (E(g)).

1. Development proposals must demonstrate how they will meet the following requirements:

   a. Proposals must include an assessment and the implementation of necessary mitigation measures in relation to noise and air pollution generated by traffic on the A14, including an appropriate layout of land uses and open space.

   b. Development must retain an attractive urban edge to Cambridge through the use of high standards of design and landscaping;

   c. Scaling and massing details should be appropriate for Orchard Park. The primary central blocks should be restricted to 6 storeys with the two end blocks a storey lower.

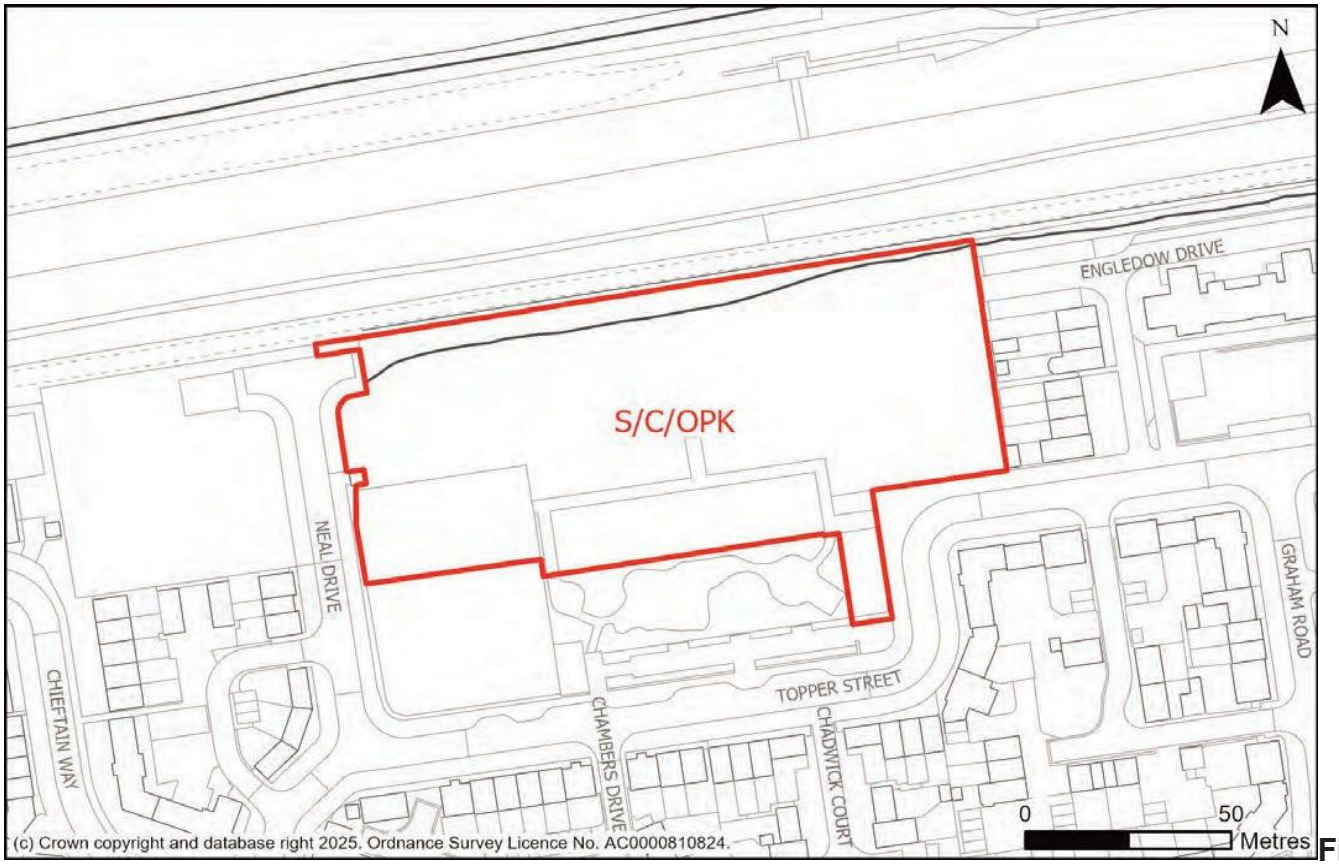



**Figure 29:** Site Plan of S/C/OPK: Parcel Com4, Orchard Park

## Supporting information

**3.1.51** This 1.01 hectare site is allocated for hotel and business-related uses appropriate for a site adjoining the residential area of Orchard Park. The site is the last remaining undeveloped parcel of land within Orchard Park.

**3.1.52** The current permission for student rooms is being implemented and there is an extant permission for hotel related uses, and this is considered appropriate although other business or residential related uses may also be acceptable subject to their impact on neighbouring residential areas.

**3.1.53** Further guidance on the development of this site is set out in the Orchard Park Design Guide SPD, which remains a material consideration.

# Policy S/C/BFS: Brookfields

- Site area of 2.32 hectares.
- Capacity for up to approximately 3,400 square metres gross internal area of medical or healthcare E(e) uses.

1. Development proposals must demonstrate how they will meet the following requirements:

   a. Locally listed sanatorium buildings associated with Brookfields Hospital should be retained;

   b. Design of buildings, in regard to height, massing and materials, must respond positively to the local character and setting, and ensure no unacceptable adverse impacts on the locally listed buildings associated with Brookfield Hospital and the Mill Road Conservation Area and their setting;

   c. Development should adhere to local prevailing building and not negatively impact Strategic Viewpoints E (Limekiln Road and J Wort's Causeway / Shelford Road);

   d. Potential contamination on site will require appropriate investigation and remediation; and

   e. Trees on the site that are protected by a Tree Preservation Order or by virtue of their location within the Mill Road Conservation Area must be retained and incorporated into the design and layout of any development proposal.

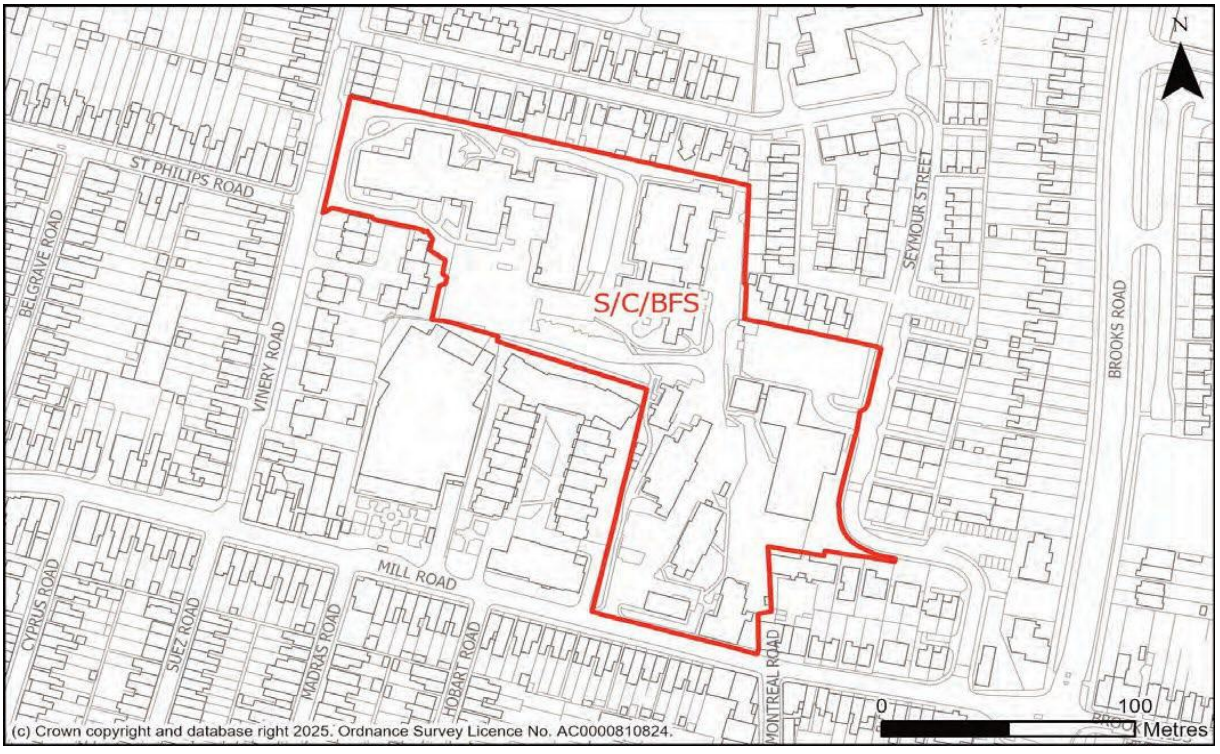



**Figure 30:** Site Plan of S/C/BFS: Brookfields

## Supporting information

**3.1.54** This 2.32 hectare mixed-use site provides an opportunity to sensitively increase the intensity of current uses and create attractive new buildings which will positively contribute to this vibrant part of Cambridge.

**3.1.55** The policy will ensure that future proposals for the site's development will positively contribute to the character of the adjacent Mill Road Conservation Area and improve the wider public realm. A context-led approach to development of a scale that is sensitive to prevailing building heights will ensure that locally listed buildings associated with the Brookfield's Hospital and designated heritage assets and their setting, including the Mill Road Conservation Area, are protected and enhanced. Due to potential contamination on the site, remediation works will need to take place to make the development safe for future occupants. Flood maps show there is a potentially high risk of surface water flooding on the site. To address this issue and make the site accessible for future users, sustainable urban drainage systems should be integrated into the design of any future proposal. Retaining trees on the site also offers an opportunity for enhanced urban greening.

# Policy S/C/SRW: Station Road West

- Site area of 1.02 hectares.
- Capacity for approximately 11,300 square metres gross internal area of office class E(g)(i) and research and development class E(g)(ii) and reprovision of station car parking.

1. Development proposals must demonstrate how they will meet the following requirements:

    a. A positive, context-led approach should be taken in relation to the massing, style, and materials of new buildings to limit any negative impacts on the setting of the Grade II Listed Railway Station, the New Town and Glisson Road Conservation Area, and other designated and non-designated heritage assets that are in the vicinity of the site;

    b. Building height should be less than or similar to contemporary development built to the west of the Railway Station. The site is not appropriate for tall landmark buildings. New development should not negatively impact on Strategic Viewpoints, particularly Viewpoint E Limekiln Road, and the prominence of Foster's Mill tower needs to be maintained;

    c. Given the known archaeological assets in the area, development proposals must be accompanied by an appropriate archaeological assessment, which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains.

    d. Development should consider pedestrian access and walkability across and through the site, to manage congestion and safety of pedestrians.

    e. The development of the sites does not preclude future redevelopment of the train station, facilities and supporting infrastructure.

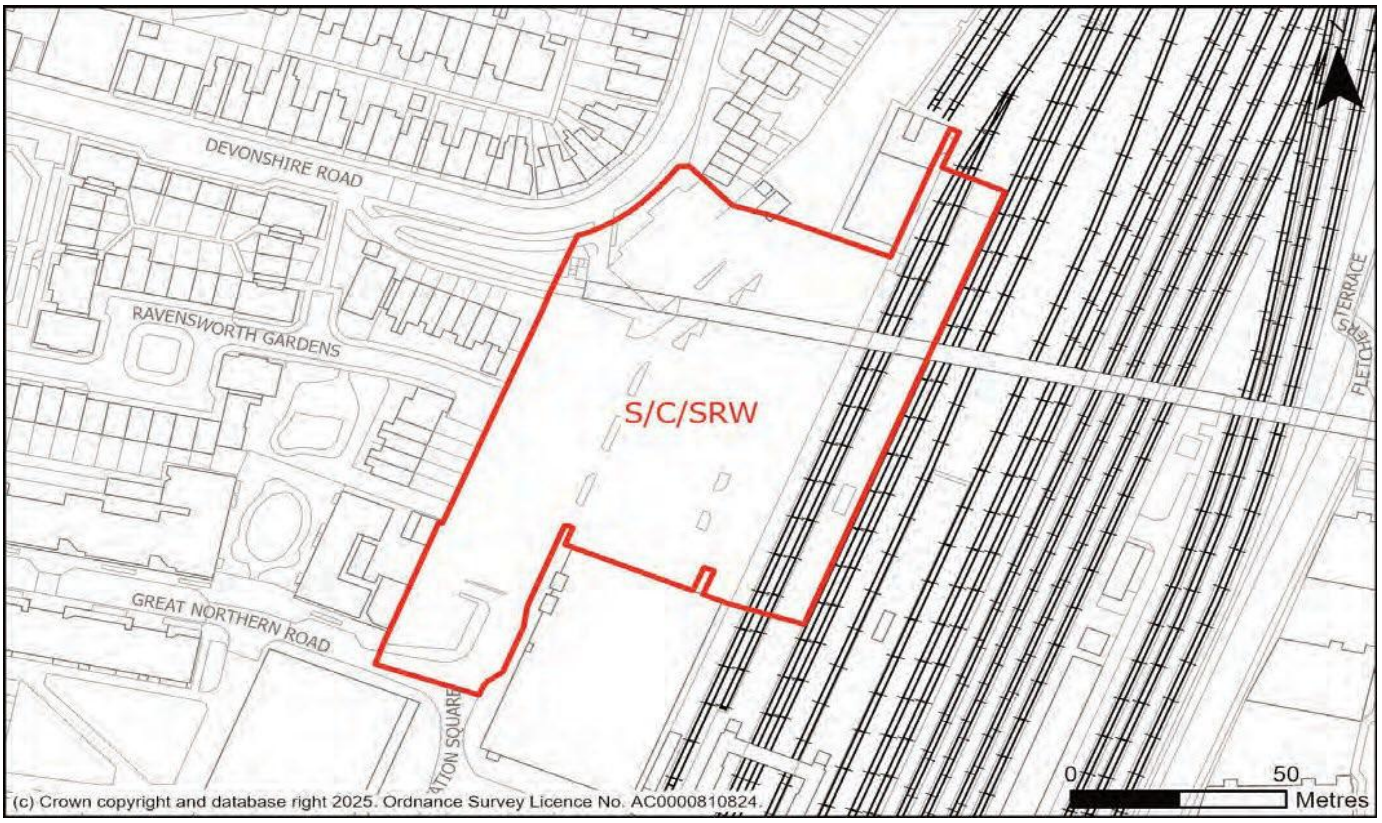



**Figure 31:** Site Plan of S/C/SRW: Station Road West

## Supporting information

**3.1.56** The two blocks represent the final parts of the wider Station Area West allocation, completing the regeneration of this area, which is locally known as 'CB1'. Block B2 and Block F2 are expected to deliver significant office and research and development floorspace, which could make major contributions to the local and national economy. By taking a positive, context-led approach to massing, style, height and materials, prospective development will positively contribute to the wider setting, and not negatively impact nearby designated and non-designated heritage assets. By delivering building heights that are appropriate for this location, the site will not negatively impact Strategic Viewpoints, nor will the site dominate its wider setting, including the landmark Foster's Mill. Completing archaeological work as part of any development proposal will also help to ensure the site is sensitive to the historic environment.

# Policy S/C/BJH: Betjeman

# House, Hills Road (Botanic Place)

- Site area of 1.17 hectares.
- Capacity for approximately 37,000 square metres gross internal area of Commercial, Business and Service (Class E) floorspace, and retention and restoration of the existing Flying Pig Public House.

1. Development proposals must demonstrate how they will meet the following requirements:

   a. A positive context-led approach should be taken in relation to height, massing, style, and materials to limit potential negative impacts on the designated and non-designated assets and their setting, including the Grade II* Botanic Gardens and its listed Cory Lodge, the New Town and Glisson Road Conservation Area;

   b. Deliver high-quality public realm improvements that are sympathetic to the character of the Botanic Gardens including street planting to enhance the historic character of the New Town and Glisson Road Conservation Area and backdrop of the Brooklands Avenue Conservation Area;

   c. Should implement landscape screening to sensitively separate the site from the Botanic Gardens; and

   d. Refurbish the Flying Pig public house and retain its use as a public house.

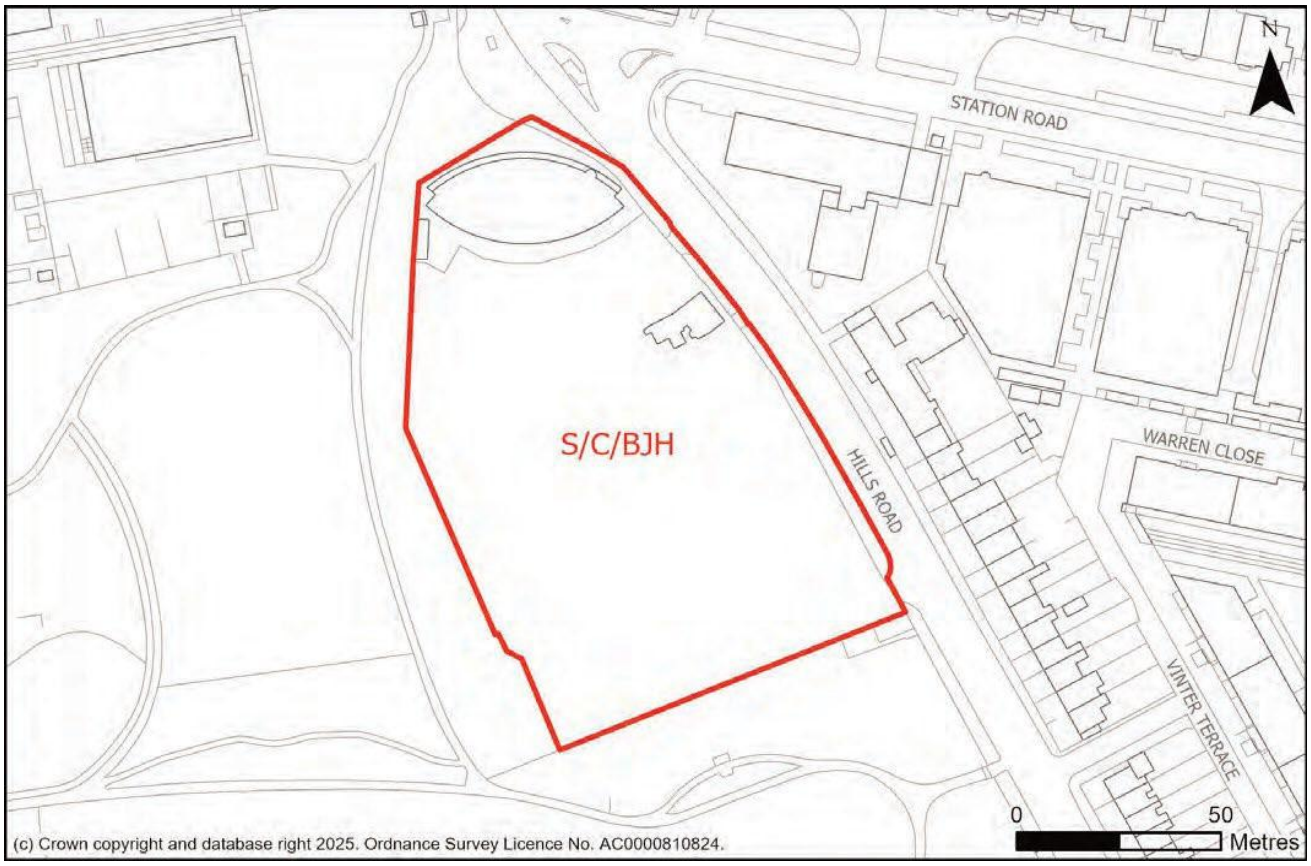



**Figure 32:** Site Plan of S/C/BJH: Betjeman House, Hills Road

### Supporting information

3.1.57 This 1.17 hectare site has been allocated to provide a mix of uses, including residential, offices, retail and the retention of the Flying Pig public house. This site was allocated in Cambridge's 2018 Local Plan for a mixed-use site, however, the appeal departed from this aspiration and instead only permitted offices and retail uses, and at time of writing the site is under construction. If the permission outlined in the planning appeal is not implemented, then it is important for this site to deliver a mix of uses given the highly sustainable location of the site.

3.1.58 The site is located in a prominent position close to Cambridge Railway Station and on one of the roads into the City Centre. It is therefore critical that redevelopment of the site is delivered to the highest standards Through the design, mix and nature of the development, there is an opportunity for the site to protect but also enhance the historic character of the New Town and Glisson Road Conservation Area and backdrop of the Brooklands Avenue Conservation Area. Implementing landscape screening to separate the site from the Botanic Gardens will safeguard this vital historic green space for future visitors. By refurbishing and retaining the Flying Pig as a pub, an important community facility will be given a new lease of life and act as an important hub for this area.

# Policy S/C/OPM: Old Press / Mill Lane

- Site area of 0.85hectares.
- Allocation to provide a mixed use development including student accommodation (approximately 243 student rooms) and faculty buildings, commercial business and service in Class E (a), (b) (c) (food and drink floorspace) and other ancillary facilities. Capacity subject to detailed proposals for university related uses.

1. Development proposals must demonstrate how they will meet the following requirements:

    a. Development must protect and enhance the setting, significance and character of the Historic Core, Central Conservation Area and any designated assets within, or in close proximity to, the site and their settings. Grade II Listed Buildings within the site include the Cambridge University Press (Pitt Press) and the Telephone Kiosks Outside Pitt Building, Cambridge University Centre, The Mill Public House, Mill Bridge and various houses. Listed buildings nearby include Queens College, Pembroke College and Chapel and St Botolphs Church (all GI), Little St Marys Church (GII*) and numerous GII listed buildings. Queens College GII

Registered Park and Garden lies close to the site. A Heritage Impact Assessment must be prepared to inform any masterplanning and proposals for the site and to inform any heritage mitigation and enhancement measures. This must also be submitted with any application;

b. Development proposals should take reasonable opportunities to introduce active frontages at ground floor level;

c. Given the area's potential for archaeological remains, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains; and

d. A site-specific Flood Risk Assessment (FRA) will need to demonstrate that safe access and egress is available and there will be no displacement of water or loss of floodplain storage. The site assessment recommends that habitable floor levels are set above the maximum fluvial flood level (for the 1% AEP event with climate change scenario) with a suitable freeboard. There are likely to be opportunities to reduce flood risk as part of this development, such as by integrating water storage areas into the landscaping, use of SuDS and reducing the built footprint in the floodplain; such opportunities should be considered as part of a site-specific FRA.

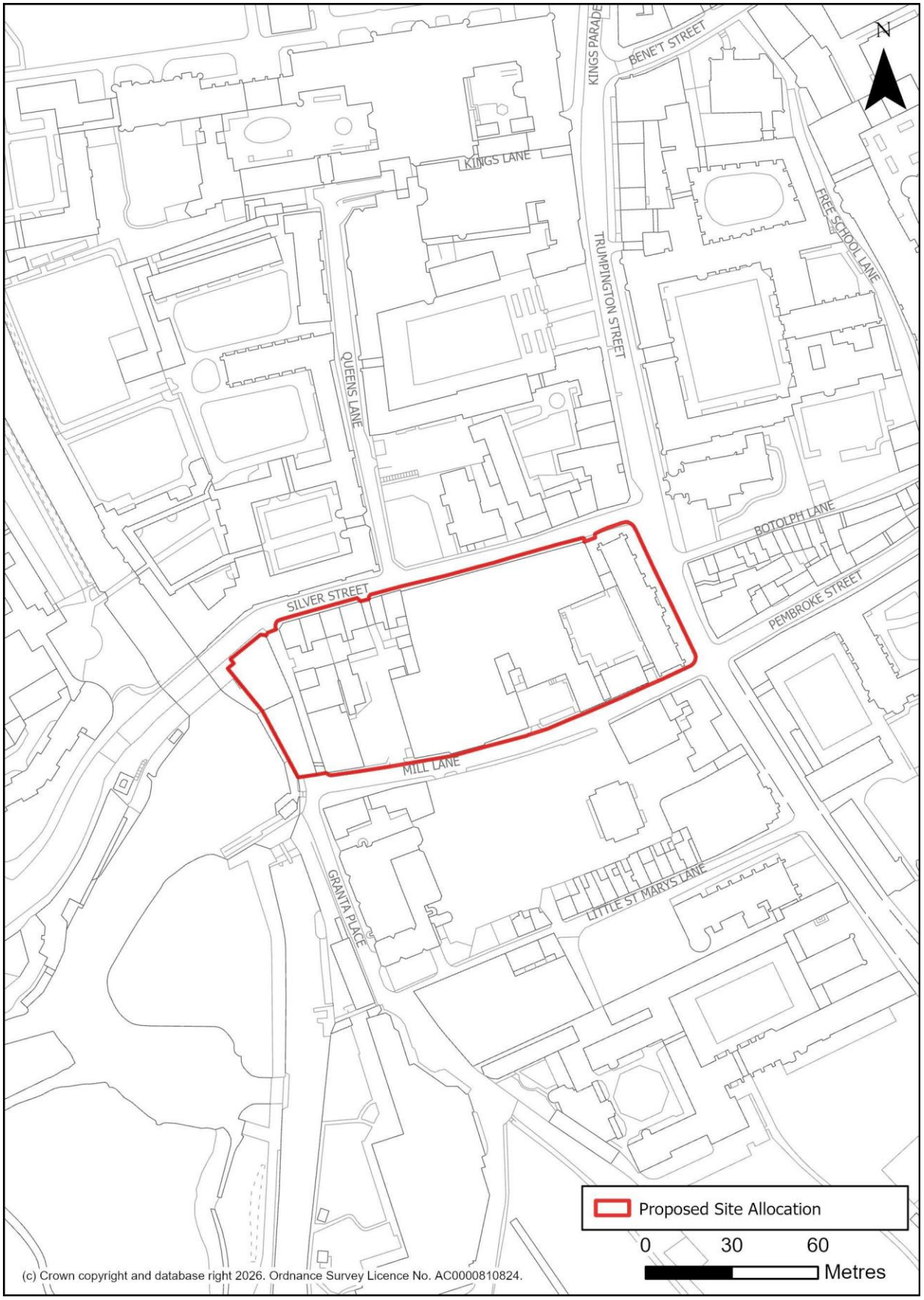



**Figure 33:** Site Plan of S/C/OPM: Old Press/Mill Lane

## Supporting information

**3.1.59** This 0.85 hectare site is allocated for mixed use Student accommodation and faculty buildings, commercial business and service-E(a), (b) (c) (food and drink floorspace) and other ancillary facilities. Other uses, including community uses, may be acceptable within the site area.

**3.1.60** The site is located within the Cambridge City Centre Historic Core, part of the Central Conservation area; therefore, the site is in a sensitive historic environment. Detailed assessment of the buildings and streets within the Old Press/Mill Lane site is provided in the Council's Cambridge Historic Core Conservation Area Appraisal (2016). The appraisal notes the significant potential opportunity for redevelopment or re-use of the university buildings along Mill Lane and highlights the main environmental enhancement opportunity as being the floorscape, which could be made more consistent to provide greater visual cohesion. More formal arrangements for on-street parking could help to manage the currently cluttered appearance.

**3.1.61** There are over 10 Grade II Listed Buildings within the site boundary including (but not limited to) the Cambridge University Press (Pitt Press) and the Telephone Kiosks Outside Pitt Building, Cambridge University Centre, The Mill Public House, Mill Bridge and various houses. There are also a number of listed buildings in close proximity to the site. There are Buildings of Local Interest (BLI) located within the site. As a result of development proposals, the setting of Listed Buildings in close proximity to the site, the Cambridge Historic Core and, and the Central Conservation Area and its setting, should be protected and enhanced (where the opportunity to do so arises through the improvement of the surrounding public realm). Buildings of Local Interest (BLI) within the site (the Anchor Pub and Laundress Lane Warehouse), together with other buildings identified as making a positive contribution to the Central Conservation Area.

**3.1.62** Although this site is highly accessible due to its City Centre location and proximity to public transport, pedestrian and cycle movements should have greater priority than at present. Conflict exists at the junctions of Mill Lane/Trumpington Street/Pembroke Street, Mill Lane/Granta Place, Laundress Lane/Mill Lane, Laundress Lane/Silver Street and the corner of Silver Street Trumpington street. Redevelopment must ensure that accessibility and permeability of the site is improved and, safer streets are created with priority for pedestrians and cyclists inclusive of public realm and landscape improvements.

**3.1.63** The landscape structure to the west of the site is strongly characterised by the green corridor that sweeps into the City along the River Cam and through the Laundress Green/Sheep's Green and Coe Fen areas. These areas form part of the Cambridge Green Belt and, along with the River Cam, are designated as County Wildlife Sites. These semi-natural open spaces are informal in character, with veteran trees and livestock grazing within metres of the City Centre's streets. The views across these areas, particularly towards Peterhouse, give the impression of a walled town. It is the relationship between the built form and the semi-natural character of these open spaces that forms the transition from the wider countryside around Grantchester to the distant south-west of the Old Press/Mill Lane site and the more highly managed grounds of the nearby Backs and Colleges. There is little in the way of green space within the Old Press/Mill Lane site. In addition to the open spaces of Laundress

Green/Sheep's Green and Coe Fen, the churchyard of Little St Mary's Church (to the south of the site), is the only other significant area of open space within close proximity.

**3.1.64** The site has the potential for biodiversity enhancement through appropriate landscaping and the greening of open spaces and buildings. For example, tree planting would improve amenity and legibility, and enhance biodiversity and air quality.

To maximise biodiversity value, native trees of local provenance should be used wherever possible. Pipistrelle bats are also known to be present in the area and therefore there is the potential for existing buildings and trees within the Old Press/Mill Lane site to support roosting bats.

**3.1.65** The site is located in an area of high archaeological potential in the medieval core of the historic City of Cambridge. Trumpington Street is one of the main historic routes out of Cambridge and the medieval Trumpington Gate was located here. The location of the site, within the historic core of Cambridge, on an important access route and straddling the city defences, is highly significant and any surviving archaeological remains in this area will be key to adding to our understanding the early development of the town. Additionally, archaeological research undertaken in support of the application 18/1930/FUL to the South of Mill Lane indicates the potential for surviving archaeological remains in this area from at least the 11th – 12th centuries. Therefore, given the area's potential for archaeological remains, development proposals must be accompanied by an appropriate archaeological assessment.

# Policy S/C/NMD: New Museums, Downing Street

- Site area of 1.97 hectares.
- Allocation to provide mixed-use redevelopment /refurbishment for predominantly University uses.
- Capacity subject to detailed proposals for university related uses.

1. Development proposals must demonstrate how they will meet the following requirements:
    a. Masterplan proposals are required to be submitted with applications for each phase of development;
    b. Development must protect and enhance the significance and character of the Historic Core, Central Conservation Area and any designated heritage assets within, or in close proximity to, the site including and their settings. Grade II listed buildings within the site include the Cavendish Laboratory of Experimental Physics, Mond Laboratory, The Arts School, The Laboratory of Physical Chemistry, and the Zoological Laboratory. Listed buildings nearby include Corpus Christi and St Benet's Church (both GI), Pembroke (GII*) and numerous GII listed buildings.
    c. A Heritage Impact Assessment must be prepared to inform any proposals for the site and to inform any heritage mitigation and enhancement measures. This must also be submitted with any application.
    d. New buildings must be of a height appropriate to the historic context of the site, designed to add to the grain and variety of the city roofscape, and not compete with existing buildings and the site in its immediate and wider townscape;
    e. Development should improve the public realm in and around the site, including high quality and publicly accessible, open spaces, providing a more appropriate setting for new buildings and the Listed Buildings on the site and to make the heritage of the site more accessible and visible;
    f. Development proposals should take reasonable opportunities to improve circulation for pedestrians and cyclists, together with public realm improvements as part of a comprehensive masterplan;
    g. Development proposals should take reasonable opportunities to introduce active frontages at ground-floor level;
    h. Given the area's potential for archaeological remains, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely

impact of the development on the archaeological remains.

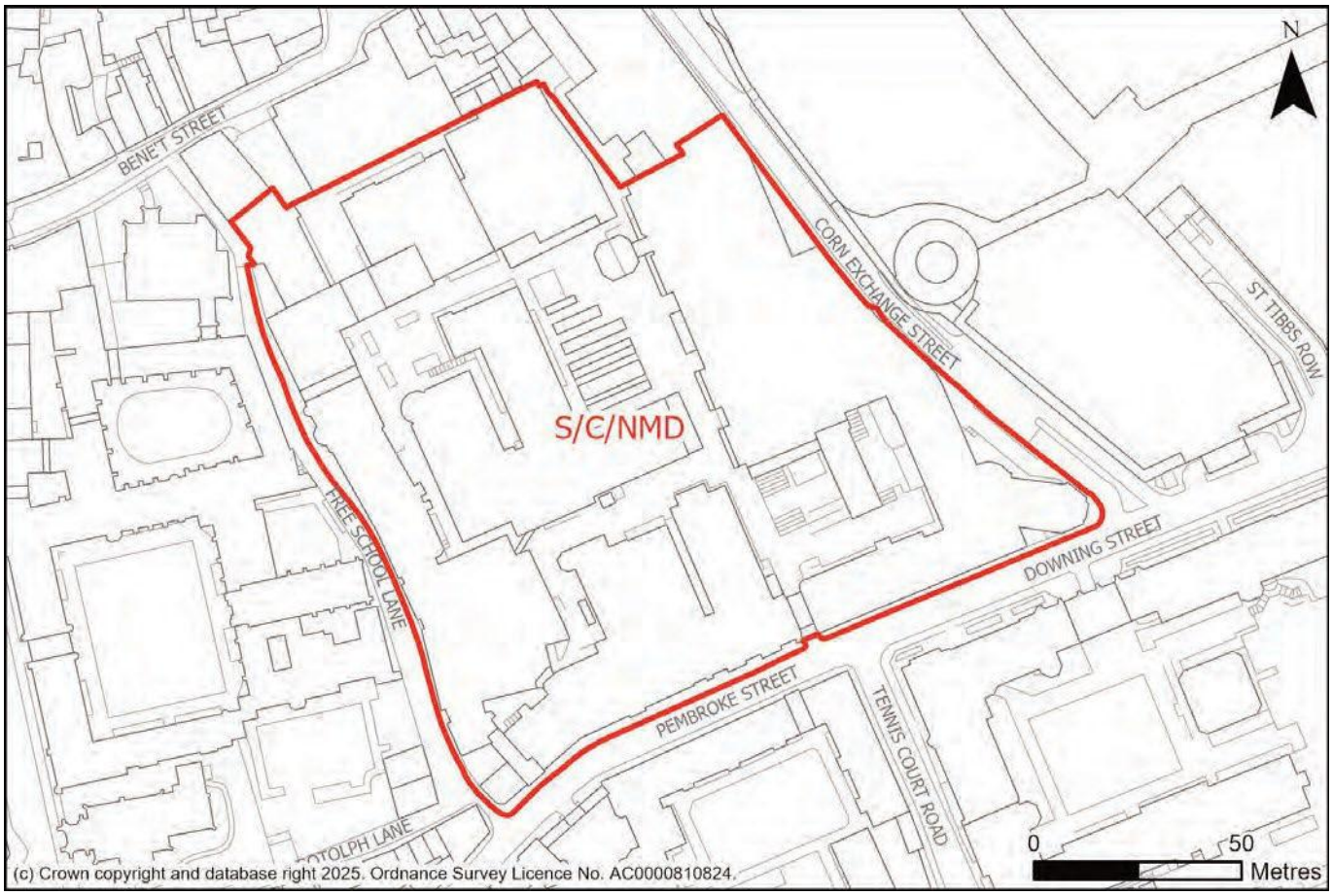



**Figure 34:** Site Plan of S/C/NMD: New Museums, Downing Street

## Supporting information

**3.1.66** This 1.97 hectare site provides a redevelopment opportunity to provide a mix of university related uses, including faculty. The policy continues to be supported by the New Museums Site Development Framework (2018), which continues to be a material consideration. The SPD helps to enable all parties involved (such as the council and the University of Cambridge) to deliver extensive site improvements. These include:

- improved university facilities;
- changes to the public realm;
- providing better access for all; and
- adopting more sustainable forms of development while respecting the site's heritage and surroundings. Proposals must aim for high environmental standards as set out in the adopted Local Plan, which would supersede the sustainability objectives in the SPD.

**3.1.67** The New Museums Site is home to a number of university departments, museums, and learning and teaching spaces, and as such most of the site will remain in operational use as development comes forward. The phasing of development will need to be determined with detailed reference to the specific nature of the existing conditions, the proposals for change and the need to maintain a reasonable environment for those continuing to travel, live and work in the vicinity. It is essential that each phase is

approached as part of the larger redevelopment of the site and that design is focused on the quality and coherence of the site as a whole.

**3.1.68** Masterplan proposals are required to be submitted with applications for each phase of development and the Councils will require each proposal for development to be compliant with the New Museums Site Development Framework SPD 2018. The Masterplan will be updated by the University when necessary (this may include updates after completion of each phase of development).

**3.1.69** The site is located within the Cambridge City Centre Historic Core, part of the Central Conservation area; therefore, the site is in a sensitive historic environment. There are multiple Grade II Listed Buildings within the site boundary including (but not limited to) the Cavendish Laboratory of Experimental Physics, Mond Laboratory, The Arts School, The Laboratory of Physical Chemistry, and the Zoological Laboratory. There are also a number of listed buildings in close proximity to the site including Corpus Christi and St Benet's Church (both GI), Pembroke (GII*) and numerous GII listed buildings. As a result of development proposals, the significance of Listed Buildings in and around the site, the Cambridge Historic Core and, and the Central Conservation Area and their settings, should be protected and enhanced.

**3.1.70** Development should create appropriate public realm with high quality open spaces, providing a more appropriate setting for new buildings and the Listed Buildings on the site and, to make the heritage of the site more accessible and visible. The proposed mitigation measures within the policy are required to ensure no unacceptable adverse impacts on the local and wider skyline, townscape and landscape character and setting of listed buildings.

**3.1.71** Although the site is highly accessible, due to its City Centre Location, the redevelopment of the site will need to ensure a high sustainable mode share with reduced car parking, improved facilities and permeability for pedestrians and cyclists to improve both circulation within the site and access and exist from the site.

**3.1.72** Downing Street and Pembroke Street are a part of the main one way traffic route through the town centre and provide access to Corn Exchange Street from which the city centre car parks are reached. As such they are busy roads and queues frequently form along these roads along the southern edge of the site. A pelican crossing links the site to the University's Downing Site to the south east but the quality of the environment for pedestrians – with narrow pavements of inadequate width to accommodate the numbers of users, especially at busy times, and those with particular needs – could be improved.

**3.1.73** Due to the known archaeology in the area, proposals on the site will need detailed assessment. Specifically, the potential for medieval remains is high as the site's boundaries encompass the precinct of the Augustinian Friary and the King's Ditch runs across the southeast corner of the site.

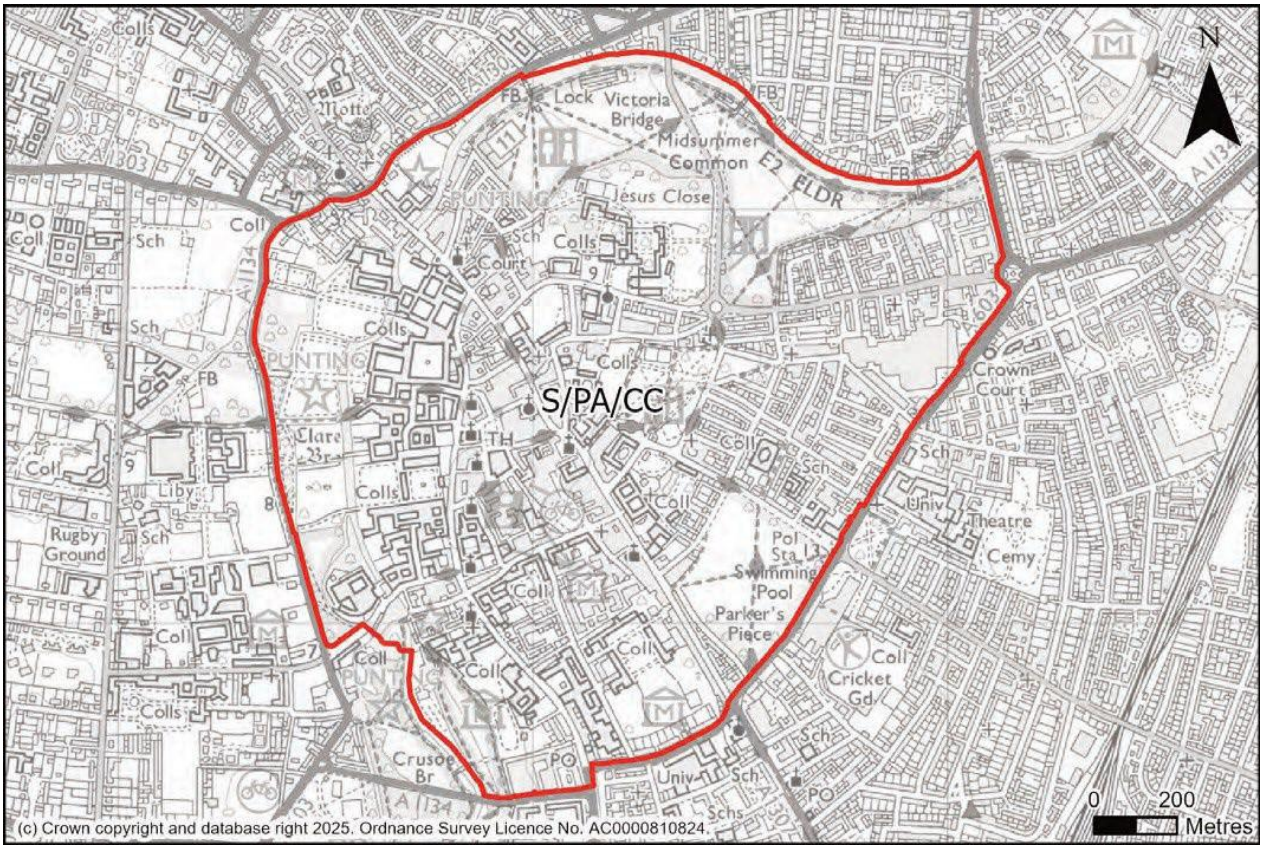
# Policy Areas in the Cambridge urban area

**Policy S/PA/CC: Cambridge City Centre**

# Policy S/PA/CC: Cambridge

# City Centre

1. Cambridge City Centre will be the primary focus for developments attracting many people and for meeting retail, leisure, cultural and other needs appropriate to its role as a multi-functional regional centre. The city centre boundary is shown on the Policies Map. Any new development or redevelopment should:
    a. Add to the vitality, vibrancy, inclusivity, diversity and viability of the city centre; achieve a suitable mix of uses, supporting the city centre's:
        i. appeal and attractiveness, to both residents and visitors, alike; and
        ii. many cultural venues and leisure/entertainment facilities;
    b. Preserve or enhance heritage assets and their setting, the historic skyline, open spaces and the River Cam;
    c. Be of the highest quality design and improve the capacity, accessibility and quality of the public realm; and
    d. Promote sustainable modes of transport.
2. Within the city centre, Lion Yard and Grand Arcade are important sub-regional shopping destinations. Their adaption to changing retail and leisure trends will be supported which allow them to continue to perform their 'destination' role for residents and visitors alike.
3. Opportunities to support and enhance the centre's diverse range of cultural activity spaces will be supported, including those close to the centre.
4. Within the historic core, sensitive redevelopment/infill opportunities will be supported. Areas outside the historic core including Fitzroy/Burleigh Street/Grafton Area also present an opportunity for mixed-use intensification.
5. Other policies in the plan set out opportunities for redevelopment or improvement within the city centre itself, at the edge of the city centre, or beyond, include:
    a. The Fitzroy/Burleigh Street/Grafton Area of Major Change;
    b. Beehive Centre Area of Major Change;
    c. Cambridge Retail Park Public Realm Improvement Area;
    d. Eastern Gate Public Realm Improvement Area;
    e. Hills Road and Regent Street Corridor Public Realm Improvement Area; and
    f. Mill Road Public Realm Improvement Area.


S/PA/CC
N
Victoria Bridge
Midsummer Common
Jesus Close
Crown Court
Parker's Piece
Swimming Pool
Cricket Gd
Theatre
Cemy
Rugby Ground
Crusoe Br
Clare
Mott
Lock
FB
Court
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# Areas of Major Change in the Cambridge urban area

**Policy S/C/AMC: Cambridge Areas of Major Change**

**Policy S/AMC/NEC: North East Cambridge**

**Policy S/AMC/AS: Abbey Stadium**

**Policy S/AMC/BC: Beehive Centre**

**Policy S/AMC/EB: East Barnwell**

**Policy S/AMC/FBG: Fitzroy/Burleigh Street/Grafton Area of Major Change**

**Policy S/AMC/SCL: South of Coldham's Lane**

# Policy S/C/AMC: Cambridge Areas of Major Change

1. Development within designated Areas of Major Change (AMC) within Cambridge, as shown on the Policies Map, should be of the highest quality design and incorporate the principles of sustainable design and construction. Excluding very minor development, development proposals within AMCs must be accompanied by the necessary supporting infrastructure, delivered as part of the development or through other stakeholders including relevant local public bodies/organisations. This may include temporary provision where appropriate;
2. Development may be delivered in advance of such provision, subject to assessment that demonstrates that the proposal will not cause unacceptable impacts.
3. Additionally, development will be supported:
    a. Where it is in accordance with a comprehensive implementation plan for the area which has demonstrable support from all key landowners, or it is supported by evidence to demonstrate that the comprehensive and successful delivery of the development can still take place without this being secured;
    b. Where the development is based on clearly articulated and justified objectives and approach through the provision of a site-wide masterplan, strategies and/or other over-arching coordination documents;
    c. In instances where the infrastructure provision is to be phased, an approved phasing strategy is in place; and
    d. In Cambridge Areas of Major Change, development proposals should enable active streets and vibrant places that encourage social interaction and foster a sense of community by improving both accessibility and inclusivity. This should include providing external plant equipment and/or utility connections to support temporary outdoor community and cultural activities. Where relevant, Community and Cultural Plans should be prepared to demonstrate a robust, evidence-led and locally responsive approach for their provision.
4. In protecting existing assets, including open space, heritage assets, landscape and water management, development should:
    a. Seek to protect and enhance public rights of way where possible and existing public assets;
    b. Develop a new, strong landscape framework that is guided by and incorporates existing positive landscape and townscape features and heritage assets; and
    c. Where practicable, undertake on-site strategic landscaping to the agreed

framework early in the development of the site so that this will become established as development proceeds.

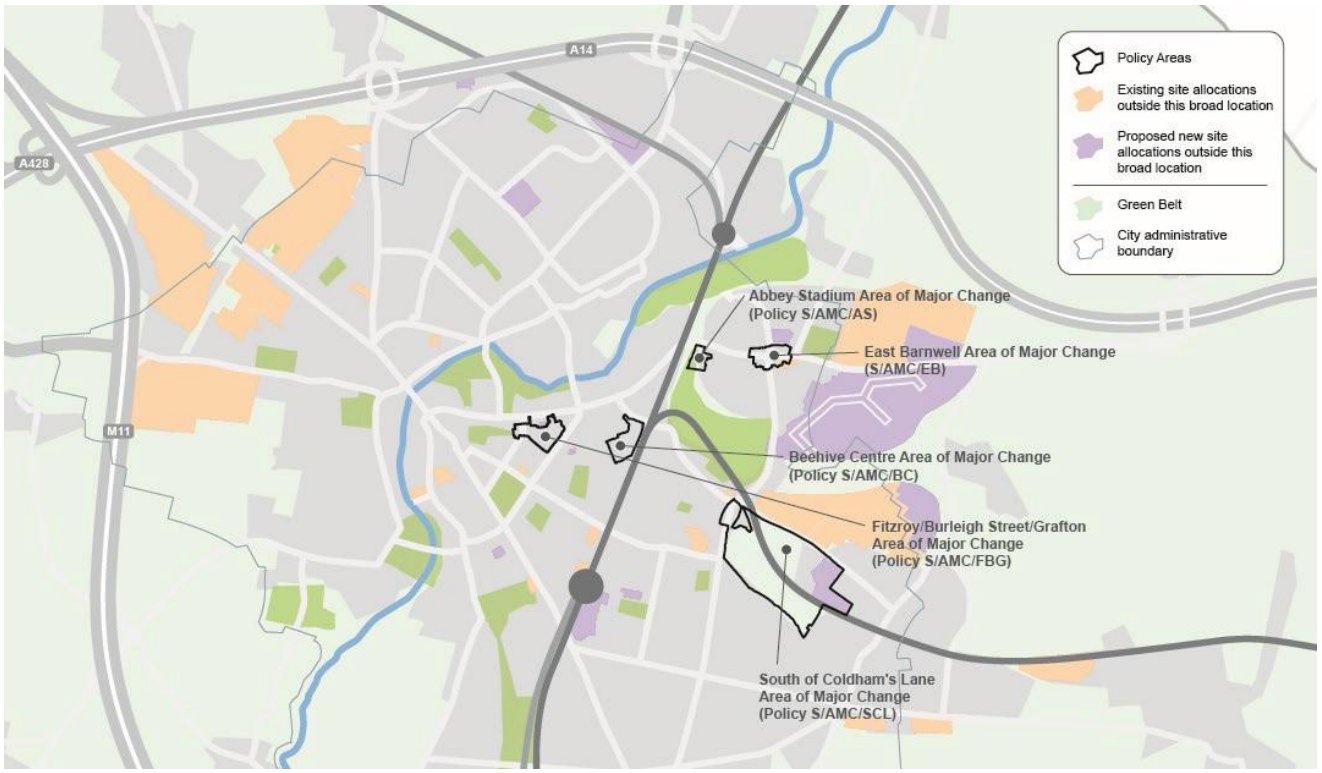



**Figure 36:** Map showing Areas of Major Change in the Cambridge policy area

## Supporting information

**3.1.77** This policy applies to the Areas of Major Change within Cambridge, which are large development areas, in key locations which require a comprehensive approach to development and renewal through an implementation plan, over-arching framework or equivalent masterplan to guide their transformation in a joined-up manner.

**3.1.78** These areas will often require significant infrastructure investment, including active travel, public transport and delivery of the Rights of Way Improvement Plan, especially where they form part of a wider network of infrastructure improvements with neighbouring or nearby sites and transport hubs. A co-ordinated approach is especially important, given the length of time often needed to transform or re-configure these areas. It is therefore essential short-to medium term proposals have regard for the area's longer-term aspirations including transport projects and connections with adjoining areas.

**3.1.79** This holistic planned approach will also ensure that opportunities to make the best use of land, in sustainable locations creating vibrant neighbourhoods are maximised, along with their careful integration with existing nearby communities. The enhancement of existing positive landscape and townscape features along with local heritage assets and environmental resources, such as SUDs features and existing water courses, will also help create successful communities. The provision of suitably designed public realm areas with access to utility connections will also facilitate regular community and cultural events. These should help development community development and integration with the peripheral neighbourhoods.

# Policy S/AMC/NEC: North East Cambridge

## Objectives and place identity

1. North East Cambridge (NEC) is designated an Area of Major Change. Proposals within NEC should support the development of a thriving, well-connected, mixed use innovation district by:
   a. Contributing positively to Greater Cambridge's internationally significant role in research, innovation and knowledge-based industries;
   b. Supporting integration of different uses across the area, including complementary uses such as residential, mid-tech and industrial uses;
   c. Enabling the delivery of high quality, inclusive and distinctive urban places that integrate successfully with the wider City; and
   d. Delivering and/or contributing to measures that enhance and prioritise active travel and public transport connections throughout the area and into neighbouring areas, building on the excellent strategic connectivity provided by Cambridge North Railway Station and the Cambridge Guided Busway.

## Uses

2. Developments should contribute to the creation of mixed-use places throughout the NEC area, structured around vibrant activity nodes that integrate working, learning and leisure functions and, where conditions allow, residential uses.
3. Development proposals for new or intensified Commercial and Research & Development (E(g)i and E(g)ii) at existing campuses, including Cambridge Science Park, St John's Innovation Park and Cambridge Business Park, will be supported where they:
   a. Facilitate innovation, knowledge exchange and opportunities for collaboration between different businesses across the area;
   b. Make efficient use of land through intensification, including rationalising surface car parking to increase building coverage and increased heights and housing and employment densities where appropriate;
   c. Incorporate flexible design features to enable floorspace to be reconfigured over time as business needs evolve;
   d. Support inclusive growth, enabling access for a range of business sizes, including start-ups and small and medium-sized enterprises (SMEs) through provision of flexible spaces, smaller unit sizes, and shared business support or collaboration space;
   e. Provide an appropriate quantum of affordable or managed workspace;
   f. Provide facilities, services and amenities to meet workforce needs, support innovation activity and knowledge exchange, and extend activity through the day; and
   g. Contribute towards initiatives that reinforce the district's role as a focus for innovation-led economic activity, including smart city projects, supporting skills development and local employment opportunities.

4. Reflecting the important contribution of existing Light Industrial, Mid-Tech, Storage and Distribution (E(g)(iii), B2, B8) uses to the economies of the innovation district and Cambridge

more broadly, development proposals for the Cowley Road Industrial Estate that would result in the loss of existing floorspace will be resisted, unless the proposal demonstrably results in a net gain in industrial capacity or functionality. Development proposals for the intensification of such uses at the Cowley Road Industrial Estate (and similarly environmentally constrained sites adjoining it) will be supported where they make efficient use of land and increase the supply of industrial floorspace. Proposals should:

a. Retain and strengthen E(g)(iii) / B2 / B8 uses, with particular support for mid-tech provision that complements and supports research, prototyping, engineering, servicing, logistics and operational activities within the Innovation District;
b. Where redevelopment is proposed, deliver a net increase in industrial floorspace through more efficient and innovative building typologies and layout, and the consolidation or co-location of compatible employment activities;
c. Support the delivery of flexible workspace capable of accommodating a range of employment needs, including scale-up, maker, laboratory support and hybrid industrial uses;
d. Be designed to ensure they are capable of adapting to changing industrial needs and not prejudice long term redevelopment of sites in the Cowley Road Industrial Estate's immediate context;
e. Respond appropriately and sensitively to their surroundings, incorporating sympathetic design features that support the creation of a high-quality urban place;
f. Ensure the safe and efficient operation of industrial uses, including appropriate servicing, access, yard space and mitigation of any impacts on adjacent uses, such as traffic, noise and emissions;
g. Make financial contributions towards feasibility work to identify and deliver a safe, segregated access route for HGVs and commercial traffic which avoids Cowley Road.

5. Proposals for residential development in NEC will be supported where they complement and support employment and other uses in the wider innovation district. Proposals should:
    a. include a range of types and tenures of high-quality accommodation, including Build to Rent and tenures alongside general market and affordable homes; and
    b. Integrate successfully with employment areas, neighbourhood facilities and public spaces to support inclusive, healthy and walkable places.

6. Reflecting the aspiration to bring forward comprehensive regeneration of the site, proposals for new and/or additional employment floorspace within the Nuffield Road Industrial Estate will not be supported. Proposals for residential development within the Nuffield Road Industrial Estate will supported provided they:
    a. Accord with an approved or agreed site-wide masterplan framework for the entire Nuffield Road Industrial Estate;
    b. Would not prejudice the delivery of the wider site, including adjacent land parcels;
    c. Secure the replacement of industrial floorspace of equal or greater employment value off-site, preferably as part of the redevelopment and intensification of industrial floorspace within the Cowley Road Industrial Estate or new provision adjacent to the Aggregates Railhead; and
    d. Where temporary arrangements are needed, for example in terms of access, open space or servicing, they should be designed to facilitate seamless transition to a comprehensive scheme.

7. Development affecting Cambridge Regional College must support its role as an important education, skills and innovation hub, including improved sustainable access and integration with surrounding streets and public spaces.

**The development of North East Cambridge must do the following:**

## Context

8. Reflecting North East Cambridge's long history of industrial uses, including manufacturing and waste and waste water treatment, development proposals must demonstrate they are able to overcome existing environmental constraints, accord with protective designations (including in the wider Development Plan) and not conflict with ongoing sensitive uses that are protected or supported elsewhere in this policy.

9. Where a proposal affects land where historic contamination is known or suspected, a Remediation Strategy must be submitted for approval by the Local Planning Authority as part of the application, setting out measures necessary to make the site suitable for its intended use.

10. Any development proposal within a designated Minerals and Waste Consultation Area for a safeguarded use (as designated in the Cambridge and Peterborough Minerals and Waste Plan 2021 or successor), and/or the Odour Zone associated with the Cambridge Waste Water Treatment Works, must apply the Agent of Change principle and will need to robustly assess the impacts and risks, and demonstrate that the proposal will:
    a. Not prejudice the operation of the safeguarded use;
    b. Not result in unacceptable amenity issues or adverse impacts to human health for the occupiers or users of the proposed development due to the ongoing operation of the facility;
    c. Ensure that any mitigation measures proposed either as part of the new development or in relation to the existing operation or its site are deliverable, secured, and maintained for the lifetime of the development;
    d. Ensure that all costs can be met by the applicant.

11. Development should not preclude operation and maintenance of sewer pumping stations located within or adjacent to the site.

## Built form

12. Development proposals should:
    a. Deliver compact, mid- to higher-density development appropriate to the highly accessible location, making efficient use of land and promoting walkability, public transport use and vibrant urban activity;
    b. Locate increased building heights in well-justified positions, including activity centres, transport nodes and key movement corridors, where they reinforce legibility, assist wayfinding and contribute positively to the wider townscape;
    c. Incorporate innovative, adaptable and durable building typologies that contribute positively to the vision for North East Cambridge and are capable of accommodating evolving research and employment uses over time;
    d. Incorporate horizontal mixed uses that active frontages, particularly at ground and lower levels, including community, cultural, retail and social uses along key streets and public spaces to support activity throughout the day and evening;

e. Avoid inward-facing or campus-style layouts and promote openness, collaboration and inclusivity, maximising opportunities for public access;
f. Where residential development is proposed, ensure the design of buildings and public realm supports residential amenity, environmental quality and the long-term objectives for the area.

13. Large-footprint buildings incorporating laboratory-enabled offices and other research and development and mid-tech employment uses will be supported provided they:
    a. are successfully integrated into the urban fabric through articulated massing, subdivision of building volumes and human-scaled street interfaces; and
    b. Provide active and visually engaging ground-floor frontages that contribute to creating well defined streets and urban spaces.

## Public space

14. Developments should deliver and/or contribute to an interconnected network of streets, parks, squares, green corridors and water features that successfully link to the wider green infrastructure network, supporting biodiversity, climate resilience, recreation and health and wellness.
15. Applicants should demonstrate how their proposal contributes to a successful network of well-designed streets and public spaces and enhances connections across the area, including through the delivery of permeable urban blocks and publicly accessible spaces.

## Nature

16. All development proposals should support, through direct delivery and/or contributions, a coordinated, multifunctional and connected Green Infrastructure network that protects, enhances and links existing ecological assets, landscape features and blue-green corridors within and adjoining the site. Proposals should:
    a. Protect and enhance Bramblefields Local Nature Reserve, ensuring no adverse impacts on its nature conservation value, ecological integrity, habitat quality, hydrology, tranquillity or recreational function, and providing appropriate buffers, sensitive layout design and long-term management arrangements;
    b. Deliver habitat and water quality improvements to the First Public Drain, recognising its role as a key ecological and hydrological corridor, including naturalisation, biodiversity enhancement, sustainable drainage integration and strengthened ecological connectivity;
    c. Protect, retain, and enhance the Milton Road Hedgerow City Wildlife Site, maintaining it as a continuous linear habitat corridor and securing improvements to structural diversity, ecological function and long-term resilience;
    d. Provide joined up and continuous Green Infrastructure provision between adjacent sites, phases of development and land ownerships, ensuring coordinated masterplanning, avoiding fragmentation of habitats and securing a coherent landscape and ecological network.

## Movement

17. All development proposals must be designed to prioritise travel by active modes and public transport from the outset. Proposals must be supported by a Transport Assessment at application stage which assesses cumulative impacts on the highways network, reflecting committed and planned developments within NEC. This must demonstrate how the proposal will:

a. Comply with the agreed NEC trip budget and ensure a monitor and manage approach is taken to ensure that the development remains within the agreed trip budget for the site throughout its delivery. The agreed trip budget is:
    i. for the Milton Road access, 3,900 vehicles in the morning peak and 3,000 vehicles in the evening peak; and
    ii. for the Kings Hedges road access, 780 vehicles in the morning peak and 754 vehicles in the evening peak.
b. Comply with the agreed mode share targets set out in the NEC Transport Position Statement (or successor document);
c. Prioritise walking, cycling and public transport accessibility in low-traffic streets and neighbourhoods;
d. Minimise car parking provision and demand;
e. Prioritise measures that promote modal choice and seamless interchange between modes, including new or improved mobility hubs at appropriate locations throughout the area;
f. Support the creation of a direct, legible network for walking and cycling, with strong connections between adjacent sites, phases of development and land ownerships;
g. Deliver and/or contribute towards NEC-wide transport infrastructure, as identified in the Infrastructure Delivery Plan and NEC Transport Position Statement (or successor document);
h. Contribute towards strategic transport infrastructure that will serve the NEC area as identified in the Infrastructure Delivery Plan and NEC Transport Position Statement (successor document); and
i. Include monitoring and review mechanisms to be secured through planning conditions and/or planning obligations.

18. Proposals should set out coordinated measures to prevent parking displacement, including control of on-street parking where necessary, and establish a robust approach to monitoring.

19. Development should support the removal of existing barriers to movement by securing and/or contributing to new and improved connections including:
    a. Crossings of Milton Road through upgraded provision, with grade-separated options where feasible and appropriate;
    b. Safe crossings of the Cambridgeshire Guided Busway;
    c. Connections to King's Hedges, East Chesterton, Fen Road and Milton; and
    d. Improved access to Cambridge North Station and surrounding employment areas.

20. Proposals should secure and/or contribute to measures that maximise sustainable last mile deliveries across North East Cambridge, including:
    a. Sites logistics hubs, sited to serve local delivery networks effectively and facilitate efficient goods transfer to cycle logistics and electric vehicles, including cargo bikes; and
    b. Innovative measures such as dynamic kerbside management, digital logistics, and future technologies (e.g. drones, autonomous vehicles).

21. Where development would result in increased HGV / commercial-vehicle movements, proposals will additionally be required to demonstrate how these would be managed to align with the requirement to prioritise active travel throughout the area, avoiding adverse impacts on safety and permeability and setting out appropriate mitigations where necessary.

## Social infrastructure, amenities and other infrastructure provision

22. As appropriate to their scale, nature and location, development proposals must support the creation of a complete and inclusive innovation district by:
    a. Contributing, where required, towards the timely delivery, expansion or improvement of social infrastructure and community facilities identified in the Infrastructure Delivery Plan, including education, health, community, sports, leisure and cultural provision;
    b. Contributing to the enhancement and/or expansion of existing neighbourhood facilities, ensuring any development is accompanied by appropriate local services and everyday amenities that support the day-to-day needs of residents, workers and visitors, including shops, food and beverage provision and on-site childcare facilities; and
    c. Promoting inclusive access to green spaces, sports facilities, leisure opportunities and community activity spaces, where compatible with any relevant restrictive designations.

## Lifespan

23. Development proposals within NEC will be supported where they demonstrate compliance with the coordinated delivery and phasing requirements below and do not prejudice comprehensive development within the wider area.

24. To ensure coordinated delivery, proposals should align and integrate with existing uses and consented and planned development in NEC, by:
    a. Safeguarding land, infrastructure, movement routes and connections required for future phases;
    b. Coordinating construction logistics and any necessary infrastructure delivery across sites to minimise disruption and support timely delivery;
    c. Not prejudicing comprehensive redevelopment of or existing/future operations of adjoining sites; and
    d. Not impeding the continued use of existing strategic site assets, including the Cambridge Waste Water Treatment Works, Cambridge North East Aggregates Railheads and Waste Transfer Station.

25. With the exception of proposals for sites consistent with operations that are subject to ongoing safeguarding in the Development Plan, proposals must be compatible with innovation district activities and:
    a. Should be designed and phased to operate within an active innovation and employment environment; and
    b. Must not unreasonably constrain existing or future research, industrial, operational or servicing activities within NEC.
26. All major development must be supported by appropriately detailed phasing and infrastructure strategies ensuring:
    a. The timely delivery of necessary infrastructure alongside occupation and that occupation does not outpace infrastructure provision; and
    b. The provision of interim measures, where necessary, to enable safe and effective operation between phases.

27. Early phases of major, multi-phase developments must be delivered as coherent and functional places providing:

a. Safe and attractive walking, cycling and public transport access;
b. High-quality public realm and active movement networks; and
c. Access to services and amenities, which may require an appropriate interim provision.

28. Where comprehensive redevelopment is proposed, development must be supported by site- or phase-based masterplans to achieve effective site co-ordination and realise the wider potential of the area, with supporting parameter plans and design codes demonstrating how these policy principles will be applied consistently across development phases and coordinated between land parcels to secure coherent place-making over time.

29. Proposals should set out how they will secure long-term stewardship, management and maintenance of public realm, green infrastructure, community facilities and other shared assets, incorporating mechanisms for community participation where appropriate and considering any implications across adjoining land parcels.

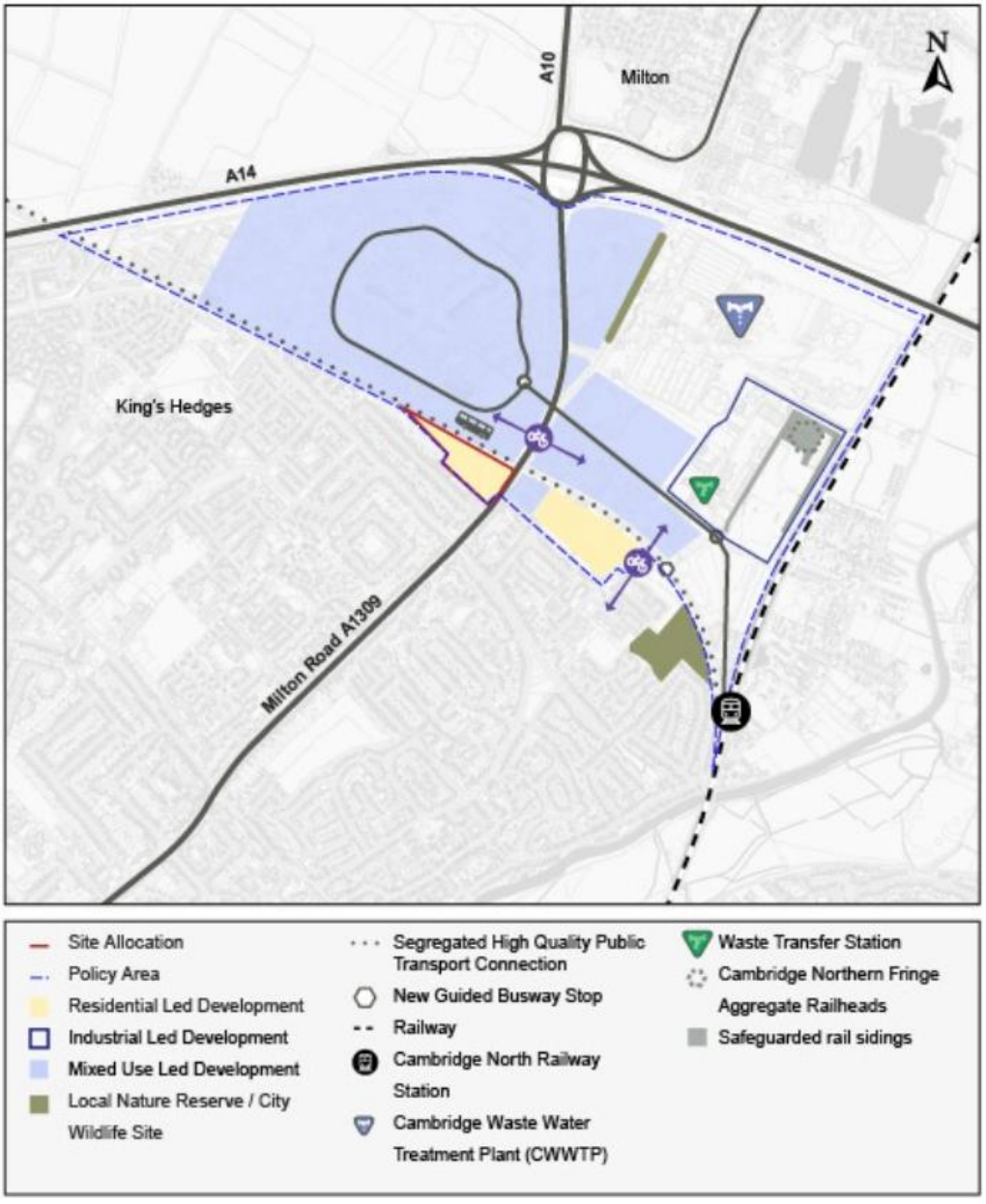



**Figure 37:** Indicative Spatial Framework for S/NEC: North East Cambridge

## Supporting information

**3.1.80** The North East Cambridge (NEC) Area of Major Change covers approximately 182 hectares of mixed use land, incorporating a nationally significant cluster of research, technology and knowledge-intensive employment uses alongside industrial, production, storage, distribution and mid-tech uses, and key transport and utilities infrastructure. Excellent strategic connectivity is provided by Cambridge North Station and the Cambridgeshire Guided Busway, supporting strong regional and national connectivity and underpinning a future development approach that prioritises active travel and public transport over reliance on the private car.

**3.1.81** The policy area establishes a flexible and coordinated framework to guide comprehensive, long-term redevelopment and management of change, reflecting the shared ambition across both public and private sectors to transform the area into a thriving, well-connected, mixed use Innovation District, building on the established successes of the existing science parks, maximising emerging opportunities at key accessible nodes, including Cambridge North Station, and retaining and intensifying mid-tech and light industrial uses around the Cowley Road Industrial Estate, making the best and most productive use of this area.

**3.1.82** Despite uncertainty around the future operations of the Cambridge Waste Water Treatment Plant, the area remains a priority for coordinated regeneration, investment and intensification of innovation-led, employment uses over the plan period. The area also has the potential to accommodate residential development alongside, where conditions allow, to support the creation of a vibrant, inter-connected innovation district that seamlessly integrates with the wider City.

**3.1.83** The policy seeks to maximise these opportunities in the context of various restrictive designations and environmental constraints relating to historic industrial uses and ongoing safeguarded uses in the area, which will have a significant bearing on the types of development and uses that are suitable in different parts of the area. Applicants should, in particular, read this policy in conjunction with the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 (or successor document) which includes various safeguarding policies and associated consultation areas pertaining to existing infrastructure within NEC, including the Cambridge Waste Water Treatment Works, Cambridge North East Aggregate Railheads and Waste Transfer Station. Additionally, applicants should consult the Technical Note on interpretation of Odour Impact Assessment for Cambridge Water Recycling Centre, updated in 2020, to understand the acceptability of their proposal and assess any potential impacts and risks to human health due to the ongoing operation of the facility.

**3.1.84** Existing industrial, production, storage, distribution and mid-tech activities make an important contribution to the functioning of the innovation district and the wider Cambridge economy. Within areas of NEC that are subject to environmental constraints and restrictive designations, there is still significant scope to make better use of available sites, in particular within and around Cowley Road Industrial Estate. Mid-tech uses within Use Classes B2 (general industrial) and B8 (storage and distribution) can play a targeted enabling role in the Innovation District ‘eco-system’ by supporting the practical functions that underpin innovation activity. Research, development and knowledge-based uses benefit from proximate space for prototyping, fabrication, servicing and logistics, helping to bridge the gap between concept and commercialisation. Well-integrated B2/B8 floorspace can also strengthen local supply chains, improving efficiency and reducing delays in day-to-day operations across the wider cluster. In this way, appropriately managed mid-tech uses contribute to a more complete and

functional innovation environment without diluting the Innovation District's core knowledge-led focus.

**3.1.85** In other parts of NEC, the policy supports higher-density mixed-use development, delivered through well-designed buildings, streets and public spaces. There is scope to further develop the area's strengths through the intensification of existing commercial sites, where complemented by improvements to public transport and interchange facilities, better pedestrian and cycling integration with the surrounding area, addressing severance along key transport corridors, and greater use of active modes of travel. Proposals will be expected to facilitate innovation, knowledge exchange and opportunities for collaboration, contributing to a diverse and resilient employment offer and supporting the continued growth of the NEC innovation cluster.

**3.1.86** Sites unencumbered by the constraints of existing safeguarded minerals and waste operations have capacity to deliver around 650 homes within the plan period, including through mixed-use development of the Chesterton Partnership site and Cambridge Business Park (subject to ongoing planning applications), and residential-led development of the Milton Road Garages site (which is separately allocated for mixed use development in Policy S/C/MRG: Milton Road Garages). The policy also maintains support for the comprehensive redevelopment of the Nuffield Road Industrial Estate, which could support significant improvements in amenity, safety and the environment for neighbouring residents, subject to successfully relocating the existing occupiers to suitable replacement floorspace elsewhere in Greater Cambridge, preferably within NEC. The provision of residential and associated uses could be significantly increased across NEC if the Cambridge Waste Water Treatment Plant is relocated or a means of addressing the odour constraint can be implemented following adoption of this Local Plan.

**3.1.87** The Greater Cambridge Infrastructure Delivery Plan (IDP) (2026) has identified that the area will require the delivery of or financial contributions towards: a range of on-site, local and strategic transport infrastructure; provision of a new transformer and primary substation to meet future demand; around 11.2 ha of accessible green space to meet the demands from future residential and employment growth; and contributions to provision of community space, library provision and a range of sports facilities. The exact quantum and phasing of infrastructure will need to be kept under review as the development comes forward, including phases beyond the plan period. This should be informed by on-going engagement with statutory bodies and undertakers.

**3.1.88** A key priority of the policy to remove existing barriers to seamless active travel movement and ensure development supports significant improvements in permeability and connectivity, between different sites within the area and into surrounding areas. Proposals will therefore be expected to support and directly facilitate the creation of a direct, legible walking and cycling network across the area, and contribute to or directly secure, as appropriate, interventions which address existing barriers to movement.

# Policy S/AMC/AS: Abbey Stadium

1. Development proposals within the Abbey Stadium area will be supported if they:

a. Are part of a comprehensive masterplan that will deliver a wider vision for Abbey Stadium. The vision should support an enhanced visitor experience, including how people travel to and from the stadium, the facilities within and around it and enhancing the sense of arrival to the stadium from Newmarket Road. Subsequent planning applications should support the delivery of the masterplan's vision. This should be supported by a detailed Transport Assessment to mitigate any impacts on congestion;

b. Improve bus infrastructure on Newmarket Road where possible;

c. Resolve road network capacity, movement and safety concerns on match days. Site access arrangements from Newmarket Road require improvement;

d. Ensure new development is well connected to existing footpaths and cycleways in the vicinity of the site, including the Chisholm Trail and that adequate, safe and secure cycle parking provision is set out across the site;

e. Provide improved active and public travel links to Cambridge City Centre, railway stations and Newmarket Road Park and Ride;

f. Retain existing trees to the western edge of the site and provide additional planting to soften the impact on the Protected Open Space to the west of the site boundary and from views into the site;

g. Protect the sensitive ecological assets, Coldhams Common and Coldhams Brook, to the west and south of the site;

h. Provide a sustainable drainage strategy which includes consideration of the Flood Zones 2 and 3 are to the west of the site boundary;

i. Identify opportunities to use the stadium and associated facilities on non-match days; and

j. Preserve or enhance the setting of the Grade II Listed Buildings, 529 and Papermills, Newmarket Road, Grade I Listed Leper Chapel and the Riverside Conservation Area which are opposite the development site, and an Historic Impact Assessment should be submitted with any application.

2. An urban design led approach should be taken to inform the appropriate scale and massing of development proposals, minimising adverse impacts on adjacent residential properties and open spaces.

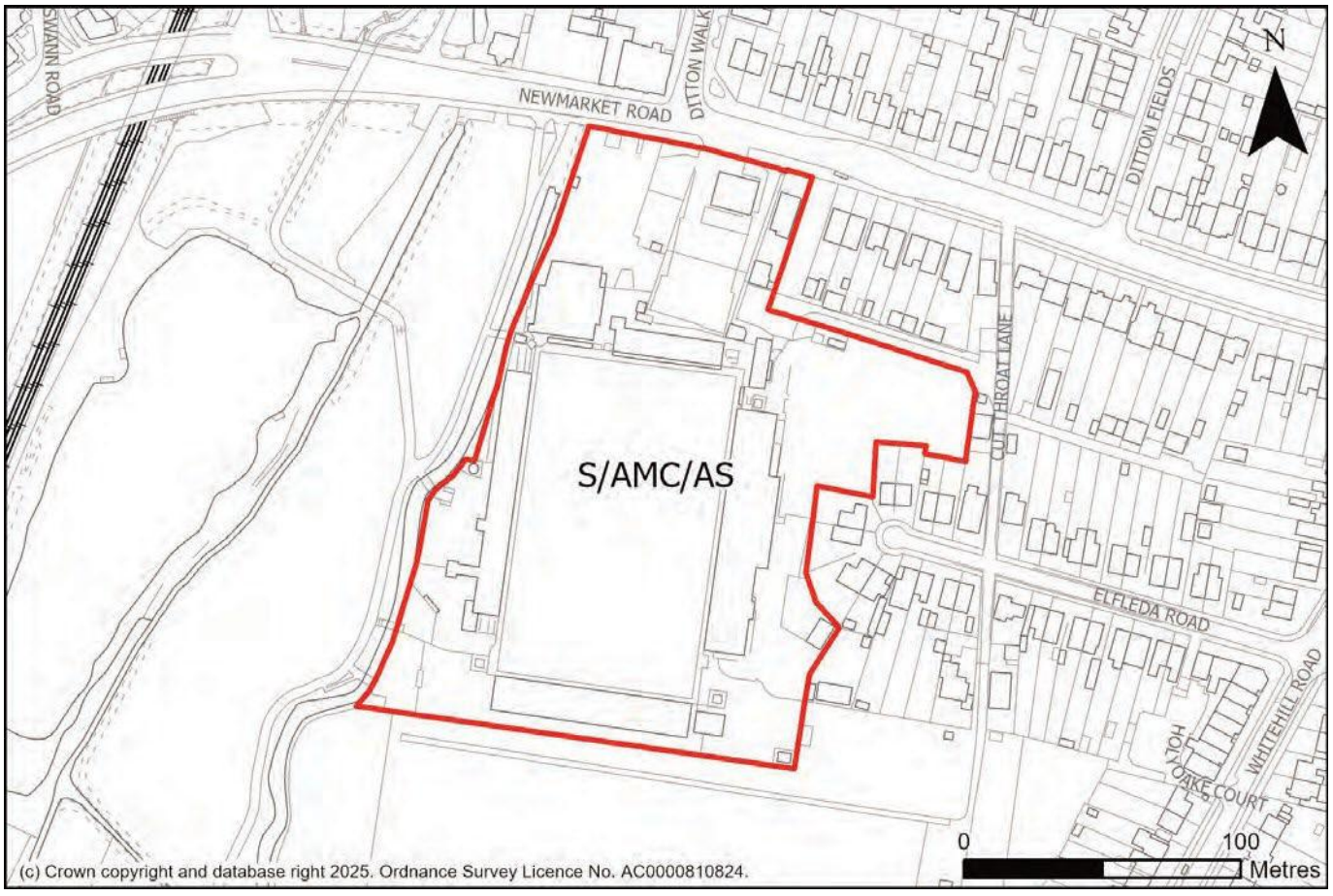



**Figure 38:** Site Plan of S/AMC/AS: Abbey Stadium

## Supporting information

**3.1.89** The Area of Major Change is 68 hectares and is home to Cambridge United Football Club. The club have been based at the Abbey Stadium for nearly 100 years and is an important part of the local community. The site owner, Cambridge United, have indicated an intension to redevelop the stadium and improve the facilities. Whilst the site is constrained on all sides by existing development, flooding, protected open space and roads, there are opportunities within the site to redevelop some of the existing stands as well as associated visitor facilities. The site needs to be comprehensively planned to ensure coordinated development, to make efficient use of land and promote good urban design. The design of the proposals to meet the standards of the Football Foundation and Cambridgeshire Football Association.

**3.1.90** The development needs to take account of the context of the site. It should make a positive contribution to the appearance of Newmarket Road and preserve or enhance the setting of the Riverside Conservation Area and Listed Buildings on the opposite side of the road.

**3.1.91** Land to the west of the site is Protected Open Space and contains the County and City Wildlife Sites of Coldhams Common and Coldhams Brook. Any application will need to show that it supports these designations and mitigate any impacts. A row of mature trees lies to the western boundary which are to be retained and protected from harmful impacts of development.

**3.1.92** There are residential properties close to the north and east of the site, with several

abutting the site. Any development must minimise any impact on residential amenity, including the impacts of on street parking associated with the site.

**3.1.93** Development proposals will also need to demonstrate how they will minimise impacts of additional traffic by promoting the use of public transport and active travel. An existing network of cycleways and footpath runs through the adjacent Coldhams Common and consideration should be given to how any new development would connect with these. The site is centrally located but generates congestion issues on match days. Therefore a comprehensive approach to maximising active and public travel to and from the site will be crucial to its success and minimise impacts on local communities.

**3.1.94** Although the development site is in Flood Zone 1, the land to the west is in Flood Zone 2 and 3. Development should show a sustainable drainage system that minimises the risk of flooding on the site and exacerbating the risk of flooding of the land to the west.

**3.1.95** There is a valued allotment site to the south of the stadium and any development of the stadium site should not adversely affect this allotment facility, particularly in terms of retaining good access for allotment users.

# Policy S/AMC/BC: Beehive Centre

1. Development proposals across this policy area, will be supported if they:

    a. Create a positive, balanced and attractive environment, to support the successful regeneration of the site and its integration with the surrounding area to support the vitality and viability of this area;

    b. Integrate positively with both the adjacent Cambridge Retail Park (Policy S/PRIA/CRP) and the surrounding neighbourhoods;

    c. Support the delivery of public realm improvements, adopting an integrated approach towards public realm and streetscape design which responds positively to the surrounding context and has regard to adjacent development proposals;

    d. Support character enhancements with improved connections and facilities for both pedestrians and cyclists to help reduce vehicular congestion; and

    e. Support both pedestrian and cyclist movements through the site and with connections to adjacent development sites, designed to ensure safety for all surface users and improved management of servicing, subject to further discussion with the Transport Authority, where applicable.

2. Any proposals to reconfigure the retail park to provide alternative uses must include:

    a. A clear set of development and environmental objectives and overarching development and environmental strategy framework to guide the site's re-configuration over the short, medium and long-term; and

    b. A material improvement in the quality of the site's environment and public realm to support the overall vitality and viability of the area. This should include providing external plant equipment to support outdoor cultural activities.

3. Where feasible, proposals should:

    a. Create better east-west within the site and along Coldham's Lane, and north-south connections, improving the area's links with the surrounding neighbourhoods;

    b. Include events and arts infrastructure within proposed mixed-use development with leisure and community space supporting development of youth arts, creativity and events;

    c. Create a more permeable and legible network for pedestrians and cyclists, Proposals should establish a clear hierarchy of routes for pedestrians, cyclists and private motor vehicles including an integrated approach to the management of

servicing in the short and long term;

d. Provide a movement strategy integrating with any proposals in the wider Cambridgeshire Transport Strategy may have for the wider area; and

e. Protect and enhance any heritage assets and their setting, including adjacent Mill Road Conservation Area.

4. An urban design led approach should be taken to inform the appropriate scale, height and massing of development proposals in the policy area. Studies will also be required to justify proposed land uses floorspaces and their redevelopment on a proposal-by-proposal basis.

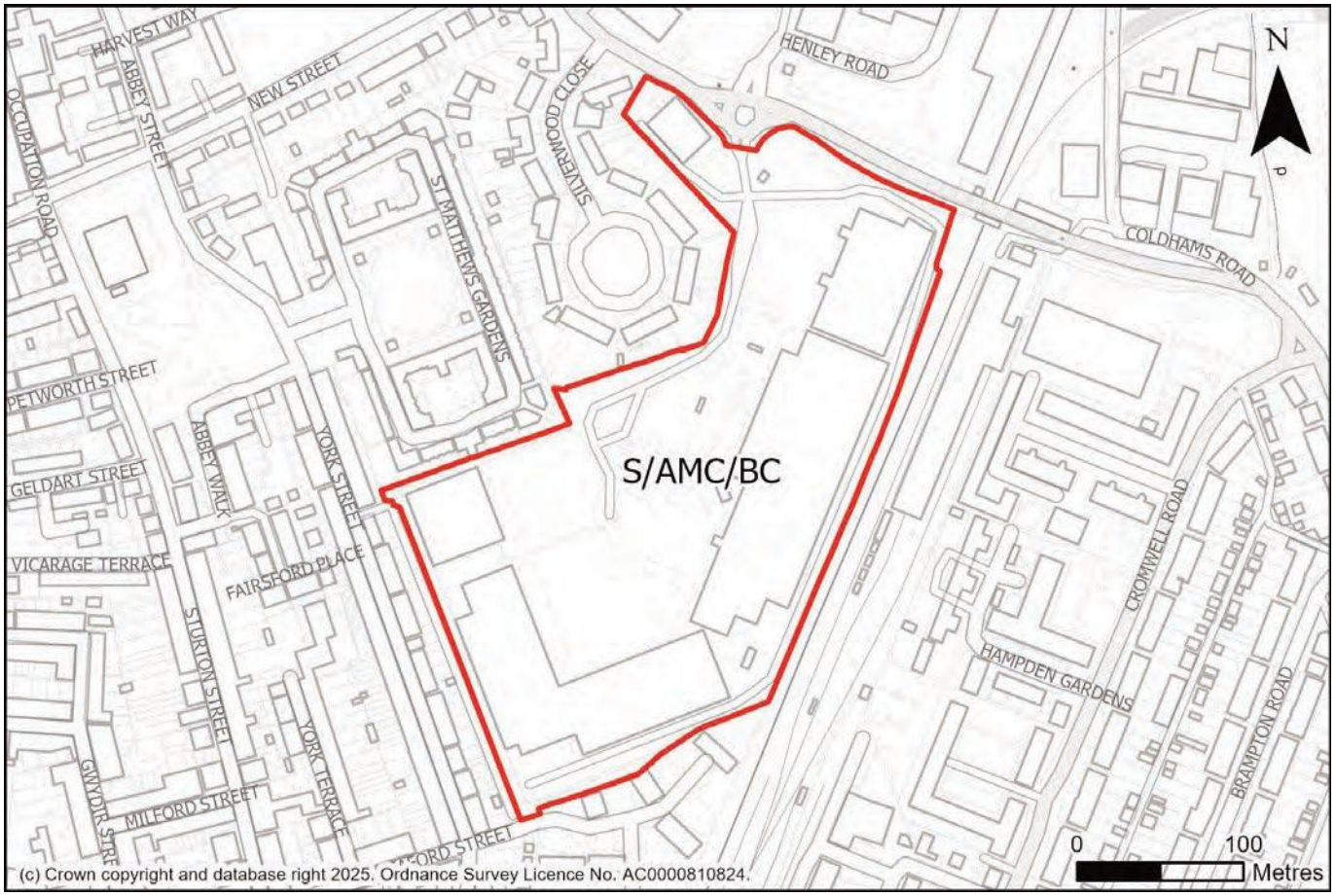



**Figure 39:** Site Plan of S/AMC/BC: Beehive Centre

## Supporting information

**3.1.96** The former Beehive Centre area provides an important edge-of-centre brownfield site for intensification for a range of uses that complement the adjacent residential and retail park uses. This reconfiguration and intensification of uses affords the site many opportunities to improve its accessibility within the site and beyond, including access to Cambridge Retail Park which should be maximised to encourage the use of sustainable forms of transport to access the area and help reduce vehicular congestion. The area's long-term strategy is also expected to improve the area's environment and appeal for residents, local workers and visitors from further afield.

**3.1.97** The site offers a range of short-to-medium term development opportunities with specific

site-intensification proposals along with more long-term comprehensive redevelopment.

**3.1.98** All short-to-medium proposals should have regard for the site's long-term ambition. Relevant public realm, landscape, movement and servicing strategies should consider how these have regard for these progressive stages and remain consistent with the area's agreed overarching development and environmental strategy framework, to ensure a cohesive approach to the site's comprehensive redevelopment.

**3.1.99** Opportunities to improve the area's cultural offerings should have regard to the provision of the necessary cultural infrastructure such as outdoor lighting, public seating, toilets and access to water and electricity for temporary cultural events. A cultural strategy should also be considered for the area to support these activities.

# Policy S/AMC/EB: East Barnwell

1. Development proposals across this policy area, will be supported if they:
   a. Create a positive, balanced and attractive environment, to support the vitality and viability of this area including the Barnwell Road Local Centre;
   b. Integrate positively with the surrounding neighbourhoods;
   c. Support the delivery of public realm improvements, adopting an integrated approach towards public realm and streetscape design, linked to adjacent development proposals; and
   d. Support character enhancements with improved connections and facilities for both pedestrians and cyclists to help reduce vehicular congestion.

2. Within the policy area, sites located north of Newmarket Road are an appropriate location for more significant redevelopment including residential uses, subject to further townscape analysis. Development proposals north of Newmarket Road will be supported where they:
   a. Provide improvements to the wider policy area; and
   b. Establish a more efficient use of the site.

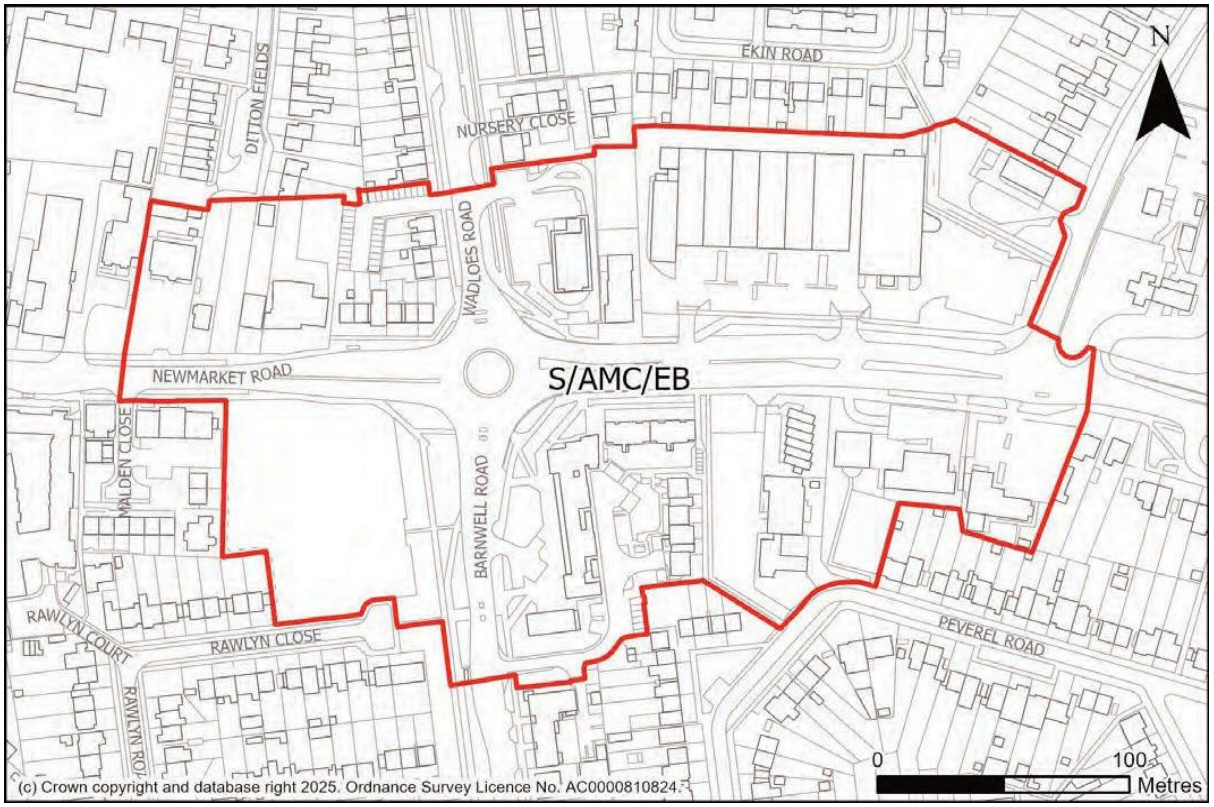



**Figure 40:** Site Plan of S/AMC/EB: East Barnwell

## Supporting information

**3.1.100** The East Barnwell area provides an opportunity for redevelopment focused on and around East Barnwell Local Centre which can provide residential, retail and community uses to support vitality and viability of the area. Improvements should aim to bring together East Barnwell by supporting the vitality and viability of the Barnwell Road Local centre as well as delivering infrastructure enhancement such as new and improved community uses that will be required to growth and improve the lives of existing residents.

**3.1.101** The focal point of the policy area is site allocation S/C/BRN – Land at Barnwell Road and Newmarket Road which seeks to redevelop the existing East Barnwell Local Centre and provide an additional 154 homes and 500 square metres of commercial uses. There is an approved planning application on this site under 23/04687/FUL. The permission included the replacement of the sports provision to be lost from redevelopment of the site as part of the planning permission.

**3.1.102** Elsewhere in the policy area, redevelopment opportunities exist which could help deliver further improvements across the whole policy area, particularly north of Newmarket Road. North of Newmarket Road there is scope for significant redevelopment which could include residential or mixed uses at a density which utilises existing sites more efficiently while accomplishing the goals of the wider policy area.

# Policy S/AMC/FBG: Fitzroy / Burleigh Street / Grafton Area

1. Development proposals across this policy area, will be supported if they:

    a. Create a positive, balanced and attractive environment, to support the vitality and viability of the area for retail, leisure, cultural and other associated town centre activities;

    b. Integrate positively with both the historic environment and the surrounding neighbourhoods

    c. Maintain and enhance the Grade II Listed Building 17 Fitzroy Street and its setting, and nearby designated heritage assets;

    d. Support the delivery of public realm improvements, adopting an integrated approach towards public realm and streetscape design, linked to adjacent development proposals; and

    e. Support the provision for a shared surface along Fitzroy Street and Burleigh Street, adopting an integrated approach for both cyclists and pedestrians designed to ensure safety for all surface users and improved management of servicing, subject to further discussion with the Transport Authority.

2. An urban design led approach should be taken to inform the appropriate scale and massing of development proposals in the policy area. Proposals should also be accompanied by evidence to justify land uses, floorspaces and their redevelopment on a proposal-by-proposal basis.

**Grafton Shopping Centre**

3. Comprehensive and or, more intensive redevelopment in the former Grafton Shopping Centre for a range of city centre uses will be supported, including uses associated with ARU's East Road campus.

4. Proposals to extend and reconfigure the former shopping centre building to provide additional floorspace should include:

    a. Site intensification, providing a significant uplift in floorspace for a range of uses which complement both the city centre, the surrounding area and the skyline of the city;

    b. An overarching street-based development strategy framework to guide the site's re-configuration over the short, medium and long-term;

    c. A material improvement in the quality of the city centre environment and public realm to support the overall vitality and viability of the area; and

    d. A better urban relationship with the surrounding neighbourhoods and high street interfaces.

5. Where feasible, proposals should:

    a. Re-integrate the area with adjacent streets and establish a more sensitive response to the townscape beyond the policy area's boundary;

    b. Create better east-west and north-south connections, improving the area's links with the surrounding neighbourhoods;

    c. Create a more permeable and legible network for pedestrians and cyclists. Proposals should establish a clear hierarchy of routes for pedestrians, cyclists and private motor vehicles including an integrated approach to the management of servicing in the short and long term; and

    d. Provide a movement strategy integrating with any proposals the Greater Cambridge Partnership may have for the city.

**Selective and Infill Development Opportunities**

6. Infill development opportunities include selective reconfiguration of service yard spaces around the edge of the former Grafton Shopping Centre. Proposals should:

    a. To the north, enhance service areas with a focus on public realm and wayfinding improvements to improve linkages from Newmarket Road; and

    b. To the south, create a more active and positive edge along Burleigh Place service area.

**Fitzroy Street**

7. Grafton West Car Park is an appropriate location for more significant redevelopment, subject to car parking evidence supporting its redevelopment, further townscape analysis and feasibility analysis. The more intensive redevelopment of the car park should:

    a. Establish a more efficient use of the site;

    b. Re-establishing the broad historic structure of lanes with Fitzroy Street into the wider fabric of the neighbourhood.

8. Subject to further townscape analysis, there is also an opportunity to consider the buildings to the north of Fitzroy Street to achieve a more comprehensive approach, focusing on the listed building at 17 Fitzroy Street. Key interventions should also include:

    a. Enhanced connections through to Maids Causeway / Newmarket Road;

    b. Mews style homes fronting onto Salmon Lane, at a scale that responds positively to the townscape;

    c. New homes set around courtyard gardens, fronting a new pedestrian route to Fair Street;

    d. Potential redevelopment along parts of Fitzroy Street; and

    e. Targeted improvements to shop fronts on the southern side of Fitzroy Street.

**Burleigh Street**

9. Opportunities to improve the retail and leisure offer on both sides of Burleigh Street, including the retention of smaller, flexible retail units will be supported including selective shopfront improvements or sensitive infill / redevelopment along the southern side beyond No. 74 Burleigh Street. Proposals should take account of the area's features as follows:

    a. Distinctive buildings to maintain the area's more positive examples of existing townscape character and independent retailing;

    b. On the north side of Burleigh Street, the retention of more sensitive buildings including shopfront enhancements, refurbishment of historic shopfronts, and potential selective redevelopment of buildings; and

    c. On the south side of Burleigh Street, shopfront improvements with opportunities for refurbishment and potential infill development.

10. On East Road, The Snug and adjacent properties form a key group of finer grain buildings and should be retained as part of any future redevelopment proposals.

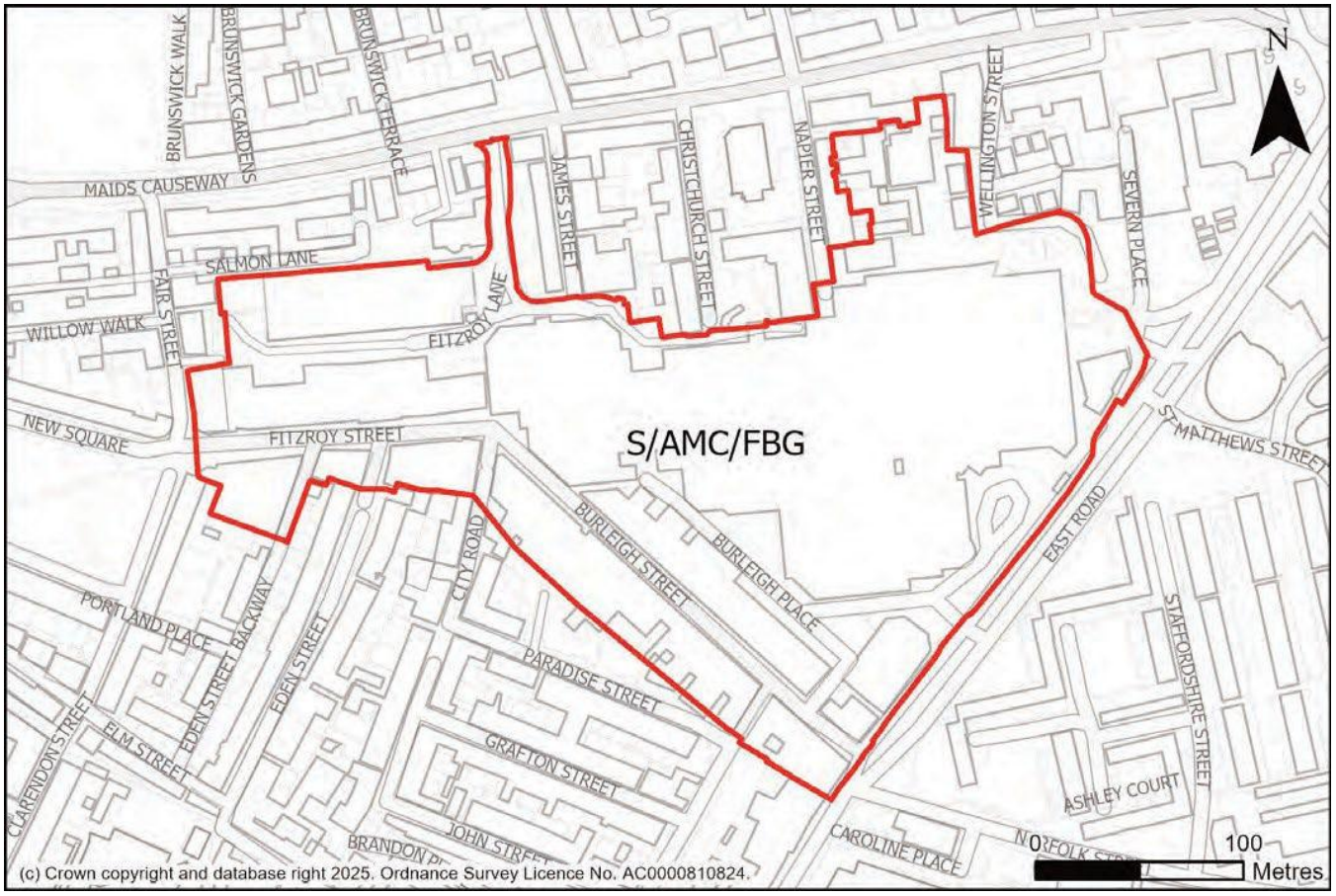


**Figure 41:** Site Plan of S/AMC/FBG: Fitzroy/Burleigh Street/Grafton Area

## Supporting information

**3.1.103** This policy has been informed by the Grafton Area Masterplan and Guidance SPD which originally supported Policy 12: Fitzroy/Burleigh Street/Grafton Area of Major Change in the Cambridge Local Plan 2018 and updated to reflect the changing demand for city centre floorspace uses, from predominantly retail-based centres to more mixed-use developments.

**3.1.104** The Fitzroy/Burleigh Street/Grafton (FBG) area provides many opportunities to increase the city centre's floorspace capacity for a range of town centre uses, supporting the city centre's role and function as a multi-functional regional centre. The area can also support the sub-region's growing life sciences and ICT employment sectors, examples of which include proposals to repurpose much of the Grafton Centre.

**3.1.105** The site offers a range of short-to-medium term development opportunities with sensitive intensification along with more long-term comprehensive redevelopment which should incorporate improvements to the both the site's accessibility for both pedestrians and cyclists alike as well as with the surrounding neighbourhoods.

**3.1.106** A central objective of the policy is also to support a flexible approach to uses which will enable a positive response to the shifting dynamics of consumer trends and business needs across short, medium and long-term cycles. In practical terms, it is vital that any proposals for the area are set in context of the longer-term strategy for the area.

**3.1.107** Integral to this futureproofing, is the introduction of a broad mix of town centre uses including retail, food and drink, and leisure along with other town centres uses. Proposals that bring life to the centre through the introduction of complementary uses including housing and offices, student accommodation, hotel uses, conference facilities and university accommodation will be considered on their merits, on a case-by-case

basis. The policy encourages the strengthening of the area as a destination for the city – for residents, visitors, workers and students.

**3.1.108** There may be opportunities to allow for flexibility of uses on some upper floors of buildings, where considered appropriate. Such an approach will need to fit within an overarching development strategy framework. Future schemes should incorporate a clearly articulated strategy and narrative in support of any proposals.

**3.1.109** Longer-term proposals for the area present opportunities for a more contemporary street-based approach to the provision of town centre uses. These include stores and offices to be arranged over several floors with a flexible mix of larger footprint stores and smaller units for independent retailers along with other leisure and cultural attractions.

**3.1.110** Opportunities to progress development and public realm proposals in the short to medium term will need to demonstrate how they fit with the overarching strategy – setting a benchmark which will raise the profile of the area and act as a catalyst for phased regeneration.

**3.1.111** From a townscape perspective, Fitzroy Street and Burleigh Street would continue to be arranged as a single floor of active uses at ground floor with upper floors used for other accommodation needs which support the area's vitality and vibrancy. Given the ever-changing dynamics of consumer trends, a street-based development strategy should be provided to support a number of scenarios with differing balances of smaller and larger units. This will help to develop a resilient and robust position which supports the vitality and viability of the area in the longer term. Heritage plays a key role in enhancing townscape and the public realm, and should be a key consideration in the evolution of the design of the area.

**3.1.112** The current Grafton West Car Park has a negative impact on the setting of the Kite Conservation Area north of Salmon Lane. It also acts as a barrier to movement and contributes to a perception of the space to the rear of Fitzroy Street and the former shopping centre as being unsafe, particularly beyond daylight hours. The car park also detracts from views of the Listed Building at 17 Fitzroy Street.

**3.1.113** The redevelopment of the car park could establish a more efficient use of the site, re-establishing the broad historic structure of lanes which stitched Fitzroy Street into the wider fabric of the neighbourhood. Subject to further townscape analysis, there is also an opportunity to consider the buildings to the north of Fitzroy Street to achieve a more comprehensive approach, focusing on the celebration of the listed 17 Fitzroy Street.

**3.1.114** An urban design led approach should be taken to inform the appropriate scale and massing of development proposals in the policy area. This is to ensure that well-designed schemes are created that fit into their context and respond to key views and vistas including views into and across the surrounding Conservation Areas.

**3.1.115** Where applicable, studies will be required to justify redevelopment on a proposal-by-proposal basis. For example, proposals for Burleigh Street and Fitzroy Street would be expected to incorporate careful analysis of the existing townscape character to inform the site strategy along with the implementation of an integrated approach along both streets for public realm, servicing and street movement improvements.

# Policy S/AMC/SCL: South of Coldham's Lane

1. Development proposals within the Land South of Coldham's Lane allocation, as identified on the Policies Map, will be supported where they deliver a comprehensively planned, mixed-use development integrated with strategic green infrastructure, biodiversity enhancement and sustainable transport infrastructure, including facilitating the delivery of the new Cambridge East railway station.
2. Development will be supported, divided into four development parcels as follows if they:

**Area 4 – Cambridge East Station**

a. Support and facilitate the delivery of Cambridge East railway station and associated interchange infrastructure as part of a higher-density, residential-led mixed-use district focused on sustainable movement, public transport accessibility and local services and facilities;

**Area 3 – Residential-led Mixed-use Development and Green Infrastructure**

b. Deliver a residential-led mixed-use neighbourhood integrated with a multifunctional green infrastructure network that:

i. Reinforces and extends the green and blue corridor linking Coldham's Common, the lakes, Cherry Hinton Brook and wider ecological assets;

ii. enhances biodiversity, ecological connectivity and wildlife corridor functions;

iii. incorporates publicly accessible open space, sustainable drainage, landscape enhancements and informal recreation;

iv. provides high quality walking, wheeling and cycling connections within the site and to surrounding neighbourhoods; and

v. responds positively to the setting and ecological function of Cherry Hinton Brook and adjacent habitats;

**Area 1 – Employment and Commercial Uses**

c. create a high-quality employment-led development capable of supporting a range of employment, R&D, and complementary ancillary uses, together with appropriate servicing, car parking and cycle parking provision;

**Area 2 –Ecological Enhancement and Recreation (including the Burnside Country Park)**

d. deliver ecological enhancement and recreational provision, including the creation of Open Mosaic Habitat, or equivalent habitat appropriate to site conditions, contributing to significant Biodiversity Net Gain and the objectives of the Local Nature Recovery Strategy;

e. safeguard land for the long-term provision of a pedestrian and cycle connection between Coldham's Lane and The Tins Path.

**Comprehensive masterplanning and infrastructure delivery**

3. Development proposals must be supported by a comprehensive masterplan for the allocation to be approved by the Local Planning Authority. The masterplan must demonstrate:

a. The disposition of land uses, development parcels and supporting infrastructure;
b. The amount and distribution of development;
c. The approach to movement, connectivity and accessibility including public access and safety;
d. The integration of green infrastructure, biodiversity enhancement and public open space;
e. The delivery of sustainable drainage, flood mitigation and environmental mitigation measures,;
f. The relationship between built form, landscape character and surrounding heritage assets;
g. The delivery and long-term management arrangements for public realm, ecological assets and green infrastructure; and
h. Phasing and delivery arrangements, including how development would support and integrate with Cambridge East railway station.

4. Development proposals must:

b. Protect and enhance existing ecological assets, wildlife corridors and Protected Open Space, having regard to the Cambridge Nature Network and Local Nature Recovery Strategy;
c. Be appropriate in scale, height, massing and design to the surrounding context, including nearby residential areas, heritage assets and strategic views, including Strategic Viewpoint F (Little Trees Hill, Magog Down);
d. Demonstrate that heritage impacts have been appropriately assessed and mitigated through a Heritage Impact Assessment. A Heritage Impact Assessment must be prepared for each planning application; and
e. Respond appropriately to site constraints including contamination, former landfill conditions, surface water drainage, groundwater, chalk stream environments, existing lakes, and operational and safeguarding requirements associated with Cambridge Airport and the contaminated condition of the closed landfill sites, Cambridge Airport to the north, related height and use restrictions within the Air Safety Zone and Air Safeguarding Zones, the existing lakes and the chalk streams.

5. Development proposals within or adjoining the Country Park shall demonstrate that appropriate water safety measures have been considered where public access is provided in proximity to open water. Measures should be proportionate to the level of risk and should not detract from the park's recreational, landscape or ecological value and;

f. Safeguard and facilitate active travel connections to the wider Cambridge East area and support infrastructure improvements associated with the Cambridge to Newmarket railway corridor, including potential future double tracking; and
g. Provide direct, safe and legible walking, wheeling, cycling and public transport connections between development parcels, surrounding communities, local centres including Cherry Hinton, Coleridge and Romsey and Cambridge East railway station.

**Cambridge East railway station**

6. Masterplanning and development proposals must support the delivery of Cambridge East

Railway Station by:

h. Not prejudicing the delivery, operation or accessibility of the station or associated rail infrastructure;
i. Establishing a pattern of land uses, movement and development density that supports public transport use and transit-oriented development principles;
j. Concentrating higher density mixed-use development in the most accessible locations close to the station;
k. Integrating local centres, mobility hubs and public transport interchange facilities with the station environment; and
l. Ensuring early phases of development are capable of successful operation prior to station delivery whilst safeguarding future integration with rail services.

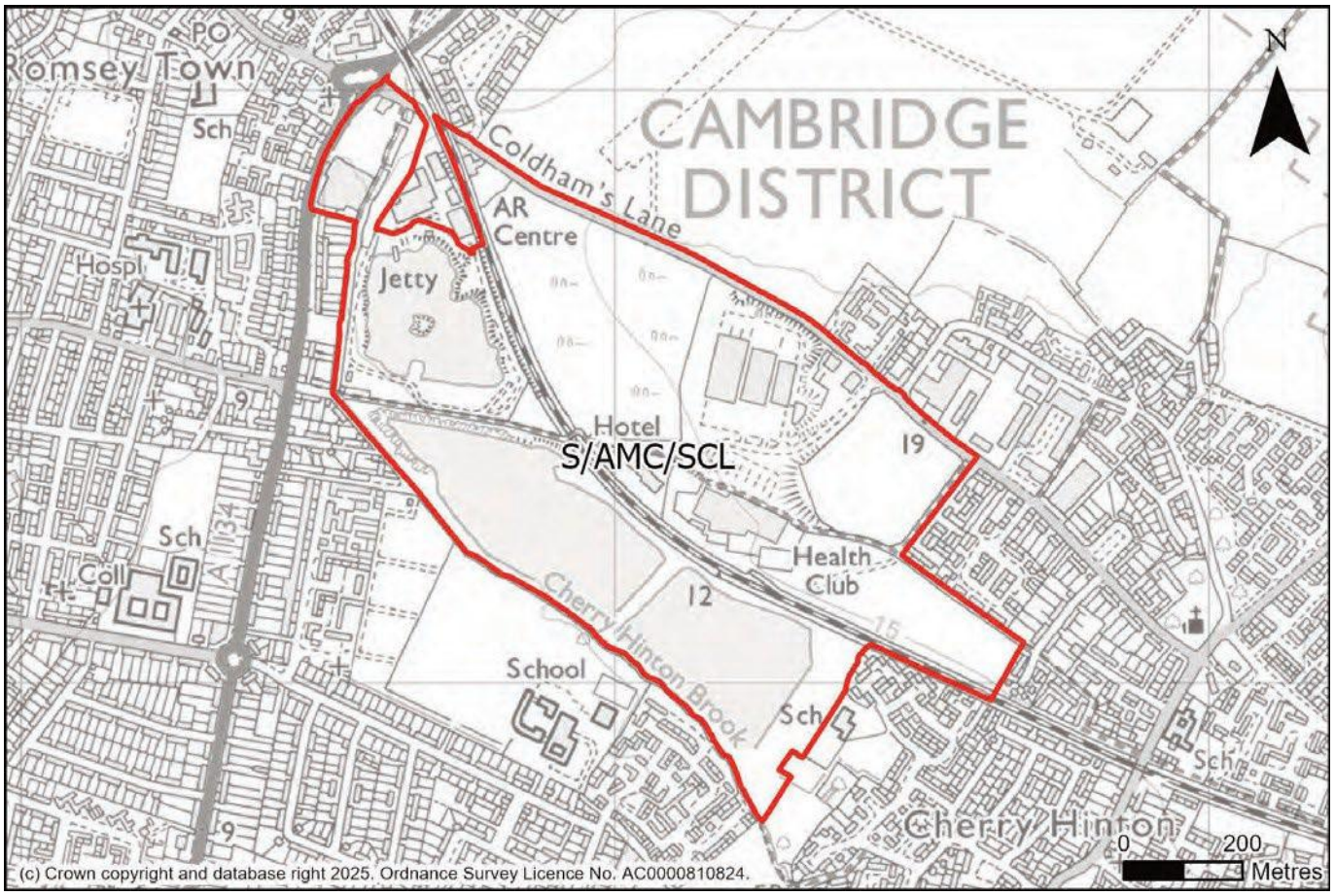



**Figure 42:** Site Plan of S/AMC/SCL: South of Coldham's Lane

## Supporting information

**3.1.116** This area can positively contribute to the character of the surrounding area and transform an enclosed space into a publicly accessible urban country park. This can be delivered by enabling a proportion of the site to be used for commercial uses whilst requiring a comprehensive masterplan to be delivered for the wider site. Uses would need to be appropriate to the land conditions and demonstrate land contamination can be mitigated appropriate to the proposed uses.

**3.1.117** The redevelopment of the land south of Coldham's Lane as an urban country park will help enhance the existing 'green and blue corridor' of important open spaces that runs

from Coldham's Common through the two closed landfill sites and the lakes into Cherry Hinton Hall, and then further south through to Limekiln Hill Local Nature Reserve and the Cherry Hinton Pit Site of Special Scientific Interest (SSSI). The protected open space in this policy area plays a key role as a wildlife corridor, as identified in the Cambridge Nature Network, and much of this land is identified for habitat enhancement / creation within the Local Nature Recovery Strategy (LNRS). The LNRS identifies protected habitat and should be used to inform development and biological enhancements in this area.

**3.1.118** It is also important that any development proposals safeguard an active travel route leading to Cambridge East and supports any relevant proposals to allow the double tracking of the Cambridge to Newmarket railway line.

**3.1.119** Outline planning permission was granted in January 2025 for offices, research and development, along with delivery of a country park This policy provides the context for any future applications in the area.

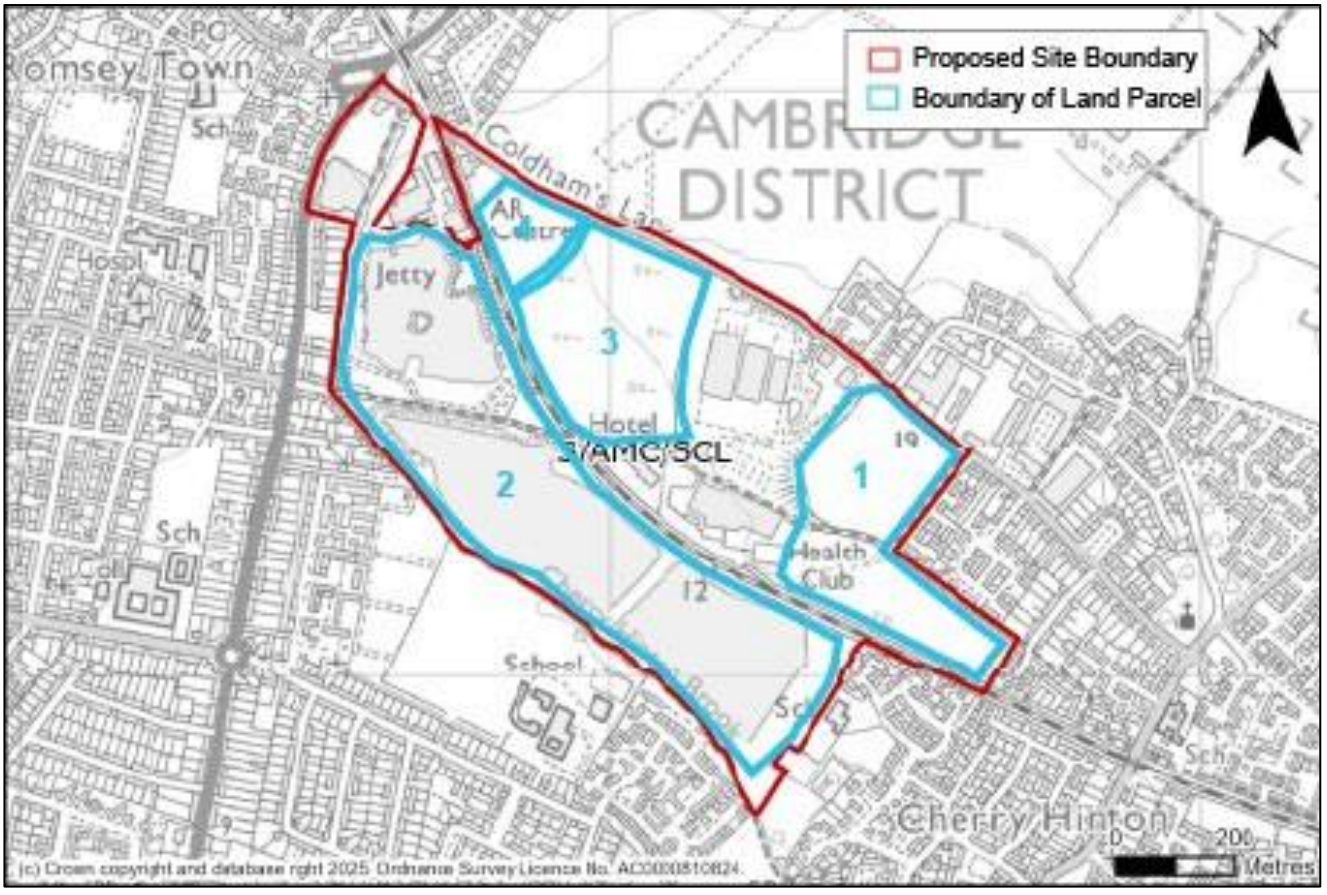



**Figure 43:** Diagram to show the 4 parcels of the AMC

# Public Realm Improvement Areas (PRIA) in the Cambridge Urban Area

**Policy S/PRIA: Public Realm Improvement Areas (PRIA) in Cambridge**

**Policy S/PRIA/CRP: Cambridge Retail Park**

**Policy S/PRIA/EG: Eastern Gate**

**Policy S/PRIA/HRRS: Hills Road and Regent Street Corridor**

**Policy S/PRIA/MC: Mitcham's Corner**

**Policy S/PRIA/MR: Mill Road**

**Policy S/PRIA/OPML: Old Press/Mill Lane**

# Policy S/PRIA: Public Realm Improvement Areas (PRIA) in Cambridge

1. Development within designated Public Realm Improvement Areas (PRIA) should be of the highest quality design and incorporate the principles of sustainable design and construction. Excluding very minor development, development proposals within PRIAs will be supported, if they:
   a. Promote and coordinate the use of sustainable transport modes;
   b. Contribute to the creation of a sense of place, including co-ordinated public realm improvements to create or reinforce the area's identity; and
   c. Help sustain or deliver facilities and amenities appropriate to function and character of the area, including shops and services, as well as improving the appearance of existing shop fronts.
2. Development proposals should embrace a range of mixed uses and multiple functions, where applicable and take account of any relevant public realm and, or transport improvement strategies.
3. Where proposals provide opportunities and potential challenges, site promoters should develop a policy framework, approved by the planning authority to promote and guide overall change during the life of the plan for the relevant area.

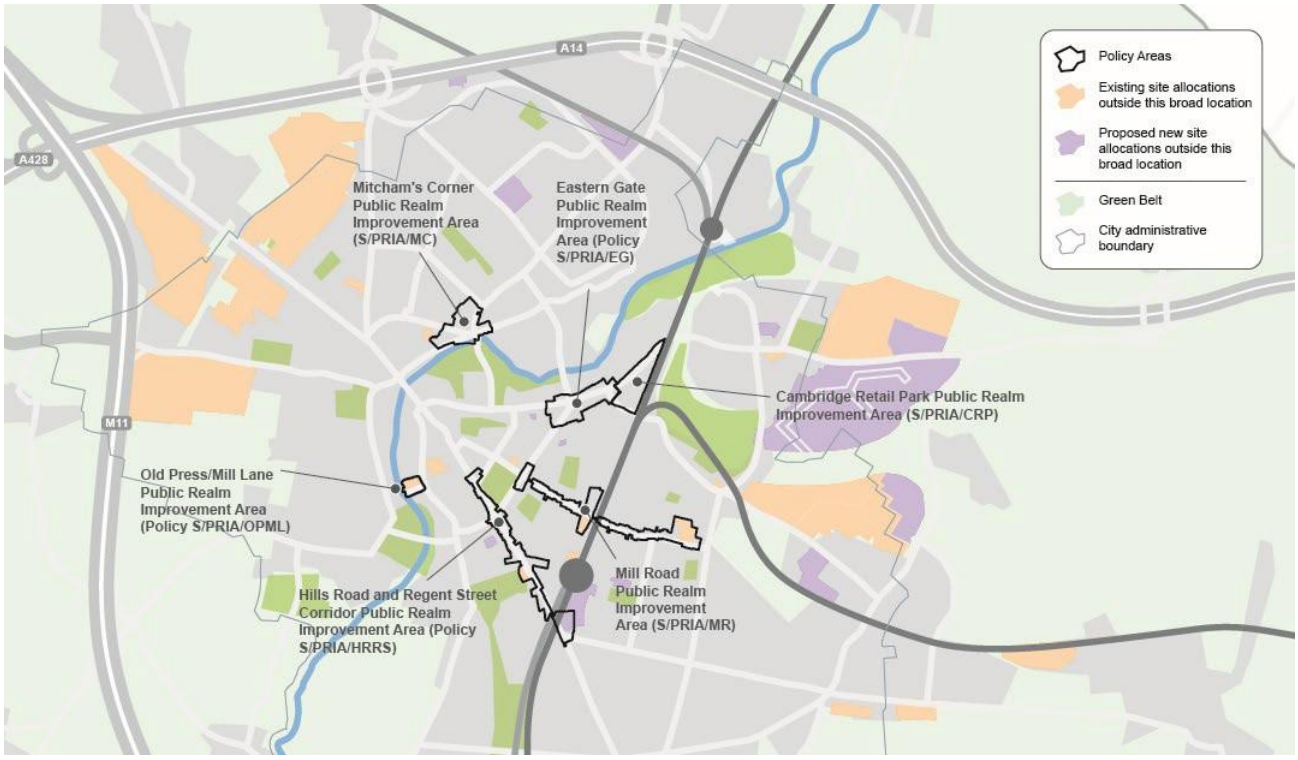



**Figure 44:** Map of Public Realm Improvement Areas (PRIA) in Cambridge in Cambridge urban area

## Supporting information

**3.1.120** The policy approach includes additional considerations to those over-arching requirements set out in Policy S/AMC: Areas of Major Change. These additional considerations will ensure that development within a PRIA takes account of the area's existing urban character, historic environment (where relevant), local shops and services and seek to support and improve these, reinforcing the area's sense of place. Improved connectivity with surrounding areas is also a key objective of the policy, in a coordinated and sustainable manner.

**3.1.121** It is recognised that while development can improve an area's attractiveness it can also challenge the area's character, in such circumstances site promoters are encouraged to develop a policy framework to guide the area's reconfiguration

**3.1.122** Site specific policies requirements are also included, to highlight key local characteristics along with short and long-term opportunities and area aspirations that development should take account of as part of any planning application.

# Policy S/PRIA/CRP: Cambridge Retail Park

1. Development proposals within the Cambridge Retail Park area will be supported if they:
    a. Create a positive, balanced and attractive environment, to support the accessibility, vitality and viability of the Retail Park. Leisure and community uses are encouraged;
    b. Integrate positively with both the adjacent Beehive Centre development (Policy Ref. S/AMC/BC:) and the surrounding neighbourhoods;
    c. Support the delivery of public realm improvements, adopting an integrated approach towards public realm and streetscape design, linked to adjacent development proposals;
    d. Support character enhancements along Newmarket Road with improved connections and facilities for both pedestrians and cyclists to help reduce vehicular congestion, including routes linking Riverside, the Beehive and Petersfield; and
    e. Support both pedestrian and cyclist movements through the site and with connections to adjacent development sites, designed to ensure safety for all surface users and improved management of servicing, subject to further discussion with the Transport Authority, where applicable.
2. Proposals to reconfigure the retail park to provide additional floorspace will include:
    a. An overarching development and environmental strategy framework to guide the site's re-configuration over the short, medium and long-term;
    b. A material improvement in the quality of the retail park's environment and public realm to enhance the area's cultural importance as part of its 'place-making' strategy, to ensure the area remains a vibrant, attractive place for such activities. This should include providing external plant equipment to support outdoor cultural activities; and
    c. A better urban relationship with Newmarket Road, the Beehive Centre development and the surrounding neighbourhoods.
3. Where feasible, proposals should:
    a. Consider the impact on, and protect and enhance the Grade II Listed Buildings opposite Newmarket Road – 247 Newmarket Road and Cambridge Gas Company War Memorial and their setting;
    b. Improve connectivity with surrounding neighbourhoods including creating better east-west and north-south connections, improving the area's links with

the surrounding neighbourhoods;

c. Create a more permeable and legible network for pedestrians and cyclists, Proposals should establish a clear hierarchy of routes for pedestrians, cyclists and private motor vehicles including an integrated approach to the management of servicing in the short and long term; and

d. Where feasible and proportionate, having regard to timing and certainty of local infrastructure projects, and provide a movement strategy integrating with any proposals in the wider area.

4. An urban design led approach should be taken to inform the appropriate scale and massing of development proposals in the policy area. Studies will also be required to justify proposed land uses floorspaces and their redevelopment on a proposal-by-proposal basis.

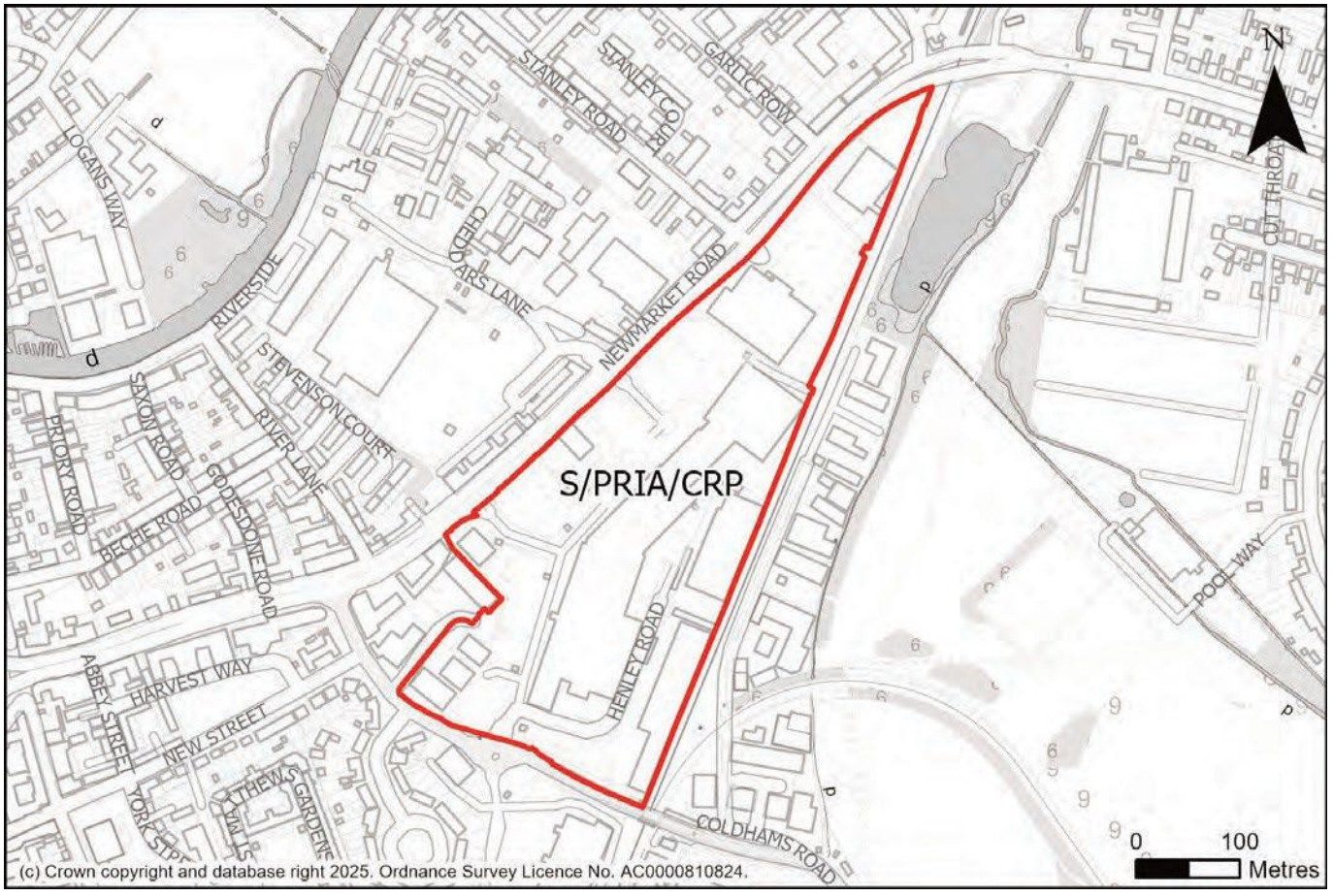



**Figure 45:** Site Plan of S/PRIA/CRP Cambridge Retail Park

## Supporting information

**3.1.123** The Cambridge Retail Park area provides an important sub-regional out-of-centre retail destination. With the planned redevelopment of the adjacent Beehive Centre development, it is important that the retail park can evolve through reconfiguration and intensification, to accommodate the area's retail occupiers. This process affords the site many opportunities to improve its accessibility within the site and beyond, including Newmarket Road which should be maximised to encourage the use of sustainable

forms of transport to access the area and help reduce vehicular congestion. The area's long-term strategy is also expected to improve the area's environment and appeal for residents, local workers and visitors from further afield.

**3.1.124** The site offers a range of short-to-medium term development opportunities with specific site-intensification proposals along with more long-term comprehensive redevelopment.

**3.1.125** It is, however recognised that the site is subject to many constraints related to the current leaseholders on site that may limit these opportunities, in the short-to-medium term. However, all short-to-medium proposals should have regard for the site's long-term ambition. Relevant public realm, landscape, movement and servicing strategies should consider how these have regard for these progressive stages and remain consistent with the area's agreed overarching development and environmental strategy framework, to ensure a cohesive approach to the park's evolution, ensuring it remains 'open for business' throughout.

**3.1.126** Opportunities to improve the area's cultural offerings should have regard to the provision of the necessary cultural infrastructure such as outdoor lighting, public seating, toilets and access to water and electricity for temporary cultural events. A cultural strategy should also be considered for the area to support these activities.

# Policy S/RPIA/EG: Eastern Gate

1. Development proposals within the Eastern Gate area will be supported if they:
   a. Enhance the character of the area by responding to the local context and existing opportunities that the area provides;
   b. improve connectivity and seek opportunity to enhance existing and/or provide new direct crossings that respond to key walking, wheeling and cycling desire lines; and
   c. Deliver coordinated streetscape and public realm improvements to streets and junctions within the Eastern Gate area;
   d. Create opportunities for new public spaces that contribute to the health and wellbeing of the users;
   e. Incorporate existing cultural and community infrastructure and seek to support additional community programmes include youth engagement;
   f. Create improved visual and physical connections between existing and newly created open spaces and landscaping; and
   g. Integrate positively with the adjacent Cambridge Retail Park (Policy S/PRIA/CRP), Beehive Centre (Policy S/AMC/BC), Fitzroy/Burleigh Street/Grafton Area (Policy S/AMC/FBG) and surrounding neighbourhoods including the south Riverside neighbourhood and the ARU Campus.
2. Proposals will be required to provide a movement strategy integrating with any proposals the Greater Cambridge Partnership or the Transport Authority may have for the wider area. Where feasible, proposals should:
   a. Support the creation of a low vehicle speed environment to help restore the balance between people and vehicles;
   b. Emphasise place making and active travel over vehicle movement, in particular at junctions, through the use of tighter and more effective configuration, to reduce speeds and to reclaim public open space. There is opportunity to include pedestrian greenways with cycle lanes.
   c. Reinforce or re-establish historic routes: integrating with or supporting any proposal for the future re-modelling of Elizabeth Way Roundabout and the re-establishment of the historic route and direct visual links between Occupation Road and Abbey Road;
   d. Create a more comfortable and simplified pedestrian environment including the connection to the underpass, by providing wider pavements and more street trees, removing pedestrian guardrails and unnecessary signage, and introducing more direct crossings that respond to key desire lines.
3. An urban design led approach should be taken to inform the appropriate scale and

massing of development proposals in the policy area. Proposals will provide townscape analysis and a character appraisal of the area to evidence how development will achieve well designed buildings that fit into their wider context, improve connectivity and movement, and enhance the character and open space of the area. Studies will also be required to justify proposed land uses floorspaces and their redevelopment on a proposal-by-proposal basis.

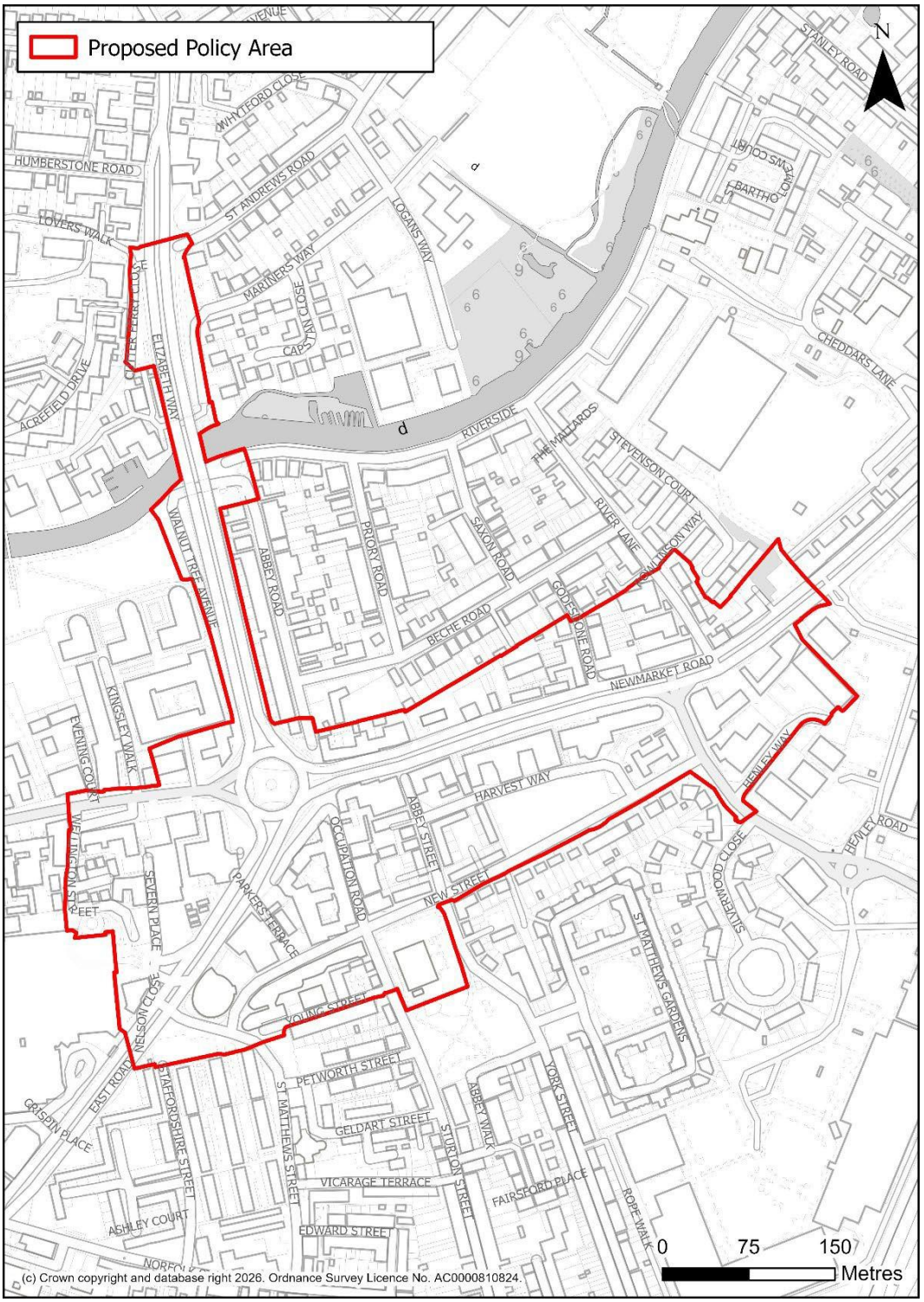



**Figure 46:** Site Plan of S/RPIA/EG: Eastern Gate

## Supporting information

**3.1.127** The Eastern Gate Opportunity Area stretches from the Crown Court and Elizabeth Way roundabout to the beginning of the Newmarket Road retail park and has in recent years seen significant changes. Historically the large-scale highway interventions of the 1970s, the application of standard highway engineering solutions and the construction of unsympathetic bulky buildings that do not relate well to the public realm, particularly along the key arterial route of Newmarket Road have eroded the quality and character of the area and created barriers between neighbouring communities.

**3.1.128** Despite these challenges, attractive, well-established spaces and neighbourhoods with a strong sense of community still exist in the area surrounding the Eastern Gate. There are variations in character across the Eastern Gate area with large scale retail development to the east and mixed-use 20th Century retail, residential and office developments to the west. The area also includes several landmark/listed buildings including the listed Church if St Andrew the Less and a cluster of Grade II listed assets to the north centred on Abbey House, Grade II listed 247 Newmarket Road (Seven Stars Pub) and also the grade II listed Cambridge Gas Company War Memorial; the Crown Court which forms both a landmark and a point of reference in the urban environment and is one of the tallest buildings in the area.

**3.1.129** Development in the Eastern Gate PRIA should support the regeneration and transformation of this key approach to the city through high quality development that will connect people and places. Opportunities for improving the area exist in the successful integration of new development and, for rediscovering and realising the potential of underused spaces and in redevelopment opportunities such as units at the Underpass that could host cultural uses, pop-ups, cafes and other community uses.

**3.1.130** The area also provides opportunity to improve connections to the River Cam such as through community programmes and initiatives, outdoor events, and activities. The riverside walk and underpass provide placemaking opportunities through public realm improvements, allowing for active landscape and a forecourt for skateboarding and community use.

**3.1.131** An urban design led approach should be taken to inform the appropriate scale and massing of development proposals in the policy area and to ensure that well-designed schemes are created that fit into their context responding to key views and vistas including into and across the surrounding Conservation Areas (the Cambridge Central conservation area (which includes the Riverside and Stourbridge Common conservation areas). If applicable, proposals should consider how development can make a positive contribution to the Cambridge skyline and in particular, the roofscape of the Central Conservation Area.

**3.1.132** Additionally, and where possible, views of the Museum of Technology (Scheduled Ancient Monument) should be protected. Where applicable, studies will be required to justify redevelopment on a proposal-by-proposal basis. For example, proposals along East Road would be expected to incorporate careful analysis of the existing townscape character to inform the site strategy along with the implementation of an integrated approach along both streets for public realm, servicing and street movement and design improvements.

**3.1.133** Vehicular traffic dominates Newmarket Road and East Road making informal crossings difficult. Specifically, the underpass, pedestrian guardrails and, indirect crossings which surround Elizabeth Way roundabout limit the accessibility of the area and increase journey times and walking distances. Development proposals should support improvements to people's ability to travel safely and comfortably by sustainable and accessible modes of transport. For example, providing improved pavements to create a more comfortable and simplified pedestrian environment, by providing safer junctions (for example continuous footway junctions which prioritise pedestrian movement) and enhancing existing/ providing new pedestrian/cycle routes and direct crossing points that follow natural desire lines (rather than forcing people to cross at inconvenient formal crossing points).

**3.1.134** Proposals which propose the removal of existing guardrail along Newmarket Road and East Road are only considered appropriate as part of a wider design for the whole of the streetscape. Also, proposals which support reducing the physical and visual width of the carriageway, in addition to reducing or removing road markings and emphasising and improving the gateways/entry points to residential neighbourhoods, will help change the perception of the street and contribute to lower speeds.

# Policy S/RPIA/HHRS: Hills Road and Regent Street Corridor

1. Development proposals within the Hills Road and Regent Street Corridor area will be supported if they:
    a. Deliver coordinated streetscape and public realm improvements that:
        i. Emphasise 'place making' over vehicle movement, including at junctions, using tighter geometry and radii, to reduce approach speeds and to reclaim areas for additional public space;
        ii. Re-establish historic routes and create clear gateways/entry points into existing residential neighbourhoods;
        iii. Protect and enhance the New Town and Glisson Road Conservation Area and the Listed Buildings and Assets and their setting within the policy area including the Grade I listed Downing College and Church of Our Lady of the Assumption and the English Martyrs, the Grade II* Wanstead House, Grade II listed St Pauls Church, and Grade II* Registered Park and Garden Botanic Gardens;
2. Create a more comfortable and simplified pedestrian environment through provision of wider pavements and street trees, removal of pedestrian guardrails and unnecessary signage, and introduction of more direct crossings that respond to key desire lines; and
3. Use an appropriate and durable palette of materials.

4. The following key projects will be delivered through development proposals and in accordance with criteria 1 (a-d):
    a. Regent Street – reallocation of space for wider pavements to better cope with pedestrian flows, reduce street clutter and provide improved cycle parking facilities;
    b. Hyde Park Corner – improvement of the setting of the Our Lady of the English Martyrs Church and increase pavement widths in front of the terrace opposite. Simplify the pedestrian and cyclist user experiences through more direct crossings and investigate the potential for single stage crossings;
    c. Hills Road / Cherry Hinton Road / Cambridge Leisure Park District Centre –

reconnection of both sides of the street and improvement of the pedestrian user experience through removing barriers and obstacles. Traffic management and the reallocation of space will help to reduce vehicle speeds and highlight the revitalised 'hub' of Hills Road;

d. Cambridge Leisure Park – creation of a high-quality connection into the site, by upgrading the existing link south of the station across Hills Road Bridge; proposals should ensure they are integrated with later stages of the Chisholm project and other active travel proposals;

e. Cherry Hinton Road junction – revision of the approach to traffic management and highway engineering to create a quality connection between the new developments on all sides of the junction through to Hills Road and Cambridge Leisure Park; and

f. Lensfield Road junction – simplification and rationalisation of the layouts of the two junctions remove the bottleneck that causes traffic to back along Gonville Place. Improve the quality of the public realm and connectivity for pedestrians and cyclists.

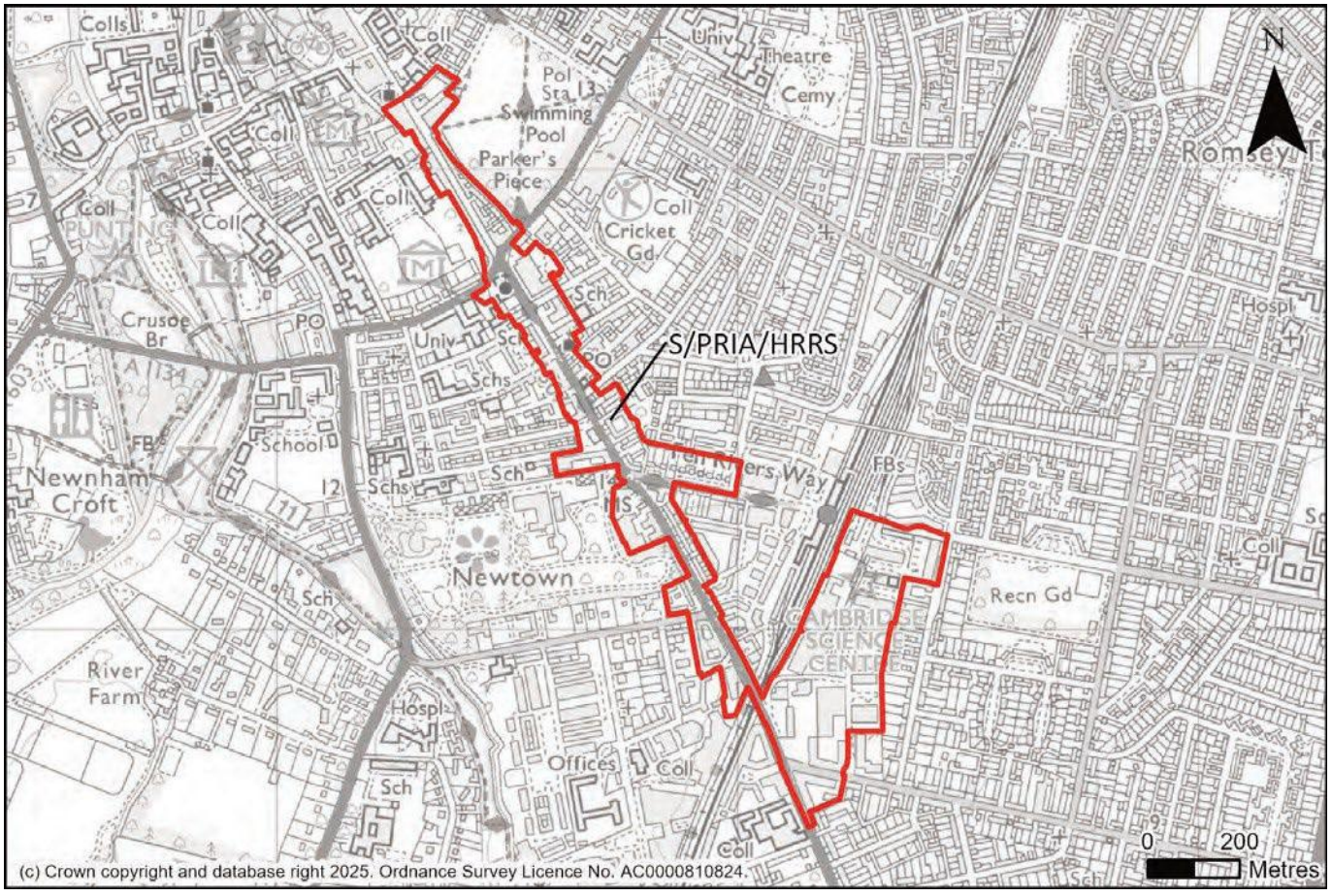



**Figure 46:** Site Plan of S/PRIA/HRRS: Hills Road and Regent Street Corridor

## Supporting information

**3.1.135** The streets and junctions within the Public Realm Improvement Area can often be congested with traffic with pedestrians experiencing a poor-quality public realm. The implementation of this policy will create an improved, high-quality link connecting the city centre to the railway station area. It will improve connectivity and character in this

part of Cambridge by supporting and prioritising walking and cycling and creating a better sense of place. When linked, the key projects identified within the policy will create a high-quality pedestrian and cycle route from the station into the city centre.

**3.1.136** Redevelopment of sites within the area will help improve the environmental quality of the whole area, creating a more inclusive public realm and promoting 'place making'. These improvements will promote the character and distinctiveness of Hills Road and Regent Street to create streets that will foster a sense of community and provide attractive places to live in, work in and travel through. Where redevelopment occurs within the local centre, opportunities should be taken to provide a mix of uses, including residential uses on upper floors.

**3.1.137** The allocated sites with the potential to deliver new development include Betjeman House, Hills Road (Site Ref. S/C/BJH), Land at Clifton Road (including Cambridge Junction and Cambridge Leisure (Site Ref. S/C/LCR).

# Policy S/RPIA/MC: Mitcham's Corner

1. Development proposals within Mitcham's Corner area will be supported if they:
    a. Integrate positively with both the historic environment and the surrounding neighbourhoods including the important views across the River Cam from the southern riverbank;
    b. Promote and coordinate the use of sustainable transport modes, integrating with any relevant proposals the Greater Cambridge Partnership may have for the wider area;
    c. Contribute to the creation of a sense of place, and
    d. Support existing local shops, pubs and other local services.
2. Opportunities for rebalancing the needs of pedestrians and cyclists over motor vehicles, restoring a more active street frontage and contributing to a human-scale environment should be taken, subject to further discussion with the Transport Authority.
3. New development will enhance the character of the area by:
    a. Creating a block structure and developing building forms that moderate the scale and massing of new development;
    b. Respond to their context and the prevailing character of the area;
    c. Development must protect and enhance the setting and character of the Historic Core, Central, Castel and Victoria Road and De Freville Conservation Areas and listed assets within, or in close proximity to, the site including Grade II listed assets including Telephone Kiosks; and
    d. A Heritage Impact Assessment must be provided to demonstrate the potential impact of development on the Listed Assets within and directly adjoining the site.
4. Development proposals will also deliver coordinated streetscape and public realm improvements to streets and junctions within the Mitcham's Corner area. These will be set out in a development framework document for the area which must be approved by the planning authority before any major planning application is submitted. This framework will:
    a. Create a low-speed environment to help restore the balance between people and vehicles. Reducing the physical and visual width of the carriageway, in addition to reducing or removing road markings, will help change the perception of the street and contribute to lower speeds;

b. Emphasise ‘place making’ over vehicle movement, at junctions, through the use of tighter geometry – by removing or revising the existing gyratory system;

c. Reinforce or re-establish historic routes and create opportunities for new public spaces;

d. Create a more comfortable and simplified pedestrian environment by providing wider pavements and more street trees, removing pedestrian guardrails and unnecessary signage, and introducing more direct crossings that respond to key desire lines; and

e. Use an appropriate and durable palette of materials.

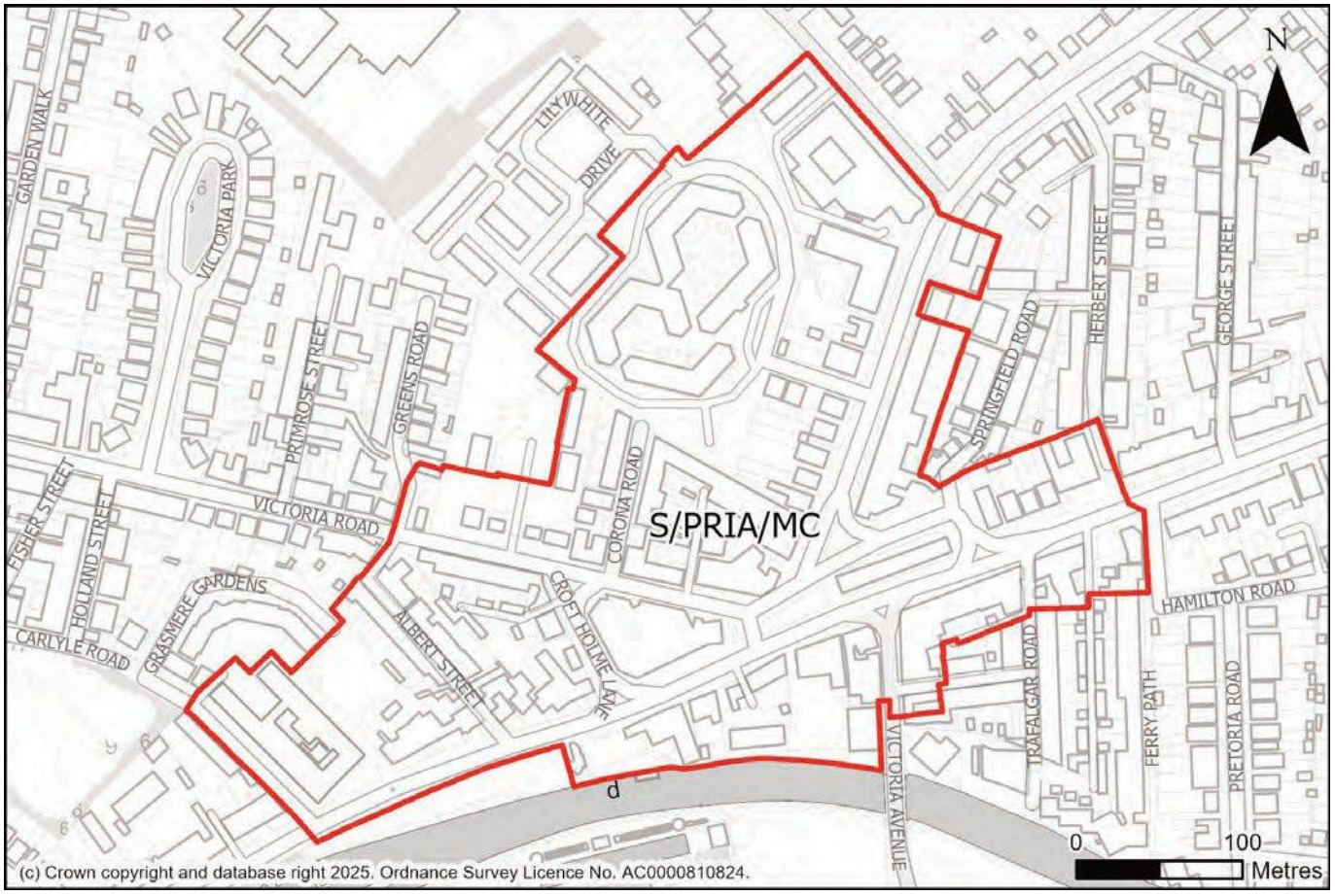



**Figure 48:** Site Plan of S/PRIA/MC: Mitcham’s Corner

## Supporting information

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

**3.1.139** The vision for Mitcham's Corner is to maintain the vibrancy of the local centre and promote high quality redevelopments of streets and sites which improve connectivity between people and places and reinforce the area with a strong local character and identity.

**3.1.140** Improving the traffic-dominated one-way system and promoting high quality redevelopment are fundamental to the area's overall vision. The creation of a low-speed environment and two-way traffic flows will help create safer, more active and inclusive streets, and a place where it is pleasant to live and work.A masterplan will be necessary to develop the vision and guide new development proposals coming forward. This should build upon the area's character and distinctiveness provided by Mitcham's Corner and Chesterton Road to reinforce their 'high street' feel. These streets will help maintain the vibrant community and provide attractive places to live in, work in and travel through.

# Policy S/RPIA/MR: Mill Road

**S/PRIA/MR: Mill Road**

1. Development proposals within the Mill Road area will be supported if they:
   a. create a positive, balanced and attractive environment, to support the vitality and viability of the area for retail, leisure, cultural, faith and other associated town centre activities; and
   b. protect and enhance the area's historic and retail distinctiveness, including Mill Road's characteristic range of smaller independent retailers and traders.
2. To strengthen the distinctiveness of Mill Road and ensure its long-term success and vibrancy, development proposals will deliver a series of coordinated streetscape and public realm improvements which:
   a. emphasise 'place making' over vehicle movement, especially at junctions, using tighter geometry and radii, to reduce speeds and to reclaim public realm;
   b. promote and coordinate the use of sustainable transport modes, integrating with any relevant proposals the Greater Cambridge Partnership may have for the wider area;
   c. create a series of public realm improvements based around junctions and crossings in the road network, which respond to key spaces and buildings;
   d. Utilise greening in the public realm to create habitat and contribute to sustainable urban drainage;
   e. create clear gateways/entry points into existing and new residential neighbourhoods;
   f. create a more comfortable and simplified pedestrian environment by providing improved pavements and more direct crossings that respond to key desire lines; and
   g. Preserve and enhance the Mill Road Conservation Area and use an appropriate and durable palette of materials that is appropriate in a Conservation Area setting.

## Supporting information

**3.1.141** The Mill Road area policy is intended to maintain and enhance the distinctive and historic character of the area. It also sets out opportunities to improve the public realm along Mill Road which has its own character, formed by its diverse range of independent shops, rich historic environment and sense of being as a distinctive local community. Mill Road has two district centres, providing a range of shops and services either side of the railway bridge. Much of the policy area also falls within the Mill Road Conservation Area.

**3.1.142** Mill Road is characterised by its large number of diverse and independent shops

including many food stores specialising in ‘world’ foods which contribute to the area’s cosmopolitan atmosphere. There are also a wide range of restaurants, cafés and hot food takeaways, particularly west of the railway bridge, which add to its viability although these can also lead to amenity problems. Hope Street is a rich and vibrant place which contributes to the uniqueness of the area. The policy seeks to safeguard the independent, cosmopolitan feel of Mill Road.

**3.1.143** Surrounding the street are terraced residential streets, some of which have a high population of students or shared households. There is a strong sense of community in the Mill Road area with events such as the Winter Fair attracting large numbers of people each year.

**3.1.144** The recent introduction of the Mill Road bridge bus gate in 2025 restricts vehicles except for buses, emergency services, taxis and blue badge holders' registered vehicles. The reduction in private vehicular movements across the bridge should encourage alternative sustainable forms of transport. However, Mill Road remains a busy route, and the narrow pavements are often cluttered with signs, ad hoc street furniture and parked bicycles, making it difficult to move along them, particularly with a pram or for those who need assistance with their movement. The policy seeks to encourage improvements to the public realm and ensure that any development proposals in the area contribute to them. It could, for example, be a specific landscape treatment at a junction to aid traffic calming and improve the environment.

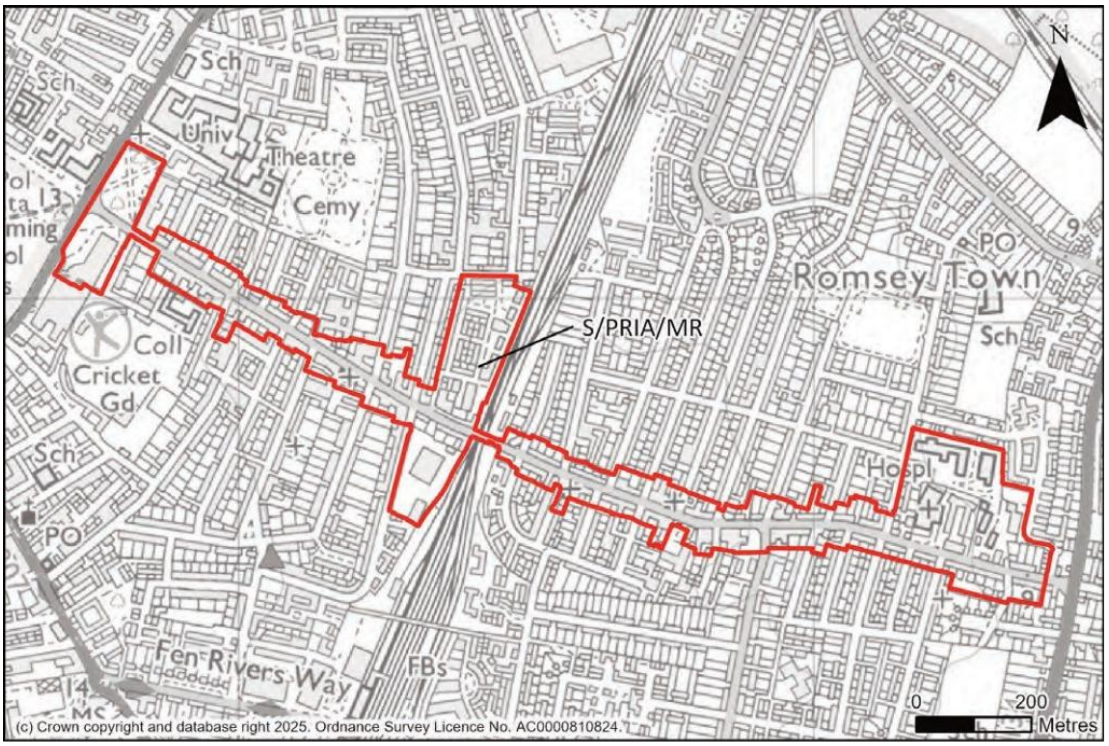



**Figure 49:** Site Plan of S/PRIA/MR: Mill Road

# Policy S/RPIA/OPML: Old Press/Mill Lane

1. Development proposals for the Old Press/Mill Lane site will be supported if they are in accordance with the site allocation for S/C/OPML Old Press/Mill Lane and:
   a. preserve and enhance the special historic character and appearance of heritage assets, including the Cambridge Historic Core conservation area, and, Grade II Listed Assets, and numerous Grade IIListed Buildings e and their settings;
   b. create the opportunity for the adaptive reuse of existing buildings, where possible;
   c. create the opportunity for redevelopment to provide high-quality, sustainable new buildings of innovative design, which contribute positively to the Cambridge Historic Core conservation area and the settings of listed buildings their surroundings;
   d. create and enhance areas of public open space and public realm to a high quality, potentially including a new public space fronting on to the river;
   e. development proposals should complement and enhance the wider setting of the site, including the green corridor formed by the River Cam and the surrounding Greens and Fens.
   f. minimise non-essential car parking and improve servicing; and
   g. improve accessibility and permeability through the site and create safer streets with priority for pedestrians and cyclists; and
   h. provide high quality, well-designed areas of cycle parking.

## Supporting information

**3.1.145** The Old Press/Mill Lane site lies in the historic core of the city and currently accommodates a range of the University of Cambridge's academic and administrative facilities. The area south of Mill Lane has now been developed for a range of faculty uses including student accommodation, college administration and teaching spaces.

**3.1.146** A planning application was approved in 2021, under 18/1930/FUL for the expansion of Pembroke College and construction of supporting uses for the University including student residential, teaching space, leisure and community and commercial uses. The remaining undeveloped site allocated under site allocation reference Site S/C/OPM, provides a range of university related uses and the opportunity to support the area's on-going reconfiguration to create a lively, attractive area adjoining the river; scope to enhance the public realm and the setting of heritage assets; to address existing conflicts between vehicles and pedestrians; and to reuse and redevelop building$_{1}$s$_{91}$for a

range of land uses. It is therefore important that site proposals conform with an agreed masterplan to ensure they consider the area's over-arching objectives, including their contribution towards access public realm treatments and the inclusion of active uses between all land parcels.

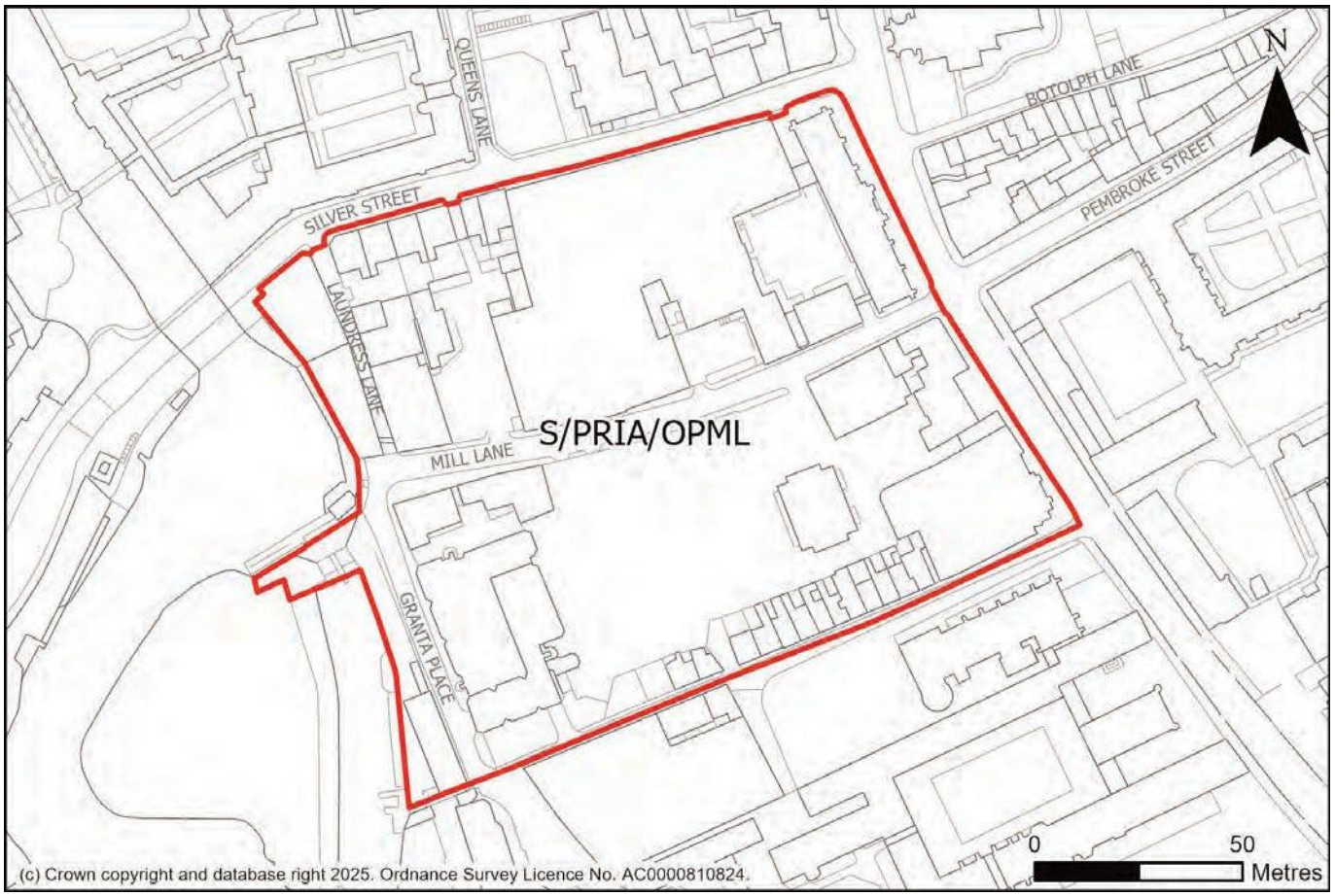
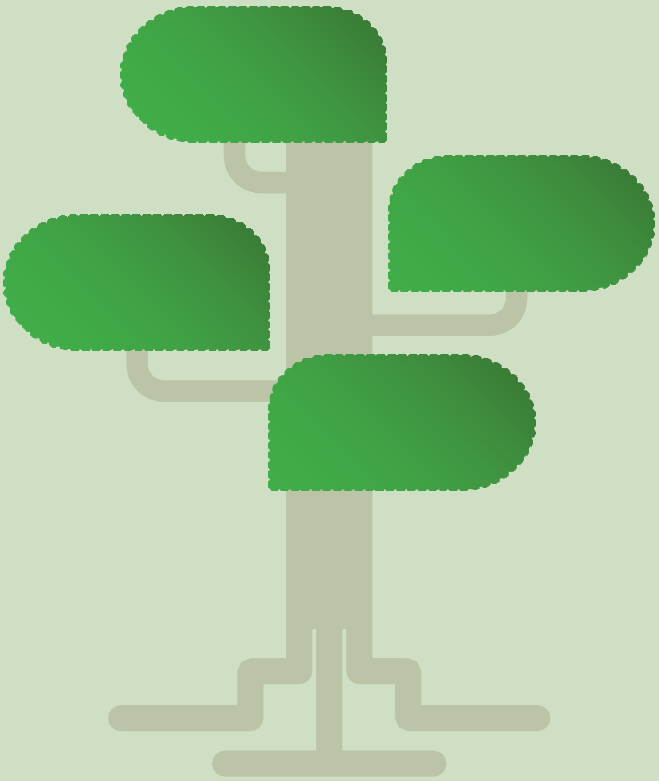



**Figure 50:** Site Plan of S/PRIA/OPML: Old Press/Mill Lane

# 3.2 Edge of Cambridge



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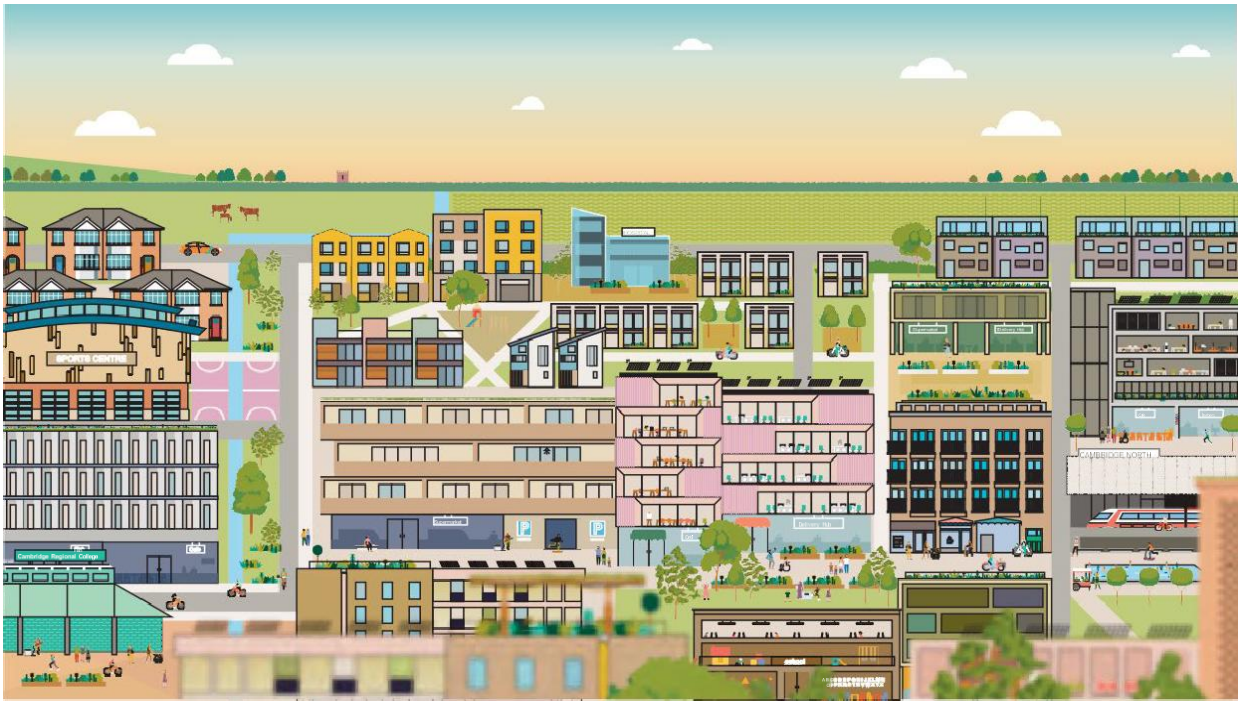

Cambridge Regional College
CAMBRIDGE NORTH

# Introduction

3.2.1 We want to complete the planned new neighbourhoods on the edge of Cambridge from previous plans as well as bringing forward new opportunities for sustainable developments, which successfully link the city to the countryside, and where active and public transport is the natural first choice.

3.2.2 Our ambition is to create vibrant and active communities that reflect the characteristics of Cambridge. These should be lively, mixed-use areas to live and work, with local centres of community activity, and their design should enhance the setting of Cambridge in the landscape. We think that development around the edge of Cambridge should come with improved green and natural spaces which are accessible for everyone to enjoy, as part of an expanded network of green infrastructure across the area.

## Our strategic priority for our Edge of Cambridge policies

3.2.3 **Strategic Priority:** Our strategic vision is set out in Figure 56, that reflects our ambitions for the edge of Cambridge.

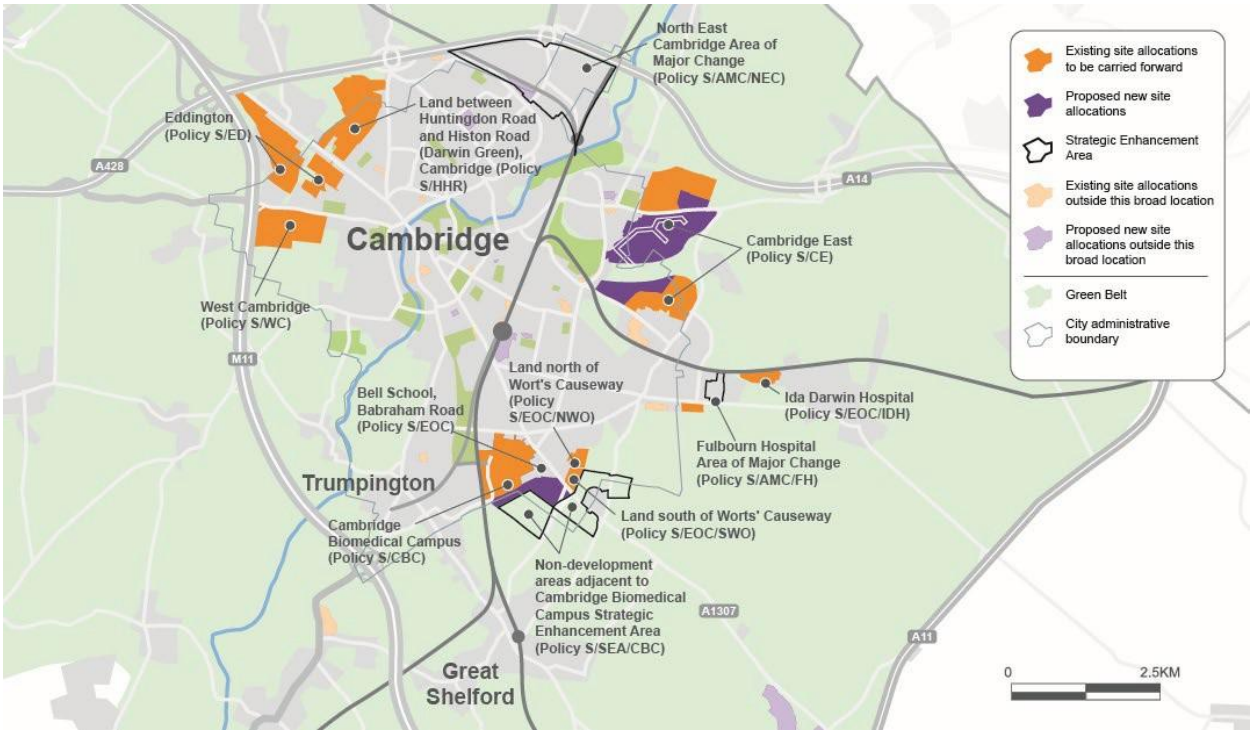



**Figure 51:** Map of proposed allocations and areas of major change on the edge of Cambridge

# Policy S/CE: Cambridge East

1. A new city district of approximately 8,000 homes delivered from 2032, subject to the necessary water infrastructure being available, significant employment floorspace in use classes E(g) and approximately 20,000 square metres gross internal area (GIA) of B2/B8 employment floorspace, with a range of supporting services and facilities including retail, community, cultural, faith, leisure, education and sports and open space uses. The built area of the expansion will be contained within the Site Allocation boundary identified on the Policies Map.

2. A site wide Masterplan will be prepared by the landowners and/or promoters in conjunction with the Council and in consultation with the local community and other stakeholders. The Masterplan should be broadly aligned with the indicative Spatial Framework shown at Figure 37 and will need to identify the broad distribution of land uses, infrastructure delivery and phasing and will be used as a basis for the consideration of subsequent planning applications. The Masterplan should be agreed by the Council prior to the approval of any planning applications (and may be subsequently updated by the landowners and/or promoters and agreed by the Council).

3. Given the scale and long term construction of the development, a site wide Place Book shall be prepared to establish the vision, place-making objectives and quality expectations for the new community and provide the foundation for the site wide Masterplan and Design Codes. The Design Code will ensure that each phase of development positively contributes towards the high-quality placemaking outcomes expected.

## Objectives and place identity

4. Cambridge East will be a vibrant, inclusive new city district that reflects the spirit of Cambridge while helping to shape its future. Rooted in a unique setting, Cambridge East will offer welcoming, walkable neighbourhoods which support an intergenerational community to live well, work purposefully, learn, and thrive.

5. A vibrant urban quarter will form the heart of this well-connected mixed-use district, bringing together cultural and commercial space, including research and development, to foster economic opportunity, collaboration, and innovation. Green streets, public spaces, and a new Cambridge Common will connect communities, promote wellbeing, and support nature recovery. Excellent sustainable transport links will ensure seamless access to the city and beyond.

6. Guided by design excellence, environmental responsibility, and long-term stewardship, Cambridge East will set new standards for sustainable, high-quality placemaking.

# Cambridge Airport

## Uses

7. Cambridge East is allocated for mixed-use development as shown on the Policies Map and indicative Spatial Framework comprising:

   a. Approximately 8,000 homes (to deliver 3,950 dwellings to 2045 subject to the necessary water infrastructure being available) of a range of sizes, types and tenures to meet the identified diverse housing needs and to support a mixed and balanced intergenerational community, specifically including:

      i. a total of 24 permanent Gypsy and Traveller pitches (within two sites of 12 pitches, each on approximately 1 hectare of land) located within but on the edge of the development, or outside but in close proximity to the site, meeting requirements of Policy H/GT, and

      ii. 10% of the approximately 8,000 homes as specialist accommodation (within use classes C2 or C3), particularly for older people or those with disabilities.

   b. Significant employment floorspace in use classes E(g), including offices and research and development as a key part of a new mixed use district centre and at other key locations where they are supported by good accessibility, recognising the site's potential to provide a new key location for businesses within Greater Cambridge's knowledge economy, as well as a minimum of 20,000 square metres (gross internal area) B2/B8 employment floorspace with good access to the road network to provide for mid-tech and general industrial uses.

   c. Each phase must deliver a mix of uses to co-locate residential uses with amenities.

   d. Provision of sports and leisure facilities, including as a minimum:

      i. A 50 metre x 10 lane regional swimming pool preferably located opposite the Ice Rink;

      ii. an indoor sports hall co-located with the swimming pool as part of a new leisure hub or regional indoor sports centre; and

      iii. outdoor pitches provision including a range of pitches including football, youth football, rugby, hockey and cricket pitches plus changing facilities.

   e. Provision of a regional cultural hub that will complement and not compete with Cambridge city centre. This will include but not be limited to provision of a creative hub comprising a mix creative work, production and leisure spaces, and a community arts centre; and

   f. A range of supporting services and facilities to meet the day-to-day needs of those living, working, visiting, travelling through and attending education there,

including cultural, leisure, nursery, primary and secondary schools, health, community and library space, faith and retail uses. These uses will be delivered at a series of walkable and wheelable neighbourhood centres.

**The development of Cambridge East must do the following:**

## Context

8. Establish a strong landscape-led framework to guide the structure of development and shape the relationship between the new city district, the existing urban edge and the wider landscape, supporting its identity and a well-considered transition between existing and proposed built form, settlement edges and the wider landscape.

9. Create a well-considered eastern approach to Cambridge that:

   a. is sensitive to local townscape, landscape, strategic views, dynamic views and heritage assets, including the rural setting of the village of Teversham and the Teversham Conservation Area and the wider countryside to the east; and

   b. integrates well with established and new neighbouring communities, including Marleigh and Springstead Village.

10. Establish a strategy for the conservation and enjoyment of the historic environment which:

   a. Celebrates and integrates heritage assets, including at least the control and office building and its setting, other and any other historically significant buildings;

   b. responds positively to heritage character;

   c. creates a well-composed setting and landscape around heritage assets;

   d. manages building scale sensitively; and

   e. delivers viable and sustainable uses consistent with their conservation.

## Built form

11. Adopt a distinctive approach to urban design which:

   a. promotes the highest standards of sustainability and liveability;

   b. reflects Cambridge's identity by respecting the city's design traditions while embracing modernity; and

   c. embraces innovative approaches to foster an inclusive, vibrant and diverse community of all ages, creating a strong sense of place and belonging.

12. Through the masterplan for the site, agree an appropriate scale, layout and density of development that:

a. supports liveability and accessibility, in a compact, walkable and sustainable urban form, maximising the opportunity provided by the site;

b. provides appropriate connections between neighbourhoods, public spaces, cultural and educational facilities, promoting active travel and public transport use;

c. creates and, where appropriate, reinforces local character and architectural quality, providing smooth, well-designed transitions in scale to respect and complement the surrounding context.

13. Through the masterplan for the site, agree appropriate variation in building form, scale, height, massing, and density to shape a distinctive city district by:

a. providing taller buildings in appropriate locations to mark key spaces, enhance wayfinding and complement the Cambridge skyline;

b. utilising innovative approaches to development typologies to define character areas; and

c. responding to key views and approaches to the site.

d. Using appropriate density profiles to support accessibility to mobility hubs, the district centre and local centres.

14. Use the highest quality materials and detailing to ensure durability, environmental performance and design excellence, supporting climate resilience.

## Public space

15. Deliver an eastwards extension to Coldham's Common using the Green Belt corridor, which must:

a. be multifunctional and vary in form and character along its length;

b. ensure that active travel and recreational uses are sensitively designed to maintain a semi-rural landscape with a mosaic of habitats, including neutral grassland, native scrub, hedgerows, woodland, and wetland, in the tradition of the Cambridge Commons;

c. open to a greater width at the Teversham end, maintaining a clear gap between Cambridge and Teversham, protecting the village's identity and character, heritage assets and rural outlook and setting by providing an informal countryside character; and

d. connect to strategic green infrastructure beyond the site.

## Nature

16. Create a strong and varied framework of green infrastructure throughout the

development that optimises biodiversity value and connects to existing habitats and green infrastructure in the surrounding area, including:

a. Establishing an integrated framework of open spaces, green corridors, and green infrastructure across the new city district, delivering a landscape resilient to climate change. This must:

   i. integrate with any required urban drainage measures;

   ii. embed nature friendly green spaces into development parcels as well as within the green corridor;

   iii. appropriately balance ecological enhancements and protection with amenity uses, sports, recreation and play.

b. Enhancing ecological links to existing habitats beyond the site boundary, responding to the strategic priorities for this area of the Local Nature Recovery Strategy and Cambridge Nature Network; and

c. Connecting to and providing green infrastructure beyond the site that will meet the needs of all ages and abilities and mitigate recreational pressure arising from the development on more sensitive sites including Wilbraham Fen SSSI and Stow-Cum-Quy SSSI. This must:

   i. Provide or support access to semi-natural accessible green space within and directly adjacent to the site, including enabling circular recreational routes of various lengths;

   ii. Enable a seamless strategic green connection that sensitively embeds and integrates existing and new recreation routes between the site and the Wicken Fen Vision area; and

   iii. Contribute towards the creation of strategic scale green infrastructure associated with the Wicken Fen Vision.

## Movement

17. Ensure an exemplar approach to movement and transport within and through the site, transforming the wider connectivity of the eastern edge of Cambridge and promoting a low car living approach where ‘walking and wheeling’ are the first choice for most residents, workers and visitors from the outset, by:

a. Ensuring the design of the site:

   i. provides a series of well connected ‘walkable neighbourhoods’, each capable of meeting everyday needs locally, supported by clear and legible routes and effective wayfinding within and between neighbourhoods;

   ii. integrates direct, safe, and efficient bus and other public transport routes, ensuring that all development is located within reasonable

walking distance of mobility hubs served by high quality public transport;

iii. provides walking, wheeling and cycling connections throughout the site linking to wider routes enabling sustainable and active journeys to be made between Cambridge East and other key destinations;

iv. provides vehicular access into distinct low traffic neighbourhoods which are not linked for general traffic; and

v. promotes low car ownership including through restrained parking provision and innovative approaches such as leasing or sale of car parking to occupiers, and to car storage, including off-plot car barns and shared parking solutions.

b. Setting aside land for and directly delivering the following physical transport measures within the site:

i. Enhanced pedestrian, wheeling and cycle connectivity to wider strategic routes;

ii. upgraded active travel infrastructure along Coldham's Lane;

iii. a high-quality public transport route through the site that connects the relocated Newmarket Road Park and Ride with the city centre, serving Springstead Village and other mobility hubs at the district and neighbourhood centres within the site, and that is designed to be capable of integration with a new Cambridge East railway station.

iv. A network of Mobility Hubs at key interchanges; and

v. A network of delivery and consolidation hubs and a last mile delivery system.

c. Making financial contributions towards and, as appropriate, enabling the following transport measures external to the site:

i. Relocation of Newmarket Road Park and Ride to a site south of Newmarket Road and east of Airport Way.

ii. Cambridge Eastern Access Phase A

iii. A package of bus service enhancements, or other public transport modes where appropriate, connecting the site with North East Cambridge, West Cambridge, Cambridge city centre, Cambridge rail station and the Biomedical Campus;

iv. A high-quality public transport scheme, linking the high-quality public transport route within the site to the city centre;

v. Active travel enhancements to wider connections linking with key destinations including Cambridge Station, City Centre and onwards to West Cambridge and wider destinations on radial high quality public transport corridors (HQPT); Cambridge Regional College, North East

Cambridge and Cambridge North Station; Cambridge Biomedical Campus, Cambridge South Station and Cambridge Leisure site.

18. The agreed masterplan for the site must demonstrate how:
    a. the distribution and mix of development achieves optimal transport outcomes, including high levels of site and city trip internalisation and high active and public transport mode shares;
    b. The quantum and mix of development can be delivered within the agreed trip budget. A definitive trip budget based on detailed evidence must be agreed with the Local Highways Authority prior to submission of the outline application. A monitor and manage approach will be taken to ensure that the development remains within the agreed trip budget for the site throughout its delivery.
19. To support delivery of the agreed masterplan, a strategic and local transport mitigation plan must be prepared by the developer for agreement with the Local Highways Authority and Local Planning Authority. This must include:
    a. Active and public transport measures;
    b. Vehicular transport measures, including site access arrangements;
    c. A comprehensive parking strategy aligned with low-car living objectives;
    d. Infrastructure costing and delivery phasing, demonstrating how the necessary transport measures identified above will be delivered at a time that enables optimal transport outcomes and remains within the agreed trip budget; and
    e. mechanisms for delivery, monitoring and review including potential delivery through Section 106 obligations, or CIL or other appropriate funding mechanisms.

## Cambridge East station

20. Masterplanning and development delivery must realise the strategic opportunity presented by Cambridge East railway station by ensuring that it:
    a. does not prejudice the delivery, operation or accessibility of the future station and associated rail infrastructure being promoted through a separate statutory consent process;
    b. establishes a movement network, land use pattern and development density capable of supporting and benefiting from the railway station;
    c. aligns the district centre and surrounding higher-density mixed use development to achieve high levels of accessibility to a potential station location;
    d. prioritises direct, safe and legible walking, wheeling, cycling and public transport connections between neighbourhoods, the district centre, and mobility hubs including the railway station;

e. enables early phases of development to function effectively in advance of station delivery whilst remaining capable of integration with future rail services.

## Resources

21. Development must integrate Sustainable Urban Drainage Systems and flood mitigation measures as both functional and amenity features within the design of landscapes and open spaces, including daylighting culverts where feasible.

22. Development should not preclude operation and maintenance of sewer pumping stations located within or adjacent to the site.

23. Conditions are likely to be necessary to limit first occupations of new dwellings taking place until after the Grafham Transfer water supply intervention becomes operational or where alternative headroom is secured, in consultation with Cambridge Water and the Environment Agency, where the LPA is satisfied that there is scope for earlier development.

## Lifespan

24. In addition to the requirements on the validation checklist, the following will be required at the submission of an outline or major planning application:

    a. An overall masterplan, setting out the final capacity and mix of uses on site and demonstrating how the proposed development meets the requirements set out in this policy;

    b. A Place Book including strategic design code and parameter plans, to fix key site requirements such as access and movement, land uses, green and blue infrastructure, scale and massing and densities. In part, this should be informed by a Landscape Visual Impact Appraisal and Heritage Impact Assessment.

    c. Parameter plans, to fix key site requirements such as access and movement, land uses, green and blue infrastructure, scale and massing and densities. In part, this should be informed by a Landscape Visual Impact Appraisal and Heritage Impact Assessment;

    d. A strategic and local transport mitigation plan;

    e. Other supporting strategies that will include but are not limited to:

        i. A community development plan;

        ii. A district centre strategy;

        iii. A phasing and delivery strategy; and

        iv. A stewardship strategy, which must set out short- and long-term arrangements for the management, maintenance, and governance of public spaces, community assets, and infrastructure. The strategy should be

proportionate to the scale and complexity of the new city district, be clearly integrated with the overall phasing and delivery strategies and should incorporate processes and structures to ensure the active and informed involvement of residents.

25. The masterplan and strategic design code will be subject to community and other stakeholder engagement and critical review by the Cambridgeshire Quality Panel (or successor body) as part of their development and refinement.

26. Subsequent reserved matters applications for full planning permission will only be determined once the supporting strategies have been approved, and future applications will need to demonstrate compliance with these strategies and the outline approval. More focussed design codes for specific neighbourhoods should be prepared and submitted as part of the reserved matters applications, in line with any relevant conditions in the outline approval.

27. Depending on the development programme, the applicant may develop a reserved matters scheme alongside the outline as a means of testing the emerging parameter plans and design code.

28. Early delivery of infrastructure must be agreed with the Local Planning Authority having regard to the Infrastructure Delivery Plan, including:

    a. Key public transport, walking and cycling routes to embed sustainable travel habits; and

    b. Strategic green infrastructure provision, creating habitats, providing access to green space for new residents and extending the green network available to the city.

## Marleigh and Springstead Village

29. The development of Marleigh and Springstead Village must:

    a. Ensure development proposals are in accordance with the approved masterplan and design code;

    b. Undertake meaningful engagement with local people and stakeholders at the relevant Reserve Matters stages.

30. Marleigh will deliver (and not exceed the specified maximum floorspace) the following development in accordance with outline planning permission (S/2682/13/OL):

    a. Up to 1,300 residential homes;

    b. Primary school (F1), potentially including community hall – 2.3 hectare primary school site;

    c. Community hall of 200 square metres gross internal floorspace (excluding any parish office);

    d. Foodstore (E) – Up to 1,500 square metres gross internal floorspace;

    e. Petrol Filling station;

    f. Flexible mixed-use units (E, F1, F2) – Up to 3,000 square metres gross internal floorspace;

    g. Park pavilion comprising: café, public wc's, park store, offices, and gym (E, F2 and sui generis) – 2,600 square metres of which 1,600 square metres offices gross internal floorspace;

    h. Sports pavilion (F2) – 200 square metres gross internal floorspace;

    i. Allotment clubhouse and amenities (F2) – 200 square metres gross internal floorspace;

    j. Replacement car dealerships (sui generis) – up to 4 hectares.

31. Springstead Village will deliver (and not exceed the specified maximum floorspace) the following development in accordance with outline planning permission (S/1231/18/OL and 18/0481/OUT):

    a. Up to 1,200 residential homes, including up to 90 bed spaces in a retirement living facility;

    b. Primary school – 2.3 hectare site;

    c. Secondary school – 6.9 hectare site;

    d. Flexible mixed-use units – Classes E, F2, sui generis within local centre up to 1,850 square metres gross internal floorspace, including:

        i. Food store (E) up to 500 square metres gross internal floorspace;

ii. Community hall (E) up to 250 square metres gross internal floorspace.

32. In addition to development delivered via the permissions set out above, Springstead Village is allocated for approximately 350 additional dwellings within the red line boundary for the site.

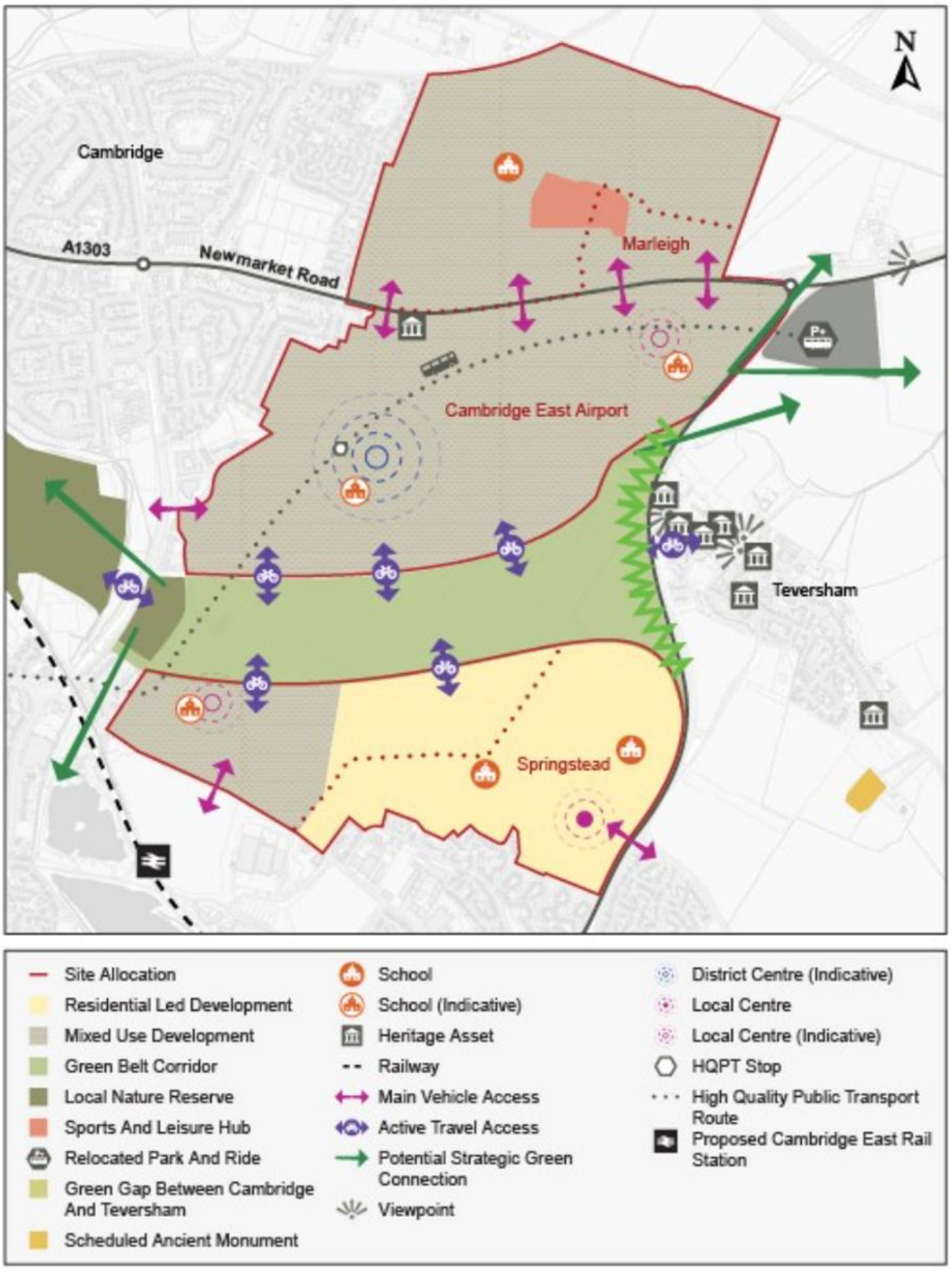



**Figure 52: Indicative** Spatial Framework for S/CE: Cambridge East

## Supporting information

**3.2.4** This policy is required to enable the continued development of the site as a comprehensive new city district, to ensure the development of the airport site will integrate with Marleigh and Springstead Village, as originally envisaged in the Cambridge East AAP. The policy seeks to reflect the significance of the opportunity that this site offers to provide a sustainable new city district for East Cambridge that is transformative for the city.

**3.2.5** Underpinning the future development will be a Place Book. It will establish a shared vision for the site and articulate the place-making principles, outcomes and quality expectations that will guide its planning, design and delivery. It will set out the characteristics, ambitions and defining qualities that are intended to shape the new settlement, whilst demonstrating how key themes such as movement, green and blue infrastructure, land use, community infrastructure, health and wellbeing, climate resilience, governance and stewardship should work together to create a sustainable, distinctive and well-connected place.

**3.2.6** The Place Book will provide the foundation for subsequent spatial planning and design work, informing the preparation of a site-wide Masterplan, together with parameter plans, a Strategic Design Code, Place Briefs and Detailed Design Codes. These documents will translate the vision, principles and outcomes established through the Place Book into a coherent spatial structure and development framework capable of phased implementation whilst maintaining a consistent and high-quality sense of place throughout the lifetime of the development.

**3.2.7** The Spatial Framework for Cambridge East sets out an indicative high level illustration of the policy requirements that are location-specific within the site. Noting remaining uncertainties regarding development, in particular that a masterplanning exercise has yet to be completed, the framework is subject to change.

**3.2.8** Cambridge East is an important location for meeting Greater Cambridge's long-term housing needs, including those for specific groups such as older people, those with disabilities and travellers. For employment, the site is well located to be successful as a significant scale new cluster for office and laboratory space in the eastern part of the city, and has a key role to play in meeting Greater Cambridge's significant need for industrial space, being well located to meet demand for mid-tech and general industrial uses.

**3.2.9** The development should contribute to wider leisure and cultural provision in Cambridge. To diversify the offer for both leisure and culture and contribute to creating spaces for creative industries to grow. This should include developers engaging with local creative production groups to provide a mix of creative work, production and leisure spaces, including provision of a community arts centre. The development of this will be supported by a number of local stakeholders. The provision of the swimming pool at Cambridge East would be delivered by the Council with S106 contributions from developers at Cambridge East predominantly for a 4-lane 25 metre swimming pool contribution to the 10-lane regional swimming pool located at Cambridge East. This would also be part funded by S106

contributions from across Cambridgeshire and third party funding, such as Sport England.

**3.2.10** In addition to the above, the Greater Cambridge Infrastructure Delivery Plan (IDP) (2026) has identified that the site will require: 2 new primary schools with integrated nurseries; 2 new secondary schools; a new healthcare facility, approximately 1,250sqm community space, and 440 sqm library space to be delivered as a key library; a fire operational drop off point; and a sports hall (4 badminton court sizes), to support the delivery of the site during the plan period and beyond. The exact quantum and phasing of infrastructure will need to be kept under review as the development comes forward, including phases beyond the plan period. This should be informed by on-going engagement with statutory bodies and undertakers.

**3.2.11** The policy sets out clear expectations for placemaking and the elements needed to deliver an exemplar development. Achieving a sensitive relationship between this site and its context will require careful consideration, recognising both the scale of opportunity, but also the need to respond to the existing townscape and landscape, including integrating well with Marleigh and Springstead Village, and being sensitive to retained historic assets on the site, the setting of Teversham Conservation Area, and with the wider townscape and landscape. Development should be of a density to support liveability while enforcing local character and architectural quality, ensuring taller buildings make a positive contribution to the Cambridge skyline in line with the Greater Cambridge Skyline and Tall Buildings Strategy.

**3.2.12** Cambridge East has a long history of aviation which contributes significantly to the character and identity of the site. The Listed Control and Office Building is a designated heritage asset whose retention and appropriate setting should be conserved and enhanced through redevelopment. The site also contains a range of other potential designated or non-designated heritage assets associated with former airport uses. The significance and appropriate treatment of these assets will be informed by further heritage assessment and ongoing engagement with the Councils and Historic England. Development proposals should respond positively to the site's aviation heritage and historic environment as part of the masterplanning process.

**3.2.13** Reflecting and maintaining an important part of Cambridge's identity, the site will ensure an extension of Coldham's Common eastwards using the Green Belt corridor. The corridor's Green Belt designation reflects its wider structural significance within Cambridge as forming one part of a green corridor into Cambridge – a key feature of the historic city. The current boundaries of the Green Belt corridor are retained for the purposes of this Local Plan. The current boundaries reflect a uniform width of the Green Belt corridor of 300 metres over its whole length. When the Cambridge East development is built out, it is not necessary or expected that the Green Belt corridor will be of that or any uniform width, indeed it is not considered appropriate for the corridor to take that form.

**3.2.14** As envisaged in the Cambridge East AAP including the inspector's report, the ultimate boundaries of the Green Belt in this area are expected to be an output of a masterplanning exercise, which has yet to be completed. As such, the current boundaries of the Green Belt corridor will remain unchanged in this Local Plan but,

following completion of the masterplan-planning exercise, precise boundaries to reflect the masterplan will be confirmed via a review of the Local Plan. In the event that the masterplanning exercise is completed and a planning application for development affecting the green corridor is made before the conclusion of a review of the Local Plan, any development within the corridor will be determined having regard to extant development plan and Green Belt policy.

**3.2.15** If it is demonstrated via the masterplanning process that locating some development within the retained Green Belt corridor is necessary to achieve high quality placemaking, this may amount to a consideration that could in principle contribute to a finding of very special circumstances to justify grant of planning permission for that development. In such a case, it will be necessary to show, as part of any planning application, that the function of the Green Belt corridor is maintained or enhanced. Should the masterplan result in development encroaching on the current Green Belt corridor, there may be a requirement for additional widening of the corridor elsewhere in order to maintain the Green Belt function of the corridor. The physical boundaries of the Green Belt corridor should be considered and determined through the masterplanning exercise.

**3.2.16** The recreational demands for green spaces arising from residents and workers at Cambridge East will be significant. Responding to this, the policy requires provision of green infrastructure throughout the site. In addition, to provide for recreational demands arising from residents and workers here – in particular to limit additional recreational pressure on the nearby Wilbraham Fen SSSI and Stow-cum-Quy SSSI - there is a need to provide recreational routes of different lengths for walking, wheeling and riding in all directions adjacent to development at Cambridge East. The green corridor will play a key role in meeting such needs but there is also a need to enable routes in other directions adjacent to the site. Beyond this, and noting the need to avoid directing significant numbers of visitors to Wilbraham Fen, the main opportunity to provide strategic scale off site green space is to the north of the A14, associated with the Wicken Fen Vision. The National Trust is setting out clear plans to deliver green connections and space around Anglesey Abbey to deliver on this Vision in the coming years. The policy therefore requires development both to make a clear recreational connection towards that area, and to contribute financially towards the project, noting that the land in this area is beyond the control of the landowner at Cambridge East.

**3.2.17** The policy sets out expectations to enable movement around the new city district and beyond to destinations such as Cambridge city centre, without overburdening the existing network and in a sustainable way. It is imperative that the mix of development supports an intergenerational community and achieves optimal transport outcomes including high levels of site and city trip internalisation and high active and public transport mode shares. The vehicular ‘trip budget’ referred to in the policy is a critical tool for achieving this. The indicative trip budget is approximately 1,500 trips in the AM peak and 1,800 trips in the PM peak. The trip budget will be refined as more detailed evidence is completed, and a strategic and local transport mitigation plan must be prepared to demonstrate the necessary measures for the development to achieve the resultant sustainable travel mode shares. Among other elements, this transport mitigation plan must include a parking strategy to demonstrate appropriate provision of cycle and car parking, including models of operation, such as rental of residential car

parking to discourage private car ownership, and the accommodation of micromobility parking at key locations. It is noted that extant trip making from the site can be used to support a first phase of development. Monitoring will ensure full accountability and if necessary further mitigation, or refocussed mitigation which may be needed to ensure that overall compliance with the trip budget is achieved. The full detail of these mechanisms will be established in the s.106 obligations entered into on the grant of outline consent.

**3.2.18** The Cambridge East allocation recognises the strategic opportunity presented by a potential Cambridge East railway station promoted through the East West Rail programme. The delivery of any new station and associated rail infrastructure will be subject to a separate statutory consent process outside the control of the Local Planning Authority. Accordingly, the allocation does not depend upon delivery of the station in order for development to proceed or function effectively.

**3.2.19** Notwithstanding this, any future masterplan will need to respond positively to the potential future station by safeguarding its delivery, ensuring development does not prejudice future rail infrastructure, and establishing an urban structure capable of supporting rail connectivity should it come forward. The spatial strategy and movement framework in such a masterplan must retain sufficient flexibility to integrate a future station. Higher-density mixed-use development, including the district centre, should be capable of aligning with a potential station location to the south of the allocation, supporting transit-oriented development principles while ensuring early phases operate successfully in advance of any station delivery.

**3.2.20** Such an approach will maximise long-term sustainable transport opportunities, improves accessibility across the eastern edge of Cambridge, and ensures the allocation remains effective and deliverable irrespective of the timing of the separate rail consent process.

**3.2.21** The final phase of Marleigh was granted planning permission in July 2025 (23/04930/REM & 23/04936/FUL) taking to overall development to 1,391 dwellings, slightly more than granted in the consented 1,300 in the outline application (S/2682/13/OL). Springstead Village was granted outline planning permission for residential-led development with up to 1,200 dwellings (18/0481/OUT & S/1231/18/OL) in 2020. A reserved matters application for Phase 4 (23/03347/REM) was approved in April 2024. (Note: subsequent to the planning permissions being granted planning use classes have been updated; the updated use classes are referenced in the policy). Construction work has commenced on both sites, and some homes are occupied. In addition to the consented development at Springstead Village, engagement with the developer confirms that an additional 350 dwellings can be delivered within the existing red line boundary whilst still meeting the requirements of the permission.

**3.2.22** These sites were able to progress as early phases of the full development that could come forward while the airport is still operational. Any future development proposals must be in accordance with the approved masterplan and design code. Proposals at Springstead Village (formerly known as Land North of Cherry Hinton) must also have regard to the Land North of Cherry Hinton Supplementary Planning Document, adopted in December 2018.

3.2.23 The Grafham Water Transfer is anticipated to be operational from 2032, supplying additional water to Greater Cambridge and easing resource pressures. The housing trajectory accompanying the plan anticipates housing completions from 2032.

# Cambridge Biomedical Campus (including Addenbrooke's Hospital)

**Policy S/CBC: Cambridge Biomedical Campus (including Addenbrooke's Hospital)**

1. The Cambridge Biomedical Campus including the land allocated for expansion through release of land from the Green Belt as shown on the Policies Map, is appropriate for a mix of uses centred on the Campus' unique function of bringing together clinical care, clinical education and clinical research including medical research institutes and life sciences which meet local, regional or national health care needs – together with directly related biomedical and biotechnology research and development activities. The Campus will include provision for an innovation hub, visitor accommodation, additional campus worker homes and other supporting services and facilities to support those that work, live, visit and pass through the Campus.

## Objectives and place identity

2. The Cambridge Biomedical Campus will continue to evolve as a globally significant centre of healthcare, research and innovation, where clinical, academic and commercial activities collaborate seamlessly to improve lives. Anchored by three leading NHS teaching hospitals at Addenbrooke's Hospital, the Rosie Hospital and Royal Papworth, the Campus will remain a nationally significant centre for specialised patient care while driving forward advances in life sciences that benefit communities locally, nationally and internationally.
3. As one of Europe's largest centres for health, life sciences and clinical research, the Campus brings together a leading NHS teaching hospital, world-class academic institutions and a concentration of global life science businesses in a way rarely matched elsewhere. This close integration creates a unique advantage with the ability to rapidly translate discoveries into clinical practice and patient care.
4. Future development will protect and strengthen this relationship, maximising opportunities to bring people together in a range of shared spaces and facilities to promote collaboration and foster an active, connected research community across the Campus. Ultimately, this will help to ensure the Campus continues to be a

world-leading location for healthcare, education, medical innovation and life sciences research.

5. The Campus will also grow to form a vibrant and sustainable area of Cambridge, capitalising on its highly accessible location. It will be a high quality and vibrant place to live, visit and work. Further development will deliver high-quality buildings, spaces and infrastructure, including a range of on-site services and facilities, that reflect both its international importance and its strong connections to the wider city and sub-region by walking, cycling and high quality public transport.
6. The Campus will deliver a coherent and legible environment, utilising high-quality materials, landscaping and public realm that reflect the character of Cambridge and promote wellbeing, collaboration and innovation. Development will improve the navigability of the Campus and provide a range of services, facilities and green spaces that meet the needs of patients, staff, residents and visitors as well as being well integrated with surrounding neighbourhoods and the wider community. The Campus will include shared spaces promoting interaction between people across firms and sectors, promoting the sharing of ideas, where firms locating here are joining an active research community.
7. Excellence in placemaking, sustainability, health and wellbeing will underpin this approach, ensuring the Campus remains not only a cornerstone of the UK's health and life sciences leadership, but also a positive and exemplary part of Cambridge's future. Given the scale and long term construction of the Campus, a site wide Place Book shall be prepared to establish the vision, place-making objectives and quality expectations for the new settlement and provide the foundation for the site wide Masterplan and Design Codes. The Design Code will ensure that each phase of development positively contributes towards the high-quality placemaking outcomes expected.
8. There is existing high quality green infrastructure and access to nature surrounding the Campus, including the one-acre nature reserve Pocket Park off Granhams Road. Areas to the south of the Campus in the Cambridge Green Belt will be enhanced to provide additional green space, landscaping and biodiversity to mitigate the impact of development and enhance its wider setting. The Strategic Enhancement Area and Landscape Improvement Area will contribute to the physical and visual separation between Campus and surrounding areas including the Nine Wells LNR and Gog Magog Hills. These areas will also be used to deliver other associated uses, including new habitats, biodiversity and informal open space.

## Uses

9. Land at the Cambridge Biomedical Campus as shown on the Policies Map and indicative Spatial Framework, including land removed from the Green Belt adjoining Babraham Road (shown in Figure 54), is allocated for a mix of uses contributing to health and life sciences, commercial, education and innovation floorspace, including:

   a. Healthcare provision serving local, regional and international needs,

including new and updated NHS buildings and supporting clinical infrastructure;

b. Approximately 525,000 net square metres (GIA, excluding the plant) of additional biomedical, biotechnology and life sciences research and development, including commercial uses, and medical research institutes;

c. Approximately 120,000 square metres (Gross Internal Area) of higher education uses for academic teaching and research, training facilities supporting the development and retention of healthcare related skills and talent, and other supporting uses including hotel and leisure facilities; and capacity for approximately 1,000 additional homes on the campus;

10. Development proposals must make a positive and meaningful contribution to it becoming a world leading healthcare, life-science and educational cluster. In order to achieve this, a whole Campus masterplan will be required prior to any major application being approved within land which forms part of Phase 3 or Phase 4 (identified as land proposed for Green Belt release). Given the range of existing and proposed uses and continuous/cyclical nature of the Campus, an Amenity Strategy is required to achieve a thriving and world leading place. Supportive and ancillary uses such as hotels, conference centres, nurseries, sports, leisure, food and beverage, convenience retail, community gardens and food-growing spaces are required across the Campus to achieve this, and proposals that include these uses will need to:

    a. Support the needs of the campus users throughout the day and night;

    b. Provide services and facilities which are appropriately located across the Campus, in particular at key areas of activity, to reduce the need for people to travel off the Campus;

    c. Ensure they do not compromise the operational needs of the Campus; and

    d. Enhance the vibrancy of the Campus and the visitor, patient and employee experience.

11. To support the housing needs of those working on the Campus, the redevelopment and intensification of plots within the existing Campus for residential uses will be supported where they:

    e. Primarily serve CUH/NHS campus workers including medical students. Short term accommodation for patients and/or their families, housing for employees of an institution or corporation that is resident within the Campus, including visiting, temporary workers and technical staff working with organisations on the Campus or life science organisations in the immediate southern cluster, may be acceptable where this is not prioritised or over provided relative to CUH/NHS accommodation;

    f. Provides opportunities for co-living, supporting community cohesion;

    g. Supports campus vitality, with appropriate design;

    h. Provides necessary services and infrastructure that are within close proximity; and

    i. Does not compromise healthcare operations or clinical safety.

12. Applications for development will also be supported for:

j. The progressive renewal of NHS estate, or other hospital buildings;

k. The delivery of infrastructure to support hospital operations including helipad or elevated helideck for the Helicopter Emergency Medical Services;

l. Mixed use buildings that include incubator spaces to support research and development floorspace and supporting uses.

**The development of Cambridge Biomedical Campus must do the following:**

## Context

13. Ensure the built area of the Campus is contained within the Site Allocation boundary identified on the Policies Map. Beyond this, other associated uses and mitigation may be provided in the Strategic Enhancement Area, including drainage, habitat compensation for displaced farmland species, sustainable and active travel infrastructure, access works and, in appropriate locations, open space.

14. Adopt a design-led approach to the planning and design of further development at the Campus ensuring its setting within Cambridge's urban and rural edge is respected. To achieve this, development optimise the use of the developable land within the Campus boundary and must align with the indicative Spatial Framework for the Campus and/or agreed masterplan and must also:

    a. Integrate sensitively with adjoining residential neighbourhoods, the wider Green Belt, and countryside to the south, ensuring appropriate transitions in height (responding to Policy GP/ST), scale, and landscaping without undermining the optimisation and function of the land within the Campus;

    b. Retain and where possible enhance key strategic and local views, especially the Magog Down and wider countryside approaches and local landscape features including Nine Wells Local Nature Reserve;

    c. Contribute positively to the setting of designated and locally listed heritage assets including the Listed Monument at Nine Wells and the Scheduled Monument west of White Hill Farm and enhance the interface between the built form and its natural context; and

    d. Respect the operational needs of existing NHS and institutional facilities and mitigate any adverse impacts on surrounding communities.

15. To maximise the potential for collaboration and ingenuity across the Campus, proposals for shared infrastructure, including affordable lab space, innovation hubs and residential accommodation that promotes inclusion and affordability, will be supported.

## Built form

16. Respect and enhance local landscape, townscape and heritage and adopt principles of high quality design by:

a. Optimising the effective use of land through a design-led approach that responds positively to the strategic importance of the site;

b. Aligning with design principles that respond to local character and the city's townscape, using varied building forms and typologies to deliver high design quality, architectural features and materials;

c. Where appropriate, providing active ground floor uses to activate streets, spaces and communal areas whilst recognising the physical need for research and development uses to exist at ground floor level;

d. Supporting appropriately sited taller buildings where they enhance legibility, mark key destinations, and do not adversely impact sensitive views, heritage assets and their setting or neighbouring communities. Heights towards the edge of development must respond to the Heritage Impact Assessment and ensure that buildings step down in height with a varied roofscape and corner softening;

e. Prioritising the retrofit and reuse of buildings where possible, especially where they are of heritage or operational value;

f. Achieving high standards of energy and environmental performance, including climate resilience;

g. Responding sensitively to adjoining Green Belt and residential areas through scale transitions and soft landscaping buffers including realigned Granham's Road;

h. Ensuring boundary treatments, lighting, servicing and operational layouts are designed to minimise negative impacts and contribute to the overall public realm; and

i. Appropriately integrate the safeguarded Waste Water Management Area for the Energy Innovation Centre in design and construction on the Campus.

## Nature

17. Establish a strong, varied and well connected framework of accessible green infrastructure optimising biodiversity value and integrating nature-rich open spaces and ecological corridors throughout the site. The design of such spaces must ensure:

a. Delivery of biodiversity enhancements and longer term habitat consideration including restoration, while accommodating appropriate amenity, recreation, and wellbeing functions;

b. Habitat features are, where possible, embedded within development parcels, enhancing the southern green edge and providing multifunctional landscapes that balance ecological protection with informal play, sport, and relaxation, supporting both campus users and the surrounding community;

c. Existing arable, grassland and woodland habitats are enhanced, improving ecological links between Nine Wells LNR and Gog Magog Hills. Proposals should consider opportunities to extend corridors up to Magog Down through an off-road path with hedge and margins;

18. Proposals in the Strategic Enhancement Area (S/SEA/GF) must:

    a. Provide a well vegetated landscape buffer to the south of the Campus that responds positively and sensitively to the existing topography and habitats, including planting of native species, wetlands, woodland and hedgerows;

    b. Manage recreation pressure on areas of sensitive ecology and habitats including valued habitats for farmland birds and other species;

    c. Enhance arable habitats including woodland and hedgerows with margins and beetle banks, grasslands for ground-nesting birds, bunds for butterflies and pollinators, and where appropriate extension of existing woodland;

    d. Consider the retention of existing infrastructure features such as overhead lines, including at the Granham's Road realignment, or provide alternatives to support wildlife, particularly birds that use the posts; and

    e. Include sustainable drainage (including wildlife-friendly drainage ponds for dragonflies, amphibians and reptiles) and flood risk mitigation,

    f. Where appropriate the SEA could also deliver other appropriate associated uses including active travel connections, habitat compensation and public open space.

19. Proposals in the Landscape Improvement Area (LIA) must:

    a. Create and/or enhance existing ecological networks including between the nature reserves of Nine Wells and Beechwoods;

    b. Establish high quality active travel routes from Limekiln Road into the southern end of the Campus;

    c. Incorporate natural drainage features which specifically addresses surface water flood risk associated with the expansion land north of Granham's Road;

    d. Provide enhanced arable habitat for red-listed birds and other farmland species.

    e. Prepare a Conservation Management Plan of the heritage assets in the LIA.

## Public space

20. Provide a network of world class, coherent, well-designed and high-quality public and communal spaces, taking a holistic Campus wide approach to ensure a range of user needs are addressed, including amenity spaces for employees, visitors and local residents, and facilities to support accelerated patient recovery, and to maximise delivery of complementary biodiversity enhancements. This will be achieved by provision of:

    a. A well-connected network of open spaces, squares and courtyards, all within walking distance of the Campus, that are proportional in size and function to the number of people working, living close by to, visiting or passing through these areas;

    b. Safe, inclusive and accessible public spaces that can be used at any time that also consider the needs of users and surrounding residential neighbourhoods. Proposals

should seek to design public realm that clearly demarcates between public and private, semi-public and semi-private areas, and must consider design of public realm (as set out in Policy GP/QP) that designs out crime and contributes to positive mental health and wellbeing outcomes;

c. Coherent signage to improve wayfinding and legibility, helping to create a sense of place and foster a sense of safety and belonging on the Campus;

d. Accessible spaces to promote wellbeing, social interaction and collaboration for the benefit of all Campus users; and

e. High quality street furniture, planting and lighting that contribute public realm and do not clutter pavements, streets or open space for people walking, wheeling and cycling.

f. Carefully landscaped campus edges to create a green transition from the city to the surrounding countryside, integrating the Campus with its surroundings, helping to reduce the visual and operational impact, and supporting the setting of Nine Wells and the Green Belt.

21. As part of major proposals on the Campus, an appropriate and proportionate contribution via Section 106 Agreement should be sought to support place making in the Campus in the context of the development works proposed.

## Movement

22. Deliver an exemplar approach to connectivity and movement within and through the site, promoting sustainable transport, inclusive access, and active travel by:

a. Prioritising walking, wheeling and cycling, and public transport as the primary means of access with clear and legible high quality street network in accordance with Healthy Streets guidance and National Design Guidance;

b. Delivering a safe, legible and accessible internal movement network, with a clear active travel hierarchy and infrastructure improvements to key routes including Francis Crick Avenue, Dame Mary Archer Way, Robinson Way and Puddicombe Way;

c. Providing enhanced access to Cambridge South Station through a new east-west 'high street' for active travel and buses and a mobility hub adjacent to the station. Interim solutions that can be delivered to improve pedestrian and cycle connectivity should be explored;

d. Providing sufficient capacity to accommodate travel improvements and connectivity to existing nearby Park and Ride sites at Babraham Road, Trumpington Road and other travel hubs. Existing established cycle routes to the Park and Ride should also be further utlitised;

e. Incorporating consolidation and delivery including through last-mile logistics including dynamic kerbside management and future technologies;

f. Enabling new multi-modal access from a realigned Granham's Road to relieve congestion on Babraham Road and Hills Road whilst implementing measures that manage through traffic of private vehicles through the Campus;

g. Consolidating new or re-provided car parking into mobility hubs, limiting new

permanent surface parking, and providing high-quality cycle parking, shared mobility infrastructure, and accessible transport for all users. Provision of short-stay drop-off and pickup bays and blue badge spaces should be sensitively planned for with dropped kerbs, and short distances to hospital, research facilities and offices;

h. Ensuring blue light routes maintain prioritised access to key hospital departments;

i. Implementing data capture devices such as Automatic Number Plate Recognition (ANPR) that can monitor freight activity across the campus, allowing for the analysis of impacts of freight, and to support a framework of measures that optimise freight activity as the campus expands; and

j. Implementing a monitored and enforceable peak-hour trip budget, supported by demand management measures and high-quality mobility services such as employee-specific buses, that prioritises modal shift and monitors ongoing performance.

23. To support delivery of the agreed campus-wide masterplan, planning applications should be supported by a strategic and local Transport Mitigation Plan prepared by the developer in consultation with the Local Highways Authority and Local Planning Authority. This must include:

a. Sustainable transport measures;

b. Indicative costings;

c. Phasing; and

d. Potential delivery via a Section 106 agreement or CIL.

24. For any development or works shown on land identified as within the Strategic Enhancement Area and Landscape Improvement Area, the Local Planning Authorities should review the need for a strategic and local transport mitigation plan in the context of the works proposed.

## Resources

25. Utilise innovative approaches to water management on-site, including sustainable drainage systems (SuDS), water reuse and natural systems and landscaped solutions as appropriate to the function of the buildings and landscape, to help address flood risk, including surface water, foul drainage and sewage disposal, and maximise the sustainability of the Campus.

26. Contribute to the efficient use of resources and the long-term sustainability of the Campus by incorporating other low-carbon energy infrastructure and circular economy principles wherever practical and viable.

27. Planning for necessary services, facilities and infrastructure, identified in the Amenity Strategy and Infrastructure Delivery Strategy, must be undertaken in a comprehensive manner, ensuring their timely and efficient early delivery to avoid overburdening existing services.

28. Development should not preclude operation and maintenance of sewer pumping stations located within or adjacent to the site.

## Lifespan

29. Further phases of major development at Cambridge Biomedical Campus, including the further extension to the south, must be planned and delivered in a comprehensive and coordinated manner to ensure the vision for the site is successfully achieved, contributing to the long-term, coordinated evolution of the Campus through a comprehensive and enforceable spatial approach.

30. There are a range of matters that will need to be fully addressed before further development will be supported. To address these, for Phases 3 and 4, the applicant must prepare and submit, for approval as part of future outline planning applications:

31. A comprehensive campus-wide Masterplan that will be expected to:

    a. Address key requirements such as access and movement, land uses, green and blue infrastructure, scale and massing and densities;

    b. Set out the layout, mix and scale of uses, including the relationship with the existing Campus composition;

a. Evidence a demonstrated understanding of the cumulative needs of people working, visiting and living on the campus, and the infrastructure, services and facilities necessary to deliver a world leading Campus, and how these needs will be met, including proposed phasing and funding approach;

b. Set out full Phasing Plans, including any further planned development or redevelopment in early phases of the Campus and measures for the Phasing Plan to be updated when necessary, in agreement with the Local Planning Authorities;

c. Include an Infrastructure Delivery Strategy, identifying site-specific and strategic infrastructure requirements to help achieve the vision for the Campus as well as wider Campus enhancement set out in the indicative Spatial Framework and masterplan, and demonstrating how this can be funded and delivered through enforceable mechanisms for the coordinated and phased development of the Campus. It must identify appropriate triggers to ensure the timely provision of infrastructure to align with development phasing;

d. Provide a detailed transport assessment including the delivery of sustainable transport and active travel onto and across the Campus;

e. Provide clear and enforceable strategies for delivery, management and stewardship of shared facilities and public realm in the proposed application area;

f. Set out a Community Engagement Strategy, maintained and submitted alongside future planning applications to meaningfully enable local people and stakeholders to inform site wide and phase/neighbourhood specific proposals;

g. Implement an Amenity Strategy, considering the overall contribution of proposals on the quality of place on the Campus;

h. Where appropriate, provide a Meanwhile Use Strategy, identifying opportunities for the meanwhile use of buildings, facilities and other spaces to make efficient use of land while it is awaiting longer-term development; and

i. Identify how Phases 3 and 4 will integrate with the existing Campus and life-science function.

32. The masterplan should be kept up to date to reflect changes required such as amendments after major applications are approved.

33. Applications for full planning permission and/or reserved matters applications must be supported by subsequent parameter plans, phase or plot specific masterplans and design codes, to ensure different phases of development integrate seamlessly and contribute positively to the overall design quality of the Campus. Where necessary, this should be informed by a Landscape Visual Impact Appraisal and Heritage Impact Assessment.

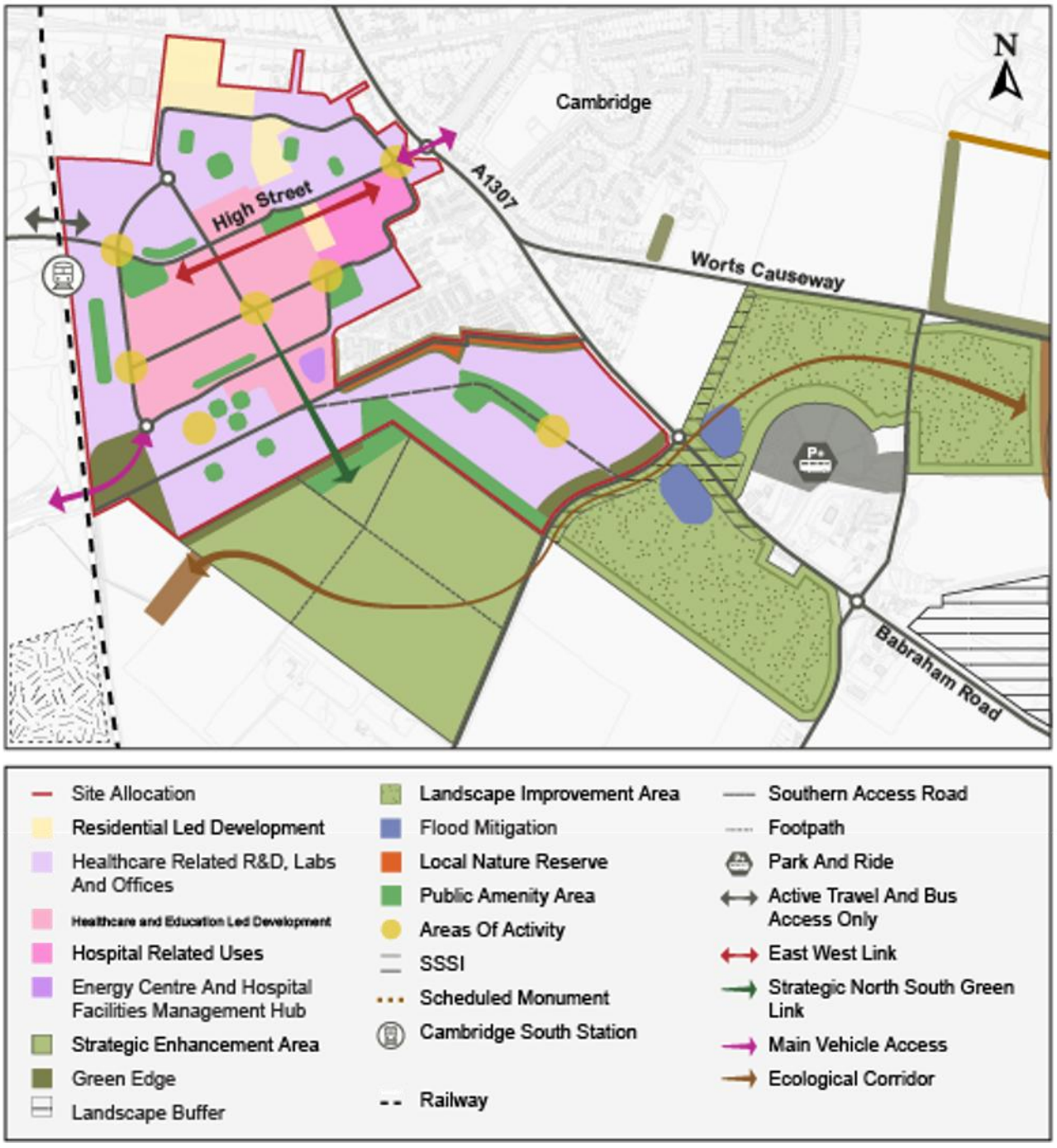



**Figure 53:** Spatial Framework for S/CBC: Cambridge Biomedical Campus (including Addenbrooke's Hospital

## Supporting information

3.2.1 The Cambridge Biomedical Campus is of national importance. This policy will guide development within the existing campus and identifies additional land to be released from the Green Belt for expansion. It establishes requirements for a new masterplan and the triggers for this which will secure a coordinated approach to infrastructure, services and facilities to meet the needs of campus users, to ensure a campus which can deliver high quality local and regional health services as well as compete internationally as a centre of research and innovation.

3.2.2 The indicative Spatial Framework for the Cambridge Biomedical Campus sets out a high-level illustration of the policy requirements and the key interventions, including

the Strategic Enhancement Area and Landscape Improvement Area that will contribute to delivering a world leading life science Campus. Cambridge Biomedical Campus is a location of national and international importance for life sciences, biomedical and healthcare research and development. It plays a critical role in providing and innovating medical care and services across local, regional and national contexts. The site brings together NHS services, world-leading academic research, medical innovation, and commercial life sciences in a single, integrated environment. As such, it represents a vital economic and social asset not only for Greater Cambridge, but for the country as a whole.

**3.2.3** This policy is required to enable the continued evolution of the site and ensure that high quality, sustainable and well-designed development is delivered across the campus. It sets out clear expectations for placemaking, design quality, sustainability and coordination, recognising the opportunity to deliver an exemplar development that reflects the strategic significance of the Campus. It also establishes a positive approach for additional campus worker and patient related housing on the Campus, noting the significant number of employees across the site and the wider housing pressures in the area

**3.2.4** The Campus has developed in phases, with Phase 2 (south of Dame Mary Archer Way) currently under construction. A third phase, south of the phase 2 land, was allocated through the South Cambridgeshire Local Plan 2018, but planning permission has yet to be granted for development. The Cambridge Biomedical Campus SPD (2025) was prepared to supplement the adopted Local Plan policies, and to guide proposals for development coming forward in the short term. However, there remain several challenges that must be addressed as part of future growth. The existing Campus layout, legibility, access and green space must be improved, and there is limited range of amenities to support the day-to-day needs of visitors.

**3.2.5** A comprehensive masterplan will be critical to delivering high quality development. Proposals should identify opportunities that mitigate impacts on landscape and nature, access and travel as set out in the CBC SPD (2025) whilst seeking to enhance and restore habitats and incorporate safe, well-lit active travel routes that contribute to the connectivity of the Campus where possible. Future masterplans need to address these shortcomings if the site is to deliver a world leading Campus.

**3.2.6** Underpinning the future development will be a Place Book. It will establish a shared vision for the settlement and articulate the place-making principles, outcomes and quality expectations that will guide its planning, design and delivery. It will set out the characteristics, ambitions and defining qualities that are intended to shape the new settlement, whilst demonstrating how key themes such as movement, green and blue infrastructure, land use, community infrastructure, health and wellbeing, climate resilience, governance and stewardship should work together to create a sustainable, distinctive and well-connected place.

**3.2.7** The Place Book will provide the foundation for subsequent spatial planning and design work, informing the preparation of a site-wide Masterplan, together with parameter plans, a Strategic Design Code, Place Briefs and Detailed Design Codes. These

documents will translate the vision, principles and outcomes established through the Place Book into a coherent spatial structure and development framework capable of phased implementation whilst maintaining a consistent and high-quality sense of place throughout the lifetime of development.

**3.2.8** Many of the older buildings on the Campus are now in need of renewal or improvement. The progressive renewal and updating of the NHS buildings on the estate is supported, in order to meet growing healthcare requirements, enhance patient care, and create a better environment for patients and their carers, staff and visitors in the heart of the campus. This includes not only clinical buildings but also the ancillary infrastructure necessary to support the safe and efficient operation of hospitals and other facilities on the Campus.

**3.2.9** The Plan identifies release of an area of around 22 hectares of land from the Green Belt to meet future needs of the campus and to enable improvement of the existing campus. This land adjoins Babraham Road and is north of a realigned Granham's Road. The realignment of the road will allow improved access into the campus, and development of a comprehensive landscape response to the edge of the city alongside the developments happening at Worts Causeway.

**3.2.10** Given the importance of the Campus to both the local and national economy, and in its role in meeting the health needs of the region, it is considered that there are exceptional circumstances for this Green Belt release. However, development of this land requires a single coordinated masterplan for the whole site, that it will help deliver the infrastructure the campus needs to serve visitors and staff and that it will enable improvement of the wider campus to deliver a world class hub of innovation and healthcare.

**3.2.11** A key purpose of the policy is to enable a coordinated approach to the regeneration of the existing campus and support its further expansion. The approach prioritises integration between new development and existing facilities, ensuring that growth is not piecemeal, but strategically planned and delivered. New development must incorporate the operational needs of institutions on site while also enhancing the overall quality, accessibility and functionality on Campus.

**3.2.12** The Greater Cambridge Infrastructure Delivery Plan (IDP) (2026) has identified that the site will require delivery of, or provision towards, primary education and healthcare facilities, 432 sqm of community space, a 150 sqm library space to be delivered as a community library; an expansion of Cambridge Ambulance Hub and financial contributions towards a range of outdoor sports provision including tennis courts, artificial pitches and football pitches to support the delivery of the site during the plan period and beyond. The exact quantum and phasing of infrastructure will need to be kept under review as the development comes forward, including phases beyond the plan period. This should be informed by on-going engagement with statutory bodies and undertakers.

**3.2.13** The Campus' location on the edge of Cambridge presents both opportunities and responsibilities. Development must respect the urban-rural transition, ensuring that the Campus integrates positively with surrounding residential areas, the wider countryside, and key environmental assets such as Nine Wells Local Nature Reserve, the Gog Magog Hills and Beechwoods Nature Reserve. The southern part of the allocation

includes Green Belt land that will be used to deliver high-quality green infrastructure and biodiversity enhancements whilst also providing new, improved green space for the benefit of all Campus users. These measures will improve the setting of the Campus, support ecological networks, and provide new opportunities for recreation and wellbeing, while helping to mitigate the environmental impacts of growth. The enhancement of arable, grassland and woodland habitats, the creation of ecological corridors, and the restoration of farmland species such as grey partridge, corn bunting and brown hare are essential components of this strategy.

**3.2.14** Development must deliver a network of inclusive, well-landscaped and connected public spaces, including courtyards, tree-lined paths and amenity areas that encourage social interaction, support mental and physical wellbeing, and reflect the distinctive character of Cambridge. Improvements to the Campus also provide opportunity to contribute to the safety and wellbeing of staff and visitors through improved wayfinding, legibility. There are also opportunities to consider impact of development on surrounding neighbourhoods including Red Cross Lane and Greenlands by placemaking.

**3.2.15** Particular attention will be required at the edges of the Campus, where carefully designed transitions must ensure the built environment integrates sensitively with neighbouring communities and natural features. The setting of Nine Wells will be protected and enhanced through appropriate setbacks, landscape buffers and biodiversity improvements. Sensitive boundary treatment should be considered alongside appropriate access to landscape and nature that will play an important role in supporting mental health and wellbeing of visitors and employees of the Campus. The impacts on the water quality and natural habitats of the chalk stream at Nine Wells will also be mitigated through appropriate interventions set out in legal agreements between landowners and the Hobson's Conduit Trust.

**3.2.16** It is anticipated that the land identified within the Strategic Enhancement Area will come forward with enhancement works before the Landscape Improvement Area given its proximity to the Campus and opportunities for place shaping and access to outdoor amenity space.

**3.2.17** A revised trip budget based on detailed evidence must be agreed with the Local Highways Authority prior to planning applications for further development. The current indicative trip budget for the Campus is 2,800 arrivals and 850 departures in the AM peak, and 850 arrivals and 2,400 departures in the PM peak. A monitor and manage approach will be taken to ensure that the development remains within the agreed trip budget for the site throughout its delivery and any temporary exceedances can be reduced over time through the implementation of trip budget reduction measures and/or infrastructure delivery in accordance with an agreed transport mitigation plan.

**3.2.18** The future success of the Campus is dependent on improving access for all users while reducing traffic impacts on surrounding roads and communities. Walking, cycling, and public transport will be the primary modes of access, supported by a coherent and legible network of routes within the site. Key movement corridors such as Francis Crick Avenue and Dame Mary Archer Way will be upgraded, with new infrastructure including an east-west 'high street' and mobility hubs. . Enhanced connectivity with Cambridge South Station and integration of the proposed CSET

scheme are critical to reducing car dependency, alongside micro-consolidation hubs will support efficient, low-impact logistics for last-mile deliveries. Improvements to the connectivity of the Campus and access to public transport and active travel will support the users of the Campus and their commuting experience, and provide opportunity to connect to wider employment campuses and research and development facilities.

**3.2.19** Given the complexity of the Campus and the scale of infrastructure required to support growth, development will need to be phased and delivered in a coordinated manner. This must be supported by an Infrastructure Delivery Plan identifying the strategic infrastructure and enhancements required to support the Campus' evolution and how and when they will be delivered. Recognising the importance of implementation, the policy is contingent on the identification and management of the delivery of infrastructure and including securing the long-term stewardship of shared facilities and public spaces. Implementation may be delivered through agreement of a delivery body capable of managing infrastructure delivery.

**3.2.20** Stand-alone applications for development or those already granted consent will be considered on their own merits but must still demonstrate consistency with the Campus-wide criteria set out in the policy. Early delivery of key infrastructure, including green space, transport links and utilities, will be critical to avoiding pressure on existing services and ensuring that new development supports the long-term functionality and resilience of the Campus.

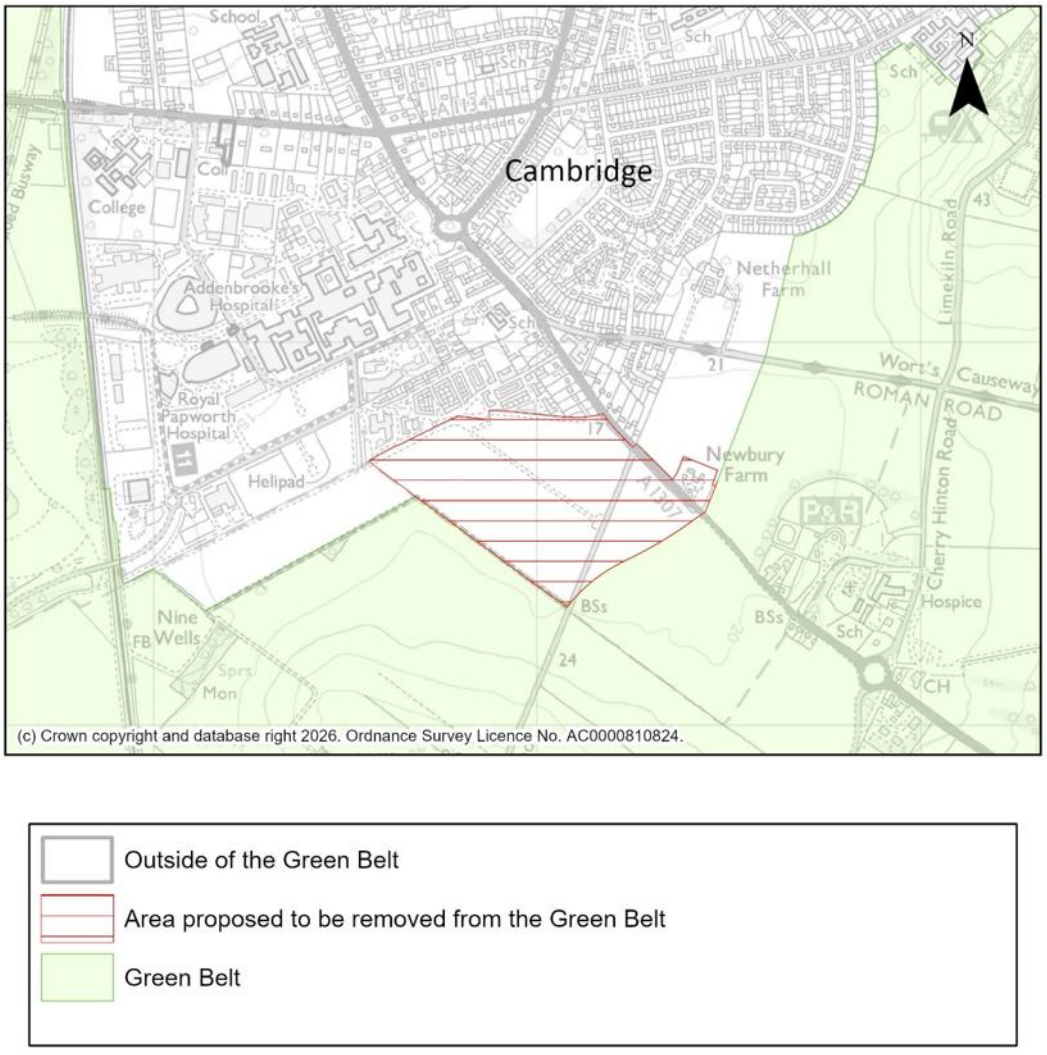






**Figure 54:** Map of Green Belt release to enable delivery of Cambridge Biomedical Campus

# Eddington

## Policy S/ED: Eddington

### Objectives and place identity

1. Eddington will continue to evolve as a distinctive, mixed-use neighbourhood that redefines how people can live and work, providing an ambitious demonstration of how Cambridge can respond to everyday needs in a sustainable way. It will maintain a high standard of design, liveability, and environmental performance, contributing to the future of Cambridge and the wider sub-region. A clear landscape-led approach, integrating open spaces, green edges, and well-connected movement routes, will continue to shape the structure and experience of Eddington, helping to maintain Cambridge's landscape setting and supporting integration with the wider city and surrounding area. As Eddington matures, it will demonstrate how long-term planning, effective stewardship, and high-quality design can deliver a resilient and enduring neighbourhood that fosters a strong and vibrant community spirit.
2. A site wide Masterplan will be prepared by the landowners or developers in conjunction with the Council and in consultation with the local community and other stakeholders. The Masterplan should be broadly aligned with the indicative Spatial Framework Plan shown at Figure 62 and will need to identify the broad distribution of land uses, infrastructure delivery and phasing and will be used as a basis for the consideration of subsequent planning applications. Masterplanning must also demonstrate how the distribution and mix of development achieves optimal transport outcomes, including high active and public transport mode shares. The Masterplan should be agreed by the Council prior to the approval of any planning applications (and may be subsequently updated by the landowners or promoters and agreed by the Council).

### Uses

3. Eddington is allocated for mixed-use development that will provide:
   a. Approximately 5,500 homes, with Phase 1 (currently under construction) delivering approximately 3,000 homes and Phase 2 (future development) delivering approximately 2,500 homes (within the Plan period). The mix of units will include:
      i. 50% affordable housing, to meet the needs of Cambridge University and College workers at all levels (as distinct from student accommodation) and subject to evidence of need. The occupation of such housing will be limited to Cambridge University and College staff, including non-academic/teaching employees; and

ii. In Phase 2, 10% specialist accommodation (within Use Classes C2 and C3), including senior living accommodation, to meet the needs of older people or those with disabilities; and

b. Employment floorspace of approximately 100,000 square metres (gross internal area), comprising:

i. Approximately 40,000 square metres for university related mid-tech or commercial research uses (within Use Classes E(g)(ii) and sui generis); and

ii. At least 60,000 square metres of academic floorspace (Use Class F1a).

c. Retail floorspace provided in line with an up-to-date Retail Needs Assessment, delivered within neighbourhood hubs so that all residents have services and amenities within a reasonable 400-metre or 5-minute walking distance;

d. Education facilities, including early years, primary, secondary, and sixth form spaces to be provided on site or secured through financial contributions for off-site delivery, as required;

e. Healthcare facilities to meet the needs generated by the development;

f. Indoor and outdoor sports facilities to be provided on site or secured through financial contributions for off-site delivery, as required;

g. Community facilities of a size and scale that can accommodate the increased number of homes and that are based on wider provision across the city, which are to be provided on site or secured through financial contributions for off-site provision, and include:

i. outdoor facilities and open spaces including allotments, community gardens, orchards and children's play areas as part of a site wide landscape masterplan and Water Management Strategy;

ii. indoor youth facilities in line with an Eddington Youth and Play Strategy,

iii. a library; and

iv. flexible indoor and outdoor community spaces that can be used by community and faith groups.

## Context

4. Development proposals must incorporate a design-led approach that:

a. Delivers strategic landscaping to create a high-quality landscaped edge to the Green Belt, particularly within the western extents of the site, that preserves the unique character and setting of Cambridge,

b. Buildings should, with regard to building heights reflective of local context, massing and contextual materials, be designed to ensure no unacceptable adverse impacts on the wider setting of the Conduit Head Road and Storey's Way Conservation Areas and their associated listed buildings, other heritage assets and their setting adjacent to the site as well as those beyond the

immediate vicinity of the site including the American Military Cemetery (Grade I Registered Park and Garden) and the Madingley Conservation Area and Madingley Hall and Park and Garden). A Landscape Visual Impact Appraisal and more detailed Heritage Impact Assessment will be required to demonstrate that development will not have adverse impacts on these assets and key views;

c. Respects key views from Strategic Viewpoint B: Coton Footpath over the M11 and Strategic Viewpoint H: Redmeadow Hill, Barton;

d. preserves and enhances key landscape and townscape features, including:

   i. The wider skyline and settings of the Conservation Areas at Storeys Way, West Cambridge and Conduit Head Road;

   ii. The setting of the Travellers Rest SSSI;

   iii. The historic Ridge and Furrow field pattern;

   iv. The avenue of Horse Chestnut trees and Veteran Oak in the centre of the site;

   v. Mature hedgerows along field boundaries; and

   vi. landscape features on the western edge.

e. Retains key watercourses, including the Washpit Brook in the western part of the site and the reworked Chalk Marl in the eastern part; and

f. Maintains an open gap with Girton, ensuring the separate identity of the village is retained.

g. Maintains the existing east-west green corridor north of the Madingley Road Park and Ride.

## Built form

5. Applications for development within Eddington must:

   a. Create a varied and well-articulated skyline, with evidence being submitted to demonstrate that any taller buildings of more than 5 residential storeys create a positive contribution to the wider Cambridge skyline, justified through comprehensive landscape, heritage and visual impact assessment;

   b. Be informed by landscape and visual impact appraisal and heritage impact assessment work proportionate to the scale of the application's proposals, which takes account of the cumulative impacts of development within the site and at West Cambridge; and

   c. Provide acoustic mitigation to ensure that future occupiers are appropriately protected from noise disturbances, including traffic noise from the M11, A14, and Huntingdon Road.

6. The development of additional homes and student accommodation must be comprehensively planned to ensure that it is well integrated with development delivered through Phase 1 of Eddington and subsequent future phases of development through a well-balanced mix of housing types and tenures.

## Public space

7. To promote positive health and wellbeing outcomes, high-quality open spaces and green spaces must be provided to create functionally linked green corridors across the site that connect with existing areas of open space both within and around Eddington.

## Nature

8. Proposals must protect and enhance biodiversity and mitigate the impacts of climate change by:

   a. embedding nature across all development typologies through the use of green roofs, trees, habitat corridors, and other appropriate urban greening measures; and

   b. introducing nature-based solutions to sustainable drainage as part of high-quality, multifunctional green and blue infrastructure, details of which are to be provided as part of an updated Surface Water Management Strategy.

9. A revised site-wide Biodiversity Strategy must be prepared that sets out how biodiversity net gains, ecological enhancements, and sensitive mitigation, including measures to safeguard nearby wildlife sites, the Traveller's Rest Pit SSSI and the Eversden and Wimpole Woods SAC Impact Risk Zone, will be achieved, taking account of the increased development quantum to be delivered through Phase 2.

## Movement

10. Development must deliver an exemplary approach to movement and transport within and through Eddington and promote a low-car-dependency approach to living where walking, wheeling and cycling are the first choice for most residents, workers and visitors by:

a. Ensuring the design of the site:

   i. provides a series of well-connected ‘walkable neighbourhoods’, each capable of meeting everyday needs locally, supported by clear and legible routes and effective wayfinding within and between neighbourhoods;

   ii. locates development within reasonable walking distance of key mobility hub facilities to create sustainable transport connections between Eddington, West Cambridge, the city centre and surrounding areas;

   iii. creates a safe relationship between on-site transport infrastructure and other on-site uses;

   iv. provides safe, localised vehicular access into individual residential neighbourhoods; and

   v. uses innovative approaches to private vehicle parking such as off-plot

car barns and shared parking solutions.

b. Safeguarding land for and directly delivering the following physical transport measures within the site:

   i. The Ridgeway as a strategic walking and cycling route, ensuring priority for walking and cycling within the development and good connections to strategic routes that link to nearby villages, the city centre and the surrounding countryside; and

c. Making financial contributions towards and, as appropriate, enabling the following transport measures external to the site:

   i. The expansion and maintenance of the University bus services that serve Eddington and West Cambridge;

   ii. active travel enhancements to strengthen links between Eddington and West Cambridge, and improve wider active travel connections to the City Centre, Cambridge Station, and beyond; and

   iii. any other transport measures necessary to make continued development at Eddington acceptable in transport terms, as evidenced at the planning application stages.

11. To support the delivery of an agreed masterplan, a strategic and local transport mitigation plan must be prepared in consultation with key transport stakeholders, the Local Highways Authority and the Local Planning Authority. This must:

   a. Demonstrate how impacts on the existing public highway network will be mitigated through a revised Transport Assessment that reflects the uplift in development to be delivered at West Cambridge and as part of Phase 2 of Eddington;

   b. Assess the cumulative impact of development at Eddington and West Cambridge on the local highways network and the adjacent strategic road network to determine whether there is sufficient highway capacity to serve all stages of development;

   c. Contribute to measures that mitigate any significant adverse traffic impacts on the M11, A14 and the surrounding highway network if this is shown to be necessary by transport assessment work and engagement with key transport stakeholders;

   d. Explore the suitability of a range of sustainable transport options, including further infrastructure for bus services and active transport to create an increasingly cohesive transport network across Eddington and West Cambridge;

   e. Set out how the quantum and mix of development can be delivered within an agreed trip budget for the site that accounts for the uplift in development to be delivered by Phase 2 of Eddington, which must be agreed with the Local Highways Authority prior to submission of a planning application for Phase 2 of Eddington’s development

f. Continue to provide vehicular access from Huntington Road and Madingley Road, with no motor vehicle access from Storey's Way;

g. Reduce private car parking needs through a comprehensive parking strategy that aligns with low-car living objectives;

h. Demonstrate how commercial traffic travelling to and from the employment areas in the south-east and north-west corners of the site will be managed to limit commercial traffic moving through Eddington;

i. Set out an updated Delivery and Servicing Strategy that facilitates comprehensive last-mile delivery solutions that are coordinated with last-mile delivery provisions for West Cambridge;

j. Demonstrate how development can cumulatively and effectively undertake a "monitor-and-manage" approach to resolve any potential transport impacts caused by development;

k. Provide details of infrastructure costing and delivery phasing, demonstrating how the necessary transport measures will be delivered at a time that enables optimal transport outcomes; and

l. Provide details of mechanisms for delivery, monitoring and review, including potential delivery through Section 106 obligations, CIL, or other appropriate funding mechanisms.

## Resources

12. A revised Water Conservation Strategy must be prepared to manage the uplift in homes and provide 100% recycled water for homes, with on-plot water management utilising sustainable urban drainage measures so there is no adverse impact on the water environment and biodiversity, and to support a resilient and healthy community.

13. A site-specific FRA to include hydraulic modelling of the ordinary watercourses within the site to define the flood extents at the site, with more vulnerable development to be located outside of areas of fluvial flood risk.

14. Development should not preclude operation and maintenance of sewer pumping stations located within or adjacent to the site.

## Lifespan

15. Delivery of Phase 2 of Eddington must be in accordance with:

a. A revised masterplan, parameter plans and site-wide design code, demonstrating an ambitious and innovative approach to placemaking with a holistic focus on health and wellbeing;

b. A revised Phasing Plan, to manage additional homes, student accommodation and employment land;

c. Other supporting strategies as required, including (but not limited to):

i. A revised Youth and Play Strategy to inform the appropriate provision of children's play areas, and youth facilities;

ii. A Sports and Open Spaces Phasing Plan.

16. The applicant must identify a proposed approach to the long-term management, maintenance and stewardship of infrastructure, services, and facilities not provided by statutory undertakers, including:

    a. Car and cycle parking;

    b. Sustainable surface water drainage;

    c. Landscaping and open spaces;

    d. Community buildings and sports facilities; and

    e. Unadopted roads and parking enforcement.

17. Proposals must demonstrate measures to support community development, such as community development workers and the appropriate use of meanwhile uses, to foster social cohesion.

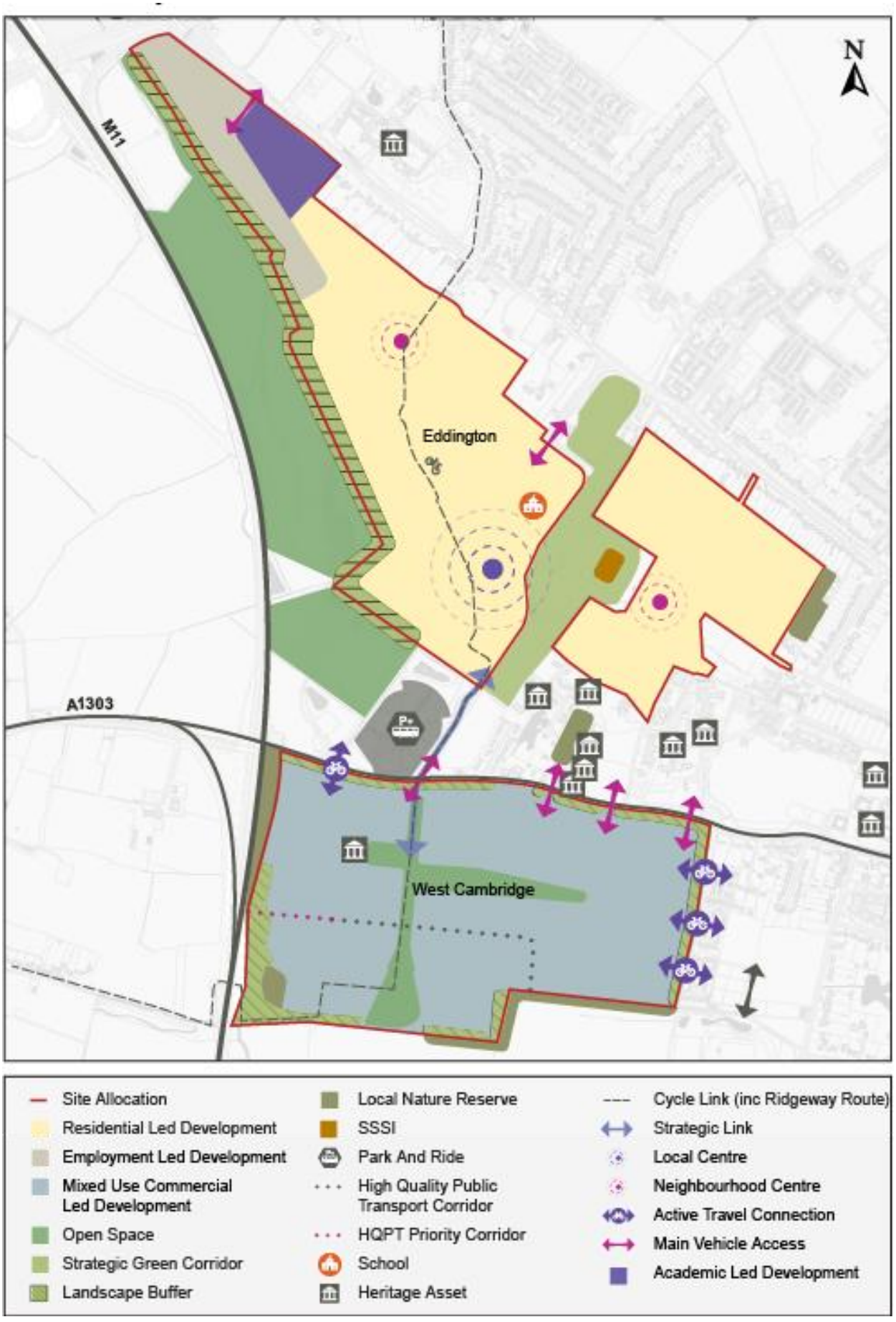



**Figure 55:** indicative Spatial Framework of S/ED: Eddington and S/WC: West Cambridge

## Supporting information

**3.2.21** Continued development at Eddington will create a distinctive University quarter that will support the evolution of Cambridge and the Sub-Region. Eddington will embody best practice in environmental sustainability and innovative design that will shape the standards for urban living in Greater Cambridge. Delivery of housing and higher education facilities will also support Cambridge University as a centre of excellence and a world leader within the fields of higher education and research. Eddington will support liveability in a compact, walkable, and sustainable urban form that promotes active travel and public transport use. The uplift in homes and mid-tech floorspace to be delivered through Phase 2 of Eddington will support this, but it will need to be balanced with local landscape, townscape and heritage sensitivities to achieve truly innovative placemaking that serves as a best-practice baseline for development across Greater Cambridge.

**3.2.22** When completed, Eddington will form an extension to Cambridge of approximately 5,500 homes (comprising homes for key workers and specialist housing, as well as market housing) and 2,000 student rooms. A local centre currently hosts The University of Cambridge Primary School, nursery provision, retail and food and beverage offers, hotels, health facilities and community facilities at the Storey's Field Centre. Ancillary neighbourhood centres will serve the wider development area to ensure that amenities are within easy walking and cycling distance of all homes. In addition, academic and employment uses, sport and leisure facilities, open spaces, landscape areas will support the needs of those living, working and visiting Eddington whilst infrastructure works will all be delivered.

**3.2.23** Further development at Eddington also offers a range of opportunities for the comprehensive development across western Cambridge, which is also experiencing significant change at the West Cambridge site; masterplanning exercises will need to consider development at Eddington and West Cambridge holistically to create a vibrant and dynamic western gateway to Cambridge. The policy continues to support the delivery of academic and industrial floorspace, particularly mid-tech commercial uses, which, when combined with the new research facilities at West Cambridge, will play a critical role in maintaining Cambridge's status as an internationally leading location for research and academic innovation. The development of Eddington and West Cambridge will need to be approached holistically, recognising that together they form a significant innovation district for the city.

**3.2.24** The North West Cambridge Area Action Plan requires housing developments to provide 50% affordable housing to meet the needs of Cambridge University and College workers. This requirement has been carried through to the Greater Cambridge Plan and will remain relevant to further development at Eddington, ensuring that new affordable homes are accessible to both academic and non-academic staff in need of housing. Proposals will need to ensure that affordable and specialist accommodation are well integrated into the wider development to deliver mixed and balanced communities. Masterplanning will also need to test and refine the quantum and typologies of homes to be delivered through future development to ensure that Eddington responds positively to the variety of housing needs identified.

**3.2.25** Additional development at Eddington beyond Phase 1 will need to be accompanied by enhancements to local services and facilities to accommodate the growing needs of the area. This will include high-quality open space and green infrastructure, as well as the education, sports, and community facilities that allow communities to thrive. Cambridge University currently manages and maintains land and facilities at Eddington, but future arrangements will need to be secured for the future management and maintenance of on-site infrastructure. Generally, existing site-wide strategies for Phase 1 of Eddington will need to be revisited to account for and proactively respond to the uplift in needs created by future development at Eddington and West Cambridge.

**3.2.26** In addition to the above, the Greater Cambridge Infrastructure Delivery Plan (IDP) (2026) has identified that the site, in combination with West Cambridge, will require: 2 new primary schools with integrated nurseries; an expansion of healthcare facilities, approximately 1,285 sqm community space, and 448 sqm library space to be delivered as a key library; a fire operational drop off point; and a sports hall (4 badminton court sizes), a range of outdoor sports pitches and financial contributions towards swimming pool provision to support the delivery of the site during the plan period and beyond. The exact quantum and phasing of infrastructure will need to be kept under review as the development comes forward, including phases beyond the plan period. This should be informed by on-going engagement with statutory bodies and undertakers.

**3.2.27** Future development will also need to integrate and expand upon existing forms of sustainable infrastructure networks on the site, including the innovative approaches to water management and energy that have been implemented within Eddington. By linking new development to sustainable resource networks and ensuring that the site's non-potable water system has sufficient capacity, Eddington will continue to provide a sustainable form of urban living that reduces water consumption and carbon emissions. To account for lessons learned from Phase 1 of the Eddington development and contemporary water pressures in Greater Cambridge, an updated Water Conservation Strategy for Eddington may be required. The policy requires an updated site-wide Surface Water Management Strategy to ensure that the innovations previously delivered by the development are continued and improved upon.

**3.2.28** Seamless connections between public transport networks and the active travel infrastructure within and around the site will need to be supported by future development at Eddington. By prioritising and supporting journeys by non-car modes of transport, the site will take advantage of its sustainable location and enable future occupants and users to sustainably commute to and from Eddington. Measures to safeguard and enhance the Ridge Way cycle and pedestrian route will make significant contributions to this goal, as will the delivery of additional on-site mobility hub facilities that complement the existing public transport interchanges at Eddington's existing local centre and at Madingley Park and Ride. A densification of development is likely to result in the need for additional highways and transport mitigation measures, which will need to be identified through transport assessment work and implemented in line with an agreed strategic and local transport mitigation plan. Additionally, the existing trip budget for the site will need to be refined as more detailed evidence is developed to support the revised masterplan. The initial trip budget is approximately 1,700 trips in the AM peak and 1,750 trips in the PM peak. A

refined trip budget based on more detailed evidence that accounts for the uplift in development at Eddington must be agreed with the Local Highways Authority prior to submission of a planning application for any development of Eddington Phase Two. A “monitor-and-manage” approach will be taken to ensure that vehicle movements to and from Eddington remain within the agreed trip budget for the site throughout its delivery

**3.2.29** By harnessing the successes of existing development at Eddington, future development can positively contribute to the character of the surrounding area and avoid negative impacts upon sensitive uses, protected ecological sites and designated heritage assets, and strategic views. For residential uses, acoustic mitigation is required to address noise from the M11, A14 and Huntingdon Road. In line with the Greater Cambridge Skyline and Tall Buildings Strategy, careful consideration of building heights will be needed to ensure that future development creates a distinctive skyline that sits comfortably in the local context and within the panoramic views of Cambridge. The Councils’ evidence suggests that 5 storeys is the appropriate maximum height for new buildings within the site, particularly towards the site’s edges, but building heights would need to be tested on a plot-by-plot basis as part of a planning application to determine an appropriate height, scale and massing of new development.

# West Cambridge

## Policy S/WC: West Cambridge

### Objectives and place identity

1. West Cambridge will continue to grow as a major hub for the University of Cambridge and various research institutions, forming the epicentre of a growing innovation district within western Cambridge. The delivery of academic floorspace will assist the University of Cambridge in moving existing City Centre academic facilities to a location where they can adapt and grow as needed, whilst commercial research and development floorspace will expand the knowledge sharing opportunities between academia and commercial practice. New residential uses will foster community activity within the site beyond working hours and will be well served by various high quality active travel and public transport options into Cambridge and surrounding areas. Development at West Cambridge will be planned in a holistic and comprehensive manner alongside development at Eddington to create a distinctive sense of place and a vibrant gateway into Cambridge.

2. Development of the site will need to be informed by a site-wide Masterplan, prepared in conjunction with the Council and in consultation with the local community and other stakeholders. The Masterplan should be broadly aligned with the indicative Spatial Framework Plan shown at Figure xxx and will need to identify the broad distribution of land uses, infrastructure delivery and phasing and will be used as a basis for the consideration of subsequent planning applications. Masterplanning must also demonstrate how the distribution and mix of development achieves optimal transport outcomes, including high active and public transport mode shares. The Masterplan should be agreed by the Council prior to the approval of any planning applications (and may be subsequently updated by the landowners or site promoters and agreed by the Council).

### Uses

3. West Cambridge is allocated for mixed-use development of homes (Class C3) and approximately 383,300 square metres of floorspace that will comprise a mix of:

   a. up to 370,000 square metres of academic floorspace (Use Class F1(a);

   b. up to 170,000 square metres of commercial research and development floorspace (Use Class E(g)(ii) and sui generis research uses);

   c. approximately 2,500 square metres of nursery floorspace (Use Class E(f));

   d. approximately 4,000 square metres of retail/food and drink floorspace (Use Classes E(a), E(b) F2(a);

   e. approximately 4,100 square metres, but not less than 3,000 square metres, of floorspace for assembly and leisure;

f. approximately 5,700 square metres of floorspace for sui generis uses, including an energy centre and data centre; and

4. Further densification resulting in floorspace over and above the allocated development quantum may be supported subject to:

   a. The preparation and submission of a revised masterplan, to be agreed at the planning application stages of development, which:

      i. clearly identifies the precise quantum of new floorspace to be delivered;

      ii. takes an integrated and comprehensive approach to the provision and distribution of proposed uses;

      iii. includes appropriate supporting facilities and amenities in line with an updated Amenities Delivery Strategy; and

      iv. includes further phases of the sports centre; and

   b. The agreement of appropriate development phasing with the Local Planning Authority that accounts for development and infrastructure delivery needs.

5. Development proposals for commercial research uses will be required to demonstrate how they will support knowledge transfer to and/or create innovation opportunities for Class F1(a) higher educational uses, and any associated sui generis research establishments, academic research institutes and/or other commercial research and development uses within and around West Cambridge.

## Context

6. Development proposals must incorporate a design-led approach, informed by heritage assessments and landscape and visual impact appraisal work, that:

   a. Delivers a high-quality landscaped edge to the Green Belt, particularly along the southern and western boundaries of the site, that preserves the unique character and setting of Cambridge;

   b. Respects key views from Strategic Viewpoint B: Coton Footpath over the M11 and Strategic Viewpoint H: Redmeadow Hill, Barton;

   c. preserves and enhances key landscape and townscape features, including:

      i. the wider skyline and settings of the Conservation Areas at West Cambridge and Conduit Head Road;

      ii. the Grade II* Listed Schlumberger Gould Research Centre, including open green spaces to the east and west; and

      iii. mature hedgerows and woodland planting along the site's boundaries; and

   d. sensitively integrates with neighbouring residential uses that surround the site.

7. Development proposals must not prejudice the delivery of the preferred

Cambourne to Cambridge bus route alignment and associated infrastructure needed to deliver the high-quality public transport corridor (HQPT) .

## Built form

7. A revised design code and/or updated design guideline documents must be prepared prior to the submission of any applications for additional densification or new development within the site.

8. Applications for development within West Cambridge must:

   a. Be informed by landscape and visual impact appraisal and heritage impact assessment work proportionate to the scale of the application's proposals, which takes account of the cumulative impacts of development within the site and at Eddington and from strategic viewpoints;

   b. Create a varied and well-articulated skyline, with evidence being submitted to demonstrate that any taller buildings of more than 4 commercial storeys create a positive contribution to the wider Cambridge skyline, justified through comprehensive landscape, heritage and visual impact assessment;

   c. Provide acoustic mitigation to ensure that future occupiers are appropriately protected from noise disturbances, including traffic noise from the M11; and

   d. Adhere to any approved design codes or align with the principles of approved design guidance for the site.

## Nature

9. Proposals must protect and enhance biodiversity and mitigate the impacts of climate change by:

   a. embedding nature across all development typologies through the use of green roofs, trees, habitat corridors, and other appropriate urban greening measures; and

   b. introducing nature-based solutions to sustainable drainage as part of high-quality, multifunctional green and blue infrastructure, details of which are to be provided as part of an updated Surface Water Management Strategy where development at West Cambridge is to be intensified.

10. A revised Woodland Management Plan must be prepared and agreed with the Local Planning Authority prior to the grant of planning permission for development that would impact the established woodland within and adjacent to the site.

11. A revised site-wide Biodiversity Strategy must be prepared that sets out how biodiversity net gains, ecological enhancements, and sensitive mitigation, including measures to safeguard nearby wildlife sites, and the Eversden and Wimpole Woods SAC Impact Risk Zone, will be achieved.

## Movement

11. Development must deliver an exemplary approach to movement and transport within and through West Cambridge and promote a low-car-dependency approach to living where walking, wheeling and cycling are the first choice for most workers, visitors and residents by:

    a. Ensuring the design of the site:

        i. locates development within reasonable walking distance of key mobility hub facilities to create sustainable transport connections between West Cambridge, Eddington, the city centre and surrounding areas;

        ii. creates a safe relationship between on-site transport infrastructure and other on-site uses;

        iii. provides safe, localised vehicular access into individual residential neighbourhoods; and

        iv. uses innovative approaches to private vehicle parking such as off-plot car barns and shared parking solutions.

    b. Safeguarding land for the following physical transport measures within the site:

        i. The Cambourne to Cambridge high quality public transport corridor (HQPT), including infrastructure and street furniture needed to support this corridor.

    c. Making financial contributions towards and, as appropriate, enabling the following transport measures external to the site:

        i. The expansion and maintenance of the University bus services that serve West Cambridge and Eddington;

        ii. A new traffic-signal-controlled, restricted movement access junction onto Madingley Road at the western end of the site;

        iii. Enhancements to the Coton footpath and cycle path and active travel infrastructure along Madingley Road to strengthen links between West Cambridge and Eddington, and improve wider active travel connections to the City Centre, Cambridge Station, and beyond; and

        iv. Any other transport measures necessary to make development at West Cambridge acceptable in transport terms, as evidenced at the planning application stages.

12. To support the delivery of an agreed masterplan, a strategic and local transport mitigation plan must be prepared in consultation with key transport stakeholders, the Local Highways Authority and the Local Planning Authority. This must:

    a. assess the cumulative impact of development at Eddington and West Cambridge on the local highways network and the adjacent strategic road network to determine whether there is sufficient highway capacity to serve all stages of development;

b. contribute to measures that mitigate any significant adverse traffic impacts on the M11, A14 and the surrounding highway network if this is shown to be necessary by transport assessment work and engagement with key transport stakeholders;

c. explore the suitability of a range of sustainable transport options, including further infrastructure for bus services and active transport to create an increasingly cohesive transport network across Eddington and West Cambridge;

d. mitigates impacts on the existing public highway network by using a revised Transport Assessment that reflects the uplift in development to be delivered at West Cambridge and Eddington;

e. demonstrate how commercial traffic flows through West Cambridge will be diverted away from on-site residential development to improve highways safety;

f. reduce private car parking needs through a comprehensive parking strategy that aligns with low-car living objectives;

g. set out an updated Delivery and Servicing Strategy that facilitates last-mile delivery solutions that are coordinated with last-mile delivery provisions for Eddington;

h. demonstrate how development can cumulatively and effectively undertake a “monitor-and-manage” approach to resolve any potential transport impacts caused by development;

i. provide details of infrastructure costing and delivery phasing, demonstrating how the necessary transport measures will be delivered at a time that enables optimal transport outcomes; and

j. provide details of mechanisms for delivery, monitoring and review, including potential delivery through Section 106 obligations, CIL, or other appropriate funding mechanisms.

## Lifespan

14. The applicant must identify a proposed approach to the long-term management, maintenance and stewardship of infrastructure, services, and facilities not provided by statutory undertakers, including:

    a. Car and cycle parking;

    b. Sustainable surface water drainage;

    c. Landscaping and open spaces;

    d. Community buildings and indoor and outdoor sports facilities; and

    e. Unadopted roads and parking enforcement.

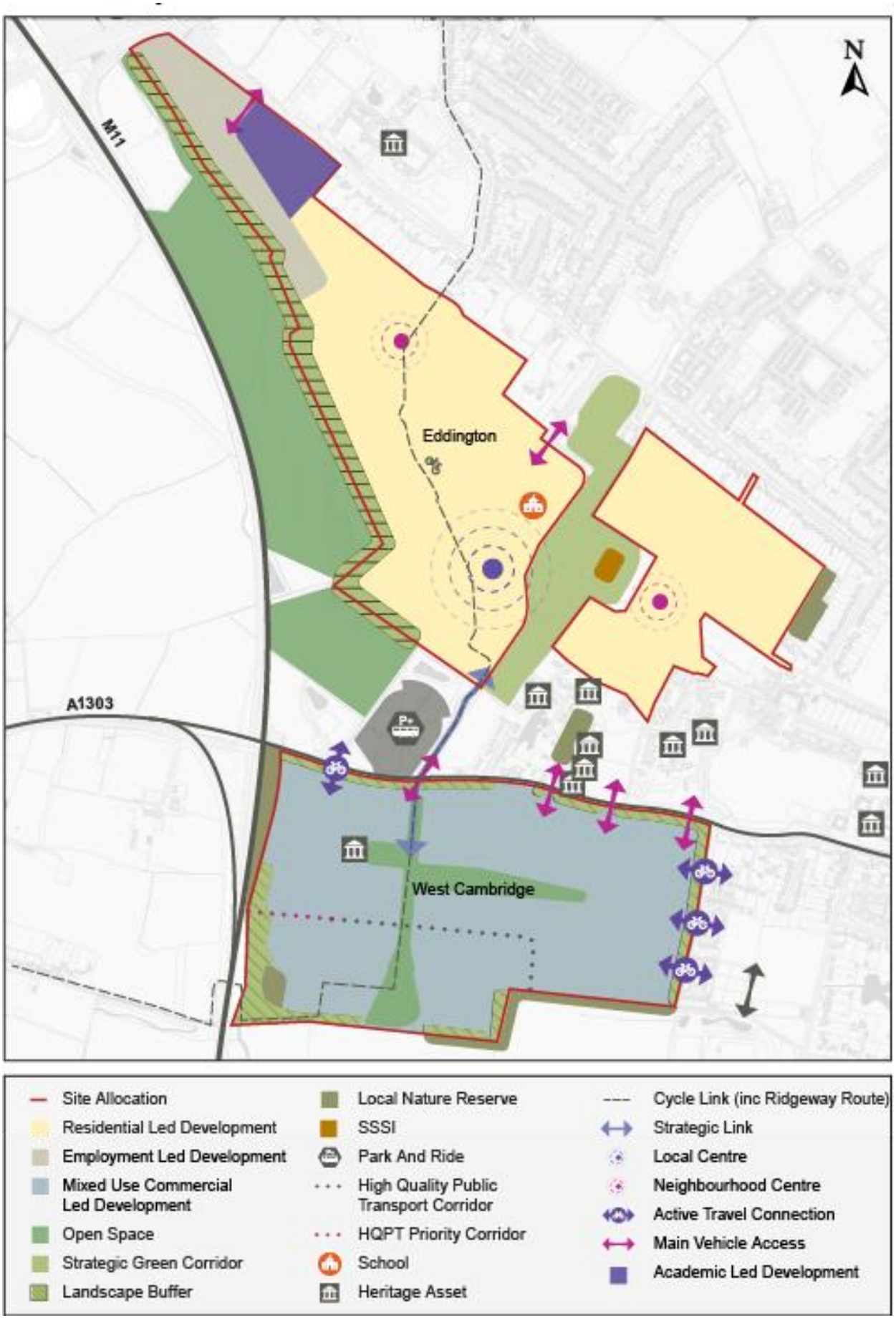



**Figure 56:** Indicative Spatial Framework of S/WC: West Cambridge and S/ED: Eddington

## Supporting information

3.2.2 West Cambridge is a major hub for the University of Cambridge and various research institutions, hosting academic departments, nationally important labs, and commercial research space that facilitates knowledge sharing between academic institutions and industry. The site forms part of the University of Cambridge's long-term strategy to transfer existing facilities away from the Historic Core of Cambridge where space is more limited and the historic environment is more sensitive. West Cambridge is also inherently linked to the University's major development project at Eddington, creating a consolidated innovation district that provides research and development space focused on physical sciences, engineering, and computer science, and housing options for university key workers, students, and the population of Cambridge more generally. It is critical that West Cambridge and Eddington are planned in a comprehensive and coordinated manner that enables the evolution of Cambridge as a destination for ambition and advancement, and the continued success of the University of Cambridge as a world-leading academic institution.

3.2.3 Further development at West Cambridge will need to build on the excellent placemaking outcomes of developments such as The West Hub. The Councils will expect new development to adhere to the design codes and guidance, mitigation measure, and delivery strategies used to guide development approved as part of Application 16/1134/OUT (or successor documents). The intensification of development at West Cambridge to provide floorspace beyond the quantum allocated may be considered acceptable, but applications will need to be accompanied by updated design codes and site-wide strategies to ensure that uplifts in development can be accommodated sustainably. A revised site masterplan will also be needed to ensure that future stages of West Cambridge's development complement existing on-site functions and remain coordinated with the continued development of Eddington. Proposals must also be sensitively designed to limit the negative impacts on strategic views and heritage assets that could be impacted by the development of the site, including the Schlumberger Gould Research Centre (a Grade II listed building), the West Cambridge Conservation Area and the Conduit Head Road Conservation Area. An appropriate scale, massing and height of new development, informed by landscape and visual impact assessment work, will also be needed to ensure that the evolution of West Cambridge sits comfortably within the context of the surrounding Green Belt.

3.2.4 The site already benefits from an excellent range of sustainable transport options, including active travel connections into the City Centre, reliable University bus services that directly connect the site to the world-renowned Cambridge Biomedical Campus, and bus services to and from Madingley Park and Ride that provide connections to the city centre and the surrounding area. Meanwhile, the proposed Cambourne to Cambridge (CtoC) high quality public transport corridor (HQPT) will further support the public transport connectivity into the heart of Cambridge and to surrounding villages, further enhancing the site's connectivity. Therefore, development should promote a mix and density that supports a compact, walkable, and sustainable urban form that capitalises on the site's highly sustainable location. New on-site transport infrastructure and mobility hub facilities will need to contribute to a comprehensive approach to transport across West Cambridge and Eddington. A strategic and local

transport mitigation plan will likely need to be prepared for future planning applications within the site to account for delivery timescales and changes in the development context, particularly where proposals seek to deliver floorspace beyond the quantum allocated; this will need to set out how public transport will continue to be supported, approaches to enhancing active travel infrastructure within and around West Cambridge, and appropriate vehicular access and egress arrangements for the site, including a new traffic-signal-controlled, restricted movement (right in, left out) access junction onto Madingley Road at the western end of the site.

**3.2.5** An overall vision for West Cambridge and Eddington is to promote healthy new development. Delivering residential development as part of West Cambridge and a range of services and facilities to support the needs created by continued development in the area will help to foster a sense of community spirit within the site and vibrancy during non-working hours. High-quality open spaces and green corridors will also be needed to promote outdoor recreation, in addition to serving a range of ecological and climate resilience functions. New facilities and enhancements to existing on-site community and sports facilities, such as the University of Cambridge Sports Centre and Gym, may be needed to address the needs of continued development within the innovation district. Whilst it is anticipated that the University of Cambridge will carry out the management and maintenance of infrastructure and services not carried out by a statutory undertaker, but this will need to be confirmed and agreed. The long-term maintenance of on-site services and facilities and financial contributions towards off-site infrastructure delivery will need to be secured through planning obligations (e.g. Section 106 Agreements).

**3.2.30** In addition to the above, the Greater Cambridge Infrastructure Delivery Plan (IDP) (2026) has identified that the site, in combination with Eddington, will require: 2 new primary schools with integrated nurseries; an expansion of healthcare facilities, approximately 1,285 sqm community space, and 448 sqm library space to be delivered as a key library; a fire operational drop off point; and a sports hall (4 badminton court sizes), a range of outdoor sports pitches and financial contributions towards swimming pool provision to support the delivery of the site during the plan period and beyond. The exact quantum and phasing of infrastructure will need to be kept under review as the development comes forward, including phases beyond the plan period. This should be informed by on-going engagement with statutory bodies and undertakers.

**3.2.6** Phasing plans for the site should be updated yearly as it is recognised that some flexibility is required to meet the changing needs of the university and to ensure the site is developed comprehensively, balanced with the need to respect and enhance the local landscape, townscape and heritage, informed by various evidence base documents.

**3.2.7** The site must also be planned for in combination with S/ED: Eddington as part of an Innovation District approach, which brings together homes, jobs, academia and other services and facilities. To achieve this aspiration, high standards of pedestrian and cycling connectivity are vital.

**3.2.8** The site abuts the Green Belt, and substantial landscaping is required to soften the transition. There is also a requirement to consider heritage assets which may be affected by the development. A Grade II Listed Building, the Schlumberger Gould

Research Centre, occupies a small part of the site, and the policy requires the development to respect its setting. A small part of the site intrudes into the West Cambridge Conservation Areas and abuts Conduit Head Road Conservation area. To preserve the character and setting of these heritage assets, the policy identifies that a sensitive design led approach is required to protect these assets and their settings.

**3.2.9** Any additional development within the site will require a revised masterplan and updated supporting strategies to be submitted to ensure the site is planned for and developed comprehensively. This will ensure that development is optimised whilst also delivering excellent placemaking outcomes.

**3.2.10** The phasing plan is required to be updated yearly as it is recognised that some flexibility is required to meet the changing needs of the university and to ensure the site is developed comprehensively.

**3.2.11** Residential development and a densification of the site will affect the necessary services and facilities required as planning obligations to meet the needs of the additional development. This is to be secured under a S106 Agreement.

**3.2.12** An overall vision for the two university sites is to promote health and wellbeing. This, together with high aspirations for urban design, require well designed public open spaces, which will also support the cultural needs of the development. The current sports centre built on the Eddington site has been found to inadequately serve the needs of the development and this policy seeks to rectify this, as the two sites are complementary to each other.

**3.2.13** For efficient, safe and sustainable travel, the development will integrate with and contribute to major transport proposals in the area. The transport assessment and strategy for the site will need to be updated to take account of the additional development and due to the likely long construction period of a development of this size.

**3.2.14** Whilst it is anticipated that The University of Cambridge will carry out the management and maintenance of infrastructure and services not carried out by a statutory undertaker, this is not currently certain, and the lifespan of these services needs to be secured within a S106 Agreement.

# Land between Huntingdon Road and Histon Road

## Policy S/HHR: Land between Huntingdon Road and Histon Road

1. A site wide Masterplan, prepared by the landowners / promoters in conjunction with the Council and in consultation with the local community and other stakeholders, will guide this emerging community. The Masterplan will need to identify the broad distribution of land uses, infrastructure delivery and phasing and will be used as a basis for the consideration of subsequent planning applications and may be subsequently updated by the landowners / promoters and agreed by the Council. It will also need to be supplemented by a site wide Design Code.

### Objectives and place identity

2. Darwin Green will continue to develop as a new community, providing a mix of affordable and market homes supported by schools, shops and community facilities, including a new local centre. To the north of this community, a country park set within the Cambridge Green Belt will be delivered, providing accessible open space to new and existing residents whilst also maintaining separation between the development and Girton, and Histon and Impington villages.

### Uses

3. Darwin Green (Land between Huntingdon Road and Histon Road) is allocated for mixed-use development as shown on the Policies Map, comprising:

   a. Approximately 2,700 homeshomes (delivering all homes within the Plan period) of an appropriate mix of types, sizes and tenures (including affordable housing) attractive to, and meeting the needs of, all ages and sectors of society, including those with disabilities;

   b. a range of services and facilities commensurate with a sustainable urban extension of this scale, including:

      i. Secondary school;

      ii. Two primary schools;

      iii. Community facilities and rooms;

iv. Retail units, including a food store (approximately 2,000 square metres);

v. Library;

vi. Open space and recreation, including allotments and outdoor sports facilities, and appropriate provision for children and teenagers; and

vii. A new Country Park between Huntingdon Road, Cambridge Road/Histon Road and the A14 set within the Cambridge Green Belt.

**The development of Land between Huntingdon Road and Histon Road must do the following:**

## Context

4. Maintain definitive footpaths that cross the site linking Histon Road and Huntingdon Road with Girton.
5. Respect the setting of the former National Institute of Agricultural Botany (NIAB) headquarters building on Huntingdon Road, a non-designated heritage asset adjoining the site and the Howes Place Conservation Area.
6. Maintain a clear landscaped buffer between the site and the nearby villages of Girton, and Histon and Impington.

## Built form

7. Through a site wide Masterplan and Design Code, demonstrate that the design of the whole site is coherent and integrates effectively with the wider North West Cambridge area.

   a. Incorporate measures to mitigate against noise impacts from the A14 on sensitive uses, including implementation of a substantial buffer zone and noise attenuation bund.

## Public space

8. Deliver a new Country Park, set within the Cambridge Green Belt, between Huntingdon Road, Cambridge Road/Histon Road and the A14, providing:

   a. public access enhancements; and

   b. new footpaths, cycleways and bridleways, including access up to the existing A14 overbridge, to support active travel provision.

## Nature

9. Through a landscape-led approach, ensure the development retains appropriate existing features of ecological interest and the new Country Park provides:
   a. New landscape features of interest, while protecting the existing landscape;
   b. Biodiversity enhancements;
   c. Appropriate hedgerow management and enhancement measures; and
   d. Measures to protect and enhance wildlife habitats.

## Movement

10. Ensure the development is highly accessible and permeable to all its residents by walking, cycling and high-quality public transport, to support non-car modes of travel, recreation and health. Measures, which will need to be explored in further detail through the Transport Assessment and Travel Plan for the site, must include:
    a. Provision of high-quality public transport to serve the development, including bus priority through the development and segregation if required, linking effectively with the route through the wider bus network;
    a. Encouraging car clubs to minimise the amount of land given over to car parking; and
    b. Measures to achieve a modal share of no more than 40% of trips by car (excluding passengers).Securing a network of strong internal and external cycle and pedestrian links to neighbouring parts of the urban and rural areas.

15. Details must be provided that set out infrastructure costs and delivery phasing, demonstrating how the necessary transport measures will be delivered at a time that enables optimal transport outcomes. This includes the timely provision of vehicular access points for Phases 2 and 3 via the built spine road approved as part of Phase 1, connecting to the B1049 Cambridge Road in the east, and connecting to Huntingdon Road via the street network within Phase 1. The site must not provide vehicular access directly onto the A14 or to Girton.
16. Adequate highway capacity will be required to serve all stages of development. Planning permission will be subject to conditions requiring that sufficient highway capacity is available in the A14 corridor between Girton and Milton throughout the development for the traffic forecast to be generated by each phase of development.
17. Mechanisms for delivery, monitoring and review of transport interventions, including potential delivery through Section 106 obligations, CIL, or other appropriate funding mechanisms will need to be agreed and secured with the Highways Authority.

## Resources

18. Integrate surface water drainage measures within the development, including the provision of on-site balancing ponds to be located south of the A14 and within the new Country Park.
19. Undertake and submit noise and air quality assessments demonstrating that noise and air pollution will not have an adverse impact on residential amenity, and health and wellbeing.

## Lifespan

20. In addition to the requirements on the Validation Checklist, the following will be required at the submission of an outline or major planning application:

    a. A site wide Masterplan and, for Phases 2 and 3, a Phasing Plan must be prepared and submitted to demonstrate that services, facilities and infrastructure necessary to meet the day-to-day needs of the development, will be planned and delivered in a timely and efficient way. Additional off-site services and facilities may be delivered within the wider North West Cambridge area, if appropriate.

    b. A Design Code for future phases of the development;

    c. Transport Assessment and Travel Plan;

    d. Noise and Air Quality Assessments; and

    e. A comprehensive environmental management and construction strategy for all phases of development will be required. Measures to minimise the adverse effects during construction may include:

        i. Imposing planning conditions to minimise the adverse effects of construction activity on residential amenity and the environment;

        ii. Introducing a scheme to avoid construction vehicles travelling through existing residential areas of Cambridge and villages in the locality, and to avoid unacceptable adverse impacts on traffic flows on the A14 and the surrounding road network.

        iii. Imposing planning conditions around the timing of construction traffic movements on the network, if necessary, taking account also of the need to minimise adverse impacts on residential amenity.

21. Secured through a legal agreement (S106), confirm the long term governance (including management and maintenance) of the new Country Park.

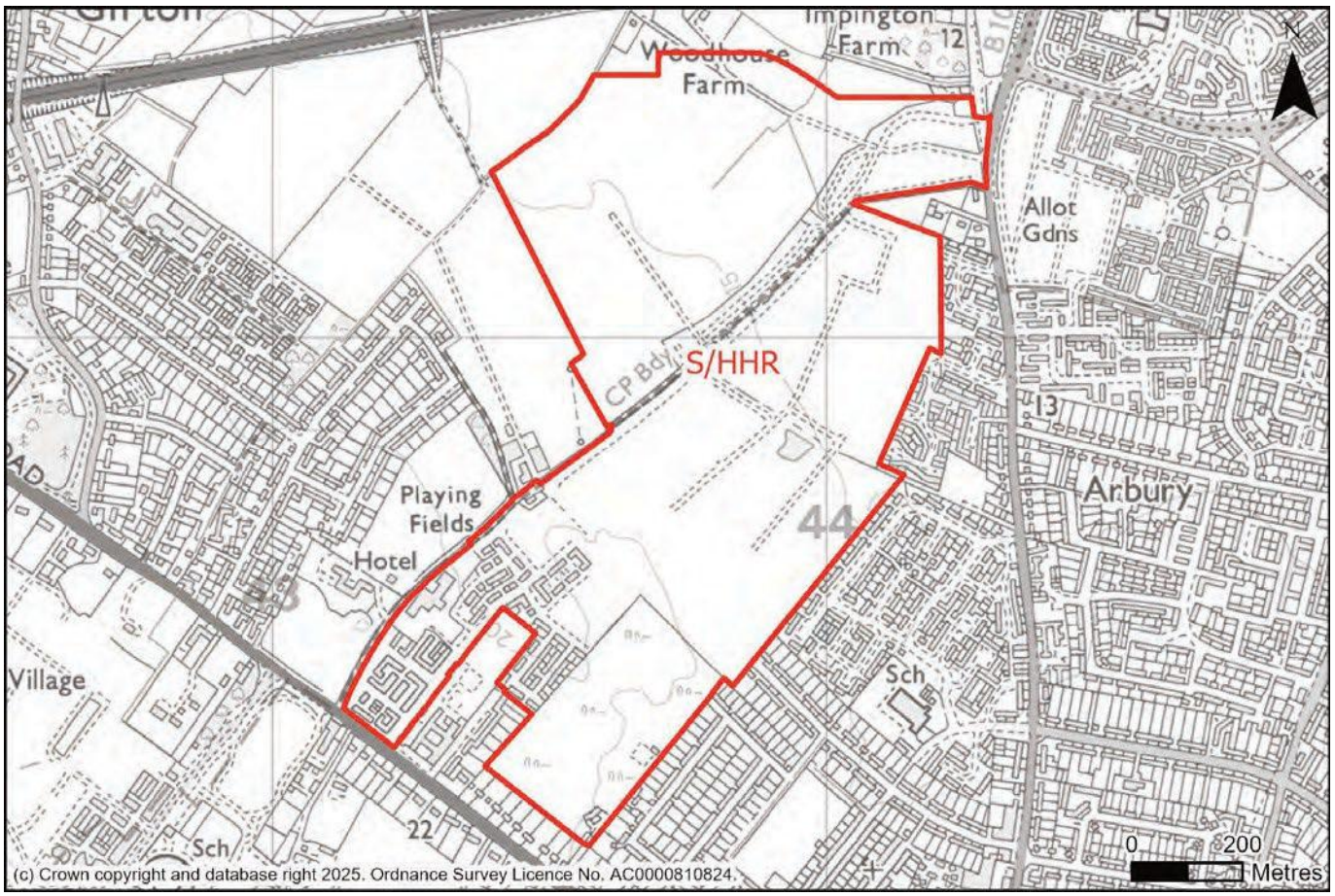



**Figure 57:** Site Plan of Policy S/HHR: Land between Huntingdon Road and Histon Road (Darwin Green), Cambridge

## Supporting information

**3.2.2** Previous Local Plans allocated developments on the north west edge of Cambridge, referred to as Darwin Green. The form of development responded to the setting of the city and surrounding villages, retaining areas around the edge of the site within the green belt for use as a country park.

**3.2.3** The phase 1 part of the site in Cambridge has outline planning permission, and some parcels have detailed planning permission or are under construction. The phases 2 and 3 in in South Cambridgeshire also have outline planning permission and there are currently a number of planning applications being considered for detailed parcels within he site. Given the site will continue to be delivered during the plan period, this policy will ensure that Darwin Green is built as a comprehensive sustainable development.

**3.2.4** The policy seeks to ensure that the development integrates with the wider North-West Cambridge area whilst also continuing the separation of Cambridge from Girton and Histon & Impington villages. The delivery of an appropriate level and type of services, facilities and infrastructure will be central to creating a sustainable community. This will include a country park reaching up to the A14, important for delivering landscape and biodiversity enhancements within the Green Belt. It will also provide improved countryside access and informal recreation for the wider community of North West Cambridge. The

long term management and maintenance of the new Country Park will need to be secured through a legal agreement.

**3.2.5** It is important that any urban related open uses, such as playing fields, that are proposed in the Green Belt are carefully located and designed to ensure they do not reduce the effectiveness of the Green Belt separation between Cambridge and Girton in visual terms, particularly having regard to matters such as fencing and floodlighting.

**3.2.6** Noise and air quality assessments will be required as part of any planning application. If necessary, development will be subject to measures, which may include planning conditions and / or planning obligations, a landscaped buffer, and layout and design measures, to mitigate the effects of air pollution and noise caused by traffic using the A14 north of the site and Histon Road east of the site.

**3.2.7** Noise attenuation fencing will only be permitted exceptionally where it is demonstrated that landscape bunds are impractical or inappropriate. The length of such fencing will be minimised. Where noise attenuation fencing is permitted, any potential for reflected noise shall be minimized through the use of noise absorptive materials or other surface finishes to the fencing, to ensure no unacceptable adverse impact on nearby communities.

# Land north of Worts' Causeway

## Policy S/EOC/NWO: Land north of Worts' Causeway

- Site area of 7.84 hectares
- Capacity for approximately 200 homes (delivering all homes within the plan period)

14. Development proposals must demonstrate how they will meet the following requirements:

a. The implementation of design-based mitigation, primarily in the form of building height, style, and materials, to limit impacts on the setting of designated assets, adjoining housing and Strategic Viewpoints F Little Trees Hill / Magog, E Limekiln Road, and J Wort's Causeway / Shelford Road. A sensitive approach to internal street layout and design will integrate the development into this setting on the edge of the Cambridge Green Belt;

b. Building heights should not exceed 2 residential storeys;

c. A landscape led design that will deliver at least a 6-metre buffer with adjoining existing housing and 30-metre buffer with the Cambridge Green Belt and retain the country lane appearance and character of Worts' Causeway, including its verges, hedgerows and bridleway. Landscape mitigation should form part of the Green Infrastructure network for the site;

d. A positive approach to biodiversity which includes the retention of sufficient buffer areas around the Netherhall Farm Meadow County Wildlife Site, supported by the provision of a long-term management regime, and the assessment of the wider site for potential to create an ecological corridor between this site and the Land South of Worts' Causeway site. This approach should also include the retention of, or safe relocation of, existing bat roosts at Netherhall Farm;

e. Active travel will be supported by the establishment of appropriate public footpaths linking the development with the surrounding chalk farmland and the retention of Worts' Causeway's use for buses only during peak periods, with limited car access to provide a green link into the Cambridge Green Belt with space for pedestrians, horse riders and cyclists. Car traffic will be further managed through the provision of a single point of crossover between the sites Land North of Worts' Causeway and Land South of Worts' Causeway and a single access on to Babraham Road;

f. Archaeological mitigation will be required, with archaeological remains preserved in situ, particularly as the site abuts the Roman road Wort's Causeway and there is evidence of land undisturbed by modern ploughing present within the site; and

g. Protect and enhance heritage assets and their setting including during the construction phase of the development, including the Grade II listed Milestone

and the Netherhall Farm Building of Local Interest.

**Figure 58:** Site Plan of S/EOC/NWO: Land north of Worts' Causeway

## Supporting information

**3.2.8** This 7.84 hectare site is allocated for approximately 200 homes which responds to the landscape and heritage impacts identified in the Heritage Impact Assessment. The proposed landscape and design-based mitigation measures are required to ensure no unacceptable adverse impacts to landscape character and the historic environment including the setting of designated and non-designated assets. A suitable landscape buffer is required to preserve the rural character of designated assets The development needs to both integrate with the adjoining existing housing and provide an appropriate new edge to the Cambridge Green Belt.

**3.2.9** In addition to being a Building of Local Interest, Netherall Farm is also an established bat roost. Development proposals should ideally retain the existing bat roosts but if this is not possible they must be re-located. The adjacent Netherall Hall Farm County Wildlife Site makes an important contribution to the biodiversity of the wider site and a long-term management plan will be required to maximise this contribution. However, the plan should also look at the opportunities to achieve more gains along the corridor between Land North of Worts' Causeway and Land South of Worts' Causeway through the retention of a country lane appearance which should be part of any landscaping proposals.

**3.2.10** Encouraging active transport will help to facilitate access to the countryside and

adjacent communities whilst managing car use will be needed to reduce the urbanising impact on this edge of Green Belt site. The site has planning permission for up to 200 homes (20/01972/OUT) and is currently under construction.

# Policy S/EOC/SWO:
# Land south of Worts' Causeway

**Policy S/EOC/NWO: Land north of Worts' Causeway**

- Site area of 7.74 hectares
- Capacity for approximately 230 homes (delivering all homes within the plan period) and approximately 400 square metres gross internal area of community and commercial space (Classes E and F)

14. Development proposals must demonstrate how they will meet the following requirements:

    a. The implementation of design-based mitigation, primarily in the form of building height, style, and materials, to limit impacts on the setting of designated assets including the Grade II listed Milestone, adjoining housing and Strategic Viewpoints F Little Trees Hill / Magog, E Limekiln Road, and J Wort's Causeway / Shelford Road. A sensitive approach to internal street layout and design will integrate the development into this setting on the edge of the Cambridge Green Belt;

    b. Building heights should not exceed 2-3 residential storeys;

    c. A landscape led design that will deliver appropriate buffers with adjoining existing housing and the Cambridge Green Belt and retain the country lane appearance and character of Worts' Causeway, including its verges, hedgerows and bridleway and the existing permissive footpath on the western edge of the site. Landscape mitigation should include a distinctive entrance gateway open space with retained mature trees, meadow grass and swales;

    d. A positive approach to biodiversity which includes the assessment of the wider site for potential to create an ecological corridor between this site and the Land North of Worts' Causeway site;

    e. Active travel will be supported by the establishment of appropriate public footpaths linking the development with the surrounding chalk farmland and the retention of Worts' Causeway's use for buses only during peak periods, with limited car access to provide a green link into the Cambridge Green Belt with space for pedestrians, horse riders and cyclists. Car traffic will be further managed through the provision of a single point of crossover between the sites Land North of Worts' Causeway and Land South of Worts' Causeway and a single access on to Babraham Road; and

    f. Archaeological mitigation will be required, with archaeological remains preserved in situ, particularly as the site abuts the Roman road Wort's Causeway and there is evidence of land undisturbed by modern ploughing present within the site.

**Figure 59:** Site Plan of S/EOC/SWO: Land south of Worts' Causeway

## Supporting information

**3.2.11** This 7.74 hectare site is allocated for 230 homes which responds to the landscape and heritage impacts identified in the Heritage Impact Assessment and representations on the draft allocation, and other issues raised in the original allocation in the Cambridge Local Plan (2018). The proposed design-based mitigation measures are required to ensure no unacceptable adverse impacts to landscape character and the historic environment including the setting of designated assets.

**3.2.12** Through a comprehensive approach to landscape mitigation, the development needs to both integrate with the adjoining existing housing and provide an appropriate new edge to the Cambridge Green Belt. The rural character of the approach to the city along the A1307 will also need design considerations which could include a degree of screening and separation whilst. the existing permissive footpath on western edge of site should be retained. Proposals should also look at the opportunities to achieve more biodiversity gains along the corridor between Land North of Worts' Causeway and Land South of Worts' Causeway through the retention of a country lane appearance which should be part of any landscaping proposals.

**3.2.13** Encouraging active transport will help to facilitate access to the countryside whilst managing car use should help to reduce the urbanising impact on this edge of Green Belt site.

**3.2.14** The site has planning permission for up to 230 homes (19/1168/OUT) and is currently under construction.

# Bell School, Babraham Road

## Policy S/EOC/BS: Bell School, Babraham Road

- Site area of 0.38 hectares
- Capacity for approximately 100 student bedrooms

14. Development proposals must demonstrate how they will meet the following requirements:

    a. New student bedrooms will contribute towards meeting the needs of The Bell Educational Trust Limited's adjacent educational site; and

    b. Development will be carefully integrated with the adjacent educational site.

**Figure 60:** Site Plan of S/EOC/BS: Bell School, Babraham Road

## Supporting information

**3.2.15** The allocation will provide 100 student rooms that will help to meet the existing and future needs of the educational facility adjacent to the site. Whilst the operator of the facility has changed ownership, this site provides an opportunity to deliver student accommodation needs within close proximity to the facility and support future business and academic needs.

**3.2.16** The site has planning permission which has been delivered except for this remaining parcel of land for 100 bed student living accommodation for the Bell Language School (06/0795/OUT).

# Fulbourn Road East

## Policy S/EOC/FRE: Fulbourn Road East

- Site area of 6.92 hectares
- Approximately 56,000 square metres gross internal area of office (Class E(g)(i)), research and development (Class E(g)(ii)), light industrial (Class E(g)(iii)) and storage or distribution (Class B8)– limited to data centres floorspace (delivering all floorspace within the plan period).

14. Development proposals must demonstrate how they will meet the following requirements:

    a. A careful consideration of the design approach, including materials, massing, and siting of buildings, to ensure that the visual impact on the Cambridge Green Belt, the Fulbourn Hospital Conservation Area, and neighbouring residential uses is mitigated.

    b. Height of new buildings should respect the existing building heights of the residential properties to the north and commercial units to the west as well as minimise any adverse impacts on the surrounding landscape.

    c. The site should be appropriately excavated and levelled to achieve an appropriate profile and setting against the Cambridge Green Belt and agricultural landscape.

    d. A landscape buffer should be provided on the southern and eastern edges to screen the site and mitigate the impact on the openness of the Green Belt.

    e. Development should integrate, financially contribute towards and complement existing and planned major transport proposals in the area demonstrating how the necessary transport measures will be delivered at a time that enables optimal transport outcomes. A Transport Assessment, Travel Plan and Parking Strategy should also increase sustainable travel modes through the provision of safe and direct walking, cycling and wheeling connections that are integrated with the local movement network.

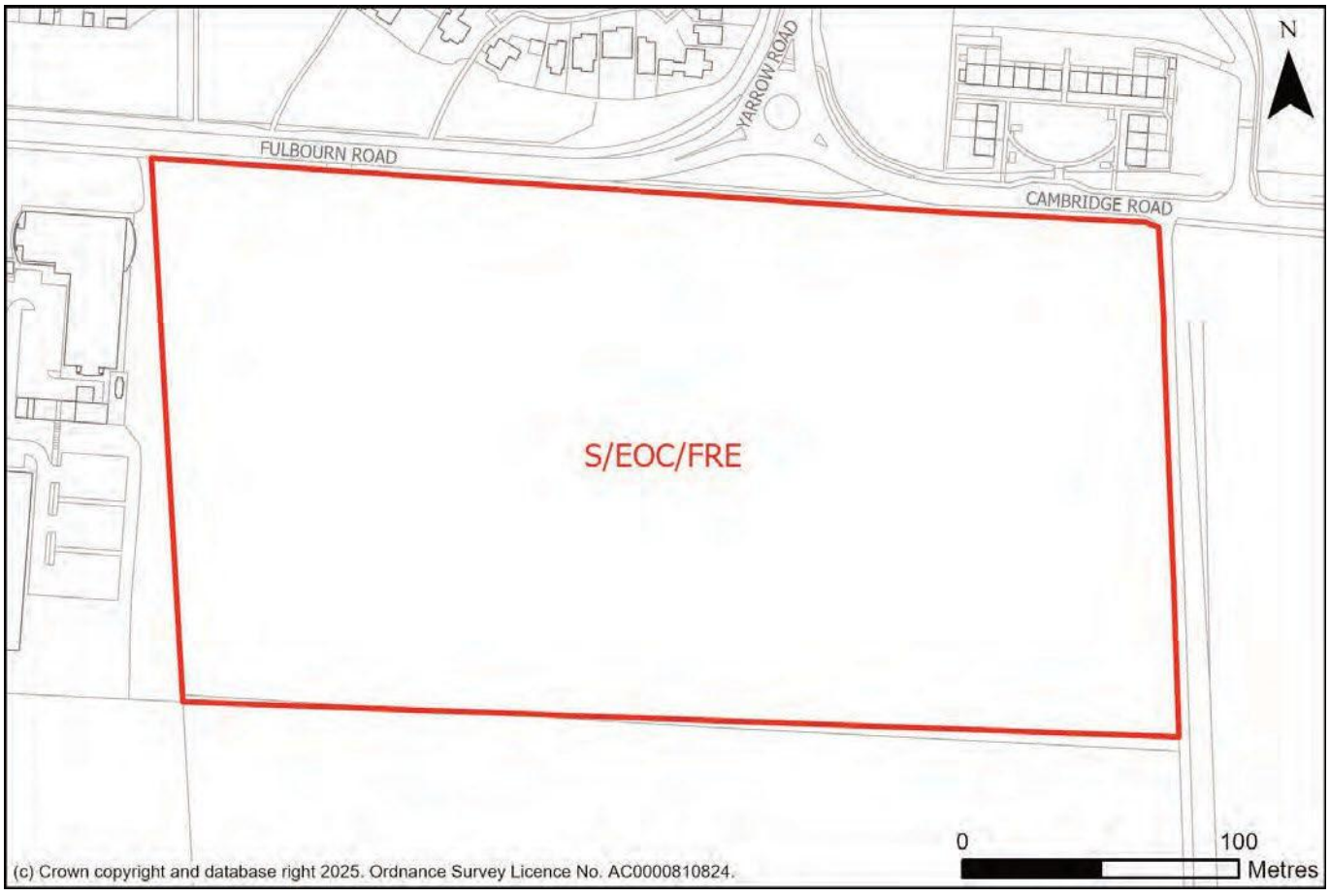



**Figure 61:** Site Plan of S/EOC/FRE: Fulbourn Road East

## Supporting information

**3.2.17** This 6.92 hectare site will provide approximately 56,000 square metres of research and development employment space and provide a significant contribution to the local and national economy. Through carefully designing any future development, especially in relation to sensitive materials, massing, and siting of new buildings, the site will contribute positively to the character surrounding area, and avoid negative visual impacts upon Cambridge's Green Belt, Fulbourn Hospital Conservation Area and neighbouring properties. The eastern proportion of the site is particularly sensitive based on the potential adverse impacts on local heritage assets and their setting.

**3.2.18** Similarly, development will need to carefully manage building heights to prevent having an overly domineering effect upon its surroundings and therefore making a positive addition to the local townscape character. By integrating and contributing to major transport proposals in the area, the site will take advantage of its sustainable location and enable future users to commute to it using sustainable modes of transportation. The requirement for proposals to produce Travel Assessment, Travel Plan and Parking Strategy will support this aim.

**3.2.19** The site has planning permission for commercial uses (21/00772/OUT, as amended by 23/03182/S73) and is currently under construction.

**3.2.20** The policy includes criteria to ensure the site responds to its setting and addresses wider landscape impacts.

**3.2.21** Completing archaeological work as part of any development proposal will potentially help to preserve historical artefacts that could explain how people in the past used the land which the site is located on.

# Ida Darwin Hospital

- Ida Darwin Hospital site has a site area of 13.41 hectares.
- Capacity for approximately 200 homes on the eastern part of the site. A developable area of approximately 7 hectares was agreed though the planning application currently under construction.

1. Development proposals must demonstrate how they will meet the following requirements:

   a. Redevelopment of the existing built footprint of the Ida Darwin Hospital into a different configuration, comprising residential redevelopment on the eastern part of the Ida Darwin site and the transfer of part of the building footprint to the Fulbourn Hospital site for new mental health facilities;

   b. Redevelopment must create a landscape green wedge on the western part of the Ida Darwin site to provide a compensatory enhancement to the openness of the Green Belt in this location. This green wedge will also provide enhanced public access to the countryside;

   c. Siting and design of buildings, in regard to height, scale, form and materials, must respond positively to the local character and setting to ensure no unacceptable adverse impacts on the setting of nearby heritage assets, including the Fulbourn Hospital Conservation Area and Settlement site by Caudle Corner Farm Scheduled Monument;

   d. Development must use a landscape-led approach to site boundary configurations, particularly along the southern boundary of the Ida Darwin Hospital area, to mitigate the impact of development on the character of the Green Belt in this location;

   e. Appropriate noise and vibration mitigation must be incorporated as part of the development to limit the impacts of the adjoining railway line on sensitive planning uses;

   f. Given the area's potential for archaeological remains, development proposals must

be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains; and

g. Development accords with the Ida Darwin and Fulbourn Hospitals Development Brief (December 2013).

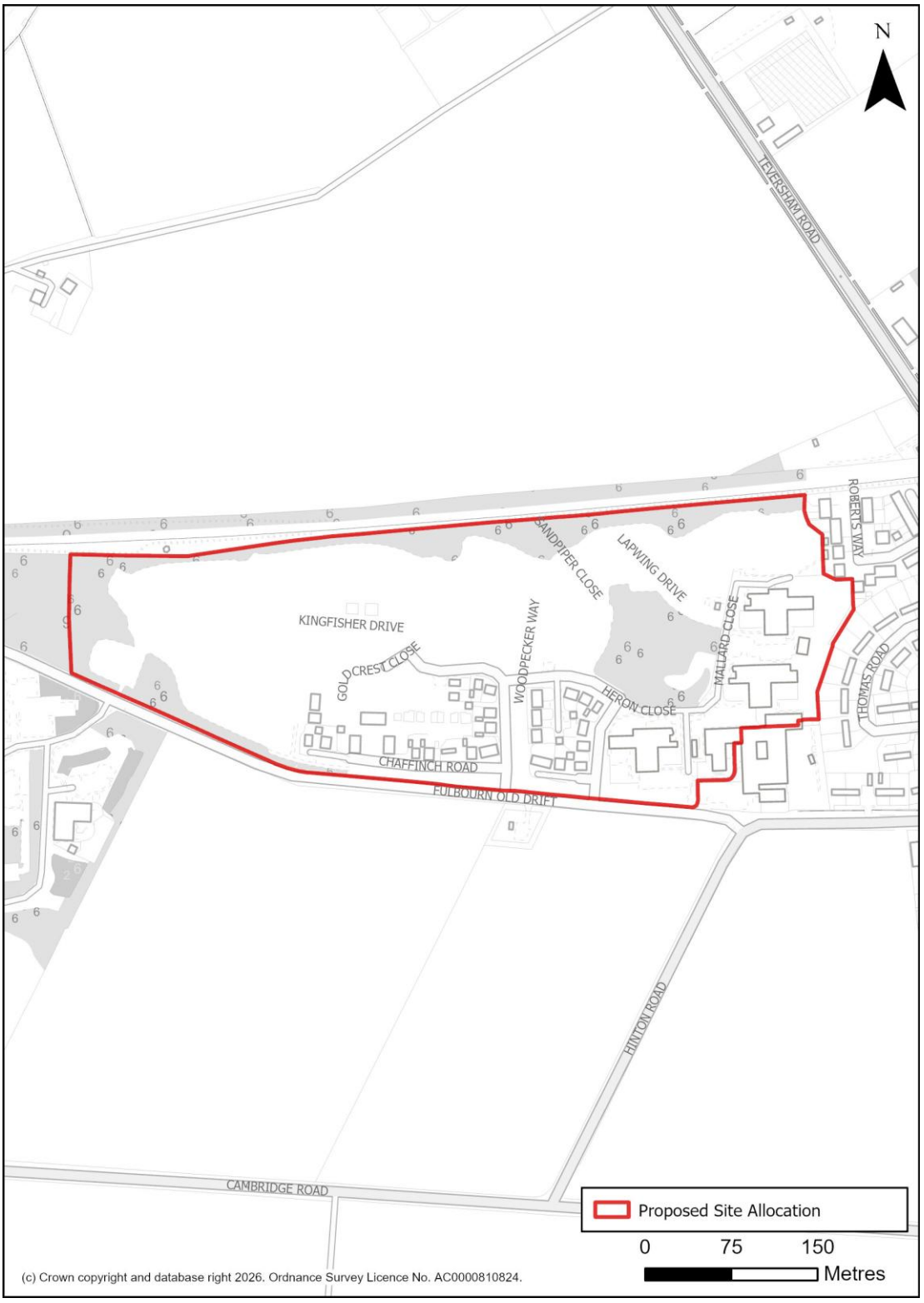



**Figure 121:** Site Plan of S/RRA/ID Ida Darwin Hospital

## Supporting information

1.a.34 This 13.41 hectare site within the Green Belt is identified for redevelopment for approximately 200 homes following the rationalisation and relocation of former health uses

whilst responding to te landscape and heritage impacts. Redevelopment of the built footprint in a different configuration as a residential area would change the character of the site and its relationship with Fulbourn, but there is potential for this to have positive implications through the removal of all buildings from the western part of the site, and the creation of an area of open countryside character, which could help increase the openness of, and public access to, the Green Belt.

1.a.35 The Ida Darwin and Fulbourn Hospitals Development Brief, endorsed by the Local Planning Authority in 2014, demonstrates how development can be accommodated in a way that minimises harm to the setting of the Fulbourn Hospital and Fulbourn Conservation Areas, listed buildings and without intruding on important viewpoints. Planning permission has been granted for the whole site and Policy S/RRA/IDH provides a development context until all phases of the development have been delivered.

# Fulbourn Hospital

1. Development proposals for appropriate new healthcare facilities, will be supported only where:
    a. Evidence is submitted to demonstrate the need for the new or upgraded healthcare facility;
    b. The design, including building heights, massing and materials, responds sensitively and positively to the existing built form and mitigates against unacceptable impacts on the Fulbourn Hospital Conservation Area;
    c. A Heritage Impact Assessment is provided to demonstrate the potential impact of development on the Fulbourn Conservation Area;
    d. Access to the countryside is enhanced through the development of a green wedge and open buffers are maintained between the built areas of the site and the Green Belt;
    e. An appropriate archaeological assessment has been submitted, given the area's potential for archaeological remains. This must include information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains;
    f. Development is mitigated against any noise impacts arising from nearby railway lines; and
    g. Development accords with the Ida Darwin and Fulbourn Hospitals Development Brief (December 2013).

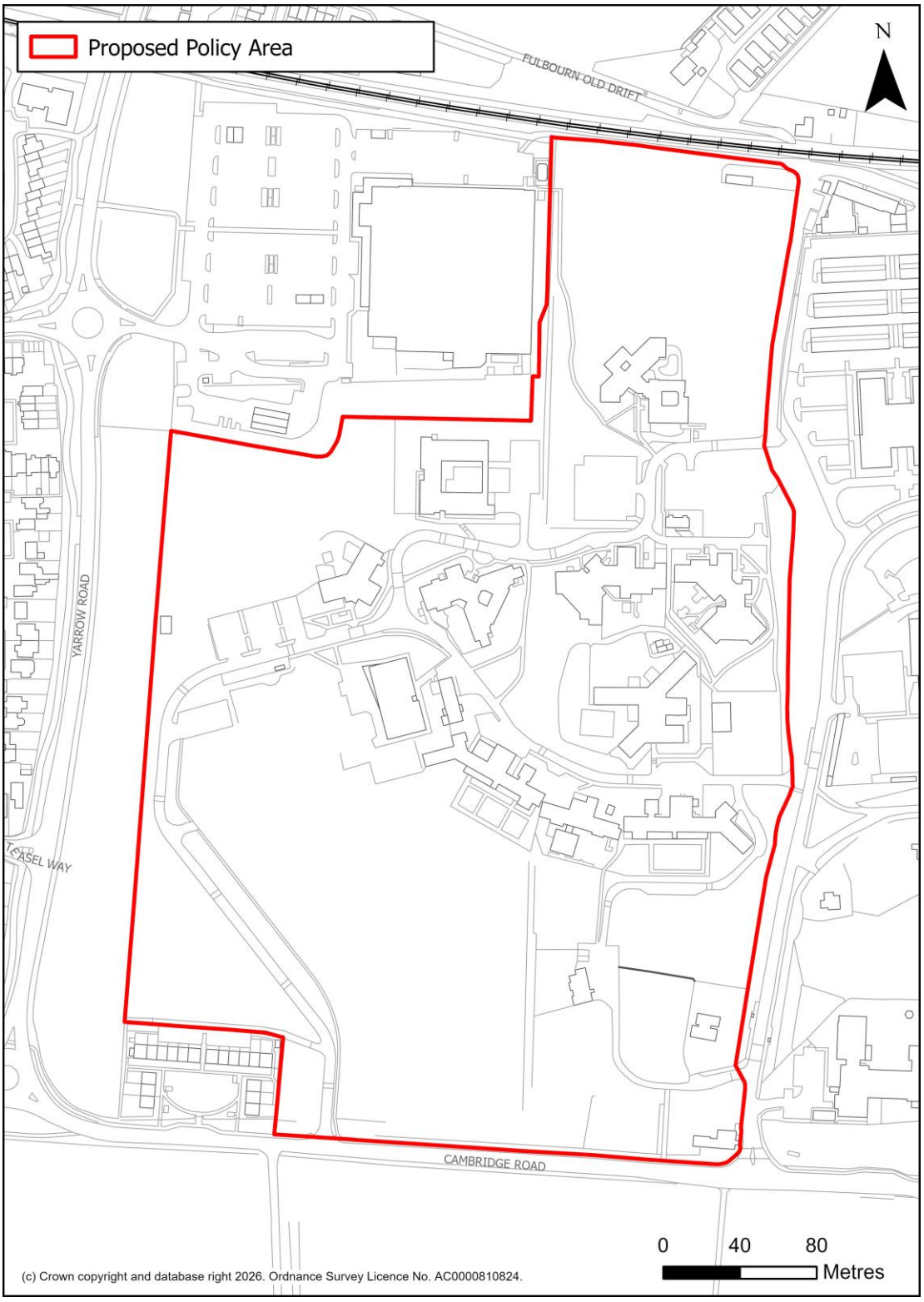



**Figure 121**: Site Plan of S/AMC/FBH: Fulbourn Hospital

## Supporting information

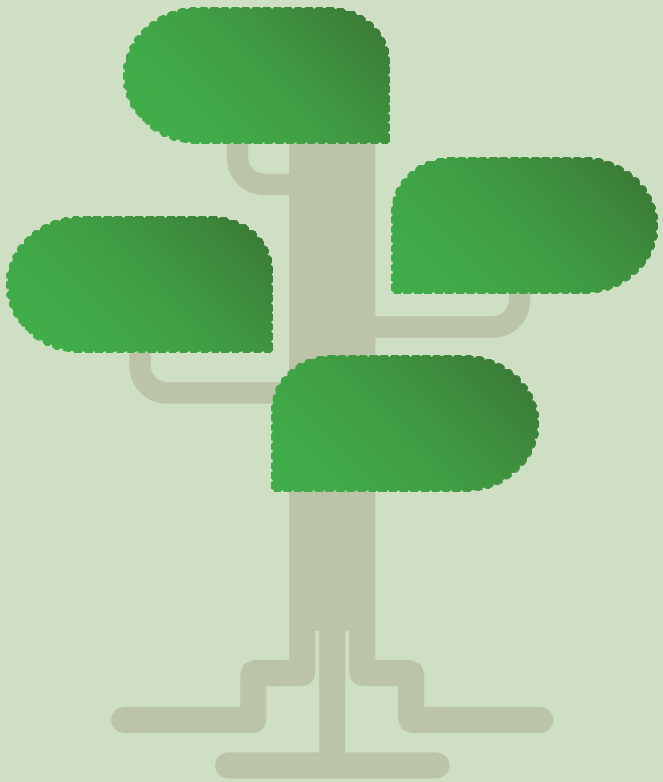
1.a.34 The Ida Darwin and Fulbourn Hospitals Development Brief, endorsed by the Local Planning Authority in 2014, highlights that redevelopment of existing facilities will be needed at Fulbourn Hospital to

upgrade local NHS mental health facilities, particularly as Greater Cambridge's population grows and redevelopment of the Ida Darwin Hospital site advances.

1.a.35 Redevelopment within the Fulbourn Hospital area can be accommodated in a way that minimises harm to the setting of the Fulbourn Hospital and Fulbourn Conservation Areas, the nearby Scheduled Monument Settlement site by Caudle Corner Farm, listed buildings and important local views.

3.3

# New settlements



# Contents

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Policy S/CBN: **Cambourne North**

Policy S/CB: **Cambourne**

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Policy S/WNT: **Land north of Waterbeach**

Policy S/BA: **Bourn Airfield New Village**

# Introduction

3.3.1 We want our new towns to mature into great places to live and work, making the most of their existing and planned public transport links to Cambridge and other centres. Our new towns should be real communities with their own distinctive identity, with the critical mass to support local businesses, services and facilities including open spaces and a network of blue and green infrastructure.

3.3.2 In the case of Cambourne, the proposed East-West Rail station and Cambourne to Cambridge public transport corridor means that it will be one of the best-connected places in the region, within a short travel time of West Cambridge, Cambridge Biomedical Campus and Cambridge City Centre. We think it can develop into a more substantial town to better help meet these aspirations and provide the day to day services that are needed to support existing and future residents and businesses.

## Policies we are proposing

- Policy S/CBN: Cambourne North
- Policy S/CB: Cambourne
- Policy S/GF: Land adjacent to A11 and A1307 at Grange Farm
- Policy S/NST: Northstowe New Town
- Policy S/WNT: Land north of Waterbeach
- Policy S/BA: Bourn Airfield New Village

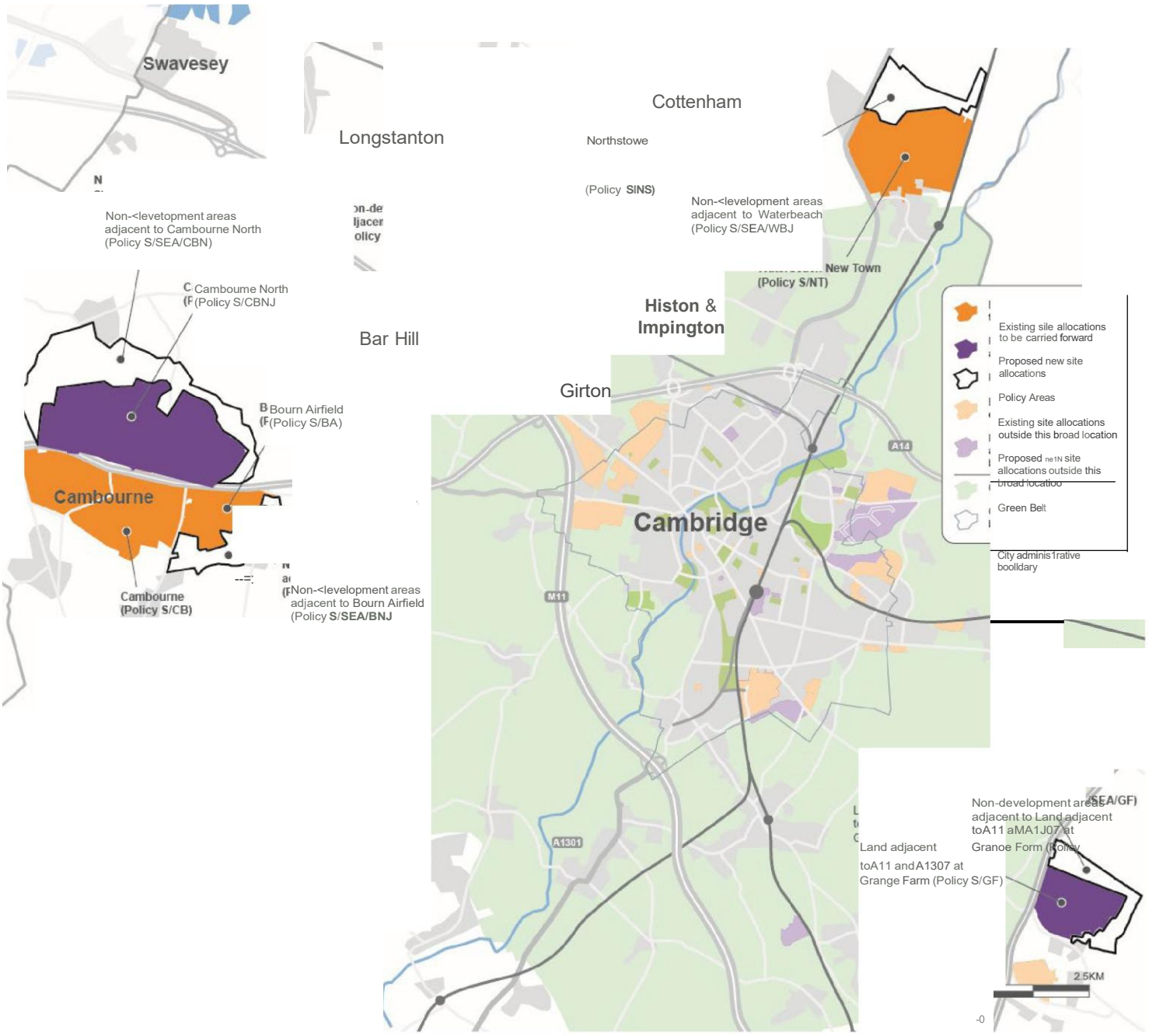


**Figure 62:** Map of proposed development for New Settlements

# Cambourne North

## Policy S/CBN: Cambourne North

1. An expansion of approximately 13,000 homes delivered from 2034, subject to the necessary water infrastructure being available, 108,000 square metres gross internal area (GIA) of employment floorspace, with a range of supporting services and facilities including retail, community, cultural, faith, leisure, education and sports and open space uses. The built area of the expansion will be contained within the Site Allocation boundary identified on the Policies Map.

2. A site wide Masterplan will be prepared by the landowners / promoters in conjunction with the Council and in consultation with the local community and other stakeholders including the East-West Rail Company. The Masterplan should be broadly aligned with the indicative Spatial Framework Plan shown at Figure 79 and will need to identify the broad distribution of land uses, infrastructure delivery and phasing and will be used as a basis for the consideration of subsequent planning applications. The Masterplan should be agreed by the Council prior to the approval of any planning applications (and may be subsequently updated by the landowners / promoters and agreed by the Council).

3. Given the scale and long term construction of the development, a site wide Place Book shall be prepared to establish the vision, place-making objectives and quality expectations for the new settlement and provide the foundation for the site wide Masterplan and Design Codes. The Design Code will ensure that each phase of development positively contributes towards the high-quality placemaking outcomes expected.

4. Cambourne North will be planned comprehensively with the Cambourne North Strategic Enhancement Area (S/SEA/CBN) Policy Area. This area will ensure that there is sufficient physical and visual separation between the development and neighbouring settlements and maintains a soft, green landscape to enhance the wider rural setting and relevant Conservation Areas. Where appropriate the SEA could also deliver other appropriate associated uses including drainage, habitat compensation and public open space.

## Objectives and place identity

5. Cambourne North will become an integrated part of Cambourne, a well-connected, sustainable, thriving and prosperous town that is rooted in nature. It will be a fantastic place to live, work or visit, where everyone within the town will have easy access to a wide range of employment opportunities, services and facilities along with high quality open spaces.

6. Through the new railway station being delivered by the East West Rail project and the Cambourne to Cambridge (CtoC) High quality public transport corridor (HQPT) (including extension), the town of Cambourne will become a highly accessible destination in its own right with facilities and open spaces of sub-regional significance, including cultural hub and performance spaces, new leisure hub and employment

opportunities.

7. Station Quarter, the new station interchange, will be a focal point for Cambourne North, providing a range of facilities and acting as a new gateway to the town based around a transport and commercial hub for the area. The station should have a dual role as a transport hub as well as a centre of activity for those living in Cambourne and surrounding communities, providing a well balanced mix of uses to support the diverse needs of local residents, workers and visitors. The Station Quarter will be supported by a network of centres of activity that provide people with easy access by walking and cycling to day to day services and facilities, complemented by public spaces for intergenerational communities to gather and set within a green network of open spaces and natural habitats.
8. Cambourne North will incorporate a series of sustainable neighbourhoods, each of which will have a distinct sense of place and community through innovative urban design. Homes, public and private spaces and local facilities will be designed to foster health and sustainability, accommodating people at all stages of life and with diverse needs. The town will benefit from well-considered and distinctive design, which through the design of the buildings and public spaces, will create high quality and lasting places that are memorable and outstanding across all aspects of placemaking.
9. Cambourne North will be a destination for new jobs through the creation of a new multi-sector employment cluster, along with mixed-use centres, providing a wide range of employment opportunities, with a particular focus on jobs that are complementary to those in the wider region, such as mid-tech industries.
10. Critical to the overall success of the town will be the integration of Cambourne North with the existing town and High Street, addressing potential barriers to movement, including the A428 and East West Rail corridor, though a comprehensive movement network for walking and cycling, including a series of new connections and improvements to the public realm. These will deliver seamless, legible and safe movement of people across the wider town and, together with emerging sustainable transport connections and mobility hubs, will support a wider reduction in reliance on private vehicles for local and sub-regional journeys. Additionally, through effective land use planning, the development will maximise trip internalisation. The emerging transport schemes and improvements to walking and cycling networks should also be designed to benefit the existing town.
11. Cambourne North contains and is close to a number of nationally significant ecological and historic assets, including Ancient Woodlands, County Wildlife Sites, and an extensive network of archaeological remains and features. The future masterplan and land use pattern of the town will need to give due consideration to these assets, identifying and implementing measures that mitigate any impacts but also deliver enhancement wherever possible, including creating an extensive network of multi-functional green infrastructure corridors that respond appropriately to their respective ecological and landscape sensitivities.

## Uses

12. The site is allocated for mixed-use development comprising:

    a. Approximately 13,000 homes (to deliver 2,550 homes by 2045 subject to the necessary water infrastructure being available) comprising of a range of housing sizes, types, and tenures based on identified existing and future local needs, including affordable housing and homes to accommodate people at all stages of life to achieve a balanced and inclusive community, including:

        i. 10% of the homes as specialist accommodation (within use classes C2 or C3), particularly for older people or those with disabilities; and

        ii. a total of 24 permanent Gypsy and Traveller pitches (within two sites of 12 pitches, each on approximately 1 hectare of land) located within but on the edge of the development, or outside but in close proximity to the site, meeting requirements of Policy H/GT.

    b. Employment provision of a range of types and mix to meet the needs of the town and provide access to local jobs and support the continued development of the economy of the Greater Cambridge area;

    c. Community services and facilities and infrastructure provision including:

        i. health hub based on the engagement with local and regional health stakeholders,

        ii. cultural facilities reflecting current and future local and sub-regional needs

        iii. dedicated faith spaces to meet the diverse needs of the community

        iv. local spaces available for small scale independent retail and/or community uses

        v. Education facilities to meet the needs of the development including early years, primary schools, secondary schools, sixth form and for special educational needs;

        vi. Open space, sports and leisure facilities, including a new regionally significant leisure, recreation and events centre and associated playing fields; and

        vii. Sewage treatment facilities to serve the needs of the development, including upgrading existing local facilities where required.

13. To inform the overarching approach to land use, the applicant must prepare a Social Value and Employment Strategy(ies) that include:

    a. Housing in conjunction with key stakeholders, detailing how the site will provide diverse housing types and tenures to meet the needs of the community at all stages of life, including how residential buildings will be designed and delivered to allow for flexibility in response to the changing needs of residents;

    b. Place Activation, Culture and Events detailing the range of community, faith,

cultural and other related uses to be accommodated in the design of public buildings and spaces. This must be prepared in conjunction with key stakeholders and set out a Stewardship Delivery Plan for long term operation and maintenance of these spaces;

c. Employment to identify appropriate quantum, location, types and mix of employment uses. The strategy will seek to foster the economic prosperity of the town whilst optimising land use, minimizing vehicular trips generated by employment uses and ensuring flexibility in employment space provision. It should also explore the co-location / stacking of employment uses with other uses through mixed use buildings and innovative building typologies. This will be prepared in conjunction with the Local Authority's economic development team and subsequently reviewed at each phase of the development;

d. Identify and deliver any improvements to existing infrastructure required by the development and which will be relied upon by the expansion of Cambourne.

e. A key component of the expansion of the town is the Cambourne North Strategic Enhancement Area (S/SEA/CBN) Policy Area. This area will ensure that there is sufficient physical and visual separation between Cambourne North and neighbouring settlements including Knapwell, Elsworth and Papworth Everard and maintains a soft, green landscape to enhance the wider rural setting. The SEA should also support the long-term viability and nature friendly farming principles of RSPB Hope Farm as well as delivering other appropriate associated uses including drainage, habitat compensation and public open space and sports facilities as part of a mosaic of landscapes typologies and uses. Where appropriate, the SEA may also include new and/or improved active travel and highways connections. All uses and facilities within the SEA must be sensitively designed into the landscape context and ensure that ecological species, habitats and (dark) corridors are at the forefront of design considerations.

**The development of North Cambourne must do the following:**

## Context

14. Embed exemplar principles of landscape, townscape and heritage protection and enhancement into all phases of masterplanning and design by:

    a. Establishing a strong and robust landscape framework that integrates the development with the Cambourne North Strategic Enhancement Area (S/SEA/CBN) Policy Area and the wider landscape context, informed through preparation of a comprehensive Landscape Strategy.

    b. Creating a well-considered landscape buffer within the Strategic Enhancement Area which responds sensitively to the neighbouring villages and their Conservation Areas and delivers wider landscape, ecological and biodiversity mitigation and enhancement measures. The landscape buffer will provide a mosaic of uses and habitats that will:

        i. Include the 'Cambourne Forest', a new, accessible, regionally significant

woodland (aligned to the District Natural Greenspace category in the Natural England Green Infrastructure Framework).

ii. Include areas of open agricultural fields, providing an appropriate context for the conservation areas to the north of the site and supporting farmland birds and other important species and habitats in this area, whilst avoiding the coalescence of Cambourne with Papworth Everard, Elsworth, Knapwell, Bourn Airfield New Village and Childerley.

iii. Require early, strategic consideration of local ecology through the design stages (aligned to the Local Nature Recovery Strategy) that will help to ensure biodiversity net gain can be fully met on site.

c. Undertaking a Historic Landscape Characterisation and Archaeological Assessment as well as more detailed Landscape Visual Impact Assessment and Heritage Impact Assessments to understand the impacts of development on landscape character, long range and local views and heritage assets and their setting, identifying appropriate mitigation and enhancement measures. These assessments must inform a masterplan process that:

i. Protect and, where possible, enhance the Grade II Listed New Inn Farmhouse and its barns on the southern edge of the Site, any non-designated heritage assets and areas of non-designated archaeology that may be of national significance;

ii. Incorporate areas of open, pastoral structured spaces close to Elsworth and Papworth Everard to preserve their historic rural setting and sense of separation from other settlements;

iii. Provide a broad, well vegetated landscape buffer within the Strategic Enhancement Area, including naturalistic planting and tree lines that respond to topography, historic landscape characterisation and archaeological constraints;

iv. Retain and enhance the landscape setting of the site, through a masterplan-led approach.

d. Undertaking both desk-based assessment and appropriate field evaluation of archaeological investigation, identifying appropriate mitigation in collaboration where significant remains are found;

e. Ensuring that major infrastructure proposals are well integrated into the wider landscape and townscape, with nature-based solutions implemented wherever possible.

15. Make provision for and not preclude the delivery of East West Rail and associated rail infrastructure and an extension of the Cambourne to Cambridge public transport corridor from existing Cambourne to Papworth Everard via Cambourne railway station.

## Built form

16. Deliver a new Station Quarter and Town Centre, anchored by a new railway station and multi modal transport interchange, that will become the heart of the town extension. The design must:

    a. Include a landmark railway station, based on high quality placemaking principles outlined in the indicative Spatial Framework, Rail Integration Study and Station Enhancement Study, forming a key component of the Station Quarter, Cambourne North and the overall town and serving the needs of the wider area;

    b. Developers will be required to pay a financial contribution to the delivery of an enhanced EWR Station to support the new station interchange that will be a focal point for Cambourne North, providing a range of facilities and acting as a new gateway to the town and strategic Cambourne expansion. This will include a direct link under the proposed station for both active travel and public transport and will be secured through a future Community Infrastructure Levy (CIL) tariff.

    c. Avoid overprovision/inflexibility of space that would precipitate empty plots/units. Large retail floorplate buildings will not be supported where they create large inactive frontages and/or would result in the over dominance of a town, local or neighbourhood centre or the town overall;

    d. Create active frontages through choice and positioning of uses, including small flexible units on the ground floor that are suitable for a range of uses to respond to market demand. These should be fine grain, wrapping and capping larger units with other uses and integrating a diverse range of occupiers.

17. Deliver a compact form of development, providing a mix of densities as appropriate to the area of the site, including:

    a. Focusing high density development (c. 90 dph+) at the Station Quarter and Town Centre quarter as well as at neighbourhood centres;

    b. Higher densities in employment locations that are within walking and cycling distance of the new station;

    c. Promoting efficient use of land and higher density development for all employment sectors, including shared parking and servicing arrangements as much as possible and stacking of employment servicing and logistics infrastructure;

    d. At residential neighbourhoods, incorporating human scaled and contextually led development.

18. Provide for a variety of building forms, scales, heights, massing and roofscapes, informed by Landscape Visual Impact, Heritage Impact and Historic Landscape Characterisation Assessments to ensure buildings are appropriately located, designed and mitigation measures are identified and implemented where required.

19. At residential neighbourhoods, ensure the design:

    a. Provides a coherent built form, with consistent building lines, street frontages, and a scale that reinforces the character;

    b. Incorporates complementary employment uses as appropriate, including co-working and spaces for self-employed people and small businesses.

20. At employment-led areas, ensure the design:

    a. Provides a flexible range of mixed-use and employment spaces which respond to current and future employment needs as well as their immediate context: high street mix, strategic road network access, noise sensitivity and intensification of uses around the station;

    b. Provides active frontages to the public realm at buildings and main entrances, which make a positive contribution to the street scene and wider placemaking objectives.

21. Incorporate well-considered approaches into the design of the town, that are sensitive to local townscape, landscape, strategic views and heritage assets and integrates well with the wider landscape character.

22. Across the site, embed necessary mitigation with regard to noise, light and odour, including from the A428, the proposed railway including the Station as well as recreational activities, to ensure no significant adverse impact on quality of life / amenity and health.

## Public space

23. Deliver a new Town Centre and Station Quarter incorporating an associated multi-modal mobility hub, a public square, new green streets, community spaces and a cultural hub, which complement the existing Cambourne Town Centre. Consistent with the principles set out in the Council's Spatial Framework Strategy, this should:

    a. Create a non-linear, appropriately sized, centre to act as a focus for retail, community and civic uses for the town. This should be segmented into multiple blocks to allow for further expansion;

    b. Include a flexible cultural hub to anchor activity in the centre; the hub should include space to celebrate the archaeological assets of Cambourne and the wider area;

    c. Be anchored by the Station Quarter Square and a smaller public space with a more civic character. The Station Quarter square should be capable of supporting a regular market including the provision of the necessary market facilities for stall holders and visitors.

24. Deliver a network of clearly defined neighbourhood centres, each including a public play area and/or green space, and additionally providing for a range of co-located uses such as education provision, community spaces and/or facilities including faith spaces, food stores to meet day to day needs, cafés or public houses.

## Nature

25. Protect, retain and enhance the statutory (Ancient Woodlands and SSSIs) and non-statutory (County Wildlife Sites) sites, including all designated woodland, and other

local sites designated for their value to biodiversity. The development must:

a. Through a Recreational Pressure Assessment, prepared in collabration with local and national stakeholders, ensure that there is a robust design and management approach to avoid and minimise, as much as is feasibly possible, any adverse impacts on the Ancient Woodlands and SSSIs within or close to the site. This will require on-going monitoring of recreational pressures on these important habitats and species that use them and the implementation of alternative solutions if the initial measures are demonstrated to be ineffective, (e.g. through observed ongoing ecological degradation).

    i. Incorporate the following buffer zones to Ancient Woodlands and SSSIs

    ii. 40m buffer between Priority Woodland and other designated nature sites

    iii. 25m buffer to all other green assets within the site

b. Identify and deliver measures that minimise ecological pressures to these and other sites from domestic animals.

26. Positively plan for and deliver a network of dark corridors to ensure nocturnal and crepuscular species can forage with minimum disturbance. The development must:

    a. Incorporate dark corridors as part of the masterplan for the site, ensuring they are a minimum of 60m in width. The dark corridors must link Knapwell Wood, Elsworth Wood and Papworth Wood as well as form part of a wider dark landscape network beyond the site to Overhall Grove and the Eversden and Wimpole Woods SAC.

    b. Where lighting is absolutely necessary, ensure it is sensitive to ecological habitats and species including directional and movement sensitive if appropriate;

    c. Use bat surveys to inform detailed design of the lighting strategy including buffer distances around woodlands;

27. Incorporate planned buffers with diverse species including those traditionally managed through coppice, as well as areas of scrub and natural regeneration. Buffers should be subject to appropriate positive management to maintain biodiversity value and be planted as soon as possible following grant of planning permission, and be subject to appropriate positive management to maintain biodiversity value. Where dark corridors cross necessary transport links, apply the following hierarchy:

    a. Areas should be entirely unlit, with connected canopy where appropriate;

    b. Where not possible, occasional use of minimal, directional and movement sensitive lighting;

    c. A final option where routes require more frequent lighting, rationalised lighting schemes will employ best practice according to bat mitigation guidance.

28. In considering connections between different designated and non-designated

sites, prioritise retention of existing habitats and where protected species are shown to be present. Where retention is not possible, replacement habitat networks will need to connect designated sites and areas known to support protected species, such as barbastelle bats and great crested newts. The network – retained and extended – should, be of sufficient quality to enable passage of movement through the landscape unhindered, an important aspect of nature's recovery and future resilience to climate change. These networks should be subject to appropriate positive management to maintain biodiversity value.

29. Retain and keep dark existing bat habitats including broadleaved woodland, wet pasture and meadows, hedgerows, watercourses and waterbodies. Any replacement habitat intended to provide connectivity should include necessary mitigations to create dark conditions for the movement of Barbastelle bats between old growth woodlands where they may be roosting. Any likely significant losses of, or damage to (including light pollution), habitats and the network should be avoided and considered through appropriate assessment.
30. Watercourses should be re-naturalised to enhance for biodiversity and increase potential for reducing flood risk as well as increasing resilience for a changing climate.
31. Provide and retain street trees, woods, hedges, and water features which would contribute to the character and amenity of the town, managed to enhance their ecological value in line with Urban Forestry principles.
32. Create strong active travel connections with new green infrastructure and open spaces to avoid recreational pressures on ancient woodlands and other protected and/or sensitive habitats and species.
33. Integrate blue and green infrastructure into the design of streets, including street trees and watercourses, providing places for people to interact with nature.
34. Consider the multifunctional value of spaces, e.g. amenity, landscape, biodiversity, recreation, flood mitigation and drainage where suitable and practical.
35. Provide sufficient high-quality green infrastructure on site to provide publicly accessible natural and semi-natural open spaces (including within the Strategic Enhancement Area), to compensate for any additional recreation pressure created by the expansion of Cambourne on SSSIs within and adjacent to the site.
36. To inform the overarching approach to ecology and the environment, the applicant must:
    a. Carry out a full programme of ecological survey and monitoring, to guide the preparation of a Biodiversity Enhancement, Implementation and Management Plan and Lighting Strategy to provide appropriate mitigation and enhancement. This includes preparing site-specific ecological surveys to inform all phases of development, including strategic masterplanning, development of design detail (including dark corridors and dark buffers) and, where unavoidable impacts occur, appropriate mitigation;
    b. Prepare a Biodiversity Enhancement, Implementation and Management Plan in conjunction with key local and statutory stakeholders. It should detail how the expansion of Cambourne and Strategic Enhancement Area will positively

contribute to the regional natural environment, including alignment with Local Nature Recovery Strategy ambitions, and ensuring the delivery and stewardship of the 'Cambourne Forest' and other associated mitigation and enhancements. The Biodiversity Enhancement, Implementation and Management Plan, alongside the site wide Masterplan, will need to consider all aspects of the SEA area, including appropriate and proportionate visitor facilities and signage;

c. Adopt a holistic approach to Cambourne's environmental, economic and social sustainability which provides effective responses to the climate and ecological emergencies. To aid this, the Cambourne North Biodiversity Enhancement, Implementation and Management Plan should be prepared to align with the Cambourne North Climate and Sustainability Strategy.

## Movement

37. Deliver a comprehensive and transformative movement and connectivity network for the whole town, connecting key locations including the new Station Quarter and Town Centre, neighbourhood centres, Cambourne High Street, other existing local centres and new East West Rail Station. The network design must facilitate a low car living approach, where walking and wheeling are the first choice for most residents, workers and visitors from the outset. This outcome will be delivered by:

    a. Ensuring the design of the site:

        i. focuses the movement network on the Station Quarter and Town Centre, ensuring it is highly accessible and permeable by non-private modes and acts as the interchange for walking, cycling, rail and bus, and other forms of Mass Rapid Transit where relevant, connectivity;

        ii. provides a series of well connected 'walkable neighbourhoods', each capable of meeting everyday needs, supported by clear and legible routes and effective wayfinding within and between neighbourhoods;

        iii. includes a clear road hierarchy, including primary distributor routes and sustainable movement prioritised secondary streets and local access roads; and

        iv. provides appropriate, and justified, parking provision at the new station, with minimised provision across the wider Station Quarter and Town Centre, to support the achievement of the trip budget;

        v. supports low car ownership across the site, including through appropriate parking provision and innovative approaches such as off-plot car barns and shared parking solutions;

    b. Setting aside land for and/or directly delivering at least the following physical transport measures within the site:

        i. enhanced and new walking and cycling links:

        • to surrounding villages including through the Cambourne North Strategic Enhancement Area, that are located and designed to: be accessible throughout the day and evening and all year round; and limit recreational

pressures on ancient woodlands and other protected and/or sensitive habitats and species including RSPB Hope Farm;

- across the East West Rail route (with the reprovision of existing road connections affected by the new railway delivered by East West Rail Co);

ii. the new high quality and appropriately facilitated East West Rail Station with suitable access arrangements by all modes, in particular active travel and public transport, facilitated by a multi-modal mobility hub and high-quality active travel infrastructure connecting the station to centres, neighbourhoods and surrounding settlements;

iii. public transport corridors that provide connectivity across the development to Cambourne railway station and towards Papworth Everard and existing Cambourne, integrating with the Cambourne to Cambridge High quality public transport corridor (HQPT);

iv. A primary bus loop providing connectivity across the development and connecting to existing Cambourne;

v. Localised logistics and micro-consolidation hubs; and

vi. Vehicular access into the site via at least the A1198 and A428, including the provision of new or upgraded junctions where required.

c. Directly delivering, or where this is not possible, making financial contributions towards and, as appropriate, enabling the following transport measures external to the site:

i. In early phases of the development, new and enhanced north-south connections which stitch existing and expanded Cambourne together to create one cohesive place, including a landmark ‘landbridge’ connecting Cambourne’s existing High Street, Cambourne Business Park and Bourn Airfield with the new Station Quarter and Town Centre and key services and facilities;

ii. High quality and safe active travel connections to surrounding villages;

iii. a new public transport and active travel bridge to the west of the A428 dumbbell roundabout to link with the emerging Cambourne West development

iv. Pedestrian and cycle improvements at two existing junctions on the A428 (at Cambourne and Caxton Gibbet) and the Broadway overbridge;

v. Strategic active travel improvements, including direct delivery of elements of, or contributions towards, the Comberton Greenway project and other projects where required;

d. Public transport measures:

i. extension of the Cambourne to Cambridge (CtoC) public transport corridor into the site and beyond to Papworth Everard, including Travel Hub(s) provision to create high quality bus stopping and passenger waiting facilities, to support the early phases of development. This must be in place to support first occupation of the site, unless it can be demonstrated by the applicant through a detailed Transport

Strategy and phasing plan (as agreed with the Local Planning Authority and Local Highways Authority and Transport Authority) that, to support first occupation, there is an alternative, temporary means of securing a frequent, reliable, prioritised public transport service providing fast, direct connections between homes and jobs within Cambourne North, Cambourne, Cambridge and key nearby mobility hubs. If a temporary approach is agreed, the agreed phasing plan must demonstrate an appropriate trigger for completion of the segregated link based on the development capacity supported by that temporary approach.

ii. To coincide with the opening of the station and support commercial and employment developments, improved local bus connections, including between Cambourne North and nearby villages as well as other settlements and key employment areas where required;

e. Highway improvements and mitigation:

i. Additional enhancements to the 'dumbbell roundabout' A428 junction to coincide with and supplement measures implemented as part of the East West Rail project;

ii. Capacity enhancements at the junctions and on local roads where demonstrated through transport modelling;

iii. Traffic calming measures in surrounding villages relating to both highways mitigation and addressing safety issues generated or exasperated by the development; and

iv. Additional strategic highways mitigation measures that may be required beyond the Plan period. The need for these will need to be kept under review including via engagement with National Highways and the Local Highways Authority, including during the lifetime of the development of the site and informed by up to date transport modelling.

38. The agreed masterplan and Transport Strategy for the site must demonstrate how:
    a. the distribution and mix of development achieves optimal transport outcomes, including high levels of site and city trip internalisation and high active and public transport mode shares;
    b. The quantum and mix of development can be delivered within the agreed trip budget. A definitive trip budget based on detailed evidence must be agreed with the Local Highways Authority prior to submission of the outline application. A monitor and manage approach will be taken to ensure that the development remains within the agreed trip budget for the site throughout its delivery.

39. To support delivery of the agreed masterplan, a strategic and local transport mitigation plan, supported by other studies as necessary, must be prepared by the developer in collaboration with local transport partners, East West Rail Company and National Highways, for agreement with the Local Highways Authority and Local Planning Authority. This must ensure a coordinated and holistic approach between the East West Rail project, Cambourne North proposals the Cambourne to Cambridge public transport corridor (including extension), and wider public transport provision, and must include:

a. Active and public transport measures;
b. Vehicular transport measures, including site access arrangements, and traffic calming measures informed by a Traffic Calming Study developed in conjunction with local communities;
c. A comprehensive parking strategy aligned with low-car living objectives;
d. Infrastructure costing and delivery phasing, demonstrating how the necessary transport measures identified above will be delivered at a time that enables optimal transport outcomes and remains within the agreed trip budget; and
e. mechanisms for delivery, monitoring and review including potential direct delivery by the developer, or where this is not appropriate, through Section 106 obligations, or CIL or other appropriate funding mechanisms.

### Resources

40. To positively address known surface water flooding:

    a. A site specific Flood Risk Assessment, including hydraulic modelling of ordinary watercourses within the site, must be undertaken to inform site layout and design levels;

    b. A comprehensive water management approach needs to be taken through a Sustainable Drainage Masterplan. This must reduce the existing rate of rainwater run-off whilst delivering benefits for biodiversity, water quality and amenity. Where necessary, financial contributions will be required to deliver off-site mitigation measures; and

    c. Where reasonable, contribute to wider flood and water management benefits across the sub-catchment.

41. Prepare a Cambourne North Climate and Sustainability Strategy to inform the masterplan for the site, including detail of how the expansion of Cambourne will minimise on resource use and support net zero targets and climate resilience through the design and delivery of development.

42. Provide appropriate provision for and design of foul drainage and sewage disposal in line with the Cambourne North Climate and Sustainability Strategy and a Foul Drainage Strategy, to be prepared by the applicant.

43. Provide appropriate provision for and design of waste and recycling management facilities, to be in line with the Climate and Sustainability Innovation Delivery Plan and a Street Space and Kerbside Strategy to be prepared by the applicant.

44. Conditions are likely to be necessary to limit first occupations of new dwellings taking place until after the Grafham Transfer water supply intervention becomes operational or where alternative headroom is secured, in consultation with Cambridge Water and the Environment Agency, where the LPA is satisfied that there is scope for earlier development.

### Lifespan

45. The approach to the long-term management, maintenance and stewardship of the expansion of Cambourne, including its infrastructure, services and facilities and the

Strategic Enhancement Area, must be identified at the outset. An approach that enables community-led stewardship of Cambourne's new place assets should be strongly considered, reflecting the approach to management in the existing town and building on Cambourne's distinctive community spirit and collaborative culture. The stewardship approach must include the approach to funding and financing the management and maintenance of community assets and open space.

46. A Meanwhile Strategy (as part of the Social and Employment Strategies) must be prepared by the applicant to identify opportunities for the meanwhile use of sites for housing, employment and other uses, making efficient use of land while it is awaiting longer-term development.

47. As part of the Social Value Strategy, an Engagement Strategy must be prepared to meaningfully enable local people and stakeholders on site wide and phase/neighbourhood specific proposals.

48. In addition to the requirements on the Validation Checklist, the following will be required at the submission of an outline or major planning application:

    a. Place Book
    b. Masterplan
    c. Design Code
    d. Social Value and Employment Strategy(ies) (including Meanwhile Strategy and Engagement Strategy)
    e. Stewardship Delivery Plan
    f. Landscape Strategy
    g. Historic Landscape Characterisation and Archaeological Assessment
    h. Heritage Impact Assessment
    i. Recreational Pressure Assessment
    j. Biodiversity Enhancement, Implementation and Management Plan, including ecological surveys to determine whether the site is used by Bewick’s swan or whooper swan linked to the Ouse Washes SPA and Ramsar site
    k. Lighting Strategy
    l. Cambourne North Climate and Sustainability Delivery Strategy
    m. Transport Strategy
    n. Strategic and Local Transport Mitigation Plan
    o. Construction Management Plan
    p. Site specific Flood Risk Assessment
    q. Sustainable Drainage Masterplan; and
    r. Foul Drainage Strategy.

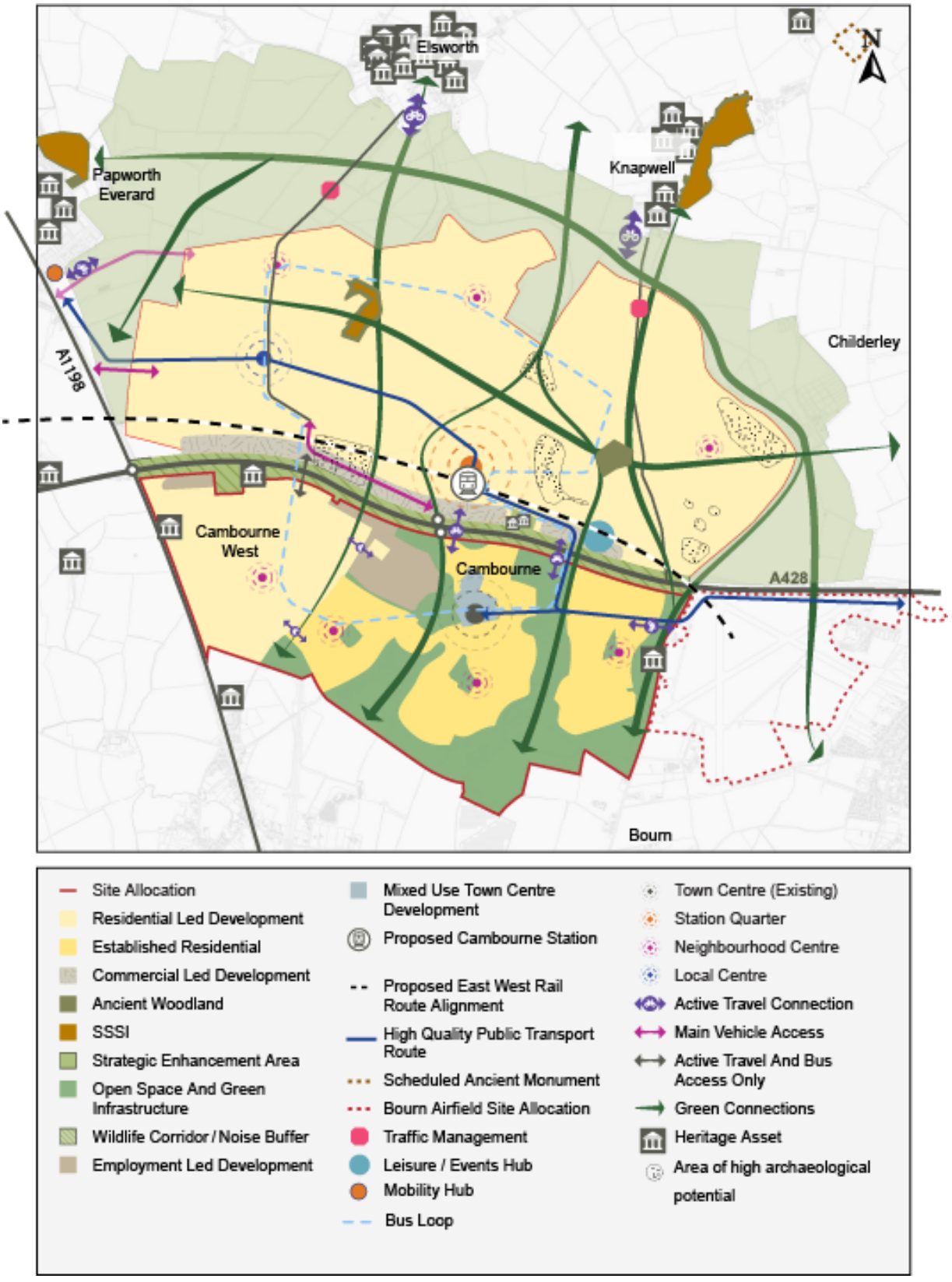


**Figure 63:** indicative Spatial Framework for Policy S/CBN: Cambourne North and Policy S/CB: Cambourne

## Supporting information

**3.3.3** Cambourne has been identified as the location for a new East West Rail station, providing high speed local and regional connections during the Plan period. This new transport infrastructure presents a significant opportunity to expand the town further, in a way that is both sensitive to local landscape character and ecological sites but at the same time, also supports the existing town so that it becomes more sustainable and can offer the services and facilities required of a modern town.

**3.3.4** Underpinning the future development will be a Place Book. It will establish a shared vision for future Cambourne and articulate the place-making principles, outcomes and quality expectations that will guide its planning, design and delivery. It will set out the characteristics, ambitions and defining qualities that are intended to shape the new settlement, whilst demonstrating how key themes such as movement, green and blue infrastructure, land use, community infrastructure, health and wellbeing, climate resilience, governance and stewardship should work together to create a sustainable, distinctive and well-connected place.

**3.3.5** The Place Book will provide the foundation for subsequent spatial planning and design work, informing the preparation of a site-wide Masterplan, together with parameter plans, a Strategic Design Code, Place Briefs and Detailed Design Codes. These documents will translate the vision, principles and outcomes established through the Place Book into a coherent spatial structure and development framework capable of phased implementation whilst maintaining a consistent and high-quality sense of place throughout the lifetime of the development.

**3.3.6** This expanded town will have nature at its core, strengthening local ecosystems, creating a healthy, resilient and intergenerational community. New regionally-significant green spaces will promote well-being and active lifestyles, while a low-emission environment will support health and sustainability, making it a resilient and desirable town and a beacon of contemporary living.

**3.3.7** Through this expansion of the town, Cambourne will become a destination location, providing a wide range of services and facilities that support local residents, employees and visitors. This includes a new Station Quarter, the new heart of the development which will be focused around the railway station, offering a mix of homes, employment opportunities and town centre, cultural and community uses. Given the proposed improvements in transport connectivity, there is significant potential for employment growth at Cambourne. The policy identifies a number of required characteristics of employment uses to support the successful generation of greater economic activity and support the wider objective of ensuring that Cambourne is more than just a dormitory town. The Councils would broadly support more employment floorspace than what is set out in the policy provided it would positively contribute to placemaking objectives and can be delivered within the Trip Budget for the site.

**3.3.8** The new East West Rail station and busway provide excellent opportunities to enable a greater density of development in this location. Greater density generates the critical mass of people to support services and facilities whilst also reduces sprawl. The appropriate densities across the site would need to be determined at the application

stage following further testing however densities of 60-70 dph or higher could be achieved in and around the Town Centre and Station Quarter. Development, movement connections and public spaces around the new railway station will be optermised where they are well integrated with the station. It will therefore be important that the station design supports this optermisation through its layout and design, including future proofing new and/or enhanced connections under or over the railway as Cambourne North is delivered. The location of the Station Quarter will ensure the expansion area is well integrated with the existing settlement whilst also protecting the vitality of existing services and facilities in surrounding villages.

**3.3.9** Experience of development in existing Cambourne, Northstowe and other new settlements has shown that increased diversity of uses and flexibility in space use in the Town Centre and other centres of activity is necessary to ensure that they can become vibrant and activated places. The policy therefore identifies a number of elements that are required for Cambourne's new Town Centre to avoid overprovision, maintain flexibility and support place activation, which will need to be delivered alongside new homes and employment floorspace. The policy sets out a number of requirements to ensure that the development is well supported by new and enhanced facilities and open spaces from the initial phases of development and that these should complement rather than compete with the existing Cambourne High Street.

**3.3.10** In addition to the policy requirements, the Greater Cambridge Infrastructure Delivery Plan (IDP) (2026) has identified that the site, in combination with Cambourne, will require: Upgrade to increase capacity at Uttons Drove WRC , 2 new primary schools with integrated nurseries; 1 8FE secondary school, a on-site healthcare facility, approximately 983 sqm community space, 342 sqm library space to be delivered as a hub library; provision of 206 sqm of swimming pools, a sports hall (4 badminton court sizes), and a range of outdoor sports pitches to support the delivery of the site during the plan period and beyond. The exact quantum and phasing of infrastructure will need to be kept under review as the development comes forward, including phases beyond the plan period. This should be informed by on-going engagement with statutory bodies and undertakers.

**3.3.11** Walking, cycling and public transport will be the primary mode of travel within and into the town, and transport measures will be need to be planned as a key structural element of the design and layout of the development from the beginning. In particular, an extension to the Cambourne to Cambridge public transport corridor will connect the development with Cambourne High Street, Bourn Airfield and Cambridge as well as Papworth Everard to the northwest, whilst active travel connections over the A428 will enable safe and seamless connections to both sides of the town. There are also opportunities to safeguard the existing Public Rights of Way and enhance them where necessary. Active travel connections should be accessible for all users and provision should also be made in appropriate locations for equestrians, providing links to the existing active travel network beyond the site.

**3.3.12** As a result, the policy makes provision for high quality public transport and active travel infrastructure to connect neighbourhoods, surrounding villages, facilities, centres and the railway station and that these interventions must be aligned to the phasing of development. It also identifies the need for new and enhanced crossings across the A428 and East West Rail, enabling residents in existing Cambourne to access new

services and facilities by sustainable modes.

**3.3.13** High levels of sustainable mode share (percentage of trips using walking/cycling/wheeling/public transport) and trip internalisation (percentage of journeys that are within Cambourne) must be achieved to ensure that growth at Cambourne does not cause major negative impacts on roads and junctions in the surrounding area (both strategic and local roads through existing settlement), both in terms of congestion and highways safety. The policy identifies an overall set of transport principles as well as high level mitigation measures required to support the growth anticipated during the plan period. This includes ensuring there are multiple routes in and out of the development (by all modes) and that the design of the development and the approach to land use planning are critical considerations to reducing private vehicle usage and maximizing interalisation.

**3.3.14** The precise form, location and scale of interventions will be confirmed through subsequent stages of design and modelling at the planning application stage. These interventions will need to respond to:

- Evolving design development and refinement of the on-site land uses;
- Outcomes of detailed transport modelling and assessment;
- Stakeholder input, including local authorities and infrastructure providers; and
- The phasing of development to ensure appropriate provision is in place as demand arises.

**3.3.15** Development at Cambourne North will be subject to a vehicular trip budget to ensure that development does not result in unmanageable congestion on the surrounding road network. The initial trip budget is c.4,000 vehicular trips in the AM peak and c4,000 trips in the PM peak. Monitoring will ensure full accountability and if necessary further mitigation, or refocussed mitigation which may be needed to ensure that overall compliance with the trip budget is achieved. The full detail of these mechanisms will be established in the s.106 obligations entered into on the grant of outline consent and CIL contributions at point of commencement of development.

**3.3.16** Within the site, New Inn Farmhouse and Barns to the north of New Inn Farmhouse are Grade II listed assets. A masterplan led approach should seek to protect the setting of these assets through an appropriate buffer area.

**3.3.17** There are however likely substantial archaeological impacts within the site and therefore archaeological investigation and mitigation will be required. In addition, Childerley Hall has a large deserted medieval settlement to the south of the Hall which is currently undesignated but clearly of equivalent significance to scheduled monuments and so should be considered accordingly.

**3.3.18** The Cambourne North Strategic Enhancement Area (S/CBN/SEA) Policy Area is a specific policy designation which serves several purposes. Whilst this will need to refined further and agreed through the planning application process, there is a opportunity to create a regionally significant mosaic of climate resilient and multi-functional landscape typologies, including woodland, arable farming, publicly accessible open spaces and appropriate sports provision. Amenity spaces, including natural and semi-natural green spaces, will also need to be provided for the residents

of Cambourne (informed by Suitable Alternative Natural Greenspace principles) as well as those from further afield given the sub-regional importance of the town and SEA.

**3.3.19** Green and blue infrastructure has a role in providing amenity, connectivity and recreational value. The policy identifies opportunities to create and connect blue and green infrastructure through a new regionally significant district-scale wooded landscape (Cambourne Forest) and through a series of green and blue linkages throughout the development. Avoidance measures, such as managing access points, the alignment of public footpaths and using natural barriers, will also need to be considered through the design of the Strategic Enhancement Area to minimise impacts on sensitive sites such as Papworth Wood SSSI and well as sufficient ecology and ecology mitigation areas provided.

**3.3.20** There a number of ecological designations within and adjacent to the site, including Knapwell Wood, Overhall Grove and Elsworth Wood Ancient Woodlands. These sites must be carefully managed to avoid further deterioration of these irreplaceable habitats, and measures including avoidance zones will be required in line with the NPPF. This will need to be addressed through a comprehensive approach, looking at ecology, landscape, green and blue infrastructure in the round. Additionally, a Recreational Pressure Assessment should be prepared, in collaboration with key local and national stakeholders, to appropriately manage and monitor impacts on ecologically sensitive sites within and adjacent to the development to ensure effective mitigation measures are in place.

**3.3.21** The site also contains three sites of special scientific interest (SSSI), and a county wildlife site (CWS) designated for the ancient semi-natural woodland habitat and associated vascular plants they support. All the SSSIs are in unfavourable condition, two of them declining. Retention, protection and enhancement of these sites is key to ensuring the preservation of their value to biodiversity. Eversden and Wimpole Woods SAC, designated for a maternity roost of barbastelle bat (Barbastella barbastellus) which forage over a large area of up to 20 km of connected, suitable habitats such as unlit woodland edge, hedgerows, streams and rivers, is in close proximity.

**3.3.22** Any functionally linked land should be retained as a priority and kept dark, as much as practically possible. Any replacement habitat intended to provide connectivity should include necessary mitigations to create dark conditions for the movement of Barbastelle bats between old growth woodlands. The policy provides specific buffer/mitigation distances that should be applied to all designated sites, woodland and other existing vegetation/habitat assets, whilst any connecting habitats intended as part of the foraging network for barbastelle bats should be dark. These areas should be re-naturalised and enhanced for the target species. Detailed surveys are required to inform enhancement and management planning and lighting strategies. The expansion of Cambourne should therefore be shaped by protection of key ecological areas, retaining and enhancing existing links and increasing strategic links between ecological sites.

**3.3.23** In addition to the Cambourne Forest, the Strategic Enhancement Area will also need to include other forms of mitigation measures, including arable fields, in particular around the existing northern villages which form part of the setting of the conservation areas, as well as around RSPB Hope Farm. In these areas, priority

should be given to the protection of Turtle Doves which are a Priority Species given their decline and the provision of habitats for pollinators. The Biodiversity Enhancement, Implementation and Management Plan will therefore need to contain a wide range of ecological and landscape types and measures to create a rich and diverse ecosystem whilst also set out measures how developers will work proactively with adjacent farmers and other landowners. It will also need to provide suitable flood risk measures, such as water storage or nature based solutions.

**3.3.24** The Habitats Regulations Assessment identified that this site may be functionally linked habitat to the Ouse Washes SPA and Ramsar site for Bewick's swan or whooper swan and ecological survey will be required to assess habitat suitability for these species. If the site is of moderate or high suitability, over wintering bird surveys will be required to confirm whether the site is likely to be functionally linked to the SPA/Ramsar site. Surveys should be undertaken to identify the species present, the numbers of birds involved and the type of use the birds make of the site e.g. roosting, loafing or feeding. Mitigation would depend on the species and habitats present but should either retain/enhance existing habitats; or create compensatory habitats to perform the same function as the affected habitat, and for the same species and numbers of birds. Measures could be delivered on or off site, depending on the land available, and would need to be maintained in perpetuity and monitored to ensure ongoing management remains appropriate. Mitigation needs to be in place and effective before harm resulting from the development occurs.

**3.3.25** There is a low density of designated heritage assets north of the A428 in the development area. Main concentrations of assets are at Elsworth, Knapwell, and Childerley Park. Childerley Park is east beyond the Site. Elsworth and Knapwell will be well buffered by existing and enhanced green/landscape features as will Papworth Everard to the west, as indicated on the indicative Spatial Framework. Given the topography of the site and the landscape character, the Cambourne North Strategic Enhancement Area (SEA) Policy Area has been established to provide a landscape buffer will be provided around the eastern, northern and western edges of the site to ensure that development responds sensitively to the neighbouring villages, their heritage assets including the Conservation Areas and their setting, and wider landscape.

**3.3.26** In addition to providing landscape, biodiversity and amenity value, the forest could also create benefits in respect of carbon trading and research, which should also be explored. The forest should be a visitor destination, and work to develop the attractors for this will be required, for example it could include an adventure playground. Following the Lawton principles of 'more, bigger, better and joined up' this will prioritise protected sites, priority habitats and features that support protected and notable species, and make substantiative contribution to delivering the local nature recovery network.

**3.3.27** Through future Local Plan reviews, additional planning designations may be applied to areas within the Strategic Enhancement Area (such as Protected Open Space) as and when they are delivered.

**3.3.28** Cambourne's expansion should minimise its impacts on energy, waste and water networks through a range of the identified sustainability measures and that they must be considered and coordinated at the earliest stages of preparing a development

proposal to ensure and holistic, rather than piecemeal, approach is taken.

**3.3.29** Development will need a carefully developed approach to planning, delivery and stewardship to ensure that the aims of the policy can be delivered. The policy requires a number of strategies to be prepared in support of planning applications to address these key issues. These strategies should be agreed with the LPA and informed by stakeholder collaboration.

**3.3.30** The Grafham Water Transfer is anticipated to be operational from 2032, supplying additional water to Greater Cambridge and easing resource pressures. The housing trajectory accompanying the plan anticipates housing completions from 2034.

# Policy S/CB: Cambourne

## Policy S/CB: Cambourne North

### Objectives and place identity

1. Cambourne will continue to develop into a modern town that is well connected, sustainable, thriving and prosperous. Key to its continued success will be the integrated network of ecological and open spaces as well as a growing range of employment opportunities, services and facilities and active and public transport that will meet the day-to-day needs of the local community.
2. New development will be expected to positively contribute the housing, employment and community needs for the town, as well as local aspirations for a healthy, cohesive and proud community. A key priority will be ensuring the existing town integrates successfully with the proposed development to the north at Cambourne North, including its proposed Station Quarter as well as enhanced active travel connections to the surrounding villages to enable people to walk and cycle to services and facilities within the town.
3. Development and infrastructure proposals will need to protect, and where possible, enhance the setting of nearby heritage assets including Caxton and Bourn Conversation Areas, Caxton Moats and Pastures Farm Scheduled Monuments and listed assets including but not exclusive to New Inn Farmhouse, The Old Court House and Great Common Farmhouse.
4. As set out in the indicative Spatial Framework, Cambourne's growth will be centred around three key areas:
    a. **Cambourne West**
    b. **Cambourne Business Park**; and
    c. **Cambourne Town Centre**.
5. There will also be a focus on delivering strong connectivity to Cambourne North (Policy S/CBN) and Cambourne Railway Station, to ensure the whole town is able to

benefit from new facilities, amenities, employment opportunities and sustainable transport links.

### Cambourne West

6. The new and fourth village to the town of Cambourne will continue to develop into a well-integrated, vibrant and sustainable new community, providing a range of housing types, employment opportunities, local facilities and open spaces. At the heart of the development will be a green spine, which will form a key part of the active travel and open space networks but also provide the framework for the community facilities, including schools, community spaces and new local centre.
7. It will be well-connected to the wider area by public transport and active travel connections. The development will be embedded in a network of multi-functional green infrastructure, and support walking, cycling and public transport as the preferred mode of choice for travel.

## Uses

1. Cambourne West is allocated for mixed use development, comprising:
    a. Up to 2,350 homes (1,585 homes to be delivered within the plan period), including affordable housing, older persons accommodation and self/custom build homes;
    b. Employment uses up to 30,625 square metres (gross internal area) of mixed employment (Class E(g)) floorspace. These should be split between two parts of the development, as set out on the indicative Spatial Framework, to ensure good access to the A1198 for the western parcel and to compliment Cambourne Business Park for the eastern parcel;
    c. Education facilities to include an additional primary school;
    d. Community facilities of at least 645 square metres (GIA);
    e. Retail uses of at least 1,550 square metres (GIA);
    f. Indoor and outdoor leisure provision, play spaces and sports pavilion;
    g. Open space including parks and landscaping;
    h. Allotments;
        i. The provision of small scale shops and other town centre uses to serve the needs of the development and adjoining Business Park. This must:
        i. include provision for convenience shopping needs with a store of up to 500 square metres (GIA), within 600 metres of the majority of homes.
        ii. be supported by a retail assessment, submitted as part of any planning application, to demonstrate that the quantity of town centre uses proposed will support the needs of the development whilst not having a significant adverse impact on the vitality and viability of other centres including Cambourne Town Centre.

j. Safeguarded land within the existing and proposed school grounds to enable their future expansion.

**Development proposals for Cambourne West must do the following:**

## Context

2. Be in accordance with the Cambourne Spatial Framework, approved Masterplan and Design Code (or any successor documents). Any new or amended Masterplan must demonstrate how the development will integrate with the rest of the town, including Cambourne North.
3. Provide a new central spine for new services and facilities to create community hubs that are well positioned to serve the community and adjacent neighbourhoods.
4. Protect and enhance the existing woodland belts to the north, south and west of the site, providing extensive screening to mitigate short and long-distance views. The woodland should be varied in width and provide breaks to afford views out where appropriate.
5. Ensure there is appropriate screening to avoid the sense of coalescence with Caxton and minimising views of the development from within the village.

## Built form

6. Ensure that building heights and massing make a positive contribution to the wider landscape character of the area, with necessary mitigation measures implemented where adverse impacts are identified.
7. Provide satisfactory arrangements to control traffic noise from the A428 and A1198 which do not involve the use of acoustic fences and walls, such as gently contoured landscaped soil bunds.

## Public Space

8. Provide landscape areas and green corridors to contribute to the informal recreation needs of those living, working and visiting the development including for informal children's play.

## Nature

9. Retain existing woods, hedges, unimproved grassland areas and water features, contributing to the character and amenity of Cambourne West. These must be:
    a. managed to enhance their ecological value;
    b. linked together by areas of open space, to provide a network of accessible green infrastructure both within the site and beyond;
    c. Planned with sensitive lighting strategies and provide dark habitats and/or corridors where possible.

## Movement

10. Deliver a comprehensive and legible movement and connectivity network, connecting key areas of activity. The network design must facilitate a low car living approach, where walking, wheeling and public transport are the first choice for most residents, workers and visitors from the outset, supported by residential, school and workplace travel planning.

11. This outcome will be delivered by:

a. Ensuring the design of the site:rfocuses the movement network on the key areas of activity within the site and the wider town, ensuring they are highly accessible and permeable by non-private modes;

i. provides a series of well connected ‘walkable neighbourhoods’, each capable of meeting everyday needs, supported by clear, safe, convenient and legible routes and effective wayfinding within and between neighbourhoods. These walking and cycling routes should be segregated where required;

ii. develops an improved rights of way network, making provision for walking, wheeling and horse riding, to support sustainable transport, recreation and health, and to connect the town to the wider countryside and settlements beyond Cambourne, including Papworth Everard, Caxton and Bourn Airfield;

iii. includes a clear road hierarchy, including primary routes, and sustainable movement prioritised secondary streets and local access roads; and

iv. promotes low car ownership.

b. Setting aside land for and/or directly delivering at least the following physical transport measures within the site:

i. Providing a highly accessible network of safe and convenient cycleways, segregated from other modes where appropriate, and to ensure covered, secure cycle parking facilities for homes, workplaces, the town centre, local centres and other places.

ii. Provision of a High Quality Public Transport Corridor (HQPT) route into and through the site, and a dedicated HQPT and active travel connection over the A428 to Cambourne North. New stops must be conveniently located to ensure all homes are within easy walking distance of a stop, whilst not compromising the level of service provision;

iii. Creating an effective local bus route through the site to ensure that all homes are within easy walking distance of a bus stop; and

12. Directly delivering, or where this is not possible, making financial contributions towards and, as appropriate, enabling the following transport measures external to the site:

a. Any measures necessary to ensure that these journeys between Cambourne West and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic;

b. A financial contribution towards the Cambourne to Cambridge public transport corridor, secured through a S106 agreement;

c. Providing high quality segregated bus priority measures on the A1303 between its junction with the A428 and Queens Road, Cambridge;

d. Addressing the impact of the proposals on the junctions of the A428 with the A1303 and the A1198, which must be assessed in detail and contributions towards or direct funding of improvements to the junctions secured through a legal agreement where required;

e. Delivery or funding of any measures required to mitigate the traffic impact on Bourn, Caldecote, Toft, Comberton and Barton; and

f. Vehicular access to be provided through an enhanced route through the Business Park, one or more access points from the Caxton Bypass, and via Sheepfold Lane.

13. Coordination will be required with other developments on the A428 corridor to deliver the necessary improvements.

14. To support delivery of the agreed masterplan, a strategic and local transport mitigation plan must be prepared by the developer in consultation with the Local Highways Authority and Local Planning Authority. This must include making financial contributions towards and, as appropriate, enabling any other transport measures necessary to make the development of the site acceptable in transport terms, as evidenced at planning application stage;

    a. Sustainable and public transport measures;

    b. Vehicular transport measures, including site access arrangements;

    c. A comprehensive parking strategy aligned with low-car living objectives;

    d. Infrastructure costing and delivery phasing; and

    e. mechanisms for delivery, monitoring and review including potential delivery through Section 106 obligations, or CIL or other appropriate funding mechanisms.

## Resources

16. Create a water attenuation network, to support sustainable water management and deliver ecological benefits.

17. Ensure the provision, management and on-going maintenance of sustainable surface water drainage measures.

18. Make appropriate arrangements for foul drainage and sewage disposal, to be explored and identified through a Climate and Sustainability Innovation Delivery Plan and a Foul Drainage Strategy. Make satisfactory arrangements, set out in a Construction Strategy (to be approved by the Local Planning Authority), in relation to site accesses, haul roads, construction traffic routes, storage compounds, use of plant and machinery, working days and hours, and retention of construction spoil on site. This must ensure that construction vehicles do not travel through nearby villages or have an adverse effect on biodiversity.

19. Development should not preclude operation and maintenance of sewer pumping stations located within or adjacent to the site.

## Lifespan

20. The applicant must ensure the provision, management and maintenance of infrastructure, services and facilities to meet the needs of the development which are not met by a statutory undertaker.

21. Undertake a Landscape Visual Impact Assessment and Heritage Impact Assessment to understand the impacts of development on landscape character, long range and local views and heritage assets and their setting.

22. As part of future planning applications, the applicant must provide management and maintenance plans for:

    a. landscaping and open spaces;

    b. community buildings;

    c. indoor and outdoor sports facilities;

    d. unadopted roads; and

    e. parking enforcement.

### Cambourne Business Park

23. Cambourne Business Park will be an employment led, mixed use quarter, providing a mix of employment opportunities, new homes, open spaces and supporting facilities. The site will become a lively and integrated part of the town, connecting Cambourne West and Cambourne Village College with the wider town to the east complimented by a mix of activities beyond the working day.

## Uses

24. Cambourne Business Park is allocated for mixed use development, comprising:

    a. Approximately 256 homes (all to be delivered within the plan period), including affordable and self and custom build homes;

    b. Approximately 4,000 square metres (GIA) office (Class E(g)(i)) floorspace utilising existing undeveloped plots;

    c. Appropriate supporting ancillary uses and infrastructure, including retail uses of 109 square metres (GIA) through the reuse of the marketing suite; and

    d. Open space including parks and landscaping.

**Development proposals for Cambourne Business Park must do the following:**

## Context

25. Be in accordance with the Cambourne indicative Spatial Framework and approved masterplan (or any successor documents). Any new or amended masterplan must demonstrate how the development will integrate with the rest of the town, including Cambourne North, Cambourne West and the Town Centre;

26. Safeguard the existing undeveloped plots for office floorspace and ensure that adjacent development proposals do not preclude this use from coming forward in the future.

## Built form

27. Ensure the height and massing of commercial buildings are carefully designed to avoid adverse impacts on local and wider views and complement residential blocks elsewhere on the site.

## Public space

28. Create a network of green spaces within the wider development, which integrate well with existing and proposed development, contribute to legibility and contribute to the attractiveness of the place.

29. Provide hard and soft open spaces throughout the development that are multifunctional and accessible to those living at, working on and visiting the site.

## Nature

30. Provide a high degree of connectivity between the existing and proposed green spaces and ecological assets.

31. Ensure retention and enhancement of the existing tree belts along the boundary of the site and within individual plots.

32. Be in accordance with a landscape strategy for the site, prepared by the applicant

and approved as part of the planning application.

## Movement

33. Provide a comprehensive and legible network of streets and paths which allow for easy access into and through the site.

34. Seek to minimise the use of private vehicles through the provision of active travel measures and bus routes passing through the site.

## Lifespan

35. As part of future planning applications, the applicant must provide management and maintenance plans for:

    a. landscaping and open spaces;

    b. indoor and outdoor sports facilities;

    c. unadopted roads; and

    d. parking enforcement.

36. The applicant must prepare and adopt a management strategy to ensure high quality, robust and effective implementation, adoption and maintenance of the biodiversity areas.

### Cambourne Town Centre

37. Cambourne Town Centre will continue to develop into a thriving centre, which contains a mix of shops, employment floorspace, community uses and homes. It will become a place for people to visit on foot, bicycle and by public transport to meet their daily needs and provide opportunities for people to meet and dwell.

## Uses

38. Cambourne Town Centre is allocated for mixed use development, comprising:

    a. A range of residential dwelling types and tenures, including affordable and self/custom build homes, including approximately 120 homes on Cambourne High Street (all to be delivered in the plan period);

    b. A range of flexible retail units (Classes E(a-c) and E(e)) that meets the day-to-day needs of the local community; and

    c. Community, cultural, dedicated faith and commercial leisure uses.

**Development proposals for Cambourne Town Centre must do the following:**

## Context

39. Demonstrate a comprehensive and coordinated approach to redevelopment, maximising opportunities to:
    a. Enhance the existing town centre through the provision of social, cultural, retail and commercial development that supports the existing and future needs of the town;
    b. Provide mixed-use development that incorporates living, working, and leisure to create a dynamic, human-scaled environment;
    c. Optimise the town centre through the redevelopment and/or intensification of existing undeveloped plots and surface car parking.

## Built form

40. Provide active frontages and high quality public spaces to enhance the vibrancy of the town centre and provide places for community events to take place and people to socialise and meet.
41. Identify opportunities to co-locate services and facilities to minimise the need for people to travel.
42. Provide flexible retail spaces than provide for small scale, independent, retailers and space for businesses to expand.
43. Explore opportunities to convert or repurpose existing large retail units for mixed use development.

## Public space

44. Provide an integrated network of parks, squares, play spaces and water features, that seamlessly joins with and is accessible to the wider strategic open space network.
45. Provide community food growing, informal play and health-focused green spaces.

## Nature

46. Embed nature across all development typologies, including green roofs, trees, habitat corridors and urban greening.
47. Create a landscape buffer using the Strategic Enhancement Area around the northern boundary of the site to create separation between neighbouring settlements and preserve and enhance the existing Ancient Woodland and SSSIs.

## Movement

48. Prioritise active and sustainable travel in the design, enabling safe, accessible, and attractive movement for all users by:

a. Prioritising walkable neighbourhoods, low traffic streets, and excellent public transport connectivity;

b. Support a comprehensive, direct, legible network for walking and cycling, integrated with green space and public realm;

c. Seeking to exceed minimum cycle parking standards, ensuring they are secure, covered and conveniently located throughout the area, including integrated into mobility hubs, workplaces and public spaces;

d. Making sufficient provision for bus services as part of the design and layout of the highway and adequate waiting provision for passengers, including shelters and seating;

e. Providing or contributing towards enhancements in public transport that deliver improved connections within Cambourne and to nearby settlements and maximise the benefits of proposed new infrastructure, such as the Cambourne to Cambridge public transport corridor ;

f. Consolidating car parking, including exploring multi-storey car parking, to achieve high quality placemaking outcomes and make more efficient use of land in a sustainable location;

g. Restricting on-street parking through design to prioritise public realm and active travel; and

h. Incorporating a delivery and consolidation hub to reduce vehicle trips into the centre and support sustainable logistics.

49. Parking displacement within 1km must be monitored and development may be paused until suitable mitigation (such as Controlled Parking Zones) is implemented.

## Lifespan

50. The applicant must demonstrate a coordinated and comprehensive approach to redevelopment of the town centre, either:

a. Through the preparation of a comprehensive masterplan to maximise its potential; or

b. Where this is not feasible, site-level masterplans must be prepared demonstrating how they satisfactorily align with adjacent sites.

51. Applications must be supported by:

a. Parameter plans for land use, density, height, movement and green infrastructure;

b. A design code guiding quality, form and materials;

c. A phasing and infrastructure delivery plan aligned with key triggers; and

d. A stewardship strategy to ensure long-term maintenance and governance of public realm and facilities.

52. The applicant must engage meaningfully with local communities and stakeholders through every stage.

53. Any proposals will be subject to independent design review, with updates to the Design Code as phases evolve.

## Connections to Cambourne North (Policy S/CBN) and Cambourne railway station

54. In line with Policy S/CBN, there will be a focus on the integration of Cambourne North with the existing town and High Street, addressing potential barriers to movement, including the A428 and proposed East West Rail route, though a comprehensive movement network for walking and cycling, including a series of new connections and improvements to the public realm.

55. Cambourne and Cambourne North (Policy S/CBN) will be planned as one town. Critical to its success will be the ability for people to move seamlessly between the two parts of the town by active travel and public transport as well as private vehicle where necessary. As identified on the Cambourne indicative Spatial Framework, a number of connections must be delivered over the A428 between Cambourne and Cambourne North. These must:

    a. Deliver a design which makes a positive contribution to the sense of place, forming part of the place identity for the town and be of high architectural merit, exceeding minimum technical standards in relation to width;

    b. Be phased to align with the opening of the railway station and other planned phases of development;

    c. form part of the movement and green infrastructure network, ensuring they provide safe, convenient and seamless links either side of the A428 which are suitable for pedestrians, cyclists and other forms of non-motorised transport. Segregated walking and cycling provision should be sought to mitigate user conflicts and enable safe and convenient provision;

    d. provide sufficient ecological corridors, connecting with ecological assets and wider networks on both sides of the A428; and

    e. incorporate careful consideration of lighting to avoid unnecessary light pollution and subsequent adverse impacts on dark corridors.

56. Improvements will be sought to create new and/or improve existing pedestrian and cycling facilities between Cambourne Town Centre and Cambourne Railway Station. This includes highways, junction and crossing improvements to Cambourne Road between the A428 ‘dumbbell roundabout’ and the roundabout north of Great Cambourne so they are designed around active and sustainable travel, enabling safe, accessible, and attractive movement for all users. New or enhanced connections must not conflict with, or prejudice the delivery of, East West Rail proposals.

57. Where the provision of new strategic infrastructure results in the loss of open space, landscape features and/or ecological habitat, these will be required to be replaced with enhanced provision within the town.

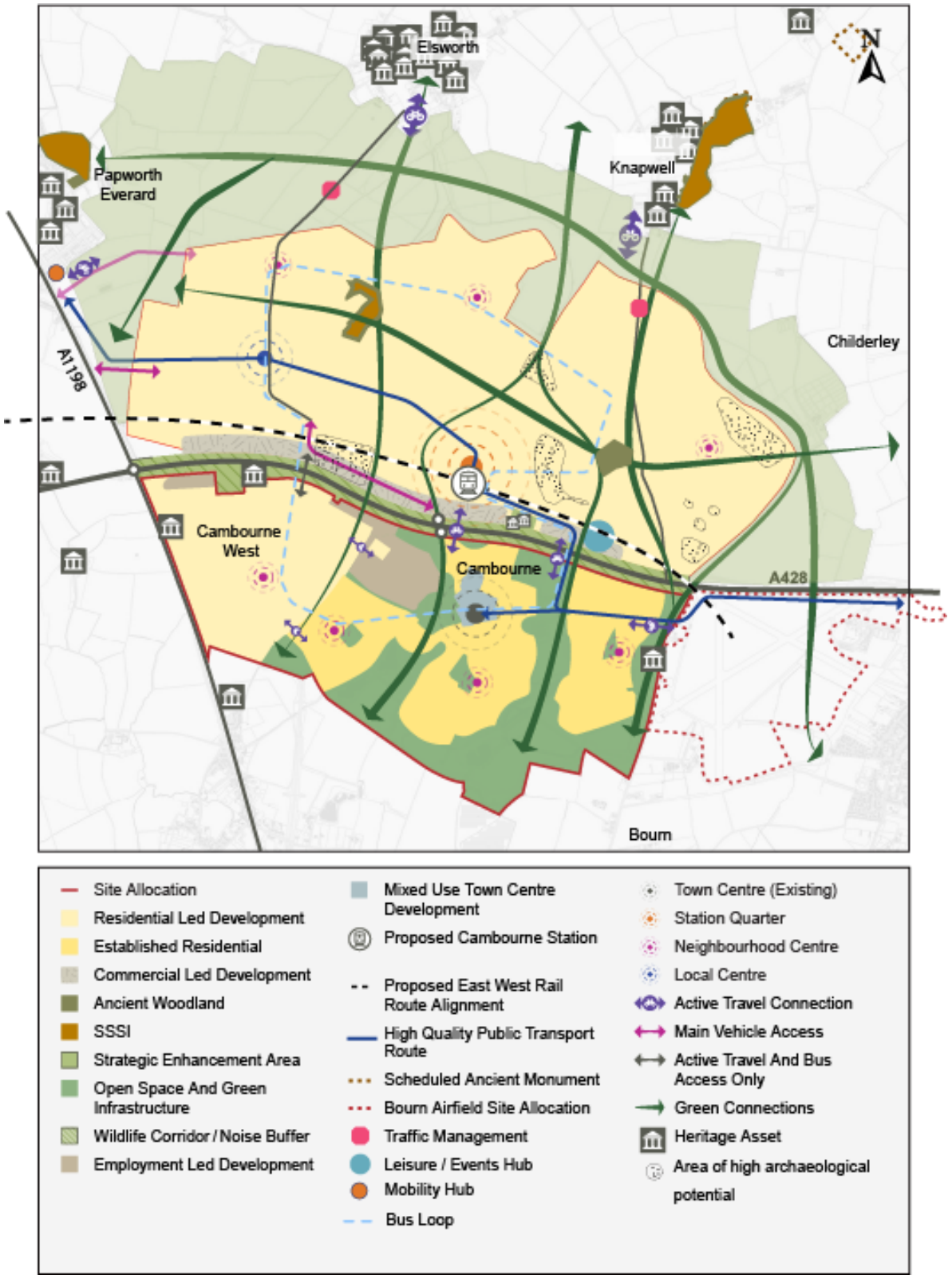


**Figure 64:** indicative Spatial Framework for Policy S/CB: Cambourne and S/CBN: Cambourne North

## Supporting information

**3.3.31** Over the past 25 years, Cambourne has developed into a well-established community, where local people have access to a range of local services and facilities including a network of open spaces, sports clubs and successful schools. At the heart of the town is the local community who play a key role in supporting and delivering these essential local services. This is in spite of the lack of High Street within the town, where the town centre is dominated by large retail units and surface car parking.

**3.3.32** This policy provides a consistent planning framework for managing new applications for development within the town, in the context of a new strategic allocation for expansion of the settlement at Cambourne North. It incorporates a holistic vision for the development of Cambourne as a whole, to ensure that new development within the existing town and the expansion area to the north are well integrated and serve the needs of existing and future communities.

**3.3.33** The Greater Cambridge Infrastructure Delivery Plan (IDP) (2026) has identified that the site, in combination with Cambourne North, will require the delivery of or financial contributions towards: Upgrade to increase capacity at Uttons Drove WRC, 2 new primary schools with integrated nurseries; 1 8FE secondary school, a on-site healthcare facility, approximately 983 sqm community space, 342 sqm library space to be delivered as a hub library; provision of 206 sqm of swimming pools, a sports hall (4 badminton court sizes), and a range of outdoor sports pitches to support the delivery of the site during the plan period and beyond. The exact quantum and phasing of infrastructure will need to be kept under review as the development comes forward, including phases beyond the plan period. This should be informed by on-going engagement with statutory bodies and undertakers.

### Cambourne West

**3.3.34** Development proposals at Cambourne West are expected to be delivered as per the agreed outline permission for the site, which was granted in 2017, and the approved Design Code.

**3.3.35** The policy identifies the importance of the green spine through the new neighbourhood, linking important community assets including the new schools, shops and other facilities. This forms part of not only the movement network but also the green infrastructure provision within the area which will form a new addition to Cambourne's already well established and extensive green network.

**3.3.36** The green infrastructure provision must also extend to the edges of the site, minimising the impacts of development on the views from Caxton and the setting of the village to prevent any sense of coalescence as well as protecting and where possible, enhancing, the existing ecological features and habitats.

**3.3.37** Cambourne West will contain a range of uses, including new employment floorspace. This will complement the existing Cambourne Business Park and provide much needed employment opportunities that are well connected both within the town and beyond. The proposed East West Rail Cambourne station and Cambourne to Cambridge

public transport corridor will further enhance the accessibility and commercial appeal of Cambourne and therefore it is important that Cambourne West forms an important part of what will be a rich and diverse employment offer across the current and expanded town.

**3.3.38** The scale and format of retail units should be commensurate to the nature of the development, providing day to day services and facilities for those living, working and visiting this area. This would also complement the existing Cambourne town centre rather than compete with it.

**3.3.39** As set out in the Outline Planning Permission and indicative Spatial Framework, Cambourne West must be fully integrated with the rest of the town and, in the future, with Cambourne North. A comprehensive network of streets, cycling infrastructure and public transport will be required to make sure that people have safe and convenient access to the wider area, minimising the need for people to travel by private vehicle and to support active and healthy lifestyles. The policy also sets out specific transport interventions that are required to mitigate impacts on local roads.

### Cambourne Business Park

**3.3.40** A key component of the original concept for Cambourne, the intention of the Business Park was to provide employment opportunities for the town. However this has proven to be challenging and the Park is yet to be fully built out. Despite the success of the Cambridge economy and the spill out this is having on wider areas like Babraham, Waterbeach and Melbourn, this is yet to come to fruition in Cambourne.

**3.3.41** Recent planning permission for the development of 256 homes and new areas of public open space within the Business Park will transform the area into an edge of town employment park to a mixed use, integrated part of the town. Whilst providing a mix of homes and jobs, it will also be a key active travel and public transport corridor between the town centre and Cambourne West.

**3.3.42** Given the proposed expansion of the town at Cambourne North and the proposed Cambourne Station and Cambourne to Cambridge public transport corridor , the accessibility of the Business Park to the wider area and region will increase significantly and therefore the councils expect the undeveloped plots within the Business Park to come forward for appropriate employment uses during the Plan period.

### Cambourne Town Centre

**3.3.43** Through the Plan period, opportunities to develop the Town Centre should come forward where they make a positive contribution to the success of the town. The Councils, and local community, would like to see the High Street and wider town centre develop into a place where people will spend time, visiting shops, cafes and restaurants and using other facilities. A longer-term approach should also be taken to reconsider the potential of the existing retail park, identifying opportunities to create mixed use development set around human scaled streets and spaces. Nevertheless, this should

not result in parking displacement and therefore a comprehensive active travel and public transport network is required to minimise the need for people to travel within Cambourne by private vehicle. Cambourne Business Park will play an increasingly important role within the town.

**3.3.44** The proposed Cambourne to Cambridge public transport corridor and East West Rail station will improve accessibility to the Park, making it a more attractive business location, whilst the permitted housing development within the Park will increase its vibrancy beyond the working day, creating a well connected and integrated mixed use neighbourhood within the town.

**3.3.45** The policy continues to support the Cambourne West development, including the provision of retail, education and employment uses in order to provide the additional services and jobs needed in the area.

### Connections to Cambourne North and Cambourne railway station

**3.3.46** The A428 is important local and regional road whilst the proposed East West Rail scheme will provide an important high quality public transport link that connects the town with Cambridge and other towns and cities across the region. Nevertheless, these transport connections are also significant barriers to local connectivity and will need to be comprehensively overcome if the town is to expand to the north. Stitching Cambourne and Cambourne North together will require several new connections across the A428 and the proposed railway.

**3.3.47** These connections must be seamless for people, whether walking or cycling, in order for the town to feel like one place. The policy sets out that these connections must also act as ecological corridors and therefore need to be of sufficient scale to accommodate dual purposes. Where these connections have adverse impacts on existing vegetation, species and habitats or open space, these will need to be replaced with enhanced provision within the town to ensure any impacts of these connections are adequately mitigated.

# Land adjacent to A11 and A1307 at Grange Farm

**Policy S/GF: Land adjacent to A11 and A1307 at Grange Farm**

1. A new settlement of approximately 4,500 homes delivered from 2034, subject to the necessary water infrastructure being available, 35,000 square metres gross internal area (GIA) of employment floorspace, with a range of supporting services and facilities including retail, community, cultural, faith, leisure, education and sports and open space uses. The built area of the expansion will be contained within the Site Allocation boundary identified on the Policies Map.

2. A site wide Masterplan will be prepared by the landowners and/or promoters in conjunction with the Council and in consultation with the local community and other stakeholders. The Masterplan should be broadly aligned with the indicative Spatial Framework shown at Figure 65 and will need to identify the broad distribution of land uses, infrastructure delivery and phasing and will be used as a basis for the consideration of subsequent planning applications. The Masterplan should be agreed by the Local Planning Authorities prior to the approval of any planning applications (and may be subsequently updated by the landowners and/or promoters and agreed by the LPAs).

3. Given the scale and long term construction of the development, a site wide Place Book shall be prepared to establish the vision, place-making objectives and quality expectations for the new settlement and provide the foundation for the site wide Masterplan and Design Codes. The Design Code will ensure that each phase of development positively contributes towards the high-quality placemaking outcomes expected.

## Objectives and place identity

4. Grange Farm will be a thriving and sustainable new settlement, providing a distinctive mixed use development shaped by a comprehensive and innovative approach to delivering resilient placemaking. It will be delivered through a design led approach with nature and community at the heart of development.

5. Located within the Rural Southern Cluster, a globally important cluster of science innovation, Grange Farm will play a vital role in locating high quality new homes close to existing employment areas, connected through a holistic active travel and public transport network. At its core, it will be a vibrant place that provides for the day-to-day health, wellbeing, and quality of life needs of new residents, workers, surrounding communities and visitors, by positioning new local centres, schools, community uses, and other local services and amenities close to homes.

6. The new settlement will play a critical role in extending the Cambridge South East Transport (CSET) scheme, with a new segregated connection proposed which

would also enable potential future extension of the proposed scheme to settlements further afield.

7. Development will need to respond to the surrounding character and context whilst maintaining a distinction with other surrounding settlements, in part through the preservation of the existing distinctive local characteristics of the built and natural environment.

8. The proposed Grange Farm site sits alongside the S/SEA/GF non-development areas adjacent to Grange Farm referred to as the Strategic Enhancement Area. The Strategic Enhancement Area sets out to ensure sufficient separation from neighbouring settlements and maintain a soft, green landscape to protect the development's rural setting. These areas will also be used to deliver other associated uses, including new habitats, biodiversity and informal open space.

9. Grange Farm contains and is close to a number of nationally significant ecological and heritage assets, including the Worstead Street Roman Road Scheduled Monument and SSSI to the north, County Wildlife Sites, an extensive network of archaeological remains and features, various listed and non-designated heritage assets as well as the Great and Little Abington Conservation Area to the south. The future layout of the new town will consider these assets, identifying and implementing measures that mitigate impacts but also deliver enhancement wherever possible, including creating an extensive network of ecological corridors.

## Uses

10. Land adjacent to A11 and A1307 at Grange Farm is allocated for mixed use development within the developable area of 198.2 hectares.

11. Development proposals must make a positive and meaningful contribution to the creation of a fully functional, self-contained new settlement. To achieve this, the site is allocated for mixed use development comprising:

    a. Approximately 4,500 homes (to deliver 2,550 homes by 2045 subject to the necessary water infrastructure being available), including:

        i. affordable housing, self and custom build homes and key worker housing to support surrounding employment sites;

        ii. 10% of the total homes as specialist accommodation (within Classes C2 and C3), particularly for older people or those with disabilities.

b. A total of 12 Gypsy and Traveller pitches (within a site of approximately 1 hectare) provided on site or be located off site in compliance with Policy H/GT;

c. Approximately 20,000 square metres (GIA) Class B2 (General Industrial) floorspace and Class B8 (Storage or Distribution) through provision of a local last-mile logistics hub/warehousing;

d. Approximately 15,000 square metres (GIA) office (E(g)(i) floorspace to meet local needs generated by the new settlement;

e. A mix of retail, commercial, cultural and community facilities, indoor and outdoor leisure provision provided at new centres to meet the needs of the development;

f. Education facilities to meet the needs of the development including early years, primary and secondary schools, and for special educational needs, including three primary schools and a secondary school that are operational from the early phases of development;

g. Sports provision including a sports hall and football pitches, and financial contributions to an offsite swimming pool and other regional sports facilities;

h. Healthcare facilities to meet the needs of the development;

i. High quality open space and recreation provision, including parks, community gardens and food growing spaces;

j. Delivery of uses in the Strategic Enhancement Area, including:

    i. Agricultural uses through sustainable management practices that provide for Biodiversity Net Gain, protect priority habitats and species, prevent erosion of the land and its quality, and provide other long term environmental benefits;

    ii. Sustainable drainage systems (SuDS) such as swales, wetlands and reed beds;

    iii. New habitats for wildlife and habitat compensation through the provision of same or better quality habitat conditions including grasslands, chalklands, and meadows;

    iv. Informal open green space that provides recreational function and opportunity to access nature, biodiversity and foraging; and

    v. Introduction of dark corridors where necessary to mitigate impacts on protected species.

**The development of Land Adjacent to A11 and A1307 at Grange Farm must do the following:**

## Context

12. Embed exemplary principles for delivering high quality landscape, townscape, conservation and enhancement of heritage into all phases of masterplanning

and design that will:

a. Ensure the development respects, protects and enhances the landscape within its rural setting, including surrounding chalk hills and woodlands;
b. Respond sensitively to the local townscape and heritage, incorporating appropriate buffers where appropriate and necessary, including the:
    i. Worstead Street Roman Road Scheduled Monument to the north;
    ii. Bronze Age Barrow Cemetery Scheduled Monument to the west, and north west of Grange Farm Cottage;
    iii. Grade II listed Worsted Lodge Farmhouse immediately to the north-west and Grade II Listed 8 Cambridge Road immediately to the South;
    iv. Non-designated heritage assets of Grange Farm;
    v. Nearby Great and Little Abington Conservation Areas and associated Listed Buildings; and
    vi. Known and unknown archaeological assets.
c. Establish a robust landscape framework that integrates the development with the Strategic Enhancement Area (S/SEA/GF) and the wider landscape context, informed through preparation of a Landscape Visual Impact assessment. This should include the enhancement and extension of the existing tree line along the southern edge of the landscape buffer to provide screening from the development area;
d. Given the area's potential for archaeological activity across the whole site, especially along the Roman Road and around the barrows, which are designated heritage assets, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains and their character and setting. An archaeological Desk Based Assessment is required as a starting point; this should establish any further archaeological investigations required to establish a robust baseline from which to assess the impact of the proposed development on the designated and non-designated archaeological resource. These investigations and the Desk Based Assessment must inform the masterplan;
e. Undertake a Historic Landscape Characterisation and Landscape Character Assessment, and a more detailed Heritage Impact Assessment, to understand the impacts of development on landscape character, long range and local views and heritage assets and their setting, identifying appropriate mitigation and enhancement measures. The Council’s HIA and the results of these further assessments must inform the masterplanning for the site;
f. Improve the understanding and legibility of Worstead Street Scheduled Monument and links to other Roman networks through

interpretation and public art; Maintaining appropriate separation between Grange Farm and surrounding existing settlements, including Little Abington and Babraham; and

g. Respond appropriately to the indicative edge boundary treatment to the north of the site as set out in the indicative Spatial Framework through a comprehensive evidence base demonstrating how any access infrastructure or development near to the northern edge towards the Roman Road, or SSSI will mitigate the impacts on the setting and significance of the heritage asset of the Roman Road, landscape and ecology.

## Built form

13. Take a design-led approach that demonstrates how the development will:

a. Contribute to creating a thriving place, with access to key services and facilities that will support the community and surrounding villages from the outset;

b. Respond positively to key landscape, heritage, townscape and ecological features (identified elsewhere in this policy), and how these will be afforded appropriate protection and enhancement;

c. Deliver buildings that respond to the surrounding context and ensure heights of taller buildings do not adversely impact sensitive views, heritage assets and the setting or character of surrounding communities, particularly considering scale, density, massing and form at the northern area of the site, where densities should be limited to reduce impacts on the Worstead Road Roman Road;

d. Provide for an appropriate variety of typologies, scales, massing and densities across the site;

e. Identify landmark features and buildings that aid legibility and create a sense of identity within the new development;

f. Maintain the distinction between Grange Farm and neighbouring villages, in terms of character and physical separation;

g. Deliver exemplar design quality, reflecting the site's prominent location and close association with nearby research campuses;

h. Be sensitive to the views to Gog Magogs from the highest points in the site and sensitively respond to the views to Ely Cathedral;

i. Protect the character of the Eastern boundary including retaining agricultural uses in this area;

j. Not build on or around the Listed Barrows to protect the barrows and their setting.

k. Deliver a network of new centres for the settlement, specifically:

i. A vibrant local centre supported by a critical mass which will act as a landmark

for community and civic facilities and amenities and be the main focus for commercial and retail uses;

ii. Neighbourhood centres, serving day-to-day need for key services, education and community facilities in close proximity to homes; and

iii. Walkable town centres that are within a 15 minute walk of residential areas.

l. At these centres, buildings and main entrances provide an active frontage to the public realm and make a positive contribution to the street scene and wider placemaking objectives.

14. Deliver an appropriate mix of well-designed, high-quality residential neighbourhoods to meet a range of needs, incorporating:

a. A range of typologies, including terraced houses, semi-detached and mews housing, that support compact and walkable neighbourhoods;

b. An indicative average density of 30-40dph on the edge of the site to respond to the appropriate edge treatment with higher density development at an average range of 50-60dph in the centre. The lowest topographical points of the site should provide areas of higher densities;

c. Homes that are adaptable to support the needs of future generations; and

d. A range of other uses at neighbourhood centres, embedded within neighbourhoods, providing key facilities, services and flexible community amenity uses (for example a community centre that provides social benefit including sport and recreation), and cultural facilities, such as creative arts spaces, venues, within a short walking or wheeling distance of homes. Indoor and outdoor sports facilities, to meet the needs of the development, should be quantified and phased in accordance with an agreed Sports Strategy.

## Public space

15. Establish a high quality public realm that encourages healthy lifestyles, physical activity and positively contributes to wellbeing, including legible and well-lit routes that enable safe walking and wheeling throughout the day and night.

16. Provide open space comprising formal children's play space, informal children's play space, informal open space, food growing, allotments and community orchards.

17. Integrate green and blue infrastructure into the design of the public realm including by providing places for people to interact, play and rest in nature.

18. Anchor the heart of development with high quality public realm focused around heritage and green infrastructure, that fosters a sense of community and co-locates active spaces such as parks, greens and outdoor spaces with local centres for people to gather formally and informally;

19. Create non-linear centres within the public realm to act as a focus for retail, community and civic uses for the town. This should be segmented into multiple blocks to allow for further expansion and should include a flexible cultural hub to anchor activity in the centre that should include:

a. Space to celebrate the archaeological assets of the site and the wider area;

b. Public spaces that should be capable of supporting regular markets including the provision of necessary market facilities for stallholders and visitors.

20. Deliver a network of clearly defined centres, providing for a range of co-located uses such as education provision, community spaces and/or facilities including faith spaces, food stores to meet day to day needs, cafés or public houses, green spaces and play areas embedded within the high quality public realm.

## Nature

21. Preserve and enhance significant ecological heritage and the natural environment across the allocation, Strategic Enhancement Area (S/SEA/GF), and its surrounding context, that will:

a. Manage recreational pressure on areas of sensitive ecology and habitat including the impacts on the SSSI. This includes a buffer of chalk grassland for habitat creation. The design of the development should:

i. Prevent direct access onto the SSSI, including direct connections between the SSSI and the Roman Road PRoW. A strip of grassland should be used to create a buffer for the SSSI.

ii. Adopt a landscape-led design that supports the diverse ecological character and preserves the chalk hills and woodlands that are home to a species rich ecology;

iii. Maximise opportunities for ecological enhancement, such as through restoration of degraded habitats and reinforcements of ecological habitats and networks, including commuting, foraging and sheltering of species such as badgers, bats, hedgehogs and other mammals, birds, amphibians and invertebrates;

iv. Appropriately respond to the designated Scheduled Monument Roman Road and Alder Carr Site of Special Scientific Interest (SSSI) and its setting, River Granta and remnant lowland calcareous grassland of high floristic diversity to the northern boundary of the development, and non-statutory designations such as local wildlife sites within 2km distance of the development;

v. Ensure that appropriate measures are implemented to minimise recreational disturbance and pressures on ecology at the SSSI along the Worstead Roman Road which is a Public Right of Way and a European Long Distance Route;

vi. Support the long-term management and enhancement of the SSSI, including measures to support the restoration of the SSSI. This should include the long-term management of any new chalk grassland habitat;

vii. Create dark corridors (including along the SSSIs) to ensure nocturnal and crepuscular species are not disturbed, by providing minimal lighting near to the buffer of the development, and directional and movement sensitive lighting where appropriate;

viii. Preserve the existing range of watercourses and waterbodies of ecological significance and aquatic ecosystems, including the River Granta, a chalk stream that flows through Little and Great Abington;

b. Create a clearly defined green buffer between the neighbouring settlements which:

   i. Preserves viewpoints from the northern, southern and eastern boundary of the site;

   ii. Protects existing landscape features; and

   iii. Extends and strengthens the existing treeline along the edge of the site; and the open character of the landscape buffer should be maintained.

22. To inform the design at all phases of development, the applicant must:

a. Carry out a full programme of ecological survey and monitoring, including detailed bat surveys, to guide a Biodiversity Implementation and Management Plan, providing appropriate mitigation and enhancement. This must include preparing site-specific ecological surveys to inform all phases of development, including strategic masterplanning, development of design detail (including dark corridors) and, where unavoidable impacts occur, appropriate mitigation. The species surveys should extend beyond the red line boundary to include the Roman Road SSSI and its surrounding habitat;

b. In considering connections between different designated and non-designated sites, prioritise retention of existing habitats and where protected species are shown to be present. Where retention is not possible, replacement habitat networks will need to connect designated sites and areas known to support protected species. The network – retained and extended – should, and be of sufficient quality to enable passage movement through the landscape unhindered, an important aspect of nature's recovery and future resilience to climate change. These networks should be subject to appropriate positive management to maintain biodiversity value.

c. Retain and keep dark existing bat habitats. Any likely significant losses of, or damage to (including light pollution), habitats and the network should be avoided and considered through appropriate assessment.

d. Propose measures that will support the appropriate positive management of any ecological buffers, to maintain biodiversity value.

## Movement

23. Deliver a comprehensive movement and connectivity network across the whole site that actively encourages and prioritises active travel and public transport providing connections across the site and to nearby villages and employment sites, and to key destinations within Cambridge, supported by residential, school and workplace travel planning. This outcome must be delivered by:

a. Ensuring the design of the site:

   i. Prioritises walking, wheeling, cycling and public transport movements and provides a legible high quality street network;

   ii. Focuses the movement network on the key areas of activity within the settlement, ensuring these are highly accessible by non-private modes;

iii. Integrates direct, safe, and efficient public transport routes, ensuring that all development is located within reasonable walking distance of mobility hubs served by high quality public transport;

iv. Promotes low car ownership, including through remote parking approaches such as rural car barns at the edge of parcels or plots;

v. Integrates secure, covered and conveniently located cycling parking throughout the settlement at mobility hubs, workplaces and public spaces.

b. Setting aside land for and/or directly delivering at least the following physical transport measures within the site:

i. Mobility Hubs / bus stops within 400m for all site occupants;

ii. A last mile logistics hub to enable delivery of goods from the distribution centre and supports the trip budget in reducing the number of trips through the development;

iii. Internal and local connections to the Linton Greenway, Byway 4/1 and Worsted Lodge access road.

c. Commensurate with the phasing of development, making financial contributions towards and, as appropriate, enabling the following transport measures:

i. High quality segregated active travel connections across the A1307 and A11 and along Newmarket Road to connect the site with Granta Park and the CSET Phase 2 Travel Hub and active travel path, to support the early phases of development;

ii. Improvements to wider walking and cycling infrastructure to Babraham, Babraham Research Campus, the Wellcome Genome Campus, Granta Park, Little and Great Abington, Linton, and Whittlesford Parkway Station, including addressing local severance from the A1307 and A11;

iii. The GCP Cambridge South East Transport (CSET) Phase 2 scheme which will provide a high quality public transport corridor and active travel route from the proposed A11 Travel Hub to the Cambridge Biomedical Campus, Cambridge city centre and the Linton and Sawston Greenways;

iv. Extension of the CSET Phase 2 public transport corridor and services directly into the site via a segregated link from the proposed Travel Hub across the A11 into the site, to support the early phases of development. This must be in place to support first occupation of the site, unless it can be demonstrated by the applicant through a detailed Transport Strategy and phasing plan (as agreed with the Local Planning Authority and, Local Highways that, to support first occupation, there is an alternative, temporary means of securing a frequent, reliable, prioritised public transport service providing fast, direct connections between the site and Cambridge Biomedical Campus, key nearby mobility hubs, and other key destinations in and around Cambridge. If a temporary approach is agreed, the agreed phasing plan must demonstrate an appropriate trigger for completion of the segregated link based on the development capacity supported by that temporary approach;

v. A package of bus service improvements providing links to Granta Park,

Babraham Research Campus, Genome Campus, Cambridge Biomedical Campus, North East Cambridge, Cambridge railway stations (including Cambridge South and Whittlesford Parkway station), Linton and Haverhill;

vi. Bus priority measures along the A1307 between Haverhill and Cambridge, as required, including at Fourwentways junction;

vii. Necessary off-site highway mitigation and appropriate site access arrangements. Ensuring there is no direct access from the new settlement to the Worsted Road Roman Road, reflecting archaeological, heritage and ecological sensitivities.

24. The agreed masterplan for the site must demonstrate how:

a. the distribution and mix of development achieves optimal transport outcomes, maximising site internalisation and high active and public transport mode shares;

b. The quantum and mix of development can be delivered within the agreed trip budget. The Trip Budget will be refined as the site goes through the planning process and the final definitive trip budget must, based on detailed evidence, be agreed with the Local Highways Authority prior to submission of the outline application. A monitor and manage approach will be taken to ensure that the development remains within the agreed trip budget for the site throughout its delivery.

25. To support delivery of the agreed masterplan, a strategic and local transport mitigation plan must be prepared by the developer for agreement with the Local Highways Authority and Local Planning Authority. This must include:

a. Active and public transport measures;

b. Vehicular transport measures, including site access arrangements that avoid congestion on the A1307 during peak travel hours and appropriate local highway mitigation measures;

c. A comprehensive parking strategy aligned with low-car living objectives;

d. Infrastructure costing and delivery phasing, demonstrating how the necessary transport measures identified above will be delivered at a time that enables optimal transport outcomes and remains within the agreed trip budget;

e. Mechanisms for delivery, monitoring and review including potential delivery through Section 106 obligations, or CIL or other appropriate funding mechanisms.

## Resources

26. As part of the design, consider innovative approaches to incorporating low-sustainable water management, including greywater recycling, rainwater harvesting, and sustainable drainage systems (SuDS), informed by preparation of an Integrated Water Management plan and Water Cycle Strategy.

27. Provide appropriate provision for and design of foul drainage and sewage disposal, to be explored and identified through a foul drainage strategy to be prepared by the applicant, in line with the Climate and Sustainability Innovation Delivery Plan.

28. A Site Specific Flood Risk Assessment is required to support the planning application and this must include modelling of Oakington Brook. No development should be located within 8 metres of Oakington Brook apart from permitted access.

29. Ecological survey and monitoring is required for specific sensitive locations outside of the site's red line boundary that may be impacted by the development. This document should monitor the effectiveness of measures put in place to combat recreational disturbance on the SSSI, for example, and a commitment to implementing alternative solutions if the initial measures are ineffective.

30. Conditions are likely to be necessary to limit first occupations of new dwellings taking place until after the Grafham Transfer water supply intervention becomes operational or where alternative headroom is secured, in consultation with Cambridge Water and the Environment Agency, where the LPA is satisfied that there is scope for earlier development.

## Lifespan

31. In addition to the requirements on the validation checklist, the following will be required at the submission of an outline or major planning application:

a. A comprehensive masterplan

b. A Place Book;

c. A cohesive stewardship strategy through early-phase community engagement including through conservation groups to deliver community-based enhancement stewardship as endorsed by Natural England;

d. A more detailed Heritage Impact Assessment;

e. A desk based Archaeological Assessment;

f. Landscape and Visualisation Assessment;

g. A Recreation Pressure Assessment for the SSSI;

h. A Conservation Management Plan for the heritage assets including the Roman Road;

i. A strategic and local transport mitigation plan (in consultation with the Local Highways Authority and Local Planning Authority); and

j. The approach to the long-term management, maintenance and stewardship of the new settlement, including its infrastructure, services, facilities and built and natural environment, must be identified at the outset through a Management and Maintenance Plan that sets out a comprehensive approach to the long-term management of the site as it evolves.

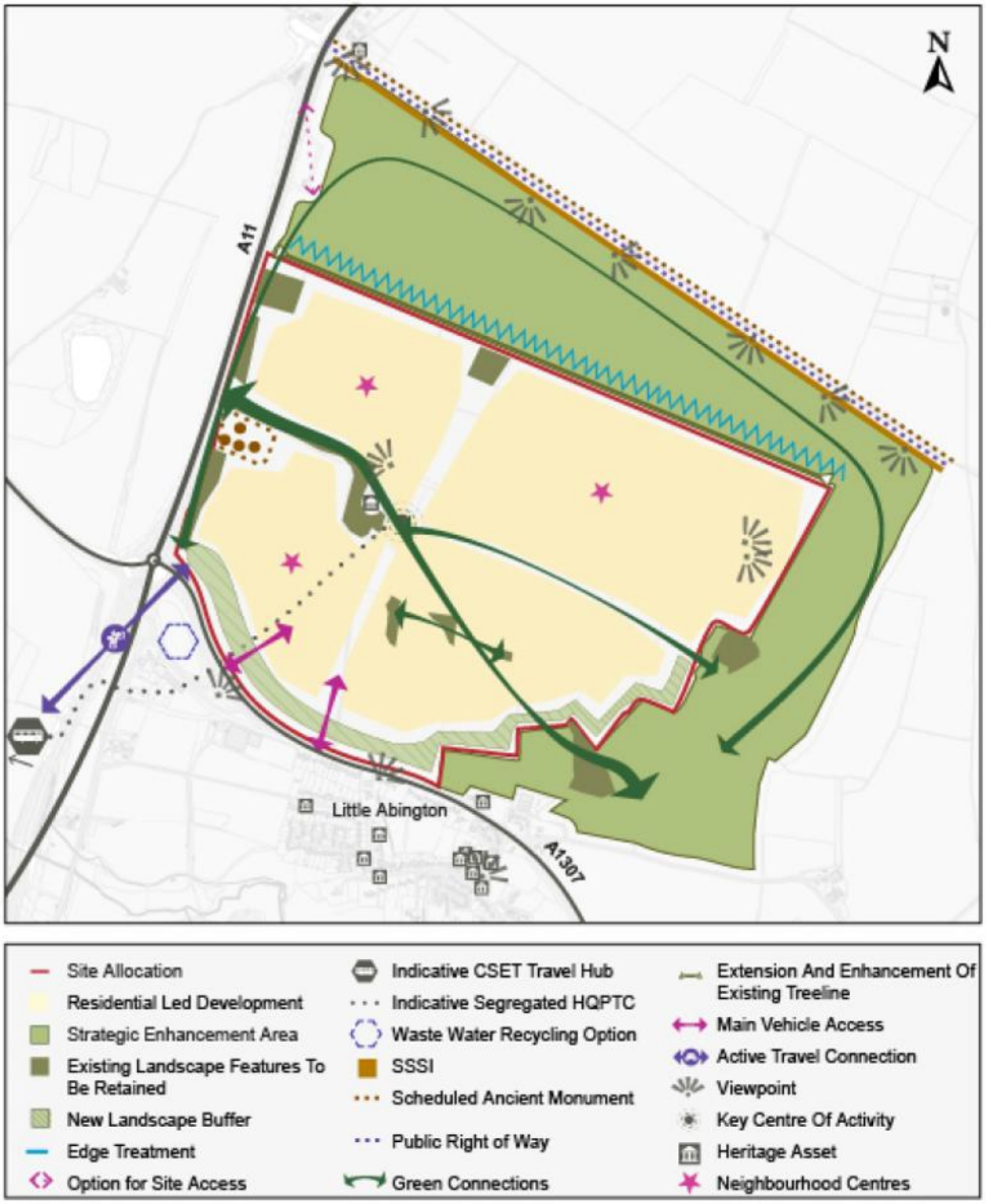


**Figure 66:** Policy S/GF: Land Adjacent to A11 and A1307 at Grange Farm Indicative Spatial Framework

## Supporting information

**3.3.48** This policy provides a consistent planning framework for managing new applications for development of this new settlement in the context of a new strategic allocation for site. The policy will ensure that new development is well integrated, whilst maintaining a separation from other nearby settlements, serves the needs of existing and future communities and mitigates the impact of development where required. Grange Farm will be developed during the period of the Local Plan and beyond.

**3.3.49** The location of Grange Farm provides an opportunity to create a high quality and sustainable settlement that provides access to nearby employment centres such as Babraham Research Campus (S/BRC) to the north west, Granta Park to the south, and the Wellcome Genome Campus and Chesterford Research Park to the south west. Development will support these existing employment sites through provision of key worker housing, services and amenity provision and access to high quality green open spaces.

**3.3.50** This policy is required to enable development of the site as a comprehensive new settlement, and provide a framework for consideration of future planning applications. Underpinning the future development will be a Place Book. It will establish a shared vision for the settlement and articulate the place-making principles, outcomes and quality expectations that will guide its planning, design and delivery. It will set out the characteristics, ambitions and defining qualities that are intended to shape the new settlement, whilst demonstrating how key themes such as movement, green and blue infrastructure, land use, community infrastructure, health and wellbeing, climate resilience, governance and stewardship should work together to create a sustainable, distinctive and well-connected place.

**3.3.51** The Place Book will provide the foundation for subsequent spatial planning and design work, informing the preparation of a site-wide Masterplan, together with parameter plans, a Strategic Design Code, Place Briefs and Detailed Design Codes. These documents will translate the vision, principles and outcomes established through the Place Book into a coherent spatial structure and development framework capable of phased implementation whilst maintaining a consistent and high-quality sense of place throughout the lifetime of the development.

**3.3.52** The policy sets out clear expectations for placemaking and the elements needed to achieve this to a high standard whilst responding to significant historic landscape and heritage assets including the chalk hills and woodlands that are home to a species rich ecology.

**3.3.53** The Strategic Enhancement Area is designed to form a buffer between the proposed and existing settlements to contribute to mitigating the impacts on landscape and heritage. There is a variety of high and low grade agricultural land that provides environmental benefits. The agricultural uses could be through grazing, crop production and cultivation of food and forestry and agro-forestry. The SEA could also accommodate infrastructure for the site with sufficient evidence to justify its deliverability and minimise impacts on heritage and SSSIs.

**3.3.54** The indicative Spatial Framework identifies the indicative edge boundary treatment to the north of the site that highlights the importance of mitigating impacts on the setting and significance of the heritage asset of the Roman Road. The HIA sets out that development

risks impacts on the Barrow Cemetery and Worstead Street Scheduled Monuments and the Worsted Lodge Grade II Listed Building to the north of the site. Development may also affect the rural setting of the Great and Little Abington Conservation Area and views to the north, and the Grade II Listed 8 Cambridge Road just south of the site. Mitigation is required to minimise or avoid these impacts. This includes managing development design to preserve the setting and character of the Worstead Street Scheduled Monument, the rural setting of Worsted Lodge, and the rural setting of the Barrow Cemetery Scheduled Monument. The setting of the non-designated Grange Farm building(s) will also require consideration. Additionally, development design should be managed to minimise urbanising effects on the Conservation Area and 8 Cambridge Road.

**3.3.55** The site adjoins the Worstead Roman Road Scheduled Monument and SSSI. As a Scheduled Monument, there is the potential for the archaeological finds here to be of national significance. The Barrows in the South East of the site, which have the same weight as a Listed Asset from an archaeological perspective. The potential for significant archaeological remains on the site therefore triggers the requirement for a detailed site wide geophysical survey and Desk Based Archaeological Assessment (DBA) prior to the submission of a planning application to inform any future investigative works onsite in consultation with Historic England and Cambridgeshire County Council.

**3.3.56** The DBA must be completed in line with the CIfA guidance and draws on a wider pool of information to pull together a detailed archaeological background of the site, and assessment of the significance of the assets. This evidence will inform the scope and requirements for further trenching, as agreed with County Archaeology and Historic England. The DBA and geophysical survey must inform the masterplan for the site. The indicative Spatial Framework for Grange Farm sets out an indicative high level illustration of the policy requirements that are location-specific within the site.

**3.3.57** Currently, the site is bounded by the A11 to the west and the A1307 Cambridge Road to the south, which provides the existing access to the site, with a Roman Road (public right of way) to the northern boundary. To the west is access to the A1307, one of the main routes into the city of Cambridge, and the A11. The indicative Spatial Framework sets out the main vehicular access points at the south of the site and the potential option for further site access to the north west.

**3.3.58** Any built form or infrastructure including the exploration of options for a northern access point should respond appropriately to the indicative edge boundary treatment through a comprehensive evidence base demonstrating how any access infrastructure or development near to the northern edge towards the Roman Road, or SSSI will mitigate the impacts on the heritage assets identified in the HIA, and the setting and significance of the Roman Road.

**3.3.59** Housing should be of high quality design and be located nearby to centres across the settlement to enable access to amenities to support the day to day need of residents and visitors. Homes should provide a range of types and tenures and should include delivery of affordable housing, build to rent, and key worker housing. Homes should be built with a range of densities, with opportunities to densify around local and neighbourhood centres and create areas of lower densities nearby to perimeter of the settlement and areas of higher topography. This approach will support in creating critical mass whilst sensitively responding to the local context, character and topography of the site.

**3.3.60** Community infrastructure should be implemented in early phases of development to

ensure that the needs of the settlement are fulfilled. A range of social and leisure facilitates should be provided including community space, and facilities that are adaptable for different users including younger people, older people, and faith groups. Community spaces and centres should consider integrating library services within design to benefit the health and wellbeing of people living and visiting the settlement.

**3.3.61** There is also opportunity to provide high quality cultural facilities, such as creative arts spaces, venues, and respond to the heritage and character of the area through public art. Indoor and outdoor sports facilities, play spaces and sports pavilions, will create access enable the community to access high quality provision on the site and meet the needs of the development. The design, layout and location of these spaces will be integral to their integration, and a comprehensive site-wide masterplan must identify where these will be located.

**3.3.62** The Greater Cambridge Infrastructure Delivery Plan (IDP) (2026) has identified that the area will require the delivery of or financial contributions towards: a range of on-site, local and strategic transport infrastructure; reinforcements to existing primary substations, 2 New Primary Schools with Integrated Nurseries, 1 New Secondary Schools, 937.51 sqm of community space, 327.04 sqm of library floorspace, provision of a sports hall, financial contributions to a swimming pool offsite, a variety of outdoor sports facilities accessible green space to meet the demands from future residential and employment growth; and play space. The exact quantum and phasing of infrastructure will need to be kept under review as the development comes forward, including phases beyond the plan period. This should be informed by on-going engagement with statutory bodies and undertakers.

**3.3.63** Walking, cycling, and public transport will be the primary modes of access, supported by a coherent and legible network of routes within the site. Development should enhance connectivity and integrate proposed the CSET scheme to reduce car dependency and improve access to public transport and active travel. Delivery of the CSET scheme will enable improved transport connectivity across the site and will reduce impact on the existing transport network in the area.

**3.3.64** Implementation of an effective site-wide Travel Plan against the trip budget, that include measures such as site-wide micromobility, car-sharing, electric car clubs, and incentives to encourage travel by active and sustainable modes. An initial Trip Budget of 1,114 trips has been calculated for this site. The active travel should be prioritised to achieve this trip budget. A trip budget based on detailed evidence must be agreed with the Local Highways Authority prior to submission of the outline application. Monitoring will ensure full accountability and if necessary further mitigation, or refocussed mitigation which may be needed to ensure that overall compliance with the trip budget is achieved. The full detail of these mechanisms will be established in the s.106 obligations entered into on the grant of outline consent.

**3.3.65** The Grafham Water Transfer is anticipated to be operational from 2032, supplying additional water to Greater Cambridge and easing resource pressures. The housing trajectory accompanying the plan anticipates housing completions from 2034.

# Existing new settlements

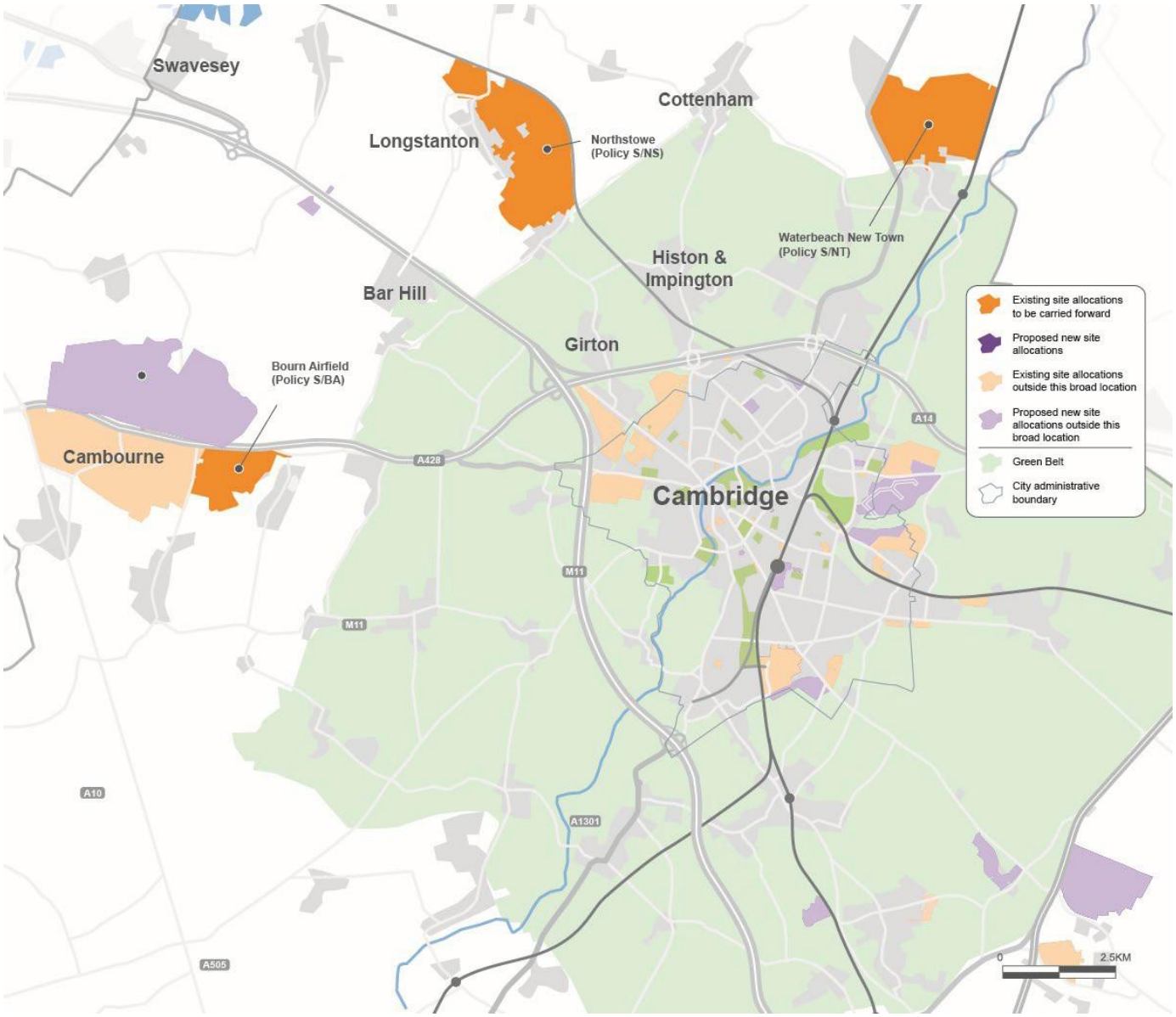


**Figure 66:** Map showing existing new settlements

# Northstowe New Town

## Policy S/NST: Northstowe New Town

1. The new town of Northstowe will be a community of approximately 10,180 homes, supported by a range of employment, retail, and community uses, served by the busway connecting Northstowe with Huntingdon, St Ives and Cambridge.
2. Development will be coordinated through a site wide Masterplan, prepared by the landowners / promoters in conjunction with the Council and in consultation with the local community and other stakeholders. The Masterplan should be broadly aligned with the indicative Spatial Framework Plan shown at Figure 67 and will need to identify the broad distribution of land uses, infrastructure delivery and phasing and will be used as a basis for the consideration of subsequent planning applications. The Masterplan should be agreed by the Council prior to the approval of any planning applications (and may be subsequently updated by the landowners / promoters and agreed by the Local Planning Authorities).

### Objectives and place identity

3. Northstowe will be a sustainable and vibrant new community that is inclusive and diverse with its own distinctive local identity which is founded on best practice urban design principles, drawing on the traditions of fen-edge market towns, which encourages the high quality traditions and innovation that are characteristic of Greater Cambridge.
4. Through its ongoing development, the site will continue to embody long-established character and design principles for the new town, including ensuring it is well integrated into the surrounding landscape; delivering a distinctive town character with well-designed and landscaped neighbourhoods; incorporating exemplar, low carbon design, able to accommodate the impacts of climate change; and securing a balanced, viable and social inclusive community.
5. In addition to continuing the delivery of homes across the site, a key priority for future phases of development will be the delivery of key community facilities, amenities and services to improve the vibrancy and sustainability of the place. Among these will be a town centre supported by smaller local centres including commercial and retail uses, employment uses and sports hub, sports pitches, mixed use zones, a water park, open space and green corridors, incorporating active travel routes and associated infrastructure works.

### Uses

6. The new town of Northstowe is allocated for mixed-use development, comprising:
    a. Approximately 10,180 homes (delivering 6,201 homes within the plan period) in a wide range of dwelling types and tenures including:

    i. Affordable housing;

    ii. 24 permanent Gypsy and Traveller pitches (within two sites of 12 pitches, each on

approximately 1 hectare of land) located within but on the edge of the development, or outside but in close proximity to the site, meeting requirements of Policy H/GT;

iii. Community led homes and self/custom build homes;

iv. Approximately 850 units of specialist accommodation (Use Class C2 and C3), particularly for older people or those with disabilities; and

b. Employment floorspace, to be provided in accordance with agreed Town Centre Strategy or an up-to-date Employment Study, including offices, research and development, light industrial (Classes E(g)(i), E(g)(ii), E(g)(iii)) and storage and distribution (B8). This must be:

   i. focused on the new town centre, enterprise zone and local centres throughout all phases;

   ii. delivered at phased timescales, providing space to facilitate home working and flexibility for start-ups and for businesses to grow;

c. Retail and other Town Centre and Local Centre uses, to be provided in accordance with an up-to-date Retail Needs Assessment and/or agreed Town Centre Strategy;

d. Social and leisure facilities to meet the needs of the development, including a community centre and youth facilities;

e. Education facilities to meet the needs of the development, including a additional primary schools;;

f. Recreational spaces to meet the needs of the development, including allotments, woodland and community orchards/gardens;

g. Cultural facilities, to meet the needs of the development, including faith spaces, libraries, burial land and public art;

h. Healthcare facilities to meet the needs of the development;

i. Green infrastructure, including for biodiversity and sustainable drainage features;

j. Public access to established landscaped water park and footpaths for recreational purposes and leisure purposes; and

k. Indoor and outdoor sports facilities, to meet the needs of the development, which are to be quantified and phased in accordance with an agreed Sports Strategy, play spaces and sports pavilions.

7. Temporary community and healthcare facilities may be required until sufficient capacity has been reached for permanent provision. The size and nature of these facilities will need to be considered throughout the build period of the development, ensuring that such buildings have sufficient flexibility to be able to expand or be repurposed as each phase of the development comes forward.

8. Northstowe New Town will be planned comprehensively with the Northstowe Strategic Enhancement Area (S/SEA/NST) Policy Area. This area will ensure that there is sufficient physical and visual separation between Northstowe and neighbouring settlements and maintains a soft, green landscape to enhance the wider rural setting and relevant Conservation Areas. Where appropriate the SEA

could also deliver other appropriate associated uses including drainage, habitat compensation and public open space.

**The development of Northstowe must do the following:**

## Context

9. Ensure the built area of the settlement is contained within the Site Allocation boundary identified on the policies map and as shown on the indicative Spatial Framework diagram.

10. Ensure separation from surrounding villages is maintained to avoid the merging of Northstowe with surrounding communities and maintain key views to surrounding landmarks, including:

    d. Retaining areas of countryside within the Longstanton Conservation Area, forming an effective green separation. These areas must only contain open land uses such as playing fields, allotments and cemeteries;

    e. Providing a green separation on the northern side of Oakington, including additional tree planting of individual trees, groups and copses to reinforce the pastoral parkland nature of this local landscape area. Tree groups must be located so as to obscure views through the green separation but at the same time retain a more open character;

    f. Achieve an appropriate relationship with the existing settlement of Rampton Drift through the layout of the development, appropriate land uses and building typoplogies in this location.

    g. Maintaining the open aspect of the fields affording views of Grade I All Saints Church and Grade II* listed St Michaels Church and St Andrews Church.

54. Maintain and enhance key landscape features, including:

    1. The adjoining Local Nature Reserve of St Michael's Mount, Longstanton;

    2. Longstanton Paddocks;

    3. Rampton Drift , which must be sensitively integrated through a variety of appropriate landscape treatments, including additional planting to supplement the existing nearby mature trees;

    4. Existing on site trees, making the best use of these as a setting for the development;

55. Incorporate strategic landscaping within the Site Allocation boundary, around the boundary of the settlement including within the Strategic Enhancement Area. This should draw on the Fen-edge landscape of the site and the adjacent heritage assets and their setting;

56. Through a design led approach and preparation of a Conservation Management Plan, protect and enhance the setting of the Grade II listed pillboxes within the site, the Longstanton, Oakington and Westwick Conservation Areas and their associated heritage assets;

## Built form

57. Deliver a new Town Centre, to be located at the heart of Northstowe in accordance with agreed Town Centre Strategy. This must:

    a. Make provision for a mix of uses, including shops, services, cultural, leisure and community facilities, as well as employment and residential uses at first floor level or above, to serve the needs of Northstowe and the wider surrounding area;

58. Incorporate local centres within close proximity to residents, grouped with other uses and facilities, such as a primary school and/or bus service, and include a focal point for legibility;

59. Providing a mix of densities as appropriate to the area of the site, including:

    a. higher densities and heights in the Town Centre and around local centres;

    b. the lowest heights and densities towards the edges of the settlement.

60. Where there is public access to land adjoining Longstanton and Oakington, mitigation measures must be provided to protect the privacy and amenity of potentially affected properties.

## Public space

61. Incorporate landscape areas and green corridors to contribute to the informal recreation needs of those living, working and visiting the town, including for informal children's play.

62. Deliver a town park adjoining the Town Centre, and appropriate ancillary facilities.

## Nature

63. Create a network of green spaces within the settlement, which integrate well with the development and contribute to the legibility and attractiveness of the place. This must:

    a. Ensure a high degree of connectivity between green areas, within the town for wildlife and people;

    b. Include the creation of a parkland landscape between Northstowe and Oakington to provide a substantial resource of trees, grassland and other areas of semi-natural vegetation, designed and managed for its wildlife value;

    c. Retain and enhance the tree belt along the airfield road between Longstanton and Oakington, with additional planting to provide a strategic landscape boundary to the new town;

    d. Retain, as biodiversity features, existing tree plantations and Military lake in the southern section of the airfield and the existing ponds in the golf course;

e. Include appropriate planting and landscaping alongside all new access roads and the parallel distributor roads alongside the A14 as well as substantial planted areas in association with balancing ponds;

f. Promote awareness within the local population of biodiversity within and beyond the town and thus encourage its protection and enhancement; and

g. Be developed in accordance with an approved Landscape Strategy for the settlement;

64. Wherever practical, incorporate water features in the form of lakes and watercourses as one of the defining characteristics of Northstowe, including a surface water drainage network to offer recreational opportunities.

65. To assist the creation of a mature landscape at an early stage in the development, existing landscape features must be retained where they make a significant contribution to the urban environment and/or strategic landscaping. This should be carried out at the early stages of development and accordance with an approved Landscape Strategy.

## Movement

66. Deliver a comprehensive and legible movement and connectivity network for the new town, connecting key locations of activity. The network design must facilitate a low car living approach, where walking, wheeling and public transport are the first choice for most residents, workers and visitors from the outset, supported by residential, school and workplace travel planning.

67. This outcome will be delivered by:

a. Ensuring the design of the site:

i. focuses the movement network on the key areas of activity within the town, ensuring they are highly accessible and permeable by non-private modes;

ii. provides a series of well connected ‘walkable neighbourhoods’, each capable of meeting everyday needs, supported by clear, safe, convenient and legible routes and effective wayfinding within and between neighbourhoods;

iii. includes a clear road hierarchy, including primary routes, secondary streets and local access roads, which prioritise sustainable movement; and

iv. promotes low car ownership.

b. Setting aside land for and/or directly delivering at least the following physical transport measures within the site:

68. Provision of a dedicated bus only route through the town and connected to the existing Cambridgeshire Guided Busway (CGB) ensuring that stops are conveniently located to ensure all homes are within easy walking distance of a

bus stop, whilst not compromising the level of service provision; and

a. Providing a highly accessible network of safe and convenient cycleways, segregated from other modes where appropriate, and to ensure covered, secure cycle parking facilities for homes, workplaces, the town centre, local centres and other places.

69. Commensurate with the phasing of development, making financial contributions towards and, as appropriate, enabling the following transport measures:

    i. Developing an improved rights of way network to support sustainable transport, recreation and health, and to connect the town to neighbouring villages and the open countryside, including for walking, cycling and horse riding;

    ii. Providing an initial subsidy for new residents to encourage bus usage. The subsidy will fund free or discounted travel by public transport;

    iii. Setting up a car sharing scheme including the associated parking provisions, which shall be in accordance with an approved scheme; and

    iv. Demonstrating that there is sufficient highway capacity available in the A14 corridor between Bar Hill and Cambridge for the traffic forecast to be generated by each phase of development, and ultimately for the total homes proposed and approved in outline planning permissions.

5. To support delivery of the agreed masterplan, a strategic and local transport mitigation plan must be prepared by the developer in consultation with the Local Highways Authority and Local Planning Authority. This must include making financial contributions towards and, as appropriate, enabling any other transport measures necessary to make the development of the site acceptable in transport terms, as evidenced at planning application stage;

    a. Sustainable and public transport measures;
    b. Vehicular transport measures, including site access arrangements;
    c. A comprehensive parking strategy aligned with low-car living objectives;
    d. Infrastructure costing and delivery phasing; and
    e. mechanisms for delivery, monitoring and review including potential delivery through Section 106 obligations, or CIL or other appropriate funding mechanisms.

## Resources

27. Ensure that landforms and engineering works as part of any drainage scheme do not compromise the Fen-edge character of the surrounding area, by considering the landscape options available for the site.

28. Provide, manage and ensure the ongoing maintenance of sustainable surface water drainage measures to control the risk of flooding on site and off site, in perpetuity.

29. Make appropriate arrangements for foul drainage and sewage disposal, to be explored and identified through a Foul Drainage Strategy;

30. Make provision for recycling existing building materials by the granting of planning permission for a plant to process such materials into hardcore and aggregates, which would be located towards the eastern edge of the Oakington Airfield.

31. Development must be supported by comprehensive strategies including:
    a. for the management and maintenance of all water bodies and watercourses; and
    b. construction, to be agreed, to avoid construction vehicles travelling through nearby villages or having an adverse effect on biodiversity.

## Lifespan

32. Throughout its development, Northstowe must be comprehensively masterplanned and delivered to ensure that development proposals do not prejudice the creation of a fully functioning and successful new town.

33. In addition to the requirements on the Validation Checklist, the following will be required at the submission of an outline or major planning application:
    a. Approved phasing plans, parameter plans and site wide strategies;
    b. Design codes, prepared for all phases to guide subsequent reserved matters applications ;
    c. An Employment Study;
    d. A Retail Needs Assessment and/or Town Centre Strategy;
    e. A Sports Strategy;
    f. A Landscape Strategy;
    g. Strategic and Local Transport Mitigation Plan;
    h. A Transport Assessment;
    i. Management and Maintenance Strategy relating to Landscaping and open spaces, biodiversity, community buildings, indoor and outdoor sports facilities; and unadopted roads and parking enforcement; and
    j. Foul Drainage Strategy; and

34. Ecological surveys to determine whether the site is used by Bewick's swan or whooper swan linked to the Ouse Washes SPA and Ramsar site.The applicant must identify a proposed approach to the long-term management, maintenance and stewardship of any infrastructure, services and facilities not provided by statutory undertakers.

35. At all phases of development, applicants must consider and propose appropriate measures to assist the development of a new community, for example the funding and recruitment of community development workers.

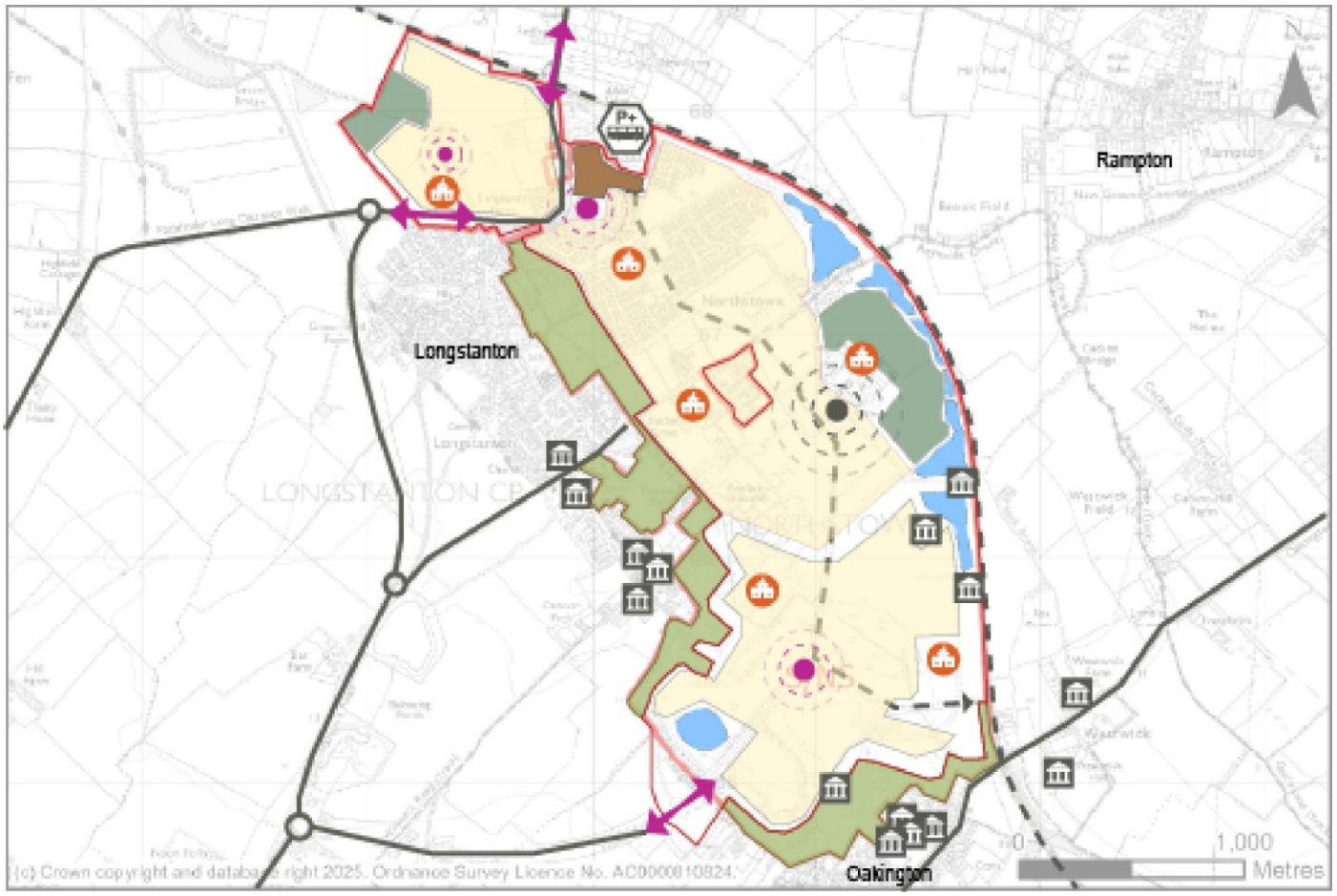


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**Figure 67:** Northstowe New Town Indicative Spatial Framework

## Supporting information

**3.3.66** Since the initial allocation of the site as a new town, six outline planning permissions have been granted that together cover the allocated site and reserved land. In addition to this, several detailed permissions have been approved, and some construction of the development has been carried out. The site is anticipated to be developed beyond the Plan period. The Council maintains high aspirations for the new town, ensuring that it delivers exceptional standards of sustainability, high quality design and a strong sense of community.

**3.3.67** The new town is located very close to Longstanton and Oakington and strong landscape buffers, within the Northstowe Strategic Enhancement Area (S/SEA/NST) Policy Area, are required to retain separation between the settlements. This is also necessary to protect the historic landscape character of the Conservation Area at St Michael's including the Local Nature Reserve and the important early ridge and furrow field system. Important views across the fields to other heritage assets should also be retained to protect their settings.

**3.3.68** The existing community of Rampton Drift will be incorporated within Northstowe and this needs to be carried out sensitively to protect the amenities of existing residents.

**3.3.69** A range of facilities will be necessary to serve residents and provide a comprehensively planned new town. The proposed town centre will be a vibrant and diverse centre of activity in the heart of Northstowe, where it will be accessible by walking, cycling and public transport. It should include shops, services, cultural, leisure and community facilities and residential units at first floor level and above. A community centre in Phase 1 has now been built, and the continued phasing of facilities is required to serve residents as the town grows.

**3.3.70** Local centres will have only modest shopping facilities and services and may include play areas and small-scale office/employment uses appropriate to a residential area. They should be phased to provide day-to-day facilities for residents as the town is developed and located in accordance with the agreed Development Framework Document and as refined by subsequent outline permissions.

**3.3.71** A secondary school and primary school have now been built but further education facilities will be required to meet the needs of the new town, including additional primary schools, agreed through engagement with the education authority.

**3.3.72** Employment areas should be located close to the town centre and local centres where they are easily accessible by walking, cycling and public transport.

**3.3.73** Building heights will need to respond to the town's setting and land use activity, in particular lower heights at the settlement edge to reduce the impact on the surrounding area whilst higher densities towards the centre will support a lively town centre with a critical mass of people to support the services and facilities within it.

**3.3.74** There should be a high degree of connectivity between green areas within the town for wildlife and people, for play on the way, and to provide connection with the wider countryside. Water, in the form of lakes and watercourses will be part of the defining characteristics of Northstowe. This reflects the Fen edge location of the site and mitigates existing flooding. A parkland landscape between the new town and Oakington will provide wildlife value, public amenity as well as separation between settlements.

**3.3.75** Northstowe is close to the Bar Hill junction with the A14 and traffic forecasting at each phase is needed to monitor and manage the impact of the development on that road and junction. Access to the public transport corridor providing rapid public transport between St Ives and Cambridge has been provided in Northstowe, in the interests of sustainable development and to mitigate traffic impacts on the existing road network. A dedicated public transport corridor is intended to run through Northstowe providing a public transport service for residents to key areas within the town, including the town centre, to reduce trips by private car.

**3.3.76** A water park has been provided as a strategic engineering element associated with flood attenuation of the wider site, as well as for nature and amenity. Flood risk and surface water flooding will need to be considered with future development in accordance with a site wide strategy.

**3.3.77** The Habitats Regulations Assessment identified that this site may be functionally linked habitat to the Ouse Washes SPA and Ramsar site for Bewick's swan or whooper swan and ecological survey will be required to assess habitat suitability for these species. If the site is of moderate or high suitability, over wintering bird surveys will be required to confirm whether the site is likely to be functionally linked to the SPA/Ramsar site. Surveys should be undertaken to identify the species present, the numbers of birds involved and the type of use the birds make of the site e.g. roosting, loafing or feeding. Mitigation would depend on the species and habitats present but should either retain/enhance existing habitats; or create compensatory habitats to perform the same function as the affected habitat, and for the same species and numbers of birds. Measures could be delivered on or off site, depending on the land available, and would need to be maintained in perpetuity and monitored to ensure ongoing management remains appropriate. Mitigation needs to be in place and effective before harm resulting from the development occurs.

**3.3.78** For the new town to be successful long term, provisions for the management and maintenance of infrastructure, services and facilities are necessary and are to be agreed with the Local Planning Authority.

**3.3.79** A Development Framework Document was agreed in 2012 which forms a site wide masterplan and is a material consideration in determining planning applications

# Policy S/WNT: Waterbeach New Town

**Policy S/WNT: Waterbeach New Town**

## Objectives and place identity

1. Waterbeach new town will be a vibrant community of a high quality and distinctive design, celebrating excellence in sustainable development and healthy living. It will be a well-connected place, benefitting from the relocation of Waterbeach railway station along the eastern edge of the site. It will be easy to move around in a safe environment where active travel and public transport are the norm.
2. A new town centre will be created, and will form a basis for social interaction and provide new employment, with a range of facilities and amenities.
3. Across the new town there will also be other supporting facilities to support the growing needs of the new community including retail, community, leisure and sports uses, a hotel, primary, secondary and Special Educational Needs schools, sixth form centre and public open spaces.
4. The town will have its own special character and identity, respecting its location on the Fen edge, its historic landscape and features, and close proximity to Cambridge.
5. A coordinated and comprehensive approach will be required to deliver the two landownership parcels of land that fall within the new town and SEA. The Councils expect the continuation of engagement and collaborative working, and this will need to be demonstrated throughout the construction and long-term stewardship approach to the new town.
6. A multifunctional Strategic Enhancement Area (S/SEA/WNT) (SEA) will be integrated with the development to ensure sufficient separation between the town and Denny Abbey, maintaining a soft, green landscape to create filtered views between the town and Denny Abbey as well as making provision for sports, recreation, ecological habitats and species as well as supporting the well-being of those living, working and visiting the town.
7. As set out on the Indicative Spatial Framework, the SEA is inherently linked to the development of the new town and as such, will need to be planned and delivered in a coordinated manner.

## Uses

8. Waterbeach is allocated for mixed-use development, comprising:

    a. Approximately 11,000 homes (delivering 5,629 homes within the plan period) in a wide range of dwelling types and tenures, including:

        i. Affordable, key worker, extra care and older people's housing, community led homes, and self/custom build;

        ii. A total of 24 permanent Gypsy and Traveller pitches (within two sites of 12 pitches, each on approximately 1 hectare of land) located within but on the edge of the development, or outside but in close proximity to the site, meeting requirements of Policy H/GT; and

        iii. Approximately 1,050 units of specialist accommodation (Class C2), particularly for older people or those with disabilities.

    b. Employment floorspace of approximately 39,800 square metres (GIA) across the total site including offices (E(g)(i)), research and development (E(g)(ii)), light industrial (E(g)(iii)) and storage or distribution (Class B8). This must be:

        i. focused on the town centre, the station district and other key areas of activity;

        ii. delivered in phased timescales, and providing space to facilitate home working and flexibility for start-ups and for businesses to grow.

    c. Retail provision of approximately 25,500 square metres (GIA) across the total site, and a range of services, assembly, leisure and other town and local centre uses, which must be provided in the new town centre, railway station district and at two local other key areas of activity;

    d. Social and leisure facilities to meet the needs of the development;

    e. Education including for early years, primary, secondary, sixth form and special educational needs;

    f. Recreational spaces including allotments and community orchards;

    g. Cultural facilities including faith space, library, burial land and public art;

    h. Healthcare facilities to meet the needs generated by the development;

    i. A relocated Waterbeach railway station;

    j. Enhanced Park and Ride/Mobility Hub facilities;

    k. A wide range of outdoor sports, leisure and play spaces, which must be quantified and phased in accordance with a strategy to be submitted , to include indoor sporting facilities; and

    l. Green infrastructure, including for biodiversity and sustainable drainage.

9. The above uses will need to be delivered in a timely way that is linked to the phasing of residential development. Temporary facilities and meanwhile uses must be provided in the early stages of development to provide services and facilities for new residents and workers, reduce the need for them to travel, create a sense of identity for the new town and foster a sense of community.

**The development of Waterbeach New Town must do the following:**

## Context

10. Embed exemplar principles of landscape, townscape and heritage protection into the design of all phases of development, by:
    a. Creating filtered views to and from Denny Abbey to conserve and enhance the setting of the Scheduled Monument, the Denny Abbey and Denny Abbey Refectory Grade I listed buildings and Barn and Gate Piers Grade II Listed Assets, and protecting key views from and to the Abbey;
    b. Conserve and, where possible, enhance the setting of the Milestone Half Mile North Of Goose Hall Grade II listed asset on Ely Road;
    c. Using The Old Causeway as a key structural element of the masterplans for the new town;
    d. Retaining, enhancing and incorporating of other key historical features, specifically:
        i. Soldiers Hill earthworks;
        ii. The grid structure of the Barracks;
        iii. Waterbeach Barracks control tower
        iv. Memorial Garden;
        v. Winfold Greenway;
        vi. Runway Park;
        vii. Car Dyke; and
        viii. Bannold Drove.
    e. As part of a site wide landscape and ecological network,retaining and enhancing topographical features, hedgerows, tree belts and woodlands, species rich grasslands, watercourses, ponds, lakes, droves and wetlands;
    f. Incorporating key views out of the development to Ely Cathedral, Denny Abbey, Landbeach Parish Church, the East Anglian Heights towards the east, and the fens from Long Drove
    g. Providing strategic landscaping within and beyond the Site Allocation into the Strategic Enhancement Area (S/SEA/WNT), to maintain the village character of Waterbeach; and
    h. Maintaining historical links from the Waterbeach village through the site to Denny Abbey, achieved by re-establishing footpaths, in particular the Causeway.
11. Avoid vulnerable development on land to the east of the Bannold Drove, which could be at risk of flooding if a breach of the existing flood defences on the River Cam were to occur.

## Built form

12. Ensure built form of the new town is in accordance with the indicative Spatial Framework Diagram.

13. Deliver a form of development which includes:

    a. Recognisable streets and other spaces to promote legibility, safety and accessibility;

    b. Memorable features, groups of buildings and spaces that create a sense of place;

    c. Long view corridors retained from Long Drove to the open landscape to the east and to the north, bringing these fen views into the development;

    d. Higher densities and heights in the town centre and station area and the lowest heights and densities in areas closest to Denny Abbey and the town edges;

    e. A density and scale of development at the interface of the existing village that reflects the townscape character of the village including the density and scale of buildings in that area, specifically in the following areas:

        i. The Barracks entrance;

        ii. Denny End Road;

        iii. Cody Road;

        iv. Capper Road; and

        v. Abbey Place.

14. Deliver a network of new centres for the town, specifically:

    a. A town centre, which will be the main location for commercial, retail, leisure, entertainment, health and community uses. It will have civic spaces and functions, a clearly identified 'high street' and include residential uses on upper floors;

    b. A station district, which will be commercial centre and a sixth form college close to the relocated Waterbeach railway station;

    c. Two other Local Centres, one of which will serve the northeastern residential area and include community and other appropriate uses, including educational facilities, primary and secondary schools to meet the needs of the development.

15. Through the preparation of acoustic surveys, provide appropriate noise mitigation for homes that would be affected by the A10, railway station/line and Waterbeach Waste Management Park.

## Public space

16. Incorporate formal and informal open spaces as an integral part of the spatial planning of the new town of Waterbeach and the Strategic Enhancement Area, maximising opportunities to promote wellbeing. Specifically, the new town must include:

a. Strategic natural and publicly accessible open space within the Strategic Enhancement Area to positively respond to the setting to Denny Abbey whilst providing wider benefits to residents and visitors;

b. Sports pitches, multi-use games areas (MUGAs) and play spaces, designed based on best practice including appropriate provision for all children and teenagers;

c. Civic spaces, including within the town centre and the railway station quarter; and

d. A generous quantum of informal open space, to establish the identity of the new town as a fenland edge settlement.

## Nature

17. Integrate natural features into the development to contribute towards the quality of place and people's quality of life, including making provision for a significant network of green infrastructure. Measures must include:

    a. Retaining, and where needed, enhancing existing woodland, trees and water bodies;

    b. Providing ecological mitigation measures and ecological corridors;

    c. Creating multifunctional spaces for amenity, landscape, biodiversity, recreation and drainage; and

    d. Developing a comprehensive blue network within and beyond the site.

18. The Strategic Enhancement Area (S/SEA/WNT) must create a clearly defined green buffer , which preserves identified viewpoints from the northern boundary of the town.

19. Promote cycling and walking as the preferred modes of transport from the outset of the development, by:

    a. Creating an active travel movement network, including footway and cycleways, to connect the key locations of the town centre, schools, employment areas and the relocated railway station site, and to provide attractive, direct and safe routes that link homes to public transport and key areas of activity;

    b. Providing direct, segregated high-quality pedestrian and cycle links to north Cambridge, surrounding villages and nearby existing facilities such as the Cambridge Research Park;

    c. Delivering a Smarter Choices package including residential, school and workplace travel planning.

20. Incorporate necessary measures for horse riding, particularly within the Strategic Enhancement Area as well as the open spaces which form part of the active travel network.

## Movement

21. Deliver a comprehensive and legible movement and connectivity network for the new town, connecting key locations of activity including the new Town Centre, schools, employment areas, and the relocated Waterbeach railway station. The

network design must facilitate a low car living approach, where walking and wheeling are the first choice for most residents, workers and visitors from the outset, supported by residential, school and workplace travel planning.

22. This outcome will be delivered by:

    a. Ensuring the design of the site:

        i. focuses the movement network on the key areas of activity within the village, ensuring they are highly accessible and permeable by non-private modes;

        ii. provides a series of well connected 'walkable neighbourhoods', each capable of meeting everyday needs, supported by clear and legible routes and effective wayfinding within and between neighbourhoods;

        iii. includes a clear road hierarchy, including primary routes, and sustainable movement prioritised secondary streets and local access roads; and

        iv. promotes low car ownership, including through restrained parking provision and innovative approaches such as off-plot car barns and shared parking solutions;

    b. Setting aside land for and/or directly delivering at least the following physical transport measures within the site, commensurate with the phasing of development:

        i. Provision for the Waterbeach to Cambridge public transport corridor and associated multi-modal transport hub. Public transport stops must include the necessary active travel connections, which form part of the wider site wide active travel network, as well as supporting facilities including adequate provision of high-quality bike storage;

        ii. Provision of a relocated Waterbeach railway station with appropriate access arrangements by all modes to serve the village and the new town; and

        iii. A primary southern access road from the A10, providing a loop around the new town, to access the relocated railway station and town centre. This will require junction improvements, with a design which discourages vehicles from routing into Waterbeach village and via Horningsea.

    c. Commensurate with the phasing of development, making financial contributions towards and, as appropriate, enabling the following transport measures external to the site:

        i. Improvement options for the cycle crossing at and connection to Bottisham Lock in order to improve connectivity to Wicken Fen and surrounding villages;

        ii. Additional capacity to meet the forecast road traffic generation of the new town, particularly on the A10 and at the junction with the A14;

        iii. Measures to mitigate the traffic impact of the new town on

surrounding villages including Waterbeach, Landbeach, Horningsea, Fen Ditton and Milton; and

iv. A review of and improvement to the access arrangements to Denny Abbey and the Farmland Museum.

a. Measures identified within the Ely to Cambridge Transport Study to mitigate impacts of the development on existing roads

23. To support delivery of the agreed masterplan, a strategic and local transport mitigation plan must be prepared by the developer in consultation with the Local Highways Authority and Local Planning Authority. This must include making financial contributions towards and, as appropriate, enabling any other transport measures necessary to make the development of the site acceptable in transport terms, as evidenced at planning application stage;
    a. Sustainable and public transport measures;
    b. Vehicular transport measures, including site access arrangements;
    c. A comprehensive parking strategy aligned with low-car living objectives;
    d. Infrastructure costing and delivery phasing; and
    e. mechanisms for delivery, monitoring and review including potential delivery through Section 106 obligations, or CIL or other appropriate funding mechanisms.

## Resources

To maximise its sustainability, the development must Provide opportunities for food production.

## Lifespan

24. Development proposals should explore different models of delivery for new buildings and supporting infrastructure to accelerate the construction of the new town.

25. The delivery of Waterbeach must be in accordance with approved design codes, prepared and submitted by the applicant to guide reserved matters applications for all phases of development.

26. Planning applications must establish a mechanism for the long-term stewardship of Waterbeach New Town. This must enable a sense of ownership for its residents and provide for well-managed and maintained spaces and facilities. In particular, management and maintenance plans will be required for:
    a. Landscape and open spaces;
    b. Community buildings;
    c. Indoor and outdoor sports facilities;
    d. Unadopted roads; and

    Parking enforcement for unadopted roads.

27. In addition to the requirements on the Validation Checklist, the following will be required at the submission of an outline or major planning application:

a. Acoustic surveys;

b. Strategic and Local Transport Mitigation Plan; and

c. Transport Assessment.

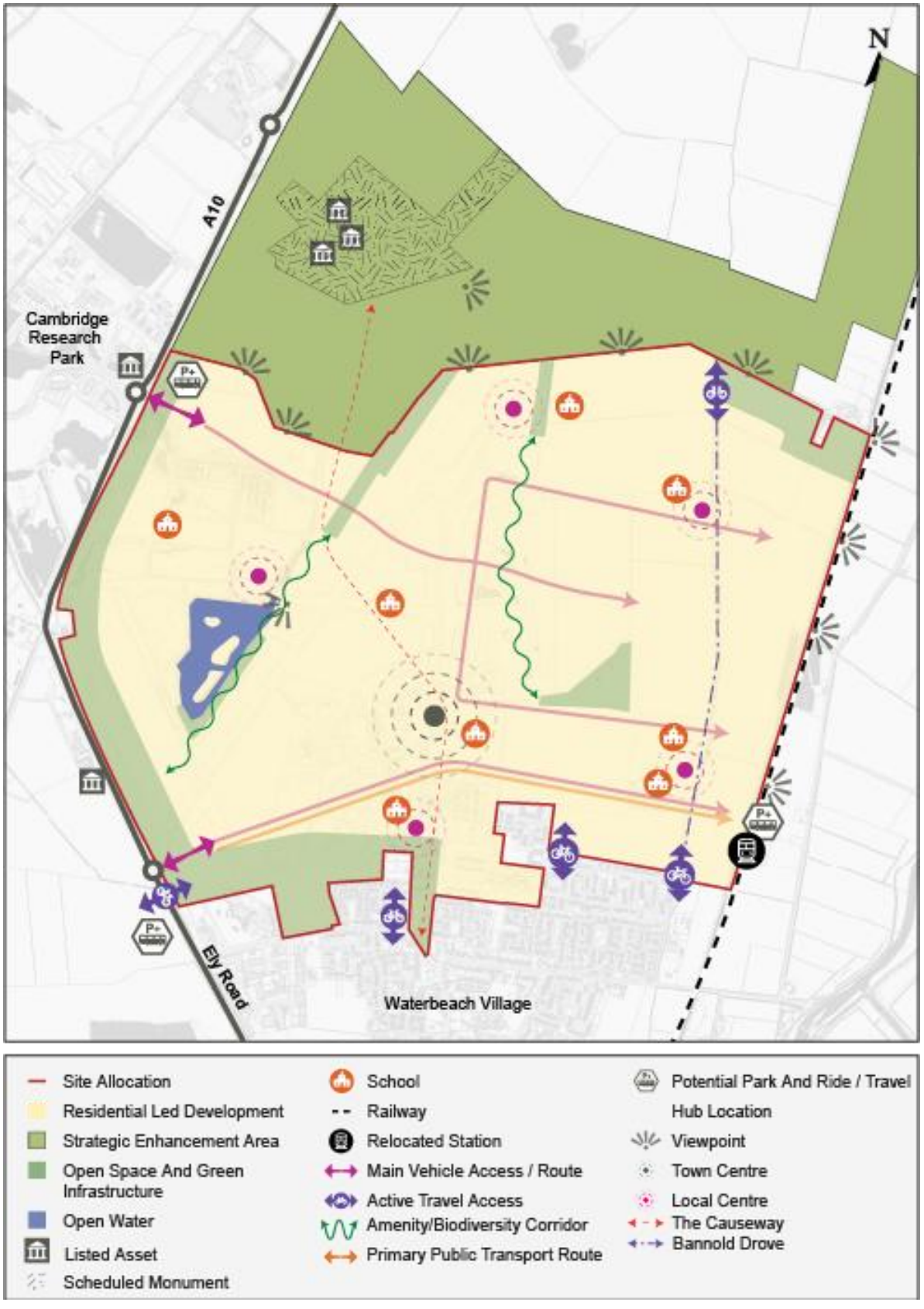



**Figure 68:** Waterbeach New Town Indicative Spatial Framework

## Supporting information

**3.3.80** The policy supports the continued development of the Waterbeach New Town. During the Plan period, the town is expected to deliver a significant proportion of the total number of new homes and the policy identifies a number of policy requirements to ensure a coordinated and effective approach is taken to deliver on the objectives and vision identity of the new town. The Councils will also support innovative models of delivery in order to accelerate the construction of the town.

**3.3.81** Since the allocation of Waterbeach New Town as a strategic site in the 2018 South Cambridgeshire Local Plan, the town has started to deliver new homes and associated facilities and infrastructure. The Council maintains high aspirations for the new town, ensuring that it delivers exceptional standards of sustainability, high quality design, a strong sense of community and respect for its historic setting. The indicative Spatial Framework identifies a number of strategic interventions for the new town to bring forward the site in line with the policy above whilst the Waterbeach New Town Supplementary Planning Document will continue to be a material planning consideration in the determination of future planning applications.

**3.3.82** Waterbeach New Town will be a town set within a network of open spaces, building on the existing mature trees and vegetation found across the site. This Fen edge inspired landscape network will establish the character of the new town and make it distinctive from other settlements in Greater Cambridge. The new town will need to be delivered in coordination with the Strategic Enhancement Area (SEA), which is a key feature of the town. The SEA Policy Area will play a multifunctional role, including filtering key views to and from Denny Abbey, providing strategic open space and areas for biodiversity enhancement as well as supporting the overall health and well-being of those living, working and visiting the new town. Taking inspiration from the landscape character, the SEA will ensure the new town is rooted in its local Fen edge context.

**3.3.83** Denny Abbey is a Grade I Listed Building and Scheduled Monument in an extensive landscape setting. The building and its setting should be conserved and enhanced. The reinstatement of the historic causeway connecting Denny Abbey with Waterbeach village, which pre-dates the barracks, would support this. There is a network of other old paths across the allocated site which should be retained and reinstated wherever possible. The retention of other historic features and important views would also support the context and identity of the new town.

**3.3.84** The development strategy for Greater Cambridge is to direct any new homes, which includes specialist accommodation and Gypsy and Traveller pitches, to strategic sites on the edge of Cambridge and new settlements. It is therefore important that the policies for these allocations include specific requirements for specialist accommodation and Gypsy and Traveller pitches, as well as the overall number of homes to be provided. Waterbeach New Town as a whole is required to provide 24 Gypsy and Traveller pitches and 1,050 units as specialist accommodation (Use Class C2) during the Plan period to contribute towards meeting the district's identified needs.

**3.3.85** Convenient services and facilities are required to support the new community. Many of these are to be secured under S106 Agreements and must be linked to the phasing of development to support this emerging community and support place identity.

**3.3.86** To manage the movement network and promote health and wellbeing, walking and cycling will need to be more attractive than driving to access services and facilities within the new town and beyond. The new town is close to Cambridge and good quality transport links are vital, particularly for public transport. To support this, the existing Waterbeach railway station will be relocated to within the new town to enable a multi-modal transport hub to be created to enable seamless travel. A Travel Hub facility with a segregated public transport corridor will provide rapid public transport to Cambridge to access further employment and facilities.

**3.3.87** A range of highway and transport mitigation measures will be necessary to manage the additional traffic and movement associated with the development. These measures will go beyond the site boundary and may include both work to the A10 and the junction with the A14 interchange.

**3.3.88** A range of densities and building heights are required to provide the amount of development envisaged and to respect the existing townscape and landscape context. Higher densities and buildings should be concentrated mostly at the town centre and the station quarter, where services and facilities will be focused and within easy walking distance of new homes. Lower heights and densities will be necessary at the settlement edges to reduce the impact of development on the existing village, historic Denny Abbey and the surrounding Fen landscape characteristics.

**3.3.89** Whilst most of the site lies within Flood Risk Zone 1 and at low risk of flooding, the impact of flooding needs to be mitigated. It had been demonstrated through the previous Local Plan that parts of the site are at risk of flooding in the event of a breach of the existing flood defences on the River Cam and therefore appropriate measures need to be introduced to mitigate this risk. Future planning applications may need to undertake a revised detailed Flood Risk Assessment, particularly in the eastern part of the town.

**3.3.90** For the new town to be successful in the long-term, provisions for the management and maintenance of infrastructure, services and facilities are necessary and are to be agreed with the Local Planning Authority. The LPA also expects the relevant landowners/developers to work collaboratively to support the continued comprehensive and coordinated approach to delivery and to the long term stewardship of the town.

# Bourn Airfield New Village

## Policy S/BA: Bourn Airfield New Village

28. Objectives and place identity Bourn Airfield New Village will be a well-connected, rural centre of approximately 3,500 homes, with a distinct character that respects its countryside setting. The settlement will be set around a vibrant village centre, providing key services, facilities and employment spaces to support the local community, including retail, leisure, education and community facilities.

29. The village will be embedded in a network of multi-functional green infrastructure, and support walking, cycling and public transport as the preferred mode of choice for travel within the village and beyond. Through an innovative approach to planning, design and construction, the village will be a move towards net zero carbon lifestyles including a strong heart providing a healthy, active and inclusive community.

30. Bourn Airfield sits alongside the Bourn Airfield Strategic Enhancement Area Policy Area (S/SEA/BN), a designated non-development area. The Strategic Enhancement Area will ensure sufficient separation from neighbouring settlements, including Highfields Caldecote, and maintain a soft, green landscape to protect the development's rural setting. These areas may also be used to deliver other appropriate uses, including drainage, habitat compensation and informal open space (including publicly accessible natural and semi-natural open spaces) and should utilise existing planting and landscaping located within and adjacent to the site.

### Uses

31. Bourn Airfield New Village is allocated for mixed use development, comprising:

    d. Approximately 3,500 homes (all to be delivered within the plan period) in a wide range of dwelling types and tenures, including:
        i. affordable housing and self/custom build homes;
        ii. 12 permanent Gypsy and Traveller pitches (within a site of approximately 1 hectare) located within but on the edge of the development, or outside but in close proximity to the site, meeting requirements of Policy H/GT
        iii. Approximately 250 units for residential institution use (Class C2), particularly for older people or those with disabilities; and

    e. Employment uses of approximately 1,400 square metres gross internal area for office, research and development and industrial processes (Classes E(g)(i), E(g)(ii) and E(g)(iii)). Proposals in excess of this amount would need to demonstrate that they can be satisfactorily be incorporated into the design and layout of the new settlement;

    f. Retail and main town centre uses of approximately 4,000 square metres gross internal area, with no single outlet being larger than 1,500 square metres gross

internal area (Use Classes E(a), E(b) and E(c));

g. Indoor and outdoor leisure provision, play spaces and sports pavilions;
h. Education facilities to include two primary schools and a secondary school;
i. Community facilities including a mixed-use community hall;
j. Open space including parks and landscaping;
k. Allotments;
l. Ecological areas, woodland and orchards;
m. Engineering for foul and sustainable drainage systems;
n. Healthcare facilities to meet the needs of the development;
o. Burial ground of 0.85 hectares (providing for 2,625 burials); and
p. Faith space of not less than 0.23 hectares.

32. These uses are required to support the development of a sustainable new community, and the developer will be required to prepare and submit for approval a Delivery Strategy for these uses and facilities.

33. Temporary community and healthcare facilities will be required from early occupation until sufficient capacity has been reached for permanent provision. The size and nature of these facilities will need to be considered throughout the build period of the development, ensuing the buildings have sufficient flexibility to be able to expand or be repurposed as each phase of the development comes forward.

**The development of Bourn Airfield New Village must do the following:**

## Context

34. Respect and enhance surrounding landscape features which contribute to the rural setting of the site, maintaining separation with other nearby settlements, by:
    a. Providing high quality strategic landscaping within the Strategic Enhancement Area (S/SEA/BA), including early delivery of structural planting along boundaries with Highfield Caldecote;
    b. Providing a high-quality landscaped setting around the northern boundary of the settlement to avoid it appearing as part of a ribbon of urban development south of the A428;
    c. Maintaining the rural nature of the Broadway, ensuring the new village remains distinct from neighbouring Cambourne;
    d. Ensuring physical separation from Bourn and Highfield Caledecote; and
    e. Retaining existing woodland buffers, particularly on the eastern edge of the site.

35. The adjacent ‘Bourn Quarter’ is an important and successful employment site in this area, offering a separate but complementary employment offer to Bourn Airfield New Village. The two sites will need to be well integrated with each other, with a satisfactory relationship of land uses and built form achieved in order to

support good placemaking outcomes.

36. Protect and, where possible, enhance the setting of the Grade II listed Barns and Great Common Farmhouse as well as the Bourn Village and Hall Conservation Area

37. Development proposals, including new or enhanced connections, must not conflict with, or prejudice the delivery of, East West Rail proposals.

## Built form

38. Ensure the developable area of the new settlement is contained within the site allocation boundary as shown on the policies map and the indicative Spatial Framework Diagram.

39. Be comprehensively planned and delivered within the site allocation boundary shown on the Policies Map and indicative Spatial Framework Diagram to ensure that development proposals do not prejudice the creation of a successful new community.

40. Ensure delivery of:

    q. A Village Centre, focused around a new square, providing a mix of uses including retail and community facilities; and

    r. A neighbourhood hub, comprising of other local facilities, which should be well located to support the homes further away from the Village Centre.

41. Optimise the scale, height and density of development and create a soft edge around the settlement by limiting buildings in these areas to a maximum of 2 storeys in height.

42. Provide appropriate mitigation for homes that would be affected by noise from the A428, in the form of soft landscape measures as well as acoustic barriers if appropriate.

## Public space

43. Incorporate a network of multifunctional public spaces within the design, including:

    s. A village square as a focal point of the Village Centre;

    t. Sports, open space and play areas, in accordance with a Sports and Open Space Strategy to be approved by the Local Planning Authority;

    u. A linear park to replicate the alignment of the former runway;

    v. Open space as part of the northeastern gateway park to provide clear separation between the new village and Highfields Caldecote.

## Nature

44. Balance the need for sensitive ecological assets to be protected and enhanced, with the opportunities provided by the rural setting to promote access to the natural environment, by:

    w. Protecting and enhancing sensitive ecological assets, in particular Bucket Hill Plantation Grassland County Wildlife Site;

x. Encouraging access to existing natural environments including the woodland around the eastern edges and the wider countryside via footpaths and bridleways, being careful to avoid or minimise impacts on ecological habitats and species;

y. In addition to retaining existing woodland along the eastern part of the site, planting new woodland at the open area backing onto residential properties in West Drive to form a continuous woodland belt;

z. Through Bat Surveys, determine the individual and cumulate impacts of development associated recreational pressures to identify and implement necessary mitigation measures;

aa. Providing a Sensitive Lighting Strategy and dark habitats/corridors where possible, linking to those being delivered as part of Cambourne North (Policy S/CBN), and around the outer edge of the settlement; and

bb. Provide orchards where their ecological value can be demonstrated.

## Movement

45. Deliver a comprehensive and legible movement and connectivity network for the new village, connecting key locations of activity including the new Village Centre, schools, employment areas, Cambourne and the new East West Rail Station at Cambourne North. The network design must facilitate a low car living approach, where walking and wheeling are the first choice for most residents, workers and visitors from the outset, supported by residential, school and workplace travel planning.

46. This outcome will be delivered by:

cc. Ensuring the design of the site:

i. focuses the movement network on the key areas of activity within the village, ensuring they are highly accessible and permeable by non-private modes;

ii. provides a series of well connected ‘walkable neighbourhoods’, each capable of meeting everyday needs, supported by clear and legible routes and effective wayfinding within and between neighbourhoods;

iii. includes a clear road hierarchy, including primary routes, secondary streets and local access roads, which prioritise sustainable movement; and

iv. promotes low car ownership, including through restrained parking provision and innovative approaches such as off-plot car barns and shared parking solutions;

dd. Setting aside land for and/or directly delivering at least the following physical transport measures within the site, commensurate with the phasing of development:

i. Provision of a segregated public transport corridor from Cambourne to

Bourn Airfield new village across the Broadway, and through the development to the junction of the St Neots Road with Highfields Road. Public transport stops must include the necessary active travel connections, which form part of the wider site wide active travel network, as well as supporting facilities including adequate provision of high quality bike storage;

ii. Provision of convenient vehicular access, with at least two separate access points to the north-west and north-east of the site; and

iii. Ensuring the new junction to the Broadway does not provide for direct private vehicular access to the Broadway for southbound traffic from the new village, with direct access provided only for buses and bicycles.

47. Commensurate with the phasing of development, making financial contributions towards and, as appropriate, enabling the following transport measures external to the site:

ee. Provision of direct, segregated high quality pedestrian and cycle links to West Cambridge, Cambourne, Caldecote/Highfields, Hardwick and Bourn;

ff. Necessary measures to ensure that a bus or rapid mass transit journeys between Highfields Caldecote and the junction of the A428 and the A1303 are direct and unaffected by any general traffic congestion;

gg. Provision of high-quality bus or rapid mass transit on or parallel to Madingley Road (the A1303) between its junction with the A428 and Queens Road, Cambridge; and

hh. Measures to mitigate the traffic impact of the new village on surrounding villages and roads.

48. To support delivery of the agreed masterplan, a strategic and local transport mitigation plan must be prepared by the developer in consultation with the Local Highways Authority and Local Planning Authority. This must include making financial contributions towards and, as appropriate, enabling any other transport measures necessary to make the development of the site acceptable in transport terms, as evidenced at planning application stage;

a. Sustainable and public transport measures;

b. Vehicular transport measures, including site access arrangements;

c. A comprehensive parking strategy aligned with low-car living objectives;

d. Infrastructure costing and delivery phasing; and

e. mechanisms for delivery, monitoring and review including potential delivery through Section 106 obligations, or CIL or other appropriate funding mechanisms.

## Resources

49. Make appropriate arrangements for foul drainage and sewage disposal, to be explored and identified through a Foul Drainage Strategy.

50. Ensure the provision, management and on-going maintenance of sustainable surface water drainage measures, to control the risk of flooding on site and reduce the risk of flooding to areas downstream and upstream of the development.

## Lifespan

51. The delivery of Bourn Airfield Village must be in accordance with design codes, prepared and submitted by the applicant as part of reserved matters application(s) This must describe the stage of design coding, its content, the level of detail for each stage, and the area of the site to which that stage applies.

52. Identify a proposed approach to the long-term management, maintenance and stewardship of any infrastructure, services and facilities to meet the needs of the village that are not provided by statutory undertakers.

ii. In addition to the requirements on the Validation Checklist, the following will be required at the submission of an outline or major planning application: Delivery Strategy

jj. Bat Surveys

a. Sensitive Lighting Strategy;

b. Strategic and Local Transport Mitigation Plan; and

kk. Foul Drainage Strategy

53. At all phases of development, applicants must:

ll. consider and propose appropriate measures to assist the development of a new community;

mm. Undertake meaningful engagement with local people and relevant stakeholders.

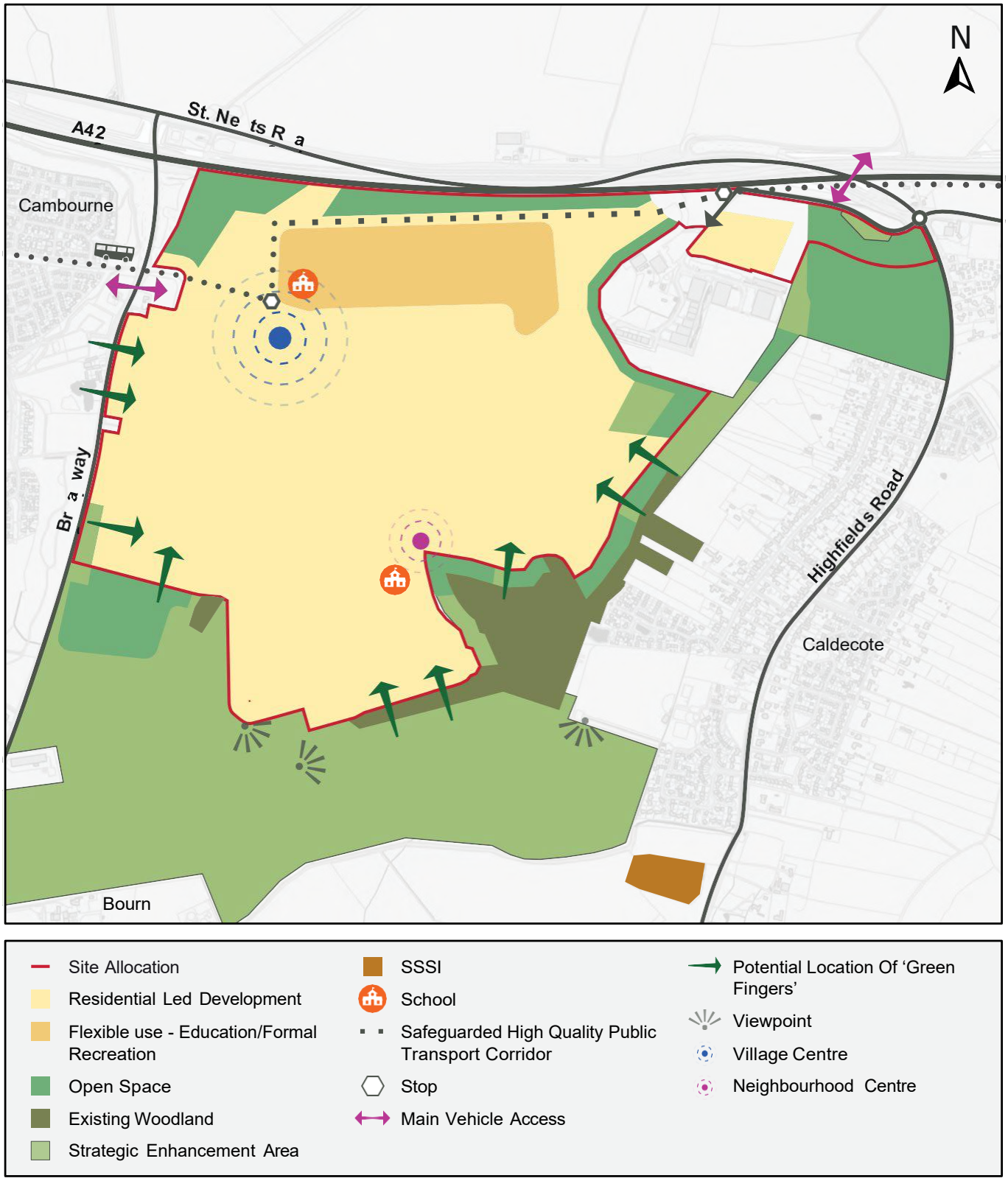



**Figure 69:** indicative Spatial Framework for Policy S/BA: Bourn Airfield New Village

## Supporting information

**3.3.91** Since the allocation of Bourn Airfield New Village as a strategic site in the 2018 South Cambridgeshire Local Plan, outline planning permission has been granted for 3,500 new homes and associated development. This policy supports the on-going delivery of the site, ensuring that development opportunities and challenges are identified and responded to in a comprehensive manner and to support the delivery of the new village by the end of the plan period.

**3.3.92** The Councils maintain high aspirations for the new village, ensuring that it delivers exceptional standards of sustainability, high-quality design and a strong sense of community. The Bourn Airfield New Village SPD sets standards of design and remains a material consideration.

**3.3.93** The site lies close to Cambourne, Bourn, Highfields Caldecote and Knapwell and for this reason it is considered important that the new village has its own distinct identity. Substantial soft landscaping within the Strategic Enhancement Area, with landscaping merging into the development will be key to its character and retain its distinction from the surrounding existing settlements. It will also protect the setting of surrounding heritage assets. Within the SEA, there is a opportunity to create climate resilient and multi-functional landscape typologies, including woodland, and publicly accessible open spaces, informed by Suitable Alternative Natural Greenspace principles.

**3.3.94** Bourn Airfield will be a comprehensive settlement which includes a mix of housing types and tenures, employment opportunities and services and facilities to support the needs of the new community. The development strategy for Greater Cambridge is to direct any new homes, which includes specialist accommodation and Gypsy and Traveller pitches, to strategic sites on the edge of Cambridge and new settlements. The policy therefore requires these types of homes to be delivered in order to meet specific housing needs as part of mixed and well balanced community.

**3.3.95** The quantum of employment, retail, burial land faith and community space (including education) identified in the policy is based on the current identified needs of the development. These would need to be reviewed should the housing provision differ from what is set out in the policy and/or reflect the changing needs of the village during its build out period. Facilities required to support the new community have been secured by planning conditions or obligations associated with the existing outline planning permission. If required, similar measures will be attached to any future permissions to secure required facilities which have not yet been provided. The Bourn Quarter employment site towards the northeast corner of the Bourn Airfield New Village allocation has largely been redeveloped. It is therefore no longer necessary to include this employment site within the site allocation but important for placemaking purposes that the two sites are integrated with one another.

**3.3.96** A comprehensive network of cycleways and footpaths within and beyond the Site Allocation are required to support active travel and healthy lifestyles. Early provision of key routes will be required to support the initial phase of occupation.

**3.3.97** Due to capacity constraints of the local highway network, a range of measures to mitigate the additional traffic generated by the development is necessary. These include the provision of high-quality rapid mass public transport to and from the city of Cambridge. The Cambourne to Cambridge public transport corridor is to run through the northern end of the new village and would provide this required transport infrastructure. A contribution for additional public transport improvements beyond the site will also be required and secured by a legal agreement. The East West Railway (EWR) project proposes to go under this new settlement. It will be important that phases of construction between the two proposals, as well as the high quality transport scheme linking the new village with Cambourne and Cambridge, are coordinated to minimise disruption as much as possible and do not conflict or prejudice the delivery of either project.

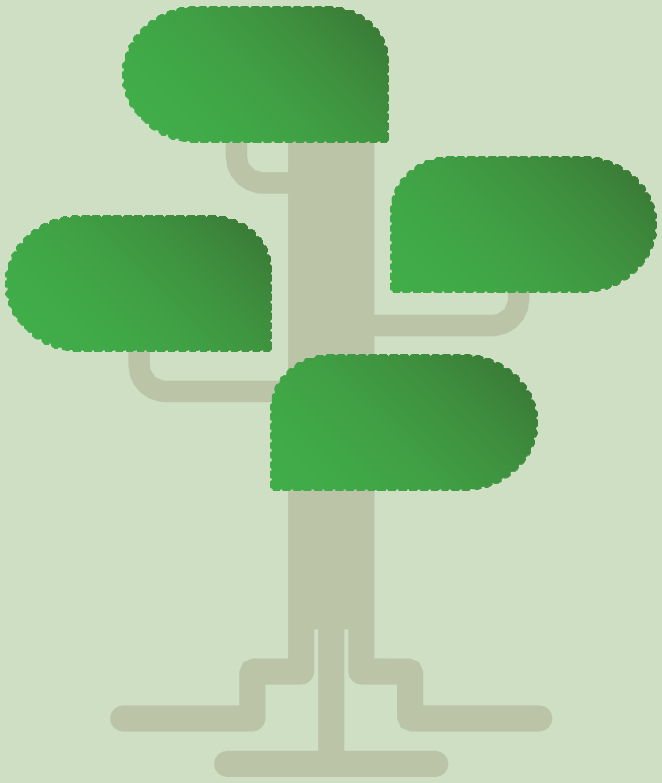
**3.3.98** To provide the planned quantum of homes whilst respecting the rural character and separation of the village, building heights and density will be greater towards the Village Centre and lower towards the settlement edge.

**3.3.99** For the settlement to be successful in the long term, provisions for the management and maintenance of infrastructure, services and facilities are necessary. These are to be secured under the outline planning permission but with details to be agreed with the local planning authority. If required, similar provisions will be secured under any future permissions to secure infrastructure, services or facilities which have not yet been provided.

**3.3.100** Additionally, establishing a new community requires more than just the provision of homes, jobs and services. This will need to be kept under review as this new community grows, and consideration of appropriate measures to assist the development of a new community may be required, such as the funding and recruitment of Community Development workers and community events and/or meanwhile uses.

3.4

# The rural southern cluster



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Policy S/WGC: **Wellcome Genome Campus, Hinxton**

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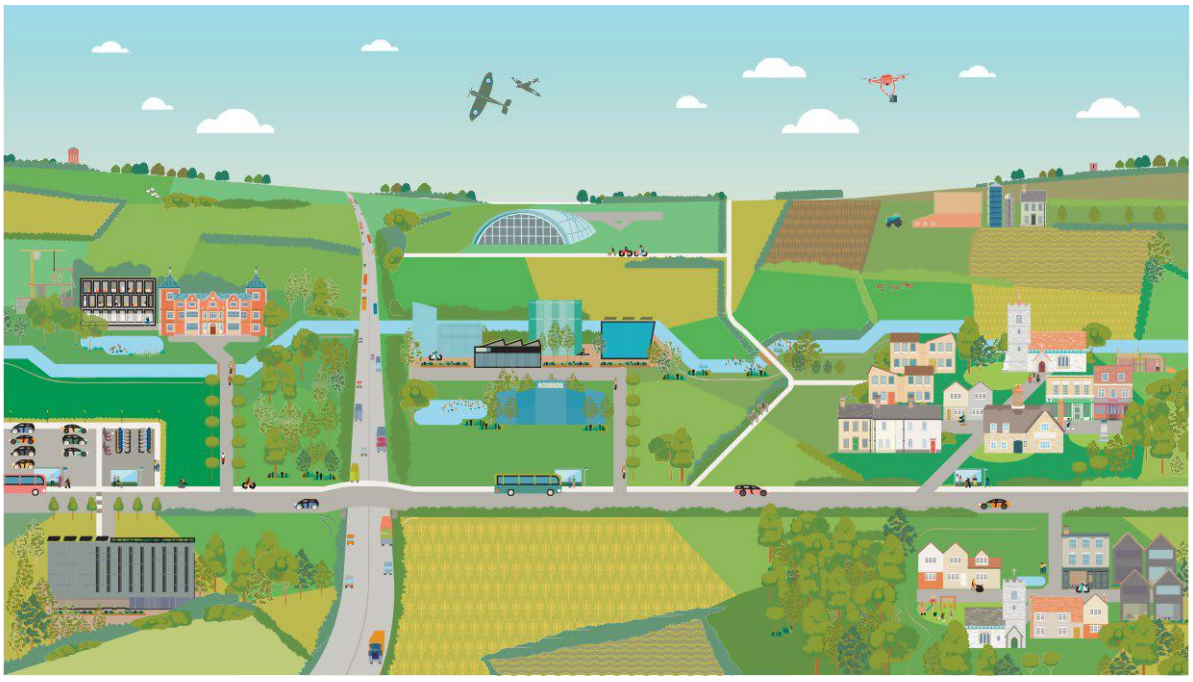
Policy S/SCP: **Policy areas in the rural southern cluster**



# Introduction

3.4.1 The south of Cambridge, between the M11 and the A1307, is home to a range of major business parks with world-leading facilities and has some excellent and improving public transport links.

3.4.2 Our ambition is to support and grow this successful and nationally important business cluster by providing more business space where needed. In addition to the Grange Farm new settlement (see New Settlement chapter), some new housing is allocated in and around existing villages that are well-connected to jobs by public transport, cycling and walking facilities.

## Policies we are proposing

- S/RSC/WGC: Wellcome Genome Campus, Hinxton
- S/RSC/BRC: Babraham Research Campus
- S/RSC/MF: Land at Maarnford Farm, Hunts Road, Duxford
- S/RSC/SBR: Land South of Babraham Road, Sawston
- S/RSC/FSS: Former Spicers Site, Sawston Business Park, Sawston
- S/RSC/CC: Comfort Café, Fourwentways
- S/RRA/ML: The Moor, Moor Lane, Melbourn
- S/RRA/H: Land at Highfields (Phase 2), Caldecote
- S/AMC/IWM Imperial War Museum, Duxford (inc. AvTech 1)
- S/AMC/WHD Whittlesford Parkway Station Area, Whittlesford Bridge
- S/AMC/GP Granta Park
- S/PA/LN South of A1307, Linton

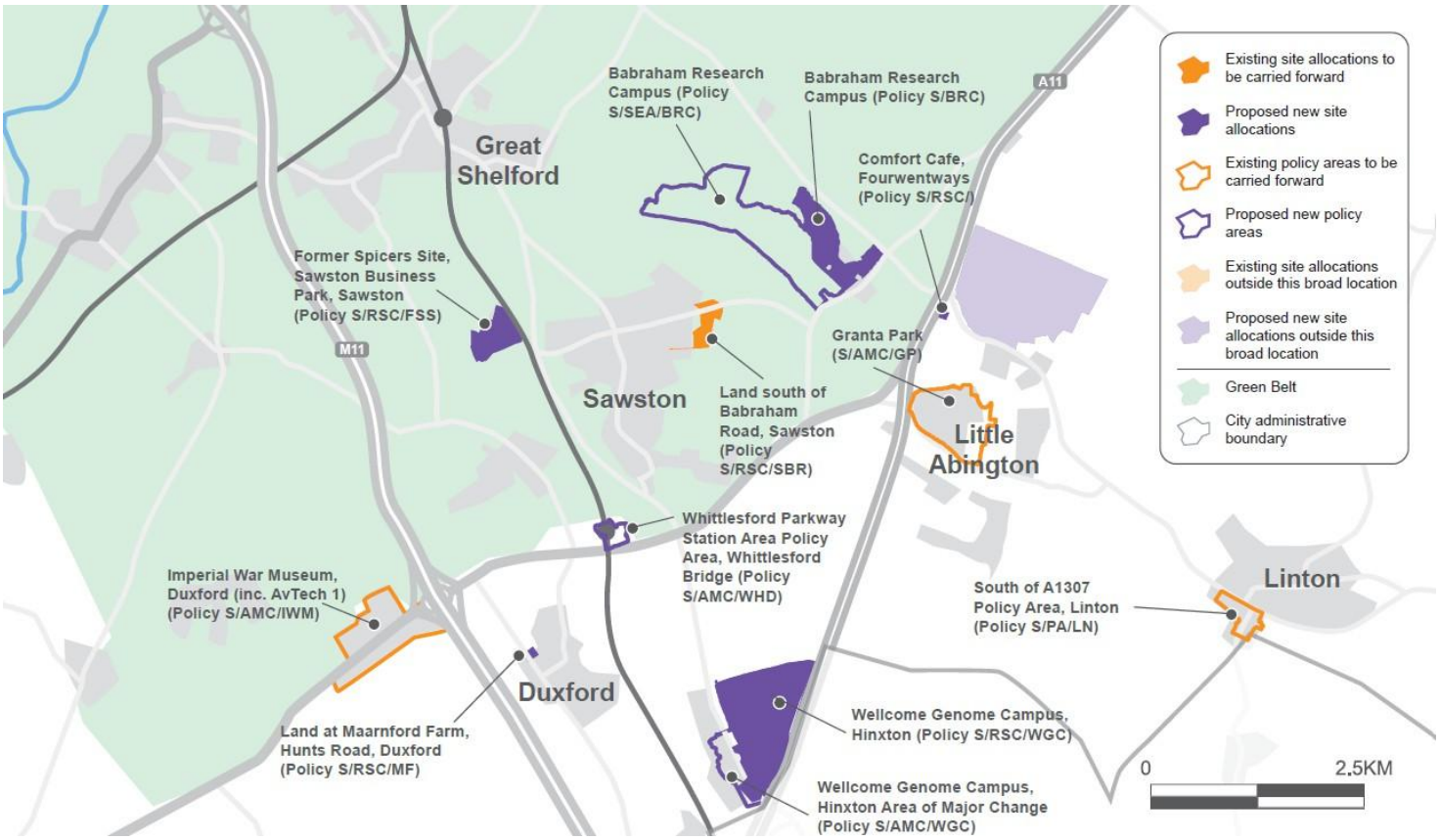



**Figure 70:** Proposed development sites and special policy areas in the rural southern cluster

# Wellcome Genome Campus – Expansion Land, Hinxton

**Policy S/WGC: Wellcome Genome Campus, Hinxton – Expansion Land**

## Objectives and place identity

1. The expanded Wellcome Genome Campus, along with the renewal and selective redevelopment of the existing campus in line with a dynamic integrated masterplan, will create an exceptional, integrated place encompassing a range of uses for those working, living and visiting the site. It will continue to develop as a centre of excellence for research, building on its internationally significant work on genomics and bioinformatics.
2. The expanded campus will be a landscape-led development, with denser development focused around a series of mixed-use clusters, with a more rural character maintained along the northern edge of the campus. It will be highly sustainable, well connected internally with active travel connections, and more widely with other settlements. The campus will be embedded in a network of multi-functional green infrastructure that will foster social interaction and collaboration, conducive to the campus ethos. This will be emphasised by the strong links with campus workers living on site, in what will be an exceptional, world leading, stimulating and sustainable environment.

## Uses

3. The expansion land at the Wellcome Genome Campus is allocated for mixed use development, comprising the following:
    a. Approximately 127,500 square metres (GIA) (150,000 square metres (GEA) flexible employment uses, including research and development office and workspace (E(g));

b. Approximately 1,500 residential dwellings (C3) for campus workers as a priority;

c. Approximately 3,500 square metres (GEA) retail space (E (a, b, c) and Sui Generis) to support the day to day needs of those living, working and visiting the campus;

d. Approximately 5,000 square metres (GEA) hotel (C1);

e. Approximately 22,750 square metres (GEA) total non-residential institutions and community and leisure uses, including nursery, conference facility, and education. Education facilities include a primary school which would need to be phased with the delivery of new homes within the site;

f. Healthcare facilities to meet the needs of the development;

g. Data storage (sui generis) and processing facilities, where there is a demonstrated need;

h. Redevelopment of existing buildings for employment or associated uses will be supported, including supporting uses (including Use Classes F1 and F2); and

i. A range of suitable employment units, including start-ups, SMEs and incubator units.

4. Temporary and meanwhile community provision will be required from early occupation until sufficient capacity has been reached for a permanent facility or facilities. The size and nature of the temporary provision will need to be considered throughout the build period of the development, ensuing any provision has sufficient flexibility to be able to expand or be repurposed as each phase of the development comes forward.

**The development of the Wellcome Genome Campus must do the following:**

## Context

5. Through the use of strategic gaps, maintain separation to the settlement of Hinxton on its north western boundary and Ickleton to the south west.

6. Maintain open buffers between the built areas of the site and:

   a. the A1301 to the north west of the site, through retained agricultural land and other open space uses; and

   b. the River Cam to the south of the site, through a landscaped buffer.

7. Through the preparation of a Landscape Visual Impact Assessment and a more detailed Heritage Impact Assessment, give careful consideration to the protection and enhancement of heritage assets and their settings, including:

   a. Grade II* Listed Hinxton Hall within the allocated area, , as well as other nearby Listed Buildings; and

   b. Hinxton Conservation Area within and to the west of the site east. Design mitigation, such as careful consideration of building height limits, massing and grouping, together with landscape buffers and tree planting, will be required to reduce impacts, especially where there are extensive views between the campus and the Hinxton Conservation Area.

8. Given the known significant potential for archaeological remains in this area, development proposals must be accompanied by an appropriate archaeological assessment, which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains.

## Built form

9. Ensure the built area of the campus is contained within the site allocation boundary shown on the policies map.
10. Be comprehensively planned and delivered to ensure that development proposals do not prejudice the creation of a fully cohesive and successful campus. This must involve:
    a. providing a Masterplan for the whole campus where significant or major changes are proposed within the existing campus to ensure there is alignment with the proposed expansion;
    b. demonstrating, through the use of Design and Access Statements, compliance with the approved Strategic Design Guide or any successor document.
11. Identifiy opportunities for intensification of built form on the existing Campus to make best use of the land available and ensure the campus can respond to modern business and research needs, whilst ensuring the protection and enhancements of amenity and delivery of biodiversity enhancements.
12. Provide a mix ofuses around a central Green, including retail and community facilities, which must be accessible to all.
13. Where necessary, provide a landscaped noise attenuation bund along the eastern edge of the site adjacent to the A11.
14. The site must take a sequential approach to the site layout, with more vulnerable development located outside any areas at risk of surface water of fluvial flooding.

## Public space

15. Deliver a network of multi-functional public spaces, connected by linear landscaped connections throughout the site, including:
    a. Public open space, made up of allotments and community gardens, outdoor sports, children's play space, and informal open space;
    b. A central green that provides for different functions, including rain gardens, a LEAP, SUDS features including a water feature, events space, and pedestrian and cycle connectivity routes;
    c. A linear park that provides for a neighbourhood equipped area for play (NEAP), locally equipped areas for play (LEAPs), community gardens including orchards, allotments, incidental play, structural landscaping, and a primary pedestrian/cycle route

d. Other linear structural landscaped routes, including parks and gardens, incidental play, productive planting and secondary pedestrian/cycle routes;

e. Indoor and outdoor civic spaces located in areas that encourage social interaction and collaboration and can accommodate sustainable travel hubs and incidental play; and

f. A range of outdoor sports provision and supporting leisure facilities including changing facilities.

## Nature

16. Protect and enhance ecological assets, in particular the Wellcome Trust Nature Reserve, River Cam and the railway cuttings.

17. Ensure retention of:

    a. existing railway cuttings, where necessary, to provide woodland features; and

    b. agricultural fields in the north and north-west of site for agricultural use, which must be improved for biodiversity where feasible.

18. Introduce access to existing natural environments, including the existing railway cuttings, Wellcome Trust Wetland Nature Reserve, River Cam, and the wider countryside via footpaths, cycleways and where appropriate bridleways, being careful to minimise recreational impacts on any ecological habitats or species.

19. Create new ecological features, including:

    a. a woodland to the north west of the site; and

    b. strategic landscaping that forms part of a wider green and blue infrastructure network across the site and beyond.

## Movement

20. Provide a legible and comprehensive movement network for the whole campus that interconnects those who live and work on the site, and to wider networks beyond, to encourage the use of sustainable modes of transport and travel. Measures to promote walking and cycling must include:

    a. The provision of safe, attractive and seamless pedestrian and cycle connections across the whole campus that link homes, civic spaces, education facilities and employment areas, and based on active travel principles;

    b. Safe grade separated crossings for pedestrians, cyclists and other non-motorised users to ensure the campus is fully integrated;

    c. The provision of high quality cycle priority streets; and

    d. Delivery of at least two pedestrian/cycle bridges that span the A1301, connecting the existing campus with its expansion

21. Delivering active travel connections including direct and rapid transit connectivity interventions to assist improved connectivity with the Campus to Whittlesford Parkway Station and the proposed South Eastern Travel Hub.

22. Contributing financially to strategic public transport and active travel schemes in the south-east corridor, appropriate to the scale and nature of the development.

23. Designing and delivering a site wide approach to car and cycle parking provision.

24. Securing general public access to the existing and expanded campus, which may include securing additional pedestrian/cycle and vehicular access points, as necessary.

## Resources

25. Make provision to accommodate an energy centre and data centre to meet the demand of the campus.

## Lifespan

26. Planning for essential services, facilities and infrastructure must be undertaken in a comprehensive manner, anticipating future needs, and establishing suitable mechanisms to deliver the infrastructure in a timely and efficient way to achieve the successful delivery of the campus.

27. An Engagement Strategy , must be prepared by the applicant to meaningfully enable local people and stakeholders on site wide and phase/neighbourhood specific proposals.

28. For any intensification of the uses on the expansion land, in addition to the requirements on the validation checklist, the following will be required at the submission of an outline or major planning application:

29. Phasing and delivery plan, including indicative costings and potential delivery through Section 106 agreements or CIL;

30. a. A Parking strategy;

b. An Integrated water management plan;

c. A Waste management plan;

d. A Site Specific Flood Risk Assessment; and

A strategic and local transport mitigation plan (in consultation with the Local Highways Authority and Local Planning Authority).

**Figure 71:** indicative Spatial Framework of Policy S/RSC/GC: Genome Campus, Hinxton

## Supporting information

**3.4.3** The Wellcome Genome Campus, Hinxton is set within and adjacent to the estate of Hinxton Hall on 125-acres of landscaped parkland bordering the River Cam. The Campus is the world's leading centre for genomics research, having played a central role in the Human Genome Project (1990-2003), which read and recorded the complete sequence of DNA in an individual for the first time.

**3.4.4** In 2020 South Cambridgeshire District Council granted outline planning permission for a mixed-use development which would provide up to a further 150,000 square metres GEA of new research and translation floorspace. The Wellcome Trust want the Campus to become a leading international centre for scientific, business, cultural and educational activities arising from genomics and biodata. It estimates that around 4,300 new jobs will be created by the expansion land of the campus. There is an extant permission onsite under the relevant Section 106 obligation to planning permission S/4329/18/OL. This details specific arrangements for provision of campus housing and geonomics and bioinformatics uses. This is a reflection of a point in time. The development of the Wellcome Genome Campus into uses evolving from genoics and bioinfomratics is supported within use Class Eg.

**3.4.5** As part of this permission a Design Guide was approved via condition which agreed key overarching masterplan principles to guide the development. These included creating a place with meaning and character, supported by community uses such a as education, sports and play, a green and blue environment, a well connected masterplan with active travel routes that is inclusive and accessible, centrally positioned public spaces and a flexible design framework to growth with the ambition of the Campus.

**3.4.6** The development must also accord with the Wellcome Genome Campus Area of Major Change (AMC) which sets out the vision for the wider Wellcome Genome Campus.

**3.4.7** The jobs will be accompanied by up to 1,500 new homes specifically for Campus workers, along with land for a new primary school, a nursery and community facilities, public open spaces and allotments. The overall vision is to create a 'one campus' that is dynamic, amenity rich and highly sustainable environment which is a leading global centre for genomics and biotech. As part of the one campus approach the whole campus will become accessible to the general public.

**3.4.8** The planning permission for the development includes a range of requirements and criteria designed to recognise the unique nature of the site and ensure future uses support the primary role of the campus for the development of genomics and bioinformatics. The Section 106 Legal Agreement to the outline planning permission provides a mechanism for specifying and agreeing future occupants within the expansion land. However, as the policy is for the whole campus it would be reasonable to stipulate that future employment uses are limited to genomics and bioinformatics only.

**3.4.9** The existing campus provides for a number of research and translation facilities and supporting uses. The existing campus provides an opportunity to intensify existing uses and redevelop existing buildings, and allow for additional development, subject to other policies contained within the Local Plan. This would potentially create additional commercial floorspace and supporting uses and align with the expansion land

proposals, creating a ‘one campus’ vision. Bioinformatics and geoinformatics is origins of company and other science based uses may be acceptable to support further development of the expansion land.

**3.4.10** The site is also located within the Rural Southern Cluster which supports a number of sites for research and employment. Given the potential growth within the Rural Sothern Cluster there is an opportunity to provide improved connectivity with sustainable transport interventions. This would potentially connect the Campus with Whittlesford Parkway Station and the South Eastern Transport Hub.

**3.4.11** Active Travel principles will be used throughout the Campus, prioritising pedestrians and cyclists. Within the expansion land cycle streets will be utilised prioritising cyclists over vehicles. A network of primary and secondary pedestrian and cycle routes will permeate through the campus. At least two pedestrian/cycle bridges will be provided which will connect the existing campus with the expansion land. This will allow for improved connectivity and permeability.

**3.4.12** Within the existing campus, appropriate development and redevelopment will be supported, subject to other policy considerations. This will enable more efficient enriched campus allowing the adaptation for the needs of existing and future users. It is likely that any development or redevelopment within the existing campus will exceed the ‘built form’ thresholds as set out within the policy. Where development may exceed the ‘built form’ thresholds it will need to be supported by a detailed masterplan for the campus.

**3.4.13** Proposed development within the expansion land should adhere to the approved Design Guide or successor documents. The Design Guide sets out a number of development principles and supporting guidance to steer proposals as they come forward.

**3.4.14** The exceptional qualities of the landscape, particularly associated with Hinxton Hall, the River Cam and the wetlands will be protected and enhanced, and all new proposals must demonstrate alignment with and contribution to delivering a landscape led vision for the community and place as a whole. The whole campus will be characterised as an amenity that is rich in biodiversity.

**3.4.15** It will be necessary to retain a landscape buffer between the north western part of the site and the A1301. It is important to have a distinct separation between the existing settlement of Hinxton and the new development. The landscape buffer would be in the form of an agricultural land and other recreational uses. It is also necessary to provide a landscaped noise attenuation bund to the eastern part of the site in order to reduce potential noise impacts arising from the A11. Other landscape mitigation will be considered on other parts of the site where necessary and justified.

**3.4.16** Green Infrastructure (GI) will also be provided within the campus. The existing campus already provides for well landscaped parkland and other amenity landscaping. Such landscaping is integral to the setting of Hinxton Hall and of the wider built form of the Campus. The expansion land will incorporate various GI including formal and informal open space, allotments and community gardens. Provision will also be made for outdoor sports and children’s play spaces.

**3.4.17** Hinxton Hall is a Grade II* Listed Building and located within the Hinxton Conservation

Area. Hinxton Hall plays an integral part of the functioning of the campus, providing a focal point for the existing conferencing facilities. It is important that Hinxton Hall preserved and enhanced. The wider setting of Hinxton Hall provides for formal grounds as well a more informal landscape identified by mature trees and water features.

**3.4.18** Other heritage assets include the Stables (Grade II Listed Building) located to the west of Hinxton Hall, the North Lodge (Grade II Listed Building) to north of Hinxton Hall, and the Games Larder (Grade II Listed Building) directly adjacent to Hinxton Hall. It is important to preserve and enhance where possible Hinxton Hall and its setting, and other heritage assets. Engagement with the Conservation Team and Historic England should be undertaken where proposals effect Hinxton Hall and other heritage assets, and their setting.

# Babraham Research Campus

## Policy S/BRC: Babraham Research Campus

1. A site wide Masterplan will be prepared by the landowners and/or promoters in conjunction with the Council and in consultation with the local community and other stakeholders. The Masterplan should be broadly aligned with the indicative Spatial Framework shown at Figure 72 and will need to identify the broad distribution of land uses, infrastructure delivery and phasing and will be used as a basis for the consideration of subsequent planning applications. The Masterplan should be agreed by the Council prior to the approval of any planning applications (and may be subsequently updated by the landowners and/or promoters and agreed by the Local Planning Authorities).

2. Given the scale and long term construction of the development, a site wide Design Code must be submitted alongside the Masterplan. This will set the overarching design and placemaking objectives and principles, ensuring that each phase of future development positively contributes towards the high quality outcomes expected.

### Objectives and place identity

1. Babraham Research Campus will continue to be a world leading bioscience research and innovation campus, co-locating start up, growing and established bioscience companies. Located at the heart of the Cambridge Southern Cluster life-science ecosystem, the campus will continue to play a key role in bringing together academia and commercial bioscience. It will continue to develop into a place where people can live and work, set within an extensive network of green and blue infrastructure which supports both biodiversity and the health and wellbeing of employees and the wider community.

### Uses

2. Babraham Research Campus, including land removed from the Green Belt, is allocated for mixed use development comprising:

    a. Within the employment-led development area, approximately 48,000 square metres gross internal area (GIA) additional research and development (Class (E(g)(ii)) floorspace;

    b. Within the residential-led development area:

        - approximately 83 additional Campus worker and affordable homes to support the needs of the Campus; and
        - appropriate supporting ancillary uses and infrastructure, including up to approximately 850 square metres gross internal area of nursery space (class (E(f)), and 500 square metres of flexible amenity space (Class F2 (a), (b), and Class E (a), (b), (d)) .

3. Development will be required to meet the National Planning Policy Framework Golden Rules for land released from Green Belt, including providing 50% affordable housing on residential schemes.
    a. Delivery of uses in the Strategic Enhancement Area (SEA), including:
        - Compensating for the loss of Green Belt by enhancing the land in the SEA with green infrastructure and accessible open and green space;
        - Mitigate any adverse impacts of new development on the setting of the Cambridge Green Belt and wider landscape;
        - Sustainable drainage systems (SuDS) such as swales, wetlands and reed beds; and
        - Creating new habitats for wildlife and, habitat compensation through the provision of same or better quality habitat conditions.

**The development of Babraham Research Campus must do the following:**

## Context

4. Through the preparation of a Landscape Visual Impact Assessment and more detailed Heritage Impact Assessment, inform specific mitigations and protect, and where appropriate, enhance the significance of heritage assets and their setting, including the Grade I Listed St Peter's Church, Grade II* Listed Babraham Hall and nearby off-site heritage assets.
5. Protect the legibility, appearance, and rural character of the Babraham Conservation area and the Lodge building which should be retained, a non-designated heritage asset.
6. Limit development of new buildings to areas of existing development, undeveloped areas of land in the far north of the site, and The Close residential area. Gardens surrounding the Grade I Church and Grade II Babraham Hall must be excluded from development.
7. Retain, preserve and enhance key short and long-range views from, into and within the site, including facing west and east from Babraham Hall along The Avenue, and internal views of heritage assets and the formal gardens / open spaces to the south of the River Granta, by:
    a. Ensuring development sits below the existing tree-line;
    b. Incorporating landscape and tree buffers, including forest scale trees and under storey planting where appropriate;
    c. Responding sensitively to the setting of heritage assets within the site when redeveloping existing buildings; and
    d. Preparing a Views Analysis to inform specific mitigations.

8. Retain and, where possible, supplement the existing tree coverage and landscape buffers, across the site, including forest scale trees and under storey planting where appropriate, to limit the visual impact of development on heritage assets, views and landscape setting.

9. In accordance with the indicative Spatial Framework for the site, require a wide landscape buffer (minimum 20 metres) in/adjacent to any development in the north-west of site in order to satisfactorily mitigate any adverse impacts of new development on the setting of the Cambridge Green Belt and wider landscape character including views to the north from Gog Magog Hills and Roman Road, whilst creating an attractive gateway into the campus from the north.

10. Apply the sequential approach to flood risk within the site, ensuring any development is subject to appropriate mitigation and does not increase flood risk elsewhere. Only water compatible development should be located within Flood Zone 3 and a site specific FRA will need to further assess the potential for groundwater flooding to inform the need for appropriate mitigation measures. The SEA is an appropriate location for flood risk mitigation.

11. Given the known significant potential for archaeological remains in this area, development proposals must be accompanied by an appropriate archaeological assessment, which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains.

## Built form

12. Ensure the built area of the campus is contained within the site allocation boundary shown on the policies map and the indicative Spatial Framework Diagram. Context

13. Be comprehensively planned and delivered to ensure development proposals are fully integrated with the wider Campus and to preserve and enhance the setting of identified heritage assets. This must involve:

    a. Preparing a site-wide Masterplan, which must be submitted for approval by the Local Planning Authority as part of the first application for planning permission;

    b. Preparing a site-wide Design Codes for each phase of the development to ensure a high quality of development, which must be submitted and approved before the first reserved matters planning application is determined.

## Nature

14. Maintain and enhance the wider landscape within the Campus, including the corridor of the River Granta.

15. Deliver compensatory improvements to the environmental quality and accessibility of remaining Green Belt land in the Strategic Enhancement Area (S/SEA/BRC), in line with a Green Belt Enhancement Strategy for the area prepared by the applicant. This should:

    a. include measures such as walking loops, new wetlands, restoration of ponds, and other associated green infrastructure projects;

b. incorporate the enhancement of existing hedgerows and woodland that form the boundaries of the site, particularly to the east and west;

c. ensure measures integrate with the green and blue infrastructure network across the site and in the wider area.

## Movement

16. Ensure proposals improve movement within the Campus and deliver connections to high-quality sustainable transport, by:

    a. securing improvements to pedestrian and cycle routes;

    b. supporting the provision of high-quality routes to existing forms of public transport, including nearby bus-stops;

    c. Contributing to providing high quality local non-motorised routes linking to Cambridge South East Transport schemes.

17. Where required, contribute financially to strategic public transport and active travel schemes in the south-east corridor, appropriate to the scale and nature of the development.

18. A trip budget based on detailed evidence must be agreed with the Local Highways Authority prior to submission of the outline application, together with a strategic and local transport mitigation plan. A monitor and manage approach will be taken to ensure that the development remains within the agreed trip budget for the site throughout its delivery.

19. To support delivery of the agreed campus-wide masterplan, a strategic and local transport mitigation plan must be prepared by the developer in consultation with the Local Highways Authority and Local Planning Authority.

**The employment-led development must, additionally, do the following :**

## Uses

20. Support research and development (Class E(g)ii)) floorspace and supporting uses. Future development proposals will need to deliver spaces for start-ups and the Babraham Institute, and these units should be located close to the centre of the site.

## Built form

21. Be limited to the employment-led development area identified in the indicative Spatial Framework.

22. Encourage opportunities for collaboration between future occupants, including delivering communal facilities on the ground floors, including communal space within the centre of the Campus designed for meeting, socialising and holding events

23. Be of high quality and innovative design which reflects the cutting-edge science which takes place within them whilst enhancing the heritage assets, preserving the rural character and sense of openness of the sites' context.

24. Deliver active ground floor uses and frontages wherever possible.

25. Respond positively to the site's immediate context, in particular heritage assets Grade I Listed St Peter's Church, Grade II Listed Babraham Hall, and their setting, wider landscape character and identified key views, through the selection of massing, material palettes and overall design of new research and development buildings.

## Public space

26. Include enhanced meeting places as part of the public realm and open spaces.

**The residential-led development must, additionally, do the following :**

## Uses

27. Be limited to addressing the needs for campus worker housing, with the mix of typologies and tenures (including affordable housing) informed by an accommodation needs assessment for the campus, the Greater Cambridge Housing Strategy, and discussions with the Local Planning Authority.

28. Provide ancillary uses to meet the daily needs of residents, including a new, expanded Nursery and a new amenity building capable of accommodating flexible space to address Campus and local needs, e.g small shop and gym , which must be open to the wider public and not undermine the viability of existing services in the village.

## Built form

29. Be located in the residential-led development area identified in the indicative Spatial Framework.

30. Deliver active ground floor uses wherever possible.

31. Take a comprehensive, landscape-led approach to the design through the preparation of a Masterplan, which must be prepared by the applicant and submitted as part of the planning application for this part of the site. This must ensure development:

    a. maintains the low-density character of the site;

    b. secures building design which is sympathetic to the sensitive village-edge location; and

    c. focuses development as near to the Babraham High Street as possible.

## Lifespan

32. In addition to the requirements on the validation checklist, the following will be required at the submission of an outline or major planning application:

33. Phasing and delivery plan, including indicative costings and potential delivery through Section 106 agreements or CIL;

34. a. A Parking strategy;

    b. An Integrated water management plan;

c. A Waste management plan;

d. A Site Specific Flood Risk Assessment; and

e. A strategic and local transport mitigation plan (in consultation with the Local Highways Authority and Local Planning Authority).

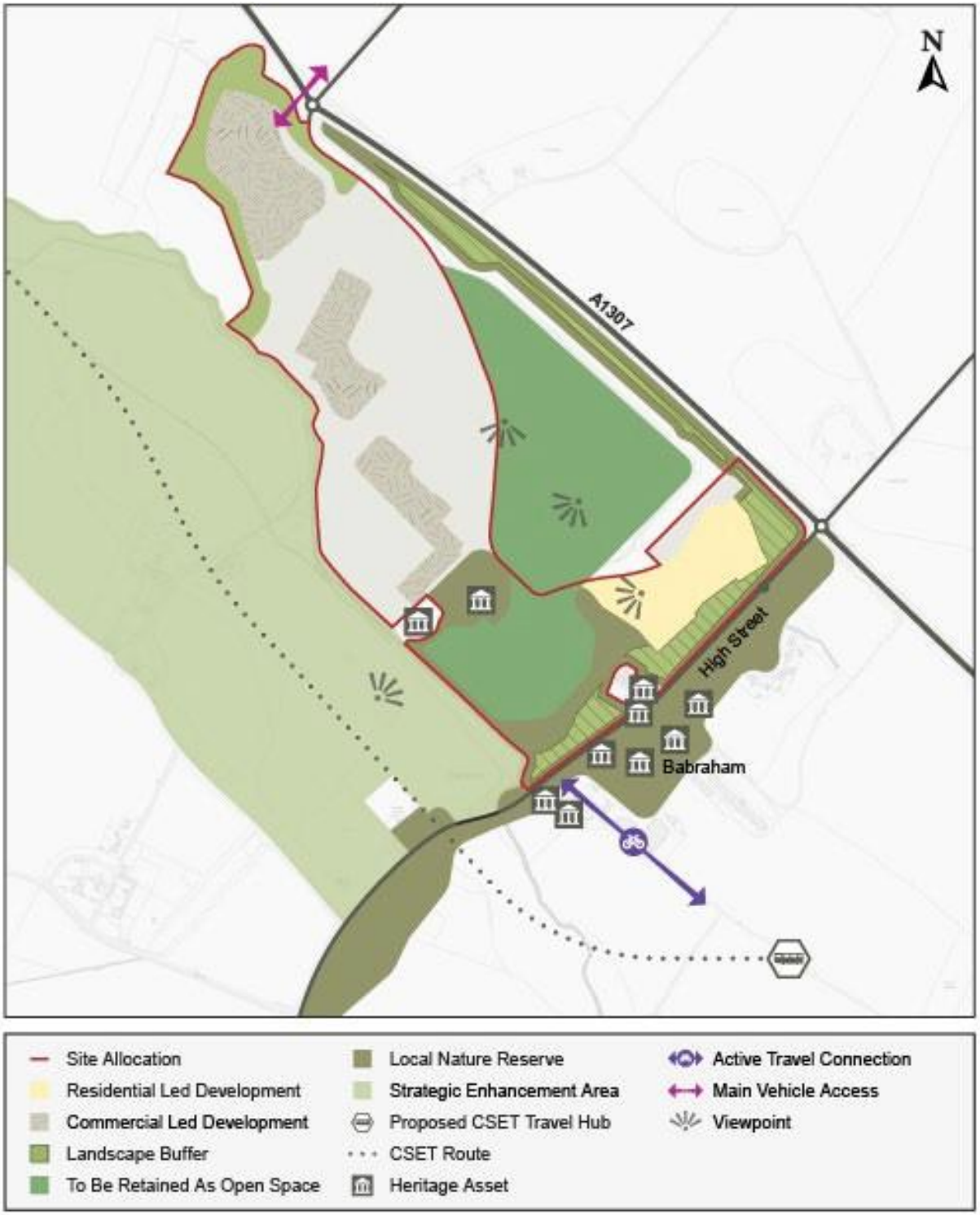



**Figure 72:** indicative Spatial Framework for Policy S/RSC/BRC: Babraham Research Campus

## Supporting information

3.4.19 Babraham Research Campus focuses on early-stage bioscience enterprise. Over 60 companies, 2,000 employees and 300 academic researchers are currently located on the site, which sits within the parkland setting of Babraham Hall. This policy will guide future development at the Campus to support the continued success of this nationally important facility.

3.4.20 The draft Local Plan proposes to remove the existing built areas and an area for new development from the Green Belt to support the future needs of the Campus.

3.4.21 The policy and indicative Spatial Framework identify three areas within the Campus, each with specific policy requirements:

- an employment-led development area that will deliver additional research and development floorspace and ancillary uses;
- a residential-led development area, which would enable the redevelopment of The Close for additional residential units, retail floorspace, additional nursery floorspace, and land for amenity uses; and
- A Strategic Enhancement Area (S/SEA/BRC), located to the south of the River Granta, which is not proposed for development but for green infrastructure and ecological enhancements. The Strategic Enhancement Area also aims to ensure sufficient separation between neighbouring settlements and maintains a soft, green landscape to protect a development's rural setting. These areas may also be used to deliver other associated uses, including drainage, habitat compensation and informal open space.

### Overarching requirements

3.4.22 By removing the site from the Green Belt and setting clear requirements about the scale and type of development, this policy will co-ordinate future development proposals to ensure they deliver high-quality buildings and significant benefits for the local and national economy. Requiring all future development proposals to protect and enhance heritage assets will ensure their historical significance will be preserved for future generations. Allocating development in suitable areas of the Campus, maintaining key views and retaining and enhancing the existing tree coverage will mean that heritage assets and their setting are protected. Additionally, careful consideration of building heights, form and massing will mean that new development sensitively relates to its rich surroundings.

3.4.23 The policy stipulates that development proposals should maintain and enhance the wider landscape, including the River Granta, and provide substantial compensatory improvements to the environmental quality and accessibility to the Strategic Enhancement Area. These measures are important because they will support South Cambridgeshire District Council's aim to improve biodiversity in the region. The Cambridge Green Belt Study (2021) identifies that the Campus makes a relatively limited contribution to Green Belt purposes, and the harm of its release would be low. The study highlighted that harm could be ameliorated by the enhancement of existing hedgerows and woodland that forms the boundaries of the site, particularly to the east

and west. This would also help ensure that development enhances existing landscape features, including parkland features, and is in keeping with the wider wooded character of the Campus.

**3.4.24** Support for continued growth of nationally important research campus meeting evidenced needs for additional space, provides justification for the exceptional circumstances required to release this land from the Green Belt, including providing policy support for key worker housing in this location. As a residential development on land formerly in the Green Belt this would be subject to national planning policy's 'golden rules', which would include 50% affordable housing.

**3.4.25** The area adjoining the River Granta falls within flood zones. Masterplanning will need to respond to the appropriately, responding to requirements set out in the Local Plan.

**3.4.26** By ensuring all development proposals improve movement within the Campus, the policy will help to improve the experience of people who currently use the Campus. Improving routes that connect the Campus with sustainable forms of public transportation, will mean that the policy helps to support the need to reduce carbon emissions in the local and wider area. Similarly, through providing contributions to public transportation schemes, future development will provide monetary contributions to deliver this wider aim.

**3.3.1** In addition to the above, the Greater Cambridge Infrastructure Delivery Plan (IDP) (2026) has identified that the site, will require: a financial contribution towards 24.7 sqm at existing local GP practices, the provision of 15 sqm community space, 14 sqm library space to be delivered as a community library, and a range of outdoor sports pitches to support the delivery of the site during the plan period and beyond. The exact quantum and phasing of infrastructure will need to be kept under review as the development comes forward, including phases beyond the plan period. This should be informed by on-going engagement with statutory bodies and undertakers.

**Employment led development**

**3.4.27** Delivering research and development floorspace and supporting uses on this site will help a world-leading research campus to expand upon its current success. The policy requires world class facilities, including communal spaces, to foster collaboration and the sharing of ideas between employees. Similarly, delivering active ground floor uses will support the aim of making the Campus a vibrant area for people to work and visit.

**3.4.28** Through carefully designing any future development, especially in relation to sensitive massing and materials, new development will contribute positively to the character of the site and surrounding area, and avoid negative visual impacts upon Cambridge's Green Belt, Babraham Conservation Area and neighbouring properties. Similarly, by managing the height of new buildings, the development will not have a domineering effect upon its surroundings and instead will complement the wider context.

**Residential led development**

**3.4.29** Requiring a landscape-masterplan to guide the regeneration of The Close will mean that new residential units sensitively complement their surroundings and do not have a negative impact upon nearby heritage assets or the village. The policy requires future housing to be informed by an accommodation needs assessment, ensuring that the provision of affordable housing is supported by rigorous analysis. Delivering supporting

uses to meet the daily needs of residents will mean that the site will help to improve the quality of life for residents, nearby villagers, and general users of the Campus. Similarly, requesting that proposals deliver active ground floor uses will mean that the new residential development has a sense of vitality.

**3.4.30** The residential development area proposed in a sensitive location, close to the Babraham Conservation Area and forming part of the setting of listed buildings. Development will therefore need to be carefully designed to optimise the use of land whilst protecting and, where possible, enhancing these assets and their setting.

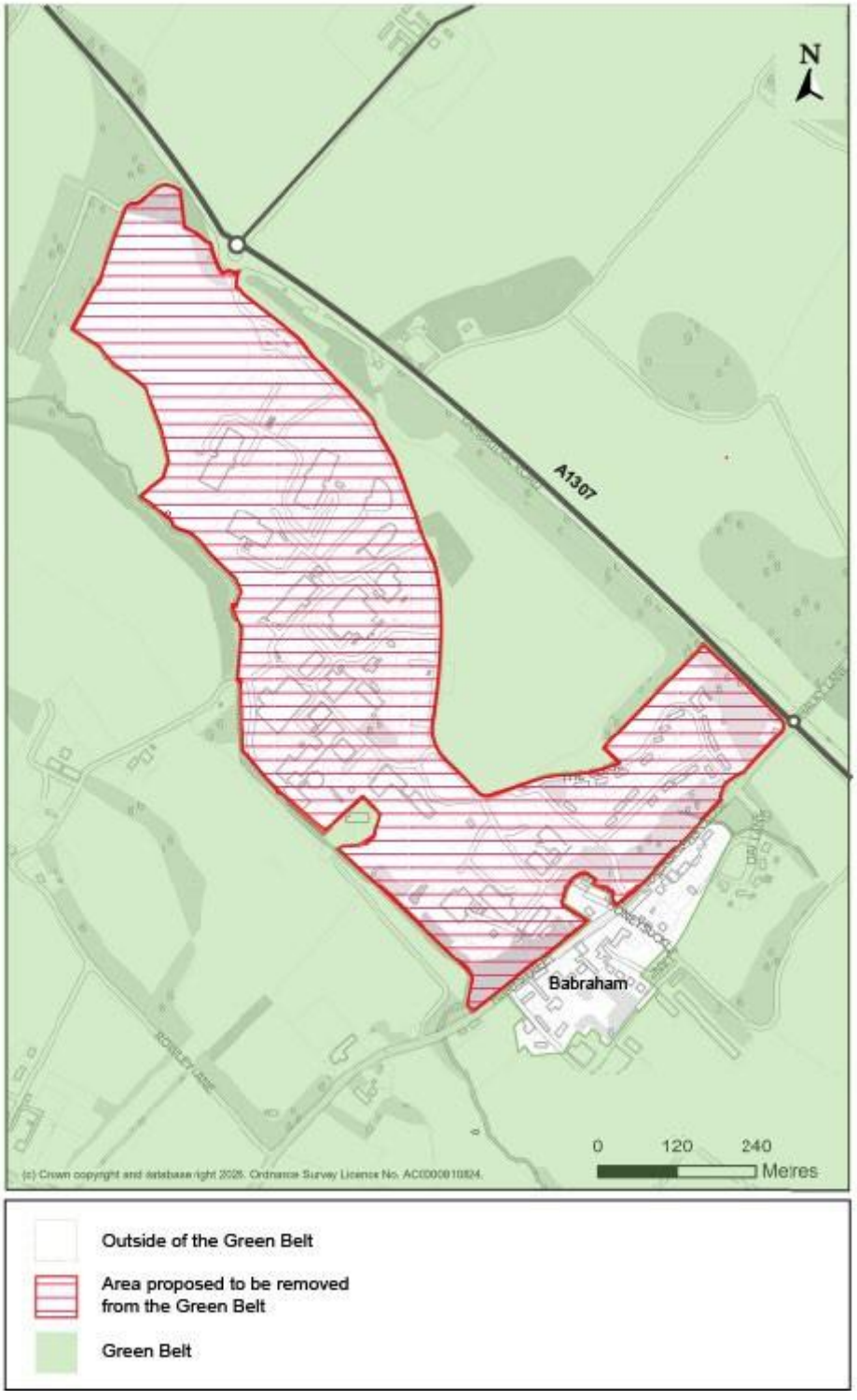



**Figure 73**: Map of Green Belt release to enable delivery of Babraham Research Campus

# Land at Maarnford Farm, Hunts Road, Duxford

## Policy S/RSC/MF: Land at Maarnford Farm, Hunts Road, Duxford

- Site area of 1.56 hectares
- Capacity for approximately 60 homes

1. Development proposals must demonstrate how they will meet the following requirements:

    a. Informed by Landscape Visual Impact Assessment and Heritage Impact Assessment, buildings must be designed, in regard to building heights, mass and materials, to ensure no unacceptable adverse on the setting and character of the Duxford Conservation Area, the Duxford Airfield Conservation Areas, the Grade I Listed Parish Church of St John, the Grade I Listed Parish Church of St Peter, and the Grade II Listed assets in the surrounding area. The preparation of a Landscape Visual Impact Assessment and Heritage Impact Assessment will be required;

    b. Design of development should not exceed local building heights of 2 storeys to ensure the development's design responds to the requirements of the IWM Duxford Air Safeguarding Zone; and

    c. Retention of the existing hedgerows and the provision of a substantial landscape edge, to include tree buffers to the north and west of the site, and to mitigate the impacts of the existing telecommunications mast on residential amenity and outlook.

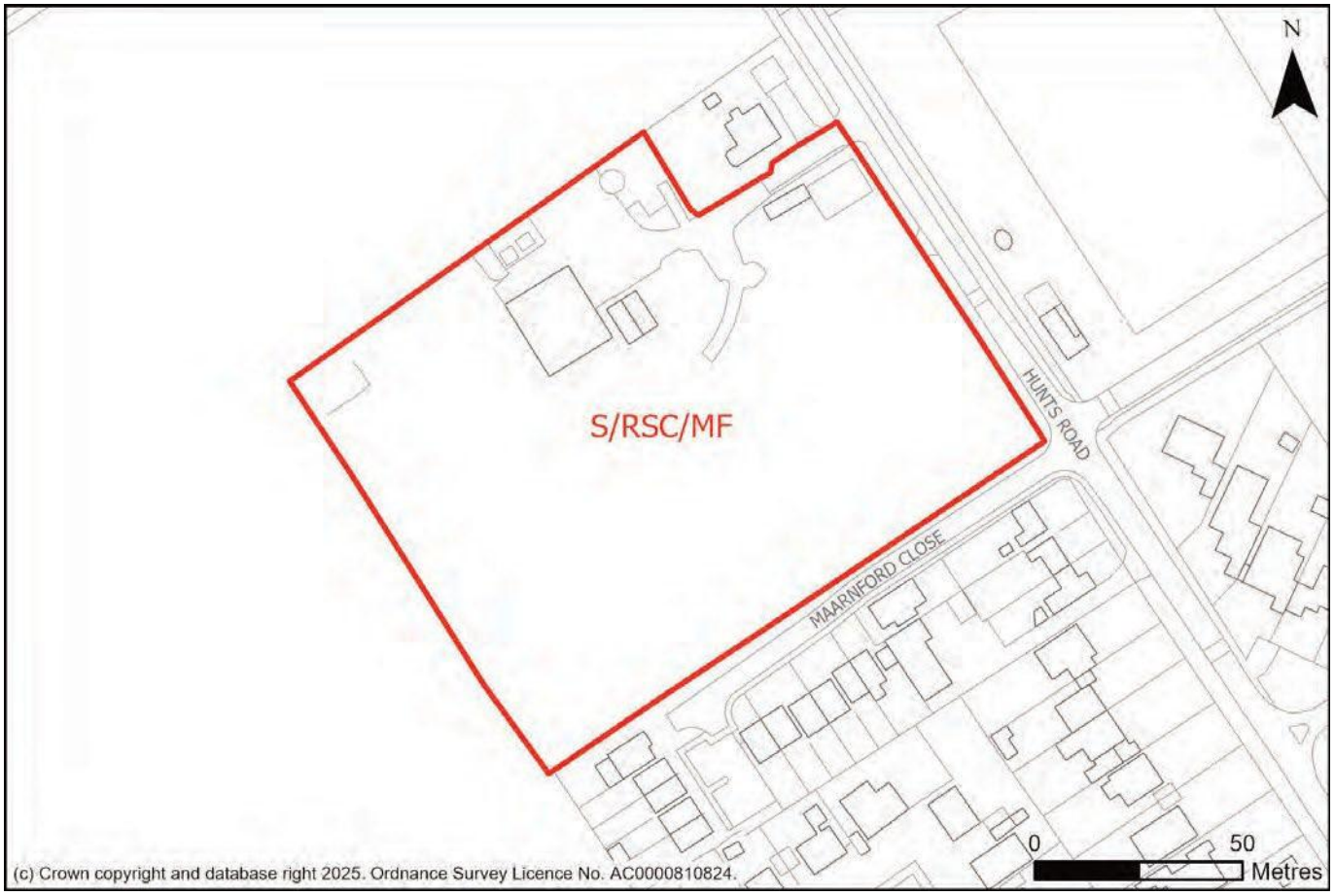



**Figure 74:** Site Plan of S/RSC/MF: Land at Maarnford Farm, Hunts Road, Duxford

## Supporting information

**3.4.31** This 1.56hectare agricultural greenfield site is allocated for approximately 60 homes, given it is well related to the existing village and close to Whittlesford Parkway Station. The policy requirement of landscape and design led approach to the development of the site reflects the findings of the landscape and heritage impacts identified in the Housing and Economic Land Availability Assessment and Heritage Impact Assessment. These mitigation measures are required to ensure no unacceptable adverse impacts to landscape character and the historic environment through careful consideration of building height, style, and materials.

**3.4.32** This will ensure that there are no adverse impacts on the designated assets and their setting, including the Grade I Listed assets Parish Church of St John, Parish Church of St Peter, and Grade II Listed assets as well as their setting and character of the Duxford and Duxford Airfield Conservation Areas. Development proposals will also need to take a design led approach to mitigating the impact of the existing telecommunications mast on residential amenity and outlook and the IWM Duxford Air Safeguarding Zone.

# Land south of Babraham Road, Sawston

**Policy S/RSC/BR: Land south of Babraham Road, Sawston**

- Site area of 12.08 hectares
- Capacity for approximately 280 homes

1. Development proposals must demonstrate how they will meet the following requirements:

   a. A financial contribution towards expanding the capacity of the Icknield Primary School;

   Creation of a significant landscape buffer along the eastern, southern and northern boundary of the site where it adjoins farmland to provide a soft green village edge.This should incorporate the existing vegetation on the site boundary;

   Mitigate impacts on the nearby Sawston Hall Registered Park and Garden, by protecting and enhancing the asset and its setting; and

   b. Vehicular access from Babraham Road only, but to include additional cycle and pedestrian links into Sawston along the western boundary of the site including to The Green Road, Church Lane and Plantation Road.

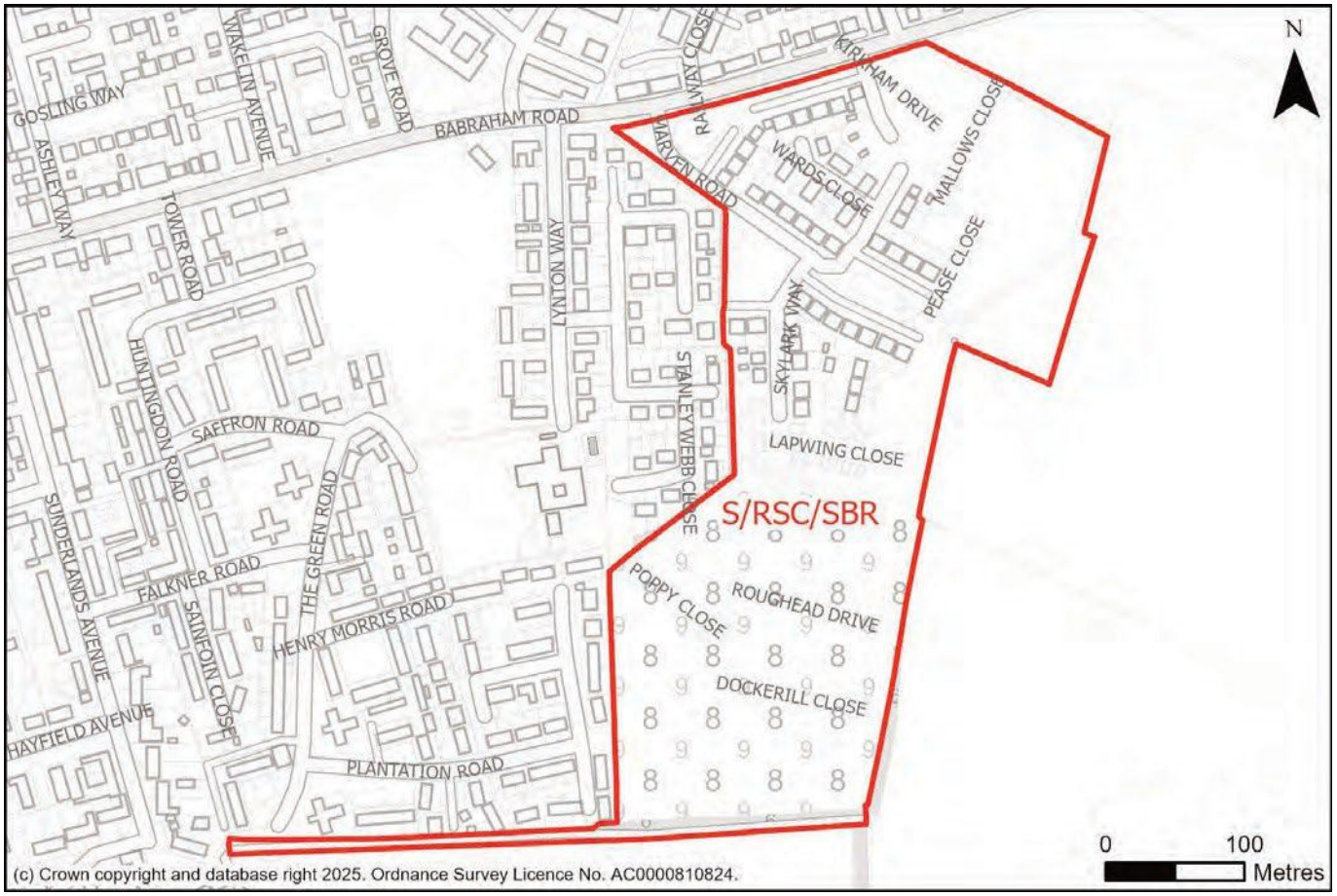



**Figure 75:** Site Plan of S/RSC/SBR: Land south of Babraham Road, Sawston

## Supporting information

**3.4.33** This 12.08hectare agricultural site is allocated for approximately 280 homes. The site was initially removed from the Green Belt and allocated for development in the South Cambridgeshire Local Plan 2018. It provides an opportunity for development in one of the most sustainable villages in the district. Given the edge of village location, a robust landscape measures should be introduced to minimise adverse impacts on the adjacent Green Belt and landscape character. Given that Sawston is a rural centre in the settlement hierarchy with many facilities it should minimise the need to travel by car and should therefore provide walking and cycling opportunities to encourage active travel. A financial contribution is required to ensure adequate provision for the Icknield Primary School to increase its capacity based on the anticipated population uplift.

# Former Spicers Site, Sawston Business Park, Sawston

**Policy S/RSC/FSS: Former Spicers Site, Sawston Business Park, Sawston**

- Site area of 21.78 hectares
- Capacity for approximately 40,000 square metres gross internal area of employment floorspace including research and development E(g)(ii) floorspace with the potential for additional floorspace in future phases subject to future exploration of capacity including evidence of suitable site access.

1. Development proposals must demonstrate how they will meet the following requirements:

    a. Design-based mitigation is required to avoid potential adverse impacts on designated heritage assets. Informed by a Landscape Visual Impact Assessment and a more detailed Heritage Impact Assessment including:

        i. No development on of the parts of Borough Hill Scheduled Monument within the site, and robust landscape buffers and screening around the asset to reduce the effects of development on the asset.

        ii. Development will only be acceptable within the area of previously developed land to the north of the access road located north of the monument to mitigate any impact on the Scheduled Monument and its setting (as shown on Figure 77);

        iii. Minimising building heights to avoid interrupting views between Borough Hill and Wandlebury Camp to the north.

        iv. Careful consideration on the size, mass, height, and design of built form to ensure minimal visual harm on the Scheduled Monument and non-designated assets. This includes the use of landscape buffers and screening around the Scheduled Monument as required to reduce the effects of the development on the Scheduled Monument.

        v. Implementation of an archaeological management plan including interpretation and community outreach.

        vi. Archaeological investigation should be undertaken in areas previously not subject to archaeological works, particularly to the west. Given the known significant potential for archaeological remains in this area, development proposals must be accompanied by an appropriate archaeological assessment, which includes information on the significance of the heritage

asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains.

vii. An Archaeological Management Plan and a Conservation Management Plan should be prepared to agree the future management and maintenance of the Borough Hill Scheduled Monument. A Conservation Management Plan (CMP) should take account of taking the monument out of arable cultivation. The monument should be planted with an appropriate wildflower mix. The CMP should also draw upon the provisions made as part of the previous planning application for the site. The CMP should include provision for the ongoing maintenance of the monument. The CMP should also include heritage interpretation, outreach and public access as well as provision for the ongoing maintenance of the monument. This should be secured by S106.

2. Safe and adequate road access into the site including junction improvements to the A1301 following engagement with the Highways Authority;

   a. Contribute financially to strategic public transport and active travel schemes, including improving pedestrian and cycle connections locally and to the wider cycle network, in the south east corridor appropriate to the scale and nature of the development, including active travel links to Sawston and Shelford and other nearby villages;

   b. Development must address known surface water flooding risks through a comprehensive water management plan;

   c. Sustainable drainage systems used on the site will need an additional treatment component or other equivalent protection as the site is located in groundwater Source Protection Zone 1.

   d. Development must ensure there are no adverse impacts to the River Granta or Dernford Fen SSSI, either through construction or occupation phases;

   e. Trees on the site that are protected by a Tree Preservation Order must be retained and incorporated into the design and layout of any development proposal; and

   f. The on-site provision of employee amenities commensurate to the scale of the development.

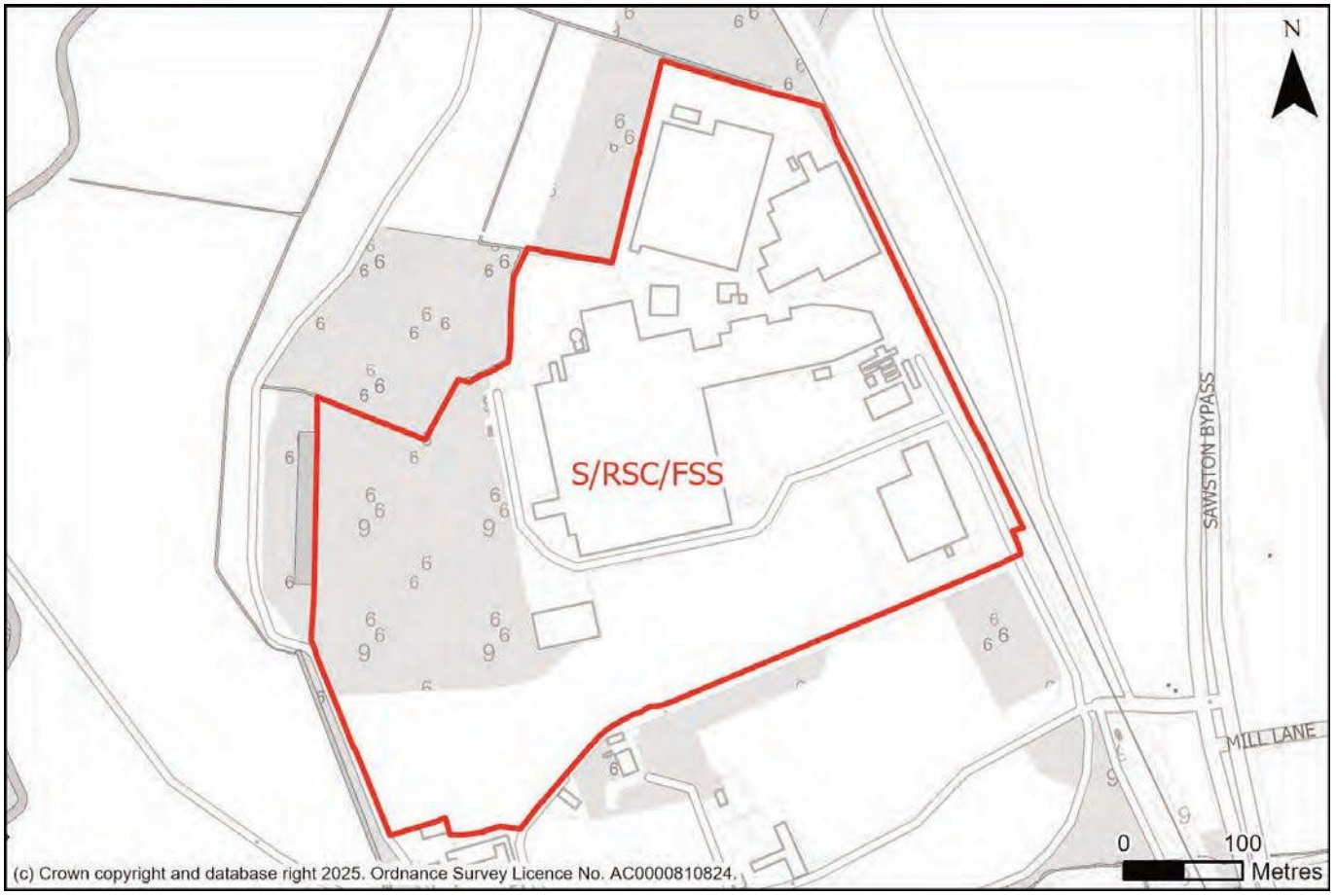



**Figure 76:** Site Plan of S/RSC/FSS: Former Spicers Site, Sawston Business Park, Sawston

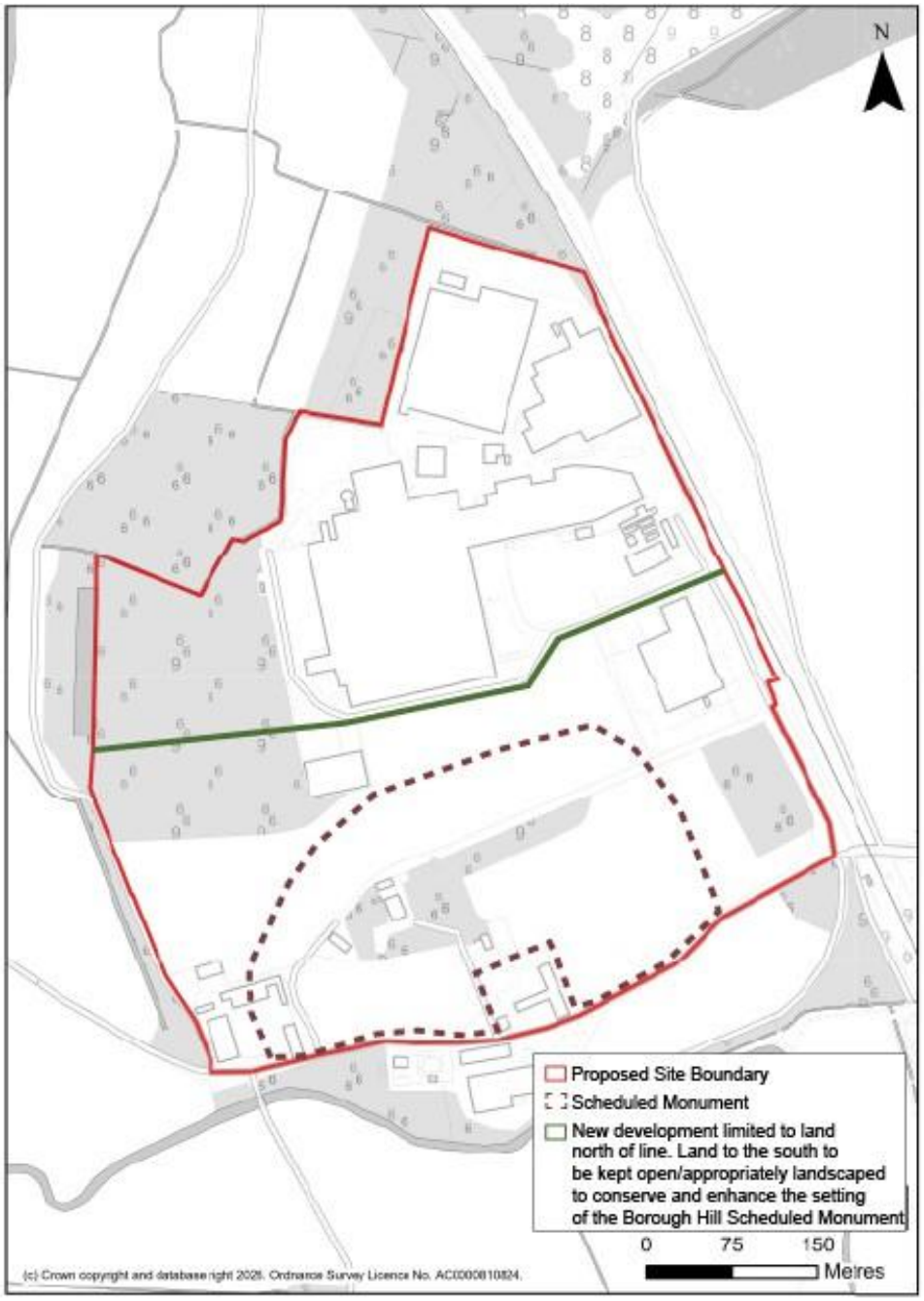



**Figure 77:** Developable Area Permitted to minimise impact on Borough Hill Scheduled Monument

## Supporting information

**3.4.34** This 22-hectare site provides an opportunity to redevelop a vacant brownfield site and turn it into research and development laboratory space with associated employee amenities. The site is identified in the adopted 2018 South Cambridgeshire Local Plan and had planning permission (S/0158/20/FL) which is now lapsed and therefore the principle of development has already been established. This development could provide an important contribution to the local economy by providing around 40,000 square metres of employment floorspace.

**3.4.35** The site contains a Scheduled Monument as well as a number of non-designated archaeological assets. The policy reflects the importance of these assets and how development will need to be heritage led in order to protect, and where possible, enhance these assets and their setting. The site is also within close proximity to the River Granta, a County Wildlife Site, Dernford Fen SSSI and contains protected trees and the policy identifies that development, at all stages, must ensure there are no adverse impacts to these important features. To mitigate this impact development is limited to the northern part of the site and no development will be permitted on the Borough Hill Scheduled Monument.

**3.4.36** The site contains several areas of surface water flooding and this will need to be addressed as part of a comprehensive, site wide, management plan.

**3.4.37** Access to the site is constrained and therefore engagement with the Highways Authority will be required to ensure safe and adequate access into the site by people and vehicles. Improvements will be required to the active travel network in this area to reduce the reliance on people travelling to the site by private vehicle.

# Comfort Café, Fourwentways, Little Abington

**Policy S/RSC/CC: Comfort Café, Fourwentways Little Abington**

- Site area of 0.79 hectares
- Capacity for approximately 3,000 square metres gross internal area of research and development space for start-up and small businesses (Class E(g)(ii)) and supporting uses including office space (Class E(g)(i)).

1. Development proposals must demonstrate how they will meet the following requirements:

    a. Design of buildings, in regard to mass and materials, must respond positively to local character and setting, including the historic rural approach to Cambridge along the A1307. Heights should be limited to three storeys which is lower than the surrounding treescape and local buildings;

    b. Development must have no unacceptable adverse impacts on the setting of nearby Grade II Listed Buildingthe Temple Café and Restaurant;

    c. Should integrate complement existing and planned major transport proposals in the area;

    d. Should contribute financially to strategic public transport and active travel schemes in the south east corridor appropriate to the scale and nature of the development;

    e. Must enhance, repair and replant the site's landscape edges to protect amenity of neighbouring properties and historic rural approach to Cambridge along the A1307;

    f. Proposals should seek to retain and enhance existing treescape on the site and incorporate protected trees located upon western boundary into its design;

    g. The on-site provision of employee amenities commensurate to the scale of the development; and

    h. Given the known significant potential for archaeological remains in this area, development proposals must be accompanied by an appropriate archaeological assessment, which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains.

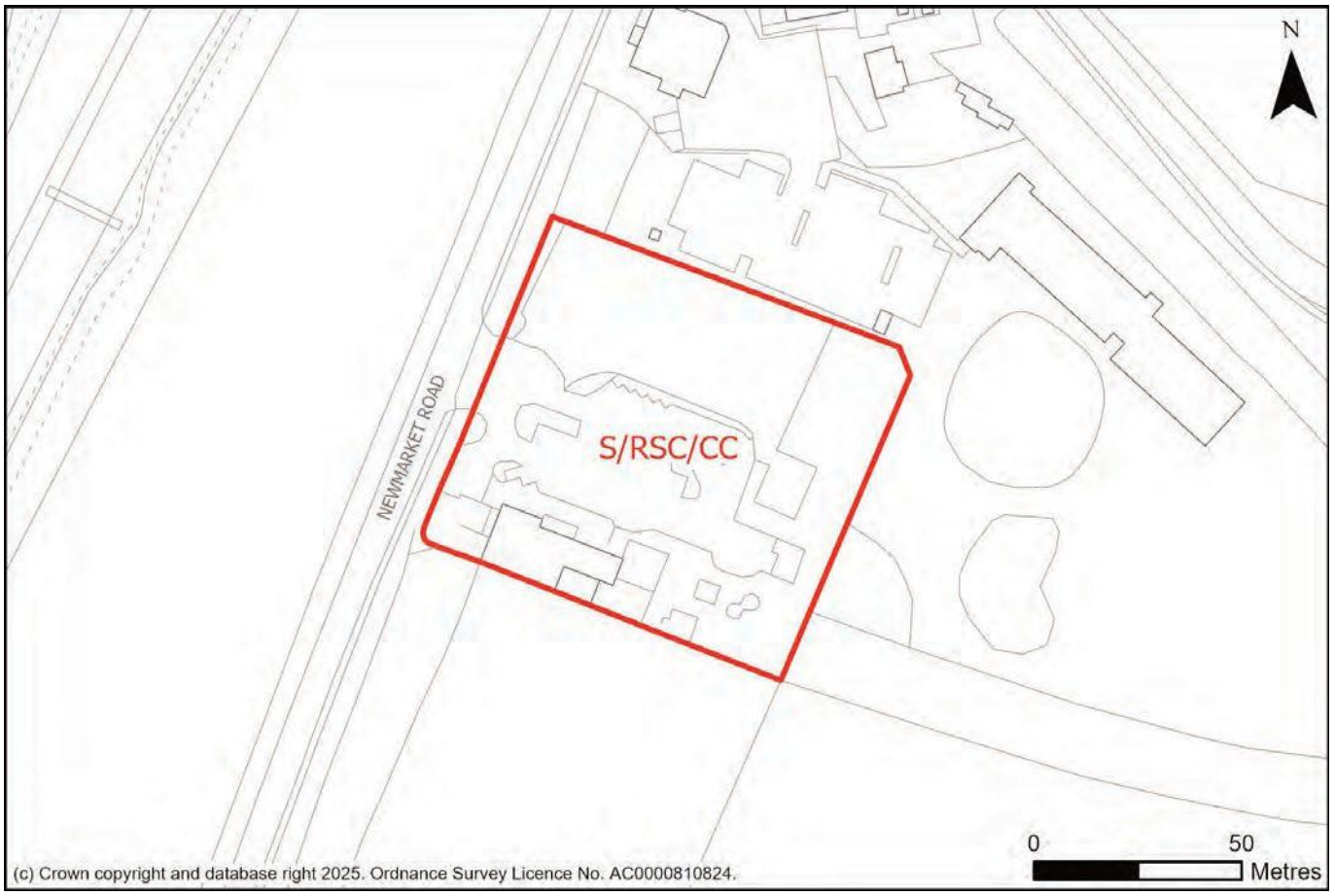



**Figure 78:** Site Plan for S/RSC/CC: Comfort Café, Fourwentways

## Supporting information

3.4.38 This 0.79 hectare site provides an opportunity to redevelop a vacant brownfield site and turn it into research and development laboratory space for start-ups and small research and development businesses. This development could provide an important contribution to the local economy by providing approximately 3,000 square metres of employment floorspace. Delivering this quantity of floorspace will mean that the development will contribute positively to the character of the area. These measures will also ensure that there are no adverse impacts on the nearby Grade II listed Temple Café and Restaurant. Furthermore, the site will likely be visible from the A1307, a historic rural approach to Cambridge. By implementing the policy's development requirements, the rural character of this approach will be retained. By taking a positive approach to protecting and enhancing landscape character and treescape on the site, the visual appearance of the development will be improved for the benefit of future occupants. Depending on the scale of the proposal, the provision of amenities on the site will potentially improve the experience of future occupants. Completing assessments of any archaeological remains on the site before development commences will potentially help to preserve historical artefacts that could explain how people in the past used the land.

# Policy areas and Areas of Major Change in the rural southern cluster

**Figure 79:** Map showing proposed Policy Areas and Areas of Major Change in the rural southern cluster

# Policy Area: South of A1307, Linton

## Policy S/PA/LN: South of A1307, Linton

1. South of the A1307 at Linton, within the area defined on the Policies Map, windfall residential development will not be permitted other than improvements to existing properties.

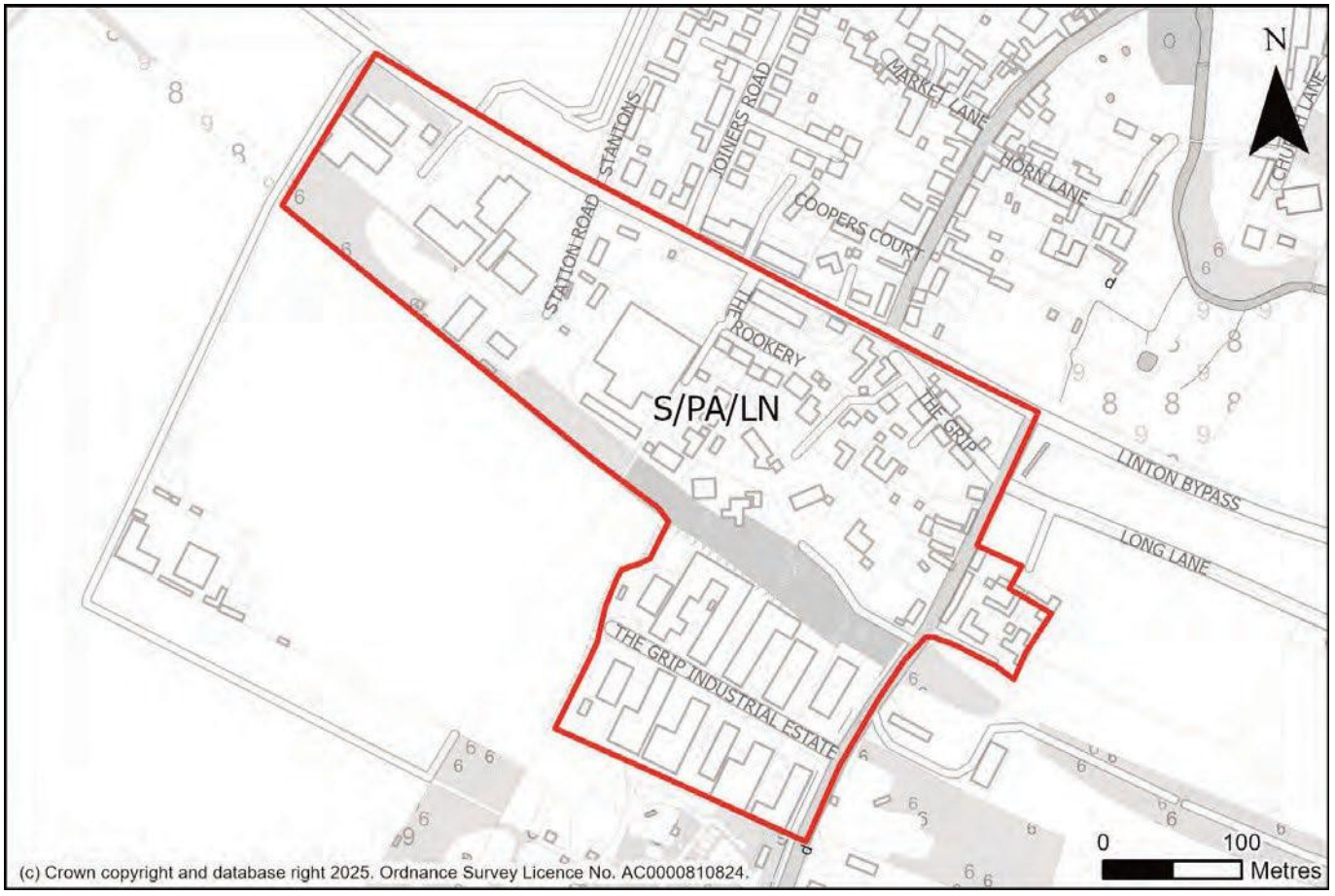



**Figure 91:** Site Plan of S/PA/LN: South of A1307, Linton

### Supporting information

**3.4.39** The A1307 is a major transport route that links Cambridge to Haverhill and is a high casualty route. The southern part of Linton is severed from the rest of the village by the A1307 and includes employment uses, residential uses and Linton Zoo. Although there is a pelican crossing and reduced speed limit, the A1307 makes it difficult for residents, workers or visitors to safely and easily access the services and facilities in the centre of the village. Windfall residential development in this location would not be sustainable with its poor and unsafe access to the village facilities and services.

# Whittlesford Parkway Station Area, Whittlesford Bridge

## Policy S/AMC/WHD: Whittlesford Parkway Station Policy Area, Whittlesford Bridge

1. A comprehensive, masterplan led redevelopment of the Whittlesford Parkway Station Policy Area, identified on the Policies Map, to bring forward a multi-modal travel hub will be supported.
2. Proposals will need to establish a comprehensive approach to the area though a masterplan and include:
   a. Transport improvements:
      – Improved junctions on the A505 to improve safety, access and capacity
   b. Station accessibility improvements:
      – Improved connectivity between the station platforms, including step-free access
      – An extended network of dedicated cycle links and safe crossing points
      – A bus turning circle to enable safe and efficient interchange with train services
      – Maximise connectivity and capacity improvements to Whittlesford Parkway.
   c. Station Facility Improvements:
      – Car parking that would support better use of the station
      – A transformed public realm which prioritises pedestrians in the immediate vicinity of the station
   d. A comprehensive approach to the area:
      – Continued partnership working and close liaison with stakeholders and interested bodies, to ensure the efficient delivery of the Masterplan
      – Apply an integrated approach of land use planning, different modes of travel and service providers.
      – Apply a hierarchy of access needs, that prioritises the safety and needs of pedestrians
      – Ensure that transport works at a human level, so that through a series of marginal improvements, the transport network and public realm is more inclusive and comfortable
      – Protect and enhance the Schedule Monument and Grade II* Listed Chapel of Hospital of St John the Baptist, Duxford Chapel and Grade II Listed Red Lion Hotel heritage assets and their setting
      – Address flooding issues related to the River Cam.
   e. Complementary uses including residential and commercial development and appropriate associated infrastructure, services and facilities where they do not prejudice the delivery of the above policy requirements and placemaking outcomes.
   f. Any re-development proposed in this policy area must prepare a Heritage

Impact Assessment.

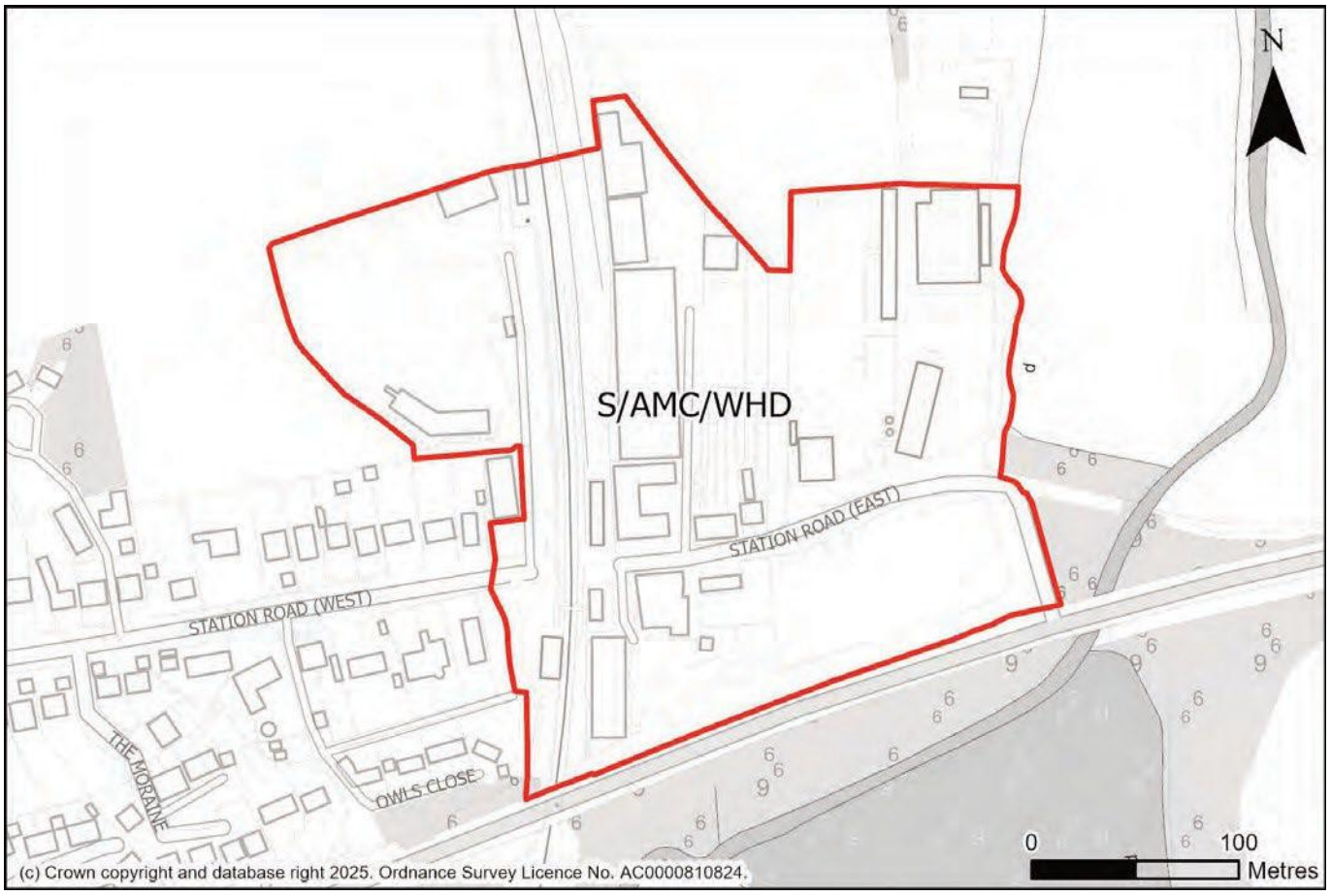



**Figure 80:** Site Plan of Policy S/AMC/WHD: Whittlesford Parkway Station Policy Area, Whittlesford Bridge

## Supporting information

**3.4.40** Whittlesford Parkway Station has good rail connections to both Cambridge and London, is close to the southern cluster research and employment centres and is predicted to see further growth in passengers in the coming years.

**3.4.41** The policy area incorporates a range of existing uses including existing employment, homes, Whittlesford Highways Depot and Whittlesford Station Car Park.

**3.4.42** In recent years, the Greater Cambridge Partnership has explored potential transport infrastructure around the station and its surroundings to enable it to cater for future increased demand and to shift trips away from the car, via the Greater Cambridge Partnership's Whittlesford Masterplanning Exercise. This exercise also included considering the potential for new employment and homes in this area.

**3.4.43** The Local Plan policy provides a context for future proposals if the scheme is developed further as part of future transport planning for the area. The full area has not been submitted to the Local Plan process and as such we don't currently have evidence that a specific allocation would be deliverable, which is why it is identified as a policy area rather than an allocation. Further development of plans for the area will need engagement with residents, local businesses and other stakeholders.

**3.4.44** Area to address existing shortcomings of the existing station and associated facilities as well as provide other uses through a comprehensive approach.

# Areas of Major Change: S/AMC/GP: Granta Park

## Policy S/AMC/GP: Granta Park

1. Development proposals for the replacement, intensification and expansion of existing buildings at Granta Park, and for appropriate new development, will be supported only where:

   b. They demonstrate that the reuse of existing buildings has been explored first before considering expansion and appropriate new development;

   c. There is no net loss of Class (E(g)(ii)) research and development floorspace reflecting the primary function of the campus, unless a proposal demonstrably supports the overall functioning or competitiveness of Granta Park as a strategic R&D location, or where there is a sufficiently justified community benefit;

   d. The design, including building heights, massing and materials, responds sensitively and positively to the existing built form and parkland setting, with development responding positively to the treeline, maintains and enhances connections with key landscape features, including the corridor of the River Granta, and avoids unacceptable adverse impacts on the Grade II* Listed Abington Hall, the adjoining Great and Little Abington Conservation Area and other nearby designated heritage assets;

   e. Existing open spaces are maintained and, wherever possible, enhanced;

   f. There are no resultant adverse impacts on the nearby Alder Carr SSSI;

   g. They contribute financially to strategic public transport and active travel schemes in the south-east corridor appropriate to the scale and nature of the development; and

   h. There is adequate provision for supporting services and facilities to support those working and visiting the site, including external amenity spaces. This should be considered as part of a holistic Amenity Strategy.

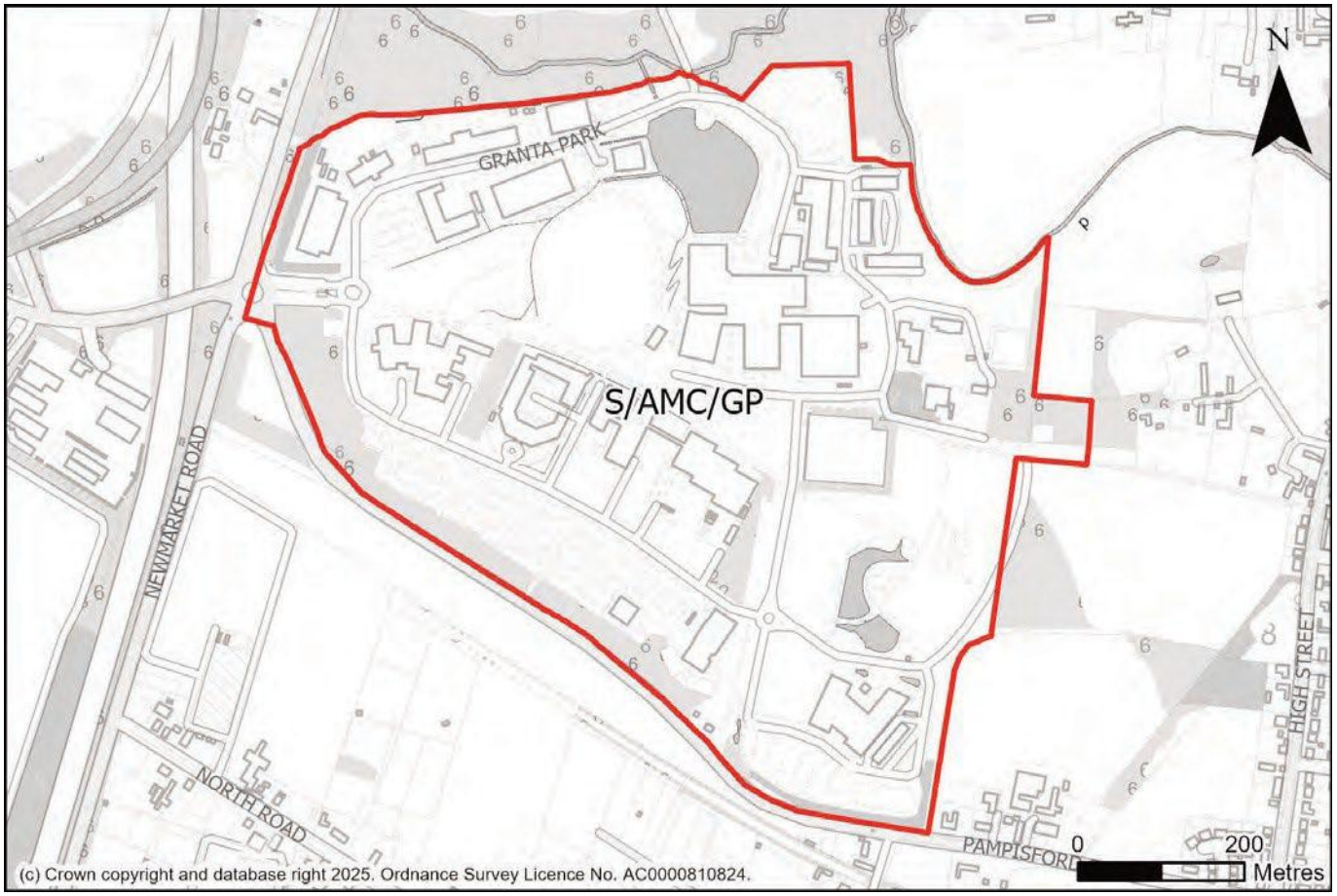



**Figure 81:** Site Plan of S/AMC/GP: Granta Park

## Supporting information

**3.4.45** Granta Park is a major centre of skilled employment and part of an established network of science and technology campuses in the Rural Southern Cluster. Granta Park was first established in 1997 and has seen several applications for redevelopment and renewal of its buildings in recent years. As a result of the significant demand for high quality research and development floorspace across the plan area, this policy is needed to guide and manage this ongoing renewal and maximise the potential of its existing footprint.

**3.4.46** This includes ensuring that developments seek to preserve and enhance its unique setting and features, responds positively to nearby heritage and environmental assets, and wherever possible secures enhanced connections to nearby active travel networks to help mitigate any adverse impacts on the local highways network and complement the general approach to sustainable transport taken elsewhere in the plan (set out in Policy I/ST).

# Wellcome Genome Campus, Hinxton

## Policy S/AMC: Wellcome Genome Campus, Hinxton

1. Development proposals for the replacement, intensification and expansion of existing buildings at Wellcome Genome Campus, and for appropriate new development, will only be supported where:
   a. A site wide Masterplan is prepared by the landowners in conjunction with the Council and in consultation with the local community and other stakeholders. The Masterplan should be broadly aligned with the indicative Spatial Framework Plan shown at Figure 71 and will need to identify the broad distribution of land uses, infrastructure delivery and phasing and will be used as a basis for the consideration of subsequent planning applications. The Masterplan should be agreed by the Council prior to the approval of any planning applications (and may be subsequently updated by the landowners / promoters and agreed by the Local Planning Authorities).

   b. Given the scale and long term construction of the development, a site wide Place Book shall be prepared to establish the vision, place-making objectives and quality expectations and provide the foundation for the site wide Masterplan and Design Codes. The Design Code will ensure that each phase of development positively contributes towards the high-quality placemaking outcomes expected.

   c. It is demonstrated that the reuse of existing buildings has been explored before considering expansion and appropriate new development, including the Conference Centre;

   d. There is no loss of Class (E(g) research and development office, relating to sciences, and workspace, reflecting the primary function of the campus;

   e. Residential homes are for campus workers as a first priority, and are complimented with the necessary supporting uses, including retail, leisure, culture, healthcare and education;

   f. They deliver a range of outdoor sports provision to meet identified local need;

   g. There is adequate provision for supporting services and facilities to support those working and visiting the site, including external amenity; spaces;

   h. Meanwhile community uses and support for engagement is provided to support the integration of new communities with surrounding neighbours;

   i. The design, including building heights, massing and materials, responds sensitively and positively to the existing built form and parkland setting,

maintains and enhances connections with key landscape features, including unacceptable impacts on the Grade II* Listed Hinxton Hall, and nearby off-site heritage assets, and Hinxton Conservation Area;

j. Proposals maintain open buffers between the built areas of the site and retained agricultural uses and other open spaces, including a landscaped buffer with the River Cam;

k. Proposals take a sequential approach to site layout, with more vulnerable development being located outside of any areas at risk of surface water or fluvial flooding;

l. A site-specific flood risk assessment is prepared to support any proposed development. The FRA should consider any opportunities for reducing flood risk, including through the use of nature-based solutions;

m. Development connects to rapid public transit to deliver improved connectivity between the Campus with Whittlesford Parkway Station, Great Chesterford Station and the proposed South Eastern Travel Hub;

n. Further work, in the form of a Transport Assessment, is undertaken to assess the impacts of the local transport network, utilising public transport and active travel connections. The transport modelling must include impacts on Uttlesford District Council's road network and the Stump Cross junction (A11/B184); and

o. Financial contributions, secured through a legal agreement, are used to enable strategic public transport and active travel schemes in the south-east corridor appropriate to the scale and nature of the development.

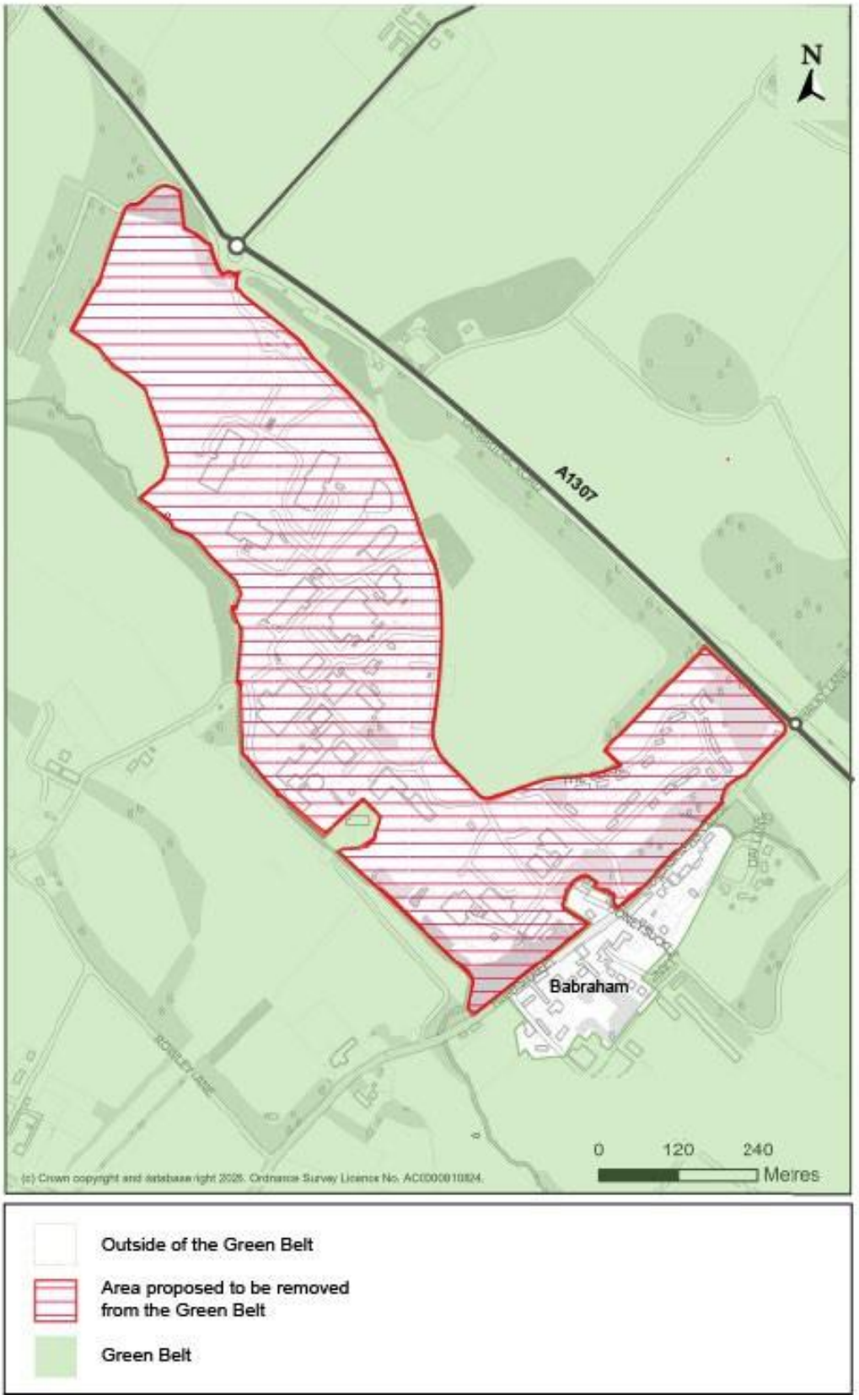



**Figure 84:** Map of Green Belt release to enable delivery of Babraham Research Campus

## Supporting information

31. The Wellcome Genome Campus has regional and national significance in bionformatics and genomics. Wellcome is a key employer in Cambridgeshire and contributes to the local economy. There is an ambition to grow the campus and to support the development of these industries, with co-located housing, amenities, facilities and employment to create a sense of place.

32. The Wellcome Genome Campus is therefore suitable for a mix of uses to support the development of a campus capable of supporting a mix of science based employment uses and residential uses with supporting uses to create a place.

33. The Wellcome Genome Campus will evolve over the lifetime of the Plan, and beyond, into an enlarged science community. It will become a destination for employment and a well-rounded and well-connected place where the work-force, residents and wider community can enjoy new facilities and amenities within a landscape led setting of managed green infrastructure and open spaces.

34. This policy will guide the future expansion and development of the existing Wellcome Genome Campus site and support the continuing success of a nationally significant facility for the development of genomics and bioinformatics and its associated supporting uses for people to live, work and visit. This includes cultural infrastructure such as meanwhile community provision and support to integrate new communities with surrounding neighbours and supporting community and heritage activity locally, including Hinxton Watermill and existing pubs and community provision within Hinxton Village.

35. Underpinning the future development will be a Place Book. It will establish a shared vision for the campus and articulate the place-making principles, outcomes and quality expectations that will guide its planning, design and delivery. It will set out the characteristics, ambitions and defining qualities that are intended to shape this important campus, whilst demonstrating how key themes such as movement, green and blue infrastructure, land use, community infrastructure, health and wellbeing, climate resilience, governance and stewardship should work together to create a sustainable, distinctive and well-connected place.

36. The Place Book will provide the foundation for subsequent spatial planning and design work, informing the preparation of a site-wide Masterplan, together with parameter plans, a Strategic Design Code, Place Briefs and Detailed Design Codes. These documents will translate the vision, principles and outcomes established through the Place Book into a coherent spatial structure and development framework capable of phased implementation whilst maintaining a consistent and high-quality sense of place throughout the lifetime of the development.

# Imperial War Museum, Duxford (inc. AvTech 1)

## Policy S/AMC/IWM: Imperial War Museum, Duxford (inc. AvTech 1)

1. The Imperial War Museum site at Duxford Airfield will be treated as a special case as a museum which is a major tourist / visitor attraction, educational, commercial and aviation facility.
2. Development of the site will be masterplan-led. A masterplan for development focused on aviation and other complementary uses to support the future of the museum site, must align with the wider masterplan for IWM Duxford. This approach will enable development and associated infrastructure provision to be planned for and delivered in a comprehensive manner.
3. The masterplan will need to carefully consider the historic nature of the airfield and its associated heritage assets, the management of visitors on both event and non-event days, the visitor experience at site and the provision of necessary associated facilities as well as impacts on neighbouring communities and the transport network. The masterplan must be informed by a Heritage Impact Assessment.
4. Development of the site must protect and enhance the Duxford Airfield Conservation Area, and numerous Grade II and Grade II* Listed Buildings and their setting.
5. Proposals will be considered with regard to the particular needs and opportunities of the site and any proposals involving the use of the estate and its facilities for museum uses or non-museum uses must be complementary to the historic character, vitality and sustainability of the site as a branch of the Imperial War Museum.
6. Details of projected increases in noise will be required with all proposals which would lead to an increase in commercial or flying activity and details concerning the scale, form and design will be required to accompany any outline planning application.

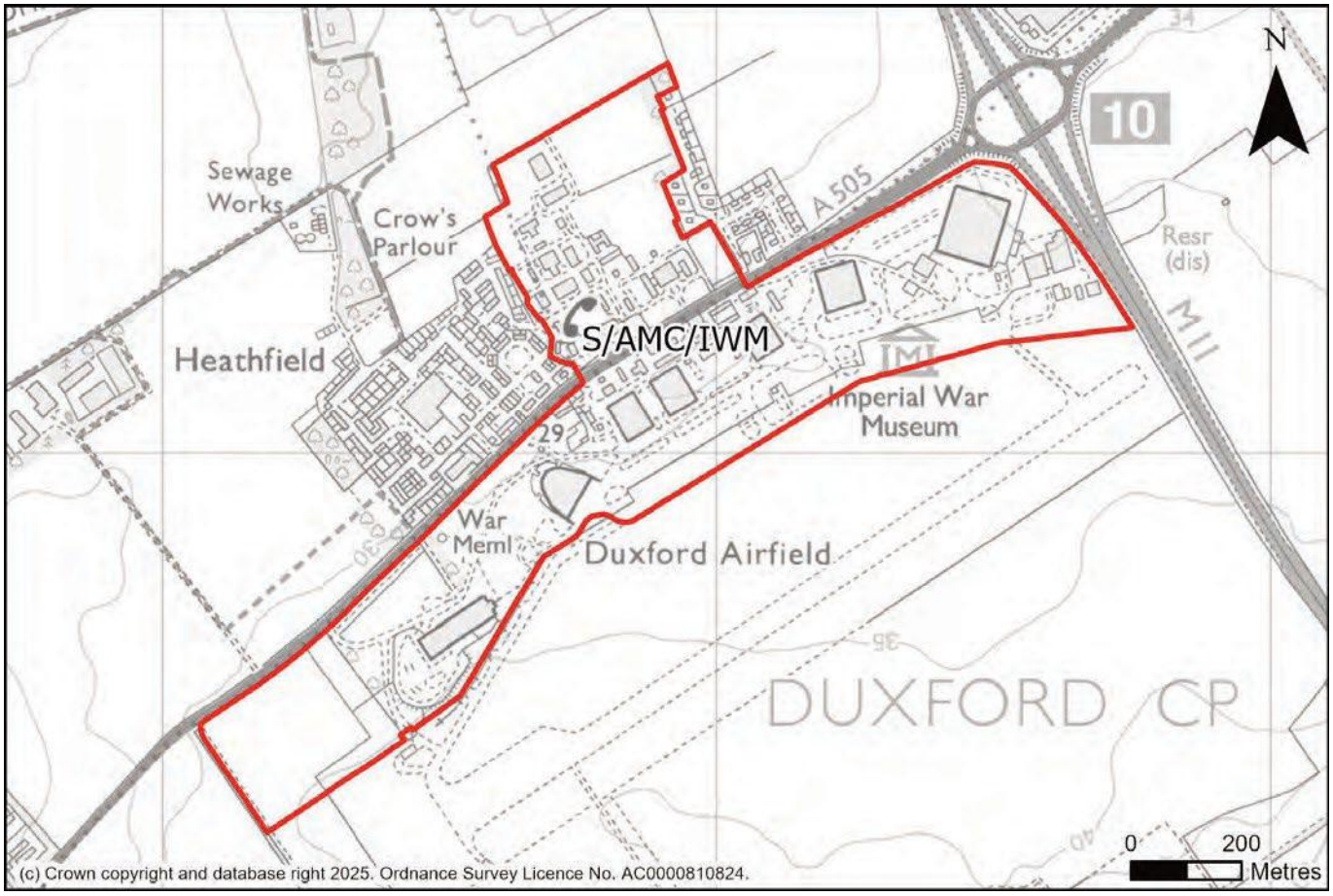



**Figure 83:** Site Plan of S/AMC/IWM: Imperial War Museum, Duxford

## Supporting information

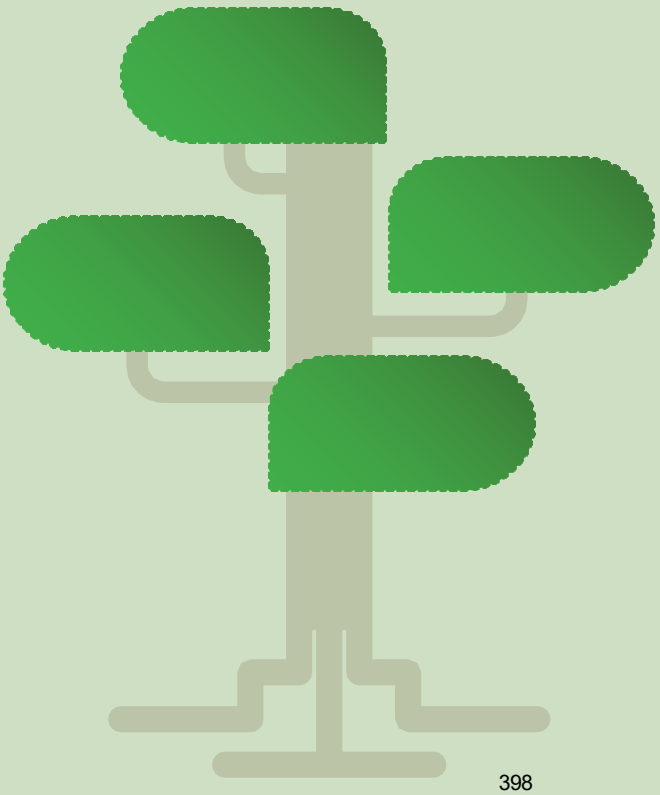
**3.5.1** The Imperial War Museum site at Duxford Airfield is a major tourist / visitor attraction, educational and commercial facility. It is of national significance, and requires a clear policy approach recognising both the sensitivity of the site but also the importance of allowing it to evolve.

**3.5.2** Reflecting the opportunities provided by the airfield, there are opportunities for further development focused on aviation and other uses which are complementary and support the future of the museum site. The site area has been expanded to incorporate some additional land to the west of the existing buildings. Development proposals should be masterplan led, fulling considering the heritage of the site, and demonstrating how they will help support the future of the site and mitigate its impacts on the local and wider area.

**3.5.3** This site is near to the Duxford Water Recycling Centre. An odour assessment may be required. Please refer to Policy 16 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021) for further information.

3.5

# Rest of the rural area



# Contents

Introduction

Policy S/SHF: **Land north of A1307, Bar Hill (Slate Hall Farm)**

Policy S/RRA: **Site allocations in the rest of the rural area**

Policy S/RRP: **Policy areas in the rest of the rural area**

# Introduction

3.5.1 We want our rural villages to continue to thrive and sustain their local services, but we don't want to encourage lots of new homes in places where car travel is the easiest or only way to get around. We therefore propose some development in and around villages that have good transport links and services, while in smaller villages, we propose that only small-scale infill development and affordable housing would be permitted. Any development in and around villages needs to be well-designed for the rural setting, with a strong relationship to landscape.

## Our strategic priority for our rest of rural area policies

3.5.2 **Strategic Priority:** Our strategic vision is set out in Figure 106, that reflects our ambitions for the Rest of the Rural Area.

### Policies we are proposing

- Policy S/RRA/SHF: Land at Slate Hall Farm, Bar Hill
- Policy S/RRA/ML: The Moor, Moor Lane, Melbourn
- Policy S/RRA/H: Land at Highfields (Phase 2), Caldecote
- Policy S/RRA/SCS: Land to the South of Cambridge Services, A14
- Policy S/RRA/BBP: Land at Buckingway Business Park, Swavesey
- Policy S/RRA/SNR: Land to the North of St Neots Road, Dry Drayton
- Policy S/RRA/OHD: Old Highways Depot, Twenty Pence Lane, Cottenham
- Policy S/RRA/NW: Norman Way, Over
- Policy S/RRA/CRH: Land Adjacent to Cambridge Road (A10) and Mill Lane, Hauxton
- Policy S/RRA/CH: Compass House, Chivers Way, Histon and Impington
- Policy S/RRA/CR: Land to the west of Cambridge Road, Melbourn
- Policy S/AMC/PH: Papworth Hospital, Papworth Everard
- Policy S/AMC/FD: Fen Drayton Former Land Settlement Association Estate
- Policy S/AMC/HIS: Mixed Use Development in Histon & Impington Station Area
- Policy S/AMC/GT: Optimisation of Gypsy and Traveller Sites

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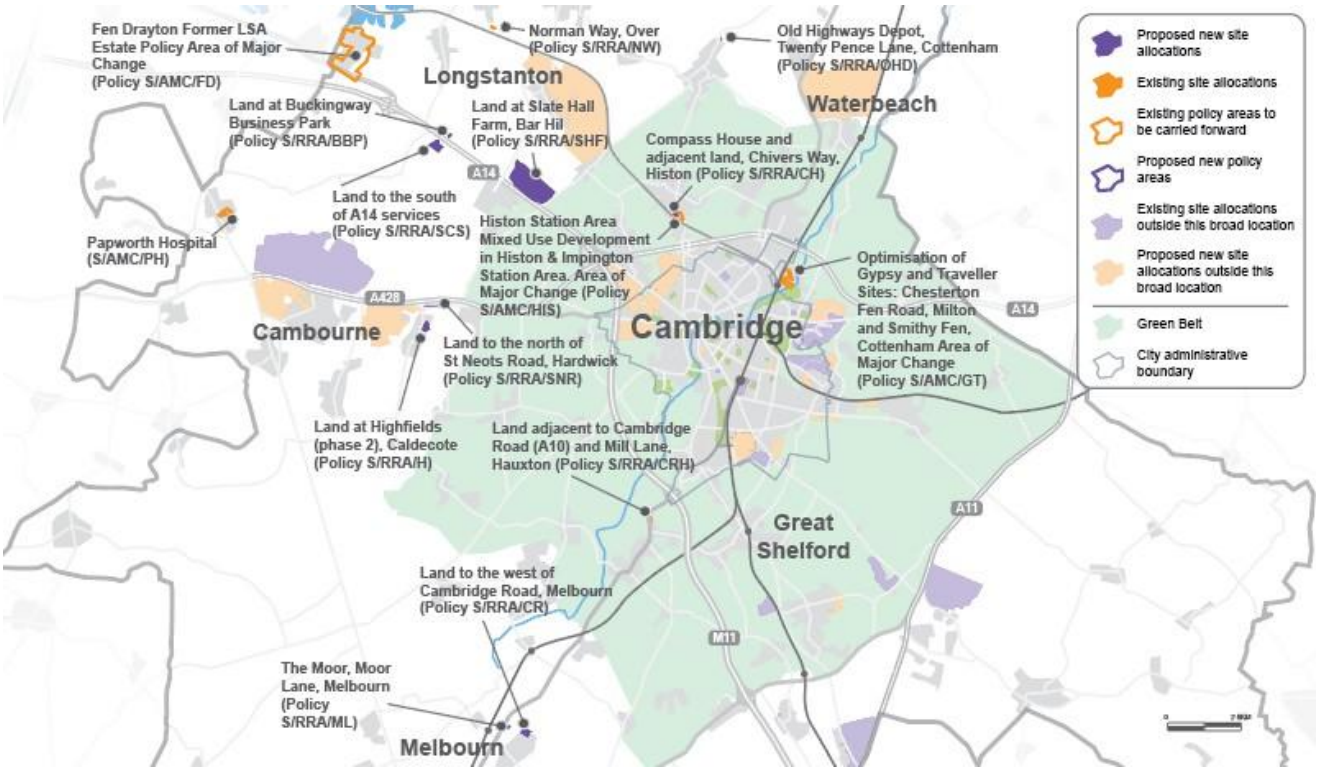



**Figure 84:** Map of Rest of Rural Area Site Allocations and Policy Areas

# Land north of A1307, Bar Hill (Slate Hall Farm)

**Policy S/SHF: Land north of A1307, Bar Hill (Slate Hall Farm)**

1. A site wide Masterplan will be prepared by the landowners and/or promoters in conjunction with the Council and in consultation with the local community and other stakeholders. The Masterplan should be broadly aligned with the indicative Spatial Framework shown at Figure 85 and will need to identify the broad distribution of land uses, infrastructure delivery and phasing and will be used as a basis for the consideration of subsequent planning applications. The Masterplan should be agreed by the Council prior to the approval of any planning applications (and may be subsequently updated by the landowners and/or promoters and agreed by the Council).

2. Given the scale and long term construction of the development, a site wide Design Code must be submitted alongside the Masterplan. This will set the overarching design and placemaking objectives and principles, ensuring that each phase of future development positively contributes towards the high quality outcomes expected.

## Objectives and place identity

1. Land North of A1307, Bar Hill (Slate Hall Farm) will be a masterplanned employment-led development that responds sensitively to the local landscape, and secures access to new green infrastructure for future workers and the local community. It will provide a range of logistics and industrial uses which can support the long-term needs of residents and businesses in Greater Cambridge.
2. The site's proximity to Northstowe, Cambridge and nearby villages will provide active travel opportunities for employees and visitors and sustainable last-mile delivery opportunities, as well as providing good access to the strategic road network, critical to support the proposed employment uses.
3. The development of the site will be landscape-led, with new buildings set within a mature landscape setting. The protection and enhancement of wildlife habitats will be prioritised alongside the creation of new open spaces for recreational use by workers and local residents. The design of the development will respond to its landscape setting in terms of the height, design and placement of buildings.

## Uses

4. Land North of A1307, Bar Hill (Slate Hall Farm) (site area of 113.3 hectares) is allocated for a major new employment site, as shown on the Policies Map and indicative Spatial Framework. The Development Strategy identifies the site I for approximately 220,000 metres square (GIA) of commercial uses providing a

flexible range of appropriate units that can support a wide range of businesses and that can be adapted to accommodate changing business requirements within the following uses classes:

a. Class B2 (General Industrial);

b. Class B8 (Storage or Distribution); and

c. Supporting amenities to meet the needs of staff.

d. The development capacity of the site must be established though a landscape-led masterplan process.

**The development of Land North of A1307, Bar Hill (Slate Hall Farm) must do the following:**

## Context

5. Take a positive approach to managing and mitigating impacts on the surrounding landscape, including long-range views of the site, by:

   a. retaining and reinforcing existing mature trees and tree belts;

   b. maximising opportunities to create new landscape areas and corridors, ensuring that new buildings are set within a mature landscape context; and

   c. preparing and implementing a landscape-led Masterplan for the site, which must be submitted and approved by the Local Planning Authority as part of the first planning application for the site.

6. Retain and respond to the setting of Oakington Brook and its associated flood zone by including substantial areas for green infrastructure and water management.

7. Mitigate the impact of the development on Slate Hall Farm, a potential non-designated heritage asset, and its setting.

8. Prepare appropriate archaeological assessments which consider the extent, character and condition of the archaeological resources and the likely impact of the development on archaeological remains.

9. Maintain the usability of the bridleways which run through and around the site.

## Built form

10. Take a comprehensive approach to the planning and delivery of the site, including:

    a. Ensuring the landscape-led Masterplan addresses the whole site, ensuring broad alignment between land in different ownerships; and

    b. Prepraring a site-wide Design Code to ensure a design-led approach to the site, which must:

       i. address building heights, massing and scale to ensure development proposals fit into their context and respond to and reduce impacts on key views and vistas; and

       ii. ensuring high-quality design of buildings, including through use of appropriate

materials and colour palettes.

11. Focus built form on the north-west part of the site, with the area to the south-east providing substantial green infrastructure, and water management features along the Oakington Brook.

12. Management of impact on landscape by ensuring heights are scaled down to the edges, the mass is organised to avoid a 'block' effect and sufficient screening is installed.

13. Through the preparation of a Heritage Impact Assessment, protect, and where appropriate, enhance the significance of heritage assets and their setting, including the Grade II The Grange, Grade II* Parish Church of All Saints, Lolworth and Grade II 2 and 4 The Green.

14. Slate Hall Farm must be retained as a potential non-designated heritage asset.

## Public space

15. Create new parkland and amenity spaces, creating spaces for people working and visiting the site, and spaces focused on biodiversity enhancement.

## Nature

16. Prepare and submit, for approval by the Local Planning Authority as part of the first planning application, a site wide biodiversity strategy with an overarching approach to ecology and the environment.

17. Protect, positively plan for and deliver dark corridors for bats and other nocturnal species particularly within the Oakington Brook corridor, including (but not limited to):

    a. Preparing a site-wide lighting strategy keep lighting to a minimum, which where necessary should be directional and movement sensitive if appropriate.

    b. Incorporating appropriately sized buffers around woodlands and along the extent of Oakington Brook, which is an important bat corridor. Buffers must be subject to appropriate positive management to maintain biodiversity value including habitats for water vole and otter populations.

## Movement

18. Secure active travel and public transport improvements to support first occupation of the site, ensuring sustainable access to the site for workers and local residents by walking, wheeling, cycling and public transport, and that the site integrates successfully with the highways network, by:

    a. Contributing to and enabling new and improved active travel infrastructure and delivering a Mobility Hub to maximise sustainable methods of travel to, from and around the site, providing improved connectivity from Cambridge, Northstowe and the planned allocation at Cambourne North and other nearby villages including Oakington, Bar Hill, Girton and Histon and Impington;

    b. Contributing to a package of bus service improvements to serve the site, including associated infrastructure enhancements and off-peak services to cover shift patterns, with connections to nearby railway stations, mobility hubs,

Cambridge, Cambourne (including the planned allocation at Cambourne North), Northstowe, St Ives and other nearby villages;

c. Maximising opportunities for sustainable last mile deliveries through cargo bikes, e-vehicles and other sustainable modes; and

d. Providing safe and adequate road access to the site from the Strategic Road Network, including any off-site highways mitigations and junction improvements where required and measures necessary to minimise the impact of HGVs on local communities.

19. The agreed masterplan and Transport Strategy for the site must demonstrate how:

    a. the development achieves optimal transport outcomes, including maximising site internalisation and high active and public transport mode shares;

    b. The quantum and mix of development can be delivered within the agreed trip budget. A definitive trip budget based on detailed evidence must be agreed with the Local Highways Authority prior to submission of the outline application. A monitor and manage approach will be taken to ensure that the development remains within the agreed trip budget for the site throughout its delivery.

20. To support delivery of the agreed masterplan, a strategic and local transport mitigation plan must be prepared by the developer in consultation with the Local Highways Authority, Local Planning Authority and National Highways. This must include making financial contributions towards and, as appropriate, enabling any other transport measures necessary to make the development of the site acceptable in transport terms, as evidenced at planning application stage, including:

    a. Sustainable and public transport measures;

    b. Vehicular transport measures, including site access arrangements;

    c. A Traffic Management Plan, including a routing plan and appropriate enforcement measures;

    d. Infrastructure costing and delivery phasing; and

    e. mechanisms for delivery, monitoring and review including potential delivery through Section 106 obligations, or CIL or other appropriate funding mechanisms.

## Resources

21. Develop a comprehensive approach to water management strategy, including appropriate avoidance and mitigation measures to address fluvial and surface water flood risk, and which takes opportunities for betterment by controlling run off from the site to reduce flood risk downstream both to Longstanton Brook and Oakington Brook. The FRA must including modelling of Oakington Brook. No development should be located within 8m of Oakington Brook apart from permitted access.

22. Provide appropriate space for the ongoing maintenance of the watercourses.

23. Planning conditions will be imposed to minimise the adverse effects of construction activity on the amenity of nearby communities and the environment.

## Lifespan

24. In addition to the requirements on the validation checklist, the following will be required at the submission of an outline or major planning application:

25.

a. A comprehensive environmental management and construction strategy for all phases of development; and

b. Strategies for the long-term management and maintenance of landscape, drainage and green infrastructure.

26. In addition to the requirements on the validation checklist, the following will be required at the submission of an outline or major planning application:

a. A cohesive stewardship strategy through early-phase community engagement including through conservation groups to deliver community-based enhancement stewardship as endorsed by Natural England;

b. A more detailed Heritage Impact Assessment;

c. A desk based Archaeological Assessment;

d. Landscape and Visualisation Assessment;

e. A Recreation Pressure Assessment for the SSSI;

f. A Conservation Management Plan for the heritage assets including the Roman Road;

g. A strategic and local transport mitigation plan (in consultation with the Local Highways Authority and Local Planning Authority); and

h. The approach to the long-term management, maintenance and stewardship of the new settlement, including its infrastructure, services, facilities and built and natural environment, must be identified at the outset through a Management and Maintenance Plan that sets out a comprehensive approach to the long-term management of the site as it evolves.

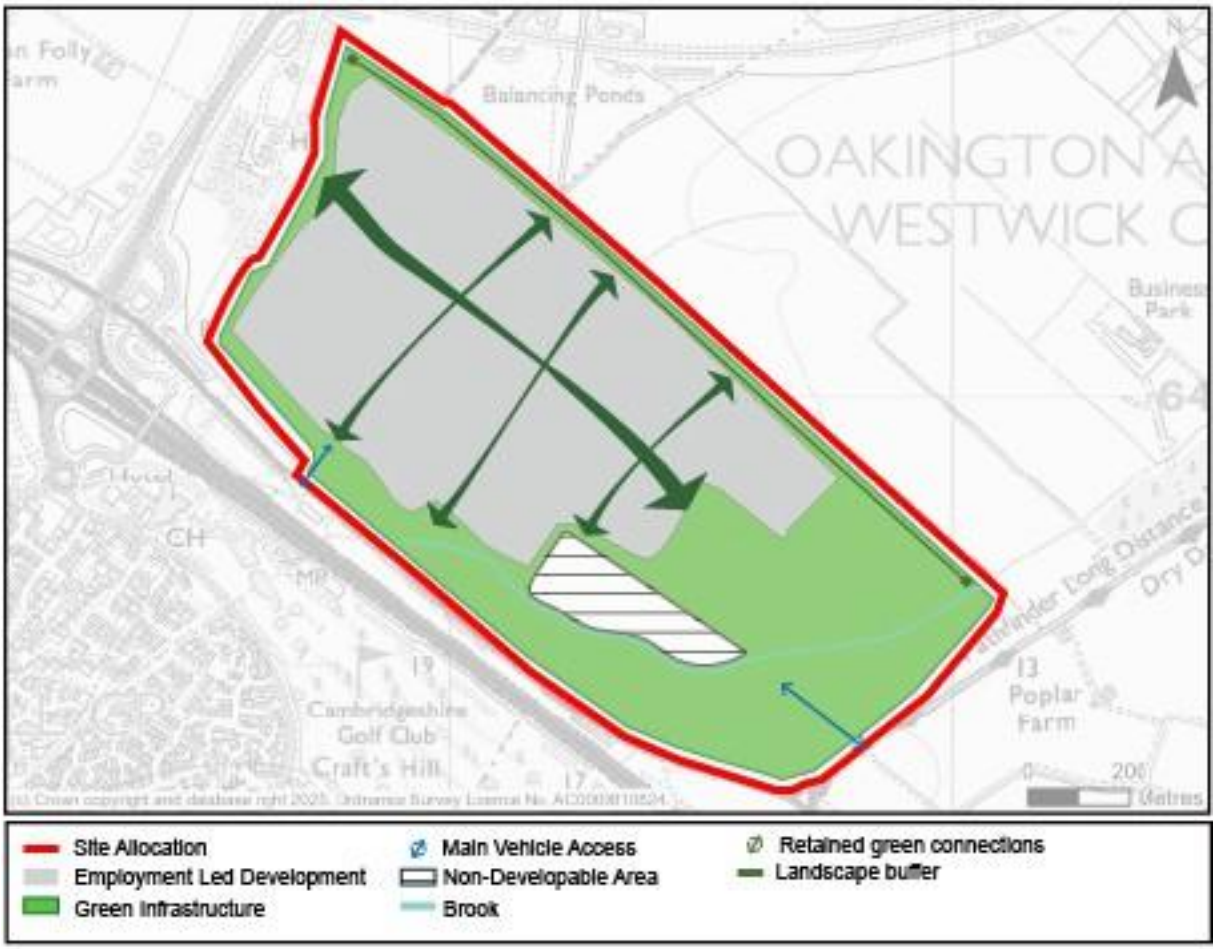



**Figure 85:** indicative Spatial Framework for Policy S/SHF: Land north of A1307, Bar Hill (Slate Hall Farm)

## Supporting information

**3.5.3** This site is allocated for employment uses to meet the demand for local warehousing and logistics, advanced manufacturing and general industrial employment floorspace identified in the studies informing the draft Local Plan.

**3.5.4** The policy enables a range of small and medium-scale commercial uses to come forward and it will be important that there is sufficient variety in their form and floorplate size and flexibility in their design to ensure that they cater for a range of different business types and can be adapted over time to meet changing local business needs. As the focus of the site should be on meeting the identified local needs, the site should deliver a range of small and medium sized units. Small and medium sized units are defined as less than 9,300 square metres (100,000 square feet). Development should come forward in phases which respond to local needs.

**3.5.5** Given the scale and nature of the proposed uses, the policy identifies a positive approach to landscape mitigation, seeking to create an exemplar proposal that is set within a mature landscape. This is to support the health and well-being of those working

and visiting the site but also mitigate landscape and long distance view impacts, existing ecological habitats and species and identified flood risk areas.

**3.5.6** The required mitigation measures also include further Archaeological Assessment, which is required given the archaeological potential in this area. Development is also contingent upon the provision of safe and adequate vehicular access to the public highway, the provision of active travel connections to nearby settlements and maximising opportunities to facilitate sustainable last mile deliveries, given the sites, location close to Cambridge and several nearby towns and villages.

**3.5.7** The southeastern part of the contains the corridor of the Oakington Brook. This provides a flood risk constraint but also an opportunity to manage water effectively and mitigate flood risk downstream. The area is also important for biodiversity mitigation. Development should therefore be restricted to the north western parts of the site.

**3.5.8** Monitoring will ensure full accountability and if necessary further mitigation, or refocussed mitigation which may be needed to ensure that overall compliance with the trip budget is achieved. The full detail of these mechanisms will be established in the s.106 obligations entered into on the grant of outline consent.

# The Moor, Moor Lane, Melbourn

**Policy S/RRA/ML: The Moor, Moor Lane, Melbourn**

- Site area of 1.08 hectares
- Capacity for approximately 20 homes.

1. Development proposals must demonstrate how they will meet the following requirements:

    a. Development should retain existing trees and strengthen the existing landscape buffer to double the width of the eastern and southern boundaries;

    b. Building design in terms of building heights, mass and materials must respond positively to and protect the wider setting of the nearby Grade II listed buildings and Melbourn Conservation Area;

    c. Building heights should not exceed 2 residential storeys;

    d. Proposals must be informed by a Flood Risk Assessment to determine the necessary flood mitigation measures for the development of the site; and

    e. Given the known significant potential for archaeological remains in this area, development proposals must be accompanied by an appropriate archaeological assessment, which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains.

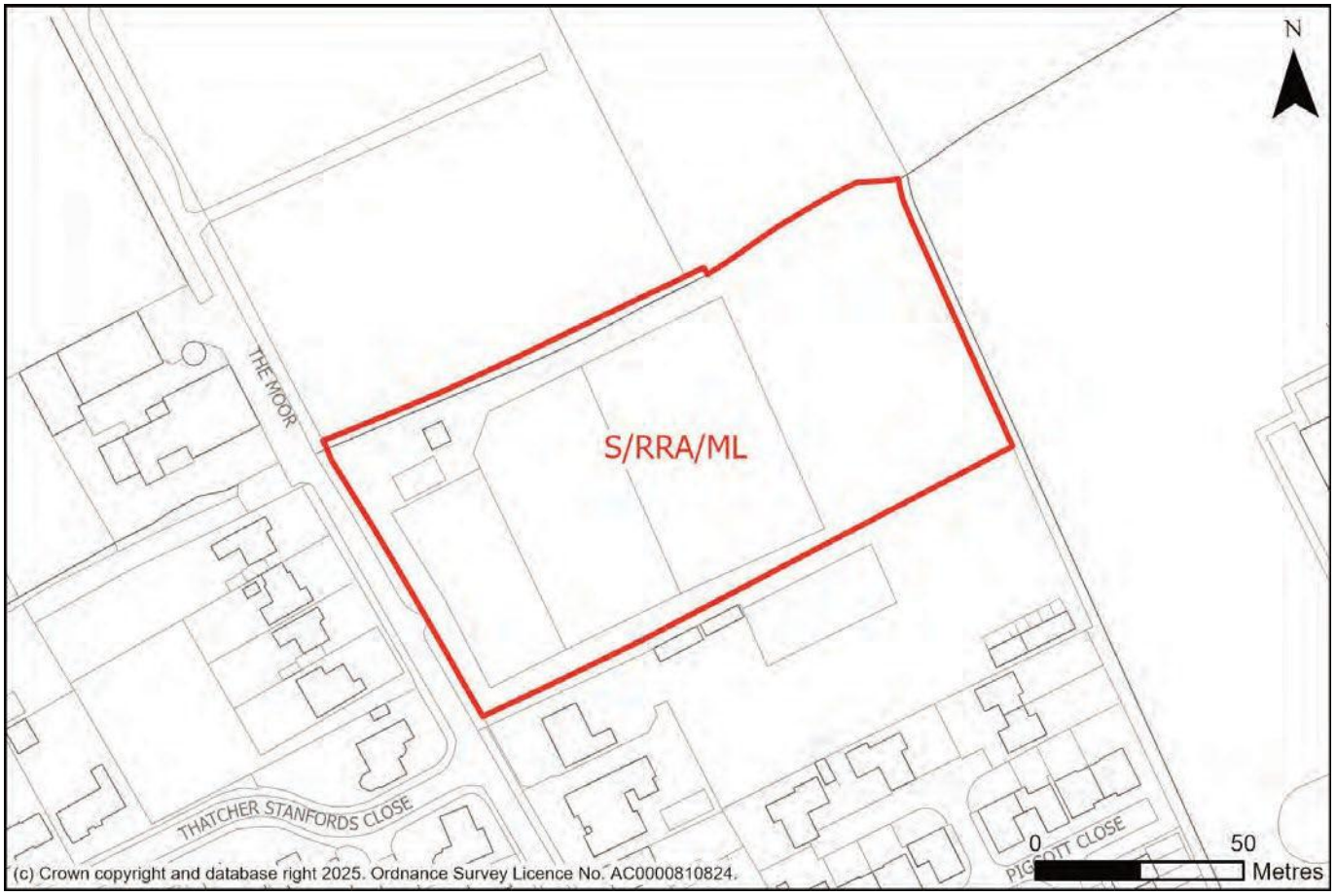



**Figure 86:** Site Plan of S/RRA/ML: The Moor, Moor Lane, Melbourn

## Supporting information

**3.5.9** This small greenfield site adjacent to existing development is a 1.08 hectare site allocated for approximately 20 homes, which responds to the landscape and heritage impacts identified in the Housing and Economic Land Availability Assessment and the Heritage Impact Assessment. The site is close to a number of village services and benefits from public transport connections offered by Meldreth Railway Station. The site is bounded by development on three sides, with screening provided by existing vegetation. The proposed mitigation measures are required to ensure no unacceptable adverse impacts to landscape character and the historic environment.

**3.5.10** The policy requires a landscape buffer to the east and southern boundaries of the site and the implementation of design-based mitigation as part of development, primarily in the form of sympathetic building height, style, and materials. This includes development which reflects the local prevailing character of two residential storeys. These mitigation measures will help to limit impacts on the setting of designated assets, ensuring Melbourn Conservation Area and Grade II Listed assets and their settings are protected.

**3.5.11** A very small proportion of the site is known to be within and adjacent to Flood Zone 2 and Flood Zone 3, as well as being adjacent to a watercourse. A Flood Risk Assessment is required to identify appropriate flood mitigation measures to ensure development of the site is suitable for development.

**3.5.12** Additionally, known archaeological features from the Iron Age, Roman and Medieval periods and further features include archaeological material spanning from the

prehistoric to the modern period in the area indicating potential for archaeological remains within the site. The site is greenfield land, as such any remains on site are unlikely to have been disturbed, and as such there is moderate potential for significant archaeology on the site and recommends investigation required (starting with desk-based assessment) to identify the presence and significance of as yet unknown archaeological remains across the site. Further mitigation, depending on the significance of any remains found, could include avoidance and preservation in situ, further investigation, or recording.

# Land at Highfields (phase 2) Slate Hall Farm

**Policy S/RRA/H Land at Highfields (phase 2), Caldecote**

- Site area of 3.74 hectares
- Capacity for approximately 65 homes

1. Development proposals must demonstrate how they will meet the following requirements:

   a. Provision of a substantial landscape buffer on eastern and southern boundaries;

   b. Appropriate provision to link to the existing bridleway forming part of the wider Highfields development site;

   c. Undertake a Transport Capacity Assessment to identify and implement necessary mitigation measures required at local road junctions. This will need to take into account cumulative impacts from other sites and projects in this area.

   d. The provision and/or enhancement of safe active travel connections to high quality public transport stops.; and

   e. Development proposals must be accompanied by an appropriate archaeological assessment including extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains identifying mitigation measures where necessary.

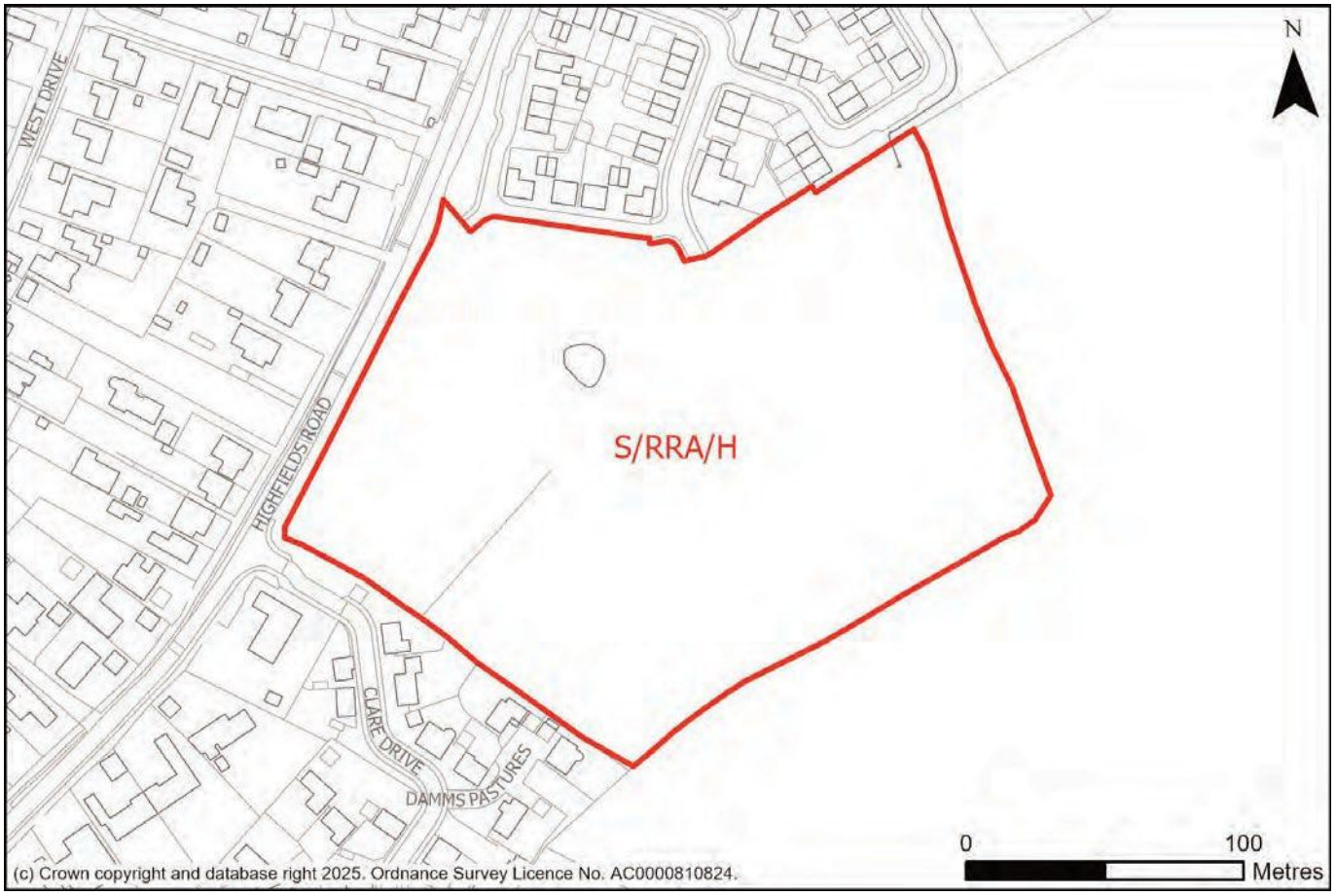



**Figure 112:** Site Plan of S/RRA/H Land at Highfields (phase 2), Caldecote

## Supporting information

3.5.13 This greenfield site adjacent to existing development is in close proximity to the proposed Cambourne to Cambridge high quality public transport corridor (HQPT) stop and has recently had planning permission which has subsequently lapsed. There is currently an undetermined planning application for 66 homes awaiting decision on this site (22/04215/FUL, phase 2) and the allocation boundary has been amended to only include phase 2. The proposed mitigation measures are required to ensure no unacceptable adverse impacts to landscape character and the historic environment, requiring a landscape buffer to the east and southern boundaries of the site. Due to the sites location, it will be important that future residents have safe walking and cycling access to the proposed rapid public transport stop at the northern end of the village whilst also mitigating highway junction impacts, when considered in isolation and cumulatively with other sites and projects in this area.

# Land to the south of Cambridge Services, A14

**Policy S/RRA/SCS Land to the south of Cambridge Services, A14**

- Site area of 24.58 hectares
- Capacity for approximately 90,000 square metres gross internal area of Class B2 (General Industrial) or Class B8 (Storage or Distribution), with around 2.25 hectares focused on lorry parking to provide around 150 spaces.
- The site should provide a range of primarily small to medium-scale units and lorry parking with associated facilities. Any storage and distribution floorspace should meet local needs.

1. Development proposals must demonstrate how they will meet the following requirements:
    a. Site boundaries to provide landscape buffers of a minimum of 25m wide to mitigate adverse landscape impacts of built form and light pollution as well as the provision of open space and tree planting through the site as part of a landscape led masterplan;
    b. Existing balancing ponds to be re-profiled and watercourse utilised and enhanced for biodiversity net gain and to address surface water flooding. Existing watercourses to be utilised and enhanced, with further native planting within the drainage proposals;
    c. Building heights must be sensitive to the local rural context, the existing vegetation should be utilised to screen the development in long-distance views.
    d. To undertake a Landscape and Visual Impact Appraisal to fully assess landscape impacts and identify mitigation measures where necessary, including the careful arrangement and scale, bulk and massing of built form;
    e. The preservation of the rural countryside character with the development integrated with local patterns of tree planting and hedgerows with existing hedges to be retained;
    f. The provision of proportionate and necessary services and facilities to support the provision of lorry parking and the 24-hour nature of this facility;
    g. The active and passive provision of rapid and trickle electric charging for e-HGVs;
    h. Deliver or contribute to active travel and public transport measures which support first occupation of the site, ensuring sustainable access to the site for workers and local residents by walking, wheeling, cycling and public transport, including:
        i. New and improved active travel infrastructure, including connections to Boxworth, Cambridge Services and the existing A14 active travel bridge;
        ii. Bus service improvements to serve the site, including associated

infrastructure enhancements and off-peak services to cover shift patterns, with connections to nearby railway stations, Cambridge, Cambourne (including the planned allocation at Cambourne North), Northstowe, St Ives and other nearby villages;

iii. An on-site Mobility Hub to facilitate multi-modal interchange and provide appropriate facilities for those arriving by walking, wheeling, cycling and public transport.

i. Preparation of a comprehensive transport assessment and strategy by the developer, which must be submitted with the first planning application and agreed with the Local Highways Authority, Local Planning Authority and National Highways. These must:

   i. Identify how the site will achieve optimal transport outcomes, including maximising site internalisation and high active and public transport mode shares.

   ii. Demonstrate how the development can be delivered within the agreed trip budget. A definitive trip budget based on detailed evidence must be agreed with the Local Highways Authority prior to submission of the outline application. A monitor and manage approach will be taken to ensure that the development remains within the agreed trip budget for the site throughout its delivery.

   iii. Set out safe and adequate site access arrangements from the local and Strategic Road Network, including any off-site highways mitigations and junction improvements needed.

   iv. Identify measures which restrict HGV movements towards Boxworth and minimise the impact of HGVs on other local communities. These must be supported by a Traffic Management Plan, including a routing plan and appropriate enforcement measures.

   v. Demonstrate how financial contributions towards and, as appropriate, enabling any other transport measures necessary will make the development of the site acceptable in transport terms.

j. Given the area's high potential for archaeological remains, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource, and evidence demonstrating how the proposals, including the form and extent of development, have responded appropriately to the assessment to avoid or, as necessary, mitigate likely impacts of the development on the archaeological remains; and

K. Development must not preclude any construction of or route of the Graffham Pipeline to accommodate water infrastructure for the region in consultation with Anglian Water.

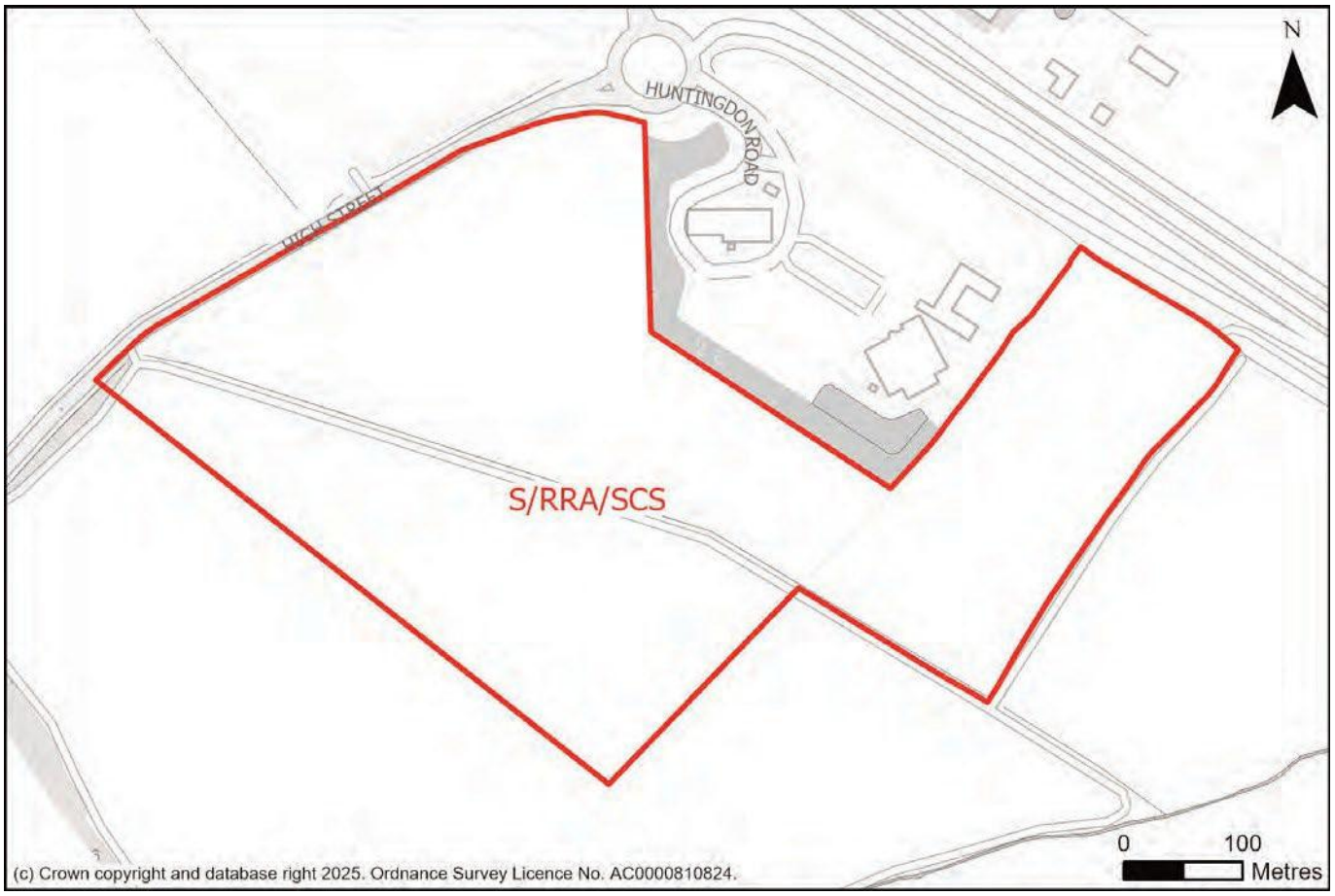



**Figure 87:** Site Plan of S/RRA/SCS Land to the south of Cambridge Services, A14

## Supporting information

**3.5.14** This 24.58 hectare site is allocated for employment uses to meet the demand for local warehousing and logistic employment floorspace adjacent to an existing A14 Services. The policy responds to the landscape and heritage impacts identified. The required mitigation measures include undertaking a Landscape Visual Impact Appraisal and provision of additional landscaping to the boundaries of the site, and an Archaeological Assessment, required to address long distance views and ensure no unacceptable adverse impacts to landscape character and to protect the historic environment. Development is also contingent upon water management measures to be introduced for flood risk mitigation and ecology benefits.

**3.5.15** The site is also allocated for 150 lorry parking spaces. This is to help address an identified need for overnight lorry parking provision in this area. The National Highways improvement works to the A14 removed a significant number of existing roadside HGV laybys which may have contributed to the recent increase in the number of HGVs using stopping spaces on local roads and near to local villages. The Department for Transport's Future of Freight (2022) recognises the importance of supporting the freight industry including through high standard roadside facilities on the strategic road network and this allocation seeks to positively respond to this need.

**3.5.16** By 2040, all new heavy goods vehicles (HGVs) will be zero emission and therefore the policy requires active and future provision for a range of electric HGV charging options to be incorporated into the infrastructure and layout of future proposals. The site has

capacity for approximately 90,000 square metres of Class B2 (General Industrial) or Class B8 (Storage or Distribution).

**3.5.17** This site is near to the Uttons Drove Water Recycling Centre. An odour assessment may be required. Please refer to Policy 16 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021) for further information.

**3.5.18** Monitoring will ensure full accountability and if necessary further mitigation, or refocussed mitigation which may be needed to ensure that overall compliance with the trip budget is achieved. The full detail of these mechanisms will be established in the s.106 obligations entered into on the grant of outline consent.

# Land at Buckingway Business Park, Swavesey

## Policy S/RRA/BBP: Land at Buckingway Business Park, Swavesey

- Site area of 2.11 hectares
- Capacity for approximately 10,000 square metres gross internal area of Class B2 (General Industrial) or Class B8 (Storage or Distribution)
- B8 uses would be limited to smaller premises to meet local needs.

1. Development proposals must demonstrate how they will meet the following requirements:
    a. Assessment and implementation of necessary mitigation measures in relation to odour from the nearby Uttons Drove Water Recycling Centre;
    b. A suitable safe access to the public highway via Anderson Road;
    c. Any new building must reflect the height, massing and scale of the existing Buckingway Business Park development;
    d. To undertake a Landscape and Visual Impact Appraisal and a detailed Heritage Impact Assessment to fully assess landscape impacts and identify mitigation measures where necessary, including the careful arrangement and scale, bulk and massing of built form to ensure no unacceptable adverse impacts to long distance views, landscape character and the historic environment, including the Grade II* Listed Church of All Saints in Lolworth;
    e. Enhancement of the landscape boundaries including continuation of the existing vegetation buffer with additional tree planting and sustainable drainage to address surface water drainage along the northern edge, and additional tree planting along the eastern edge; and
    f. To undertake an archaeological assessment prior to the commencement of submitting a planning application, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains.
    g. Development must not preclude any construction of or route of the Graffham Pipeline to accommodate water infrastructure for the region in consultation with Anglian Water.

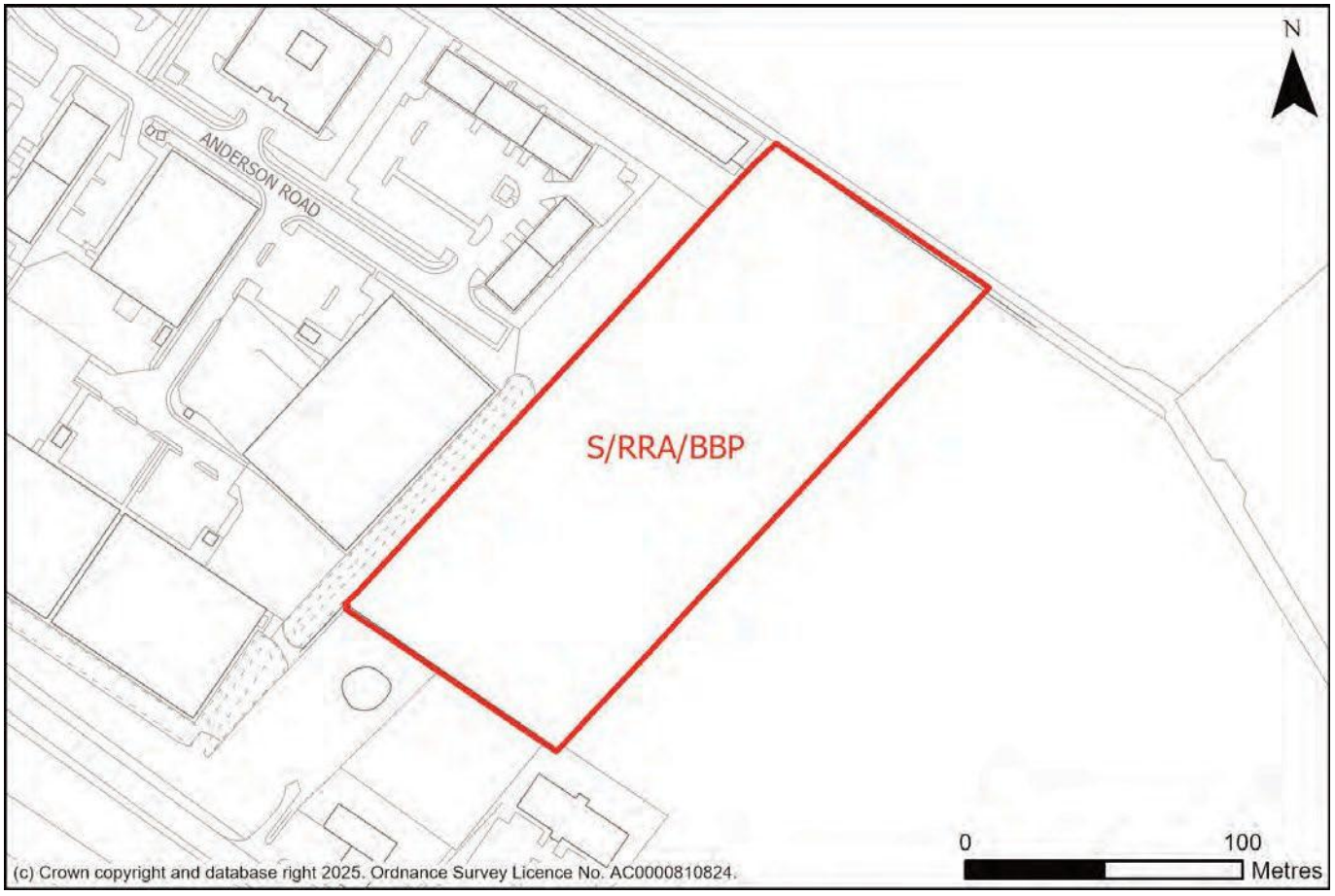



**Figure 88:** Site Plan of S/RRA/BBP Land at Buckingway Business Park, Swavesey

## Supporting information

**3.5.19** This 2.11 hectare site is allocated for employment uses to meet the demand for local warehousing and logistic and general industrial employment floorspace adjacent to an existing employment site. The policy responds to the landscape and heritage impacts identified. The required mitigation measures include undertaking a Landscape Visual Impact Appraisal and provision of additional landscaping to the boundaries of the site, and an Archaeological Assessment, required to address long distance views and ensure no unacceptable adverse impacts to landscape character and to protect the historic environment.

**3.5.20** Development is also contingent upon the provision of safe vehicular access via Anderson Road to the public highway and the completion of an odour assessment in accordance with Policy 16 in the Cambridgeshire and Peterborough Minerals and Waste Local Plan to ensure no adverse impact on the amenity of future occupiers.

# Land to the north of St Neots Road, Dry Drayton

**Policy S/RRA/SNR Land to the north of St Neots Road, Dry Drayton**

- Site area of 4.6 hectares.
- Capacity for approximately 5,000 square metres of office (Class E(g)(i)), research and development (Class E(g)(ii)), and light industrial (Class E(g)(iii)).

1. Development proposals must demonstrate how they will meet the following requirements:

    a. The form of the development will need to account for and safeguard land for the Cambourne to Cambridge transport scheme;

    b. Implement measures necessary to provide good public transport and active travel access to the site from surrounding existing and planned developments;

    c. Development of the site must not prejudice the preferred East-West Rail route alignment or its delivery;

    d. Development proposals must enhance the existing southern hedgerow to provide visual screening and include trees of forest scale and understorey planting. Landscape proposals must take into account landscape enhancements associated with the Cambourne to Cambridge Busway and East West Rail; andMust be accompanied by an appropriate archaeological assessment, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains.

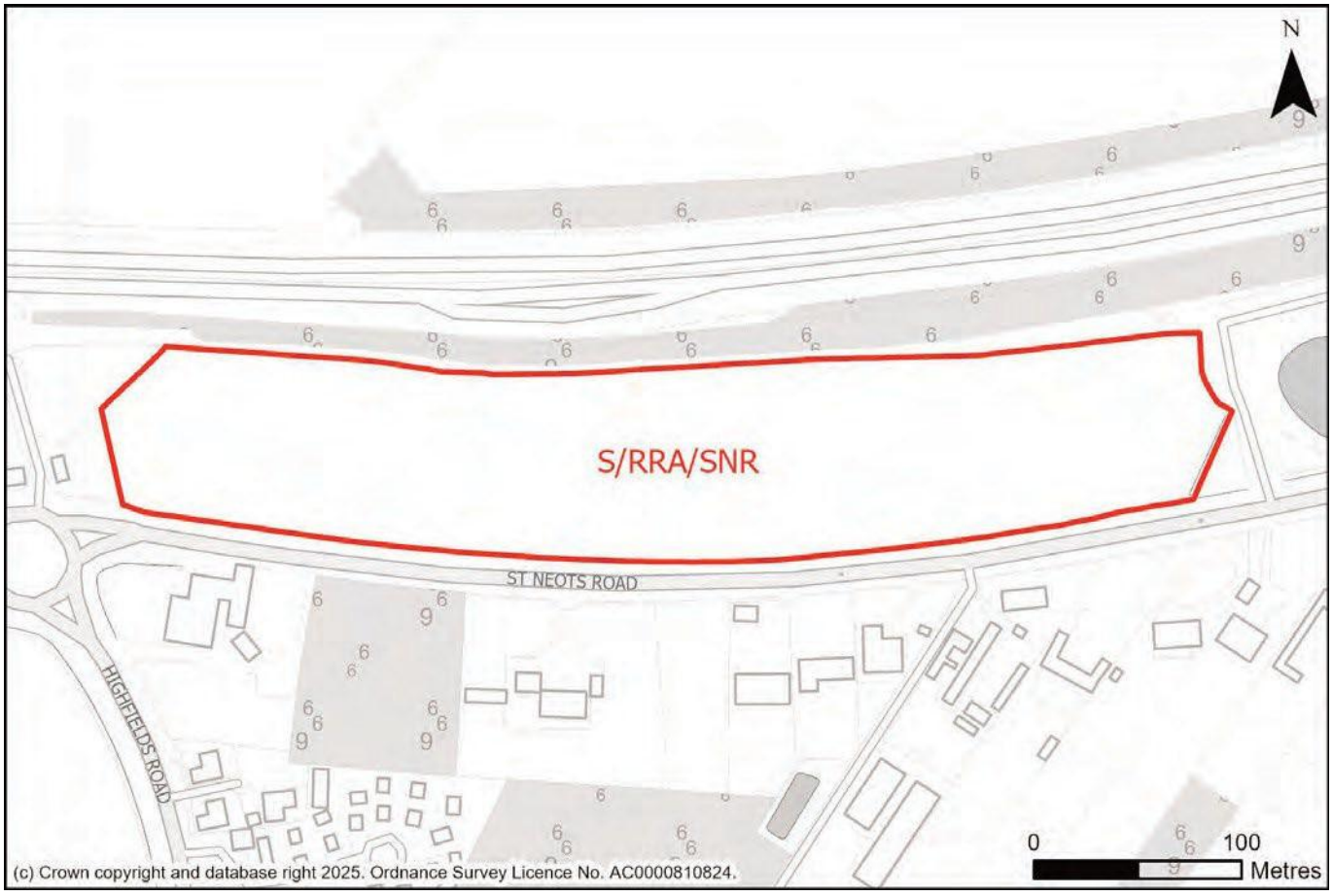



**Figure 115:** Site Plan of S/RRA/SNR Land to the north of St Neots Road, Dry Drayton

## Supporting information

**3.5.21** This 4.6 hectare site represents an opportunity to provide approximately 5,000 square meters of appropriate employment uses adjacent to residential properties. The site will have potentially good public transport and active travel connections, meaning future users will be able to travel to and from the site using sustainable modes of transportation. Given the proposed Cambourne to Cambridge Guided Busway, it is likely that the developable area of the site will be around 3.4 hectares to take account of land required to deliver this infrastructure project. The site is also located near to Cambourne and Bourn Airfield where significant residential development is taking place. The site will therefore potentially offer employment opportunities for prospective residents in these places and allow future users of the site to access these settlement's key services.

**3.5.22** Due to the government's intentions to pursue the East-West Rail route, and its potential proximity to the site, the policy requires development proposals to account for the rail route to ensure the allocation does not impact on its delivery.

**3.5.23** By delivering landscaping to provide visual screening on the site, the development will potentially have a positive impact upon its surroundings. Furthermore, the development

should effectively link with the Cambourne to Cambridge Busway's associated landscape enhancements, meaning that the site will capitalise upon a substantial pre-existing landscape strategy.

**3.5.24** Completing archaeological work as part of any development proposal will potentially help to preserve any surviving historical artefacts.

# Old Highways Depot, Twenty Pence Road, Cottenham

**Policy S/RRA/OHD Old Highways Depot, Twenty Pence Road, Cottenham**

- Site area of 0.6 hectares
- Capacity for approximately 1,500 square metres gross internal area of employment use Class E(g)(i) (offices), E(g)(iii) (light industrial), and B8 (storage or distribution) development replacing the existing accommodation.

1. Development proposals must demonstrate how they will meet the following requirements:

    a. Development proposals must respond to the rural setting by locating built development on previously developed land, retaining the natural screening provided by trees along the road frontage;

    b. Proposals must ensure that safe and suitable site access can be maintained at all times as the site access lies within Flood Zone 3;

    c. The site's landscape boundaries should be retained and enhanced, including provision of a native buffer up to 10 metres on the western boundary and landscape and ecology within the site itself; and

    d. The siting and design of buildings, in regard to height, scale and form, must respond positively to local character and ensure no unacceptable adverse impacts on nearby heritage assets or their setting, including the Grade I listed All Saints Church and the Cottenham Conservation Area. A design led approach must ensure development:

        i. is sited to avoid obstructing or interfering with views of the church tower from Twenty Pence Road; and

        ii. Reflects the local prevailing building heights.

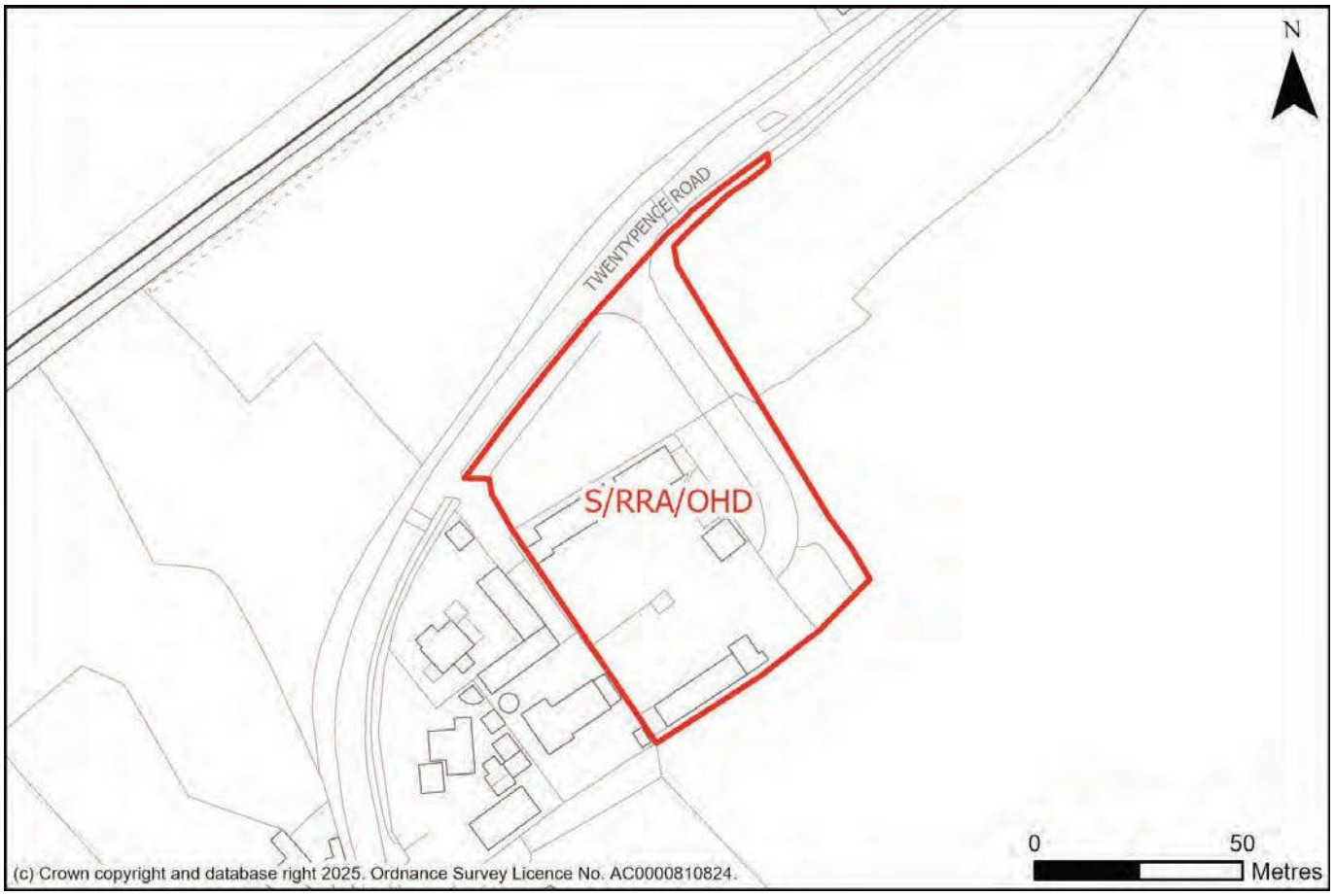



**Figure 89:** Site Plan of S/RRA/OHD Old Highways Depot, Twenty Pence Road, Cottenham

## Supporting information

**3.5.25** This is 0.6 hectare site is allocated for employment uses to make better use of an existing employment site to meet the demand for industrial floorspace on a mostly previously developed site within the village framework of Cottenham, a Rural Centre with a substantial number of village services. The site attained planning consent in May 2023 for the re-development of the site for approximately 1,500 square metres (gross) of office and storage (Use Class E(g) and B8). The policy responds to its rural location and the heritage impacts by requiring built development to be confined to the existing previously developed land with appropriate enhancement to landscape boundaries and to mitigate impacts on the historic environment by ensuring buildings are located and designed to reflect the rural village-edge and setting of the Grade I listed All Saints church and Cottenham Conservation Area. A small portion of the site frontage, including the site access, falls within Flood Zone 3 therefore the developer will be required to demonstrate safe access can be maintained at all times.

# Norman Way, Over

## Policy S/RRA/NW Norman Way, Over

- Site area of 1.7 hectares
- Capacity for 6,100 square metres gross internal area of office (Class E(g)(i)), research and development (Class E(g)(ii)), light industrial (Class E(g)(iii)), general industrial (B2) and storage or distribution (B8) floorspace.

1. Development proposals must demonstrate how they will meet the following requirements:

    a. Siting, height, and design of buildings should respond positively to the local character and setting, ensuring no unacceptable adverse impacts on the wider setting of nearby heritage assets the Grade II listed Over Mill and scheduled monument Over Windmill;

    b. Development proposals should retain and enhance the treescape buffer within the southern and eastern sides of the site;

    c. Access to the site should be via the existing Norman Way Road, and not an additional access onto Longstanton Road; and

    d. Development proposals must be accompanied by an appropriate archaeological assessment, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains.

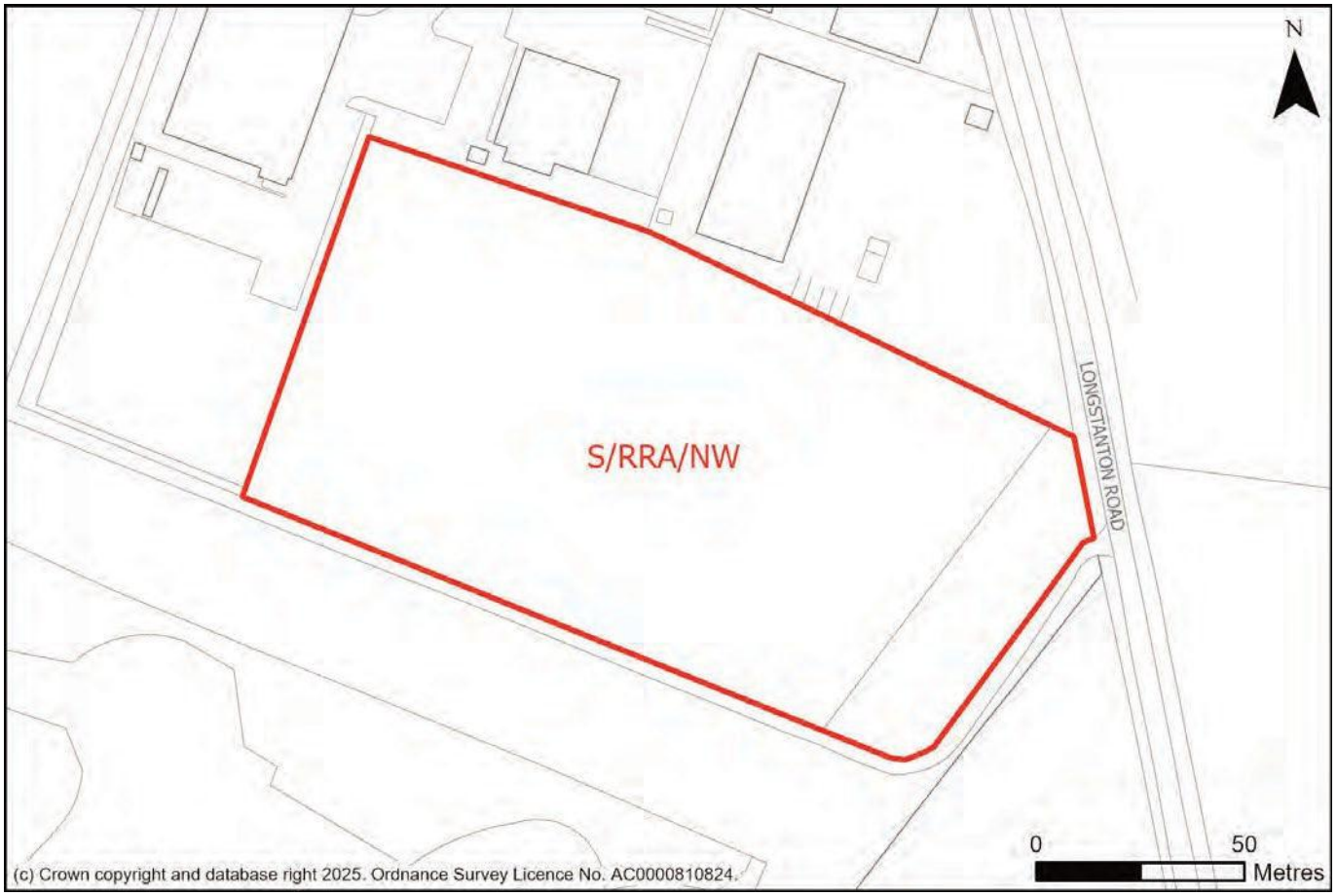



**Figure 90:** Site Plan of S/RRA/NW Norman Way, Over

## Supporting information

**3.5.26** This 1.7 hectare allocation comprises an area of undeveloped land within the Norman Way Industrial Estate, providing an opportunity to accommodate approximately 6,160 square metres of employment space that will positively respond to the character of the surrounding area including the setting of nearby heritage assets Over Mill and Over Windmill. The retention and enhancement of the treescape will ensure that new development has a positive impact upon its wider landscape setting whilst site access will need to be managed through the existing industrial estate. Given the known archaeological assets in this area, further archaeological investigation and work will be required as part of any development proposal.

# Land adjacent to Cambridge Road (A10) and Mill Lane, Hauxton

**Policy S/RRA/CRH: Land adjacent to Cambridge Road (A10) and Mill Lane, Hauxton**

- Site area of 0.40 hectares
- Capacity for approximately 2,000 square metres gross internal area of office (Class E(g)(i)), research and development (Class E(g)(ii)), and light industrial (Class E(g)(iii)) floorspace.

1. Development proposals must demonstrate how they will meet the following requirements:
   a. Development at a scale and grain to make a positive contribution to local townscape character;
   b. Siting, height, and design of buildings should respond positively to the local character and setting, ensuring ensure no unacceptable adverse visual impact on the openness of Cambridge's Green Belt or on the wider setting of nearby heritage assets – the Grade II listed Old Mill House, two Grade II listed buildings associated with Hauxton Watermill, and Grade II listed Milestone on Hauxton Mill Bridge;
   c. Building heights for residential development should not exceed two storeys;
   d. Development proposals should deliver a planted landscape edge (see Figure X), including trees, along the northern and western edges of the site, as part of a landscape-led approach. Hedges should be maintained at no more than 1.8 metres; and
   e. Development proposals must be accompanied by an appropriate archaeological assessment, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains.

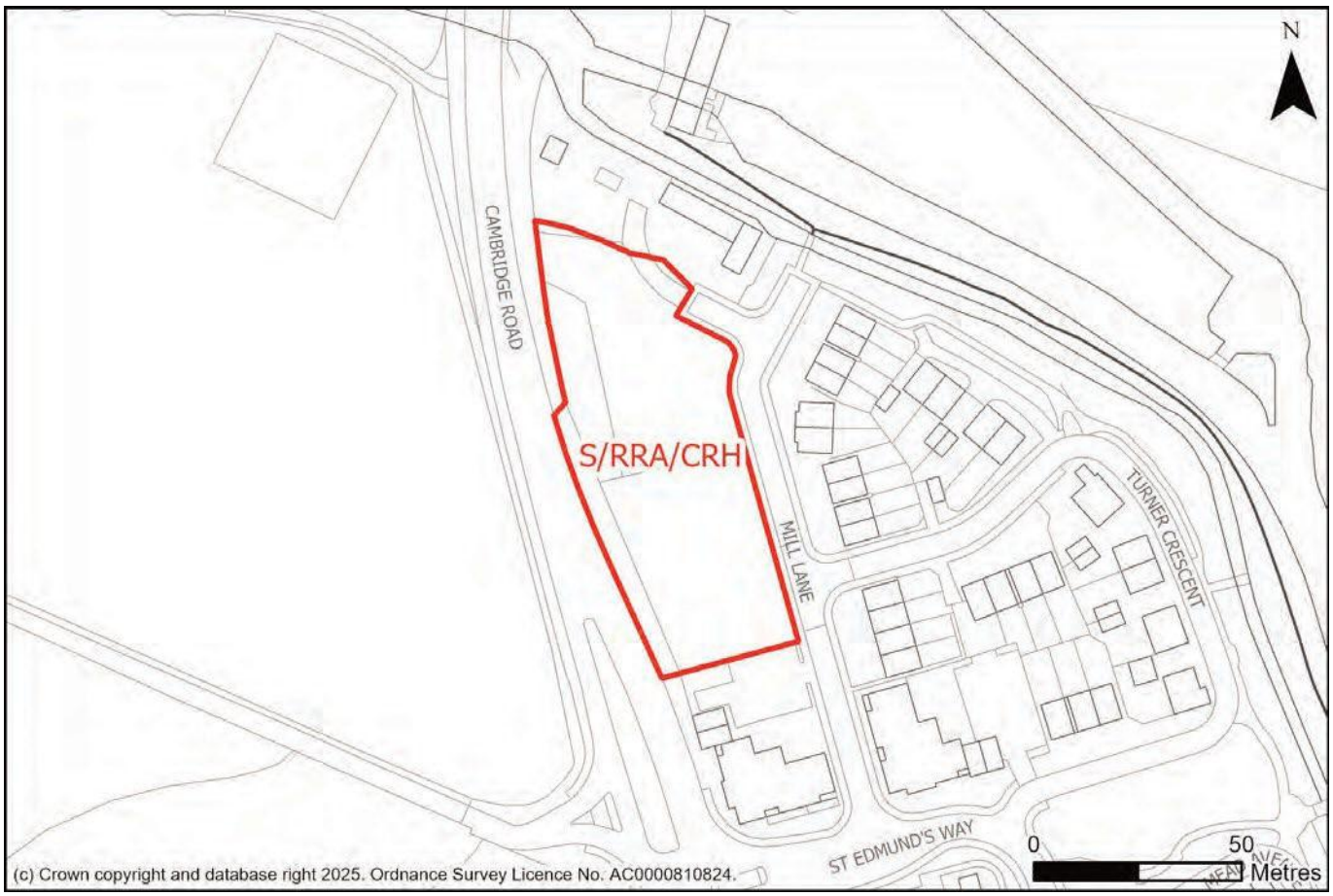



**Figure 91:** Site plan of S/RRA/CRH Land adjacent to Cambridge Road (A10) and Mill Lane, Hauxton

## Supporting information

**3.5.27** This 0.4 hectare site is allocated for approximately 2,000 square metres of employment space. A mixed-use scheme on the former Bayer CropScience site originally obtained planning permission in 2006 (S/2308/06/O) and was allocated as part of the 2018 Local Plan. This permission has now lapsed. Much of this site's residential and specialist accommodation for elderly people has now been completed. The original planning permission has now lapsed, but the new Local Plan seeks to retain the original vision of the site by continuing to allocate an area within the brownfield site for employment uses. The development can potentially provide an important contribution to the local economy. By turning a currently vacant brownfield site into new employment offices, the site can potentially have a positive impact upon the public realm.

**3.5.28** A context led approach to development and its landscaping will ensure that designated nearby heritage assets- the Grade II listed building the Old Mill House, two Grade II listed watermills and the Grade II listed Milestone on Hauxton Mill Bridge- and their setting are protected and enhanced. Height should be determined using the surrounding context to ensure that it positively contributes to the wider setting of the area. This approach will also ensure that any negative visual impact upon Cambridge's Green Belt is mitigated. Avoiding development in the north-eastern part of the site, which in flood zone 2, will ensure that future users of the site will be able to safely use the site. Completing archaeological work as part of any development proposal will also potentially help to preserve historical artefacts that could explain how people in the past used this site.

# Land at Compass House, Chivers Way, Histon and Impington

**Poicy S/RRA/CH: Compass House, Chivers Way, Histon and Impington**

- Site area of 1.7 hectares
- Allocated for additional office (E(g)(i)), research and development (E(g)(ii)) and associated ancillary uses.

1. Development proposals must demonstrate how they will meet the following requirements:

    a. The implementation of design-based mitigation, primarily in the form of building height, mass, style, and materials, will be required given the Histon Conservation Area and terrace of Grade II listed cottages immediately to the north of the site, Mill Cottage Grade II and Impington Mill grade II* lie to the south of the site and potential non-designated heritage asset (Bidder Building) to south of the site;

    b. Development will retain the existing trees protected by a tree preservation order at the northeastern edge of the site;

    c. Given the area's potential for archaeological remains, development proposals must be accompanied by an appropriate archaeological assessment which includes information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains;

    d. Ensure an appropriate relationship with adjacent residential properties, including necessary mitigation measures relating to noise and light pollution, overlooking, daylight and sunlight through a design led approach;

    e. Development should integrate, financially contribute towards and complement existing and planned major transport proposals in the area demonstrating how the necessary transport measures will be delivered at a time that enables optimal transport outcomes. A Transport Assessment, Travel Plan and Parking Strategy should also increase sustainable travel modes through the provision of safe and direct walking, cycling and wheeling connections that are integrated with the local movement network; and

    f. Align with the requirements and development proposals within the Mixed Use Development in Histon & Impington Station Area (Area of Major Change) (S/AMC/HIS) and the adjacent Vision Park to deliver a comprehensive approach to placemaking.

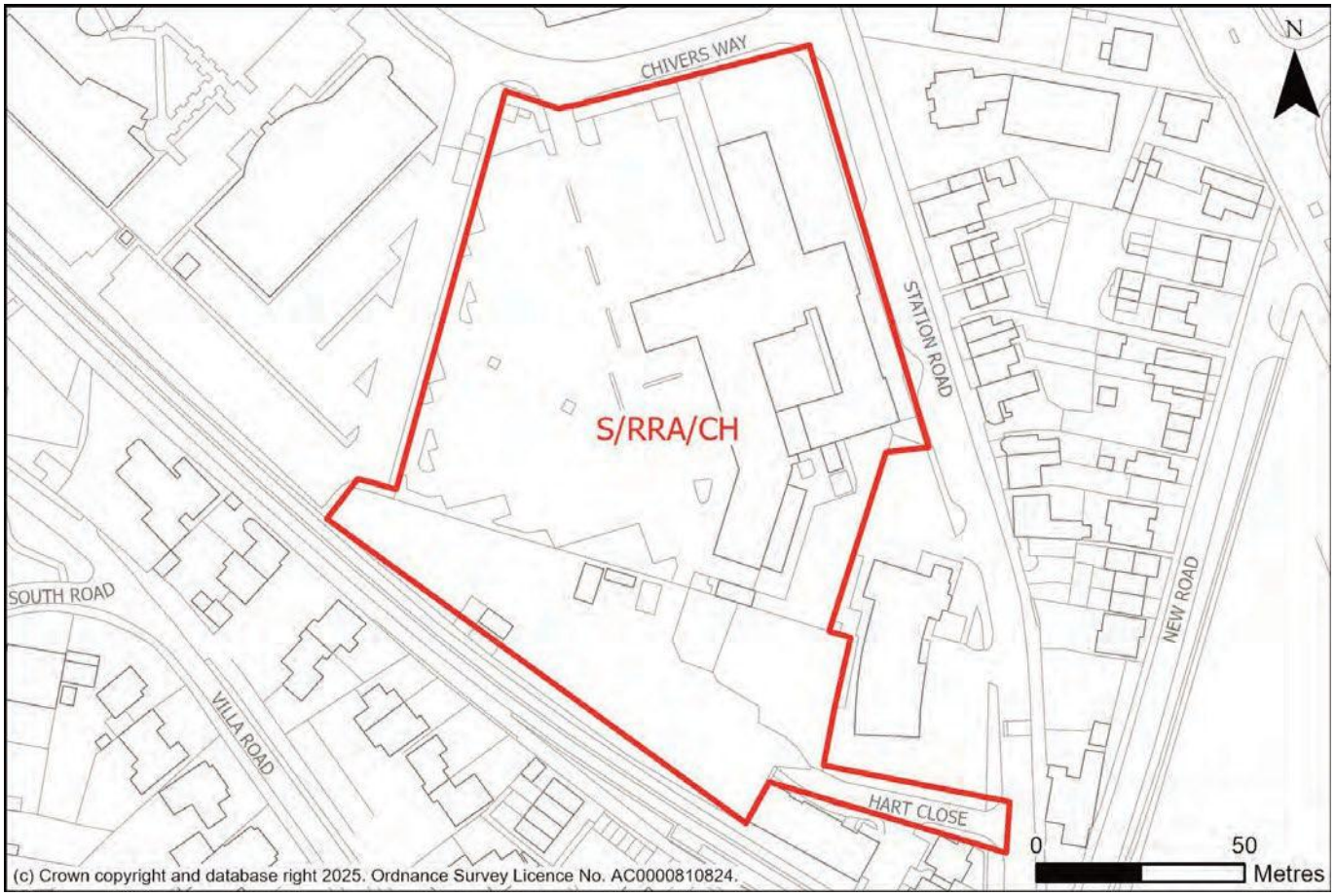



**Figure 92:** Site Plan of S/RRA/CH Land at Compass House, Chivers Way, Histon and Impington

## Supporting information

**3.5.29** This 1.7-hectare site is allocated for additional employment floorspace. This would make best use of an existing employment site in a sustainable location, given its close proximity to the existing centre in Histon and Cambridgeshire Guided Busway. Development would need to align with the requirements and proposals within the wider Area of Major Change.

**3.5.30** The site is located within a close proximity to the Histon Conservation Area, and near several statutory and locally listed heritage assets, which therefore requires a careful, design-led approach to intensification of the site. Additionally, there are trees protected by a tree protection order (TPO) to the northeastern edge of the site which will need to be retained and protected during redevelopment, as well as a number of residential properties. Given the sensitivities of the site, a plot based, design led approach is required to appropriately balance employment intensification against protecting and enhancing local heritage assets and their setting, and ensuring there are no adverse impacts on residential amenity.

**3.5.31** There is potential in the vicinity of the site for archaeological remains relating to 19th Century fruit preserves industry, and the policy criteria ensures that any development proposal is accompanied by an appropriate archaeological assessment, which will include information on the significance of the heritage asset, including the extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains.

**3.5.32** Whilst the site is in close proximity to the Cambridgeshire Guided Busway, it will be

important to ensure that any transport impacts generated by the redevelopment of the site are understood and mitigated, including maximising journeys to the site by active travel and public transport.

# Land to the west of Cambridge Road, Melbourn

**Poicy S/RRA/cr: Land to the west of Cambridge Road, Melbourn**

- Site area of 6.65 hectares
- Capacity for approximately 125 homes.

1. Development proposals must demonstrate how they will meet the following requirements:
    a. Through a masterplan led approach, the site must integrate with Melbourne's existing and proposed built form, including Melbourn Science Park;
    b. Boundaries facing the rural setting, at the northeast and northwest of the site, must be strengthened to mitigate unacceptable adverse impacts on the surrounding landscape whilst development should create an enhanced entrance into the village from the east;
    c. Retain the existing hedgerow within the centre of the site;
    d. Building design in terms of building heights, mass and materials must ensure no unacceptable adverse impacts on the wider setting of the nearby Grade II listed buildings and Melbourn Conservation Area, building heights should not exceed local prevailing building height of 2-3 residential storeys;
    e. Development proposals must be accompanied by an appropriate archaeological assessment including extent, character and condition of the archaeological resource and the likely impact of the development on the archaeological remains identifying mitigation measures where necessary; and
    f. Provide active travel connections to the Melbourn Greenway, Melbourn Science Park and the centre of the village.

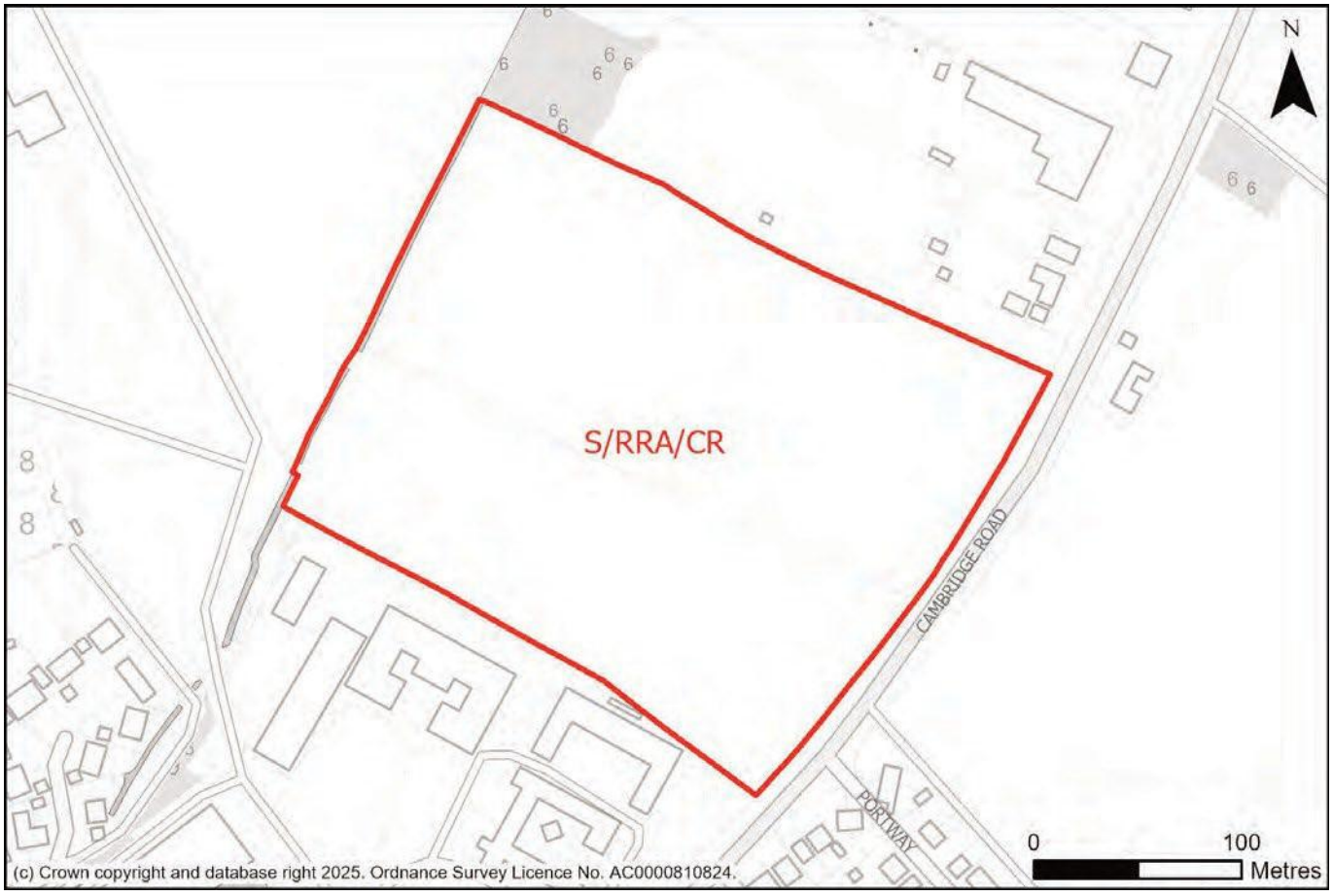



**Figure 93:** Site Plan of S/RRA/CR Land to the west of Cambridge Road, Melbourn

## Supporting information

**3.5.33** The site provides an opportunity to provide homes in a Minor Rural Centre adjacent to an established employment area, Melbourn Science Park. Melbourne Science Park is an important local employer and forms part of the wider Greater Cambridge science cluster. The development requirements in the policy respond to the landscape and heritage sensitives of the site, requiring mitigation measures to be delivered to ensure that no unacceptable adverse impacts arise through development. This includes the careful consideration of building heights of any proposed development and undertaking further archaeological investigation work. Walking and cycling connections into the adjacent Science Park, the village centre and to the Melbourn Greenway will be important to make sure development is well connected with the local active travel network.

# Policy Areas in Rest of Rural Area

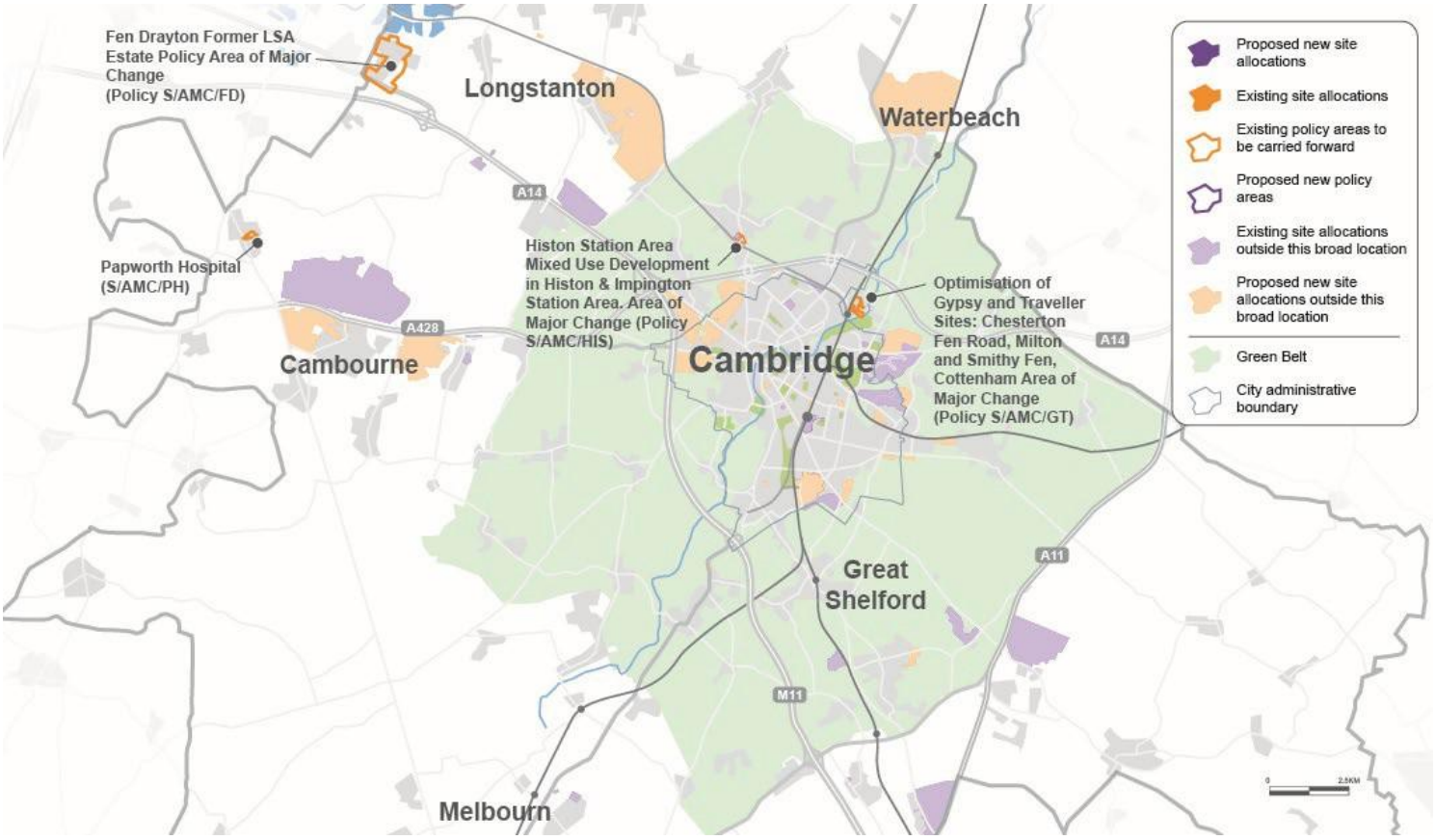



Figure 94: Policy Areas in the Rest of the Rural Area

# Papworth Hospital, Papworth Everard

## Policy S/AMC/PH: Papworth Hospital, Papworth Everard

- Site area of 5.25 hectares

1. Development must follow a sequential approach to finding replacement uses beginning with healthcare. Only if a suitable healthcare use or uses cannot be found after the site has been marketed for healthcare for a period of no less than two years would other employment uses compatible with this location in the centre of Papworth Everard be permitted.
2. Across this policy area, proposals will:
    a. Maintain the vitality and viability of Papworth Everard village;
    b. Maintain the housing and employment balance of the village;
    c. Maintain or enhance the setting of Papworth Everard Conservation Area, Grade II* Listed Papworth Hall, Scheduled Monument Moated Site and the nearby Grade II Listed Lodge; and
    d. Preserve or enhance buildings on the site identified in the Papworth Everard Conservation Area Appraisal that contribute to the setting of the village and history of the site.
    e. Prepare a Heritage Impact Assessment to inform the masterplan for the development.
3. New housing development and/or redevelopment for housing will not be permitted. Conversion of existing buildings of character for residential use may exceptionally be permitted where it would be the most appropriate use of the buildings and recreate the character of the original Papworth Hospital buildings fronting the historic landscaped parkland setting of Papworth Hall.

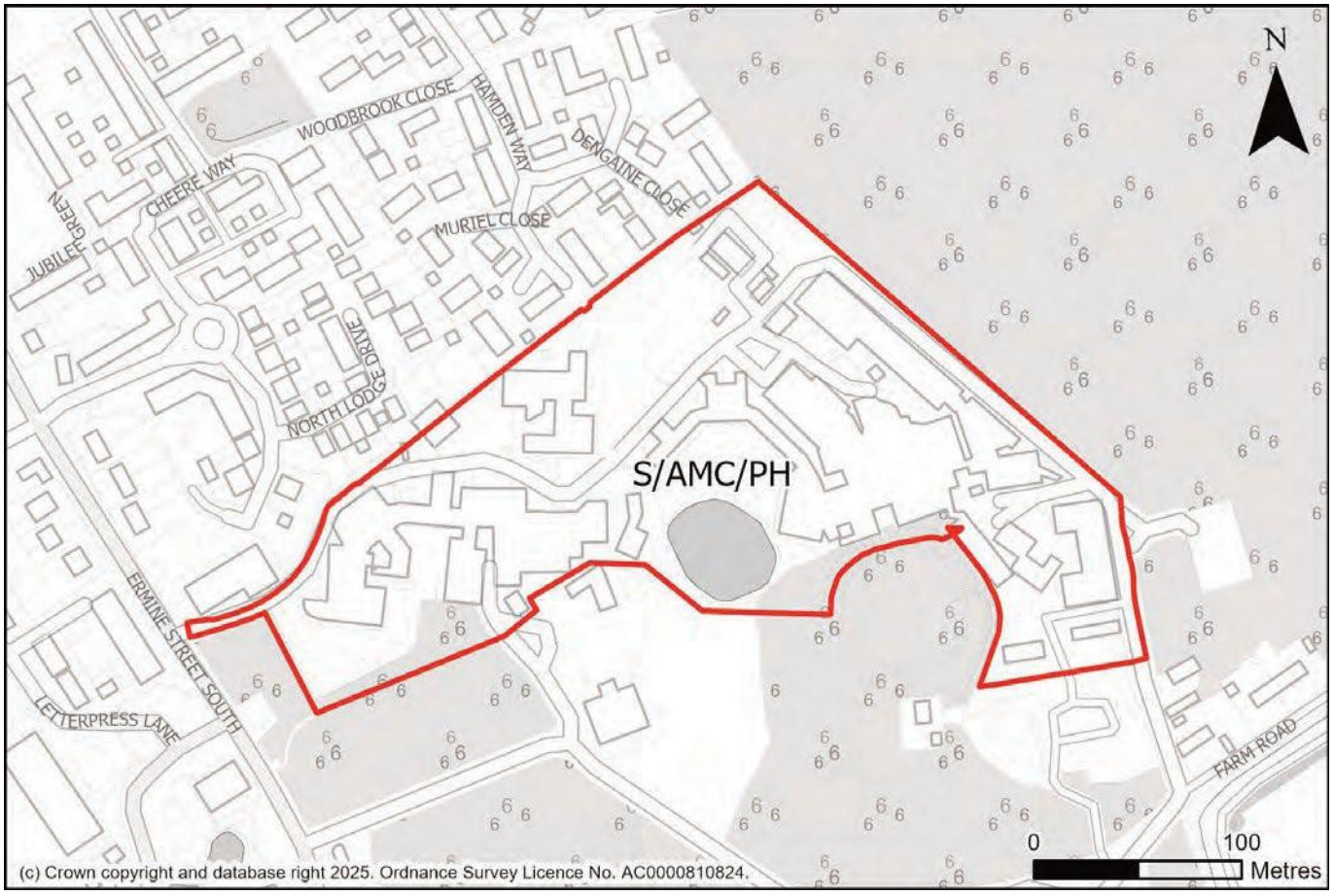



**Figure 96:** Site Plan of Policy S/AMC/PH: Papworth Hospital

## Supporting information

**3.5.34** Papworth Hospital has relocated to a new building on the Cambridge Biomedical Campus at Addenbrooke's, and therefore the former hospital site in Papworth Everard is now vacant.

**3.5.35** The hospital provided over 1,000 jobs in the village and therefore the loss of employment from the hospital site will have had a significant impact on the economy of the village, and the ability of people to find work locally. A healthcare use would achieve the continuance of the mutually beneficial relationship between hospital and village. Other employment uses on the hospital site would at least maintain a balance between homes and jobs in the village, but would not provide the current jobs profile, make best use of the existing resources, or reflect the history and character of the village.

**3.5.36** Development will need to respond to the parkland setting, including taking account of the Papworth Everard Conservation Area Appraisal, which includes principles that should be applied when considering development proposals.

# Fen Drayton Former Land Settlement Association Estate

## Policy S/AMC/FD: Fen Drayton Former Land Settlement Association Estate

1. Within the former Land Settlement Association estate at Fen Drayton, as defined on the Policies Map, planning permission for the redevelopment of existing buildings (excluding glasshouses) will be permitted provided that:

   a. It can be demonstrated that the buildings are no longer needed for agricultural purposes;

   b. The development would not occupy a larger footprint than the existing buildings that are being replaced;

   c. Any new homes proposed should be no higher than two residential storeys plus a roof, resulting in a maximum building height of 9 metres. Development proposals for non-residential buildings should also be no higher than 9 metres;

   d. Any designated and non-designated heritage assets and their setting are protected and enhanced including views into and out of the Fen Drayton Conservation Area; and

   e. Ecological surveys have been carried out to determine whether the site is used by Bewick's swan or whooper swan linked to the Ouse Washes SPA and Ramsar site and evidence is provided on submission.

   f. Development proposals should have regard to the following key development and design principles from the Fen Drayton Former LSA SPD:

      i. Be located having regard to their impact on the unique rural character of the LSA.

      ii. Along the existing Cootes Lane, Middleton Way and Mill Road frontages, infill between existing homes with contemporary buildings will not be appropriate. Any new buildings should be located away from the road frontages, be a minimum of 10 metres from the rear of existing homes , and respect the height, massing, scale, rhythm and style of the existing buildings.

      iii. Along Oaktree and Springhill Road, infill development along the road frontage will be permitted subject to any new buildings being designed to respect the architectural design, massing, scale, rhythm and style of the existing buildings.

      iv. Each new dwelling should have a dedicated garden area and a separate dedicated area of land that could be used as an allotment.

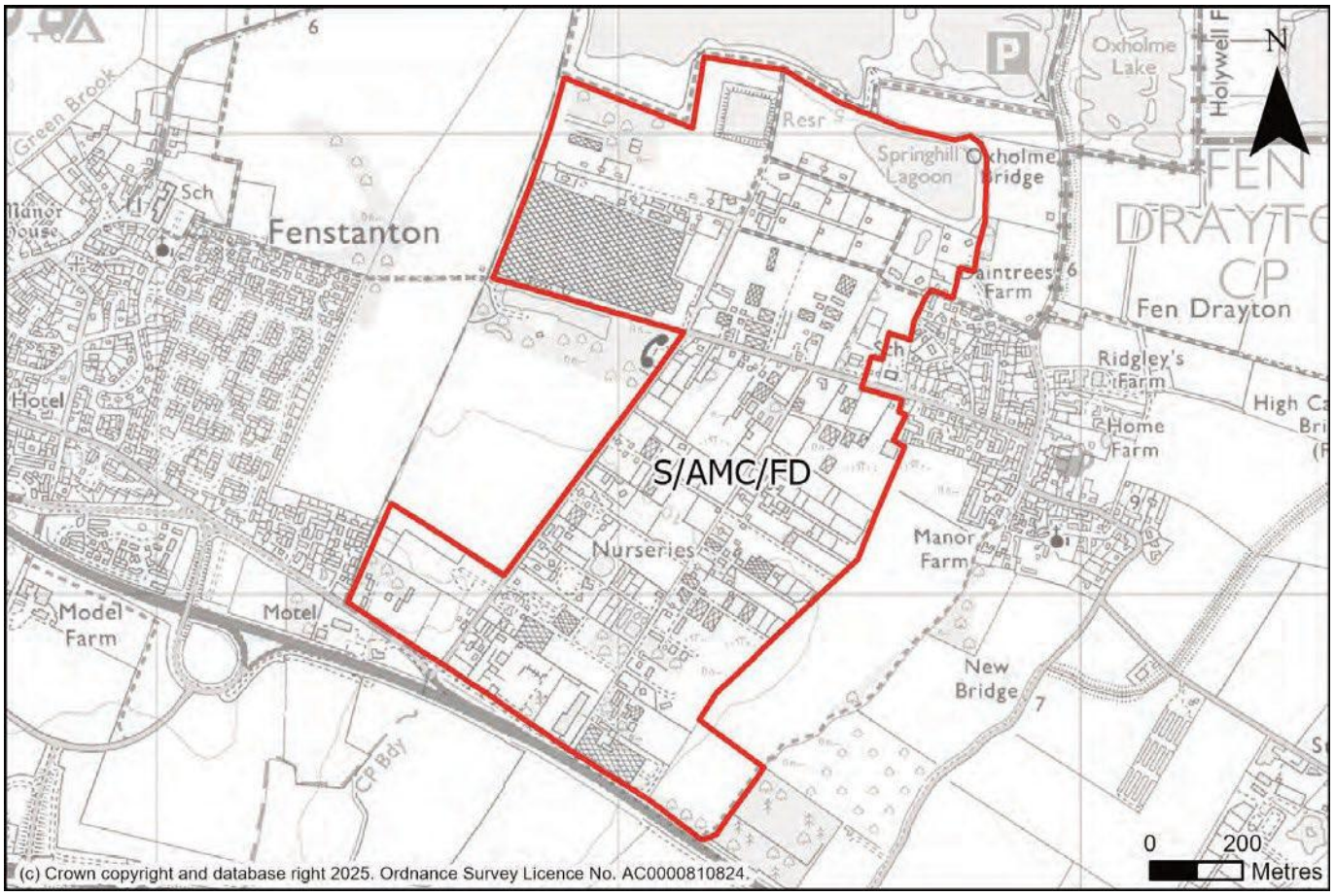



**Figure 97:** Site Plan of S/AMC/FD: Fen Drayton Former Land Settlement Association Estate

### Supporting information

**3.5.37** The Land Settlement Association (LSA) was created in the 1930s to carry out an experimental scheme for the provision of smallholdings for unemployed persons, with financial assistance from the Government. The legacy of the experiment is a network of smallholdings with homes along the road frontages, a collection of glasshouses and outbuildings in varying states of repair, and large areas of unused land. Earlier development plans for South Cambridgeshire identified the former LSA estate at Fen Drayton as a location for experimental and ground-breaking forms of sustainable living. As set out in the climate change theme, building standards across the whole area are now catching up, so new proposals will not be so ground-breaking. However, it is considered that a policy is still needed to provide a context for this area in light of the specific circumstances of the site.

**3.5.38** A Fen Drayton Former LSA Estate Supplementary Planning Document has been adopted providing further guidance on this site, including defining and explaining key terms within the policy and identifying eligible buildings.

**3.5.39** The Habitats Regulations Assessment identified that this site may be functionally linked habitat to the Ouse Washes SPA and Ramsar site for Bewick's swan or whooper swan and ecological survey will be required to assess habitat suitability for these species. If the site is of moderate or high suitability, over wintering bird surveys will be required to confirm whether the site is likely to be functionally linked to the SPA/Ramsar site. Surveys should be undertaken to identify the species

present, the numbers of birds involved and the type of use the birds make of the site e.g. roosting, loafing or feeding. Mitigation would depend on the species and habitats present but should either retain/enhance existing habitats; or create compensatory habitats to perform the same function as the affected habitat, and for the same species and numbers of birds. Measures could be delivered on or off site, depending on the land available, and would need to be maintained in perpetuity and monitored to ensure ongoing management remains appropriate. Mitigation needs to be in place and effective before harm resulting from the development occurs.

# Histon and Impington Station Area

## Policy S/AMC/HIS: Mixed Use Development in Histon & Impington Station Area

1. To create an attractive and vibrant gateway to the settlements from the Guided Busway, redevelopment of land around Station Road in Histon and Impington, as shown on the Policies Map, will deliver mixed-use development, comprising:
    a. Commercial uses – workshops, retail, café / restaurant (in Use Classes E(a), E(b), and E(g) (i) / (ii) / (iii));
    b. Community uses; and
    c. Residential development, including work / live units.
2. Development proposals for the sites known as the Old Railway Goods Yard and Kendall Court should include commercial and/or community uses in addition to any residential development.
3. Ensure that development complements s adjacent development proposals within site Land at Compass House, Chivers Way (S/RRA/CH)
4. Any development must consider views into and out of the Histon And Impington - Histon Village Conservation Area, and protect and enhance Listed Buildings adjacent to the policy area including Grade II Listed Buildings 82-92, Station Road and Mill Cottage, and Grade II* Listed Impington Mill.
5. The former station building and the Railway Vue public house are of local importance and should be retained and reused as appropriate for commercial or a community use.
6. All schemes must integrate with surrounding uses, respect the character and maintain the vitality and viability of Histon and Impington village centre, and retain the significant wooded area known as ‘The Copse’.
7. Planning permission will only be granted for development proposals where the applicant can demonstrate that their proposals will contribute to achieving the objectives for the area outlined above. The preferred approach would be through masterplanning the whole policy area, in consultation with landowners and stakeholders.

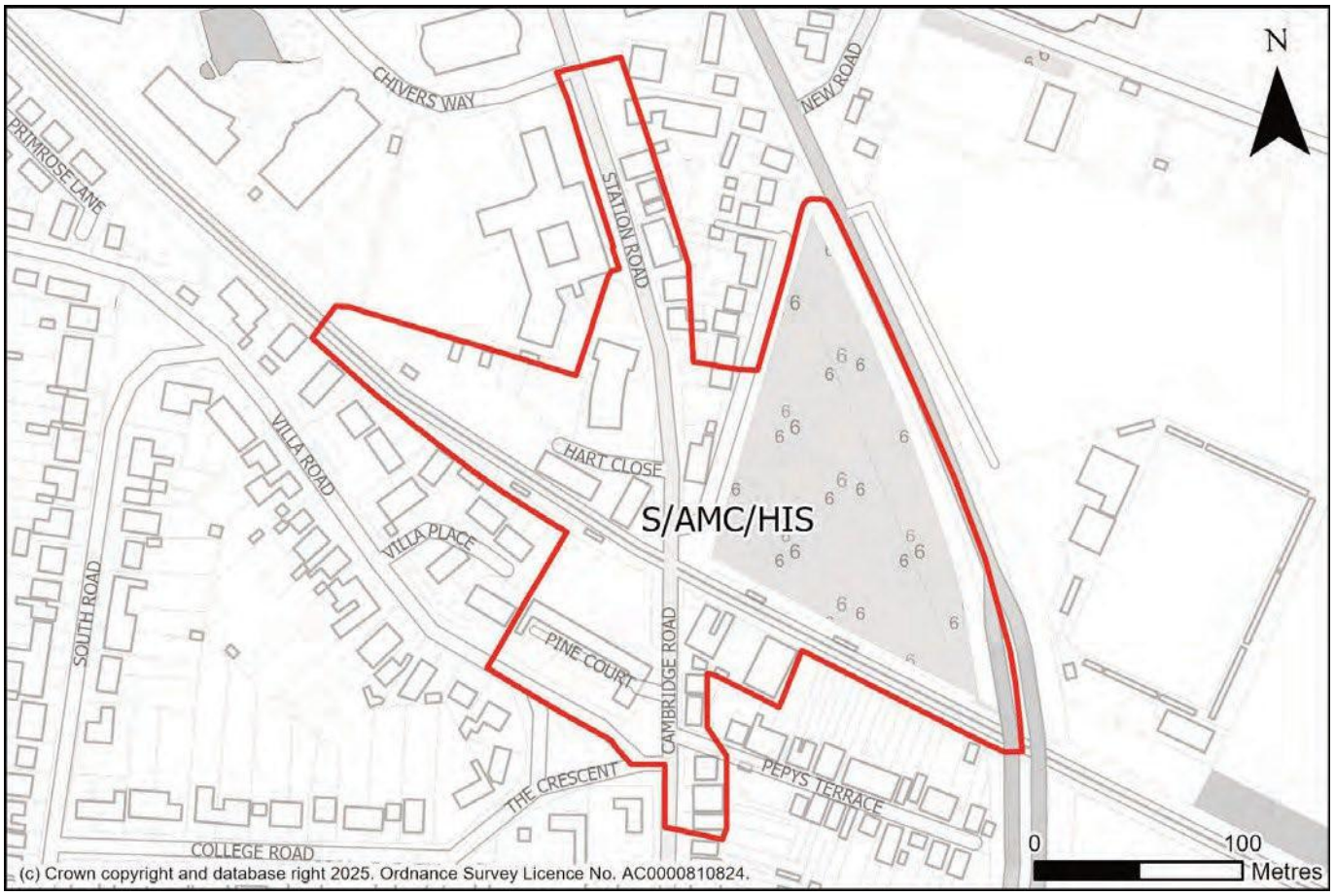



**Figure 98:** Site Plan of S/AMC/HIS: Mixed-Use Development in Histon and Impington Station Area

## Supporting information

**3.5.40** The Local Planning Authority received a proposal from Histon and Impington Parish Council during the preparation of the adopted Local Plan that sought to proactively design a special area in Histon and Impington around the former station, which is now a stop on the Guided Busway. Histon and Impington Parish Council has aspirations to rejuvenate the area around the former railway station in Histon and Impington to create a vibrant gateway into this community, which features a mix of commercial, community and residential uses. The policy seeks to provide a direction for redevelopment of vacant and underused land within the defined policy area to create a village node for Histon and Impington around the Guided Busway.

**3.5.41** The aspiration is to make better use of vacant and underused land to provide a wider mix of uses to attract more use of the area at different times of the day, including outside of the peak hours. These uses could include small (artisan) workshops, small scale retail and destination shops (e.g. for craft made items, specialist foods), as well as food outlets including café / restaurants. Conditions may be applied to planning consents restricting change of use via permitted development to uses secured in response to this policy.

3.5.42 This policy seeks to encourage sensitive redevelopment of this area and stimulate commercial activity and encourage local employment. This approach was supported in the Histon & Impington Neighbourhood Plan. Some proposals have come forward for sites within the area, but other sites are still going through the planning application process or have not yet come forward. Development will also need to ensure it aligns with site Land at Compass House, Chivers Way (S/RRA/CH) which forms part of this Area of Major Change.

# S/AMC/GT: Optimisation of Gypsy and Traveller sites

**Policy S/AMC/GT: Optimisation of Gypsy and Traveller sites**

1. Development proposals that optimise the use of land for Gypsy and Traveller pitches on sites of half a hectare and above including sites Chesterton Fen Road (Milton) and Smithy Fen (Cottenham), as shown on the Policies Map, will be supported where:
   a. Intensification, expansion or reconfiguration of authorised pitches creates a positive, balanced and attractive environment with a material improvement in health, safety, living conditions and amenities for the existing residents and neighbouring occupiers, and;
   b. There is a minimum of six pitches per 0.6 hectares, with an optimal density of 12 pitches per hectare, unless robustly justified in exceptional circumstances; and
   c. An increase in pitches does not exceed the maximum practical capacity for the site, having regard to:
      i. its layout, design, connections to and capacity of utilities, and amenities.
      ii. its vehicular access, and the space within the site for the safe movement of caravans, vehicles (including emergency vehicles and refuse/recycling vehicles), pedestrians and cyclists.
      iii. at Chesterton Fen Road, the implications of additional traffic created by the proposed development on the Fen Road level crossing.
   d. The landscaping and layout of the proposed development improves the appearance and quality of the environment in the area, and minimises unacceptable visual intrusion and other adverse impacts on neighbouring uses;
   e. Proposals are informed by a Flood Risk Assessment to determine the necessary flood mitigation measures for the development of the site;
   f. The development conserves and where appropriate enhances nearby Conservation Areas and their setting;
   g. Appropriate ecological enhancement is included to deliver Biodiversity Net Gain;
   h. The proposed development meets the requirements of Policy H/GT: Gypsy and Traveller pitches and Travelling Showpeople plots.

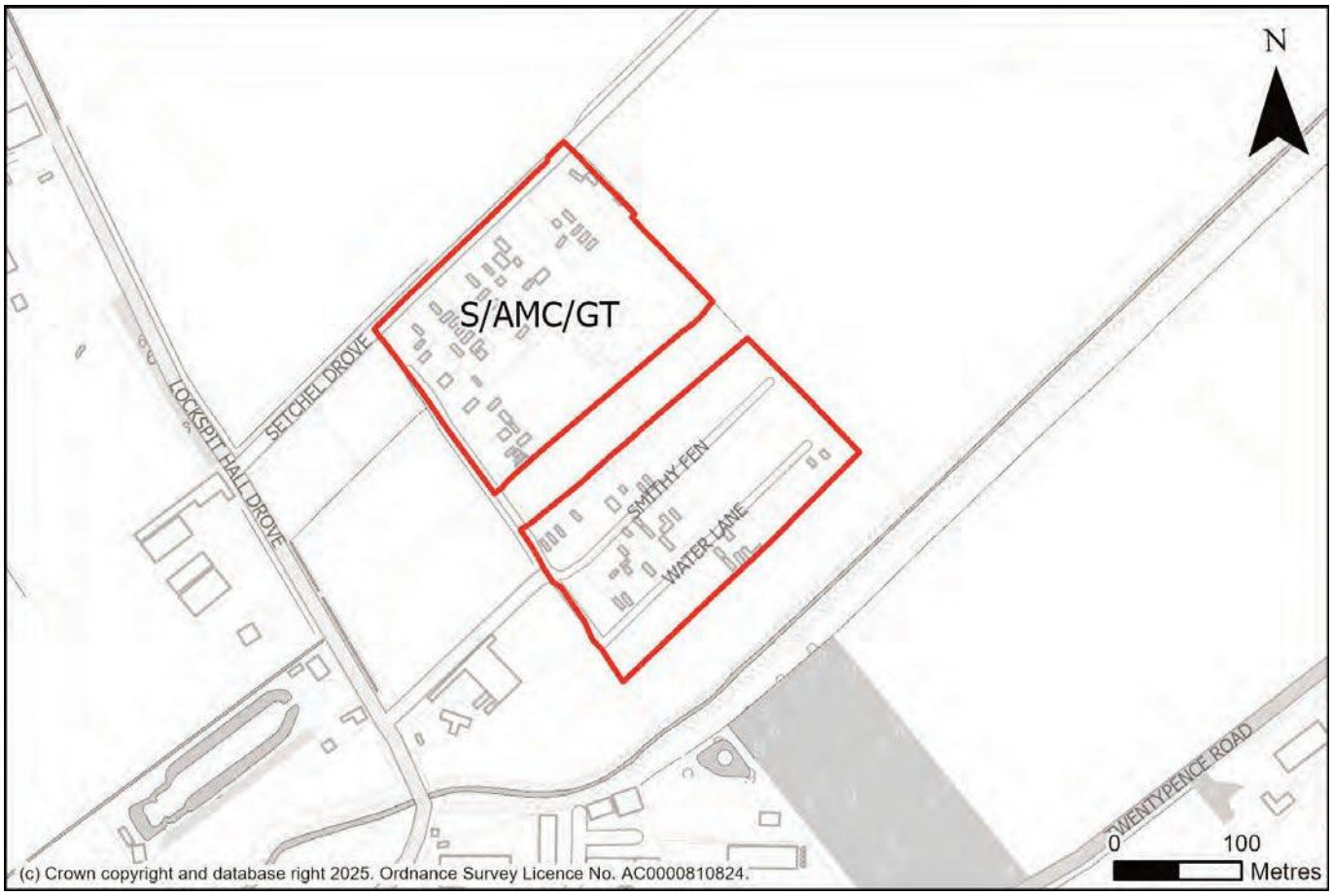



**Figure 99:** Site Plan of S/AMC/GT: Optimisation of Gypsy and Traveller Sites

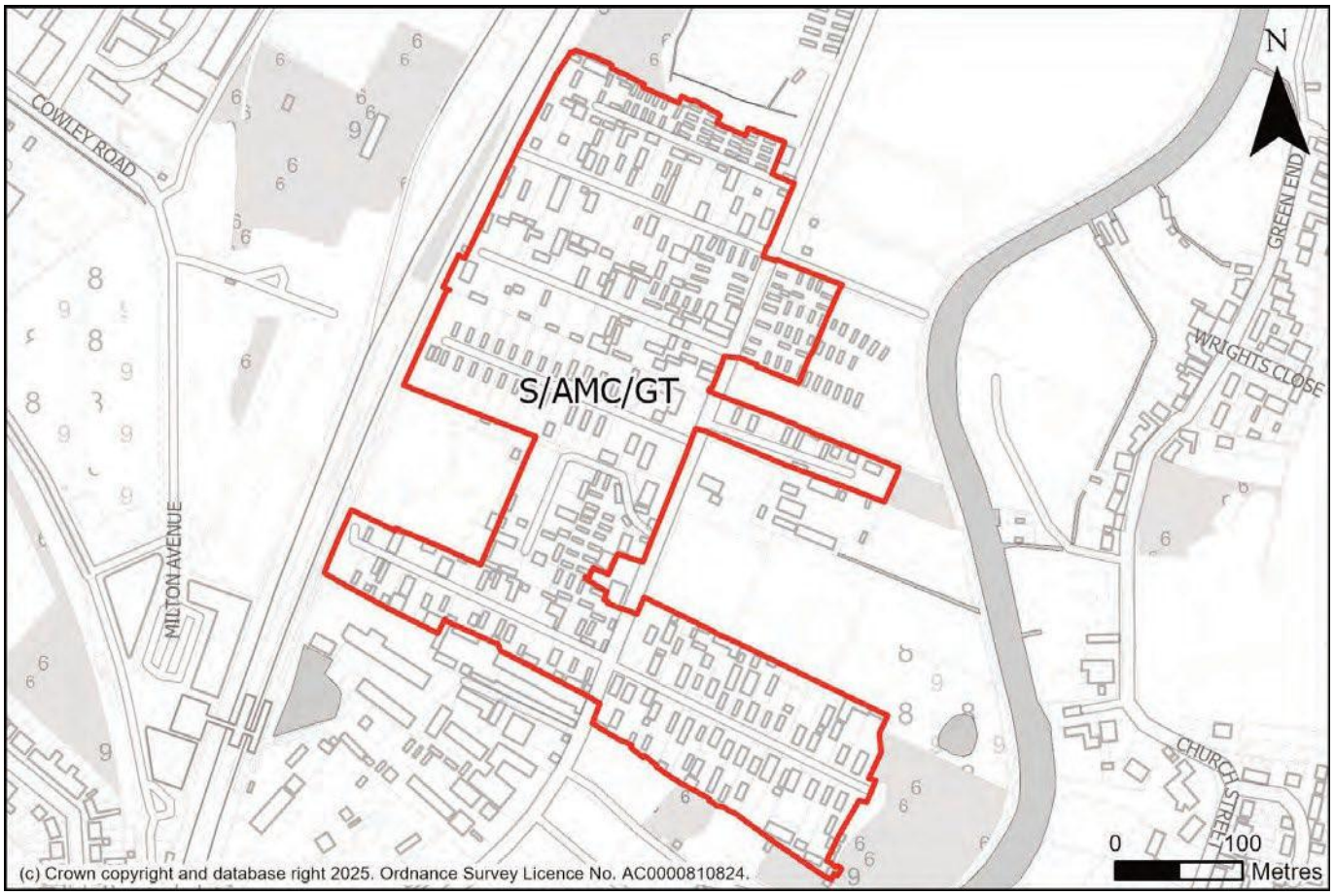



**Figure 100:** Site Plan of S/AMC/GT: Optimisation of Gypsy and Traveller Sites

## Supporting information

**3.5.43** Our evidence shows that there is an identified need for additional Gypsy and Traveller pitches within Greater Cambridge, but that there are also existing vacant pitches and pitches that are not being occupied by those meeting the definition of a Gypsy and Traveller. It is therefore important that we optimise the use of our existing authorised sites at Chesterton Fen Road (Milton) and Smithy Fen (Cottenham), which have significant numbers of vacant pitches and / or Gypsy and Traveller pitches that are not being occupied by those meeting the definition of a Gypsy and Traveller.

**3.5.44** Within these areas, there is scope to improve the health, safety, living conditions and amenities for the existing residents as well as neighbouring occupiers and uses through the intensification, expansion or reconfiguration of authorised pitches, whilst also ensuring that the maximum practical capacity for each of the areas is not exceeded. The aspiration is to sensitively and appropriately optimise the use of land within these areas to create well-designed and appropriately used Gypsy and Traveller pitches that contribute towards meeting our identified needs, with an associated improvement in the ecology and appearance and quality of the environment in these areas, and the minimisation of unacceptable visual intrusion and other adverse impacts on neighbouring uses.

**3.5.45** The purpose of optimising Gypsy and Traveller sites is to safeguard Gypsy and Traveller sites for use by Gypsy and Travellers. The policy's purpose is predominately to reconfigure sites to provide an improvement in health, safety and living conditions for Gypsy and Travellers and to make pitches available for those

meeting the definition of Gypsy and Traveller. This process may result in the creation of new pitches, however new pitches are also allocated on strategic sites to address the accommodation needs of Gypsies and Travellers.

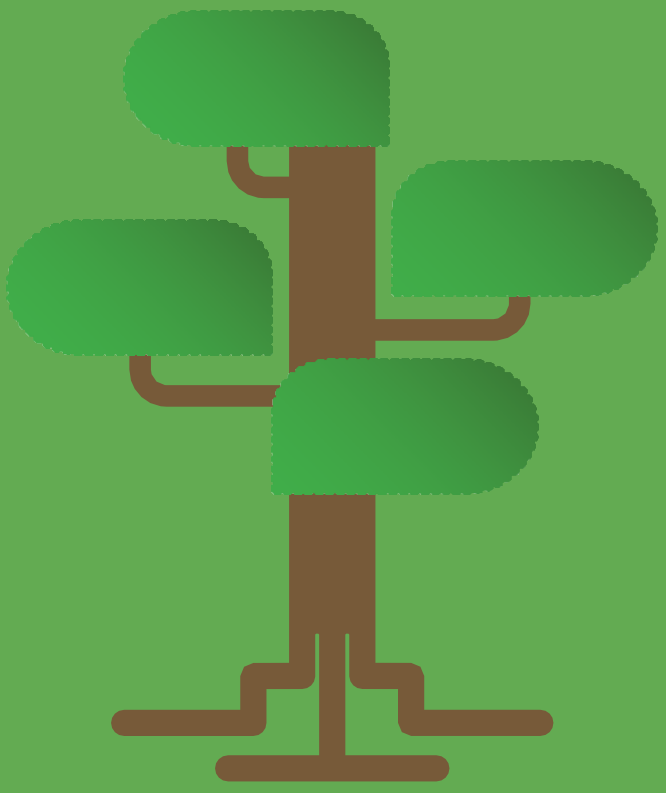
**3.5.46** This policy does not repeat the requirements for proposals for Gypsy and Traveller pitches or sites that are set out in Policy H/GT: Gypsy and Traveller pitches and Travelling Showpeople plots, however, the requirements relating to proposals for new

Gypsy and Traveller pitches on unallocated sites set out within that policy also apply within any proposals for site optimisation including at Chesterton Fen Road and Smithy Fen. Any proposals for Gypsy and Traveller pitches within the Green Belt and/or within areas of flood risk will be considered against the relevant national and local planning policies.

4.5.14 At Chesterton Fen Road, the proposal demonstrates compliance with Policy 16 of the Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021) (or any successor policies) due to being located within the Consultation Areas for the Cambridge North East Aggregates Railheads and the Cambridge North Water Recycling Centre.

4

# Climate Change



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Policy CC/IW: **Integrated water management, sustainable drainage and water quality**

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# Introduction

4.1 In the Climate change theme, we set out policies to reduce the impact of development on climate change, and to adapt development to its impacts.

## Our strategic priority for our climate change policies

4.2 **Strategic Priority:** Help Greater Cambridge transition to net zero carbon by 2050, by ensuring that development is sited in places that help to limit carbon emissions, is designed to the highest achievable standards for energy and water use to reduce environmental impacts, adapts to and mitigates against climate change, and is resilient to current and future climate risks, including flooding.

4.3 The UK has a legally binding requirement to achieve net zero carbon by 2050. Legislation requires local plans to include policies that ensure that development and use of land in the local planning authority's area contribute to the mitigation of and adaptation to climate change.

4.4 Cambridge City Council and South Cambridgeshire District Council have both declared climate emergencies. Climate change is a key priority across the Councils' plans and strategies, but the Local Plan is a particularly important tool for implementing positive change.

4.5 Our spatial strategy has been informed by a carbon assessment that highlights the impact that transport emissions can have and promotes patterns of development that enable low-carbon transport modes. We have explored the issue of water availability and developed our plan to ensure that a sustainable water supply can be made available to support growth.

4.6 Our policies in this chapter seek to shape the form of development, to ensure it responds to the challenges climate change will create in terms of hotter, drier summers and more extreme rainfall events, but also it minimises the impact of development on the causes of climate change. The standards it sets in many cases go beyond national standards, responding to the opportunities we have in Greater Cambridge, and our expectation that development must be of a high quality.

## What our climate change policies do

- Development proposals will be required to demonstrate how they have embedded the principles of climate change mitigation and adaptation into their design.
- New buildings must be energy efficient and use renewable energy to meet their remaining energy needs.
- Buildings must be highly water efficient, adhering to local water efficiency standards that seek to address the water supply issues within the Greater Cambridge area.
- Development must use sustainable urban drainage systems to manage water in as natural way as possible.
- Development must be safe from all sources of flooding and not increase the risk of flooding elsewhere.
- Support renewable and low-carbon energy development projects in the right places and of the right scale, and support the development of a low-carbon heat network in Cambridge city centre.
- Enable reuse of materials and recycling during construction and when buildings are in use.
- Protect peat soils and encourage green infrastructure to support carbon sequestration.
- Recommend approach to take for the retrofit of existing buildings.

# Sustainable development and the climate emergency

**Policy CC/SD: Sustainable development and the climate emergency**

1. Planning permission will only be granted for proposals that demonstrate and embed the principles of climate change mitigation and adaptation into the development. Major and minor planning applications, with the exception of householder applications, must demonstrate how applicable local and national policy requirements have been achieved through the submission of a Sustainability Statement.
2. The level of information provided within a Sustainability Statement should be proportionate to the scale and nature of the proposed development and it should outline the approach to a range of issues, including:
   a) Climate change adaptation;
   b) Net zero carbon;
   c) Integrated water management;
   d) Sustainable travel;
   e) Waste management;
   f) Nature-based design solutions;
   g) The use of materials;
   h) Circular economy; and
   i) Carbon sequestration.
3. A standalone Sustainability Statement must be submitted as part of planning applications for all types of major development. For minor development applications, the Sustainability Statement may form part of a Design and Access Statement or Planning Statement for the proposal.

## Supporting information

4.7 National planning policy requires local planning authorities to adopt proactive strategies to mitigate and adapt to climate change. Climate change mitigation means taking action to reduce the causes of climate change, which can primarily be achieved through reductions in greenhouse gas emissions. Climate change adaptation comprises design and construction methods that allow a development to be resilient to the environmental effects of climate change.

4.8 The principles of climate change adaptation and mitigation are embedded within this Local Plan; Policy CC/SD provides an important foundation for other policies in the Local Plan and a mechanism through which planning applications can demonstrate compliance with various policies within the Local Plan of relevance to climate mitigation and adaptation. The policy requires applicants to submit a Sustainability Statement to demonstrate how the principles of climate change mitigation and adaptation have been embedded within the development proposal, providing details of sustainable design and construction measures proposed for the development as set out in the Sustainability Checklist. Further technical guidance may also be provided in any successor documents to the Greater Cambridge Sustainable Design and Construction SPD.

4.9 Where relevant, the Sustainability Statement should outline how the proposed development will:

- Demonstrate high levels of energy efficiency and low levels of embodied carbon;
- Integrate the use and generation of renewable and low carbon energy;
- Promote all forms of sustainable transport, including public transport, electric vehicles, cycling or walking;
- Demonstrate sustainable waste management and integrate the principles of the circular economy;
- Support the delivery and maintenance of sites for carbon capture and sequestration;
- Manage and conserve water resources;
- Demonstrate that water management has been considered in an integrated way which protects and enhances water quality;
- Demonstrate that flood risk from all sources has been avoided or managed if it is not possible to sequentially locate all development outside areas of flood risk;
- Use layout, building orientation, design, and materials to ensure properties are not susceptible to overheating and include open space and vegetation for shading and cooling; and
- Create a better linked habitat network by conserving, creating or expanding existing habitats.

# Designing for a changing climate

## Policy CC/DC: Designing for a changing climate

1. Planning applications must demonstrate that design solutions have been appropriately integrated that positively respond to our changing climate and reduce climate risks. This should include measures to mitigate the urban heat island including the use of green infrastructure to provide evaporative cooling, enhancing tree canopy cover to provide shade and the use of cool materials including cool roofs and pavements.

2. The design of buildings must reflect the cooling hierarchy to minimise the impacts of overheating in the built environment and reduce the demand for air conditioning systems. The cooling hierarchy, as illustrated by Figure 101, is as follows:

**a. Prioritise passive design solutions to minimise internal heat generation through:**

i. Reduction of excess solar gain entering the building in the summer and shoulder months through consideration of orientation and implementation of design measures including external shading, fenestration, albedo and green roofs;

ii. Glazing ratios should respond to orientation, and floor to ceiling glazing on exposed elevations (south and west facing) should be avoided unless adequate external shading and a secure means of providing natural ventilation can be provided (such as louvre vents integrated into façade design where safety considerations are likely to lead to restricted window openings);

iii. Energy efficient design to minimise internal heat generation with a focus on building services; and

iv. Where heat is to be managed within the building through exposed thermal mass and high ceilings, provision must be made for secure nighttime ventilation to enable night purge.

b. **Then look to passive/natural cooling solutions:** Use of outside air, where possible precooled by soft landscaping, a green roof or by passing it underground to ventilate and cool a building without the use of a powered system. This includes maximising cross ventilation, passive stack and wind-driven ventilation, and enabling night purge ventilation. All new dwellings should be designed to benefit from cross ventilation where feasible, with single aspect dwellings avoided as effective passive ventilation can be difficult or impossible to achieve. Where single

aspect dwellings cannot be designed out, applicants will need to clearly demonstrate that their design has followed the cooling hierarchy and prioritised passive design measures and the use of external shading to reduce internal solar gains and have undergone detailed modelling of overheating risk to include consideration of future climate scenarios.

c. **Then look to mixed-mode cooling solutions:** Using local mechanical ventilation/cooling provided where required to supplement the above measures using (in order of preference): i) low energy mechanical cooling (e.g. fan powered ventilation with/without evaporative cooling or ground coupled cooling); or ii) air conditioning – not a preferred approach as these systems are energy intensive.

d. **Then look to full-building mechanical ventilation/cooling systems:** Ensuring the lowest carbon/energy options are selected and are only considered after all other elements of the hierarchy have been utilised.

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## Supporting information

4.10 Placemaking is a powerful tool in helping to enhance the climate resilience of communities. Early consideration of the design, layout and scale of proposals can help enhance the adaptive capacity of new development – further guidance is provided in the National Model Design Code. This policy applies to development in its widest sense, including buildings and streets, space and places and also applies to redevelopment, including refurbishment (see policy CC/SR).

4.11 The Met Office's UK Climate Projections highlight that even under lower emission scenarios, the UK will still see higher average yearly temperatures and an increase in extreme weather events due to historic greenhouse gas emissions. In response to these challenges, the Councils declared a climate emergency in 2019. Overheating, particularly in urban areas, is becoming an increasingly problematic consequence of climate change, which can have potentially serious impacts on human health. The Committee on Climate Change has recommended that planning policy must ensure that overheating risks in our homes and workplaces are mitigated through the early design stages.

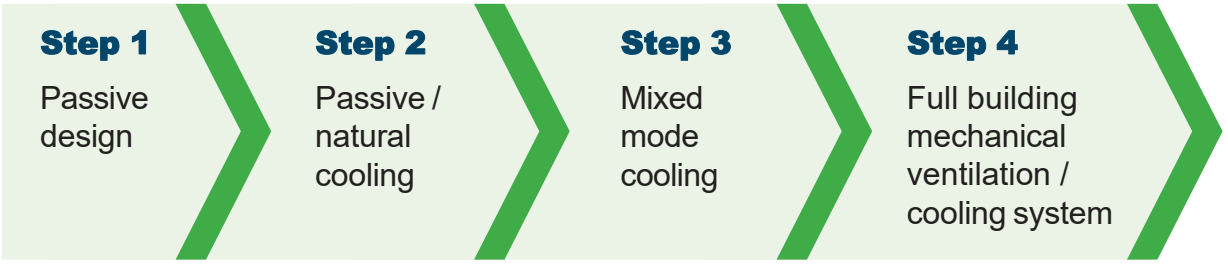


**Figure 101:** The cooling hierarchy priority order (source: Greater Cambridge Sustainable Design and Construction Supplementary Planning Document, 2020).

**4.12** Design solutions that can assist in ensuring that the built environment responds positively to the climate emergency and reduce climate risks include:

- Using nature-based solutions, such as green infrastructure, particularly green roofs, designing surface water systems with an allowance for climate change, and managing water close to the surface, and enhancing tree canopy cover, to contribute to reductions in the urban heat island effect (see policy BG/UGF for requirements related to the urban greening factor);
- Considering the impacts of built form on microclimate, including solar access, heat and wind flow;
- Designing for the long-term implications of increased flood risk by integrating sustainable drainage systems as part of a development's landscape design to manage flood risks from more unpredictable weather and provide evaporative cooling and avoiding development in areas identified as likely to flood in the future;
- Prioritising the use of cool materials and features such as cool roofs and pavements both in landscaping and building design. Cool pavements are particularly encouraged in areas that will not be adopted;
- Designing for accessible communities by minimising the need to travel, creating high-quality links with both active and public travel networks, and delivering measures that promotes sustainable travel practices (e.g. easily accessible and secure cycle storage) in line with Policy I/ST; and
- Simplifying the ability to adapt buildings through internal arrangement, internal height, and resilient design such as the use of internal stud walls to allow for easier reconfiguration of internal layout and incorporation of circular economy principles (see policy CC/CE).

**4.13** In relation to reducing overheating risk in homes, and that design measures are prioritised to reduce excess solar gain, it is recommended that applications for new homes refer to the Good Homes Alliance Overheating Toolkit. This can be used to identify early design stage approaches to mitigating risk prior to assessment via Part O of the Building Regulations. Shading for housing: Design guide for a changing climate (2023) also provides additional guidance on integrating external shading into the design of new homes.

**4.14** When undertaking overheating analysis, it is recommended that thermal modelling be undertaken to understand the performance of a proposed new development, with buildings designed and built to meet the Chartered Institution of Building Services Engineers' (CIBSE) latest overheating standards.

# Net zero carbon new buildings

## Policy CC/NZ: Net zero carbon new buildings

1. New development (with the exception of householder applications) must achieve net zero operational emissions by following a hierarchical approach of reducing heat and power demand then supplying all energy demand through onsite energy generation. Through the submission of an Energy Statement incorporating energy performance calculations undertaken using a methodology capable of providing accurate predictions of total in-use energy (such as CIBSE TM54 or the Passivhaus Planning Package), proposed new development will demonstrate the following hierarchical approach:

## Net Zero Carbon buildings – operational emissions

### Part A: Space heating

2. Achieve a specific space heating demand as follows:
    a. All new dwellings must achieve a space heating demand of 15 – 20 kilowatt-hours (kWh) per meter squared Gross Internal Area (GIA) per year.
    b. All new non-domestic buildings must achieve a space heating demand of 15 – 20 kWh per meter squared GIA per year.
3. All heating should be provided through low carbon fuels (not fossil fuels).
4. No new developments should be connected to the gas grid.

### Part B: Total Energy Use Intensity (EUI)

5. EUI targets are achieved as per building type (set out in kWh per meter squared GIA per year) as follows:
    a. All dwellings must achieve an EUI of no more than 35 kWh per meter squared per year.
    b. Non-domestic buildings must achieve the following EUI where technically feasible and viable by building type:
        i. Offices: Equivalent to the UK Net Zero Carbon Buildings Standard 2030 targets (and sub-typologies where available).
        ii. Schools: 65 kWh per meter squared per year.

iii. Multi-residential (e.g. student accommodation): Equivalent to the UK Net Zero Carbon Buildings Standard 2030 targets (and sub-typologies where available).

iv. Retail: Equivalent to the UK Net Zero Carbon Buildings Standard 2030 targets (and sub-typologies where available).

v. Leisure: Equivalent to the UK Net Zero Carbon Buildings Standard 2030 targets (and sub-typologies where available).

vi. Research facility: Equivalent to the UK Net Zero Carbon Buildings Standard 2030 targets (and sub-typologies where available).

vii. Higher education teaching facilities: Equivalent to the UK Net Zero Carbon Buildings Standard 2030 targets (and sub-typologies where available).

viii. Light industrial uses: Equivalent to the UK Net Zero Carbon Buildings Standard 2030 targets (and sub-typologies where available).

ix. Hotel: Equivalent to the UK Net Zero Carbon Buildings Standard 2030 targets (and sub-typologies where available).

x. All other non-residential uses: Equivalent to the UK Net Zero Carbon Buildings Standard 2030 targets (and sub-typologies where available).

**Part C: Energy performance/Onsite Renewable Energy**

6. Proposals must seek to maximise opportunities to generate on-site renewable energy and facilitate flexibility to enable the development, where possible, to achieve all energy demands through onsite energy generation.

7. Proposals that include battery storage to maximise the use of onsite energy generation will also be supported.

**Part D: Energy Offsetting and Assured Energy Performance**

8. Where economic viability or technical constraints prevent policy compliance, proposals must first and foremost strive to meet the space heating and total energy consumption thresholds. Proposals must then benefit as much as possible from onsite renewable energy generation. Energy offsetting should only be used as a last resort (for example where there is limited roof space to generate renewable energy). Offsetting payments must be used to invest in additional renewable energy generation to ensure that net zero carbon buildings are delivered. These offsets will primarily be delivered via developer contributions to a fund which would be ring-fenced for use only to deliver local projects that would deliver the required shortfall in renewable energy. In some cases, it may be acceptable for the developer to conduct direct delivery of these local energy offsetting projects rather than provide a financial contribution, subject to Council approval of the proposed projects based on meeting criteria around their effectiveness, suitability and guaranteed delivery timescales.

9. All applicable developments must demonstrate use of an assured performance method in order to ensure that the buildings' operational energy performance reflects design intentions and addresses the performance gap, which may be secured via condition.
10. For reporting purposes, all development over 50 homes and 5,000sqm GIA of employment floorspace should complete in-use energy monitoring.

## Net Zero Carbon Buildings – construction and embodied carbon

11. All major development must demonstrate, through the Sustainability Statement, what measures have been taken to reduce embodied carbon content as far as possible through lean design, choice of materials and material efficiency. Proposals for large scale new-build developments (a minimum of 100 homes or a minimum of 10,000sqm GIA of non-residential floorspace) must submit a Whole Life Carbon Assessment using a nationally recognised whole life carbon assessment tool and demonstrate actions to reduce up-front embodied carbon emissions (modules A1-A5 of the RICS methodology – see Figure 102). This should include reducing emissions associated with construction plant.

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## Supporting information

**4.15** The UK has a legally binding requirement to achieve net zero carbon by 2050. In June 2021, Government adopted its sixth carbon budget, which forms part of the route map to achieve net zero carbon by 2050 and requires a 63% reduction in emissions from 2019 to 2035 (78% relative to 1990).

**4.16** Our Net Zero Carbon Study (2021) advises that new buildings need to be built to net zero carbon standards as soon as possible for Greater Cambridge to play its part in meeting the UK's carbon budgets. By considering the three elements of space heating demand, energy use intensity and onsite renewable energy together, the policy seeks to deliver low energy consumption, energy efficient, net zero energy buildings.

**4.17** This policy deals with all of the carbon associated with new buildings. This includes carbon associated with the energy needed to power homes and commercial buildings, and the carbon associated with the processes and materials used to construct those buildings, known as embodied carbon, to promote lean design and the implementation of circular economy principles.

**4.18** The policy also seeks to address the performance gap between designed performance and as built performance through the use of an Assured Performance Process. These are all elements that are not fully covered in other regulations such as Building Regulations. The policy is underpinned by detailed technical and viability evidence, demonstrating that the approach is feasible and viable.

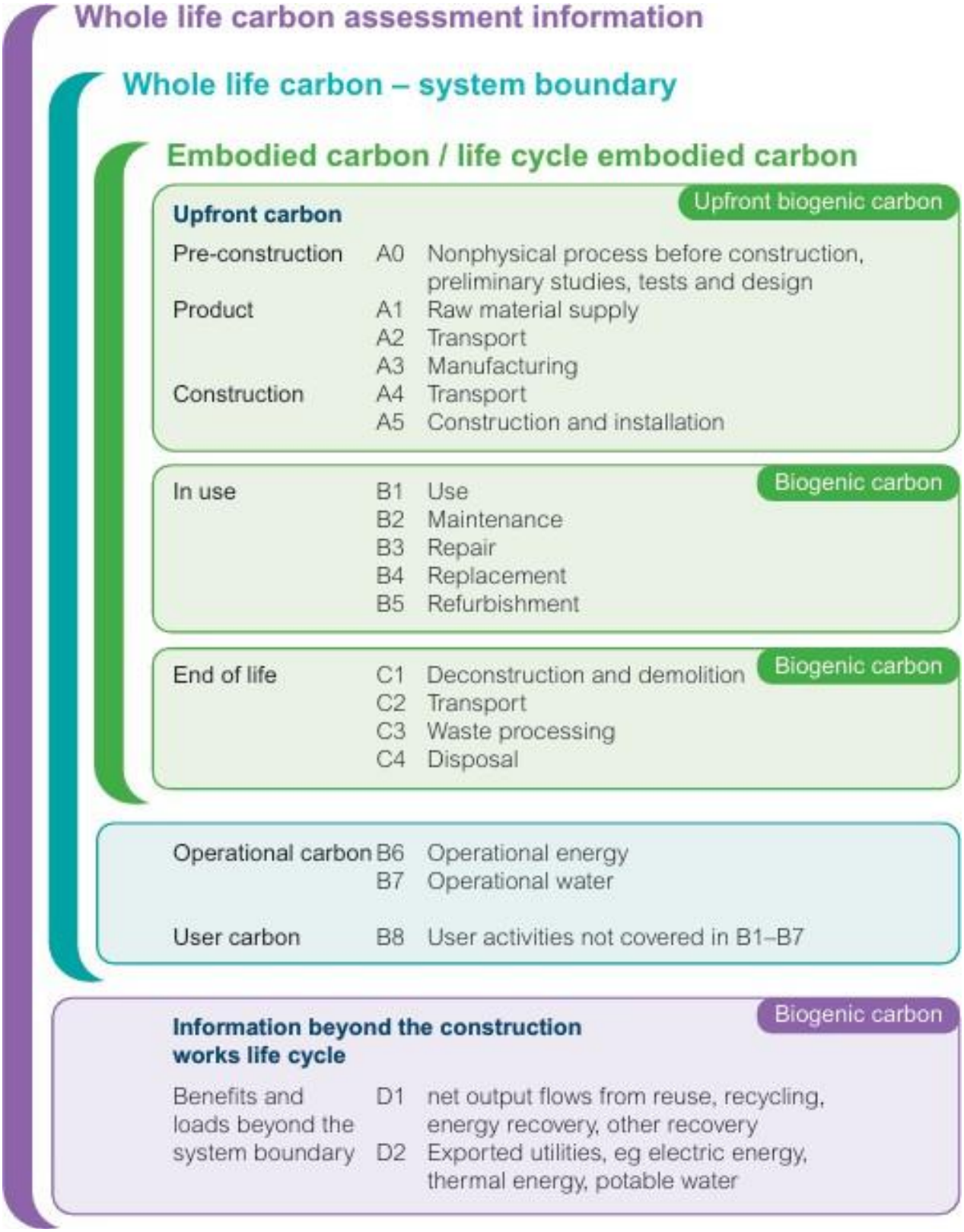


**Figure 102:** Building and infrastructure life cycle stages and information modules (source: Whole life carbon assessment for the built environment. 2nd edition, September 2023, Version 3, August 2024, RICS).

**4.19** Applicants will need to take a design approach that follows the energy hierarchy to meet these energy use requirements. Making sustainable design decisions early on, such as considering the most effective orientation, optimising the form factor of a building and taking a fabric first approach will help applicants meet space heating demand and EUI policy requirements more easily. Following this, applicants will need to supply energy efficiently, and the policy provides flexibility by not specifying how this should be achieved.

**4.20** In the majority of cases, it is likely that heat pumps will be chosen, and the technical work underpinning the policy was undertaken on the basis of the use of air source heat pumps. Policy CC/RE and the Policies Map also identify areas for district heating (from zero emission sources), and applicants may wish to consider connection to such networks. Lastly, the policy requires onsite renewable energy generation to match the total energy demand, to achieve an on-site net zero energy balance. Again, flexibility is allowed for in terms of choice of technologies, but it is likely that integration of rooftop solar PV will be the most likely choice for new developments.

**4.21** In some cases, schemes delivered to specific standards will be deemed to comply with elements of the policy. Table x below sets out which specific standards will be deemed as providing compliance and the submission requirements. Additional standards may be considered as providing a route to compliance where these deliver performance in line with the metrics contained within policy CC/NZ. This should be discussed with officers as part of pre-application discussions.

| Scheme/ Standard | Limitations | Requirement(s) satisfied | Submission requirements |
|---|---|---|---|
| NABERS UK | Building type: All Sectors: Office | Part B: Total Energy Use Intensity | Energy Strategy to be submitted using calculation methodology approved for use in NABERS (is this TM54). Planning condition used to secure submission of certification |
| Passivhaus | Building type: All Sectors: Those covered under Passivhaus | Part A: Space heating demand (any level of Passivhaus certification)<br>Part B: Total Energy Use Intensity (Passivhaus Plus and Premium only)<br>Part C: On-site renewable energy generation:<br>• 2 storeys or lower: Passivhaus Plus or Premium only.<br>• 2.5 to 5.5 storeys: Passivhaus Premium only.<br>• Over 5 storeys: Policy 100% renewable energy target is not guaranteed by any level of Passivhaus certification | Energy Strategy to be submitted with calculations generated in PHPP. Planning condition used to secure submission of certification |
| UK Net Zero Carbon Buildings Standard (UKNZCBS)* | Building Type: Homes and non-residential (with the exception of schools)<br>Sectors: Those covered under | Part A: Space heating demand for homes only*<br>Part B: Total Energy Use Intensity (for non-residential uses only)<br>Part C: On-site renewable energy generation for homes only | Energy Strategy to be submitted using calculation methodology approved for us by UKNZCBS. Planning condition used to secure submission of verification** |

**Table 5:** Other standards deemed to comply with elements of policy CC/NZ (note this can apply to all scales of development).

* At present the UKNZCBS does not set a space heating demand for non-residential buildings. This may change in future versions and if this matches the space heating demand referenced in policy CC/NZ, this can then be used for deemed compliance.

** UKNZBCS only gives full verification based on at least 1 year of energy use data. This may be impractical to secure through condition. However, UKNZCBS also offers a “post-completion on-track” verification consisting of a set of checks showing that a completed building is capable of performing to the relevant UKNZCBS targets. This “post-completion on-track” verification would be the subject of the planning condition where UKNZCBS is used as the route to policy compliance.

**4.22** There may be exceptional circumstances where policy requirements cannot be met in full, for example where there is insufficient roof space for renewable energy generation. In these cases, the priority should be meeting the Space Heating Demand and EUI requirements of the policy, followed by implementing as much renewable energy generation as possible. The remaining energy balance would then be offset via payment into a fund to be used for delivery of renewable energy elsewhere within Greater Cambridge.

**4.23** Energy offsetting will primarily be delivered via developer contributions to a fund which would be ring-fenced for use only to deliver local projects that would deliver the required shortfall in renewable energy. In some cases, it may be acceptable for the developer to conduct direct delivery of these local energy offsetting projects rather than provide a financial contribution, subject to Council approval of the proposed projects based on meeting criteria around their effectiveness, suitability and guaranteed delivery timescales.

**4.24** To reduce carbon emissions from construction and embodied carbon, applicants are encouraged to align their proposals with the relevant upfront embodied carbon targets set out in the UK Zero Carbon Buildings Standard, with reference to the targets relevant at the time of application.

# Water efficiency in new developments

## Policy CC/WE: Water efficiency in new developments

1. All development must demonstrate highly water efficient design to minimise consumption of water and protect water resources in line with the following requirements:
    a. For residential development of 100 or more dwellings, water usage of no more than 80 litres/person/day. To achieve this level, some form of water reuse or recycling will be necessary. Proposals that seek to deliver levels of water usage below this level are encouraged;
    b. For residential development of less than 100 dwellings, water usage of 90 litres/person/day. Proposals that seek to deliver levels of water usage below this level are encouraged;
    c. For non-residential development, a minimum of 4 credits for category Wat 01 of BREEAM,or an equivalent 60% reduction of water use unless demonstrated not practicable. Also, full credits for category Wat 02 and category Wat 03 of BREEAM;
    d. In addition, for non-residential developments that use water as part of a commercial process(es), full credits for category Wat 04 and one credit for category Wat 05 of BREEAM. The achievement of the exemplary target for Wat 05 is encouraged;
    e. Proposals for data centres should avoid water-based cooling, use closed-loop cooling systems and use additional water resources such as rainwater and grey water; and
    f. Proposals involving the refurbishment or change of use of existing buildings should undertake retrofitting to increase water efficiency, aiming to achieve at least 90 litres/person/day and integrating water reuse where possible for residential development or following the BREEAM requirements in this policy for non-residential development where practicable.
2. Details of any water reuse or recycling system must be provided in the Sustainability Statement and include relevant drawings showing the location of infrastructure and details of how it will be managed and maintained. Further detail of the requirements are t in the Sustainability Checklist.
3. Each individual dwelling, including flats within a larger building, must have its own smart water meter to enable the monitoring of water use.

4. All new dwellings with private outdoor amenity space should provide a water butt for collection of rainwater for outdoor irrigation. The use of rainwater should be prioritised for outdoor irrigation of shared amenity space/ landscape areas in residential developments and non-residential developments.

5. Where Government policy or legislation relating to water efficiency is more stringent or at significant variance with this policy in the future, the more stringent standard will be adopted when determining planning applications.

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## Supporting information

**4.25** Greater Cambridge is one of the driest areas in the UK, and Cambridge Water's supply zone is classified as an area of 'serious water stress' by the Environment Agency. Water is abstracted from the chalk aquifer, and this has been causing environmental problems. The level of abstraction is being reduced by the Environment Agency's changes to licences to prevent any further environmental deterioration and allow for the regeneration of the local area's rare chalk streams.

**4.26** Cambridge Water's Water Resources Management Plan (WRMP24) sets out measures to reduce the demand for water by reducing leakage and the installation of smart meters and also sets out new sources of water supply (Strategic Resource Options) including a proposed pipeline that will bring in water from Grafham Water (anticipated by 2032) and the delivery of the new Fens Reservoir by 2036 (a joint scheme between Cambridge Water and Anglian Water). Due to the pressure on water resources in Greater Cambridge, a Water Scarcity Group has been established by the Government to tackle this issue.

**4.27** For development needs to be met sustainably, it is vital that buildings are designed to be as water efficient as possible. This includes installing fixtures and fittings that use water efficiently and introducing measures that recycle water. All development should reduce water use below current and future Building Regulations requirements through the use of water efficient fixtures and fittings. Water recycling measures could range from individual property measures through to community-level infrastructure, and include systems that recycle rainwater, stormwater, greywater or foul water and use dual pipe systems for potable and non-potable water. The best approach will depend on site-specific circumstances but planning for these measures should be considered early in the design process so that holistic opportunities for integrated water management across a site are taken. Planning conditions will be used to secure the proper implementation, management and maintenance of water recycling systems.

**4.28** High water efficiency is required for non-residential developments based on BREEAM standards. This includes standards for domestic uses within these premises (such as kitchens/toilets/internal watering of plants) and any process water such as for industrial, laboratory, or cooling processes.

**4.29** To protect the water environment, Cambridge Water is applying an enhanced assessment of new connection requests from April 2025, particularly in the lead up to major new supply infrastructure in the early 2030's. They also have an incentive scheme to promote water efficient home building and offer discounts to developers based upon the amount of water consumption reduction. Early engagement with Cambridge Water on development proposals is therefore highly recommended.

**4.30** For major developments applicants will be expected to provide details of how the proposed development will connect to the water supply infrastructure as part of a Utilities Statement in line with the requirements in Policy I/ID. For minor development planning applications, where required, details of a connection can be provided as part of a Sustainability Statement, a Design and Access Statement or a Planning Statement for the proposed development. For all developments evidence must be provided to show how the stated water efficiency levels can be achieved by the proposed development as part of a Sustainability Statement proportionate to the scale and type of development. Conditions may be applied seeking evidence of implementation and post occupancy water use.

# Integrated water management, sustainable drainage and water quality

**Policy CC/IW: Integrated water management, sustainable drainage and water quality**

1. All development proposals must adopt an integrated approach to water management which considers water efficiency, sustainable drainage, water quality, flood risk and biodiversity. Water management must be:
    a. Planned at a strategic level for the whole development;
    b. Incorporated into the design process at the earliest opportunity;
    c. Designed in such a way that does not prejudice the delivery of development at an adjoining site; and
    d. Designed in such a way that makes use of nature-based solutions and natural flood management techniques wherever practicable.
2. Evidence of a site-wide Integrated Water Management approach should be provided as part of a Sustainability Statement.

## Sustainable Drainage Systems

3. Development proposals must demonstrate how adequate surface-water drainage will be achieved, following the surface water drainage priority order set out below:
    a. Firstly, surface water runoff is collected for non-potable use;
    b. Then discharged into the ground via infiltration;
    c. Then discharged into a waterbody;
    d. Then discharged into a surface water sewer;
    e. Then discharged into a combined sewer.

4. New development must ensure that Sustainable Drainage Systems (SuDS) are an integral part of an Integrated Water Management approach to the design of the whole site. Development will be permitted provided that:

    a. Surface water is managed close to its source and on the surface where reasonably practicable to do so;

    b. There is no discharge from the developed site for rainfall depths up to 5mm of any rainfall event;

    c. SuDS have been designed to take into account climate change and the impact it may have over the lifetime of the development;

    d. Opportunities have been taken to integrate SuDS in ways that create amenity, enhance biodiversity, and contribute to a network of high-quality green open space, whilst also ensuring the development responds positively to the local character and site-specific constraints;

    e. All hard surfaces are permeable surfaces wherever practicable and having regard to groundwater protection;

    f. Any flat roof is a green or brown roof, provided that it is acceptable in terms of its context, its relationship with the historic environment, and the structural capacity of the roof if it is a refurbishment;

    g. SuDS have been suitably designed to manage water quality to avoid the risk of pollution and sediment entering groundwater and watercourses; and

    h. Details of the future management, maintenance and adoption of the SuDS are provided, including who will be responsible, to ensure they will function effectively over the lifetime of the development.

5. The design and implementation of SuDS must be in line with the updated Construction Industry Research and Information Association (CIRIA) SuDS Manual and the National Standards for SuDS or successor documents and other best practice guidance.

## Water quality

6. To protect and enhance water quality, all development proposals must demonstrate that:

    a. There is capacity for wastewater treatment and adequate wastewater conveyancing infrastructure to serve the whole development, or an agreement is in place with the relevant service provider to ensure the provision of the necessary infrastructure prior to the occupation of the development (where development is being phased, this must be demonstrated for each phase before first occupation);

    b. Appropriate water treatment and pollution control measures have been incorporated into the proposed foul and surface-water drainage systems to minimise the risk of water pollution. Soakaways and infiltration SuDS are unlikely to be suitable in areas of contaminated land unless it can be demonstrated that there is no risk of mobilising pollutants into

groundwater or surface water; and

c. The quality of ground water and surface water bodies will not be harmed by the construction or operation of the development, and that opportunities have been explored and taken to maintain or improve water quality, including through nature-based solutions.

7. The foul drainage system in all development proposals should connect to a mains public sewer. Where it is demonstrated that this would not be feasible, alternative facilities may be allowed provided they do not pose an unacceptable risk to water quality for the lifetime of the development.

## Supporting information

**4.31** Integrated Water Management (IWM) is a holistic approach to water management that considers water supply, wastewater, flood risk and water quality in a coordinated way with the aim of ensuring the long-term sustainability of water resources and ecosystems. The concepts of 'water smart communities' and 'sponge cities' have similar aims. A sponge city is designed to mimic natural processes by absorbing, storing and gradually releasing rainwater, much like a sponge soaks up water. Green infrastructure is used to manage rainwater runoff to prevent flooding and improve water quality.

**4.32** The diagram overleaf shows the interlinked components of an effective IWM system (see Figure 103). Weather pattern changes and the increasing occurrences and intensity of flooding and drought events, all of which are being influenced by global climate change, are making effective IWM increasingly important for both urban and rural environments. Therefore, it is crucial that IWM is considered at an early stage in the design process of any development. Appropriate water management measures for a particular development will depend upon the scale and nature of the development, but even at a small scale, measures such as permeable paving, green roofs and water butts can slow down the discharge of water, enable the reuse of water, and enhance biodiversity. The policy requires suitable flat roofs to be green or brown roofs. This should include garage and cycle sheds.

**4.33** The surface water drainage priority set out in the policy begins with the collection of rainwater for non-potable use, which is in line with the requirements of this plan to make developments as water efficient as possible. However, the surface water drainage network must be designed without taking this into account as a form of attenuation, because at times rainwater storage could be at capacity, for example during the winter months. Infiltration should be maximised on site by way of sustainable drainage systems (see below) before moving further down the priority order where this is not possible.

**4.34** Sustainable drainage systems (SuDS) are a key component of IWM. SuDS re-create the benefits of natural drainage systems, allowing infiltration and storage of water and reduce the rate and volume of water entering fluvial systems following storms therefore reducing peak flood levels. They also provide other benefits such as water filtration, which can improve water quality. Infiltration SuDS help to recharge aquifers which support the baseflows of the chalk streams and reduce the flow peak and volumes

entering the Fens, which is increasingly important due to climate change. They also provide biodiversity and amenity enhancements, which can have positive implications for both human and environmental health. Ensuring that there is space for SuDS and the creation green infrastructure needs to be considered early in the design process for new developments. Details of the management, maintenance and adoption of SuDS, including who will be responsible for carrying this out will be secured through condition or planning obligation to ensure that they function effectively over the lifetime of the development. This will include removal of debris and sediment to ensure that there are no areas of standing water which will lower the risk of vector borne diseases associated with climate change.

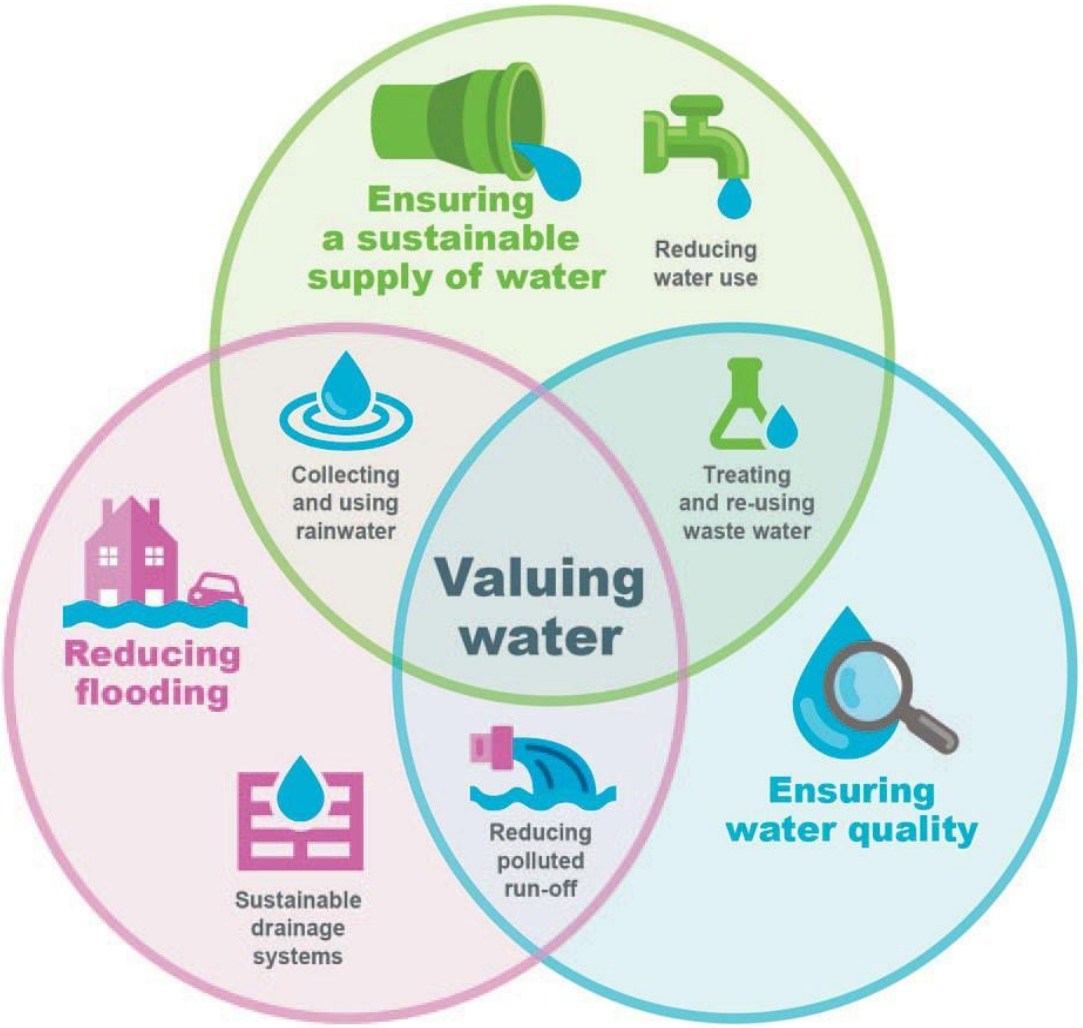


**Figure 103:** Integrated Water Management (IWM) approach

4.35 Guidance on the design of SuDs and surface water management can be found in the SuDS Manual, National Standards for Sustainable Drainage Systems, Cambridgeshire County Council's Surface Water Planning Guidance and the Cambridgeshire Flood and Water SPD or successor documents. These documents (or their successor documents) should be referred to when designing an appropriate drainage strategy for a new development. For major development on land with surface water drainage issues, Cambridgeshire County Council, the Lead Local Flood Authority, must be consulted.

**4.36** To further protect and enhance water quality, the policy also requires that engagement has been undertaken with the service provider, Anglian Water, to confirm that there is capacity for wastewater treatment at a receiving Water Recycling Centre, and capacity in the wastewater conveyancing infrastructure or that extra capacity will be provided in time to serve the new development prior to first occupation. Where necessary, phasing conditions will be attached to planning permissions to ensure that new developments are not occupied until the required capacity is in place. Applicants will need to secure a connection with Anglian Water and for major developments details should be included as part of a Utilities Statement in line with the requirements in Policy I/ID. For minor development planning applications, where required, details of a connection can be provided as part of a Sustainability Statement, a Design and Access Statement or a Planning Statement for the proposed development.

**4.37** Appropriate water treatment and pollution control measures will need to form part of the surface drainage system / SuDS to prevent contamination of water on the site or downstream during the construction and operation of the development. In areas of contaminated land, soakaways and infiltration SuDS may not be suitable, and additional assessment must be carried out to identify the most suitable drainage system in order to prevent the mobilisation of contaminants into groundwater or surface water. Applicants must refer to the SuDS guidance referenced above and the Environment Agency's groundwater protection guidance.

**4.38** There is a first presumption for all development to discharge wastewater to the mains public sewers. Proposed developments should only include non-mains drainage if it can be demonstrated that a mains connection is not feasible in terms of cost and/or practicality, in accordance with National Planning Practice Guidance and Part H of the Building Regulations, because of the greater risk of failures leading to the pollution of the water environment.

# Managing flood risk

## Policy CC/FM: Managing flood risk

1. Flood risk from all sources will be managed using the sequential, risk-based approach taking into account the impacts of climate change, set out in the National Planning Policy Framework and National Planning Practice Guidance. Development proposals, including change of use, will be supported where:

    a. The sequential test and, if necessary, the exception test have been passed and demonstrate that the development is acceptable, having regard to actual and residual flood risks from all sources and taking into account the impacts of climate change;

    b. Built development has been sequentially located within the site to avoid any areas of flood risk;

    c. The development does not lead to an increase in flooding elsewhere and, where, possible reduces overall flood risk;

    d. There is a safe access and escape route for future users of the development;

    e. The development does not affect the integrity of existing flood and surface water management assets;

    f. The ongoing maintenance and management of any necessary flood defences or flood mitigation measures have been agreed with the relevant bodies, and the necessary agreements are in place;

    g. The peak rate of run-off over the lifetime of the development, allowing for climate change, is no greater for the developed site than it was for the undeveloped greenfield site. Betterment must be provided on previously developed sites;

    h. The post-development volume of run-off, allowing for climate change over the development's lifetime, is no greater than it would have been for the undeveloped site (if this cannot be achieved, then the limiting discharge is 2 litres/sec for all events up to the 100-year return period event);

    i. The development is designed so that the flooding of properties in and adjacent to the development would not occur for a 1-in-100-year event, plus an allowance for climate change and in the event of local drainage system failure; and

    j. finished floor levels are 300mm above the 1-in-100-year flood level (plus an allowance for climate change), and, where appropriate and practicable, 300mm above adjacent highway levels.

2. Unless exceptional circumstances can be demonstrated, proposals in Flood Zone

3, (taking into account the effects of climate change), that would introduce a 'highly vulnerable' or 'more vulnerable' use at basement level or ground-floor-only level will not be permitted.

## Managing Flood Water

3. If a proposal is considered to be acceptable within the 1% annual probability flood area (Flood Zone 3), taking into account the impacts of climate change, it must not decrease flood storage capacity, impair flow performance, accelerate flooding onset, or create unsustainable flood storage that requires ongoing silt removal, maintenance, or renewal.

4. If a proposal is within a functional floodplain (Flood Zone 3b), developers must ensure the floodplain's capacity to store or move water is maintained or improved. Development will only be permitted where it results in no loss of floodplain performance.

## Flood Risk Assessments

5. A site-specific Flood Risk Assessment (FRA) appropriate to the scale and nature of the development will be required for the following:
    a. All sites that include land within Flood Zones 2 and 3;
    b. Sites within Flood Zone 1 with a site area of 1ha or more;
    c. Sites within Flood Zone 1 in locations that are identified as being at greater flood risk in the future, taking into account the effects of climate change;
    d. Sites within Flood Zone 1 where there is a risk of flooding from surface water, or are designated as an area with critical drainage problems; and
    e. Sites with land that may be subject to other sources of flooding, where its development would introduce a use of higher flood risk vulnerability.
6. The FRA should consider all forms of flooding, taking into account the effects of climate change, and include an assessment of flood risk to and created by the proposed development. FRAs should also demonstrate how the development will be made safe for its lifetime, including, where appropriate, the mitigation measures that will be incorporated to manage residual flood risk.

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## Supporting information

**4.39** The NPPF (2024) requires a sequential, risk-based approach to flooding, to avoid development in areas at high risk of flooding and steer development to areas at lower risk. All types of flooding should be considered, including fluvial (from rivers), surface water, groundwater, and sewer and reservoir flooding. Development projects also need to consider both current flood risk and future flood risk, which may be greater because of climate change. As well as minimising risk to the development itself, development should not increase flood risk elsewhere and, where possible, reduce the risk of

flooding downstream, such as by reducing run-off rates using sustainable drainage systems (SuDS). Development represents an opportunity to plan for climate change adaptation by making space for water, safeguarding land expected to flood in the future, considering the use of green infrastructure in managing flood water, and by enlarging the active floodplain away from vulnerable land uses. Developers are encouraged to work with flood risk management authorities early in the design process to identify and support opportunities to make Greater Cambridge more resilient to flooding.

**4.40** The Councils have produced a Strategic Flood Risk Assessment (SFRA), which identifies areas in Greater Cambridge that are at risk of flooding from all sources and considers the anticipated impact of climate change. The SFRA has been used to inform the selection of sites for allocation for development by following a sequential approach and avoiding high risk areas.

**4.41** When assessing the flood risk, applicants should refer to the maps in the latest SFRA and data published by the Environment Agency on their Flood Map for Planning, which covers fluvial and surface water flooding and their reservoir flood maps which may provide more up-to-date information on the different sources of flooding that can impact a site or a development proposal. The effects of climate change should also be factored in any assessment of flood risk. The Flood Map for Planning currently includes modelled climate-change-adjusted flood zones, but the effects of climate change are also expected to be modelled for other sources of flooding – applicants should refer to these climate change models (or their successors) when assessing flood risks and possible mitigation measures that might be required to make a development safe.

**4.42** The level of assessment and mitigation needed to make a development safe from flood risk will vary on a case-by-case basis. For example, where hydraulic modelling of a watercourse within or adjacent to a site is not available or is out-of-date, modelling may be required as part of a site-specific FRA to define the extents and depths of fluvial flood risk at the site. Sometimes, a Flood Risk Emergency Plan may be needed to ensure that appropriate measures are in place during a flooding event – applicants should consider the Flood Risk Emergency Plans for New Development guidance jointly prepared by the Association of Directors of Environment, Economy, Planning and Transport and the Environment Agency to determine appropriate emergency and evacuation measures for a development. The Cambridgeshire Flood and Water SPD or successor documents and the Government's national planning practice guidance on Flood risk and coastal change provides further guidance on what may need to be included in a site-specific Flood Risk Assessment (FRA) and how FRAs should be carried out. These guidance documents (or their successor documents) should be referred to when preparing a planning application.

**4.43** The appropriate responsible bodies, including the Environment Agency, Cambridgeshire County Council as Lead Local Flood Authority, Internal Drainage Boards and Anglian Water, should be consulted as appropriate early in the design process for any new development or redevelopment.

**4.44**

# Renewable energy projects and infrastructure

## Policy CC/RE: Renewable energy projects and infrastructure

1. The Councils encourage proposals for renewable and low-carbon energy generation and associated infrastructure including battery storage at all scales, including domestic schemes. Proposals for development that generate energy from renewable and low-carbon sources, including associated infrastructure, grid connections and battery storage, will be supported, provided they do not cause unacceptable impacts that cannot be mitigated and are reversible, including cumulative and cross-boundary impacts, on:
    a. Landscape, tranquillity and sensitive views, with regard to the Greater Cambridge Landscape Sensitivity Assessment. Part 2 – Renewable Energy Development (2021);
    b. Biodiversity and geodiversity, including irreplaceable habitats and peat soils, protected habitats and species, and ecological networks;
    c. Water quality and flood risk;
    d. The best and most versatile agricultural land;
    e. The historic environment (including archaeological remains) and the setting of heritage assets;
    f. The Green Belt;
    g. Aviation apparatus and air traffic safety;
    h. Highways safety, and the safety of active transport infrastructure and rail movements; and
    i. Residential amenity, including potential impacts caused by noise, vibration, dust, odour, air quality and shadow flicker.
2. Proposals must seek to avoid, minimise and mitigate adverse impacts during construction and operation, wherever possible. Where any localised adverse impacts remain, these will be considered against the wider sustainability benefits of the proposal.
3. Where energy generated is not used for on-site needs, provisions must be made for the development to be connected directly and efficiently to existing national energy infrastructure, community energy infrastructure, or uses associated with the renewable energy development. Proposals should demonstrate how options for energy storage, smart grids, and energy sharing networks have been explored to reduce the need for grid capacity upgrades. Energy storage is encouraged onsite as part of the demand response and energy flexibility.
4.

5. Proposals for renewable energy development must plan for the decommissioning of the site at the end of its life, including the removal of the technology and restoration of the site to its original or accepted use and condition, and that materials will be re-used and recycled where practical.
6. Any ecological enhancements and biodiversity net gain that have been achieved on-site should be retained in the decommissioning process.
7. Proposals involving the provision of solar PV panels and canopies on existing buildings or above car parks will be strongly supported where they do not conflict with other policies in the Development Plan.

## Community-led renewable and low-carbon initiatives

8. Community-led renewable and/or low-carbon energy initiatives are encouraged and will be given positive weight in decision making. Evidence of community support for such proposals should be demonstrated, alongside any additional social and community benefits.

9. Community-led renewable and low carbon schemes that provide a community benefit in terms of profit sharing, or proportion of community ownership and delivery of local social and community benefit will also be encouraged and will be given positive weight in decision making.

10. Commercially led renewable energy schemes with a capacity over 10MW shall provide an option for either a community benefit fund or an option for communities to own a proportion of the scheme subject to viability.

## Connection to district heating

11. Development proposals, including major refurbishments in the 2025 Heat Network Priority Area boundary, as shown on the Policies Map, should connect to existing heat networks or networks under development within this area, unless evidence is provided that demonstrates a connection would impact on the technical feasibility or viability of a proposal. Further guidance on connection requirements is included within the CCCHN Future Proofing Guidance.

12. Subject to compliance with other policies in the Development Plan, proposals for new, low or zero carbon district heating infrastructure outside of the 2025 Heat Network Priority Area boundary will be supported, particularly in heat network zones that have been designated once the Government's heat network zoning policy is live.

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## Supporting information

**4.45** Increasing the use of renewable and other low-carbon energy technologies will be a key means of achieving the emissions reductions targets set by the Government and meeting increased energy demands. All proposals are required to satisfy a variety of

criteria that will ensure that adverse impacts upon the environment and amenity of Greater Cambridge are avoided or adequately mitigated. The Local Planning Authorities will be particularly supportive of community-led renewable and low-carbon energy initiatives where the wider social benefits are presented, such as reductions in local fuel poverty and increased local uptake of renewable energy.

**4.46** As part of the consideration of renewable energy development in plan-making, a strategic Landscape Sensitivity Assessment (LSA) was prepared to provide an initial indication of landscape sensitivity to the different scales of wind and solar development. The LSA's landscape sensitivity layers will be available alongside the digital Policies Map for applicants to reference when preparing development proposals. Proposals will more likely be supported if they are situated in areas of lower sensitivity for the relevant development scale and mitigation is used to limit the potential landscape harm. The LSA should be used to guide developments away from the most sensitive landscapes. However, the LSA should not be interpreted as defining the suitability of individual sites for a particular development and. It does not replace the requirement for a more detailed Landscape and Visual Impact Assessment (LVIA) and Heritage Impact Assessment (HIA) for any proposed development. Pockets of land within Landscape Character Areas (LCAs) may exist with higher or lower landscape sensitivity to a given renewable development scenario and will only be revealed through detailed LVIA work at the planning application stage.

**4.47** The Local Planning Authority will expect applicants to submit an Ecological Impact Assessment (EcIA) to satisfy the ecological requirements of this policy. The EcIA will need to be proportionate to the scale of development and potential impacts, but, amongst other requirements established within the Development Plan, they should include:

- An assessment of the potential impact on all protected habitats, protected ecological sites, and any irreplaceable habitats;
- An appraisal of potential impacts on migratory bird species, wintering bird species, and ground-nesting bird species; and
- An appraisal of potential impacts on protected species, including commuting and foraging bats.

**4.48** Applicants intending to pursue wind energy schemes are advised to refer to the RSPB's Onshore Wind Sensitivity Map and the Onshore Wind Opportunity Showing Sensitivity and Constraints Map when considering migratory bird species and bird migration pathways. Applicants are advised to consult the Government's guidance on Construction Near Protected Areas of Wildlife to determine whether any additional assessment work will be needed to clarify the acceptability of any renewable energy proposals, particularly where sites fall within the Impact Risk Zones for Sites of Special Scientific Interest.

**4.49** The need for renewable energy generation will need to be finely balanced with the need for agricultural land in food production. Proposals should avoid the loss of the best and most versatile agricultural land (Grades 1, 2 and 3a), unless significant sustainability

benefits are demonstrated to outweigh any such loss. Proposals that affect agricultural land are more likely to be supported where applicants demonstrate that agricultural uses can still operate in and around the proposed renewable energy development, or the proposal forms a diversification exercise that complements and will help to maintain the viability of the agricultural holding's primary agricultural operations.

**4.50** Renewable energy infrastructure can also present risks to aviation safety and highways safety if they are poorly designed or sited. Tall structures, such as wind turbines, can present collision risks or create radar interference. Meanwhile, reflective surfaces, such as solar panels, can create glint and glare that can obscure the vision of drivers and pilots, which would need to be addressed by a Glint and Glare Assessment. Therefore, developers should engage with the relevant highways and air traffic authorities to determine site-specific safety considerations and whether any potential air traffic and highways safety concerns can be mitigated.

**4.51** In assessing renewable energy proposals, any heritage harm will be weighed against the public benefits of the proposal, giving great weight to the preservation and enhancement of any identified heritage assets. Proposals will be more likely to be supported where they minimise or avoid conflict with heritage assets in line with national planning policy and guidance. When identifying and considering impacts on heritage assets and/or their settings, special regards will be had to the desirability of protecting and enhancing the significance of such assets. A detailed Heritage Impact Assessment will be required to be submitted alongside planning applications to consider all designated and non-designated heritage assets and their settings. Applications should include visualisations showing the relationship to heritage assets and settings, with viewpoints agreed in consultation with the local planning authority and statutory consultees where appropriate.

**4.52** Proposals must not create significant adverse impacts on residential amenity. The details needed to demonstrate that residential amenity impacts can be appropriately mitigated will vary depending on the nature, scale and siting of the proposed development, but planning applications may need to include:

- An Air Quality Assessment
- A Glint and Glare Assessment
- A Noise Impact Assessment
- An Odour Impact Assessment
- A Shadow Flicker Impact Assessment

**4.53** For projects that require an EIA, applicants are advised to engage in pre-application discussions with the Local Planning Authority to determine whether any assessment requirements can be included as and addressed by a chapter of the Environmental Statement, or whether standalone assessment reports would also be needed as part of a planning application.

**4.54** The policy seeks to support community led energy proposals. In addition, it is recognised that achieving national targets related to clean energy and achieving net zero carbon by 2050 will require additional energy generation within existing communities. It is vital that to support this aim, communities should see tangible and

enduring benefit from their role in supporting the transition to clean energy. Community benefit can include both monetary and non-monetary contributions that improve the local economy, society and environment, for example supporting community projects including retrofit and wider environmental enhancement projects. Government is already considering mandating community benefit funds for new low carbon energy projects, and this policy seeks to support that aim.

**4.55** A 2025 Heat Network Priority Area boundary, is shown on the Policies Map. This area replaces the District Heating Zone area designated in the previous 2018 Cambridge Local Plan. New development proposals within this boundary, including redevelopment of existing buildings, should seek to connect to existing heat networks or networks under development. This policy aligns with the UK Government brining forward heat network zoning, which will look to designate geographic zones where heat networks are expected to provide the lowest cost solution to decarbonising heat. Through heat network zone regulation, certain types of building and low carbon heat sources would be required to connect to a network within a prescribed timeframe. Work is currently underway to determine what heat zoning may mean for Cambridge and in the future heat network zones will be designated in the city.

**4.56** This policy aligns with the UK Government brining forward heat network zoning, which will look to designate geographic zones where heat networks are expected to provide the lowest cost solution to decarbonising heat. Through heat network zone regulation, certain types of building and low carbon heat sources would be required to connect to a network within a prescribed timeframe. Work is currently underway to determine what heat zoning may mean for Cambridge and in the future heat network zones will be designated in the city.

# Supporting a circular economy and sustainable resource use

**Policy CC/CE: Supporting a circular economy and sustainable resource use**

## Circular Economy principles in construction and demolition

1. All development proposals should proportionately, where practical and viable, take opportunities to reduce the development's embodied carbon content through lean design and the careful choice, use and sourcing of materials.
2. To avoid the wastage of embodied carbon in existing buildings and to avoid the creation of new embodied carbon in replacement buildings, there is a presumption in favour of repairing, refurbishing, and re-using existing buildings over their demolition. Proposals that result in the demolition of a building (in whole or a significant part) should be accompanied by a full justification for the demolition. Demolition will only be acceptable where it is demonstrated to the satisfaction of the Local Planning Authority that:

a. The building proposed for demolition is in a state of such disrepair that it is not practical or viable to be repaired, refurbished, or re-used (for reasons other than deliberate damage or neglect);

b. Repairing, refurbishing, or re-using the building would likely result in similar or higher levels of newly generated up-front embodied carbon (modules A1-A5 of the RICS methodology) compared to demolition and re-construction, with reference to relevant requirements in policy CC/NZ for new buildings;

c. Repairing, refurbishing, or re-using the building would create a building with such poor thermal efficiency that, when considering lifecycle embodied carbon (i.e. modules A1-A5, B1-B5 and C1-C4), a lower net-carbon solution would arise from demolition and re-construction; or

d. Demolition of the building and construction of a new building would, on an exceptional basis, deliver other significant benefits that outweigh the carbon savings that would arise from the building being repaired, or re-used. This may include bespoke operational requirements which could not be provided through the repurposing, adaptation or extension of the existing building(s).

3. Where demolition is considered to be justified and the amount of demolition meets or exceeds 500 square metres or more of floorspace, to quantify the materials within the structure and help to maximise those materials that could be reused or repurposed, a Pre-Demolition Audit shall be undertaken for all proposed development.

## Operational waste management

4. All proposals must provide adequate and easily accessible waste storage and collection systems that encourage recycling and other forms of sustainable waste management such as composting.
5. Proposals should comply with the RECAP Waste Management Design Guide (or successor documents). Proposals that exceed these requirements or propose innovative approaches to waste management will be supported, subject to accordance with other requirements in the Development Plan.
6. Excavated materials recovered on a development site via a treatment operation can be re-used on-site under the CL:AIRE Definition of Waste Development Industry Code of Practice (DoWCoP) subject to certain conditions being met. However, contaminated materials that are or must be disposed of are waste and must be managed in accordance with the relevant legislation.

## Circular Economy Statements

7. A standalone Circular Economy Statement proportionate to the scale and nature of the proposed development must be submitted as part of a planning application for the following types of development:
    a. Residential development of 150 or more dwellings; or
    b. Non-residential development with a total gross internal floorspace of 15,000 square metres or more; or
    c. Major development proposals that involve substantial demolition of 500 square metres or 5 homes or more.
8. For all other types of development, details proportionate to the nature and scale of development that demonstrates how circular economy principles have been integrated into the proposals must be provided as part of a Sustainability Statement as set out in the relevant Sustainability Checklist.

## Supporting information

**4.57** Avoiding waste and designing places in such a way that facilitates material and component reuse helps to prevent the need for the manufacture of new materials, which is an important element in achieving a net-zero carbon future. Furthermore, efficient recycling of waste places fewer demands on natural resources, thereby helping to

conserve the environment and limiting residual waste in line with the Government's Waste Hierarchy.

**4.58** Sustainable resource use and sustainable waste management are supported by the integration of a circular economy. Circular economies have three core objectives:

- Eliminate waste and pollution (i.e. designing products, materials, and infrastructure for durability and recyclability to avoid creating unnecessary waste or pollution).
- Circulate products and materials (i.e. keeping materials in use through reuse, repair and recycling thereby preventing them from becoming waste).
- Regenerate natural systems (i.e. focusing on sustainable resource management and using nature-based solutions to help with day-to-day functions, for example, water treatment).

**4.59** To achieve these objectives, the following circular economy principles should be viewed as fundamental to and taken into account during the early stages of the design process:

1. Building in layers – ensuring that different parts of the building are accessible and can be maintained and replaced where necessary;
2. Designing out waste – ensuring that waste reduction is planned in from project inception to completion, including consideration of standardised components, modular construction, and reuse of secondary products and materials;
3. Designing for longevity;
4. Designing for adaptability or flexibility;
5. Designing for disassembly; and
6. Using systems, elements or materials that can be reused and recycled.

**4.60** A significant proportion of a building's whole-life greenhouse gas emissions are locked into its fabric, with emissions stemming from material manufacturing, the transportation of materials and components, and physical construction and demolition – these emissions are commonly referred to as "embodied carbon". The effective application of circular economy principles to the built environment creates places where buildings are designed for adaptation, reconstruction and deconstruction, which reduces the need to extract raw materials and manufacture new building components. To avoid the unnecessary wastage of embodied carbon emissions in existing buildings, proposals must make every effort to refurbish, retrofit and re-use existing buildings and building materials, where possible. It is recognised that retrofit or refurbishment may not be the most sustainable option for the development of a site or may not be viable, but applicants must present a clear case that demolition and reconstruction is the only viable option for the development of the site or, in exceptional circumstances, would deliver significant public benefits.

**4.61** The Councils will also expect applicants to use Circular Economy principles to shape the day-to-day functionality of a development. Developers should consult the adopted RECAP Waste Management Design Guide (or successor documents), to ensure developments support the practicalities of waste management and promote recycling. Innovative solutions, such as underground waste management and smart waste

management systems, will be encouraged and supported.

**4.62**

**4.63** Compliance with Circular Economy principles, for the majority of development, should be demonstrated in a planning statement, design and access statement or Sustainability Statement proportionate to the scale and type of development. Following the guidance in the Sustainability Checklist.

**4.64** Justification is required of demolition of a building in full, or a significant part, this will depend on the scale and type of development but generally would be considered to the majority of the building, or a proportion of the building with significant carbon content, due to its scale or composition or type of material, i.e. concrete.

**4.65** Where required, Circular Economy Statements can be used to demonstrate how materials, resources, and infrastructure will be reused or recycled to reduce the environmental impact of development and provide ongoing economic benefits. Circular Economy Statements should include details of how:

a. Circular economy principles have informed the design of building(s) and/or structures, and the overall site layout;

b. The proposal's design and construction will reduce resource demands and enable building materials, components and products to be disassembled and re-used at the end of their useful life;

c. The local sourcing of materials has been considered and the steps taken to secure local materials and components;

d. Materials arising from demolition and remediation works will be re-used and/or recycled;

e. Opportunities will be taken to ensure as much construction waste is managed on site as possible, and how all waste will be managed in accordance with the waste hierarchy; and

f. Operational waste storage and collection systems to be introduced as part of the development have been designed such that they are easily accessible and support recycling and re-use for the lifetime of the development; and

g. Performance will be monitored and reported.

**4.66** For other scales of development, Circular Economy details should be set out in a Sustainability Statement, with the level of information proportionate to the nature and scale of development. For example, for householder and minor development this could be the reuse of existing materials on site, sustainable sourcing of materials and designing for flexibility, adaptability and deconstruction.

**4.67** This policy should be read alongside the adopted Cambridgeshire and Peterborough Minerals and Waste Local Plan (2021) (or successor documents). Policies that promote circular economy principles include, Policy 8 (Recycled and Secondary Aggregates, and Concrete Batching) and Policy 14 (Waste Management Needs Arising from Residential and Commercial Development), which can apply to residential and commercial / employment.

**4.68** The Minerals and Waste Local Plan identifies Sand and Gravel and Chalk Mineral Safeguarding Areas. Where these resources exist, circular economy statements should acknowledge their presence and seek to make best use of the resources as part of the development, or within other developments.

# Supporting land-based carbon sequestration and carbon sinks

**Policy CC/CS: Supporting land-based carbon sequestration and carbon sinks**

## Protection of Peat Soil

1. Where major development is proposed on land containing peat soils, a proportionate evaluation of the impact of the proposal on the soil's carbon content and an appropriate soil management plan must be submitted as part of the planning application.

2. There will be a presumption in favour of preservation of peat in situ. Proposals that will result in unavoidable harm to, or loss of, peat soils will only be permitted if it is demonstrated that there is clear evidence of need for the development that outweighs the harm to peat soils, and that an alternative viable option is not available for the proposed development.

3. Any potential harm to peat soils associated with a development proposal must be reduced to the minimum possible level. Appropriate provision, to the satisfaction of the Local Planning Authority, must be made for the evaluation, recording and interpretation of peat soils prior to the commencement of development.
4. Where exceptional circumstances are demonstrated that would justify the removal of peat soil, peat soil removal must only be conducted with the guidance and supervision of a suitably qualified and experienced soil scientist or practitioner~~,~~ to an approved plan. For other soils, the DEFRA Code of Practice for the Sustainable Use of Soils on Construction Sites (2009) (or successor documents) should be followed.
5. Peat and other soils must be appropriately stored and eventually used, all in a way that would limit carbon emissions into the atmosphere as far as possible
6. Proposals to enhance peat soils and protect its qualities will be supported, as will proposals to help strengthen existing carbon sinks or create new ones.

## Carbon sequestration in new development

7. All major development proposals, including strategic sites, should seek opportunities to enhance the carbon sequestration potential of their proposals through green infrastructure and new habitat creation. The demonstration of meaningful carbon sequestration where there is a significant net gain within a proposal through nature-

based solutions will be a material consideration in the decision-making process.

## Supporting information

**4.69** Land plays a significant role in climate objectives, acting as both a source of greenhouse gas emissions and a carbon sink. A carbon sink is anything that absorbs more carbon than it releases – for example plants, the ocean and soils. Peatlands are an important store of carbon, while other habitats such as woodlands and grasslands also have a role to play, as indicated in research by Natural England. There is an area of peatland in the very north of Greater Cambridge, as identified on the England Peat Map (or any successor document). Although it covers a relatively small area of Greater Cambridge, peatland should be protected, preserved and enhanced wherever possible to ensure it continues to store carbon. The protection of soils during construction to preserve their potential as a carbon sink is an important consideration in the policy and developers should refer to the DEFRA Code of Practice for the Sustainable Use of Soils on Construction Sites (or successor documents).

**4.70** Other policies in the development plan protect nature sites and agricultural land, support the protection and enhancement of tree canopy cover, and support the delivery of strategic green infrastructure projects, thereby protecting land that will act as carbon sinks. Promotion of nature-based solutions, where natural systems are protected, restored and managed, can assist with the protection of carbon sinks, whilst providing benefits for biodiversity and health and wellbeing.

**4.71** Our evidence, alongside the work of the Committee on Climate Change, shows that, even after all ambitious carbon reduction actions are taken, there will still be a proportion of 'residual' or unavoidable carbon emissions from the economy as a whole. As a result, land-based carbon sequestration has a role to play in offsetting these residual carbon emissions. Carbon sequestration is the long-term removal, capture or sequestration of carbon dioxide from the atmosphere to slow or reverse atmospheric carbon dioxide and to mitigate or reverse climate change. This policy also seeks to promote the consideration of carbon sequestration potential when designing landscaping and green infrastructure provision as part of new developments.

# Sustainable retrofit

**Policy CC/SR: Sustainable retrofit**

1. Proposals involving the retrofit of existing buildings will be supported where these follow the energy hierarchy (see Figure 105) by considering opportunities at each of the following steps:
   a. Improving the fabric efficiency of the building, including air tightness, insulation and types of fabric (with careful consideration given to ventilation);
   b. Implementing energy efficiency measures;
   c. Utilising low and zero carbon heat sources; and
   d. Delivering and maximising onsite renewable energy generation.

1. In the case of extensions to buildings, a whole-building approach should be taken, and applicants are encouraged to take the opportunity to upgrade the energy efficiency and energy generation of the existing building, as well as the extension.

2. Include measures to enhance the climate resilience of buildings, including the use of external shading to reduce overheating risk and the reinstatement of historic features such as external shutters and box blinds.

3. Proposals that seek to utilise specific standards for retrofit including PAS 2035 and PAS 2030 Standard, EnerPHit and the UKNZCBS will be supported, with weight accorded in proportion to the degree of energy performance proposed. In particular, conformance with EnerPHit and UKNZBCS is acknowledged to demonstrate exemplary performance. The retrofit of heritage assets should consider the requirements of policy GP/CC.

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## Supporting information

**4.72** A significant amount of Greater Cambridge's carbon emissions comes from existing homes and buildings. If we are to achieve net zero carbon by 2050, it is vital that the homes we live in and the buildings that we use are retrofitted. A retrofit is work to a building to reduce its energy use, while making it warmer and more comfortable for people to use.

**4.73** Policy CC/SR seeks to support proposals for retrofit works where planning permission is required. Not all measures to retrofit homes will require planning permission, and the planning portal provides useful guidance for both homes and non-residential buildings on common retrofit projects and when planning permission may be needed.

**4.74** Where extensions to existing buildings are proposed, the policy promotes taking a whole building approach, which can provide wide reaching benefits including carbon reduction, reduced energy bills, comfort and health and wellbeing benefits, for example

helping to reduce health risks from damp and mould, noting that where proposals seek to enhance the fabric performance and air tightness of homes, very careful consideration must be given to ensuring adequate ventilation. The whole house or whole building approach recognises that no single part of the building operates alone, and that the best outcomes will come from considering and balancing all the interactions between different elements of buildings. This approach is also included within policy GP/CC.

**4.75** There is no requirement for offsetting or modelling of energy demand for planning policy purposes, only where there is a requirement to meet Building Regulations, which will be dealt with separately. Where major refurbishment schemes are subject to pre-application discussions, applicants are also encouraged to demonstrate how the design has reduced embodied carbon through refurbishment.

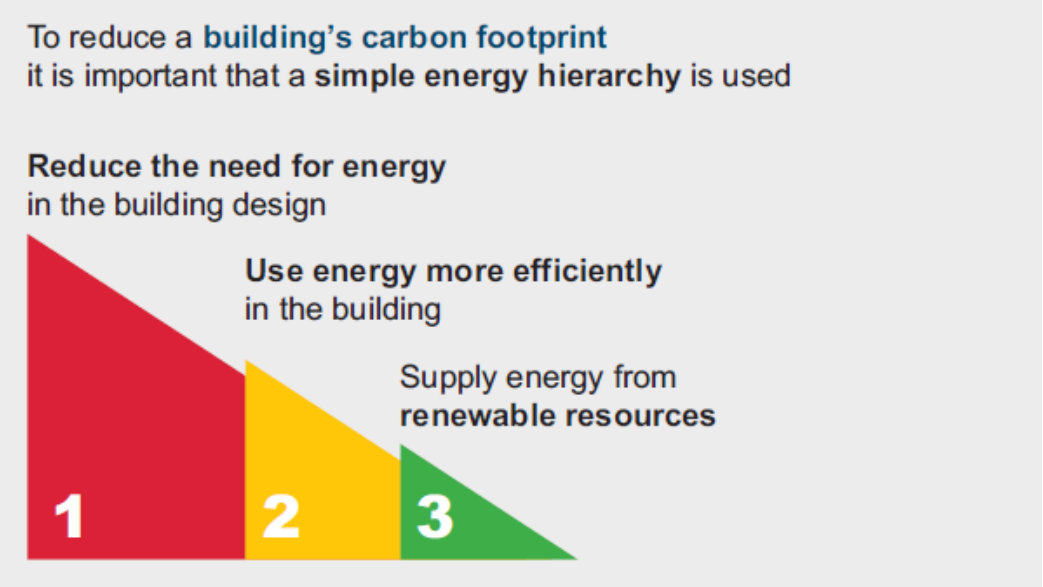
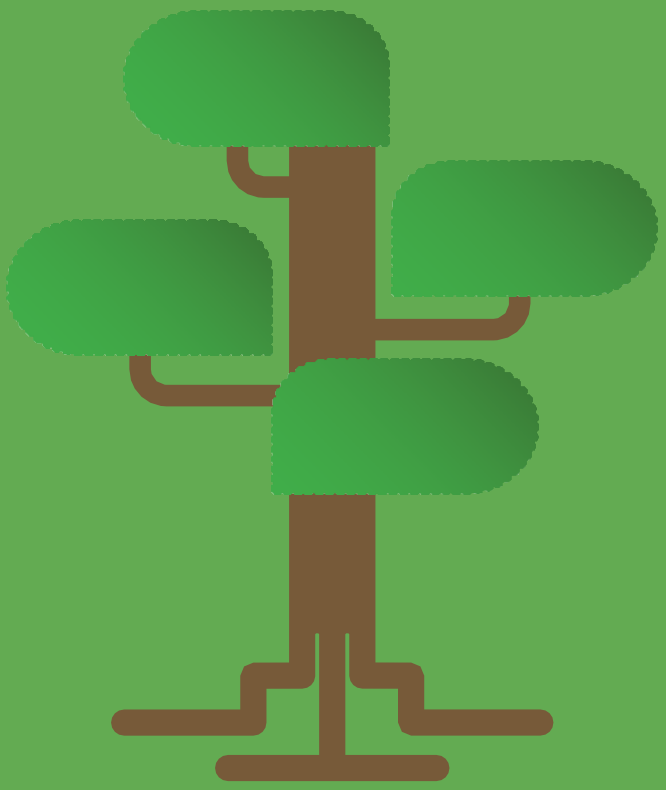



Figure 105: The energy hierarchy

5

# Biodiversity and green spaces



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# Introduction

5.1 In the biodiversity and green spaces theme we set out policies to protect and enhance biodiversity and improve the network of green spaces in Greater Cambridge.

## Our strategic priority for our biodiversity and green spaces policies

5.2 **Strategic Priority:** Increase and improve our network of habitats for wildlife, and green spaces for people, ensuring that development leaves the natural environment better than it was before.

5.3 Cambridge City Council and South Cambridge District Council declared a biodiversity emergency in 2019, in recognition of the pressures facing our natural world, both locally and internationally. Working as part of the Local Nature Partnership, we want to double nature by 2050. We also want to play our part in implementing Cambridgeshire's Local Nature Recovery Strategy, which was adopted by the Cambridgeshire and Peterborough Combined Authority.

5.4 To inform the overall strategy for the plan we considered the best locations to restore our area's habitat networks and provide more green spaces for people to enjoy. The local plan has identified 14 strategic green infrastructure initiatives to help achieve this. The identified initiatives will deliver green infrastructure directly, but we will also secure planning contributions where funding can be used to enhance the wider network.

5.5 Reflecting our 'doubling nature' ambition, our policies seek a higher level of biodiversity gains from new development than the national requirement. We have followed Natural England's new Green Infrastructure Framework, to develop standards that will ensure places include green spaces, trees, and places for people as well as wildlife.

## What do our biodiversity and green spaces policies do

- Protect important sites for biodiversity, and require new developments to contribute to gains in biodiversity, setting a standard above the national requirement.
- Ensure development is designed to incorporate green spaces and helps to expand the wider green infrastructure network.
- Preserve, protect and enhance existing trees and hedgerows, acknowledging the benefits that this brings for climate change adaption as well as biodiversity.
- Control development on our river corridors balancing the many roles our watercourses have including for recreation, wildlife habitats, and drainage.
- Protecting and enhancing important open spaces in our communities.

# Biodiversity and geodiversity

**Policy BG/BG: Biodiversity and geodiversity**

## Biodiversity net gain and ecological enhancements

1. All development must deliver statutory biodiversity net gain (BNG), providing a minimum of 10% BNG against the baseline, unless exempt under the Environment Act 2021, to be provided on-site in line with guidance.
2. Major development must provide a minimum 20% biodiversity net gain (BNG), (unless exempt under the Environment Act 2021), to be provided on-site where this is feasible and effective, or off-site where onsite options for BNG have been evidenced to be exhausted as agreed with the Local Planning Authority (LPA).
3. Planning applications subject to mandatory BNG will require a Biodiversity Gain Plan to be submitted to, and approved in writing by, the LPA prior to commencement of development.
4. Opportunities to deliver measures which align with those identified in the Cambridgeshire and Peterborough Local Nature Recovery Strategy as part of any net gain provision should be prioritised, particularly where a proposal is within a habitat priority area identified within the LNRS.
5. Off-site BNG should be delivered via the purchase of biodiversity units from a registered strategic habitat bank provider as listed on the Defra Biodiversity Gain Sites Register, or through a bespoke scheme on a site registered on the Defra Biodiversity Gain Sites Register, or through the purchase of statutory biodiversity credits, or a combination of the above. Where it is necessary to use a biodiversity offset site, the LPA will encourage delivery of replacement habitat within habitat priority areas identified within the Cambridgeshire and Peterborough Local Nature Recovery Strategy.
6. Habitat enhancement and creation measures, including their establishment and ongoing management and monitoring, will be prescribed and secured through conservation covenants, planning conditions and / or obligations.

## Protection of biodiversity and geodiversity

7. For proposals where development may affect biodiversity (including sites of biodiversity importance, habitats and species of principal importance) or sites of geodiversity, prior to the determination of an application, applicants will provide survey information and site assessment that is proportionate to the likely severity of impacts.

8. Proposals coming forward on sites within the Natural England Impact Risk Zone for the Eversden and Wimpole Woods SAC and/or identified as having moderate or high suitability to support Barbastelle bats, will be required to undertake bat surveys in order to identify impacts and any necessary mitigation measures.

9. Development proposals which have a direct or indirect adverse effect on sites of biodiversity or geological importance as identified on the Policies Map (or other sites which meet the published criteria for selection), will not be permitted. Exceptions will only be made where the benefits of the development significantly outweigh any adverse impacts. In such cases where development is permitted, proposals must demonstrate that the mitigation hierarchy has been implemented, and the intrinsic natural features of particular interest must be safeguarded and enhanced having regard to:

    a. The international, national or local status and designation of the site;

    b. The nature and quality of the site's features, including its rarity value;

    c. The extent of any adverse impacts on the notified features;

    d. The likely effectiveness of any proposed mitigation with respect to the protection of the features of interest; and,

    e. The need for compensatory measures in order to re-create, on or off the site, features or habitats that would be lost to development.

10. Development must protect and enhance irreplaceable habitats within Greater Cambridge. Development negatively impacting irreplaceable habitat will not be permitted unless wholly exceptional circumstances are demonstrated, and a bespoke compensation strategy is provided.

11. Development proposals within or near to Important Invertebrate Areas (IIA) (as mapped by Buglife England) should protect and enhance habitat features for invertebrates via site design and ongoing management.

12. All development must provide integrated nest boxes (a combination of bird, bat & insect boxes) appropriate to type and scale of development to target protected, priority and other species associated with the built environment.

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## Supporting information

### Biodiversity Net Gain (BNG)

5.6 BNG has been identified as a mechanism for the restoration of biodiversity across the UK. National planning policy sets out a requirement for developments to achieve

biodiversity net gain and the Environment Act 2021 sets a mandatory statutory minimum of 10% biodiversity net gain above the ecological baseline for the application site.

**5.7** Cambridgeshire currently has one of the smallest areas of land managed for nature of any county in the country, relative to its size. The local need for biodiversity restoration is also recognised within the Cambridgeshire Doubling Nature vision, aiming to increase land managed for nature from around 8% to 16% (the national average). Considering this, together with the relatively low level of designated sites and priority habitats that Greater Cambridge has compared with other English areas, highlights the need for development to bring further net gains beyond the 10% required nationally.

**5.8** Net gains in biodiversity can be delivered by most development by following the mitigation hierarchy principles and understanding the ecological opportunities and constraints on-site at the earliest stages of design. However, the opportunity for smaller sites to deliver meaningful BNG can be constrained by size and available open space, with these sites having fewer opportunities to deliver biodiversity net gain. Private gardens' classification within the Statutory Biodiversity Metric as low-value habitats post-development, (i.e. vegetated garden) and also, the inability to count tree planting, small ponds or creating wildlife-friendly gardens as biodiversity gain can lead developers to have to look for off-site units or statutory credits to deliver BNG, even when delivering a minimum of 10% biodiversity net gain. Therefore, requiring smaller sites to deliver 20% biodiversity net gain would be unreasonable, and may impact viability. However, where opportunities arise to secure BNG on exempted sites, or where there are opportunities for minor development to bring further net gains beyond the 10% required nationally, this is also encouraged.

**5.9** The Councils preference is for BNG to be delivered on-site wherever possible, (rewarded through the Defra Statutory BNG metric) and in accordance with the Biodiversity Gain Hierarchy (BGH) which emphasises prioritising onsite measures before exploring off-site options, ensuring developments make the most effective contributions to local biodiversity. However, on-site delivery may be poor quality, suffer from disturbance and pollution, and cannot be effectively secured for 30 years. This increases the likelihood that developments will deliver less than the required net gain or result in a biodiversity loss. In certain circumstances off site delivery may therefore be the best option, particularly if it is well-related to and relatively local to the development.

**5.10** When on-site gains are not feasible an offsite approach to BNG allows developers to achieve biodiversity gains through habitat enhancement on other land. Off-site BNG allows for strategic delivery of BNG but may be a less desirable option in some cases as it is removed from the immediate impact of the development on both local biodiversity and the local community. Off-site measures will only be considered where it can be demonstrated that, after following the mitigation hierarchy, all reasonable opportunities to achieve meaningful net gains on-site have been exhausted.

**5.11** Where the full required net gain cannot be achieved on a development site or where off-site delivery is decided to be the feasible and effective option, the remaining gain may be achieved outside the development site, either by the developer or by a third party. In the unlikely event that the required gains cannot be provided through these

routes, the Council may negotiate a justified and proportionate financial contribution which will be used to secure the required gain by obtaining credits from a 'habitat bank'. Delivery of off-site biodiversity gains through statutory biodiversity credits is the last resort for development which is unable to meet BNG requirements on or off-site.

**5.12** Where off-site habitat measures are required, applicants must provide UK habitat assessment surveys to agree a baseline metric of the existing offsite habitats, conform to BNG CIEEM/IEMA/CIRIA-Good Practice Principles for Development and seek to deliver BNG as close as feasible to the impacts of the development.

**5.13** Upon submission of development proposals subject to mandatory BNG, the Defra Biodiversity Metric trading rules should also be observed. Submission of a completed Statutory Biodiversity Metric (SBM) must be submitted as part of the Biodiversity Gain Plan, evidencing how biodiversity net gain will be achieved.

**5.14** When considering local BNG proposals the LPA will seek to ensure that BNG is the primary use of the space and is ecologically viable. Proposals will require agreement by the LPA's ecologist that they provide a long-term benefit to local biodiversity that is compatible with other site uses such as recreational space or sports pitches.

**5.15** To ensure the delivery of BNG measures, the Councils will secure off site habitat creation and its long-term management (minimum 30 years), through planning obligations, or, where BNG is provided on land outside of the applicant's control, by obligations. A Habitat Management Monitoring Plan (HMMP) is required to support off-site land proposals and will be reviewed and agreed by the LPA as part of the legal agreement process. Significant on-site enhancements will also require a HMMP to set out how these habitats will be established and managed. The HMMP will be submitted and agreed alongside the Biodiversity Gain Plan to discharge the pre-commencement biodiversity gain planning condition.

**5.16** The full biodiversity gain plan will be submitted either with the planning application or after the permission is granted, but before development has commenced. If not submitted with the planning application, the submission and approval of a biodiversity gain plan before development commences will form a condition of any planning application approval.

**Inter-relationship between Biodiversity Net Gain, Urban Greening Factor and green infrastructure**

**5.17** The Urban Greening Factor (UGF) and BNG are separate requirements. Where protected species or priority habitats or species are found on a development site or a proposed development may impact a Site of Importance for nature conservation, the requirements of the policy BG/BG should be met in addition to the relevant targets of policy BG/UGF.

**5.18** Green infrastructure (GI), an important element including trees, accessible natural greenspace and soft edges, should be included in all new developments (see policy BG/GI). While GI does count toward BNG scores, it is recognised that on-site BNG invariably forms part of a multifunctional GI space and may not be the primary function, for example existing alongside recreational space or Sustainable Drainage Systems (SUDs); this can lead to compromises in habitat creation and long-term value of the

new habitats and in these circumstances off-site BNG provides a more sustainable option.

### The LNRS and BNG

**5.19** BNG follows the 'proximity principle' which means that if BNG cannot be achieved on-site after consulting the mitigation hierarchy, off-site opportunities should be identified with a priority given to local enhancements where possible. The metric penalises proposals where offsite habitats are removed from the site of impact to avoid reducing biodiversity in the local area and to recognise the importance of ecosystem services to the local community. Therefore, where it is necessary to use a biodiversity offset site, the policy encourages delivery within sites identified within the LNRS priority areas. This is because where BNG is delivered offsite within these identified priority areas, the 'strategic significance' multiplier can be applied within the Statutory Biodiversity Metric; increasing the value of those habitat credits over and above credits created outside of these strategically important areas. This applies whether the BNG is on-site, off-site or part of a habitat bank. This has the effect of incentivising delivery of measures that will deliver against LNRS priorities in the most effective locations.

### Sites and Habitats for Biodiversity in Greater Cambridge

**5.20** The NPPF (2024) states that to protect and enhance biodiversity and geodiversity, plans should identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity, wildlife corridors and stepping stones that connect them, along with areas identified by national and local partnerships for habitat management, enhancement, restoration or creation.

**5.21** Greater Cambridge has a range of important sites and habitats for biodiversity, recognised through designations, from international to local importance. Some of these are also of geological importance. Sites of Biodiversity or Geological Importance are identified on the Policies Map and these represent a tiered network for the conservation of biodiversity and geodiversity within Greater Cambridgeshire. These sites include:

- Statutorily protected international Special Areas of Conservation (SACs) and Special Protection Areas (SPAs) and,
- National Sites of Special Scientific Interest (SSSIs) and,
- Local Nature Reserves (LNRs), Local Geological Sites (LGS) (worthy of protection for their Earth Science or landscape importance but not already protected as SSSIs), County and City Wildlife Sites (CWSs and CiWSs), and Protected Road Verges (PRV) are non-statutorily protected sites of local importance (sites without statutory protection designated at a local level).

**5.22** European sites (SACs and SPAs) are protected by the Conservation of Habitats and Species Regulation 2017 as amended (the Habitats Regulations) and the Councils must carry out a habitats regulations assessment (HRA) to test if a plan or project proposal could significantly harm the designated features of a European site. Plans or projects which may have a likely significant effect on a European site will require appropriate

assessment. Natural England will be consulted on any planning application in or adjacent to a European Site, or any such candidate site.

**5.23** The Habitats Regulations impose a strict negative test that permission can only be granted if it can be concluded that there will be no adverse effect on the site's conservation objectives. Derogations are only permitted where there are no alternative solutions, imperative reasons of overriding public interest and only then through provision of compensation. As such these tests are at a significantly higher level than would be applied to nationally or locally designated sites.

**5.24** At present the only site of international importance within Greater Cambridge is the Eversden and Wimpole Woods SAC (the SAC is shown on the Policies Map). The site provides a habitat for a breeding colony of the Barbastelle bat, one of the rarest bats in Western Europe. The bats have been recorded at a small number of other sites up to eleven kilometres from the Woods. Proposals coming forward on sites within the Natural England Impact Risk Zone for the Eversden and Wimpole Woods SAC and/or identified as having moderate or high suitability to support Barbastelle bats are required to demonstrate that it will not have an adverse impact on their habitat and foraging areas and commuting flight paths. If mitigation is required, this will ensure the avoidance of key habitat features likely to be used by the bats and the creation and enhancement of suitable habitat for this species. Development proposals should have regard to the DEFRA Eversden and Wimpole Woods SAC Barbastelle Bat Protocol (or successor document).

**5.25** There are a number of other sites within the surrounding districts, which are considered as part of any Habitat Regulation Assessment carried out by the Councils, because of their proximity to Greater Cambridge and/or the nature of their conservation interest:

- Ouse Washes SAC and SPA
- Fenland SAC (Woodwalton Fen, Chippenham Fen, Wicken Fen)
- Portholme SAC
- Devil's Dyke SAC
- Breckland SAC and SPA.

**5.26** SSSIs are statutorily protected by their designation under the Wildlife and Countryside Act 1981 and the Natural Environment and Rural Communities Act 2006. Where a development proposal has the potential to impact a SSSI, Natural England will be consulted where required.

**5.27** Cambridge City Council has declared 12 Local Nature Reserves (LNRs) on land that it owns and manages, including a number of the city's commons, and Cambridgeshire County Council has declared 5 LNRs on land that it owns and manages in South Cambridgeshire. LNRs are statutorily designated by local authorities under Section 21 of the National Parks and Access to the Countryside Act 1949. County Wildlife Sites (CWSs) and City Wildlife Sites (CiWSs) (which also include a number of the city's commons) have been selected as sites of substantive nature conservation interest against Cambridgeshire and Peterborough's County Wildlife Sites System selection criteria, as a result of surveys undertaken for the Council by the local Wildlife Trust and

maintained by the Cambridgeshire and Peterborough Environmental Records Centre (CPERC).

5.28 Other undesignated green spaces also make up the ecological network of sites across the city and would be subject to this policy, if they are identified as meeting the criteria for Local Site status following the County Wildlife Sites System.

**Survey Information and Site Assessment**

5.29 Prior to the determination of any development application (unless exempt under the Environment Act 2021), survey information and site assessment that is proportionate to the likely severity of impacts must be provided by applicants. Submitted documentation should be produced having regard to the guidelines for Ecological Impact Assessment produced by the Chartered Institute of Ecology and Environmental Management and relevant best practice guidance for example British Standards on Biodiversity (BS 42020, 2013 or successor documents). Documentation should demonstrate that the mitigation hierarchy has been implemented and, should evidence how the intrinsic natural features of particular interest are to be safeguarded or enhanced.

5.30 Survey information as required by the policy could include ecological appraisal, or an assessment of recreational pressure impacts on SSSIs where relevant.

5.31 Submitted ecological reports are expected to explain how the mitigation hierarchy has been embedded into the design of the development and to set out the steps to be followed in order of priority when delivering BNG. Where impacts on habitats and species cannot be avoided, a clear explanation of why alternative sites are not feasible, and what proposed mitigation and compensation measures are necessary to address all likely significant adverse effects is needed.

**Exceptionally Permitted Development**

5.32 In exceptional cases, national planning policy allows for the development need and benefits to demonstrably outweigh the loss of irreplaceable habitat within Greater Cambridge (including (but not confined to) ancient woodlands; ancient and veteran trees; and lowland fens). These considerations and the application decision is the responsibility of the local planning authority for applications within Greater Cambridge.

5.33 Any exceptionally permitted development proposals which have a direct or indirect adverse effect on sites of biodiversity or geological importance (SSSIs and other designated nature sites are identified on the policies map) and including irreplaceable habitat (as defined by The Biodiversity Gain Requirements (Irreplaceable Habitat) Regulations 2024) must seek to minimise adverse impacts and will be required to agree a bespoke compensation strategy, with the local planning authority.

5.34 Where development resulting in the loss or deterioration of ancient woodland, ancient trees and veteran trees is exceptionally permitted, compensation measures will not be considered as part of the assessment of the development proposal and, will only be considered once the existence of exceptional circumstances has been ascertained.

Any proposals which would lead to the creation of new woodland, or the restoration or improvement of ancient woodland should follow the UK Forestry Standard.

### Habitat features

**5.35** Buglife (England) identifies the Fens as an Important Invertebrate Area (IIA) of national importance, which although it is non-statutory designation, is a material planning consideration. These IIA areas support some of Britain's rarest species and possess unique assemblages of invertebrates. There is currently a small section of IIA mapped within South Cambridgeshire, associated with the Fens IIA. The policy encourages proposals in or near to an IIA to aim to protect and enhance habitat features for invertebrates via site design (especially any onsite BNG but including Green Infrastructure) and ongoing management. All proposals in or near to an IIA should have regard to general guidance produced by Buglife.

**5.36** National Planning Policy expects development proposals to bolster wildlife by incorporating features which support priority or threatened species such as swifts, bats and hedgehogs. National planning guidance on the Natural Environment also supports the inclusion of integrated nest boxes (commonly known as swift bricks) where possible, with the general aim across a development of a minimum of one nest box per unit. Nest boxes can provide important habitat for other species as well as swifts, such as starlings and sparrows. The provision of integrated nest boxes (a combination of bird, bat & insect boxes) should accord with the supplementary guidance set out within the Greater Cambridge Sustainable Design and Construction SPD (2020), or successor document and will be secured by the LPA through condition.

# Green infrastructure

## Policy BG/GI: Green infrastructure

1. All development proposals must demonstrate how they protect and enhance green infrastructure appropriate to the development's scale and location.
2. Planning applications for major development must submit a Green Infrastructure Plan, and at the outline planning stage must also provide a Green Infrastructure (GI) Statement, that demonstrates how green infrastructure has been integrated into the design approach at an early stage, to ensure that on-site green infrastructure is:
    a. Multifunctional – individual features in combination contribute to a network of multiple benefits;
    b. Connected – provides or enhances connectivity in the landscape for the benefit of nature and people;
    c. Sympathetically placed – reflects and/or creates a sense of place, considerate to the context and character of the local environment and priorities of its people and wildlife;
    d. Resilient – responds to the climate emergency in a positive, contributory way, reducing flood risk where possible;
    e. Responsibly managed – has a sustainable mechanism to support its life-long function and benefits; and
    f. Environmentally sensitive – mitigates its own local impact and improves the quality of the immediate natural environment.
3. Development of 100 dwellings or more or 5,000 square metres or more of gross internal floorspace (GIA) will be encouraged to seek accreditation under the Building with Nature Standards.
4. The following strategic green infrastructure initiatives are identified priorities for enhancing strategic green infrastructure across Greater Cambridge.
    1. Revitalising the chalk stream network
    2. River Cam Corridor
    2a. River Cam Corridor (North East Cambridge to Waterbeach)
    2b. River Cam Corridor (through Cambridge City)
    2c. River Cam Corridor (south of Cambridge City)
    3. Gog Magog Hills and chalkland fringe
    4. Enhancement of the eastern fens
    5. The Great Ouse fenland arc
    6. North Cambridge green space

7. West Cambridge Green Infrastructure buffer – Coton Corridor
8. Western gateway multifunctional Green Infrastructure corridor
9. Pollinator corridors

**Dispersed initiatives**

10. Expanding Greater Cambridgeshire's 'urban forest'
11. Woodland expansion and resilience
12. Urban greening and 'de-paving'
13. Allotments and community gardening
14. Environmentally friendly farming

5. Major development located within an area identified for one of the strategic green infrastructure initiatives must demonstrate how the design of on-site green infrastructure has had regard to the relevant initiative's objectives.
6. A GI Operation and Maintenance Plan must be submitted to and approved in writing by the Local Planning Authority, before any development is occupied. The approved plan shall thereafter be implemented for the lifetime of the development.

## Supporting information

**5.37** The term green infrastructure encompasses a wide range of multi-functional green and blue spaces and other natural features, urban and rural, which can deliver a wide range of environmental, economic, health and wellbeing benefits. Green infrastructure includes, but is not limited to, sustainable drainage systems, green and blue roofs, green walls, rain gardens, swales, features for species, trees in hard landscapes, street furniture and utility structures, traffic-free routes, allotments, orchards, private domestic gardens, more natural spaces (including woodlands, grassland, scrub and hedgerows), heritage features and the historic environment, and blue spaces (including wetlands).

**5.38** The Greater Cambridge Green Infrastructure Strategy 2026 sets out the Councils' vision for and approach to delivering green infrastructure. A key element of delivering the Strategy is through the suite of green infrastructure standards applied through the policies in this Local Plan to ensure the quantity, accessibility and quality of green infrastructure provided through development. The green infrastructure standards have been adapted from Natural England's Green Infrastructure Framework (NEGIF) to respond to Greater Cambridge's unique context.

**5.39** All development is expected to protect and enhance green infrastructure. On-site green infrastructure should function and connect as a living network for people and nature, enabling the movement of people and wildlife. All development is expected to protect and enhance green infrastructure whilst protecting and enhancing existing natural features. Planning applications for major development will be expected to submit a GI statement at outline planning stage and, at the detailed planning stage a Green Infrastructure Plan; this can be submitted as a standalone

document or as part of a design and access statement.

**5.40** Green Infrastructure Statements should summarise how GI and open space provision has been considered as part of the outline planning stage. GI Plans should be evidence-based and demonstrate how the development meets the relevant GI standards at the detailed planning stage.

**5.41** Green Infrastructure Plans should:

- Set out a clear vision for GI on the site, including dedicated spatial mapping showing how proposed features integrated within the wider GI network (with reference to the Greater Cambridge GI Opportunity Mapping Recommendations Report (2021)).
- Clearly describe the multi-functional benefits delivered by the proposed scheme, with reference to the Natural England GI Framework and Greater Cambridge Green Infrastructure and Open Space Standards Framework April 2026.
- Outline arrangements for delivery, long term stewardship and monitoring, ensuring that GI of all types is managed, valued and evaluated over time.

1.38 GI Plans should:

- Set out a clear vision for GI on the site, including dedicated spatial mapping showing how proposed features integrated within the wider GI network (with reference to the Greater Cambridge Green Infrastructure Opportunity Mapping Recommendations Report (2021)).
- Clearly describe the multi-functional benefits delivered by the proposed scheme, with reference to the Natural England GI Framework. Green Infrastructure and Open Space Standards Framework April 2026.
- Outline arrangements for delivery, long term stewardship and monitoring, ensuring that GI of all types is managed, valued and evaluated over time.

**5.42** An operation and maintenance plan must also be included which satisfactorily demonstrates that the GI interventions will be successfully retained throughout the life of the development.

**5.43** Requiring a GI Statement or GI Plan to be submitted with every application for major development helps to ensure that GI is integrated into development from the outset and ensures its long-term management and maintenance. Guidance within the Greater Cambridge Green Infrastructure and Open Spaces Standards Framework Final Report (June 2026) (see Chapter 4) outlines the various requirements needed for GI Statements / GI Plans at various stages of the planning application process.

**5.44** The list of GI principles set out in the policy (Point 2) reflect the Building with Nature Core principles which align but go further than the Natural England Green Infrastructure standards. These principals require schemes to deliver a multifunctional and connected network of Green Infrastructure features, responsive to local character and needs, minimising adverse environmental impacts, with provision

for long-term management and maintenance. For strategic-scale developments, achieving external accreditation via full Building with Nature accreditation will demonstrate excellence in integrating green infrastructure into its design.

**5.45** The fourteen area-specific and dispersed long term priority enhancements to Greater Cambridge's green infrastructure network – described as strategic green infrastructure initiatives identified in the policy - form the Councils' spatial vision for green infrastructure in Greater Cambridge. The initiatives were identified in our Green Infrastructure Opportunity Mapping Recommendations Report (2021), drawing on extensive engagement with partners and local groups.

# Urban Greening Factor

**Policy BG/UGF: Urban Greening Factor**

1. All major development proposals must include the latest version of Natural England's Urban Greening Factor User Guide and User Guide Spreadsheet, demonstrating how the development will achieve Urban Greening Factor scores of at least:
   a. 0.3 for predominantly commercial development;
   b. 0.4 for predominantly residential development within Cambridge Defined Development Extent; or
   c. 0.5 for predominantly residential development outside Cambridge Defined Development Extent, except where it can be demonstrated that more than 50% of the site area equates to accessible greenspace.
2. Where development is proposed in multiple phases, the relevant standard will apply to the development as a whole rather than to individual phases. Outline applications must be supported by a phasing strategy, set out in a GI Statement and GI Plan, demonstrating how key recreational green spaces and green infrastructure will be delivered early in the programme, with appropriate provision made available in advance of, or alongside, the occupation of new homes.
3. The Green Infrastructure secured by the Urban Greening Factor should be secured in the GI Operation and Maintenance Plan.

## Supporting information

**5.46** Urban greening means the incorporation of plants, trees, and other natural elements into urban environments to create more sustainable, liveable, and resilient places. Major development proposals should contribute to the greening of Greater Cambridge by including urban greening - via the Urban Greening Factor (UGF) - as a fundamental element of site and building design, and by incorporating measures such as high-quality landscape (including trees), green roofs, green walls and nature-based sustainable drainage. Meeting UGF can help to meet other policy requirements and provide a range of benefits including amenity space, cooling, enhanced biodiversity, sustainable drainage and amenity.

**5.47** UGF is a technical, quantitative development management design tool, rather than a

strategic, network-level policy. UGF ensures that all new development contributes to the delivery of high quality GI at site levels and provides a figure for the proportion of urban greening in comparison to the total area of the development site. It is calculated by multiplying the area of each surface cover type by its "factor" – a weighting factor from 0.0 to 1.0 assigned to each cover type reflecting its environmental and social value in urban greening; its functionality in providing ecosystem services, including improving permeability; and its benefit in supporting biodiversity and habitat creation. Each figure is then added together and divided by the total area within the development site.

**5.48** The resulting score is then compared with the target UGF score for the development site set by the planning policy and the score indicates whether the urban greening proposals achieve, exceed or fail to meet the defined target.

**5.49** UGF weighting factors reward, and the policy encourages, the retention, planting and integration of trees within proposed development schemes.

**5.50** Both UGF and BNG require consideration early in the design process (both being concerned with greening and affecting site layout), and a design team should be considered alongside one another as integral to planning the layout and design of new buildings and developments. However, meeting the minimum UGF score does not automatically mean the proposal meets all relevant design, biodiversity or landscape standards; and UGF features must be designed to be functional, resilient and appropriate to context.

**5.51** To calculate UGF applicants should use Natural England's Urban Greening Factor User Guide and supporting User Guide Spreadsheet as set out in the Natural England GI Framework, using relevant surface cover types and weightings.

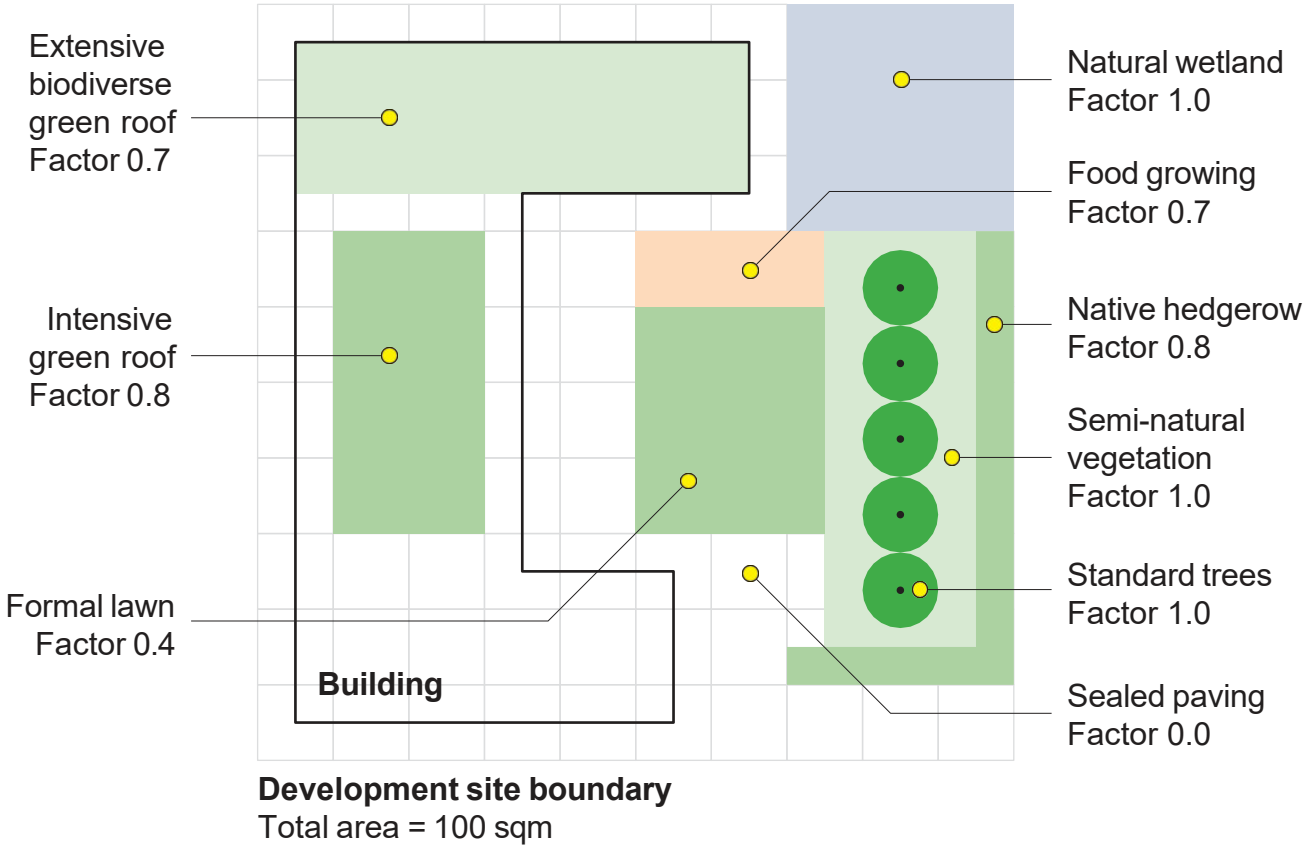


Figure 105: Theoretical site plan showing UGF scores from the Natural England Urban Greening Factor for England User Guide (2023)

# Tree canopy cover and the tree population

## Policy BG/TC: Tree canopy cover and the tree population

1. All applications for development where there are trees on, or immediately adjacent to the development site, should be made in accordance with the recommendations set out in BS5837 2012 Trees in relation to design, demolition and construction – Recommendations and accompanied by an Arboricultural Impact Assessment and a tree protection plan and/or a Hedgerow Survey that demonstrates how the proposal:
    a. Evaluates, preserves, protects and enhances existing trees and hedgerows on site;
    b. Ensures retained trees and/or hedgerows are integrated into the development design to ensure their long-term preservation, and
    c. Ensures that there is sufficient space above and below ground, for existing, replacement and newly planted trees, hedgerows and other vegetation to mature and to be maintained in the long term.
2. Where the felling of existing trees or hedgerows is approved as part of a planning application, appropriate replacement planting must be agreed with the LPA that achieves a position of no net loss of tree and/or hedgerow cover, unless exceptional ecological, historical, landscape or operational reasons justify not doing so.
3. Development will not be permitted if it involves felling, significant surgery (either now or in the foreseeable future), or potential root damage to trees of amenity value, unless otherwise approved by the Local Planning Authority on a case-by-case basis, weighing up the impacts of removal against the benefits of development. Where the felling of trees of amenity value is approved, appropriate replacement planting will be required to be agreed with the Local Planning Authority.
4. To ensure the protection of any trees which are to be retained, conditions may be attached to any grant of planning permission requiring the submission and approval of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) prior to the commencement of development. The AMS should be phased in line with the construction timetable
5. Where new trees are provided, planting must:
    a. Be of species which are appropriate for the conditions of the site, including consideration for climate change, and
    b. Support species diversity and incorporate long-lived trees within the treescape design.
6. Development which includes the planting of trees and/or hedgerows must contribute to their long-term maintenance, which will be secured via

planning conditions and/or obligations as appropriate.

7. The size of buffer zone to be provided between development proposals and ancient woodland must be agreed with the LPA, supported by evidence demonstrating how this avoids harm to the relevant ancient woodland. Development proposals, including through the construction phase, must maintain at least a 15 metre buffer zone from the boundary of any ancient woodland, and should aim for at least 50 metres

8. Development proposals must maintain a buffer zone around individual ancient and veteran trees of at least 15 times the tree's diameter, or 5m from the edge of the tree's canopy if that area is larger. The scale of buffer zone around an ancient or veteran trees should be informed by the calculated Root Protection Area.

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## Supporting information

**5.52** National policy and guidance recognise the many benefits provided by trees. Existing trees, woodlands and hedgerows contribute to the identified landscape character and townscapes of Greater Cambridge; their retention and proper management is essential in maintaining biodiversity, landscape, amenity, cultural and heritage value. Locally, low tree and tree canopy cover is recognised as a weakness within the ecological network, both in the rural agricultural areas typified by large open fields lacking boundary features and in more urban areas which pre-date requirements for ecological enhancement (BNG).

**5.53** To address these challenges, the councils have identified a priority of increasing tree canopy cover in Greater Cambridge. The council's Urban Forest Strategy 2026-2036 reaffirms Cambridge City Council's promise to restore, protect and grow Cambridge's tree canopy cover to 20% by 2050, within the context of a changing climate and the rising threat of pests and diseases. South Cambridgeshire District Councils Corporate Plan 2025-2030 strengthens the council's commitment to 'Being Green to our Core' by reducing carbon emissions within its own operations, enabling the rest of the district to reduce emissions, increasing tree canopy and 'nature rich' areas in the district. This policy supports these priorities by seeking to conserve and protect existing trees, and by requiring and encouraging new or replacement planting to enhance this resource now and in the future.

**5.54** Trees adapt to their immediate surroundings, and any changes will have some effect. The potential effect of development on trees, whether statutorily protected (for example by a tree preservation order) or not, is a material consideration in planning decisions. To exercise this statutory duty, Local Planning Authorities need to understand the existing tree resource so that they can make an informed judgement about what might be needed/appropriate, in terms of tree impact, from developments.

**5.55** Where there are trees within the application site, or on land adjacent to it that could influence or be affected by the development (including access arrangements), information will be required on which trees are to be lost/retained/pruned, including whether any are ancient or veteran trees. Planning applications should be supported by an Arboricultural Impact Assessment that evaluates the direct and indirect impacts of

the proposed development and, where necessary, recommends mitigation. Arboricultural Assessment and submissions should be made in accordance with BS 5837:2012 (Trees in Relation to Design, Demolition and Construction Recommendations) which sets out the accepted methodology for surveying, categorising, and assessing trees in relation to development proposals.

**5.56** To ensure the protection of any trees which are to be retained, conditions may be attached to any grant of planning permission requiring the submission and approval of an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) in accordance with BS5837:2012 (Trees in relation to design, demolition and construction – Recommendations) prior to the commencement of development. The AMS must be phased in line with the construction timetable, and must be comprised of a set of clear definitive statements that explain how trees will be protected and how demolition, deliveries, storage and construction activities will be managed to avoid material damage to trees. This requirement is to ensure that the tree protection measures are installed in accordance with the approved methodology, that they remain in place throughout the construction period and that they are only removed following completion of all of the construction works. Seeking the approval of an AMS or discharge of tree protection conditions should only be pursued where all pertinent construction details are available

## Felling and significant surgery to trees

**5.57** Any development or redevelopment of a site must consider the value of any trees potentially affected and, where appropriate, make provision for the sustainable retention of trees of value, and space for replacement/new planting on site. Many of the benefits associated with trees are provided local to the trees themselves, such that mitigating tree losses or making provision for new tree planting off site is not normally appropriate.

**5.58** The councils recognise that in some specific instances felling of existing trees or hedgerows may be necessary to meet wider placemaking objectives. In order to determine whether felling or significant surgery to trees or hedgerows is acceptable, the amenity value of the tree(s) and/or hedgerows, their condition and potential lifespan will be weighed against the safety from removal, the protection of other important site features, or any more general benefits of a new development.

**5.59** The councils will protect trees of current and future amenity value through the imposition of tree preservation orders (TPOs) (including the serving of category C TPOs for trees required to be planted pursuant to a planning condition) and/or, through planning conditions to ensure protection and prevent damage during the development process. A TPO can be placed on any tree, including hedgerow trees, but not on hedgerows themselves.

**5.60** Trees, groups of trees and woodland will be assessed by the Councils in accordance with the amenity considerations and assessment methodology (Policy P1) within Cambridge City Council's Urban Forest Strategy 2026-2036 or successor document. This method of assessment has been developed in accordance with Planning Practice Guidance which advises authorities to develop their own methods for assessing amenity value taking into consideration visibility, individual, collective and wider

impact.

**5.61** When felling is approved, appropriate replacement planting will be required to be agreed with the Local Planning Authority, including the species and location of such planting.

## Treescape design, tree species and diversity

**5.62** Tree constraints information should be established at an early stage of proposed development to ensure trees of value inform design layouts. Relative to development, trees are very long-lived organisms and if they are to make a meaningful contribution to amenity, they need time to reach maturity. Development that does not respect existing trees of value or prevents replacement trees the time and space needed to reach their potential is not arboriculturally sustainable. For replacement trees to be allowed to reach their potential it is essential that provision is made for strategic planting of large trees in locations that can be protected during future redevelopment of a site. Opportunities to plant large species trees should be maximised with the use of adequate building set-backs, efficient and combined utilities routes and structural soils and root cell systems for rooting volume in accordance with BS 8640:2025 Structural and Supported soils for trees in hard landscapes guide (or successor document). Large, long-lived trees are species that, at maturity, generally exceed 15–20 metres in height and have a broad canopy spread, and possess a natural life expectancy of at least 100 years, often considerably longer. These trees contribute disproportionately to urban forest benefits due to their extensive biomass, ecological value, and sustained canopy cover over time.

**5.63** Site layouts should be planned so that new and existing trees are not only a significant feature of open spaces but they are also incorporated into streets, gardens, parking courts and other publicly accessible areas. The constraints imposed by trees, both above and below ground, should be considered at the outset to inform site layout. Where new trees are provided, consideration must be given to the potential conflict between new trees and built form, and be compatible with existing or planned underground utilities (such as sewers). Trees must be given adequate space to allow for future growth of both roots and crown, this is particularly important for trees planted next to new buildings which must be given enough room to expand to full maturity (both canopy and roots) over the full time period of their lifetime, to avoid future issues around subsidence or the need to reduce or remove the tree in future. Root protection barriers or suitably deep foundations should be put in place when developments are built to prevent loss of trees in the future.

**5.64** Development proposals should support greater treescape design diversity (such as informal orchards, micro-woods, informal tree planting, woodland pasture and Hedgerow trees) and consider how large, long-lived trees can be incorporated into the design of the proposed development. Proposals should also be informed by urban greening best practice guidance at the time of the application to enable appropriate tree species selection for aiding the diversification of the urban forest ( for example guidance published by the Forestry Commission, the Trees & Design Action Group and Forest Research).

## Hedgerows

5.65 Where developments are likely to affect a hedgerow, it should be surveyed and assessed against the criteria in the Hedgerow Regulations 1997 to determine if it qualifies as 'important' under the Regulations (the survey is required to cover the condition, height, spread and species content of the hedgerow.) Even when the hedgerow is deemed not to meet the criteria for classification as important, consideration should be given to its importance for biodiversity and wildlife, for example as nesting sites, migration corridors or foraging routes for bats and birds (see also Policy WS/HS).

5.66 Development proposals will be required to retain and protect both hedgerows themselves and the surrounding space which supports their flourishing. Development proposals should seek to incorporate established hedgerows into their landscaping schemes at an early stage of design.

## Tree establishment and management

5.67 The management of trees requires great care and forethought: tree constraints, tree protection and tree management plans should be provided where trees are to be retained on-site. Proposals should also provide for the successful establishment, maintenance and long-term management of new trees to support canopy cover, resilience and future amenity value in accordance with BS 8545:2014 - trees from nursery to independence in the landscape (or successor document).

## Buffer zones and Root Protection Areas

5.68 Development proposals must provide adequate buffers and Root Protection Areas (RPAs) around woodland, trees and hedgerows by providing sufficient space to afford surrounding protection and allow for future growth and expansion (above and below ground).

5.69 Development near ancient woodland, ancient trees and veteran trees must be in accordance with the most up to date joint Natural England and Forestry Commission Standing Advice. All development near ancient woodland must have a minimum buffer zone of at least 15 metres from the boundary of the woodland to avoid root damage but where assessment shows other impacts (such as wind dynamics, artificial lighting and recreation impacts post development) are likely to extend beyond this distance, the proposal is likely to need a larger buffer zone. Development should aim to achieve a buffer of 50 metres from the boundary of any ancient woodland, in line with the Woodlands Trust Guidance; it is for applicants to demonstrate the justification for any smaller buffer (this required to be greater than 15 metres minimum requirement). Precise buffer zones will be determined by Local Planning Authority tree officers through assessment and design proposals submitted as part of the development application. Where possible, a buffer zone(s) should contribute to the wider ecological network and be part of the green infrastructure of the area by being planted with local species.

5.70 RPAs aim to help avoid damage to the tree's rooting system, protecting and

maintaining the health and viability of trees that may otherwise be impacted by development. Where there are trees either on, or within close proximity to a development site, RPAs should be calculated using BS 5837:2012 ‘Trees in relation to design, demolition and construction’.

# River corridors

## Policy BG/RC: River corridors

1. Development along river corridors and their tributaries must demonstrate how it:
    a. Ensures that the location, scale and design of development protects and enhances the character, biodiversity, visual amenity and historic significance of river corridors and connected locations;
    b. Protects, enhances and restores natural features, including:
        i. Supporting the renaturalisation of the rivers and their processes
        ii. Restoring natural floodplains and integration of nature based solutions to protect communities at risk of flooding
        iii. Establishing riparian habitats where appropriate;
    c. Protects and enhances the existing landscape of river corridors, referring to the Greater Cambridge Landscape Character Assessment and the Local Nature Recovery Strategy for guidance;
    d. Protects and enhances views to and from the river;
    e. Supports enhanced access to, from and along river corridors for walking and cycling, whilst balancing this with the need to protect and enhance habitats for biodiversity, including:
        i. For the river Cam, supporting the delivery of a continuous Cam Valley Trail
        ii. Enhancing connections between the rivers and other green spaces
        iii. Providing improved wayfinding and interpretation resources;
    f. Supports tourism and recreation associated with river corridors in appropriate locations, whilst ensuring that this does not impact negatively on the other roles of a river.

## Riparian Buffer Zones

2. To help protect water quality and watercourse habitats, development proposals should retain or reinstate a buffer zone of at least 10m from the watercourse bank top, or 5m from a ditch bank top, according to the River/Ditch definitions set out under current BNG User Guidance. Within these riparian buffer zones, no development shall be permitted except for domestic extensions, soft landscaping, small amenity areas, or proposals where it is necessary for the nature and function of the development, such as essential infrastructure. In these exceptional cases, details proportionate to the scale and nature of the development must be submitted for approval to demonstrate:
    a. That the development needs to be located within the riparian buffer zone and

that there are no suitable alternatives;

b. That the proposed development will not cause significant harm to watercourses over the lifetime of the development;

c. How the riparian buffer zone will be protected; and

d. That there will be no loss of floodplain storage or impedance to flood water flows.

3. Development proposals whose primary aim is to restore river function and habitats will be supported.

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## Supporting information

**5.71** Our rivers, and in particular the River Cam and Ouse, and their tributaries, provide a variety of critical roles in Greater Cambridge. The policy seeks to address the following key roles, challenges and opportunities for our river corridors:

- A defining role in our landscape, heritage and townscape;
- Supporting habitats;
- Water storage;
- Supporting leisure, recreation and health;
- Supporting tourism.

**5.72** Development proposals should consider guidance from the Greater Cambridge Green Infrastructure Opportunity Mapping Recommendations Report (2021) and Greater Cambridge Landscape Character Assessment which identify key features to protect and opportunities for enhancement of river corridors.

**5.73** Different applications will have differing characteristics such that the roles, challenges and opportunities referred to above will need careful consideration and balancing, for example ensuring that public access does not harm biodiversity. In particular, to avoid harming sensitive wildlife in certain areas, the proposed continuous Cam Valley Trail is not proposed to follow the riverbank or floodplain along its full length.

**5.74** The policy establishes riparian buffer zones around watercourses to protect important watercourse habitats from harm that can arise from development during construction and use. Some small-scale development, such as domestic extensions or landscaping proposals, may not be inappropriate within these riparian buffer zones, whilst other types of development may need to be located within these riparian buffer zones due to their nature or function, such as marinas, moorings, river jetties, boathouses, and other types of water-reliant uses or infrastructure (such as essential infrastructure to address both surface water and wastewater drainage). In these cases, applicants are required to submit details as part of a planning application to demonstrate that the proposed development will not cause significant negative impacts to watercourse over the lifetime of the development, and how the watercourses and associated aquatic environments will be protected.

**5.75** It should be noted that Section 25 of the Land Drainage Act 1991 requires riparian landowners to maintain ordinary watercourses. To support the management of water

courses, Cambridgeshire County Council have developed the Watercourse Reinstatement Guide (2022). Applicants should also note that constructions or alterations within an ordinary watercourse (temporary or permanent) require consent from the Lead Local Flood Authority under section 23 of the Land Drainage Act 1991.

# Protecting open spaces

**Policy BG/PO: Protecting open spaces**

1. Development proposals will not be permitted where they would harm the character, function and/or quality of, or lead to the loss of, protected open space of environmental and/or recreational importance as identified on the policies map, or undesignated areas that fulfil the criteria used to assess protected open space, unless the existing open space can be satisfactorily replaced to an equivalent or better standard in terms of quality, quantity and accessibility.
2. Where replacement open space is to be provided in an alternative location, the replacement site must be;
    a. Located within a suitable distance of the original site having regard to the Natural England Accessible Greenspace size and proximity criteria; and
    b. Fully available for use before the area of open space to be lost can be redeveloped.
3. In the case of school, college and university grounds, development may be permitted on existing open space where it meets a demonstrable educational need and does not adversely affect playing fields or other formal sports provision on the site.
4. Development will not be permitted within or adjacent to areas identified as Protected Village Amenity Areas on the Policies Map if it would have an adverse impact on the character, amenity, or tranquillity of the village.
5. Development will not be permitted within or adjacent to areas identified as Local Green Space on the Policies Map if it would adversely impact on the character and particular local significance placed on such green areas which make them valued by their local community.

## Supporting information

**5.76** Our settlements contain a wide variety of open spaces. Within this policy open space types include but are not limited to, Burial Grounds and Churchyards, provision for Children and Young People, Food Growing Spaces (such as orchards, allotments and community gardens), Informal Areas of Open Space, Natural Open Space, Outdoor Sports Facilities and Parks and Recreation Space. In different ways, these spaces make significant contributions to the environmental character of places and also provide important local recreational amenities. Access to a range of open spaces for different activities, for all ages is an essential part of sustaining healthy communities, supporting the local environment, and encouraging social interaction with local people.

**5.77** It is important that these spaces are protected from development that could have an adverse impact on these qualities. Different types of open space have differing characteristics and therefore require varying types of protection. It is recognised that in

some cases the development of an open space may be appropriate if the open space has limited quality, or the development would lead to overall quality or quantity improvement. Proposals for development on open spaces that are ancillary to that open space use will be considered on a case by case basis, taking into consideration their location and context.

**5.78** Protected Open Spaces assessed to have recreational or environmental importance have been designated within defined development extents. Where open spaces of importance to the local community, such as recreation grounds and allotments, lie outside but in close proximity to the defined development extent these have also been designated and shown on the policies map. The designation is broad and all-encompassing and has been applied to a variety of open space types. Not all designated protected open spaces are publicly accessible.

**5.79** Previously unidentified sites (such as new sites brought forward through new developments) can qualify as protected open space if the LPAs assess that the open space would meet the environmental importance and/or recreational importance criteria for designation. For the assessment of environmental importance, sites need to make an important contribution to the setting, character, structure and environmental quality of the city or local area. Sites which also contribute to the wildlife value and biodiversity of the city or local area are also assessed as environmentally important. For the assessment of recreational importance, sites need to make an important contribution to the recreational resources of the city or local area. The full criteria used for assessing protected open spaces within this plan can be found in the Protected Open Space Evidence Review 2026. If an application is received which affects a site that may be worthy of protection, an assessment will be made of the site against the assessment criteria.

**5.80** Applicants for development which will result in the loss of protected open space within school, college and university grounds are required to submit supporting evidence to demonstrate there is a clear educational need which cannot be met elsewhere.

**5.81** Where a protected open space is to be replaced, replacement sites should be an equivalent or better standard in terms of quality, quantity and a suitable distance from the site that is to be replaced. A suitable distance will be informed by the accessible green space size proximity criteria set out in Figure 105. A replacement site/facility must be fully available for use before the area of open space to be lost can be redeveloped; this will be enforced through the use of planning conditions.

**5.82** Protected Village Amenity Areas (PVAAs) have been designated on sites within defined development extents in order to safeguard those areas of mainly undeveloped land within villages which are important to retain. Some of the PVAAs may have an important amenity role in providing a setting for buildings or offer tranquil areas where there is

minimum activity. Not all PVAAs have public access as some primarily undeveloped areas which are important may be private gardens. They also vary from those which are very open to visual penetration to those which may be enclosed or semi enclosed.

**5.83** Local Green Space (LGS) is a designation which is for green areas of particular importance to local communities which once designated can prevent new development other than in exceptional circumstances, consistent with national policy for Green Belts. A LGS must hold a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife. The green area must be in reasonably close proximity to the community it serves. It must be local in character and not be an extensive tract of land. These spaces can protect land outside of a defined development extent.

# Providing and enhancing open spaces

**Policy BG/EO: Providing and enhancing open spaces**

1. New development must address the open space needs it generates, which will be secured through a mix of on-site provision and/or financial contributions for off-site open space provision, enhancement and/or management.
2. For green space and/or, open space, play and food growing space the scale and type of on-site provision, and any required financial contribution to off-site provision, will be determined in agreement with the Local Planning Authority, having regard to:
    a. site-specific constraints and opportunities, including the ability for the site to provide effective space/s for each typology at a scale that would be effective; and
    b. existing local provision and identified gaps in the relevant space type, including for accessible greenspace when assessed against the size-proximity criteria (as defined in Figure 106).

## Accessible Green and Open Space Standards

3. All major developments that are predominantly residentially led must demonstrate total provision of accessible greenspace equivalent to 7.0 hectares per 1,000 population, and within this total, deliver a minimum on-site accessible greenspace provision that:
    a. Is equivalent to 3.0 hectares per 1,000 of the population, unless the calculated on-site quantum falls below a functional minimum parcel size of 0.5 hectares. In such cases, the shortfall must be secured off-site; and
    b. Ensures access for all residences within the development to at least one appropriate tier of greenspace within the size-proximity criteria (as defined in Figure 106).
4. All commercial developments for 2,000m2 or more (Gross Internal Area) within Use Classes E(g)(i), E(g)(ii), as well as sui generis uses where the proposal comprises a research, innovation or institutional campus, must:
    a. Demonstrate open space provision equivalent to 2.0 hectares of open space per 1,000 employees and /or;
    b. where justified and agreed with the LPA, make this provision off-site via financial contributions, with a focus on contributions to local greenspaces likely to be impacted by visits by on-site employees following occupation.
5. All green and/or open space must be designed to be welcoming and

accessible meeting the needs of all users, with habitats and infrastructure appropriate to the local character and typology of greenspace. Green and/or open space design and management planning must have regard to best practice guidance as defined by the Green Flag Award criteria.

6. The residual accessible green and/or open space requirement not provided on-site will be secured as off-site provision and / or financial contributions to the delivery and/or management of accessible green and/or open space. Offsite contributions should be provided towards greenspaces that are within the relevant access catchments for the development as set out in Figure 4.3, and where possible, support the objectives of the Green Infrastructure Strategic Initiatives identified in the Greater Cambridge Green Infrastructure Opportunity Mapping Recommendations Report (2021) and green infrastructure schemes identified within the Greater Cambridge Local Plan Infrastructure Delivery Plan (or successor document).
7. Accessible Green Space provision for development proposals that are located within a zone of potential risk for a publicly accessible Site of Special Scientific Interest (SSSI) that is sensitive to the effects of recreational pressure, must be informed by Natural England guidance and delivered alongside early phases of development. For such development proposals:
    a. onsite Accessible Green Space provision must include areas designed to absorb significant proportions of the day-to-day recreational needs of residents; and
    b. any offsite contributions should be prioritised towards greenspaces that are located and designed in such a way that mitigates the impacts on the SSSI/s that are affected by that development.

## Play and Youth Space

8. All major developments that are predominantly residentially-led must demonstrate provision of play and youth space equivalent to 0.6 ha per 1,000 population. This should include at least 0.25 ha per 1,000 population of equipped play and at least 0.3 ha per 1,000 population of informal play provision.
9. Play space provision must be designed prioritising quality, inclusivity, and integration into the wider green infrastructure network in line with national best practice as defined by Fields in Trust, Play England and Active Travel England.
10. Any shortfall in the provision of play and youth space onsite must provide a financial contribution towards the provision of play and youth space offsite.

## Food growing space

11. All major developments that are predominantly residentialled must demonstrate provision of food growing space equivalent to 0.4 ha per 1,000 population.
12. Food growing spaces should be provided on-site by default. The design, approach to on or off-site provision, and management of food growing spaces must be informed by the Food Growing Study or successor document.
13. Any shortfall in the provision of food growing spaces on-site must provide a financial contribution towards the provision of food growing space offsite.

### GI Operation and Maintenance Plan

14. All green space, open space, play and/or food growing space must have an adopted management plan (GI Operation and Maintenance Plan), outlining how the space will be managed over a 30-year period, and the funding and stewardship arrangement for implementing the management plan, secured via condition.

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## Supporting information

**5.84** Open spaces, regardless of ownership, are a key aspect for high-quality urban and rural environments, often defining the character of an area. These spaces provide places for relaxation and socialisation, promote healthier lifestyles through opportunities for sport and informal play, and can deliver wider benefits for nature by creating habitat, contribute to cooling and play a key role in adapting to climate change. The character of Greater Cambridge is significantly shaped by its green spaces, trees, and landscape features, including the River Cam.

**5.85** There is a recognised under-provision of accessible greenspace in Greater Cambridge. This is particularly so in relation to strategic-scale open spaces i.e. district and sub-regional spaces of over 100ha. The deficiency of these spaces is also placing increased pressure on local biodiversity sites, especially where these include areas of sensitive habitats.

**5.86** The Councils have developed evidence to inform the standards for the quantity, quality and accessibility of greenspace provision required from development, seeking to implement Natural England's Green Infrastructure Framework (NEGIF) at a local level.

**5.87** Residential development will be expected to contribute to providing publicly accessible green space, to ensure growth in Greater Cambridge leads to no net loss in per capita access to publicly accessible green space. Accessible greenspace comprises amenity green space, Informal open space, Urban destination parks and gardens, Urban neighbourhood parks, Country Parks and Natural/Semi-Natural Green Space. Commercial development must contribute to accessible green and open space to relieve recreational pressure from workers using nearby accessible greenspace. The definition of Accessible Greenspace is set out in the Glossary and the typologies for the Accessible Greenspace are set out in the Greater Cambridge Green Infrastructure and Open Spaces Standards Framework Final Report (June 2026). Population will be calculated using the latest Council household multipliers for new development as set out in the Strategy Topic Paper.

**5.88** Residential developments are expected to contribute to play space. Play spaces should be well-designed, multifunctional and creative environments that provide high play value and contribute to the wider landscape. Provision should include informal and nature-based play, be accessible via safe active travel routes, and feel welcoming and safe for girls and young women, children with disabilities, and teenagers. Design proposals should ensure natural surveillance, varied and age-appropriate opportunities, and long-term management and maintenance.

**5.89** To maximise opportunities for the working population to access green spaces for gathering, relaxation and informal recreation, on-site open space provision will be

sought for development proposals for employment uses with E(g)(i), E(g)(ii), or E(g)(iii) for 2,000m2 or more Gross Internal Area. Unlike residential developments, these open spaces can include "civic spaces" which provide for the health and wellbeing needs of on-site employees. The number of employees will be calculated using the Councils' latest job density calculations. Where appropriate, any provision should be made available to the wider community outside of working hours.

**5.90** Natural England's Accessible Greenspace Standards identify required provision of different scales of green space at different distances from development. Development should demonstrate how provision of on site open spaces responds to gaps in existing provision in the locality when considered against these standards. The Greater Cambridge Green Infrastructure Strategy includes analysis of Greater Cambridge's existing provision against the NEGIF size and proximity standards.

**5.91** To ensure that any on-site green and open space provision is of a high quality, development proposals will be expected to demonstrate that any provision is of a high quality with regard to best practice guidance. This can be demonstrated through the submission of a standalone document or as part of a design and access statement.

**5.92** Major development proposals must be accompanied by a Green Infrastructure Plan (see policy BG/GI), demonstrating how the proposal meets the green and/or open space standards set out in this policy as well as management and maintenance arrangements.

**5.93** Financial contributions for off-site provision will be calculated using the Greater Cambridge Green Infrastructure Strategy, and Greater Cambridge Play Strategy. Contributions towards off-site facilities will be directed to enhancing existing local green space and/or delivery of schemes that support the delivery of the objectives of Greater Cambridge Strategic Green Infrastructure Initiatives identified in Policy BG/GI. Contributions will also be directed towards management of green space where appropriate.

**5.94** To mitigate further recreational impacts on sensitive SSSIs arising from development, Accessible Green Space provision for development proposals that are located within a zone of potential risk for a publicly accessible Site of Special Scientific Interest (SSSI) that is sensitive to the effects of recreational pressure, must be informed by Natural England's guidance for applications within the Cambridgeshire SSSIs Recreational Pressure Impact Risk Zone (IRZ), or successor document.

Food growing is increasingly less about growing food to feed a family and more about a shared experience that enhances health and wellbeing and provides a space where biodiversity can thrive. Generally, to provide a range of food growing opportunities, a mix of allotments and community growing spaces should be provided subject to appropriate stewardship arrangements. Any shortfall in meeting the Food Growing Standard requires a financial contribution to contribute to other food growing opportunities. New food growing provision will also include financial contributions towards their management and maintenance.

| Green space | Minimum size | Maximum distance | Maximum journey |
|---|---|---|---|
| **Sub-regional** | 500ha | 10km | 30-40 minute cycle |
| **District** | 100ha | 5km | 15-20 minute cycle |
| **Wider neighbourhood** | 20ha | 1km | 35 minute walk |
| **Neighbourhood** | 10ha | 1km | 15 minute walk |
| **Local** | 2ha | 500m | 5 minute walk |
| or **Doorstep** | 0.5ha | 200m | under 5 minute walk |

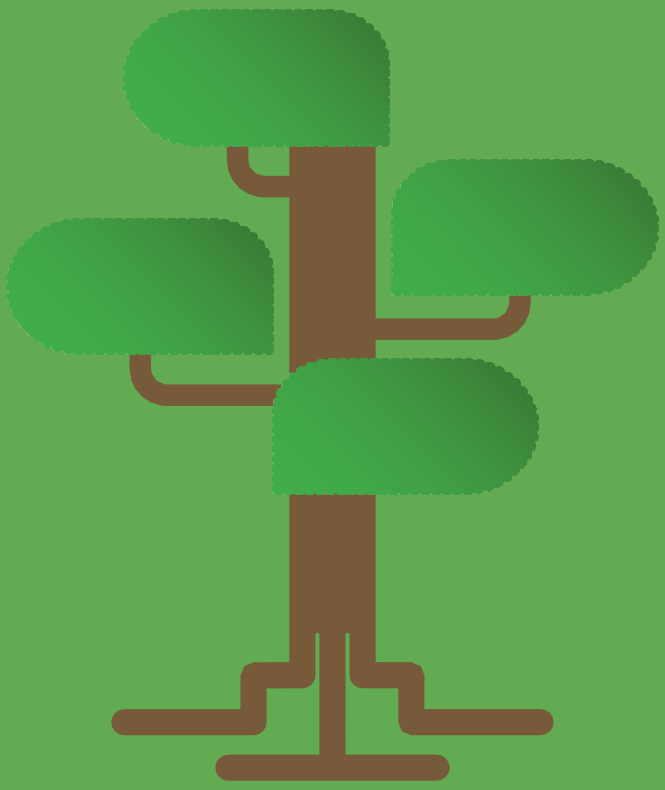
**15 minute walk target**

All green spaces should be accessible by public transport or safe active travel routes

**Figure 106:** Natural England's Green Infrastructure Standards: Size and Proximity Standards from the Natural England Green Infrastructure Framework

6

# Wellbeing and social inclusion



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# Introduction

6.1 In the wellbeing and social Inclusion theme we set out policies to secure good growth, supporting delivery of healthy and inclusive communities where needs can be met locally.

## Our strategic priority for our wellbeing and social inclusion policies

6.2 **Strategic Priority:** Help improve equality of access and opportunities for people in Greater Cambridge to lead healthier and happier lives, ensuring that everyone benefits from the development of new homes and jobs.

6.3 The Councils aspire to create healthy, sustainable and inclusive communities. Our places need to enable people to live healthy lives, where they can access the services and facilities they need locally, where people feel safe, they can have active lifestyles with access to high quality green spaces and active travel, and needs can be met throughout their lives. We want our communities to support arts, sports and leisure, with thriving centers which have facilities to support day to day needs as well as creating vibrant cultural centers.

6.4 Many residents of Greater Cambridge benefit from the economic success of the area, through high employment rates and high average pay rates and disposable incomes. This financial prosperity is accompanied by a high quality of life and very high levels of health and well-being. However, there are also significant numbers of people who continue to experience poverty in Greater Cambridge alongside many residents who face challenges to their health, wellbeing and social inclusion due to a high cost of living and lack of affordable housing. Both Councils have corporate priorities to help address these issues. Cambridge City Council have developed a Community Wealth Building Strategy which looks to build an inclusive and sustainable economy whilst tackling poverty and inequality.

6.5 Through the Local Plan we have explored how we can share the benefits of growth with all parts of the community, and the range of policies in this theme reflect the aim to embed health, wellbeing and social through services, facilities and opportunities in new and existing communities.

### What our wellbeing and social inclusion policies do

- Ensure health is a key driver in the way places are designed, requiring developers to demonstrate how they have considered health in all aspects of the design process;
- Control the development of fast-food takeaways, particularly near to schools;

- Require a range of services and facilities that will help developments become communities where day to day needs can be met locally;
- Ensure new facilities are properly located in development, and can be accessed by sustainable travel;
- Protect important local facilities, including public houses from being lost unless it is demonstrated that all avenues for their continued use have been fully explored;
- Seek meanwhile and temporary uses in new developments to ensure the needs of early residents can be met until permanent facilities are delivered;
- Support the creation of cultural hubs, where creative and cultural activities can be focused;
- Require that developers provide inclusive employment and training opportunities from construction phases, and opportunities for local workers when buildings are operational.
- Ensure new places are safe for the use proposed, and that they will not have unacceptable pollution impacts on surrounding areas.

# Creating healthy new developments

**Policy WS/HD: Creating healthy new developments**

## Healthy places

1. Development will be supported where it can be demonstrated that it provides opportunities for residents and workers to adopt healthy lifestyles, contributing to the creation of healthier communities and the reduction of health inequalities.

2. Other policies within the Local Plan will ensure that development will promote health and wellbeing by:

    a. Delivering inclusive and healthy design, in particular meeting the needs of disabled people, older people and young people and children (Great places policies);

    b. Requiring the delivery of community and health facilities to meet the needs generated by the development, and have regard to and support the delivery of local strategies to improve health, indoor & outdoor sports and recreation, social and cultural wellbeing. (Wellbeing and social inclusion policies)

    c. Providing, protecting and enhancing accessibility to green spaces, biodiversity and nature, and open space for sport and recreation (Biodiversity and green spaces policies);

    d. Providing opportunities to access healthy food, including through allotments and food growing opportunities (Biodiversity and green spaces policies);

    e. Ensuring that development is designed to facilitate, encourage and to prioritise walking, wheeling and cycling and promote accessibility for all (Infrastructure policies);

    f. Requiring that new development is inclusive and provides for the needs of all communities and protected characteristics, and that new houses have sufficient space for residents both inside and outside (Housing policies);

    g. Ensuring that development is designed to mitigate the impacts of climate change including measures to reduce overheating and to maximise appropriate tree canopy shade (Climate change, biodiversity and green spaces, and great places policies);

    h. Ensuring employment areas have the facilities for active travel (Jobs policies); and

    i. Minimising the adverse impacts of pollution generated by new development (Wellbeing and social inclusion policies).

3. Developers of major development proposals are required to consider wider local and regional primary care and other health strategies, and seek to contribute to the aims and objectives of those strategies.

4. A Health Impact Assessment (HIA) must be prepared for the following:

    a. Development proposals between 20 to 100 dwellings or 1,000 square metres to

5,000 square metres gross internal floorspace (GIA) must undertake an extended screening or rapid Health Impact Assessment;

b. Development proposals of 100 dwellings or more or 5,000 square metres of gross internal floorspace (GIA) or more must undertake a full HIA; or

c. Other development which is likely to have a significant impact on health and wellbeing including betting shops, amusement arcades, hot food takeaways and fast food outlets.

5. Proposals requiring a full HIA must demonstrate:

   a. How negative impacts identified through the HIA will be addressed; and

   b. How the development will reflect the ten principles of creating healthy places from the Healthy New Towns programme or future equivalent.

## Hot food takeaways and fast food outlets

6. Proposals for new hot food takeaways and fast food outlets will not normally be permitted where they are situated outside of Greater Cambridge's designated centres, and within 400m, measured as a direct line, from the boundary an existing or proposed primary school, secondary school, further education college or youth centre.

7. Proposals for new hot food takeaways and fast food outlets must ensure no clustering or cumulative negative impact resulting in the harmful concentration of hot food takeaways and fast food outlets in the area. New hot food takeaways and fast food outlets will not be supported where they:

   a. Create or add to a cluster of three or more immediately opposite or adjacent hot food takeaways; or
   b. Create or lead to more than two hot food takeaways and fast food outlets in a continuous frontage of 10 units or less.

8. Proposals may be supported in exceptional circumstances where the applicant has demonstrated that it is appropriate given local health and wellbeing indicators.

9. Proposals for hot food takeaways and fast food outlets will be refused where they are replacing the last community asset such as a convenience shop or public house in a village, or the las convenience shop in a parade of shops that serve a residential area. Where a village has a convenience shop and a public house, both of these should be retained.

10. Where appropriate, drawing on recognised healthy catering principles, the councils will work with businesses to secure improvements to the nutritional quality of the hot food takeaway or fast food outlet's offer and may seek to secure these improvements through a condition or agreement.

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## Gambling premises

11. Betting shops and amusement arcades will only be permitted in designated retail centres.

12. Within designated retail centres, betting shops and amusement arcades will only be permitted where there is no existing betting shop or amusement arcade.

13. Within Cambridge City Centre a new betting shop or amusement arcades will not

be permitted within 400m of an existing betting shop or amusement arcade.

## Supporting information

**6.6** Good physical and mental health is related to good quality housing and well designed development, streets and public realm, well laid out neighbourhoods, quality and efficiency in transport systems, opportunities to experience community, leisure and cultural services activities and access to green and open space.

**6.7** Ten principles for creating healthy places were developed through NHS England's Healthy New Towns (HNT) programme. The new town at Northstowe, became a demonstrator site for the programme. The principles are:

1. Plan ahead collectively;
2. Assess local health and care needs and assets;
3. Connect, Involve and empower local people and communities;
4. Create compact neighbourhoods;
5. Maximise active travel;
6. Inspire and enable healthy eating;
7. Foster health in homes and buildings;
8. Enable healthy play and leisure;
9. Develop health services that help people stay well; and
10. Create integrated health and well-being centres.

**6.8** Each principle includes a range of actions to create a healthy new place. Applying the principles across the Local Plan will help to address the health and wellbeing of all new residents and will also create opportunity to address some of the existing health inequalities that exist in local communities.

**6.9** Health Impact Assessments (HIA) are promoted by Public Health England as a method of ensuring that positive health outcomes can be delivered through new development. A HIA is a method of considering the positive and negative impacts of development on the health of different groups in the population, in order to enhance the benefits and minimise any risks to health. A HIA includes specifically a consideration of the differential impacts on different groups in the population, because certain groups are potentially more vulnerable to negative impacts from development such as those on a low income, people involved in the criminal justice system, minority ethnic groups, young, disabled (physically and learning) and older people.

**6.10** The health and wellbeing impacts of development can vary depending on the type, scale, and location of development. Thresholds have therefore been included within Policy WS/HD to identify when the need for a HIA must be considered. For smaller developments, an extended screening stage or rapid HIA can be undertaken to determine if a full HIA is required. The extended screening includes a desk-based assessment of a development's prospective health impacts, drawing data from a literature review and analysis of relevant quantitative data.

**6.11** A rapid HIA requires a small steering group and often uses the approach of a participatory stakeholder workshop. This typically involves a brief investigation of health impacts, including a short literature review of quantitative and qualitative research, and the gathering of knowledge and further evidence from a number of local

stakeholders. Guidance on how to undertake extended HIA screening and a rapid HIA is available within the Greater Cambridge Health Impact Assessment SPD (April 2025). A HIA may also be required for a development proposal with potentially significant health and wellbeing impacts, even if the above thresholds are not exceeded. Examples of applicable development include:

- Development proposals that include potentially hazardous uses or installations;
- Developments in areas with limited infrastructure or facilities; and
- Developments in areas that have a higher proportion of protected characteristic groups.

**6.12** Applicants should engage in pre-application discussions with the Local Planning Authorities to determine the need and scope of a HIA for a particular development proposal.

**6.13** Whilst there will be some overlap between premises that fall under the definition of hot food takeaway and fast food outlets, not all fast food outlets fall under the definition of a hot food takeaway. Fast food outlets may fall under Use Class E and conversion from an existing premises within the same use class will not require planning permission. In these instances, the ability of the Local Planning Authorities to control fast food outlets, which are not considered hot food takeaways, is more limited and may be primarily restricted to new buildings or drive-throughs.

**6.14** Whilst they have an established role in the existing retail offer, where hot food takeaways and fast food outlets are within walking distance of schools and youth facilities, these uses have the potential to promote behaviour which is harmful to health. Controlling the development of hot food takeaways and fast food outlets within walking distances of places where young people gather will limit children's exposure to less healthy food choices.

**6.15** National planning policy states that applications for hot food takeaways and fast food outlets should be refused outside town centres when they are in close proximity to schools and other places where children and young people congregate, unless the location is within a designated town centre or where there is evidence that a concentration of such uses is having an adverse impact on local health, wellbeing and pollution. Policy WS/HD provides further detail as to how this policy will be applied in Greater Cambridge.

**6.16** Concentrations of hot food takeaways and fast food outlets can damage the health of local communities by reducing choice and providing opportunities for less healthy food choices. The policy seeks to avoid clustering of these uses to ensure a balanced mix of uses within a village or shopping parade and to prevent such outlets from dominating. The policy recognises that in some circumstances hot food takeaways can play a role in providing affordable and accessible food. Recognised healthy catering principles include, for example, offering healthier options, smaller portion sizes, and reducing salt, sugar and fat content.

**6.17** Shops and public houses within a village or shopping parade with a limited retail presence are valuable community resources that provide residents, particularly those without a car, access to goods and services and to human interaction. Protecting this use from changing to hot food takeaways and fast food outlets contribute to better physical and mental health outcomes for local residents and support the vitality of local communities and social inclusion.

**6.18** Problem gambling can undermine the mental and physical health of individuals and their families, as well as their financial and social wellbeing. Limiting the presence of gambling premises to designated centres, preventing concentrations within these centres and requiring a Health Impact Assessment for new gambling premises are measures which seek to reduce the risk of problem gambling in Greater Cambridge.

# Meeting the needs of new and growing communities

**Policy: WS/NC: Meeting the needs of new and growing communities**

## Identifying and addressing needs

1. New development will be required to include or contribute to the delivery of the services and facilities necessary to meet the needs of the development and mitigate the impact of development on existing local facilities.
2. The scale and range of facility and service provision or contribution must be appropriate to the level of need (including the specific needs of different demographic groups) generated by the development, and it must be adaptable to population growth and demographic changes. In making assessments of need and the timing of delivery of the facility or service, regard must be had to:
    a. The capacity, quality, and accessibility of existing facilities in the locality; and
    b. Any local strategies recognised by the Local Planning Authorities that seek to improve public health, indoor sports & recreation, social and cultural wellbeing, and the sustainability of communities.
3. Development of sufficient scale to generate the need for new on-site facilities will be required to do so, unless it can be demonstrated that there would be advantages in delivering the facilities off site. Acceptable provision and arrangements will be determined in consultation with service providers.
4. Proposals for residential sites of 200 or more dwellings (or groups of smaller sites which cumulatively exceed this figure) and employment development of over 5000 square metres must be informed by detailed assessments of both sports, recreation, culture and community needs, and include strategies that address identified needs. Submitted strategies to meet community and cultural needs must demonstrate that the local community, and stakeholders have been engaged to guide the provision of community facilities to be introduced as part of the site-wide development strategy. Measures may be required to assist the development of a new community, such as through community development workers.

## Indoor and outdoor community and cultural facilities

5. All residential development will contribute towards the provision of indoor and outdoor community and cultural facilities to meet the needs generated by the development. Development of sufficient scale to generate the need for new on-site facilities will be required to do so, unless it can be demonstrated that there would be advantages in off-site delivery. Other developments will contribute to off-site provision through planning obligations or through a Community Infrastructure Levy (CIL) as appropriate.
6. Contributions for community facilities will be based on a standard of 129 square metres of such floorspace per 1,000 additional population. Contributions for cultural

facilities will be 100 square metres per 1,000 additional population and 1.5% of Net Internal Area commercial space. This is based upon a combination of the Arts Council England benchmark and Museums, Libraries and Archives (MLA) Standard applied to the local context (using the Department for Culture, Media and Sport Participation Survey). For all applicable proposals, Community and Cultural Plans will form part of the planning submission process and these must demonstrate a robust, evidence-led and locally responsive approach for their provision and long-term viability. All plans should: identify the needs generated by the proposal; detail the provision required including their specification and delivery schedule; and provide details about their funding, stewardship and monitoring, to ensure their successful implementation. These plans will be secured through Section 106 agreements.

## Indoor and outdoor sports requirements

7. Residential development must contribute towards both indoor and outdoor sports facilities including ancillary uses such as changing facilities appropriate to the scale and location of the development, informed by needs identified in the Indoor Sports Facility Strategy, Playing Pitch Strategy and Outdoor Courts and Rinks Strategy or successor documents. Where justified, provision can be off-site via financial contributions towards publicly accessible provision.

8. Commercial development should avoid adverse impacts on publicly available sports facilities with on-site provision for employees. Where justified, this provision can be provided off-site via financial contributions towards publicly accessible provision.

## Leisure routes

9. New development will be required to provide or contribute towards leisure routes, suitable for people of all ages and abilities and for a variety of uses, to allow them to exercise outdoors and access nature and the wider countryside. On or off-site contributions towards improved leisure routes would include supporting Public Rights of Way Improvement Plans or providing leisure routes.

## New Burial Grounds, Cemeteries and Crematoriums

10. Proposals for new cemeteries, burial grounds, natural burial sites, supporting buildings and extensions to existing facilities including crematoriums will be supported where it can be demonstrated that:

    a. There is an identified need for additional burial provision for the community the proposal it intended to serve;

    b. The site is both accessible and close to the community it is intended to serve. Burial facilities intended to serve new settlement, city-wide or sub-regional communities would need to demonstrate that they are provided in a sustainable location, including supporting sustainable travel.

    c. The proposal would not result in unacceptable impacts on the character, appearance or tranquillity of the location and includes appropriate landscaping, boundary treatments and planting;

    d. The development would not conflict with Green Belt policy;

    e. The development would not adversely affect groundwater Source Protection Zones (SPZ), surface water quality or the water environment in line with the Environment

Agency's guidelines;

f. The proposal would not have an unacceptable impact on heritage assets and archaeological remains, to be assessed through appropriate investigation and mitigation where required;

g. Any traffic, parking, servicing, lighting or operational impacts would not result in unacceptable harm to residential amenity, local character or highway safety;

h. Where possible, existing trees, hedgerows, watercourses and other landscape features are retained and incorporated; and

i. That, where relevant, proposals should demonstrate how they respond to the burial requirements of different faith and community groups, including where these meet the needs of a sub-regional community.

## Implementation

11. The timely delivery of services and facilities will be required, including the provision of key services and facilities in early phases of the development. Phasing will be established through planning obligations or conditions, and this may include requirements for the use of meanwhile or temporary uses to ensure local needs can be supported until permanent facilities are delivered.

12. As appropriate to the nature of facilities and services provided, the developer will prepare management and maintenance strategies, to be approved by the Local Planning Authorities, to ensure robust and effective implementation, adoption and maintenance in the long term.

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## Supporting information

**6.19** The delivery of new or improved facilities and services to support new development in a timely and phased manner will be an important element in ensuring the sustainable implementation of new growth in Greater Cambridge.

**6.20** New major development will need to include a wide range of services and facilities to establish successful communities. Smaller development will not usually need to include new services and facilities on-site but may need to contribute to the expansion of existing facilities and sometimes provide land for that expansion. The provision of facilities and services will be secured via a planning obligation or through a Community Infrastructure Levy (CIL) contribution.

**6.21** Development that is expected to attract many additional employees and, or visitors to an area should ensure that there is sufficient capacity, in terms of ancillary provision to avoid adversely affecting local amenity. This is particularly important for local sports provision. Day commuters may well want to link their commute and patterns of working with some sort of sports activity. If sufficient capacity is not provided on-site, then off-site contributions towards public facilities should be made to support and improve local amenities.

**6.22** Securing the delivery of services and facilities in the early phases of major development will be critical to ensure their success, helping to generate a strong sense of community belonging and connection, delivering strong community cohesion and promoting sustainable patterns of movement from the outset. Proposals should consider where there may be opportunity for future residents to be involved in the detailed design of such proposals and services, reflecting that these will meet their needs primarily as well as those of existing nearby residents. This should also include

clear proposals for the future stewardship model for such services and facilities, including ongoing maintenance, upkeep and renewal, and how residents can provide feedback or get involved. This will be key to the creation of places where people want to live and work.

**6.23** Smaller development will not be required to provide as wide a range of services and facilities as major development. However, consideration will need to be given to the impact of development on existing facilities and services so that the demands from new residents are provided in ways that minimise impacts on the existing community. If, through consultation, a service or facility provider identifies a particular requirement arising directly from a development and a need to mitigate development impacts on the existing service offer, it would be legitimate to secure a financial contribution towards its provision or, in the case of existing facilities, its improvement or upkeep.

**6.24** The facilities and services referenced within this policy include, but are not limited to:

- Primary and secondary schools;
- Early years education and childcare facilities, including childcare nurseries;
- Meeting places;
- Health facilities;
- Libraries;
- Leisure routes;
- Indoor and outdoor sports facilities;
- Commercial facilities important to community life local shops, including restaurants, cafes, and public houses;
- Provision for faith groups;
- Provision for burials;
- Provision for waste and recycling; and
- Community development including community development workers.

**6.25** An Infrastructure Delivery Plan (IDP) has been prepared to accompany the Local Plan. This was prepared in collaboration and consultation with local service providers, demonstrating proactive early work with our delivery partners to ensure required facilities and services needed to support the proposed development strategy are planned for from the outset. Developers bringing forward specific sites will need to build on the IDP, refining and updating evidence as detailed schemes are developed.

**6.26** It is also important for any new development proposals to take account of and be in general compliance with any relevant Council-approved strategy and the recommendations made by key service providers. Appropriate care is also needed to ensure new facilities and services do not undermine existing facilities. Further details are provided below for the different types of facilities and services that should be supported by new development in Greater Cambridge.

## Cultural infrastructure

**6.27** The Councils have collaborated on a joint Greater Cambridge Cultural Infrastructure Strategy (Stages One and Two) , which define the broader cultural ambitions and priorities of Greater Cambridge, and a framework for the delivery of infrastructure to support these ambitions. The strategy builds upon a significant body of local planning policy, strategies and studies that concern the various aspects of cultural infrastructure and community life in Cambridge and South Cambridgeshire. Cultural infrastructure provision, including financial contributions, and proposals that affect existing cultural facilities will be considered against these strategy documents (or successor

documents).

6.28 Local cultural infrastructure requirements should be assessed through a two-stage model. The first stage identifies the strategic whole-place need for cultural infrastructure using the policy benchmark. This provides a high-level indication of the scale of cultural infrastructure required across the full ecosystem of venues, production space, community facilities, public realm, participation spaces, libraries, meanwhile uses and supporting infrastructure. The second stage translates this strategic need into a proportionate developer contribution requirement, identifying what should reasonably be delivered on-site, funded off-site, enhanced within existing infrastructure, or supported through programming, fit-out, management and public realm investment.

6.29 Council approved Action Plans developed for the delivery of strategically important infrastructure and specific proposals should inform Cultural Plans for qualifying developments, S106 Agreements and post-planning Management & Maintenance Plans for cultural infrastructure. Cultural Plans should include: contextual analysis providing a clear understanding of the local cultural context alongside evidence of engagement with the cultural and creative sector to identify local and regional needs; community engagement to identify priorities, ensuring that cultural provision reflects local identity, need and aspiration; a cultural needs assessment; a cultural vision for the site that aligns with and enhances wider development objectives; and clear proposals for both on-site and off-site cultural infrastructure investment, demonstrating how the vision will be realised and remain viable, active and embedded within the community over time. All Plans agreed with the Local Planning Authority will be secured through appropriate planning mechanisms, including Section 106 agreements and, where relevant, the Community Infrastructure Levy (CIL).

## Sports and leisure facilities

6.30 The Councils have worked together with Sport England to produce an Indoor Sports Facility Strategy, a Playing Pitch Strategy and an Outdoor Courts and Rinks Strategy. Wider sports facility provision, including financial contributions, and proposals that affect existing sports facilities will be considered against these strategy documents (or their successors). While these documents focus on the needs of new residential development, they also highlight the impact large employment development can have on publicly accessible sports facilities, if these developments do not provide their own on-site facilities for their employees. In the case where on-site provision is not provided, and alternative publicly accessible facilities are already at capacity; it is essential that off-site contributions are provided to help mitigate their impact on local publicly accessible sports facilities.

## Leisure routes

6.31 The provision of leisure routes is another key element of healthy development. These are typically paths, trim trails, or transit routes designed for use by walkers, cyclists, skateboarders and equestrians primarily for relaxation, recreation, and pleasure rather than commuting or necessity. They support the mental and physical wellbeing of communities by offering spaces for informal exercise as well as access to nature and the wider countryside. These routes would also help alleviate pressure on sensitive nature-based sites and support improvements to Public Rights of Way in accordance with the Cambridgeshire Rights of Way Improvement Plan, that sets out to develop a comprehensive network of leisure routes.

## Community facilities

6.32 Cambridge City Council have a Community Facilities Strategy, which seeks to deliver facilities that provide flexible community resources and activities that can meet changing needs of the city, whilst ensuring they are financially sustainable. New facilities will need to complement existing services, and site promoters will need to engage early with service providers to explore opportunities.

6.33 In South Cambridgeshire the majority of facilities are owned and run by town and parish councils. The South Cambridgeshire Community Facilities Study (2025) provides a comprehensive audit of community facilities across South Cambridgeshire to update the Council's understanding of the quantity, quality and accessibility of existing provision, and identified needs for new or improved facilities in the district. The study found a total community facility space provision of 129 square metres per 1,000 people, and recommended this metric be used as a standard to secure contributions from new development.

6.34 Community Plans should include: contextual analysis providing a clear understanding of the local community context alongside evidence of engagement with the local community to identify local and regional needs; community engagement to identify priorities, ensuring that community provision reflects local identity, need and aspiration; a community needs assessment; a community vision for the site that aligns with and enhances wider development objectives; and clear proposals for both on-site and off-site community infrastructure investment, demonstrating how the vision will be realised and remain viable, active and embedded within the community over time. All Plans agreed with the Local Planning Authority will be secured through appropriate planning mechanisms, including Section 106 agreements and, where relevant, the Community Infrastructure Levy (CIL).

## Education facilities

6.35 Easy access to high-quality educational provision is needed to provide young people with opportunities, widen choice in education (in line with national planning policies), support economic growth, and develop strong sustainable communities. Developers should engage with the relevant Education Authority at the earliest opportunity to ensure sufficient education provision is provided to meet the anticipated demand from new residential development, and that educational facilities are delivered in a timely manner to support local needs. This also includes childcare facilities, such as nurseries, integrated nursery centres, playgroups, crèches, and child-minding networks. The size and type of education facilities needed will be influenced by the demand created by the development. The Councils strongly discourage the use of restrictive covenants that would restrict the ability to use homes for childminding business use appropriate to a dwelling.

## Healthcare facilities

6.36 It is essential that the planning process supports the provision of local healthcare facilities of the right typology and in the right locations. The provision and location of healthcare facilities should aim to meet the need of existing and new residents, which may include the need for community-based, out-of-hospital facilities. The Local Planning Authorities have engaged with the relevant health organisations in developing the IDP that accompanies this Local Plan. Developers of large-scale sites and new communities will also need to engage with health providers to understand and respond to healthcare

needs.

## Community development

**6.37** New development takes time to develop into new communities, especially if they are of a large scale. Support is needed to help people to settle and start the groups, clubs and activities found in more established neighbourhoods. The timely delivery of key services and facilities in the early phases of development is vital, and the early provision of places that can help to establish a sense of community identity and social cohesion in new developments should be prioritised. Planning obligations and conditions will be used by the Local Planning Authorities to ensure that key services and facilities are delivered in a timely manner as part of a delivery programme for the whole development.

**6.38** In the early stages of a new development, initiatives that bring new residents together to meet each other, build new networks, and become engaged in the community's evolution will help to put in place the building blocks for the formation of a connected and resilient community and support the mental health of the new community members. Therefore, to uphold Principle 3 of the Putting Health into Place publications, contributions may also be sought to help with early community development. Depending on the needs identified, community development may include community workers, including youth workers, health workers, or community development workers, and initiatives to support their work such as community events and activities.

**6.39** In accordance with national planning policy, there is a presumption that services and facilities provided through planning obligations should be provided 'in-kind' and on-site. However, there are cases where it may be more advantageous for provision to be made off-site, such as a new facility being in a more accessible location, the option for a better facility to be delivered off-site, or proposals that would seek to contribute to improvements to existing facilities. Where an obligation is to be provided other than 'in-kind' and on site, the draft Section 106 Agreement or proposed Heads of Terms should explain the reason why this is being pursued and should specify whether provision is to be made on an alternative site or by means of a payment in-lieu. The applicant should also identify the level of contribution applicable to their proposed development.

## New burial grounds, cemeteries and crematoriums

**6.40** Over 80% of funerals take place by cremation, representing a significant shift from historic trends where the proportion of deceased people who were buried was much higher. Despite the decline in popularity for interment, there is still a need to ensure sufficient burial provision is available to meet local need especially where significant residential growth is expected. The UK funeral sector has also undergone significant change in recent years, with increasing emphasis on affordability, personalisation and celebration. Emerging trends such as themed ceremonies, eco-friendly and simple funeral options, and creative memorials reflect a broader cultural shift towards honouring individuality and celebrating life rather than adhering strictly to traditional conventions. It is also important that different faith needs are met. Across Greater Cambridge, the faith groups represented have significant differences in the types of burials and faith-specific practices that are required for the deceased.

**6.41** The location of new cemeteries is informed by the Environment Agency's guidance which requires due consideration for a range of factors including groundwater protection, soil conditions and flood risk. It is therefore important that new settlements and other large urban extensions, large enough to justify on-site provision provide for these facilities. While these facilities may not be needed during the early stages of new development, it is important that a suitable location can be identified for these

facilities at the outset of the development.

**6.42** Site developers will therefore need to complete an appraisal and feasibility study of potential new burial grounds that incorporates technical constraints, notably hydrological (groundwater SPZ, surface water quality and the water environment) suitability in line with any relevant guidance provided by the Environment Agency and other relevant statutory bodies, to ensure that the site is able to identify a suitable location for burial spaces, at their own cost. If a suitable location cannot be identified, then the site developer should complete an appraisal and feasibility study of potential new burial grounds beyond the site, at their own cost. These studies will need to be submitted as part of the planning application process.

# Community, sports and leisure facilities

**Policy WS/CF: Community, sports, and leisure facilities**

## New or enhanced facilities

1. Proposals for new or enhanced community, sports or leisure facilities will be supported if:
   a. There is a local need for the facility, and it is located within the catchment area it is expected to serve, having regard to any relevant Council approved strategy;
   b. The facility is of a scale and nature appropriate to its location, with particular regard to the settlement hierarchy and the hierarchy of retail centres;
   c. Where a proposal is a main town centre use, the proposal complies with the sequential test approach and the impact assessment thresholds set out in Policy J/RC;
   d. It would improve the range, quality, and accessibility of facilities, and encourage the social cohesion and inclusion of people of different ages and abilities;
   e. All proposals (excluding minor applications) should facilitate community access to new or enhanced facilities through measures such as a community use agreement, unless it can be demonstrated that it is not feasible;
   f. Where possible and appropriate, the facility has been co-located with other, complementary services and uses; and
   g. Where appropriate, they include high-quality, multi-functional spaces that are open to the wider community.
2. In addition, proposals for new or replacement city-wide or sub-regional community, sports or leisure facilities must also demonstrate:
   a. Evidence of need within the catchment it would support, and that it would complement and not undermine the viability of existing facilities;
   b. that they would not have a negative impact upon the vitality and viability of the City Centre and other centres, including their evening and night-time economy;
   c. That they are provided in a sustainable location, including supporting sustainable travel; and
   d. That, where possible, facilities are open to the wider community to enhance both accessibility and the range of facilities available.
3. New education facilities should also comply with any relevant strategy approved by the applicable Education Authority.

## Protection of existing facilities

4. Planning permission will be refused for proposals that would result in the loss of community, sports or leisure facilities or community services, such that the proposal would cause an unacceptable reduction in the range, quality and accessibility of

facilities or services in the locality.

5. The loss of a facility or site that was last in use as a community, sports or leisure facility will only be permitted if it is demonstrated that:
   a. The proposal would deliver community, sports or leisure facilities or services of sufficient benefit to outweigh the loss;
   b. The facility would be replaced, providing an equivalent or better range and quality of facilities or services in a suitable, accessible location; or
   c. There is an excess of provision in quantitative and qualitative terms of all the functions provided by the land or buildings to be lost, taking into account potential future demand and the impact on other facilities and planning uses in the locality. This should include consultation with local people and users, and, in appropriate cases, a marketing exercise for a sustained period in accordance with the guidance provided in Appendix G: Marketing, local needs assessments and viability appraisals.
6. The loss or redevelopment of school sites and educational facilities for other uses will only be permitted if it can be demonstrated that they are not required in the longer term for continued educational use.

## Implementation

7. As appropriate to the nature of facilities and services provided, the developer will prepare management and maintenance strategies, to be approved by the Local Planning Authorities, to ensure robust and effective implementation, adoption and maintenance in the long term.

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## Supporting information

6.43 This policy sets out policy guidelines for proposals that would deliver new community, sports and leisure facilities. It also sets out how the Local Planning Authorities will consider and determine planning applications that result in the loss of existing facilities. Community, sports and leisure and facilities in Greater Cambridge perform vital functions in promoting healthy lifestyles, social inclusion and the development of strong community identities. Therefore, it is important that new and replacement facilities support new and existing communities, respectively. These should also facilitate the growth of Greater Cambridge by providing sufficient capacity to accommodate community needs and demands. The local community can highlight the facilities it values within its parish by applying for their inclusion on the Assets of Community Value (ACV) registers held by the Councils.

6.44 The scale and nature of community, sports and leisure facilities can vary depending on their local context and the communities they serve. Therefore, different types of services and facilities may be required by urban communities when compared to more rural communities and village settings, which might be more sensitive to change. Illustrative examples of the different types of community, sports and leisure facilities that should be considered under this policy have been provided below.

6.45 **Community facilities** are those that help to meet the day-to-day needs of local residents. Community facilities may include:

- Commercial, business and service uses in Class E (e) and E (f), including:
- Provision of medical or health services (except the use of premises

attached to the residence of the consultant or practitioner); and
- Creche, day nursery or day centre (not including a residential use).
- Uses in Class F1 (learning and non-residential institutions), including:
  - The provision of education;
  - A public library; and
  - A place of worship or religious instruction (or in connection with such use).
- For the purposes of this policy, this does not include university teaching accommodation or associated residential uses.
- Uses in Class F2 (local community), including:
  - A local retail unit selling essential goods; and
  - A community centre, public hall or meeting place.
- The following sub-categories of Class C2 (residential institutions):
  - Hospitals, residential schools, colleges or training centres; and
  - Other uses that provide either a community service, facility or a public utility such as facilities for the emergency services, public toilets, laundrettes and court buildings.
- Hot desking facilities located within dedicated spaces or within other community facilities can be used by residents who work remotely where they have difficulties working from home or would benefit from working in a shared space.

6.46 **Leisure facilities** are cultural, entertainment and recreational facilities that provide space for recreation and engagement with the arts for both visitors and residents. Leisure facilities may include:

- Leisure arts and culture uses (Class F1 and sui generis), including concert halls, performance venues and theatres, cinemas, punting stations, museums and galleries. Spaces that allow cultural activities to happen on a permanent or transitory basis; and

- Leisure entertainment uses (Class E(d) and sui generis) including informal leisure & sport entertainment, primarily indoors. Nightclubs, indoor 10-pin bowling centres, escape rooms/immersive experiences, snooker/pool halls and 10-pin bowling alleys.

6.47 **Sports facilities** include indoor and outdoor sports venues that allow for supervised, organised or competitive sports. Sports facilities may include:

- Class F2, E(d), and sui generis uses that allow for supervised, organised or competitive sports. Facilities include sports stadia, ice rinks, sports halls, boxing centres, badminton and squash courts, swimming pools (including outdoor), gymnasiums, indoor bowls centres, indoor tennis centres, and non-medical health and fitness centres.

6.48 Some public services can successfully share facilities such as libraries, health facilities and meeting rooms. Such sharing of facilities can assist in ensuring that a wider range of services is available to a community. The dual use of sports facilities and community spaces by the local community and the school population in village colleges is a successful part of the way of life in Greater Cambridge that should be continued in new schools. Therefore, the Local Planning Authorities will expect new and replacement community facilities to be, as far as reasonable and where possible, multi-functional spaces.

6.49 The co-location of facilities and services can provide significant benefits for residents and businesses. Co-locating services provides focal destinations for communities, increasing convenience for users and promoting site usage, and facilitating the creation of critical masses of linked services that can improve the sustainability of day-to-day life through the creation of linked trips. Co-location can also have significant economic benefits for businesses and organisations operating within these spaces as locations containing a critical mass of key services represent strategic locations that attract funding and consumers. Examples of successful co-located facilities include those already built in Cambourne and the Trumpington Surgery at Clay Farm.

**6.50** Proposals for new and replacement facilities will be supported where there is a local need, particularly where existing deficits in community or leisure provision have already been identified. The Local Planning Authorities will expect planning applications for new and replacement facilities to be accompanied by a local needs assessment. When considering planning applications for community, sports and leisure facilities, particularly proposals that aim to deliver city-wide or sub-regional facilities, the Local Planning Authorities will consider how proposals align with Council-approved strategy documents.

**6.51** Community use agreements will be secured by the planning authority in the form of a legal agreement with the landowner. Sport England's community use agreement guidance and templates should be utilised in this process. Facilities should only be counted towards meeting public need where there is secured, affordable and long-term legally binding community access agreement in place.

**6.52** Facilities with a city-wide or sub-regional catchment should be located within the most sustainable locations in the settlement hierarchy. The relocation of facilities that serve the whole city should be retained within the city, unless it is demonstrated that a site outside the city has high quality public transport accessibility and will be easily reached by Cambridge's residents. Proposals should consider opportunities to include additional community and leisure facilities accessible to the public to increase the public benefit of such schemes. The Local Planning Authorities will also expect planning applications for community, sports, and leisure facilities of this scale to be accompanied by an Impact Assessment, which demonstrates that the facility will not negatively impact the vibrancy of designated retail centres and the vibrancy of settlements.

**6.53** The National Planning Policy Framework advises that plans should guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs. Community assets such as community halls and public houses, both in urban and rural areas, should be recognised for their importance in adding social value to existing and emerging communities. Where proposals will result in the loss of community, sports and leisure facilities, applicants should seek to replace facilities, either on site as part of development or off-site (where considered appropriate by service providers and this can be secured through planning obligations linked to the development).

**6.54** Alternatively, applicants will need to demonstrate, both quantitatively and qualitatively, that the facilities are surplus to requirements and that the proposal will not cause significant negative impacts on the vitality of other local facilities (such as through demand pressures created by displaced users of the lost facility). In most cases, this will require a marketing exercise for a sustained period of at least 12 months to demonstrate a lack of demand; exceptions to this requirement include the loss of educational and healthcare uses as the ongoing need for these facilities will need to be determined with the relevant Education Authorities or Health Authorities. The policy is applicable to existing facilities and sites last used for community, sports or leisure purposes to avoid situations where these facilities are lost through demolition without any planned replacement facility, but they are still needed.

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

# Cultural and creative hubs

## Policy WS/CH: Cultural and creative hubs

1. A cultural or creative hub consists of a space which brings together a mix of cultural activities and, or creative artists or creative/cultural organisations (public or commercial) that facilitate the following:

    a. Affordable creative workspace;

    b. Learning infrastructure;

    c. Collaborative spaces;

    d. Affordable temporary accommodation for visiting artists attached to the hub (subject to local amenity);

    e. Cultural attractions; and

    f. Skills, networking and business support programmes for cultural activities.

2. Development proposals for new cultural or creative hubs within designated centres, as shown on the Policies Map, will be supported where it is demonstrated that:

    a. The proposed cultural or creative hub will provide and support most of the criteria listed in paragraph 1 above, appropriately located within the centre to support its ongoing operation;

    h. The proposed cultural or creative hub will complement the retail function of the centre, and maintain or add to the vitality, viability and diversity of the centre;

    i. On-site infrastructure will include hosting workspaces, studios and, or cultural institutions;

    j. On-site activities will support evening and night time economy uses, public realm interventions, contribute to visual identity, collaborative working, place branding, promotion, and community engagement;

    k. Proposals improve and complement cultural infrastructure provision and avoid competing or adversely impacting existing cultural or creative hubs, districts or quarters; and

    l. The proposed cultural or creative hub has a Management Strategy to ensure it will be viable in the long-term. This should outline, as a minimum, its long-term vision, objectives, market sector within the wider cultural or creative market, and financial resourcing.

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## Supporting information

6.56 The Greater Cambridge Cultural Infrastructure Strategy identifies the areas cultural and creative industries as a major and growing economic force, employing approximately

14,000 people. This makes up 8.5% of total employment in the sub-region. Greater Cambridge is therefore considered to be a creative cluster consisting of many cultural or creative hubs and districts. The area is also currently home to nine Arts Council England National Portfolio Organisations, which are considered by Arts Council England to be regionally or nationally significant for their cultural output, strategic role or value to their local communities.

**6.57** The strategy also highlights the many benefits derived from culture including those related to improving everyday health, wellbeing and place-making. Social prescribing has become an established method of preventative care through the physical and mental health benefits of participating in culture with other people.

**6.58** Cultural infrastructure within new and existing development not only enhances the social fabric of areas but also contributes to long-term value creation, attracting investment and fostering sustainable growth. Beyond the standard economic benefits of other industry clusters, creative clusters are attractive for the wider benefits they can bring to places, supporting high levels of cultural activity, the evening and nighttime economy and an area's sense of place that help these spaces become more attractive to live, visit or set up a business.

**6.59** Any proposal for a new cultural or creative hub within designated centres should be able to clearly demonstrate suitable capacity to bring together and support an ecosystem of cultural activities and, or creative artists or creative/cultural organisations (public or commercial). To act as a genuine cultural or creative hub, they should feature/host a mix of:

- Affordable creative workspace;
- Learning infrastructure;
- Collaborative spaces;
- Affordable accommodation,
- Affordable temporary accommodation for visiting artists;
- Cultural attractions; and
- Skills, networking and business support programmes.

**6.60** Examples include an arts centre, a performance venue, a national and, or internationally recognised museum, a creative workspace space supporting creative businesses or artist workspaces or a community centre that supports cultural activities within the community. Increasingly, cultural infrastructure can be found in less traditional spaces, for example, public houses that provide performance venues with regular events; churches that provide space for community workshops; parks that host festivals; and offices that provide artist studios.

**6.61** Affordable temporary accommodation for visiting artists normally offers low-cost (below market rate) studio spaces where artists can live and work for a few weeks to months. These support artists who live outside Greater Cambridge to come and apply their craft in a different location to their normal place of residence, temporarily. These spaces are therefore considered an ancillary component of a cultural hub and therefore the number of these units provided should be limited to no more than two units, subject to local residential amenity. The use of these spaces may be controlled through planning conditions to protect residential amenity and ensure they are not used as permanent accommodation.

**6.62** Areas with more than one cultural or creative hub, close enough to form interrelated links, activities or trips – would form a cultural/creative district. These may include several public-facing educational institutions such as art colleges and schools, related to cultural and creative industries, or spaces providing and supporting cultural

activities including museums, theatres and other event performance spaces.

**6.63** The scale of these districts can vary, from individual streets with high levels of cultural activity to larger mixed use regeneration schemes, to large parts of a city, to form a cultural quarter. Areas with a high concentration of cultural spaces providing a broad range of cultural activities, including space for the evening and night time economy, especially those performing an important sub-regional function, would normally be regarded as a cultural quarter. In Cambridge, this would comprise of the city centre's historic central area including the proposed Civic Quarter, centered around the market area and the surrounding cultural performance spaces including the Corn Exchange along Wheeler Street, the Arts Theatre and those entertainment and performance venues and spaces in and around Trinity Street, the museums along Free School Lane and Pembroke Street, Market Passage and Sidney Street.

**6.64** Other cultural hubs and districts across the area also make an important contribution to the areas cultural and economic performance, by hosting a mix of public, social and private enterprises. They can also bring a unique dynamic to an area, fostering and supporting placemaking. Consequently, these cultural hubs and districts can help to develop and support the high streets in the area by adapting their appeal to changing retail and leisure trends.

**6.65** Town centres need to be able to offer people and businesses something of interest that the internet alone cannot provide. This might include the co-location and collaboration of cultural providers and associated businesses. The space requirements for digital creative businesses often include smaller office spaces which can be accommodated on upper floors above shops, close to larger cultural venues. Aside from attracting more employment opportunities into these centres, they are also a compatible use in areas that host many evening and night time venues which are often a source of noise from people visiting the area.

# Meanwhile uses

**Policy WS/MU: Meanwhile uses**

1. As part of phased development of and within vacant or underused buildings where a permanent use has not yet been secured, proposals will be supported for appropriate meanwhile uses.
2. All phased major developments will be required to submit an appropriate Meanwhile Use Feasibility Study and if feasible, an appropriate Meanwhile Strategy.
3. Proposals for meanwhile uses must contribute positively to the local area, support community needs, and enhance the vibrancy and functionality of the site during the interim period.
4. Planning applications for meanwhile uses must demonstrate that a proposed meanwhile use is compatible with surrounding existing uses and will not inhibit the future permanent development of the site and the delivery of the sites long-term development objectives.

## Supporting information

6.66 A meanwhile use is the temporary use of a site, building or unit for a duration of time before it is turned into a more permanent end state, providing an active and potentially beneficial use on what would otherwise be vacant and awaiting development. Examples of meanwhile uses include pop-up shops, markets and cafes, artist studios, cultural spaces, community meeting places and leisure facilities, short-term office and workshop units, sustainable energy generation, and temporary housing.

6.67 Some major developments can take years to complete. The provision of temporary spaces, structures and activity can help to create a sense of community and prevent the 'new town blues' that can arise in the early stages of development. Meanwhile uses can also support local start-up businesses and small and medium-sized enterprises requiring affordable, flexible space, and contributing to the developing pipeline of businesses that could potentially permanently locate in the area in the future. On a smaller scale, meanwhile uses can provide temporary uses in vacant and underused buildings while the longer-term use is being resolved and these uses can support continuity of provision during redevelopment.

6.68 Applicants are encouraged to consider meanwhile use opportunities in the early discussions on a development at the pre-application stage in order to fully explore the feasibility and opportunities for meanwhile uses and the development of a meanwhile use strategy to maximise these benefits.

6.69 It is expected that a meanwhile use strategy will include but is not limited to:

- The proposal;
- The intended duration and phasing of the use;
- Public and stakeholder engagement;
- Projected social and environmental benefits and contribution to placemaking;

- Management and maintenance arrangements;
- Measures to ensure accessibility, safety, and inclusivity; and
- Move-on strategy including exit and transition arrangements.

# Creating inclusive employment and business opportunities through new developments

**Policy WS/IO: Creating inclusiveemployment and businessopportunities through new developments**

1. New developments of 1,000 square metres or more gross floorspace that fall within Use Classes E (commercial, business and service); B2 (general Industrial), B8 (storage and distribution); C1 (Hotel); F1 (learning and non-residential); F2 (local community) and Sui generis will be required to submit and implement an Employment and Skills Plan for both the construction and occupation stages of the development. A development that forms part of a larger development which would cumulatively exceed the 1,000 square metres threshold would also be required to deliver a Skills and Employment Plan.
2. New developments consisting of 10 or more dwellings will be required to submit and implement an Employment and Skills Plan for the construction stage of the development.
3. Employment and Skills Plans will be agreed on a site-by-site basis. They will be expected to include:
    a. How and when the developer will, as a minimum, deliver the benchmarks for the development use and gross development value set out in the latest version of the Construction Industry Training Board (CITB) National Skills Academy for Construction (NSAfC) Project Based Approach guidance and benchmarks;
    b. Where required by this policy, how and when the developer will, as a minimum, deliver the employment and training targets in the occupation stage of the development;
    c. How these opportunities will be made available to local residents who have difficulty accessing the labour market and/or who would not have traditionally accessed the career paths available through the development; and
    d. How procurement opportunities associated with the construction and occupation phases will be promoted to local businesses and what support will be available to them to understand the tendering process.
4. Development proposals must secure 20% of all jobs created by the construction phase of the development for local residents.
5. Applicable development proposals as defined in point 1 must provide a minimum number of supported employment places to local residents during the

occupation phase of the development, calculated using the formula set out in the supporting text to this policy.

6. Employment and Skills Plans will be agreed on a site-by-site basis. For local micro businesses or quick construction works, should the developer be unable to fulfill the obligations set out in the policy, the developers must engage with the councils to confirm if an alternative requirement would be acceptable.
7. Employment and skills provision during the construction stage will be provided or facilitated directly by the developer or their sub-contractors. Occupation stage developers will agree internal protocols or agreements with new occupiers that cover the targets, measures and monitoring laid out within the Employment and Skills Plan.
8. Payments in-lieu will only be considered in exceptional circumstances where the developer can satisfactorily demonstrate that:
    a. There are circumstances specific to the scheme such that direct provision is not operationally feasible, or
    b. An alternative means of delivery would result in a more effective outcome.
9. Developers will be expected to use reasonable endeavours to implement the agreed Employment and Skills Plan. The developer will be required to provide monitoring reports for review by the councils on the implementation of their Plan at agreed regular intervals. Should instances occur where the target outputs in Employment and Skills Plans are not met or are partially met and the councils consider that reasonable endeavours have not been made an equivalent contribution for the shortfall in outputs will be sought by the councils.

## Supporting information

**6.70** This policy responds to the persistent poverty and skills gap in both Cambridge and South Cambridgeshire. Despite improvements in certain indicators since 2014, poverty remains a significant issue in Cambridge, exacerbated by a "hollowed out labour market" where the dominance of higher-skilled industries limits opportunities for those with intermediate-level qualifications. In South Cambridgeshire, while inequality is less pronounced, rural deprivation is often overlooked due to its dispersed nature.

**6.71** The construction industry, which offers considerable potential for local employment, faces a critical skills shortage with employers in this sector struggling to fill vacancies due to a lack of skilled applicants and insufficient training for young people. Given the scale of new developments planned for the area, it is both essential and valuable to create opportunities that address these skill deficits locally.

**6.72** By implementing requirements for local employment, on-site apprenticeships, work experience, and other skills development initiatives, the policy would help equip local residents with the skills needed to meet the demands of growing sectors locally increasing social, particularly financial, inclusion. The policy will also help to foster a more self-sufficient and resilient workforce and reduce reliance on external labour.

**6.73** Examples of the types of employment and training activities that can form part of a Skills and Employment Plan include:

a. Recruitment of local residents through job brokerage, job centres and other local organisations;

b. Apprenticeships, accredited training, pre-employment support, work experience;

c. Education initiatives linking with local schools and colleges, school talks and careers advice;

d. Work with the voluntary and community groups locally to support disadvantaged people; and

e. Participation in local forums to promote sector development.

**6.74** The Construction Industry Training Board National Skills Academy for Construction (CITB NSAfC) Project Based Approach guidance includes benchmarks for the following performance indicators:

i. Work Experience Placements;

ii. Job starts (including apprenticeships and people previously unemployed);

iii. Construction Careers Information, Advice & Guidance (CCIAG) Events;

iv. Training Weeks on Site;

v. Qualifying the Workforce; and

vi. Green Skills Training.

**6.75** Local residents who have difficulty accessing the labour market, include but are not limited to NEETS (not in education, employment or training), armed services leavers, refugees and asylum seekers, care leavers, people in long-term unemployment, and those with a disability, sickness, or caring responsibilities. Those who have not traditionally accessed the career paths available through the development include, for example, women in construction.

**6.76** "Local residents" for the purposes of this policy primarily refers to residents of Greater Cambridge and a local business means a business based in or having a significant permanent physical presence in Greater Cambridge.

**6.77** Supported employment places for local residents during the occupation phase of a development will be calculated as follows:

A

X (multiplied by) B

X (multiplied by) C

Where:

A. is the number of jobs, including apprenticeships, estimated to be created during the occupation phase (calculated using the employment densities included in Greater Cambridge Employment and Housing Evidence Update 2023).

B. is 67.8% which is the percentage of Greater Cambridge residents expected to be employed as part of the workforce

C. is 5% which is the percentage of Greater Cambridge working age residents who are unemployed or economically inactive but wanting to work

**6.78** The policy seeks to support community wealth building by requiring developers to consider how they can ensure that local businesses can access procurement opportunities during both the construction and occupation phases of the development. The inclusion of local procurement within the policy aligns with the broader efforts to achieve sustainable development, by reducing the reliance on external supply chains and connecting new development projects with the needs of the local community.

**6.79** It is recommended that the developer engages with the Councils at an early stage to develop their Employment and Skills Plan. The Plan itself will need to have been approved in writing by the Council by an agreed point in the development process (typically, three months prior to implementation, although exact timescales will need to be agreed as part of the detail of the planning obligations in individual cases).

**6.80** The Employment and Skills Plan will normally be secured by means of the S106 agreement. This will also typically include a monitoring fee to aid its implementation. The councils may produce a further technical note produced post-adoption of this plan to provide more detailed guidance.

**6.81** A formula for calculating potential in-lieu payments is included in Appendix G. The money received will be used towards activities that support the provision and delivery of skills training, employment support, job brokerage and work placements, local labour programmes and supply chain management and programmes. A proportion of the value of in-lieu payment will be used by the councils to manage the investment monies, monitor delivery and make connections to local initiatives to enhance local social value impact.

# Pollution, health and safety

**Policy WS/HS: Pollution, health and safety**

## Light pollution

1. Development proposals that include new external lighting schemes or changes to existing external lighting will be permitted where it can be demonstrated that:
    a. It is the minimum required to undertake the task, taking into account public safety, crime prevention and protective security, living, operational and recreational purposes; and
    b. Upwards or intrusive light spillage and glare is minimised;
    c. There is no unacceptable impact to local residential amenity; and
    d. It minimises any impact to wildlife, nature conservation and landscape character, particularly at settlement edges and the surrounding countryside.
2. All major development proposals, or any other proposals which include large scale lighting schemes (such as the floodlighting of external recreational and sporting facilities/pitches), will be required to submit an assessment of the impact of new external and internal lighting or changes to existing external lighting on any sensitive residential premises both on-site and off-site as well as on the wider surrounding open spaces and, or countryside, where applicable. For certain major and Environmental Impact Assessment (EIA) development (outline or full planning applications), a more detailed lighting impact assessment or strategy may be required at the determination stage. Any assessment should be undertaken considering guidance set out in the Greater Cambridge Sustainable Design and Construction SPD or successor document.
3. Where necessary, conditions will be used to mitigate and control lighting, including limiting the hours of illumination.

## Noise and vibration pollution

4. Development will be permitted where it can be demonstrated that:
    a. Proposals will not lead to significant adverse impacts from noise and vibration, including internal, external and cumulative effects and wherever applicable on health and amenity; and
    b. Any adverse effects/impacts from noise and vibration can be minimised to acceptable levels by appropriate reduction and/or mitigation measures secured by conditions or planning obligations, as appropriate; and
    c. For noise and vibration sensitive development, as part of a hierarchy of noise management and mitigation measures, adverse noise effects/impacts have been minimised through the consideration of high-quality acoustic design and layout early in the design process; and
    d. Proposals are in accordance with local noise / vibration standards and

requirements as set out in the Greater Cambridge Sustainable Design and Construction SPD or successor document.

5. A Noise Impact Assessment will be required to support applications for noise sensitive and noise generating development where noise sensitive uses (existing or proposed) may be exposed to significant or unacceptable noise exposure and impacts.

## Air quality, odour, dust and other fugitive emissions to air

6. Development will be permitted where it can be demonstrated:

   a. That it does not lead to significant adverse effects on health, the environment or amenity from polluting or malodorous emissions, dust or other emissions to air; or

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

7. All major and minor planning applications (excluding householder developments) must submit an Air Quality Statement. This must identify the existing air quality at the site, qualitatively identify sources of emissions to air arising from the proposed development with any likely impact on air quality and identify any mitigation measures. It must consider both the operational and the development phase. A full Air Quality Assessment will be required for applications where air quality is likely to be a significant issue.

8. Proposals for major development will be expected to minimise emissions to air and provide mitigation measures which offset emissions to air and are proportionate to the scale, nature or location of the development.

9. According to the end-use and nature of the area and application, applicants must demonstrate that:
   a. There is no adverse effect on air quality in an Air Quality Management Area (AQMA) and pollution levels within the AQMA will not have a significant adverse effect on the proposed use/users;

   b. The development will not lead to the declaration of a new AQMA;

   c. The development will not interfere with the implementation of, and shall be consistent with the Greater Cambridge Air Quality Strategy 2024-29 or successor document;

   d. The development will minimise the impact on air quality, during demolition, the construction process and, during the lifetime of the completed development;

   e. Any sources of emissions to air, odours, dust and other fugitive emissions to air generated by the development are adequately mitigated so as not to lead to loss of amenity for existing and future occupants and land uses; and

   f. Any impacts on the proposed use from existing poor air quality, odours, dust and other fugitive emissions are appropriately mitigated and minimised to an acceptable level by the developer.

## Contaminated land

10. Development will be permitted where the applicant can demonstrate that:

    a. There will be no adverse health impacts to future occupiers due to land

contamination (including gas migration) resulting from existing/previous uses of the area; and

b. There will be no adverse impacts to the surrounding occupiers, controlled waters and the environment from suspected/identified land contamination from existing/previous uses, caused by the development.

11. Where land contamination is suspected or known to exist, an assessment must be undertaken by a 'competent person' to quantify the risks. It may be necessary to:

    a. Undertake an intrusive investigation to identify all potential risks from land contamination, and where unacceptable risk is identified:

    b. Submit a remediation strategy and/or implement mitigation measures.

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

13. Where required, conditions and/or obligations shall be applied to secure appropriate pollution prevention or mitigation measures.

## Hazardous installations

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

    a. It has been satisfactorily demonstrated that the amount, type and location of hazardous substances would not pose adverse health and safety risks. This includes the storage and disposal of any hazardous inputs and outputs; and

    b. It can be evidenced that any necessary special precautions to limit potential societal and environmental risks to an acceptable degree will be in place prior to the commencement of development, to protect future users of the site and to protect any other affected land.

15. Any development in proximity to a site with a Hazardous Substances Consent must demonstrate that the design and layout have due regard to the Hazardous Substances Consent and that the benefits of the development outweigh the level of residual risk.

## Environmental nuisance or pollution and the agent of change principle

16. Development will be permitted where:

    a. It will be compatible with existing surrounding uses; and not give rise to unreasonable restrictions being placed on existing businesses and community / cultural facilities both now and in the future; and

    b. It has been clearly demonstrated how existing noise and vibration, odour, dust, lighting and other potential nuisances or other sources of environmental pollution will be avoided, mitigated, and managed by including consideration of the following:

        i. Ensuring good design avoids, mitigates and minimises existing and potential nuisances generated by existing uses and activities located in the area;

        ii. Exploring mitigation measures either at receptor or at source early in the design stage, with necessary and appropriate provisions including ongoing and future management of mitigation measures secured through planning obligations; and

iii. Separating new sensitive development where possible from existing noise or other pollution -generating businesses and uses through distance, screening, internal layout, sound-proofing, insulation and other design measures.

## Supporting information

6.82 The policy is required to prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of light, noise and vibration, air, water, soil pollution or land instability. The policy details how land contamination should be considered, to ensure that the land is suitable for the end use. It applies appropriate protection to and from hazardous installations. It requires development to be appropriate for the air quality in the area but also address impacts on air quality.

## Light pollution

6.83 The lighting of new development, or changes to existing external lighting must be carefully designed to ensure that areas are appropriately lit, while avoiding or minimising light pollution. Lights should be carefully selected and sited for their purpose, directed only onto the area where they are needed, and where necessary should be shielded by way of appropriate landscaping. Whilst the lighting must be adequate for the purpose, it is important that there is no significant adverse impact on the amenity of surrounding properties, landscape character (particularly at settlement edges) and on the environment (including habitat and species including Barbastelle bats). Where necessary, conditions will be used to mitigate and control lighting, including limiting the hours of illumination, such as: angle of lights; light levels; column heights; shielding; specification and colour; retention of screening vegetation; or use of planting and bunding.

6.84 Where proposals include external lighting requiring planning permission, the Local Planning Authorities recommend that details of lighting schemes are submitted as part of the planning application to demonstrate that the proposed scheme is appropriate in terms of its purpose and setting. For all lighting proposals, the applicant should identify the purpose and use of the lights, the potential users of the lighting scheme (such as for recreation facilities) and the hours the lights will be in operation (summer-time and winter-time). The hours of operation will be expected to be kept to a working minimum, and applicants should demonstrate this in their application. Keeping the use of the lighting to a minimum will reduce the impact the lighting may have on the environment.

6.85 Details of the proposed lighting scheme, light mitigation scheme or strategy, as appropriate should be in line with the latest nationally accepted guidance available at the time of the application (including but not limited to the Institute of Lighting Professional guidance) and submitted with the planning application. However, it is acknowledged that lighting is often a detailed design matter and may not have been finalised for all applications at the submission stage.

6.86 The policy requires all major development proposals, or any other proposals which include large scale lighting schemes (such as the floodlighting of external recreational and sporting facilities/pitches), to undertake a lighting assessment in accordance with the Greater Cambridge Sustainable Design and Construction SPD (2020) or successor document. Proposals should also refer to Policy GP/QD and Policy GP/QP and requirements for lighting features to be successfully integrated into the overall design and public realm.

6.87 For certain major and Environmental Impact Assessment (EIA) development (outline or full planning applications), a more detailed lighting impact assessment or strategy may be required at the determination stage. If this is the case the lighting impact assessment or strategy should be undertaken having regard to and in accordance with the Institute of Lighting Professionals 'PLG04 – Guidance on Undertaking Environmental Lighting Impact Assessments' and any additional guidance set out in the Greater Cambridge Sustainable Design and Construction SPD or successor document.

6.88 Where possible and appropriate, schemes will achieve lighting levels in line with current best practice guidance on bats (see Greater Cambridge Sustainable Design and Construction SPD) and follow thethe Institute of Lighting Professionals GN08 Bats and Artificial Lighting. Guidance Note (August 2023). If mitigation is not deemed possible (by LPA ecology officer(s) case-by-case evaluation of the proposals) then the scheme design will be required to be changed.

## Noise and vibration pollution

6.89 Typical sources of environmental noise within the district include transport: road, rail and air traffic; industrial; commercial and business premises; landfill operations; construction and sport and recreation / and food, drink and entertainment venues. The internal and external acoustic environment and good acoustic design in and around new noise sensitive and noise generating development should be considered as early as possible in the development management process. Any other relevant issues, for example how the acoustic design will avoid any unintended adverse consequences on other living conditions such as indoor air quality and overheating, should also be considered.

6.90 When possible, proposals should consider opportunities to protect, improve and enhance the acoustic environment in the immediate vicinity, including promoting positive soundscapes appropriate for the local context. Proposals for residential development near an existing noise source will be required to demonstrate that the proposal would not be subject to an unacceptable noise impacts/effect both internally and externally. Noise sensitive development or receptors are those, both existing and proposed, with human receptors that are most susceptible to adverse noise impacts. These mainly include premises where people live and or sleep overnight including dwellings (houses, flats, bungalows and maisonettes), residential institutions (hospices, residential care and nursing homes), hotels and rooms for residential purposes (including student accommodation / halls of residence, school boarding houses and hostels) and healthcare (hospitals and other medical facilities with accommodation for patients and families)

6.91 Prevention through high quality acoustic design is preferable to mitigation and for most development, an acoustic design statement demonstrating what good acoustic design process has been considered and followed to mitigate and minimise adverse noise impacts / effects will be required, proportionate to the noise risk. The consideration of high quality / good acoustic design and layout early in the design process is preferable to schemes of at receptor noise insulation to habitable rooms and reliance on closed windows, unless otherwise justified. This must be achieved whilst also providing adequate and suitable ventilation and thermal comfort control for future occupants. Proposals should be in accordance with local noise / vibration standards and requirements as set out in any relevant Council guidance.

6.92 Where a Noise Impact Assessment is necessary (the Greater Cambridge Sustainable Design and Construction SPD provides guidance on when this assessment is likely to be required), the remit and methodology will be required to be agreed in advance with the Council and shall be undertaken in accordance with the most relevant and up to

date national and industry codes of practice, British Standards and technical best practice and guidance and, shall:

- Identify all significant sources of noise and noise sensitive receptors either existing or proposed;
- Assess the likely short- and long-term impacts of noise generated or noise sensitive receptor exposure to noise both internally and externally in and around buildings;
- Assess the suitability of the site for the development proposed, having regard to noise impact on quality of life and health both internally and externally; and
- For proposals which are identified as giving rise to unacceptable noise impact, either through noise exposure or generation, demonstrate in detail, including through good acoustic design, how the development will be designed, located and noise otherwise avoided or mitigated to reduce and minimise any unacceptable adverse impacts.

**6.93** Proposals for noise and vibration generating development (including plant / equipment or other sources, including air conditioning and handling units, plant rooms, ground- and air-source heat pumps), that would have unacceptable noise, and vibration impacts on mental and physical health and amenity, are unlikely to be supported. Other noise generating activities include uses such as nurseries, leisure and community centres.

## Air quality, odour, dust and other fugitive emissions to air

**6.94** Some industrial trades and agricultural / farming activities are inherently odorous by virtue of the materials they process, generate, use or store and, even with the use of best industrial practice from time to time such facilities may give rise to offensive odour emissions. In some circumstances the ability to adequately disperse or abate the release of offensive odours may be limited and therefore planning permission should not be granted for any such facility in inappropriate locations where there will be receptors sensitive to those odours. Certain uses (such as restaurants, cafes and takeaways) can create odours and fumes which can cause nuisance and harm to the amenity of neighbouring residents and businesses.

**6.95** Full height discharge should initially be sought (also considering the height of any building within approximately 20m of the discharge point). Where this is not possible and where there may be adverse impacts from odour and / or fumes, either at the proposed development or because of the proposed development, an odour impact / risk assessment will be required to support the application. Where it is demonstrated that adverse impacts will likely arise at neighbouring / nearby premises from odours and fumes and that adequate abatement cannot be provided, the Local Planning Authority will likely refuse the proposals unless an acceptable level of odour abatement appropriate for the location is able to be installed and maintained. Where required, conditions shall be applied to secure and ensure the appropriate maintenance of any mitigation measures.

**6.96** The National Planning Policy Framework (2024) states that planning policies should mitigate the impacts on, and where possible, take opportunities to improve air quality. It is important to ensure that development proposals contribute to and enhance the natural and local environment throughout their lifetime and take account of cumulative impact. Applications, as appropriate to their scale and nature, should support the improvement of local air quality and the key priorities of the Greater Cambridge Air Quality Strategy 2024-2029 and successor documents. Early engagement with the Council's Air Quality Officer is encouraged to help ensure the approach taken is acceptable.

6.97 Applicants shall, where reasonable and proportionate, prepare and submit with their application a relevant air quality assessment taking into account guidance current at the time of the application. The criteria for requiring an air quality assessment, a dust risk assessment/management plan and/or an odour risk assessment/management plan and, the methods and guidance to be used are set out in the Greater Cambridge sustainable Design and Construction SPD (2020), or successor document. Air Quality assessments will need to ensure that all possible mitigation measures are integrated into the scheme to address the impacts of development, as well as considering the impacts of air quality on the development. Each site and operation will need its own separate consideration and the amount of detail required will depend upon the type and scale of the development.

6.98 For Minor applications, details in simple terms of the operations to be undertaken and the dust control and mitigation measures to be adopted shall be submitted by the applicant. Each stage of development should be considered through demolition, site preparation, ground works, construction as well as materials storage, transport and handling, both on and off site. This could be in the form of a written statement or a table of activities and mitigation and will be included in the Air Quality Statement if there will be demolition or earthworks. Applicants are therefore encouraged to engage with the Council at an early stage to determine whether there are likely to be predicted adverse impacts from a development on local air quality, and therefore whether what type of air quality assessment is required.

6.99 A particular issue will be seeking to ensure cumulative development does not lead to a gradual worsening of air quality and where there is an AQMA in place during the plan period that no adverse effect on air quality is allowed.

## Contaminated land

6.100 Unless dealt with appropriately, historical/legacy land contamination can adversely affect both public health and impact upon the quality of controlled waters (these include rivers and streams, as well as the underlying aquifer used to supply drinking water). For the successful development and re-use of previously developed (Brownfield) sites it is essential that the potential for land contamination is assessed at the earliest stage of the development management process. This ensures that appropriate remediation measures are designed into the final development proposals for the site. Where a Contaminated Land Assessment is required, this must be completed as per the submission requirements set out in the Greater Cambridge Sustainable Design and Construction SPD (2020), or successor document.

6.101 The developer is responsible for ensuring that any proposed development is safe and suitable for use for the purpose for which it is intended. To fulfil this responsibility the developer will be required to undertake a process of risk assessment in order to determine the severity of any contamination and the degree of harm that it poses to future site users and to the wider environment. The National Planning Policy Framework requires this site investigation has to be prepared by a ‘competent person’. Whilst the term ‘competent person’ has not been defined further, the developer must consider the full range of technical expertise that is likely to be required when sourcing consultants or advisors to undertake the risk assessment process.

6.102 Remediation measures must remove all unacceptable health and pollution risks and ensure that the site is suitable for its new use. As a minimum, the site must not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990 (as required by the NPPF). In the context of this policy, examples of sensitive developments include residential housing, schools, hospitals, and children's playing areas. Further detailed guidance is included in the Greater Cambridge Sustainable Design and Construction SPD (2020), or successor document and Part IIA of the Environmental Protection Act 1990; The Land Contamination Technical Guidance including the Land Contamination Risk Management (LCRM) guidance, the Environment Agency groundwater protection guides, or successor documents.

## Hazardous installations

6.103 Hazardous installations, notifiable pipelines and licensed explosive sites are installations handling or storing hazardous materials. The siting of installations handling hazardous substances are subject to planning controls aimed at keeping them separate from housing and other land uses with which such installations might be incompatible from the safety viewpoint. The operators of such installations are required to notify the Health and Safety Executive (HSE) on certain types of development. The Council is required to consult the HSE on proposals for certain types of development within specified distances of notifiable installations. The LPA will therefore seek the advice of the HSE and other regulatory authorities about off-site risks to the public arising from any proposed development which would introduce one or more hazardous substances.

6.104 The level of risk associated with hazardous installations will depend on the nature of both the development and the hazardous installation. Applications will be considered on a case-by-case basis and, in determining a planning application on land within the specified consultation zone of one of these installations the LPA will take account of advice from the HSE and other regulatory authorities. Consideration must be given to preventative design measures and protective security preventing access to hazardous materials.

## Environmental nuisance or pollution and the agent of change principle

6.105 Development proposed in the vicinity of existing businesses, community facilities or other activities may need to put suitable mitigation measures in place to avoid those activities having a significant adverse effect on residents or users of the proposed scheme. The Agent of Change principle identifies that the party responsible for a change should also be responsible for managing the impact of that change and, places the responsibility for identifying and mitigating unacceptable adverse impacts from existing noise and vibration, odour, dust, lighting, and other potential nuisance-generating activities, environmental pollution or uses on any proposed new sensitive development. This is particularly relevant in cases where residential development is proposed near to an established sports, leisure, transport / warehouse or entertainment use.

6.106 Established noise-generating industrial, employment and cultural venues such as theatres, concert halls, pubs, restaurants, nightclubs, community centres and other venues should be protected. This requires a sensitive approach to managing change in the surrounding area. Adjacent development and land uses should be brought forward and designed in ways which ensure established uses remain viable and can continue in

their present form without the prospect of new licensing restrictions, or the threat of statutory nuisance action which may require abatement in the form of restrictions or actions to mitigate sources of nuisance, curtail their activities or at worst closure due to complaints from new neighbours. Planning decisions will take account of existing noise and vibration, odour, dust, lighting, and other nuisance-generating uses in a sensitive manner when new sensitive development is proposed nearby.

**6.107** Any assessments relating to noise and vibration, odour, dust, lighting, and other nuisance-generating uses accompanying planning applications should be carefully tailored to local circumstances and be fit for purpose. That way, the characteristics of existing uses can be properly captured and assessed. For example, some businesses and activities can have peaks of noise and odour generation at different times of the day and night and on different days of the week, and any impact assessment should take this into consideration.

## Construction and demolition

**6.108** In certain situations, for instance where there is a proposal for major development or an infrastructure project, a Noise and Vibration Demolition and Construction Environmental Management Plan, detailing the management and control of noise and vibration, will be required as part of planning consent (Policy I/CM: Construction Management).

**6.109** Further guidance is included in the Greater Cambridge Sustainable Design and Construction Supplementary Planning Document 2020, or successor document.

# Public houses

## Policy WS/PH: Public houses

1. Proposals for new or enhanced public houses, wine bars, and other drinking establishments where food is secondary will be supported if:
   a. There is a local need for the facility;
   b. The facility is of a scale and nature appropriate to its location;
   c. The use stimulates a designated town centre, village or local business;
   d. It would improve the range, quality, and accessibility of facilities, and encourage the social cohesion and inclusion of people of different ages and abilities;
   e. Where possible and appropriate, the facility is co-located with other, complementary services and uses.
2. Proposals for public house diversification will be supported where it is demonstrated that the public house would remain the primary use, and it will support the on-going financial viability of the public house.
3. Proposals that would result in the loss of a public house including its site (listed in Appendix J: List of Safeguarded Public House Sites) will only be permitted where it is demonstrated that all reasonable efforts have been made to preserve or re-provide the public house use (including all reasonable diversification options listed in Appendix G: Marketing, local needs assessments and viability appraisals) and evidence has been supplied to illustrate that it would not be economically viable to retain the building or site for its existing use and:
   a. There is no market demand on the site for a public house, as demonstrated through an up-to-date marketing exercise for a sustained period in accordance with the guidance provided in Appendix G: Marketing, local needs assessments and viability appraisals; and
   b. It has been demonstrated through the submission of a Community Needs Assessment that:
      i. In consultation with the local community and considering the availability of alternative public house provision, there is no longer a need for the public house or its curtilage;
      ii. No recent or emerging viable proposals for community public house ownership have been identified for the site; and
      iii. Alternative viable community service* use of the public house and its curtilage have been fully explored and opportunities for such use(s) have been exhausted.

4. The loss of any part of a public house or its curtilage will only be permitted if:

    a. It can be demonstrated through a needs and viability assessment that the viability of the public house use will not be adversely affected. This should include consideration of cellarage, beer garden, parking, dining, kitchen and landlord accommodation spaces required for the public house to remain viable; or

    b. Re-provision is proposed on a like-for-like basis or there is an overall qualitative improvement in the facility.

5. Development proposals affecting public houses must preserve the building's architectural importance, ensuring that any alterations do not detract from the building's original design, character, and any historic value.

6. Where planning permission is granted, any agreed activities, operations and, or restrictions including local amenity considerations will be controlled by planning conditions or S106 legal agreement.

*For the application of this policy, community services are community or village shops that have a floorspace of less than 280 square metres and there is no other such facility within 1000 metre radius of the shop's location; followed by post offices, community centres, village halls, public libraries or public reading rooms, and then museums, cultural buildings, health facilities including fitness gyms and village archives. A mix of these uses, co-located would also be considered, subject to local amenity.

## Supporting information

**6.110** This policy provides guidance on development proposals involving the loss of public houses and their curtilages and provides direction for the enhancement of existing public houses and for new public houses proposed in Greater Cambridge. Public houses are an important part of Greater Cambridge's communities. They help to foster social interaction and local community life in both urban and rural areas. Public houses also play an important role in the Greater Cambridge economy, not just for the direct and indirect jobs they provide in the food and brewing industries, but in supporting an area's visitor economy and by providing meeting places. Therefore, public houses help to sustain vibrancy, economic health and wellbeing within Greater Cambridge.

**6.111** Diversification proposals should complement the operations of the public house, and the Local Planning Authority will expect applicants to demonstrate that a diversification proposal will support the financial viability of a public house through the submission of a Business Case.

**6.112** The loss of a public house can have a significant effect on a local community, and the character and function of an area. Therefore, before conversion or redevelopment of a public house is considered, applicants should explore all reasonable options to preserve the public house. This includes considering reasonable diversification options, such as the provision of accommodation or other ancillary functions to assist with the upkeep of the public house. Examples of the initiatives or proposals that could be explored are listed in Appendix G: Marketing, local needs assessments and viability appraisals.

**6.113** All viability appraisals should include details of existing public house activities, the need for alternative changes to current provision, and details of the proposal and its financial viability regarding the retention of the public house use, evidenced by an independent review undertaken by an appropriate professional consultant, at the cost of the applicant.

**6.114** Applicants should provide evidence that the public house has been marketed as a public house for a continuous period accordance with the guidance provided in Appendix G: Marketing, local needs assessments and viability appraisals, free of tie and at a market price that reflects an independent professional valuation (paid for by the developer). Proposals will only be supported where there has been no interest in either the freehold or the leasehold for the site's use as a public house

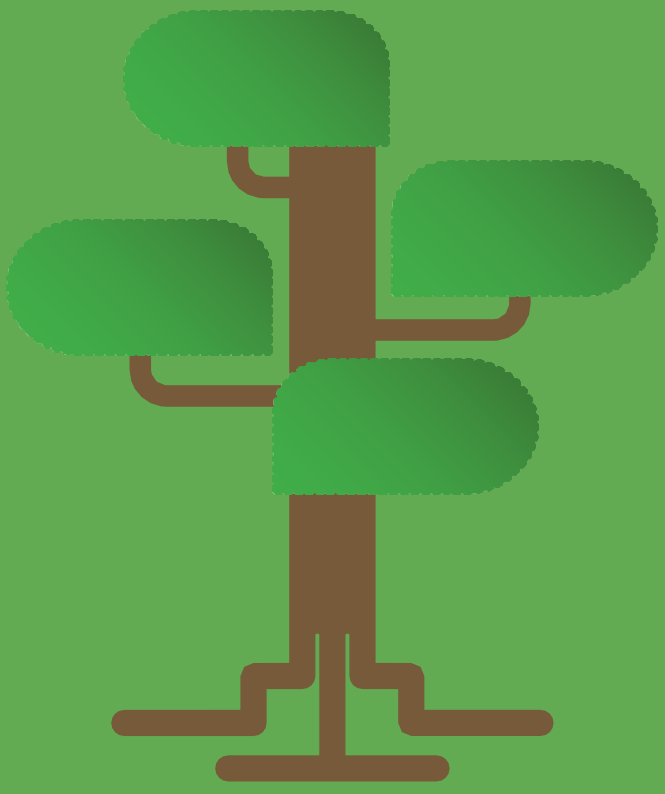
**6.115** In addition, the Local Planning Authorities expect applicants to demonstrate that there is no community need for the public house through the submission of a Community Needs Assessment. Demonstration of community needs should be achieved in consultation with the local community and should include an analysis of service provision in the locality, which demonstrates that accessibility to similar services and facilities will not be adversely affected by the proposal. Whether suitable alternative public house services are available in the locality will need to be determined on a case-by-case basis.

**6.116** Public houses can be designated as assets of community value (ACVs) through the Community Right to Bid, Localism Act 2011, which grants communities the opportunity to raise finances when assets are put up for sale and bid for them. Designation as an ACV is a material planning consideration, and the Local Planning Authorities will factor any identified viable proposals for the site to be used as a public house in community ownership as part of the decision-making process for proposals that would result in the loss of a public house.

**6.117** For proposals that seek to convert or redevelop public houses to non-community services, the Local Planning Authorities will expect planning applications to include an assessment that demonstrates the site is not viable for use as a community service. This should be an independent professional assessment (funded by the developer) prepared in accordance with the Royal Institution of Chartered Surveyors' (RICS) professional standards on Financial Viability in Planning: Conduct and Reporting (or successor standards). The professional assessor must have a relevant accreditation from the RICS with expertise in the licensed leisure sector, and they must also not be engaged to market the property.

**6.118** It is important that the character and function of public houses are not lost due to deliberate neglect or maladaptation, in particular those of heritage value. When considering proposals for the development of part of a public house, its car parking areas, dining areas, cellarage or pub gardens, the Council will require supporting evidence explaining how the development proposal will support and not undermine the viability of the pub. Equally, many public houses are locally important buildings that have architectural features and historic qualities that should be retained.

# 7 Great Places



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# Introduction

7.1 In the great places theme, we set out policies to deliver high quality and well-designed places.

## Our strategic priority for our great places policies

7.2 **Strategic Priority:** Sustain the unique character and identities of Cambridge and South Cambridgeshire, and complement it with well-designed and distinctive development, creating a place where people want to live, work, visit and play.

7.3 Greater Cambridge has beautiful architecture, public realm and heritage assets ranging from the historical colleges of Cambridge through to village conservation areas, and valued landscapes.

7.4 Maintaining and creating great places is crucial to sustaining the quality of the area for people who live, work, study in, and visit Greater Cambridge. Great places are valued and distinctive, accessible to all people and well-integrated with nature. Valuing place through policies in this local plan ensures that quality of life can be improved alongside enhancing the global excellence of the knowledge economy and whilst preserving the area's heritage assets.

7.5 Our new developments need to protect what is special and deliver high quality and well-designed buildings and spaces that combine to form great places. We continue to use the Cambridgeshire Quality Charter for Growth to provide a clear and consistent basis for securing quality new developments. Themes covering the four 'C's' of Community, Connectivity, Climate and Character have been used to provide an understanding of what needs to be considered when creating and assessing high quality design, contributing to good placemaking.

7.6 Given the strong track record of delivering high quality design in the Greater Cambridge area, evidenced through award winning schemes and overall growth delivery, the themes from the Quality Charter have been used to structure policies in the great places chapter.

## What our great places policies do

- Set design principles around the Cambridgeshire Quality Charter for Growth.
- Provide quality guidelines that development must meet to deliver good design.
- Ensure that land is used effectively in delivering appropriate housing density.
- Establish how proposals for taller buildings and their impact on the skyline will be considered.
- Require developments to deliver high quality landscape and public realm.
- Protect and enhance landscape character.
- Provide a strategy for the historic environment and approach to considering impacts on designated and non-designated heritage assets.
- Ensure that development protects and enhances the significance of archaeological sites.
- Support the adaptation of heritage buildings to climate change.
- Outline requirements for new and existing shopfronts and signage.

# People and place responsive design

## Policy GP/PP: People and place responsive design

1. Development proposals are required to sustain and enhance the unique qualities of their local context and the Greater Cambridge area. Development proposals will be supported that:

    a. Respond to Greater Cambridge's communities by:

        i. Identifying and responding positively to their context, including existing physical features and characteristics of natural, historic, social or local importance;

        ii. Meeting the principles of inclusive and healthy design, and in particular meeting the needs of disabled people and those with caring responsibilities, older people, and young people and children;

        iii. Designing streets, places and public realm to remove the threat or perceived threat of crime and improve community safety, especially for those with protected characteristics under the Equality Act;

        iv. Empowering people and communities through community engagement in early stages of the planning process such as through masterplanning exercises to inform and shape design decisions and participation in delivering public art;

        v. Encouraging local groups to prepare Neighbourhood plans to set out design principles which respond to the local context and character of the area. Design codes may also be appropriate in responding to people and place through design elements that follow the National Model Design Code (and successor documents).

    b. Improve Greater Cambridge's connectivity by:

        i. Creating well connected and integrated places that respond to the immediate locality and wider area including existing or planned social, environmental, and sustainable transport infrastructure; and

        ii. Maximising active travel and new and improved coherent, direct, safe, comfortable and attractive walking, wheeling and cycle routes, as set out in the Infrastructure Chapter.

c. Support the climate emergency response by:

   i. Designing long lasting, high quality development that has low impact in delivery, operation and maintenance, without compromising design quality;

   ii. Considering climate change mitigation and adaptation through appropriate strategies as set out in the Climate Change Chapter.

d. Enhance the character of Greater Cambridge by:

   i. Having a positive impact on their setting in terms of location on the site, height and skyline, scale and form, townscape and landscape impacts and available views, to create a legacy of high quality buildings and spaces in Greater Cambridge;

   ii. Using appropriate local characteristics to inform the siting, massing, scale, form, materials and landscape design of new development; and

   iii. Ensuring that proposals for any tall buildings are of exceptional quality and ensure that the character or appearance of Cambridge, as a city of spires and towers emerging above the established tree line, is maintained.

## Supporting information

7.9 This policy will set a strategic vision for achieving high quality design in Greater Cambridge for both urban and rural areas. This provides clear expectation around understanding the context of development proposals, both in terms of impact on the place around them and the needs of users.

7.10 The NPPF states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Greater Cambridge has a strong history of delivering well designed places with many award-winning schemes in Cambridge and South Cambridgeshire. Since 2008, the core themes covering Community, Connectivity, Climate and Character set out in the Cambridgeshire Quality Charter for Growth have been used to clearly identify the expected quality of new developments.

7.11 Greater Cambridge is a place of varied and subtle character, from the historic core of the Cambridge urban area to emerging business and employment clusters, the biodiverse fen landscapes to the north and rolling countryside to the south, the historic villages and new towns. Aiming for design excellence is crucial for all types of development, whether buildings or open space, regardless of tenure, use or ownership. Innovative, high quality design must be realised to ensure that new development respects and integrates with existing character, assets and settings, while also constituting high quality architecture. This is a key factor for successful placemaking as well as a key challenge.

7.12 Where appropriate planning applications must include a design and access statement, relevant to the scale and context of the proposed development, that addresses the relevant policy requirements. Clear design principles must be established at outline planning application stage, and a masterplan may be appropriate for phased development on strategic sites, or for other development that requires a comprehensive design framework.

7.13 The National Design Guide and National Model Design Code stipulates that Local Planning Authorities should prepare area-based character assessments, local design guides or codes, consistent with these and tailored to the circumstances of the local area following community involvement to reflect local character and design preferences. The Local Planning Authorities have a range of design guidance already in place including the South Cambridgeshire District Design Guide, individual village designs guides and policies within neighbourhood plans.

7.14 The Local Planning Authorities have established The Greater Cambridge Design Review Panel to support the aspirations to raise design quality across the local plan area, and has conducted a site typologies study to understand, protect, utilise and enhance the valued characteristics of different areas in the plan. These should ensure that the key aspects and qualities of the built form and varying contexts across the Greater Cambridge area.

7.15 The Local Planning Authorities are also committed to empowering people and communities in community participation, through the Youth Engagement Service that aims to ensure that children and young people have genuine input into the design of development proposals. This includes the design of buildings, play spaces, public realm and public art at the early stages of the planning process.

# Achieving high quality development

## Policy GP/QD: Achieving high quality development

1. The Local Planning Authorities will support locally distinctive and high quality design that clearly demonstrates an understanding of key features in local character and seeks to enhance features through innovative and creative means.
2. Development proposals will be expected to demonstrate how they have addressed the following design principles and requirements:
    a. Set out a clear understanding of the character of the built, historic and natural environment, using this understanding to inform design that complements local character and distinctiveness;
    b. Take account of important landscape, ecological or topographical features, retaining and/or enhancing existing landscaping and natural or semi-natural features including trees, hedgerows and habitat corridors during and post construction;
    c. Use high quality building materials and architectural detailing that is appropriate to the local context, that will age well, and that either complement or successfully contrast with the existing form of a building in cases of extension or alteration;
    d. Create safe open spaces and active streets that design out crime and consider counter-terrorism protective security measures that are proportionate to the building, street or place, particularly places with higher crowd densities;
    e. Ensure that buildings are orientated to provide natural surveillance and maximise opportunities for active ground floor uses and frontages onto public spaces. Entrances and windows of habitable rooms should be located next to streets where possible, and appropriate lighting should be incorporated into design to avoid the creation of blind spots around buildings;
    f. Create attractive and well-designed scale and massing of built frontages, considering both the individual elements of a building and the overall development in relation to its surroundings, in order to positively enhance streets and public spaces in both

urban and rural settings. Design of building facades and configuration should consider impact on neurodiversity and establish architectural choices that provide visual comfort and minimise visual stress;

g. The positioning of building names and numbers should be clearly displayed to enable legibility, and the design of letterboxes should be conveniently located and accessible from the street;

g. Provide a comprehensive and accessible design approach that ensures the successful integration of safety and security such as Hostile Vehicle Mitigation;

h. The legibility of buildings and permeability of spaces and routes in the surrounding topography, townscape and landscape, must be supported by suitable and sustainable hard and soft landscaping;

i. Incorporate design measures that support priority and threatened species such as using swift bricks in the design of buildings. Design and implementation must be in accordance with the guidance set out in the Biodiversity Supplementary Planning Document and any successor documents;

j. Protect the amenity of neighbouring uses and provide a high standard of amenity for future occupiers. Design should minimise adverse impacts including loss of privacy, overlooking, overshadowing, poor daylight/sunlight access, microclimate effects, artificial lighting, noise, vibration, fumes, odours, and other forms of pollution;

k. Provide cycle storage that is usable, easy to access, safe and secure;

l. Ensure the layout and design of development successfully incorporates functional needs such as waste storage and collection, recycling, access to utilities and bicycle parking, in a way that does not negatively impact on the environment, heritage and neighbouring amenity;

m. Ensure all building layouts, including commercial and employment uses, feature layouts that are convenient, safe, and accessible for all users including entrances and exits, at all times of day and night. Lighting and security features should be successfully integrated into the overall design;

n. Introduce mixed-use proposals where appropriate, ensuring that different uses are compatible and that all occupants benefit from the overall layout and arrangement of the site;

o. Create robust and adaptable building forms that can be repurposed over time, helping to extend their lifespan, sustainability and reduce the carbon impacts associated with

demolition and reconstruction.

3. Proposals for advertising, street furniture and signage will only be permitted where they do not harm the character or visual amenity of the area, obstruct movement, or compromise public safety. They must have a clear purpose, avoid unnecessary clutter, and be appropriate in size, design, materials, colour, and illumination, with consideration given to their cumulative visual impact.
4. Neighbourhood plans can, and are encouraged to, set out design principles which respond to their own local circumstances.

## Supporting information

7.16 This policy sets out our requirements for the design quality to be achieved by new developments, and alterations and extensions to existing development. Criterion requires development to be designed with communities and the natural environment in mind, with consideration of climate, whilst responding to the local context and character.

7.17 Good design is a key aspect of sustainable development and has the potential to maintain and enhance existing environments, alongside bringing benefits to the health and wellbeing of communities. The Local Planning Authorities are committed to securing high quality developments and wish to secure design which is inspired by and reinforces the individual character of the settlements within the Greater Cambridge area. National planning policy emphasises the need to create a robust policy framework to achieve high quality design, with this being supported through the National Planning Practice Guidance: Design: process and tools, and the National Design Guide. The plan provides a framework to promote high-quality places, well-designed developments, and good quality housing.

7.18 The Greater Cambridge area has a strong history of delivering high quality design in new development and it is important that this continues. The Greater Cambridge Local Plan seeks to ensure that buildings are adaptable so that they can be appreciated by future generations. In addition, dwellings built to adapt to and accommodate the needs of the occupier over their lifetime can facilitate choice, increase accessibility, help meet the needs of an ageing population, and improve quality of life.

7.19 High quality design goes beyond an aesthetic response and includes more detailed matters such as functional design and assessment of impacts on setting and amenity. Greater Cambridge is rich in landscape and heritage assets which can be sensitive to new developments and therefore the design of proposals should respond to local context. High quality design also incorporates designing places that put people first, are welcoming safe, are enjoyable and easy to use for everyone.

7.20 Development proposals must seek to create safe and secure environments.

Solutions should be integrated and not delivered in a way that reduces the attractiveness of places or perceived safety. Careful design which integrates crime prevention features and counter-terrorism protective security measures into the overall design of a building or space rather than adding them on at the end can usually decrease the fear of crime. Solutions set out in Secured by Design guidance such as good passive surveillance, well positioned entrances, good lighting, clear circulation routes, and secure boundaries will be considered appropriate. Physical measures can be incorporated into the public realm as part of environmental improvements and should be considered early in the design process as set out in government guidance on The Planning System and Counter-Terrorism (2012).

7.21 Natural surveillance creates 'capable guardianship' of an area. To support this, it is important that appropriate lighting and the design of buildings and the public realm are incorporated early on in development to avoid the creation of blind spots, whilst reducing the likelihood of anti-social behaviour. The National Protective Security Authority sets out in guidance the importance of our surroundings remaining open and inclusive and that proportionate security measures are integrated into the design of places. Hostile Vehicle Mitigation (HVM) can be achieved through the design of street furniture, road layout and landscaping and can be incorporated into high quality development and the public realm. Guidance is provided on design by the NPSA and should be considered in early phases of the planning process.

7.22 High quality building design is linked to context, in terms of appropriateness, and to place making, in terms of how the proposed development will be sited. Without imposing architectural tastes or styles, it is important that a proposed development is considered in terms of location, height, scale, and form, along with materials and detailing. It is important that the policy achieves an approach that is appropriate to urban and rural contexts, redevelopment within existing contexts, and development in new and emerging places created within Greater Cambridge. Materials for new buildings should also be suitable for their purpose and setting. The durability of materials and how they weather are important factors in creating long lasting and sustainable buildings that respond to the climate, nature and biodiversity.

7.23 Emerging research in neuro-architecture demonstrates that the design of building façades can have measurable neurophysiological effects on users and passers-by. Building and architectural facade design should also consider neurophysiological impacts and visual stress and discomfort from repetitive patterns or geometrically regular tiling and should implement inclusive design into the built environment to benefit health and wellbeing. The Local Planning Authorities support the use of facade renderings in early stages of design that demonstrate an evaluation of the potential visual stress of proposed architectural facades.

7.24 All the necessary environmental services, plants, recycling and refuse storage and collection, utilities, bicycle and car parking must be considered early in the design process and be successfully integrated into the development to form part of the overall design and not as an afterthought. Such features must be designed to be secure, located conveniently and

appropriately designed to be unobtrusive and prevent clutter.

7.25 Managing visual pollution is essential to delivering high quality design. Elements such as excessive signage, poorly placed advertising, satellite dishes, and street furniture can undermine the visual appeal of public spaces, harm the character of historic areas, and negatively affect quality of life and the visitor experience. This is especially important in sensitive locations like conservation areas and the historic core of the city, where such clutter can detract from heritage assets. The Local Planning Authorities will seek to ensure that new proposals are sympathetic to their surroundings and will work proactively, including with the Highway Authority, to reduce visual clutter and support the use of high quality materials and thoughtful design.

7.26 The use of the Local Planning Authorities' pre-application advice service is recommended to provide input at an early stage to evaluate design proposals and provide advice and observations to help improve and add value to schemes. Furthermore, the Greater Cambridge Design Review Panel offers independent advice on schemes that are significant because of their scale, site, or because of a local issue, specific impact exceptional challenge, or public benefit. The design review process can assist in improving and refine the scheme and verify the quality of a design.

# Housing density

## Policy GP/HD: Housing density

1. Development proposals must make efficient use of land through applying appropriate development densities that reflect local character and context through a design-led approach. In determining an appropriate density, a development proposal will need to demonstrate the following requirements:

a. Provides a balanced mix of housing types and sizes;

b. Positively responds to the prevailing character of the area, topography and the wider landscape and townscape setting;

c. Protects and enhances heritage assets and their setting through a thorough understanding of the impacts of higher density development on their significance;

d. Amenity spaces (including private, public and communal), outlook, daylight, sunlight, noise and disturbance can be satisfactorily addressed; and

e. Other considerations such as car and cycle parking and waste storage can be suitably provided and managed; and

f. Proposals within or adjacent to the open countryside will need to provide transition between the character and openness of the wider landscape and the proposed built form including boundary treatments.

**High density development in sustainable locations**

2. Subject to satisfactorily demonstrating the above, higher density development that exceeds local prevailing densities will be supported provided the site is:

g. Within or within walking and cycling distance (800m) of Cambridge City Centre or a Town, District or Local Centre;

h. In close proximity (800m) to active travel provision including high quality walking and cycling infrastructure; and

i. Well served (1,200m) by existing or proposed high quality

public transport such as the Cambridgeshire Guided Busway, a transport interchange or railway station.

In these locations, higher density development proposals must:

j. Provide car parking at or below the adopted car parking standards, and

k. provide cycle parking at or in excess of adopted cycle parking standards.

## Supporting information

7.27 The NPPF requires local plan policies to make efficient use of land. That land should be used effectively and appropriately, whilst being sensitive to local character. It also highlights that city and town centres and other locations that are well served by public transport provide opportunities for higher densities, promoting sustainable travel modes that limit future car use.

7.28 Across Greater Cambridge, the scale and character of settlements varies considerably including rural villages set within agricultural landscapes, modern new towns and the Cambridge Historic Core. Our existing housing stock demonstrates that higher density housing can be achieved through compact, mid-rise building types from the Victorian terraces of Cambridge to townhouses and flats within our new settlements. The policy requires proposals to carefully consider the prevailing character and context when preparing a design led approach to development which is important for placemaking.

7.29 Enabling more people to live in locations that are well-served by public transport and have good access to local facilities such as city, town and local centres will support the achievement of reducing road traffic, promote a higher quality of life and create a critical mass of people to sustain local services and facilities. Making the most efficient use of land will also help to minimise, both now and in the future, the need to release parts of the Green Belt or countryside encroachment to meet development requirements for housing. However, it is important that higher density development does not result in over-development and the policy sets out a number of criteria that need to be addressed.

7.30 In areas that are well served by public transport and local amenities, higher density housing should maximise the opportunities provided by the site's location through the optimisation of development. This should include providing a range of high quality new homes with high levels of cycle parking provision and active travel connections. In these locations, the Local Planning Authorities expect a lower provision of private car parking due to their highly sustainable locations.

# Skyline and tall buildings

## Policy GP/ST: Skyline and tall buildings

1. Development proposals that break or result in a significant change to the existing skyline, or are significantly taller than the surrounding built form (as defined by the local context heights in Appendix I: Skyline and Tall Buildings Guidance), must demonstrate how they will maintain or enhance the distinctive skyline and character of Cambridge and the surrounding district. Such proposals will only be supported where they demonstrate a positive response to their wider setting and satisfy the following criteria:

    a. Location, setting and context – applicants must demonstrate through visual appraisals, with supporting accurate visual representations, how the proposals fit within the existing landscape and townscape and demonstrate how the proposal maintains or enhances the character and quality of the skyline. Proposals for tall buildings will be assessed on a site-by-site basis with the expectation that a robust evidence base will be provided to demonstrate that they are appropriate to their context;

    b. Impact on the historic environment – applicants must demonstrate and quantify the potential harm of proposals to the significance of heritage assets or other sensitive receptors (view of, backdrop and setting), assessed on a site-by-site basis. These will include impact on key landmarks and viewpoints (identified in Appendix I) and from main streets, local vantage points (such as bridges) and open spaces as well as, dynamic views from roads and, where applicable, The River Cam corridor. For Cambridge, proposals must ensure that the character and appearance of a city of spires and towers emerging above the established tree line, remains dominant from relevant viewpoints, including the Cambridge Commons;

    c. Scale and massing – applicants must demonstrate using scaled drawings, sections, accurate visual representations and models, how their proposals would form a high-quality addition to the skyline. This will include assessment of the cumulative impact at both strategic and local levels with other existing or emerging proposals as well as against the baseline at the time the application is being made;

d. Design quality – applicants must demonstrate how their proposals create high quality, well-proportioned buildings expressing elegance, proportionality and verticality that articulate base, middle and top using

high quality materials and detailing that architecturally integrates plant, lift overruns and flues to ensure a well-articulated skyline. Where appropriate, proposals should introduce a mix of uses that generate activity and a human scale at street level;

e. Amenity and microclimate – applicants must demonstrate that there is no adverse impact on neighbouring buildings and open spaces in terms of the diversion of wind, overlooking, overshadowing, overheating, glare and reflectivity. Proposals must demonstrate through appropriate technical testing that acceptable microclimatic conditions will be achieved and that opportunities have been taken to minimise urban heat island effects, including through design responses to wind, thermal comfort and surface overheating, and that there is adequate daylight to habitable rooms and sunlight to external spaces both within the proposals and to neighbouring properties and open spaces; and

f. Suicide prevention – applicants must demonstrate how their proposal incorporates proportionate design measures to reduce access to means of suicide having regard to the height, form and public accessibility of the building. Design will be determined by the structure of the buildings and its surroundings.

## Supporting information

7.31 Cambridge will seek to maintain and enhance the overall character and qualities of its skyline as the city and surrounding district continue to grow. The city and its surroundings are largely free from clusters of modern high-rise buildings, but pressures to intensify sites often result in increased bulk and massing which needs to be carefully assessed to understand cumulative impacts on the skyline. Proposals for tall buildings within South Cambridgeshire will need to demonstrate how they can successfully fit into the overall rural character of the district. Further advice on skyline and tall buildings, along with the requirements of the assessment criteria for proposals is set out in Appendix I.

7.32 The skyline of Cambridge is characterised by a cityscape of spires and towers rising above a well-established tree canopy. Subtle variations in topography contribute to a skyline defined by a series of 'incidents', where prominent buildings punctuate an otherwise consistent lower-scale built form. Within the historic core, larger 'set piece' college buildings provide a striking contrast to more modest 'background buildings', which typically range from three to five storeys. In the suburbs, building heights are generally lower, although they tend to increase along key approach routes and at major junctions. The Cambridge Commons introduces a rural character that extends into the heart of the city and provides key opportunities to experience the historic environment, including scale of buildings, from these locations. Notable exceptions to the prevailing scale and massing occur at the city's fringes, including the hospital complex at Addenbrooke's, the hangars at Cambridge Airport, and the Research Parks situated both at the edge of the

city and within South Cambridgeshire. These areas accommodate larger-footprint buildings designed to meet contemporary research and clinical needs.

7.33 Development in South Cambridgeshire is typically lower in density and domestic in scale, reflecting the rural and semi-rural character of large parts of the district, with church towers and spires rising above mature tree canopies to create visual connections between settlements. Larger-footprint research and development facilities, along with smaller-scale industrial buildings, often present a contrasting character to their surroundings. The emerging new towns at Northstowe and Waterbeach introduce the potential for buildings of greater height and massing than those found in existing villages.

7.34 Given the large number of designated heritage assets within the historic core of Cambridge, including a significant number of highly graded heritage assets of great national importance, the potential impact that a proposal for a tall building may have on the significance of those assets will be a critical factor in the consideration of the proposal. For this reason, it is very unlikely that there would be many instances or scope for introducing new tall buildings in or around the historic core. The impact on the setting of heritage assets should be assessed in accordance with the guidance set out in The Setting of Heritage Assets: Historic Environment Good Practice Advice in Planning Note 3 (Second Edition) and Tall Buildings: Historic England Advice Note 4 or any successor documents.

7.35 Developers bringing forward proposals for tall buildings should refer to Appendix I of the plan which sets out the required approach, methodology, and assessment criteria for considering skyline and tall buildings within Greater Cambridge.

7.36 When submitting planning proposals for tall buildings, developers should refer to part 3 of the Preventing suicides in public places – A practice resource published by Public Health England which sets out interventions to prevent suicide. It sets out actions that developers can implement to restrict access to the means of suicide such as implementing interventions through measures such as fencing with a minimum height of 2.5m in tall buildings, inwardly curving fences to make it difficult to climb out. Design of intervention(s) in tall buildings will be determined by the nature of the structure and its surroundings.

# Establishing high quality landscape and public realm

## Policy GP/QP: Establishing high quality landscape and public realm

1. Development proposals are required to deliver high quality landscape and public realm by:
    a. Enabling local communities:
        i. Create a range of open spaces that provide comfortable formal and informal places to rest, socialise and play, provide drinking water fountains, shade and shelter, bicycle parking, street lighting, signage and public art, designed in a coordinated and needs-led approach that is accessible and age appropriate for its user;
        ii. Activate streetscapes, open spaces and the public realm by creating walking, wheeling and cycle routes through places of interest for people to encounter nature and dwell, whilst promoting health, wellbeing and social inclusion;
        iii. Create flexible and adaptable spaces for activities such as exercise and imaginative and natural play within high quality public realm, to fosters a sense of wellbeing and community;
        iv. Provide unobstructive street furniture that contributes to the cognitive accessibility of users through wayfinding and legibility of streets and spaces and does not and does not create street clutter;
        v. Lighting and other elements in the public realm should avoid creating high-contrast, visually repetitive design that can cause visual discomfort for users, including neurodiverse individuals;
        vi. Where new spaces and facilities for children and young people are proposed, the Council will expect children and young people to have been meaningfully involved in the designs proposed; and
    b. Enhancing connectivity:
        i. Ensure that new and existing public realm and green

infrastructure seamlessly connects, is accessible for all intended users and that the quality and function of existing routes are enhanced;

ii. Establish streets and open spaces that are well defined with clear wayfinding, and which clearly demarcate public and private space with clear wayfinding;

iii. Ensure new and enhanced existing routes are designed inclusively, prioritising a pedestrian led movement hierarchy including generous and level footways that avoids street clutter;

iv. Provide cycle storage that is usable, easy to access, safe and secure. Cycle storage should be located at the frontage, or integral to the façade;

v. Integrate car parking into the existing landscape setting, retaining existing trees, hedges and other landscape features should into site design and use soft landscape to subdivide and screen car parking;

vi. Parking should not reduce the functionality of open spaces, and if on-street parking should be inset, an expanded footway is required for pedestrian movements when not occupied; and

vii. Create streets that respond to their levels of use while not allowing vehicular traffic to dominate.

c. Responding to climate change:

i. Be landscape led, by retaining and enhancing existing features including trees, natural habitats, boundary treatments such as hedgerows, and historic street furniture and/or surfaces that positively contribute to the quality and character of an area;

ii. Use permeable materials for front gardens and where paving over front gardens, it must be demonstrated that there will be no adverse impact on surface water run-off, particularly for areas with high levels of surface water flooding, and that it will not result in a net loss of biodiversity;

iii. Enhance biodiversity using native planting and/or species capable of adapting to our changing climate, ensuring that newly planted species are planted in seasons to support their growth;

iv. Seek opportunities to incorporate street trees into the public realm and where possible position them to provide additional benefits, such as solar shading and cooling, to both external and internal spaces;

v. Integrate surface water management and sustainable

drainage systems (SuDS) through nature based design, retaining existing natural features where possible and incorporating the use of permeable paving and features that enable pedestrian accessibility and planting;

vi. Factor microclimates into design proposals and ensure public spaces receive adequate sunlight, avoid wind funneling effects and minimise contribution to the urban heat island effect.

d. Integrating with local character:

i. Respond to its context and relate to the character and intended function of the spaces and surrounding buildings using high quality and well detailed materials that are easily maintained;

ii. Prevent negative impacts on the character and setting of the immediate area when using paving in front gardens, particularly where applications fall within conservation areas or in the curtilage of a listed building;

iii. Ensure that the right growing conditions and future management regimes for landscape schemes are secured as part of any planning permission granted and implemented across the agreed timeframe, and ensure that space for trees and other planting is incorporated that is appropriate to the scale of buildings;

iv. Preserve historic design, detailing and materials, and use high quality, durable materials that are appropriate to the historic context, resulting in reinforced local distinctiveness; and

v. Provision of public art will be required on all major development proposals and will make a significant contribution towards the appearance of the scheme. Public art should be developed through partnerships between the developer and the Local Planning Authorities, in consultation with the local community and art consultants where appropriate to the scheme.

e. Being accessible to all:

i. Ensure that open spaces are suitable for different users throughout the year, with consideration being given to the needs of all public realm users, including people with disabilities.

ii. Provide clearly navigable places, which are easy for users to understand, utilising legible, permeable and inclusive design principles;

iii. Seek to remove any barriers and hostile architecture, both actual and perceived, in public realm improvements, minimising barriers to accessibility and inclusion of users including those wheeling and skateboarding;

iv. Provide adequate lighting; lamp columns and lanterns should be carefully considered, well-designed and appropriately located, in order to minimise intrusive lighting and reduce light pollution.

f. Promoting health and wellbeing:

i. Use open and adaptable spaces in flexible ways such as allotments, concerts, performances, exercise classes, event spaces, and fetes that offer physical and mental health benefits. To support the flexible use of open spaces and any meanwhile uses, design should consider access to power and water and the protection of these alternative uses through counter-terrorism protective security; and

ii. Encouraging walking, wheeling including skateboarding, cycling, access to public footpaths and public bridleways for equestrians, and access to active travel.

## Supporting information

7.37 Public realm helps to define the character and experience of great places; whether it is within Cambridge or surrounding villages it is crucial that these positive qualities are maintained into the future. The importance of creating and protecting high quality streets and open spaces, both public and private, is a key part of adapting to climate change pressures, supporting biodiversity, and promoting active and healthy lifestyles.

7.38 The public realm acts as a way of siting buildings in their context. The spaces between, around and within buildings, streets, squares, parks and open spaces all play a key role in supporting public life and fostering social interaction. Greater Cambridge's landscape spaces and public realm are key to creating a sense of place and play an important role in enhancing communities' quality of life and health and wellbeing and can even play a role in boosting the local economy. In addition to this, the public realm has many functions including providing space for recreation and social interaction, space for nature, supporting movement, climate change mitigation and adaptation and provision of utilities.

7.39 The long-term development of the Greater Cambridge area requires careful consideration of how the design, delivery and management of new and improved public realm is coordinated. Proposals must ensure the design of the public realm is considered early in the development design process and that consideration is given to the integration of the public realm with the surrounding built form and that it responds to local context and character.

7.40 Component parts of the public realm should be integrated with the wider townscape and should be delivered to provide an uncluttered environment.

Developers will need to work collaboratively to deliver a coordinated range of materials, finishes and details that respond to and enhance local character. Durability will be key within the high-density environment such as within the city centre and materials will that are adaptable and sustainable will play a key role in delivering distinctive and resilient places. Proposals should not use hostile architecture such as spikes, uneven surfaces, harsh angles, or large bollards in the public realm that undermine the public space as a shared resource and prevent inclusive use such by homeless people, older and young people using the space to rest or socialise, and skateboarders.

7.41 Designing public realm that supports comfortable, visually accessible environments is therefore an important component of promoting health and wellbeing and inclusive design. Lighting and other elements in the public realm should avoid creating high-contrast, visually repetitive environments that can cause visual discomfort for users, including neurodiverse individuals.

7.42 Street furniture and design of bins should be consider guidance set out by the National Protective Security Authority NPSA Selection, Positioning and Testing of Blast-Resistant Litter Bins considered early in the design process and be successfully integrated into the development to form part of the overall design and not as an afterthought. Such features must be designed to be secure, located conveniently and appropriately designed to be unobtrusive and prevent clutter as set out in further NPSA guidance on building and infrastructure design.

7.43 To support well designed public realm, the Local Planning Authorities promote the removal of paving in front gardens. When considering paving to front garden, it is encouraged that permeable paving is used. Planning permission will be required for the provision of a hard surface between the principal elevation of the dwelling and the highway if the area is greater than 5 square metres. However, paving does not require planning permission if porous materials are used for paving, or provision is made to direct run off water from the hard surface to a permeable or porous area or surface within the curtilage of t he dwelling house.

7.44 Well designed public realm, existing trees, hedges and other landscape features are valuable as established greenery in new developments and should be retained and incorporated into the designs for public realm. Car parking should be integrated into the existing landscape setting and within a framework of green infrastructure and designed as part of the landscape strategy. Soft landscaping should be used to subdivide and screen car parking. Planted and porous surfaces, hedges and tree planting provide opportunities for green infrastructure. More guidance on sustainable placemaking and parking in design is set out by Homes England.

7.45 Cycle storage should be located at the front of buildings, or integral to the façade of development. Safe, convenient and accessible cycle parking and storage should be integral to design of buildings. If cycle storage is in the front garden space, it should be incorporated into the design of the garden, designated area or porch. If cycle storage is in the back garden, it should be a secure store with a simple direct and convenient way out to the street. For

apartments, secure, safe, easily accessible, covered and well overlooked external storage or secure individual lockers are a better option. Further design guidance is set out by Homes England.

7.46 Implementation of nature-based design solutions should also be considered in proposals for built environments and public realm such as the incorporation of integrated nesting for birds, and consideration of wildlife corridors such as hedgehogs highways.

7.47 Proposals should define how they will support the activation of the public realm including the location of positive and active frontages to support natural surveillance and the positioning of seating or other elements of street furniture to encourage social interaction. These elements should be situated within appropriate locations of publicly accessible open spaces, town centres and other locations with good levels of direct sunlight to create a sense of place, with capable guardianship of an area by the people who use it.

7.48 To support social cohesion and wellbeing, new and enhanced communal facilities, including seating and play equipment, should be accessible and age-appropriate to effectively serve their intended users. The Healthy Places Joint Strategic Needs Assessment (JSNA) provides an evidence base for how Cambridgeshire and Peterborough can best support the health and wellbeing of our communities. The assessment should be used as guidance when submitting planning proposals that will require new or enhanced community provision.

7.49 The Local Planning Authorities support the provision of public art within proposed development and recognise the significant importance it has in contributing to social, economic and cultural benefit. The Local Planning Authorities support implementation of best practice approaches, and the commissioning of publicly accessible art. Successful public art demonstrates ambition, innovation and is relevant to its context, character and surrounding built and natural environment. It should genuinely engage people, including under-represented members of the community and it should contribute to local identity.

7.50 Public art refers to permanent or temporary artworks in any media created for the public realm, built or natural, and is based on community identity or is site specific, reflecting on the surrounding biodiversity, habitats and nature. Crucially, it is experienced outside of galleries or museums, ensuring wider public accessibility. The art should be original, of high quality and designed for and with community input. Public art should be developed through a collaborative approach between the developer, the Local Planning Authorities and an art consultant and should involve consultation with the local community.

7.51 Relevant documents such as The Cambridge City Council SPD (2010), the South Cambridgeshire Design Guide (2010), the South Cambridgeshire Public Art SPD (2009) and any successor documents should be referred to when preparing and submitting planning applications. Co-operation between the arts communities, authorities and residents are the basis for vibrant cultural life.

7.52 All forms of major development are required to make provision for public art,

meaning residential developments comprising ten or more dwellings. Other developments where the gross floor space created is 1,000 square metres or greater, including offices, manufacturing, warehousing and retail development should provide public art where possible. For Outline planning permission, planning applications should provide a Public Art Strategy, including indicative budget. For Full Planning and Reserved Matters applications, these should be supported by a Public Art Delivery Plan.

7.53 Where a Section 106 agreement is required, it should include a negotiated commuted sum based on the complexity and timelines outlined in the Public Art Delivery Plan or Strategy, covering the Local Planning Authorities' need for public art expertise to support delivery. National guidelines recommend allocating at least 1% of the total build cost in major developments for public art and culture to mitigate the development's impact on people and place, with 1% serving as a starting point. Full details are set out in the Greater Cambridge Planning Obligations SPD. Exemptions may apply where public art requirements do not meet NPPF Paragraph 58 tests or where viability is a concern, and such cases will be considered individually.

# Protection, conservation and enhancement of landscape character

**Policy GP/LC: Protection, conservation and enhancement of landscape character**

1. All new development proposals must:

   a. Protect, conserve and enhance the local landscape character as set out in the Greater Cambridge Landscape Character Assessment (2021) Part A and Part B or successor documents;

   b. Consider the cumulative effects of development to avoid incremental harm to local landscape character;

   c. Protect, conserve and enhance features that positively contribute to the quality and character of the area so that any negative impacts on the landscape are avoided, reduced or mitigated on site;

   d. Protect and enhance the setting of Cambridge within the landscape by strengthening the well-defined, vegetated edges of the city and by protecting and enhancing the green corridors which extend into the city and along the River Cam corridor;

   e. Protect and enhance the setting of the villages through sympathetic landscape design of the village edges and green spaces within village boundaries; and

2. Important Countryside Frontages (ICFs) are identified on the Policies Map and are in villages where land with a strong countryside character either:

   f. Penetrates or sweeps into the built-up area providing a significant connection between the built environment and the surrounding rural area; and

   g. Provides an important rural break between two nearby but detached parts of a development framework.

3. Planning permission for development will be refused if it would compromise these ICF purposes.

## Supporting information

7.54 The Greater Cambridge landscape is varied with intimate river valleys, open fens, wooded claylands and ridges, and rolling chalk hills. Cambridge is a distinctive historic university city, built around the banks of the River Cam and is surrounded by rural landscapes and the characterful villages of South Cambridgeshire.

7.55 The policy aims to ensure that the varied and distinctive landscape character is properly considered in planning decisions. Developments should respond positively to the local landscape character and take opportunities to enhance and reinforce the landscape character. Applicants should refer to the Greater Cambridge Landscape Character Assessment (2021) Part A and Part B which examined in detail the physical, human and cultural influences that have shaped the evolution and character of the landscape today. The assessment identified Landscape Character Areas, each with a distinct local identity and sense of place. Detailed information is provided about each character area, including the condition of the landscape, key sensitivities and guidance on landscape management and integration of development into the landscape. Applicants, particularly of major developments, are encouraged to enter into pre-application discussions with the local planning Authorities to ensure that landscape character is considered at an early stage in the design process.

7.56 New development can provide opportunities to enhance the landscape on the edges of settlements. The edges of the villages are an important transition between the built environment and the wider, rural landscape and require sensitive design to protect and enhance the setting of the settlements and the countryside beyond. The River Cam corridor and other green corridors penetrate the urban area of Cambridge and are extremely important to the setting and unique character of Cambridge. Whilst these corridors are also protected by Green Belt and open space designations, all developments adjacent to these corridors must provide high quality, sensitive landscape design to protect, conserve and enhance the landscape character of these important features.

7.57 In many South Cambridgeshire villages there are places and features, defined as Important Countryside Frontages, where landscape with a strong countryside character penetrates the village or separates two parts of a village. Such land enhances the setting, character and appearance of the village by retaining the sense of connection between the village and its rural surroundings. The locations where this occurs are defined on the Policies Map to indicate that the frontage and the open countryside beyond should be kept open and free from development. In most cases the land adjoins the village built-up area but, in some cases, it separates two parts of the village, and the open intervening land therefore assumes an importance for the character of the entire village.

# Historic environment

**Policy GP/HE: Historic environment**

1. All development proposals that have the potential to impact heritage assets or their setting must be supported by a Heritage Statements Impact Assessment. The level of detail contained within the Heritage Impact Assessment Statements should be proportionate to the proposed development and the number of assets affected.
2. The Local Planning Authorities will balance the need for development with the conservation, enhancement and enjoyment of the historic environment through a positive strategy to ensure that:
    a. Proposals affecting the historic environment consider the wider social benefits for quality of life, economic, cultural and environmental benefits of protecting and enhancing/conserving heritage assets, taking into account the positive contribution that conserving heritage assets can make to the cultural identity and place-making, wellbeing and sustainability of communities, alongside the key economic importance of these assets;
    b. New development conserves and, where appropriate, enhances the special character and distinctiveness of Greater Cambridge. Proposals must respect the character, setting and nature of any heritage asset, with the positive contribution made by the historic environment taken into consideration and used to inform design;
    c. Proposals support the enhancement of existing provision and create greater access to a wider range heritage assets; and
    d. Heritage assets are sustained in viable uses that are compatible with their significance.

## Supporting information

7.58 This policy aims to ensure that development proposals that may affect heritage assets, or their settings are carefully considered. It also supports the conservation and enhancement of the historic environment through the Greater Cambridge Historic Environment Strategy detailed within the policy, ensuring that new development respects and integrates with the historic

context of the area. Greater Cambridge boasts a rich and diverse historic environment, formed of both designated and non-designated heritage assets. This includes a high number of nationally listed buildings, conservation areas, registered parks and gardens, scheduled monuments, and other heritage assets of local importance. Much of this heritage is visible in the distinctive historic landscapes shaped by agricultural, academic, residential and commercial development, while other elements of the historic environment are more intangible.

7.59 Greater Cambridge's unique blend of historic towns, villages, and hamlets set within the countryside contribute to the local character and sense of place, whilst Cambridge, which has a varied architectural heritage, from the internationally recognised grandeur of King's College Chapel to the more modest vernacular buildings reminiscent of an East Anglian market town. Greater Cambridge's historic environment is an important resource, bringing social, cultural, economic and environmental benefits to the community, adding to the quality of life and wellbeing of residents and visitors. Important visitor attractions with historic merit include Wimpole Hall, Denny Abbey and the Imperial War Museum, Duxford and Cambridge University's Botanic Garden and Fitzwilliam Museum and colleges. Together, these features of the historic environment form an irreplaceable cultural resource that enriches the character and cultural identity of Greater Cambridge.

7.60 Heritage is an essential component of plan-making. A full understanding of the historic environment, including traditional materials and construction methods used in vernacular buildings, is needed to inform plans, identify opportunities for conservation and enhancement, and reinforce a local sense of place. Given the rich tapestry of Greater Cambridge's historic and natural environment and the strategic objectives of this Local Plan, the planning strategy for Greater Cambridge's historic environment requires a multi-layered approach that includes a number of interrelated actors, initiatives and local planning instruments (see Figure 107). The components of the Greater Cambridge Historic Environment Strategy will be added to and updated as necessary and provide tools to realise the ongoing management of the area's heritage assets. Planning decisions will be made having regard to the content of the relevant components of this Historic Environment Strategy.

7.61 The Councils will work with communities, partner organisations, and developers to conserve and enhance the historic environment wherever possible, and address development challenges in a balanced and sympathetic way. Pressures from development need to be carefully considered in order to ensure they do not detrimentally impact Greater Cambridge's historic environment, particularly South Cambridgeshire's special rural character and the nationally significant buildings and green spaces in the centre of Cambridge.

7.62 The Local Planning Authorities will actively seek the protection of Greater Cambridge's designated and non-designated heritage assets. New development must respect the character, setting, and nature of any heritage assets that might be affected by the proposed development. As part of the strategic approach to the Historic Environment, the Local Planning Authorities will require applications to include Heritage Impact Statements where a proposal would impact heritage assets to ensure the effective use of

available local planning mechanisms. Heritage Impact Statements are useful tools that help developers and decision-makers understand the importance of heritage assets that might be impacted by a proposal.

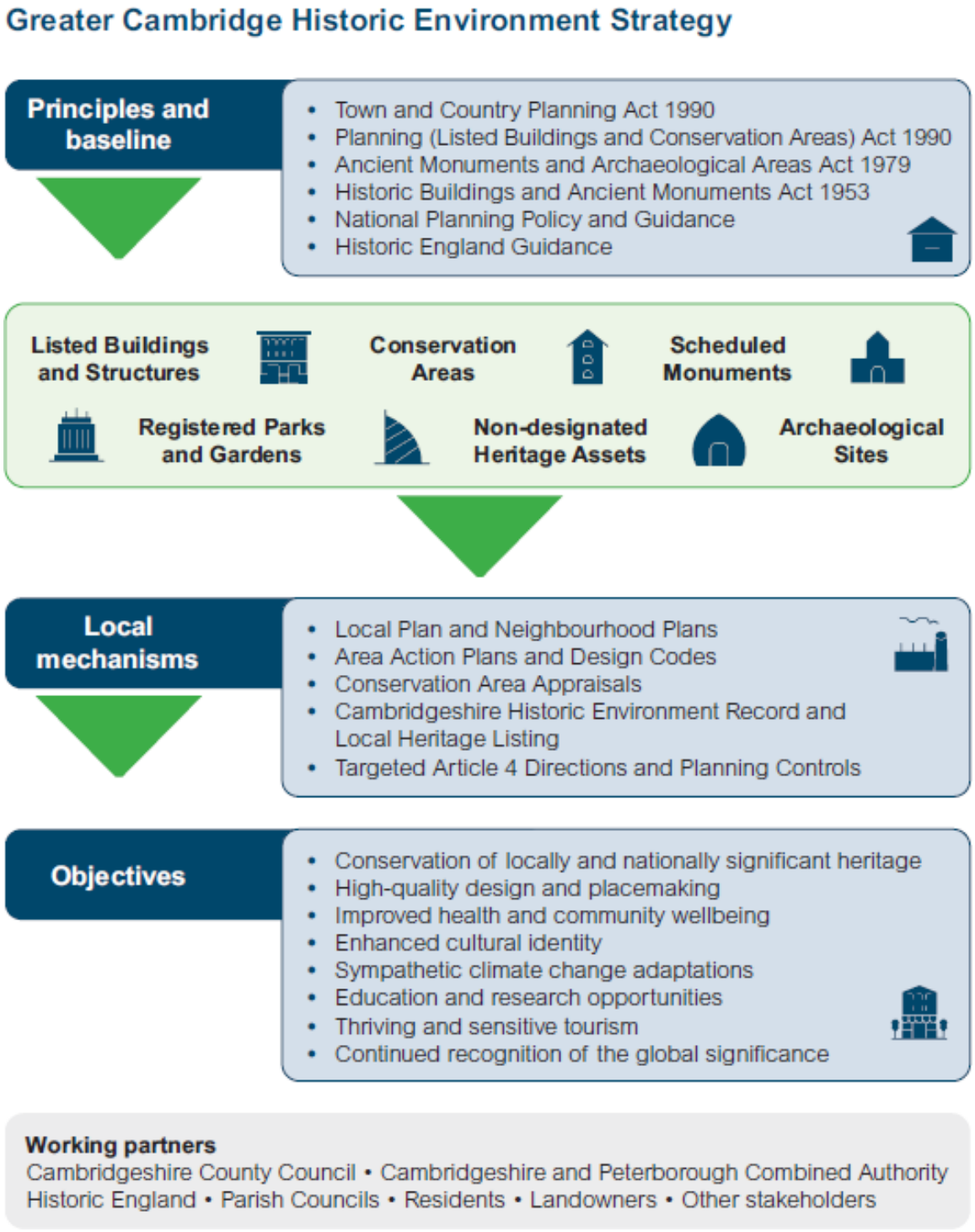


**Figure 107:** The Greater Cambridge Historic Environment Strategy

7.63 The details included within a Heritage Impact Statements will vary depending on the nature and scale of the development, but they typically include:

- A description of the significance of any heritage assets affected, including any contribution made by their setting;
- A proportionate assessment of the potential impact that development may have on the heritage asset, their historic importance, and their setting;
- Justification for works that seek to alter heritage assets and the wider historic environment;
- Information on any sources that have been consulted to prepare the assessment, such as Conservation Area Appraisals and the Cambridgeshire Historic Environment Record;
- The expertise and experience of the person(s) conducting the Heritage Impact Statements.

# Designated heritage assets

## Policy GP/HA: Designated heritage assets

1. Development proposals will be required to provide clear and convincing justification in line with the National Planning Policy Framework's tests for harm to a designated heritage asset (regardless of the level of harm). Harm to the significance of a designated heritage asset or its setting will be weighed against public benefits.

2. Development proposals that affect designated heritage assets, including alterations and extensions, retrofit or new development must:

   a. Preserve or enhance the significance of the designated heritage asset(s) and its setting, and the character or appearance of Conservation Areas including views into, within and out of them;

   b. Be of an appropriate scale, form, height, massing, alignment, and high quality design that complements the built form and scale of heritage assets;

   c. Use high quality materials, architectural detailing and methods of construction which complement the character of the building or area;

   d. Retain features important to the settlement form and pattern, such as the hierarchy of buildings, plot divisions, open spaces, gardens, trees, hedges and any other features that contribute to the historic character;

   e. Respect the historic internal layouts and other internal features of importance;

   f. Respect the setting of the designated heritage assets, including inward and outward views, and how the building is experienced and understood; and

   g. Retain important traditional features such as original doors, windows, shop fronts, street furniture and boundary treatments.

3. Buildings or structures that make a positive contribution to the special architectural or historic interest of a Conservation Area should be retained. Demolition will only be permitted where:

   a. the structure has been formally assessed to be unsound or in a state of such disrepair that it is not practical or viable to be

repaired;

b. all possible measures to sustain an existing use or find alternative uses have been explored; and

c. redevelopment would bring substantial public benefits.

## Safeguarding heritage at risk

4. Where development proposals include heritage assets that have been identified as being at risk on the Heritage at Risk register, they should identify specific opportunities for their conservation and enhancement through the positive repair, regeneration, and adaptive reuse of the heritage asset. Alteration to the use and layout of buildings and the curtilage of the heritage at risk should preserve and pay regard to their setting whilst contributing towards removing the site from the Heritage at Risk register.

5. Development will be supported where it is demonstrated that the scale and nature of the proposal is needed to secure the future of the heritage asset(s) at risk. The heritage asset(s) at risk must be repaired or enhanced to an agreed standard at an agreed stage in the course of development and completed in full prior to new development being substantially complete or fully occupied. This will be secured through a planning agreement.

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## Supporting information

7.64 Designated heritage assets are defined as Listed Buildings, Conservation Areas, Registered Parks and Gardens and Scheduled Monument. They are buildings, monuments, sites, places, areas and landscapes that are identified as having significance that merits consideration in planning decisions due to their heritage interest and, as a result, are afforded a high level of protection. In England, the National Heritage List serves as an official record of listed buildings and structures, which are listed in recognition of their special architectural or historic interest. The principal aim of the listing is to prevent alterations that are detrimental to the special character of the building or structure. Greater Cambridge hosts over 3,500 listed buildings and structures. Historic landscapes (including designed and other landscapes such as historic parks and gardens, churchyards, village greens and public parks) are particularly important in South Cambridgeshire where they add interest and variety to an intensively farmed countryside.

7.65 Listed building consent will be required for many works affecting a listed building or structure, including demolition, any alteration or extension to a listed building (interior alterations as well as exterior alterations and works to buildings or structures within the curtilage of the building that are curtilage listed), listed building consent is separate to planning permission. Control over changes to listed buildings is not meant to prevent all alterations, but to safeguard the buildings and structures from unnecessary demolition and

inappropriate modifications that could harm their historical significance. All works to listed buildings must preserve or enhance their value and significance, in line with national policy requirements.

7.66 A sensitive and hierarchical "whole-building" approach to design and specification is encouraged to ensure that the significance of the asset is not compromised by inappropriate interventions. Hidden historical features can also be uncovered through permitted works to designated heritage assets, which may be of historical significance and will need to be appropriately recorded. A Building Monitoring and Management Strategy may be required to monitor the ongoing impact of the implemented measures on the asset's historic fabric and to record any hidden historical features discovered during development. Monitoring requirements will be proportionate to the significance of the asset and the scale and scope of the work undertaken. Where monitoring shows that interventions are causing harm to the significance of the asset, appropriate remediation works will be required.

7.67 Consent will not be granted for the demolition of a listed building or structure other than in exceptional circumstances; clear and convincing justification will be required, as well as evidence that every effort to retain building has been made. Applications for the retrofitting of listed buildings are required to be supported by a Heritage Impact Assessment demonstrating an understanding of the building's environmental performance, the building's current fabric and energy performance, alongside the evaluation of the impact of the proposed works on both the environmental performance and the significance of the listed building. Where designated heritage assets are to be marketed to test whether they can be brought back into viable use in line with national planning policy tests, an up-to-date marketing exercise should be undertaken in accordance with the guidance provided in Historic England's guidance on Managing Significance in Decision-Taking in the Historic Environment (or successor documents) and Appendix I: Skyline and tall buildings guidance.

7.68 Historic landscapes including historic parks and gardens, churchyards, village greens and public parks are particularly important in South Cambridgeshire where they add interest and variety to the countryside. Registered parks and gardens within Greater Cambridge include the Botanic Garden and Clare College in Cambridge, and Pampisford Hall and Croxton Park in South Cambridgeshire.

7.69 A Conservation Area is designated under the Planning (Listed Buildings and Conservation Areas) Act 1990 and are designated due to their special architectural or historic interest, the character of which is desirable to preserve or enhance. The special character of an area can be derived from architectural quality and built form, architectural styles, design of open or green spaces, designated and non-designated heritage assets alongside local distinctiveness. Development located adjacent to, or even at some distance from, a conservation area can still affect its setting and, in turn, its overall significance. Proposals for development outside a conservation area that may impact its character, or setting should take into account the relevant conservation area appraisal and demonstrate how any potential impacts can be appropriately mitigated.

7.70 There are over 100 Conservation Areas within Greater Cambridge, with more in detail information for each area contained within the adopted Conservation Area Appraisals. Further information on the conservation areas within Greater Cambridge can be found on the Greater Cambridge Shared Planning website.

7.71 The majority of the Greater Cambridge's built heritage is in good condition, being occupied and well maintained. However, in some cases, heritage assets can fall into disuse or disrepair, for a variety of reasons, such as lack of maintenance, redundancy, economic decline, unwillingness of owners or catastrophic events. In these circumstances, the buildings and structures are identified as being "at risk". Heritage "at risk" can impact on local communities and the environment in which we live – not only are there the visual signs of neglect, but there can also be social, economic and public safety concerns too.

7.72 Grade I and II* listed buildings or structures, Grade II listed places of worship, scheduled monuments, registered parks and gardens and Conservation Areas are monitored annually by Historic England. Where Historic England determines that a heritage asset is "at risk" using a series of nationally defined assessment parameters, these assets are recorded on the Heritage at Risk Register. As well as safeguarding important heritage assets, the adaptive re-use and regeneration of a building or structure can result in significant carbon savings in terms of embodied carbon savings. Therefore, any development proposal relating to heritage assets "at risk" must include proposals to secure the future of that heritage asset. The level of works needed to prevent a heritage asset from being "at risk" will vary on a case-by-case basis, and each case will need to be considered individually. However, there should be a legally binding mechanism in place in all cases to secure the restoration of the heritage asset.

7.73 Bringing heritage assets back into an appropriate and viable use is often the most effective way of securing their future conservation, particularly where their original use is no longer viable. In some cases, temporary uses may be appropriate to ensure that buildings remain occupied and maintained while longer-term solutions are developed. In exceptional circumstances, permission may be granted for development which would not normally be acceptable in order to secure the long-term future of the designated asset. This is known as 'enabling development' and should only be carried out as a last resort in line with the guidance produced by Historic England. In such circumstances, the Councils will assess whether the benefits of a proposal, which would otherwise conflict with planning policies, but would secure the future conservation of a heritage asset, outweighs the disbenefits of departing from plan policies.

7.74 Enabling development is a development proposal that seeks to secure the long-term future of a heritage asset, that is considered in its own right and would not typically be permitted. At the heart of enabling development is an 'exchange' whereby the community accepts some disbenefit through the acceptance of development that would be otherwise unacceptable in return for the long-term conservation of the heritage asset.

7.75 Enabling development where the public benefit of securing the future of a significant heritage asset through enabling development decisively outweighs the disadvantages of breaching normal policy presumptions. In considering enabling development proposals, developers are encouraged to enter into pre-application discussions with the Local Planning Authorities.

7.76 Enabling development is likely to be a last resort in the preservation of heritage assets. In specific circumstances, it may be necessary to accept some harm if there are no reasonable alternative means of delivering or designing enabling development with less or no harm. For enabling development to be supportable, development must not result in an unacceptable level of harm to the designated heritage asset it would be intended to conserve. Historic England's guidance on Enabling Development and Heritage Assets (or successor documents) should be considered when preparing an application that involves enabling development.

7.77 The Local Planning Authorities will not tolerate deliberate damage to or neglect of heritage assets. Where there is evidence that an applicant has deliberately harmed a heritage asset, remediation of this deliberate harm will not be granted weight in decision making in accordance with national planning policy, and the Local Planning Authorities will exercise the enforcement powers afforded by the Planning (Listed Buildings and Conservation Areas) Act 1990.

# Non-designated heritage assets

**Policy GP/ND: Non-designated heritage assets**

1. The Local Planning Authorities will seek to ensure the retention and enhancement of buildings or other structures identified (at application stage or otherwise) as being non-designated heritage assets.
2. When determining a planning application, the Local Planning Authorities will make a balanced judgement of the potential impacts of the development on non-designated heritage assets. Consideration will be given to the significance of the asset and its setting, the extent of impact on its significance, as well as the scale of any harm or loss to the asset.
3. Prior to the loss of a non-designated heritage asset, an appropriate level of survey and recording will be expected, including archaeological investigation where appropriate (the results of which should be deposited on the Cambridge Historic Environment Record).

## Supporting information

7.78 Non-designated heritage assets can take many forms, ranging from buildings and structures to less tangible elements such as archaeological remains and designed landscapes. These assets must exhibit a level of historical or cultural importance that justifies their identification as non-designated heritage assets and their consideration in planning decisions. The Local Planning Authorities encourages the inclusion of such assets in Neighbourhood Plans. Neighbourhood planning working groups aiming to identify these types of heritage assets within their plans are advised to collaborate with the Local Planning Authorities to ensure that they meet the criteria and are warranted to be identified as a non-designated heritage asset.

7.79 National guidance indicates that planning authorities may establish criteria to identify buildings of heritage value that are not officially designated.

7.80 To determine whether a building or structure qualifies as a non-designated heritage asset, the Council uses a set of criteria aligned with national planning guidance. Key significance criteria include:

a

**Architectural and artistic significance**

- Visual or design merit
- Designed by a known architect
- Completeness / rarity
- Local landmark quality
- Group value / contribution to a cohesive group of structures

**Historical significance**

- Links to notable people or events
- Representativeness of a certain style or period
- Value to the local community or culture

**Archaeological significance**

- may be in the form of buried remains, crop marks or earth works, but may also be revealed in the structure of assets or in a designed landscape.
- Inclusion in the Cambridge Historic Environment Record, if determined by a plan-making body as having non-designated heritage status.

7.81 While primarily aimed at assessing buildings and structures, the overarching policy is applicable to all types of non-designated heritage assets. Additionally, the National Planning Policy Framework offers guidance on evaluating the impact of developments on such assets. Non-designated heritage assets play a key role in reinforcing a sense of local identity and distinctiveness, and the embodied carbon emissions that would result from demolition and redevelopment compared to retention and refurbishment, and the unsympathetic alteration or demolition of such locally important buildings and structures will only be acceptable where it is demonstrated the public benefits of the proposed development would outweigh any adverse impact on the non-designated heritage asset and the adverse carbon consequences of demolition works.

7.82 The Council's manage a list of locally important heritage assets, once on Cambridgeshire's Local Heritage List these assets become known as non-designated heritage assets for the purposes of planning decision making. When preparing planning applications, applicants are advised to consult the Local Planning Authorities Local List for further details on identified non-designated heritage assets.

7.83 The Local List is not exhaustive and will continue to be added to. Whilst a significant way of identification, it is not the only way that local heritage assets may be identified. They may be identified through Local Plans, Neighbourhood Plans, Conservation Area Appraisals and reviews, and decision-making on planning applications.

# Adapting heritage assets to climate change

**Policy GP/CC: Adapting heritage assets to climate change**

1. Proposals for energy efficiency improvements and climate resilience adaptations that do not harm a heritage asset's significance, setting, fabric or ongoing preservation, as informed by an assessment of the building's fabric and robust technical detailing, will be supported. Where a proposal has the potential to harm the fabric of a listed building, such proposals must be supported and informed by a thorough understanding of the building's historic evolution and construction, architectural and historic significance, and a demonstration of the building's current fabric and energy performance.
2. A holistic 'Whole Building' approach should be used to prioritise adaptations which cause the least harm to fabric and significance.
3. Where appropriate, retrofit proposals shall be designed to satisfy the standards set out within the BSI PAS 2035 (2023) framework and BS EN 16883 (or successor documents).
4. Proposals that seek to undo the damage to a heritage asset caused by previous, inappropriate interventions will be supported in principle.
5. Proposals that seek to reinstate historic features that can enhance the climate resilience of a heritage asset (such as shutters) will be supported.
6. Monitoring requirements will be proportionate to the significance of the heritage asset and the scale of the works proposed.

## Supporting information

7.84 The Greater Cambridge Net Zero Carbon Study (2021) identifies that existing buildings account for one third of all greenhouse gas emissions in Greater Cambridge. While energy efficiency standards have been introduced for new homes, we cannot meet our climate change targets without reducing emissions and energy use in all our homes and buildings. Improving energy efficiency is

not only good for the climate, but it will also reduce running costs and increase the lifespan of buildings.

7.85 Nationally, roughly 20% of our homes were built before 1919, using traditional timber-frame or solid wall construction methods and materials. Of this 20%, around 1% of homes in Cambridge and 3% in South Cambridgeshire are listed buildings. Maintaining the buildings we use is a powerful climate action as it 'locks in' the carbon used to build these in the first place, aligning with the circular economy to reduce waste and avoidable carbon emissions. The Climate Change Committee concluded that at least 90% of the existing buildings in the UK should have energy efficient retrofits for the UK to meet its zero carbon targets, recognising that some buildings simply cannot be adapted to eliminate all emissions.

7.86 Acceptable interventions and works will vary depending on the impact on the significance of the heritage asset in question. Where works would harm the building's integrity or significance, that harm will be weighed against the public benefits of the proposal. Heritage Impact Assessments will need to assess the impacts of proposed works and detail clear and convincing public benefits. Depending on the nature of the works proposed, a planning application may also require the following information:

- Surveys of existing construction, to include walls, floors, ceilings and roofs;
- Submission of baseline energy consumption data before improvements have taken place and energy efficiency modelling;
- The national or industry performance standards being targeted and the environmental performance measures to be implemented in order to achieve the standard.

7.87 Historic England and other organisations such as the Sustainable Traditional Buildings Alliance publish guidance detailing how energy efficiency improvements to historic buildings can be carried out without compromising their significance. While this policy covers heritage assets, similar principles should be applied to all buildings of traditional construction. Reference to the following publications, and any successor documents, is recommended:

- Energy Efficiency and Retrofit in Historic Buildings | Historic England
- Energy efficiency and traditional homes, HEAN 14
- Energy Efficiency and Historic Buildings: How to Improve Energy Efficiency
- Energy Efficiency and Historic Buildings: Energy Performance Certificates
- Modifying Historic Windows as Part of Retrofitting Energy-Saving Measures
- Energy Efficiency and Historic Buildings – Application of Part L of the Building Regulations to historically and traditionally constructed buildings
- Adapting Historic Buildings for Energy and Carbon Efficiency HEAN 18

7.88 For applications that have the potential to impact the fabric of a heritage asset,

the Local Planning Authorities may require a programme of ongoing monitoring in the form of a Building Monitoring and Management Strategy to ensure impacts can be appropriately managed. Monitoring requirements will be proportionate to the scale of the works proposed. Planning conditions will also be used to secure appropriate remediation works where monitoring shows that interventions are causing harm to the significance of the asset. The Local Planning Authorities will expect retrofit works to be carried out in accordance with the BSI PAS 2035 (2023) framework (or successor documents) and Historic England guidance for energy improvements to heritage assets.

# Archaeology

## Policy GP/AR: Archaeology

1. Development affecting archaeological remains, whether known or potential, designated or undesignated, should take every practical and reasonable step to protect and, where possible, enhance their significance. In cases where the proposal could harm the significance of archaeological assets, the relevant National Planning Policy Framework tests will be applicable, where such harm will be required to be appropriately justified.
2. For sites with either known or potential archaeological interest, the following must be submitted to and approved by the Local Planning Authorities:
    a. An appropriate assessment to understand the nature and significance of any impacted sites or potential sites of archaeological interest; and
    b. An appropriate level of archaeological investigation and recording to achieve preservation by record, including fieldwork, post-excavation analysis, dissemination of results, and deposition of archives at an appropriate repository.
3. Where development affects scheduled monuments or archaeological sites, there will be a presumption in favour of archaeological remains being preserved in-situ either through the modification of design, layout, drainage, landscaping or the siting and locations of foundations. Archaeological Assessments should therefore inform planning proposals including through master planning. Where in-situ preservation of an archaeological asset is not possible or feasible, the development will not be permitted until a programme of excavation, investigation and recording has been submitted to and agreed by the Local Planning Authorities prior to commencement.

## Supporting information

7.89 Archaeology offers a unique insight into the history of Greater Cambridge, revealing irreplaceable evidence of former cultures, settlements, conflicts, burial sites, and other human activities. Preserving archaeological remains not only protects cultural heritage but also provides opportunities for education, research, and community engagement. Government guidance acknowledges the importance of these historic and archaeological sites and emphasises the need to safeguard them from being lost or damaged through development, ensuring they can continue to inform and inspire future generations.

7.90 Archaeological work in Cambridgeshire has discovered remains from early prehistory, with significant settlement known from at least the Iron Age. Development within the city's boundaries has revealed significant archaeological remains, some of which are of national importance, and further discoveries are to be expected.

7.91 The Cambridgeshire Historic Environment Record (CHER) is a comprehensive database of which all archaeological remains within Cambridgeshire are located, providing information relating to location and nature of archaeological sites. The CHER can also be used to identify sites that may be at risk from development. This policy requires an archaeological assessment of sites within potential areas of archaeological importance to describe the significance of any heritage assets affected and to ensure that provision is made for the preservation of important remains, particularly those of national significance. Archaeological assessment prior to determination may comprise a combination of desk-based assessment, geophysical survey and/or field evaluation.

7.92 Historic England have prepared an Advice Note 17 – Planning and Archaeology, which provides guidance on how archaeology should be considered as part of the planning process. Applicants are advised to refer to this guidance (or successor documents) when preparing planning applications, particularly where a development could impact archaeological assets or where archaeological assessments or investigations are required.

7.93 Some archaeological sites are designated as scheduled monuments, although most assets are non-designated and sometimes unknown until development proposals come forward. There are over 100 scheduled monuments in Greater Cambridge. Scheduled monuments are nationally significant assets afforded great protection within the NPPF. The Local Planning Authorities recognise that archaeological remains are irreplaceable resources, which are valuable in their own right, but also valuable for their contribution to education, leisure and tourism. Proposals affecting scheduled monuments require scheduled monument consent in addition to planning permission. Where a site on which development is proposed contains or has the potential to contain heritage assets with archaeological interest, developers should submit as appropriate desk-based assessment and where necessary, a field evaluation.

7.94 Proposals that physically impact scheduled monuments will require scheduled monument consent, in addition to any necessary planning permission or Listed Building consent. Applications for scheduled monument consent must be submitted to the Secretary of State for Culture, Media and Sport before any work can begin that may affect a monument, whether above or below ground.

# Shopfronts

**Policy GP/SF: Shopfronts**

1. Existing historic shopfronts and features of architectural interest shall be retained where possible.
2. Proposals for new shopfronts, signage and improvements to shopfront security should:
   a. Not detract from the character or appearance of the street as a whole;
   b. Respect the scale, proportions, architectural style, character and materials of the whole building and, where appropriate, adjoining buildings and the wider streetscene;
   c. Incorporate materials appropriate to the age and character of the building;
   d. any advertising material is incorporated as an integral part of the design;
   e. enhance natural surveillance and activate the frontage;
   f. Have regard to the guidance on shopfronts and signage in Appendix H: Shopfront guidance.
3. Shops that are converted to residential or other non-residential uses should retain the existing shopfront and fenestration to provide natural surveillance of the street.

## Supporting information

7.95 Greater Cambridge has many exemplar shopfront designs ranging from 18th Century to the modern day. Shopfronts play a key role in establishing and defining the visual character of high streets and shopping parades. Historic shopfronts are a prominent feature of many of Greater Cambridge's Conservation Areas; applicants are advised to consider the impact of any changes within the Conservation Area, including alterations to shopfronts within these designated heritage assets. Some shopfronts can also form part of a Listed Building's fabric or be designated heritage assets in their own right. Where a shopfront is listed or forms part of a Listed Building, special consideration will be given to the conservation of the shopfront and Listed Building consent will be required for any changes.

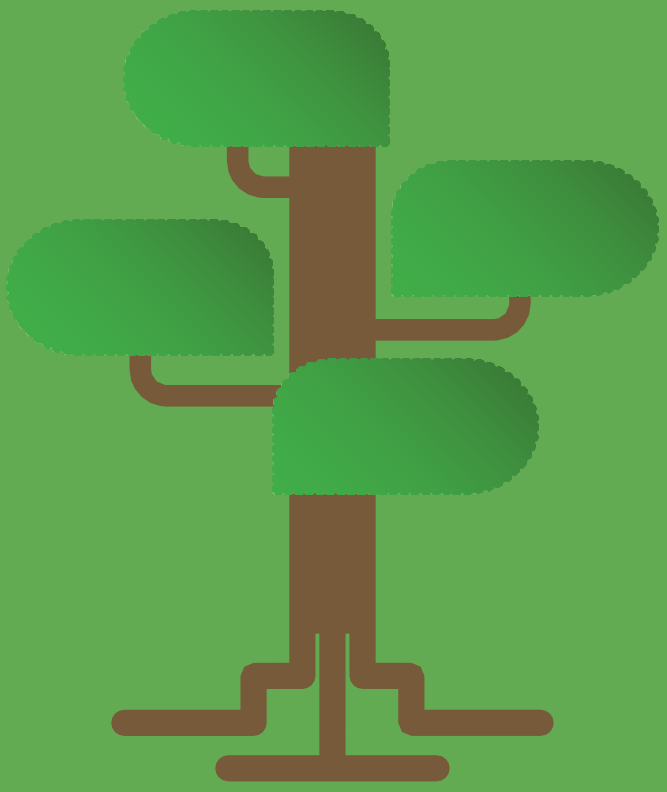
7.96 By requiring new shopfront proposals and improvements to align with the scale, architectural style, and materials of existing buildings, the policy ensures that development does not erode the historic or aesthetic value of the streetscape. Well-designed shopfronts and associated signage add to the character and quality of retail centres and play an important part in defining distinctive shopping areas. The integration of signage and security measures into a cohesive design helps prevent physically or visually intrusive alterations that could compromise the visual amenity of these environments and therefore signage should be subtle and complement the built environment.

7.97 Furthermore, the policy promotes community safety and engagement by encouraging natural surveillance and active frontages. The retention of original shopfronts and window openings helps maintain visual connectivity between private spaces and the public re6a0l8m. This visibility discourages anti-social behaviour and reinforces the perception of lived-in,

secure, and welcoming streets. Together, these provisions ensure that both existing and future developments contribute positively to the urban environment, preserving its historical character while supporting modern urban design principles. The architectural merit of buildings and the collective townscape qualities of the street can be eroded by poor-quality alterations or the unsympathetic replacement of shopfronts.

# 8

# Jobs



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# Introduction

8.1 In the jobs theme we set out policies which will guide employment development proposals.

## Our strategic priority for our jobs policies

8.2 **Strategic Priority:** Encourage a flourishing, dynamic and mixed economy in Greater Cambridge which includes a wide range of jobs, while maintaining our area's global reputation for education, research and innovation.

8.3 The Greater Cambridge economy has a turnover of around £30 billion per year and employs over 110,000 people. It is a globally significant innovation hub for life sciences and information and communications technology (ICT). Cambridge is also home to a world leading university and employment campuses of national and international importance. Our fast-growing economy is driven by successful partnerships between academics, business, investors and local government, and we are committed to sustainable and inclusive growth. We want economic growth to take place alongside environmental and social benefits, so that the benefits are felt by all.

8.4 As set out in the Strategy section of this Plan, we have explored the needs of different sectors of the economy to ensure a flexible supply of land is available in the right places and allocated a range of sites to help meet needs. The policies in this theme will guide consideration of employment further proposals, ensuring development is focused into sustainable locations. This includes supporting the rural economy and our villages, as well our towns and city.

8.5 We want our employment centres to flourish and provide facilities that can compete on the world stage. To do this they must be more than just employment buildings, but provide supporting facilities, green spaces, and services where people can thrive. They can help achieve the full benefits of the Cambridge cluster where ideas are developed through collaboration. We therefore include policies requiring employment proposals to demonstrate how they will achieve this.

8.6 Our key sectors study showed that there is a need for more start up spaces, and our Cultural Infrastructure Strategy showed the benefits of providing multipurpose spaces for creative industries. Mixing these with other uses can help create thriving places. We have therefore introduced a policy to seek an element of affordable employment to be included as part of large employment developments.

8.7 For a number of years retail has been changing across the country. As shopping habits change our centres must also change and evolve. Outside new centres within our growth areas the need for new retail is limited, and the amount of retail space has been reducing with proposals like the Grafton Centre re-development. Greater Cambridge's cultural and creative industries are a major and growing economic force employing 14,000 people which makes up 8.5% of total employment in the region. We want Cambridge City Centre to remain a key retail and cultural destination, and our policies seek to maintain its role as the main centre for the subregion, whilst also supporting and protecting other centres to meet local needs.

8.8 The University of Cambridge and its 29 independent university Colleges include a significant number of faculty buildings, and they continue to evolve their estate. Sites like the New Museums site are undergoing significant change to modernise facilities and improve the public realm whilst respecting their historic setting. Anglia Ruskin University are also developing their Cambridge Campus. Our policies support development to meet the continuing needs of these important institutions.

8.9 Cambridge has a large tourism sector, with visitors coming from all over the world to see its colleges and museums. Visitors also come for academic research, and to visit friends and family. Reflecting growth in the area our Hotels Study has identified a need for further visitor accommodation, and the Local Plan seeks to meet this meet by supporting new hotels in key locations.

## What our jobs policies do

- Identify where new employment proposals of different types will be supported, to ensure they are appropriate to the location.
- Supports the sustainable growth and expansion of business in rural areas, both through conversion of existing buildings and well-designed new buildings.
- Protect valuable agricultural land, unless the loss is outweighed by the benefits and the development cannot be located on areas of poorer quality land.
- Protect business space in Greater Cambridge from losses to other uses unless it is justified.
- Requires a proportion of affordable workspace to be included in large commercial developments to help start ups and creative businesses.
- Requires employment parks and campuses to consider the need for services and facilities to meet the needs of workers and visitors.
- Focuses retail, leisure and other main town centre development on Greater Cambridge's network of centres to support their vitality and viability, whilst supporting local service provision.
- Identifies the need for new hotel and visitor accommodation and where it should be met.
- Supports the delivery of university faculty development in Cambridge, helping the area maintain its place as a centre of excellence.

# New employment development proposals

**Policy J/NE: New employment development proposals**

1. New employment development of an appropriate type, scale and character will be supported where it is appropriate to the location as set out below.

## Cambridge

2. Within the Defined Development Extent of Cambridge (as defined on the policies map), new employment development of an appropriate type, scale and character will be encouraged where proposals reflect the site allocation policies, opportunity areas and areas of major change included the Strategy section of this Plan. Outside these areas proposals will be considered on their own merits.

## Towns and villages in South Cambridgeshire

3. New employment development in accessible locations within the Defined Development Extent (defined on the policies map) within South Cambridgeshire's towns and villages will be supported where they are of a scale and character that reflect their location and the settlement in which they are located.

## On the edges of South Cambridgeshire's towns and villages

4. Subject to Green Belt policy, proposals for employment development will be permitted on sites adjoining or very close to the Defined Development Extent of towns and villages in South Cambridgeshire (defined on the policies map) where:

a. It is demonstrated that there are no suitable existing buildings or sites within the settlement or close to the settlement, or suitable existing buildings to reuse or replace in the countryside nearby;

b. The site comprises previously developed land. If greenfield sites are proposed they will need to demonstrate no suitable previously developed sites are available;

c. The proposal is justified by a business case, demonstrating that the business of the named user and its proposed use of the development is viable, and demonstrating the named user's need for the development;

d. The named user for the development shall be its first occupant. Occupation and use of the building by the named user will be secured for at least 1 year through a S106 agreement.

e. The proposal is well related to the built form of the settlement, the scale and form of the development would be in keeping with the category and scale of the village;

f. The proposal would not have an unacceptable adverse impact on the character and appearance of the area and in particular the settlement edge, and is in scale with the location; and

g. The site can be easily accessed on foot or cycle.

## Established employment areas in the countryside

5. Within Established Employment Areas in the countryside, proposals for employment development will be permitted where they are of a scale and character that reflects their location.

6. The following Established Employment Areas in the countryside are defined on the Policies Map:

a. Cambourne Business Park, Cambourne
b. Cambridge Research Park, Landbeach;
c. Brookfields Business Estate / Park, Twentypence Road, Cottenham;
d. Land at Hinxton Road, South of Duxford;
e. Eternit site, Meldreth;
f. Site to North of Cambridge Research Park, Landbeach;
g. Daleshead Foods Ltd, Cambridge Road, Linton;
h. Norman Way Industrial Estate, Over;
i. Buckingway Business Park, Swavesey;
j. Convent Drive / Pembroke Avenue site and Cambridge Innovation Park, Waterbeach;
k. TTP Campus Melbourn.

## Expansion of existing businesses in the countryside

7. Subject to Green Belt policy and outside both employment allocations within this Plan and Established Employment Areas, development for the expansion of established existing businesses whose principal place of business is located currently outside or on the edge of development frameworks will be granted where:

a. The proposal is justified by a business case, demonstrating that the business of the named user and its proposed use of the development is viable, that the business has been operating successfully for a minimum of 2 years, and demonstrating the named user's need for expansion through the form of the development proposed;

b. The named user for the development shall be its first occupant. Occupation and use of the building by the named user will be secured for at least 1 year through a S106 agreement;

c. The proposal is of a scale appropriate in this location, adjacent to existing

premises and appropriate to the existing development;

d. There is no unacceptable adverse impact on the countryside with regard to scale, character and appearance of new buildings and/or changes of use of land;

e. Existing buildings are reused where possible;

f. The proposed development would not (by itself or cumulatively) have a significant adverse impact in terms of the amount or nature of traffic generated.

## Large scale warehousing and distribution facilities

8. Proposals for large scale warehousing and distribution facilities providing for national or regional needs will not be permitted unless it can be demonstrated that:

a. there is an unmet need for such facilities that must and can be appropriately met within Greater Cambridge, having regard to other policies and priorities within and arising from this Plan; and

b. the proposal will not impede delivery of warehousing and distribution and industrial space that meets local market needs in market sector priority locations.

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## Supporting information

**8.10** For the purposes of Local Plan policies, employment uses consist of:

a. E(g)

i. Offices

ii. R&D facilities iii

Light industry

b. B2: General Industry

c. B8: Storage and distribution

d. Any sui generis uses that share a significant number of characteristics with the uses above, in particular sui generis medical research institute uses.

**8.11** Cambridge, including its urban area that extends into South Cambridgeshire, lies at the heart of the Greater Cambridge economic ecosystem. The availability of suitable office and industrial land and premises that allow for the evolution of the city's economy is vital to its continuing economic success.

**8.12** Towns and villages offer sustainable, local business and employment opportunities as well as playing an important role in the economic success of Greater Cambridge. Plan policies seek to ensure that this role is maintained and, where appropriate, sensitive smaller scale opportunities for change and/or growth arising from a changing economic landscape are supported whilst the overall character of the settlement is maintained.

**8.13** On the edges of settlements, where no other site for development can be identified, a degree of flexibility is incorporated so that where a clear case for development is established and there are no adverse impacts on the surrounding landscape and road network, development for employment purposes may be acceptable.

**8.14** In the countryside, policy seeks to balance the need to support the rural economy and local job opportunities with the need to restrict unsustainable business development and minimise harm to the landscape. Across South Cambridgeshire the plan identifies Established Areas in the Countryside. These are employment sites outside Defined Development Extent and not in the Green Belt, which provide local opportunities for businesses seeking opportunities to locate, grow and evolve. The growth of existing businesses can be an important source of economic growth therefore policy outlines the circumstances where expansion can be supported.

**8.15** The General Permitted Development Order means that some changes of use between the different types of uses listed in Use Class E do not constitute development and so do not require planning permission. Whilst recognising the benefits and flexibility that Use Class E can bring, it can affect the councils' ability to ensure that there are sufficient employment land and premises to meet the economic needs of residents and businesses.

**8.16** To continue to meet the floorspace needs of new and expanding businesses the council may seek to apply conditions on new employment development limiting the ability to change use to other uses within Use Class E without the need for planning permission.

**8.17** Significant additional space for industrial and distribution space has been allocated in the Strategy section of this document responding to identified local needs. Proposals for warehouse and distribution facilities meeting local needs within or beyond these sites will be supported subject to other policy requirements. Proposals for large scale warehousing or distribution facilities which serve a wider regional or national function, which for the purposes of this policy are defined as those premises generally exceeding 9,300 square metres (100,000 square feet) will be required to demonstrate that they are fulfilling an unmet need and that the development is appropriate, for example, it does not generate traffic movements that have the potential to impede delivery of the wider development strategy. They should also not impede the delivery of warehousing and distribution and industrial space that meets local market needs in market sector priority locations as identified in the Greater Cambridge Warehouse and Industrial Space Needs Study (March 2025).

**8.18** Accommodating regional and national serving operations would add further land supply pressure in an area already facing significant land supply pressures to meet the need of specialist sectors such as the area's key life science and technology sectors, as well as increasing pressure on transport networks.

# Supporting the rural economy

## Policy J/RE: Supporting the rural economy

1. The change of use or adaptation of buildings in the countryside for employment use will be acceptable provided the following apply:
   a. The buildings are structurally sound, not makeshift in nature and are of permanent, substantial construction; and
   b. The buildings are capable of re-use without materially changing their existing character or impact upon the surrounding countryside.

2. The replacement of suitably located, existing buildings for employment uses with new buildings of permanent design and construction in the countryside will be acceptable where it would bring about environmental improvement, and result in a more sustainable development.
3. For permission to be granted for any change of use, adaptation or replacement of buildings:
   a. They must be well designed and their form, bulk and general design in scale and character with their rural surroundings;
   b. Incidental uses such as car parking and storage should be accommodated within the group of buildings, or on well related land where landscaping can reduce the visual impact of the new site; and
   c. Employment generated must be in scale with the rural location. Developments resulting in significant numbers of employees or visitors must only be located near to larger settlements or accessible by public transport, cycling, or walking. Proposals which would have a significant adverse impact in terms of the amount or nature of traffic generated will be refused.
4. Well-conceived diversification schemes to support agricultural and other land-based rural businesses, will be permitted if:
   a. They are consistent in scale with their rural location;
   b. Existing buildings are reused where possible;
   c. Any new development is part of an existing group of buildings;
   d. A Business Plan, submitted with the planning application, demonstrates how the proposal will support the continued viable operation of the agricultural and other land based rural businesses.

## Supporting information

8.19 The policy seeks to support the sustainable growth and expansion of all types of business in rural areas, both through conversion of existing buildings and well-designed new buildings.

**8.20** Whilst some development types can take place as permitted development under the General Permitted Development Order or via a prior approval process, it is important that where planning permission is required the Plan controls the scale of development in the countryside where large scale development would be unsustainable. Rural buildings, such as farm buildings no longer needed for agriculture, provide opportunities for conversion for employment uses in the district, and provide a way of supporting the rural economy and making best use of an existing resource.

**8.21** The Plan also needs to support land-based businesses and farms to continue to thrive whilst protecting the quality and distinctiveness of the local landscape and ensuring development is sustainable. To do this many have diversified into other business areas. They also need to continue to adapt to respond to climate change and to new Government funding schemes. It is important that diversification proposals are well founded in terms of effectively contributing to the sustainability of the existing agricultural business and the rural economy and integrating new activities into the environment and the rural context.

**8.22** Farmers are required to submit a Business Plan with any planning application for diversification. This should include details of existing farm activities, the need for diversification, and details of the proposal and implications of the proposal on, for example, the rural economy and the environment.

# Protecting the best agricultural land

**Policy J/AL: Protecting the best agricultural land**

1. Planning permission will not be granted for development which would lead to the irreversible loss of Grades 1, 2 or 3a agricultural land unless:
   a. The land is allocated for development in the Local Plan or a Neighbourhood Plan; or
   b. Sustainability considerations and the need for the development clearly outweigh the impacts of the loss of the economic and other benefits of the land, and the development cannot be located on areas of poorer quality land.
2. Uses not involving substantial built development but which take agricultural land will be regarded as permanent unless restricted specifically by condition including reinstatement to its pre-development quality.
3. When considering proposals for the change of use or diversification of farmland, particular consideration shall be given to the potential for impact upon Priority Species and Habitats.

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## Supporting information

**8.23** Agricultural land classification (ALC) is a system used to assess and categorise land based on its suitability for agricultural use. There are five grades, with Grades 1, 2, and 3a regarded as the 'best and most versatile' agricultural land, which should therefore be protected.

**8.24** Greater Cambridge has a significant resource of good quality agricultural land. This is a valuable resource that needs to be protected. The sector is a key economic and environmental resource with the total farmed area of Greater Cambridge just under 72,000 hectares in 2024.

**8.25** Much of the best agricultural land lies around Cambridge and the larger settlements, which may be the most sustainable locations for future development. The need to identify and maintain a supply of land for development means there is pressure for development of agricultural land.

**8.26** Farmland is also an important biodiversity asset for Greater Cambridge. South Cambridgeshire being still a largely rural district has a large proportion of open farmland which has a variety of habitats on both high and low grade agricultural land. This provides an extensive biodiversity resource for the district. Due to the pressures of increasing land use and the past needs of intensive cultivation, the farmland of the district in places is under severe stress and this resource needs to be protected.

**8.27** Priority Species and Habitats are those that are identified within the list of priority habitats and species in England ('Section 41 habitats and species') and detailed more fully in the list of UK BAP priority habitats.

# Protecting existing business space

## Policy J/PB: Protecting existing business space

1. Proposals for industrial and storage uses will be acceptable in principle on the Strategic Industrial Estates listed below. Development, including changes of use, which results in the loss of industrial and storage floorspace on Strategic Industrial Estates will be permitted only where there is compelling evidence that circumstances have changed to the extent that there is no reasonable prospect of floorspace, or land being used for these purposes by reference to:

    a. whether existing premises are being used productively, or if not, the viability of reusing vacant premises or developing allocated land suitable for industrial and storage uses;
    b. the level of interest in existing premises following a marketing period of not less than 24 months, on reasonable terms, that reflect the lawful use and condition of the premises, during a sustained period of UK economic growth;
    c. general market signals of demand across Greater Cambridge and in relation to the locality;
    d. the availability and quality of alternative premises.

2. There will be a presumption in favour of retaining employment sites and premises. Where planning permission is required, development (including change of use) outside Strategic Industrial Estates which results in the loss of employment floorspace will only be permitted where:

    a. The site is allocated for an alternative use in the strategy section of this plan or in a neighbourhood plan;

    b. It is demonstrated through documentary evidence that circumstances have changed such that the site or premises are inappropriate for any employment use to continue by reference to:

        i. Whether the site or premises are being used productively, or if not, the viability of reusing the vacant premises or developing the land for employment use;

        ii. the level of interest in existing premises following a marketing period of not less than twelve months on reasonable terms that reflect the lawful use and condition of the premises during a sustained period of UK economic growth;

        iii. General signals of demand across Greater Cambridge and in relation to the area of the site or premise;

        iv. The availability and quality of alternative premises.

    c. The loss of a small proportion of floorspace would facilitate the redevelopment and continuation of employment on the site and the proposed redevelopment will modernise buildings that are out of date and do not meet business needs.

    d. The overall benefit to the community of the proposal outweighs any adverse effect on employment opportunities and the range of available employment land and premises.

    e. The existing use is generating environmental problems such as noise, pollution, or unacceptable levels of traffic and any alternative employment use would continue

to generate similar environmental problems.

3. Applicants will also need to demonstrate that non-industrial or non-storage uses would not have an adverse impact on the sustainability of industrial and storage premises that remain around the site or would not act against the development of undeveloped areas for industrial uses.
4. Mid-tech premises will, in principle, be acceptable on Strategic Industrial Estates where it can be demonstrated that the industrial function of the land or premises would remain.
5. The following Strategic Industrial Estates are identified on the Policies Map:
    a. Barnwell Business Park and Barnwell Drive, Cambridge
    b. Beadle Industrial Estate, Ditton Walk, Cambridge
    c. Brickyard Industrial Estate/Coldham's Road, Cambridge
    d. Cheddars Lane, Cambridge
    e. Coldham's Lane Business Park, Cambridge
    f. Cottage and Cave Industrial Estates, Fen Ditton
    g. Hain Daniels Site, Histon
    h. Henley Road, Cambridge
    i. King's Hedges Road – Kirkwood Road / Kilmaine Estate, Cambridge
    j. Mercers Row Industrial Estate (including Swanns Road), Cambridge
    k. North of Coldham's Lane, Cambridge (including Church End Industrial Estate and College Business Park).
    l. Ronald Rolph Court, Wadloes Road, Cambridge
    m. Winship Road, Norman Industrial Estate, Cambridge Road, Milton.
6. Meanwhile uses that generate employment, skills and training opportunities and community benefits will be encouraged while the marketing of a vacant site takes place.

## Supporting information

8.28 Employment uses are defined in Policy J/NE above. For the purposes of Local Plan policies, industrial and storage uses consist of:

a. E(g) iii Light industry
b. B2: General Industry
c. B8: Storage and distribution
d. Any sui generis uses that share a significant number of characteristics with the uses above
e. Mid-tech, modern general industrial premises that have a greater emphasis on the

office / R&D element alongside manufacturing and storage / distribution.

**8.29** Employment sites and business premises in Greater Cambridge are under pressure for redevelopment from residential and other uses. The uncontrolled loss of employment floorspace can impact the sustainability of local communities and local economies. Fewer local employment opportunities could reduce the vibrancy of communities and mean that people must travel further for work, or to access local services. Fewer businesses, including those supporting Greater Cambridge's key sectors could damage the local economic ecosystem.

**8.30** In the urban development framework of Cambridge, there is a particular pressure on industrial land from other uses with reduced space and rising land values pushing industrial uses out of the city (or out of business). As available sites within more central areas have fallen, the demand for the redevelopment of existing industrial sites has begun to move out towards the periphery of the city and beyond. For existing industrial uses, new modern sites may not be suitable and it can be difficult to find new premises within their price point, particularly if their business model relies on a proximity to Cambridge. Protecting existing industrial sites is considered a vital part of developing a more inclusive Greater Cambridge economy. The designation of Strategic Industrial Estates, including the protection of several sites in villages close to Cambridge, seeks to mitigate these pressures.

**8.31** The policy will operate within the limits of the Use Class uses and permitted development rights, which allow certain changes of use from office, R&D and light industrial use to take place without the need for planning permission. Where new light industrial or mid-tech uses are permitted, the Councils will seek to apply conditions limiting the ability to change use to other Use Class uses to ensure that the industrial use of the sites or premises is retained and that any future loss is assessed against Local Plan policies via a planning application.

**8.32** Making best use of existing employment sites and premises reduces the pressure for the development of new sites, including new sites in the countryside. It also provides a greater range of employment opportunities and reduces the need to travel. Site and premises should be retained to provide local employment, unless specific factors indicate otherwise.

**8.33** It would be unreasonable to protect employment sites in perpetuity, but we can seek to ensure that alternative opportunities have been explored before sites are lost.

**8.34** Any marketing exercise should include extensive advertising. Both freehold and leasehold options should be made available without restrictive covenants preventing reuse as an employment use. Subject to commercial sensitivity, the original details of all offers should be provided to the Council resulting from the marketing period together with full reasons as to why any offer has not been accepted. The facility should only be marketed at an appropriate value agreed by the Council and an independent assessor for its existing use. Further details of the Councils' expectations of applicants for marketing exercises are set out in Appendix G of this Local Plan.

**8.35** The Agent of Change principle should be applied to employment sites with the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on these sites applied to the proposed new noise-sensitive development. This is to ensure that any existing nuisance-generating uses are protected and prioritised, and do not have unreasonable restrictions placed on them through the introduction of new sensitive uses such as residential. The principle should also support the intensification of existing or emerging industrial areas.

# Affordable workspace and creative industries

## Policy J/AW: Affordable workspace and creative industries

1. Proposals for new office and R&D development (use classes E(g)i and E(g)ii) over 1,000 square metres will be required to provide a minimum of 10% of net additional floorspace (GIA) as affordable workspace.
    a. Within the Defined Development Extent of Cambridge and allocations on the edge of Cambridge, and within specified established science and business parks in Greater Cambridge and proposed extensions to these allocated within this Plan, the affordable workspace discount should be a minimum of 30% below prevailing market rents in perpetuity.

    b. Within South Cambridgeshire, outside the Defined Development Extent of Cambridge and specified established science and business parks, the affordable workspace discount should be a minimum of 20% below prevailing market rents in perpetuity.

2. Proposals for new Industrial and Storage developments (use classes E(g)iii, B2 and B8) over 2,500 square metres will be required to provide a minimum of 10% of net additional floorspace as affordable workspace (GIA) at a minimum of 20% below prevailing market rents in perpetuity.

3. The details of the form and nature of affordable workspace to be provided will be agreed with the councils on a case-by-case basis however, the following requirements will apply when affordable workspace is secured:

    a. The type and specification of affordable workspace must address an identified local need. Workspace types may be affordable artist studios, office, research and development, light industrial or general industrial workspace and maker spaces in light industrial use.

    b. Subject to paragraph 3c. below, affordable workspace schemes must be operated and managed:
        i. By an affordable workspace provider on the Councils' approved list; or
        ii. By the owner, or alternative party, where it is demonstrated to the satisfaction of the council that they have the necessary skills and experience.

    c. Where occupiers are from specific sectors that have cultural or social value such as cultural organisations, charities, public health services, voluntary and community organisations, the councils will explore opportunities for long term management and delivery of workspace by the occupiers, in which case it will need to be demonstrated to the satisfaction of the Councils that the occupiers have the necessarily skills and experience to do so.

    d. Where affordable workspace is required:
        i. An Affordable Workspace Statement must be submitted at the outline or full planning application stage;

ii. An Affordable Workspace Operational Management Plan must be prepared by the developer, submitted to and approved by the Councils at least three months prior to the first occupation of the development;

e. The affordable workspace should be made available for occupation at the same time as, or prior to, the first occupation of 50 percent of the non-affordable element of the remaining economic floorspace in the development, unless justified on site specific circumstances. The 50% threshold may be reviewed through viability evidence or phasing discussions on particularly large or complex schemes; and

f. Affordable workspace secured should be provided on-site unless a suitable alternative location within a suitable location near to the development, such as within the science or business park in which the development is located, is agreed with the councils.

4. Payment in lieu will only be acceptable in the following circumstances:
   a. Where an occupier requires exclusive use of a single office property, such as a global headquarters building, evidenced by a signed agreement for lease, pre-let or owner-occupier commitment confirming the exclusivity requirement; or
   b. Within developments involving multiple landowners, where the applicant demonstrates that coordinated on-site delivery and long-term management has been explored and is not reasonably achievable; or
   c. Where the applicant and Councils agree that an in-lieu contribution would deliver materially greater economic, operational or placemaking benefit than on-site provision; or
   d. Where the applicant demonstrates, through an independently assessed open-book Viability Assessment undertaken in accordance with the Councils' adopted viability methodology, that on-site provision is not viable.

## Supporting information

**8.46** There is a shortage of affordable workspace for start-up businesses and small and medium-sized enterprises (SMEs) across Greater Cambridge. The issue is more apparent and increases further towards Cambridge city centre. Tenants are priced out of the market due to high rents and long waiting lists for new space, leading to the Greater Cambridge workspace market being difficult for micro-enterprises and SMEs to enter.

**8.47** The creative sector has a significant economic role in Greater Cambridge and in supporting wider community well-being and local placemaking. There is an identified shortage of available, affordable cultural production space to support creative industries' growth and expansion, particularly for smaller businesses. Affordability has been identified as is a key concern with these smaller creative businesses likely to work from home or in other unsuitable set ups.

**8.48** Reduced rent workspace provision helps encourage individuals to start a new business or grow their previously homebased business. In conjunction with tailored business support shared spaces can help entrepreneurs develop sustainable companies. It can ensure a sufficient supply of affordable business space and can support sectors that

have cultural or social value such as artists, charities, and community organisations for which low-cost space can be important.

**8.49** Affordable workspaces have an important role in helping to address social inclusion, helping people from deprived communities start businesses by providing affordable flexible spaces to overcome financial barriers and absorb risk.

**8.50** For the purposes of this policy, specified established science and business parks within Greater Cambridge are as follows, as informed by the Greater Cambridge Affordable Workspace Study 2026: Vision Park Histon, Cambridge Science Park, St John's Innovation Park, Cambridge Business Park, West Cambridge, Castle Park, CB1, Capital Park, Cambridge Biomedical Campus, Peterhouse Technology Park, Babraham Research Campus, Granta Park, Unity Campus, Sawston, Melbourn Science Park, Genome Campus (Wellcome Trust).

**8.51** Affordable Workspace Statements should include evidence of comparable market rents, yields and service charges near the application site, design considerations for the Affordable Workspace, potential uses for the workspace, and evidence of consultation with potential operators.

**8.52** Affordable Workspace Operational Management Plans should include details of management, user target sectors and tenants, details of the final workspace provision, fit-out, charges and leasing, additional facilities and support, and next steps assistance.

**8.53** Where fit out costs are likely to be high, for example in R&D or workshop space the proportion of affordable workspace provided could be lower than the policy requirement given the lower values associated with this type of space. The proportion of discounted floorspace in these cases will be determined through consideration of site characteristics and viability.

**8.54** Applicants should work with council officers to determine the nature of the affordable workspace provision on a case-by-case basis. Affordable workspace and contributions will be secured via Section 106 agreements.

**8.55** For all schemes that provide affordable workspace, the Council will require an annual monitoring report to be submitted to show how policy requirements are being met. This requirement will also be secured via a Section 106 agreement. The Council's approved list of affordable workspace providers will be developed ahead of adoption of this Plan.

**8.56** The calculation of in-lieu payments can be found in Appendix G.

# Supporting a range of facilities in employment parks

**Policy J/EP: Supporting a range of facilities in employment parks**

1. Appropriately scaled facilities including indoor and outdoor leisure, eating, social and collaboration spaces will be supported in business parks and employment areas where:
   a. The use is ancillary or complementary to existing or proposed Employment Uses and supports the functionality of the employment area;
   b. The use would not have an unacceptably adverse impact on existing businesses, future business use of the site or nearby centres; and
   c. The facilities are intended to primarily serve the needs of workers in the business park and do not attract significant levels of visitor traffic.
2. Proposals for new or expanded employment sites or business parks must consider and demonstrate how the needs of workers and visitors will be met and ensure that any new facilities do not have unacceptable impacts on nearby centres.

## Supporting information

8.57 The success of many business parks and employment areas in Greater Cambridge is not solely due to their employment buildings but also the mix of services and facilities that support them. Providing amenities such as cafes, restaurants, indoor and outdoor social spaces and leisure and sports facilities, changing and childcare facilities, green spaces, and collaboration and networking spaces helps create high-quality working environments that attract and retain talent, foster collaboration, and support employee well-being.

8.58 Integrating these facilities into employment sites also contributes to sustainable transport patterns by reducing the need for off-site travel during the working day. Helping to manage the peak arrival and departure of workers travelling to and from the site, can contribute to managing peak-time congestion, easing pressure on infrastructure, and improving air quality.

8.59 At the same time, it is important that these facilities are appropriately scaled, proportionate to the employment park, so they enhance employment areas without undermining the role of nearby district and local centres.

# Markets and street trading

**Policy J/MS: Markets and street trading**

1. Proposals that seek to protect and enhance the daily market in the Market Square, Cambridge and/or the arts and crafts market on All Saints Garden,Trinity Street Cambridge will be supported.
2. Proposals for new markets and street trading operators in existing and emerging Designated Centres will be supported where they:
   a. Maintain and add to the vitality, viability and diversity of the centre, complement the retail function and, in emerging centres, do not demonstrably compete with permanent retail units;
   b. Would not give rise to a detrimental effect, individually or cumulatively, on the character or amenity of the area through smell, litter, noise or traffic problems, including obstructions for the movement and safety of pedestrians, mobility-assisted users or emergency services;
   c. Secure appropriate public realm and utilities improvements, where necessary, to ensure the safe operation of street trader activities and maintain public access; and
   d. Are designed to enable flexible usage for a range of other community and cultural activities.

## Supporting information

**8.60** Local markets and street traders can help attract visitors to a centre by providing goods for sale that may not otherwise be available on the high street. In new centres where retail units may not be available or retail occupiers have yet to establish themselves, local markets and street traders can provide local people with valuable access to food, goods and services that are not available on a permanent basis.

**8.61** Beyond their practical role in supplying diverse products, markets also have the potential to contribute significantly to the social and economic vitality of Greater Cambridge's network of centres. They foster a sense of community by creating vibrant, inclusive spaces where people from different backgrounds can interact, connect, and engage in shared experiences. Economically, markets support local entrepreneurship by offering low-barrier entry points for small businesses and independent traders, helping to stimulate local employment and retain wealth within the community.

**8.62** Their presence can increase footfall, benefiting surrounding businesses and encouraging further investment in the area. Overall, markets play a crucial role in enhancing the resilience, diversity, and appeal of town centres, making them more dynamic and sustainable places to live, work, and visit.

**8.63** However, it is important that local markets and street traders complement the local retail and service offer within the Designated Centre to maintain the viability and vitality of permanent retail and service facilities. Permanent retail units will have additional costs compared to temporary market stalls and street traders. Small retailers and food store operators are unlikely to commit to operating permanent retail units if local markets and street traders are allowed to dominate the local retail scene. Therefore, it is important

that local markets are of a size, frequency and type that allows the permanent retail units/operators to trader profitably without trade diversion.

**8.64** This is particularly important in new settlements where their designated centres are still emerging; in these circumstances, the market or street trader offer should be subject to additional testing when proposed, to ensure they support these new centres with complementary good and services. To measure their complementary nature, a simple comparison between the goods and services provided by markets and street traders and those provided by permanent shops and other high street service providers must be completed. Where there is significant overlap, in terms of provision those duplicate market or street trader providers should not be allowed to continue to offer these similar goods or services.

**8.65** Proposals will be expected to secure appropriate public realm and utilities improvements to ensure that different types of street traders can operate safely at different times of day and during different seasons. Depending on existing facilities, this may include (but would not necessarily be limited to) elements such as lighting, access to water, toilets, hand washing facilities, provision for waste disposal and level surfaces.

# Retail and other complementary town centre uses

## Policy J/RC: Retail and other complementary town centre uses

1. The Local Plan will provide for the needs of retail and other town centre uses over the plan period by:
   a. Directing these uses to both new and existing centres, proportionate to their scale and function, before considering edge of centre and out of centre sites through the application of a sequential approach;
   b. Supporting, protecting and enhancing the vitality, viability and diversity of Cambridge City Centre as the primary retail, leisure and cultural centre for the Greater Cambridge sub-region;
   c. Supporting the development of new town centres at Cambourne North, Waterbeach New Town, Northstowe, and smaller centres at strategic allocations in accordance with their role and function, that complement the vitality and viability of surrounding centres and do not compete with Cambridge City Centre;
   d. Supporting, protecting and enhancing the vitality, vibrancy and diversity of Greater Cambridge's network and hierarchy of designated centres, neighbourhood centres and minor rural centres, which serve important day-to-day needs close to homes and places of work, and safeguarding key shops and services in smaller villages; and
   e. Making better use of underutilised spaces wherever possible.

2. Cambridge's network of existing and emerging designated city, town, district and local centres and other neighbourhood centres and villages, including the role and function of such centres, is defined under the Hierarchy of Designated Centres, and list of Neighbourhood and Minor Rural Centres and Emerging Centres. Proposals for new retail and other main town centre uses outside of designated centres must be

   supported by a sequential test, as defined in national planning policy, applying the following hierarchy of designated centres before considering edge-of centre, out-of-centre sites, and sites in Neighbourhood Centres and Minor Rural Centres:

      i. Cambridge City Centre;

      ii. Existing and emerging District and Town Centres;

      iii. Existing and emerging Local Centres.

   A sequential test will not be required for proposals:

   a. that in line with national planning policy, are for small scale rural offices or other small scale rural development;

   b. for office development in locations identified as acceptable for employment uses and that meet the policy criteria identified in Policy J/NE; or

c. for other development at employment parks that meets the tests in Policy J/EP.

3. Across Greater Cambridge's network of centres, proposals for the redevelopment, intensification or creation of new retail and other main town centre uses will be supported provided they:

   a. are appropriate and proportionate to the scale and function of the centre, as defined under the Hierarchy of Designated Centres and Neighbourhood and Minor Rural Centres;

   b. maintain or add to the vitality, viability and diversity of the centre;

   c. do not give rise to significant detrimental effects, either individually or cumulatively, on the character or amenity of the area; and

   d. for proposals at ground-floor level, make appropriate provision for an active frontage, such as a window display, which is in keeping with the character of the centre.

4. In designated centres (excluding the Primary Shopping Area), proposals should maximise opportunities to use non-ground-floor level spaces for both ancillary storage or office uses, or other retail and leisure uses that complement uses on other floors of the building. Residential development in centres will only be supported where:

   a. there is no market demand for the existing unit as office, retail, leisure or cultural development, as demonstrated through an up-to-date marketing exercise for at least 12 months, in accordance with the guidance provided in Appendix G: Marketing, local needs assessments and viability appraisals of this Local Plan showing that the premises are not reasonably capable of being used or redeveloped for an appropriate town centre use;

   b. there are no nearby businesses linked to the evening / night-time economy and, or alternative cultural / live music / performance venues, which would be likely to attract noise complaints or have their operations restricted due to the development;

   c. the development would not, either individually or cumulatively, undermine the centre's ability to perform its role and function for the communities it serves;

   d. the development makes appropriate provision for an active frontage at the ground floor level, which would maintain the character of the centre and make a positive contribution to its vibrancy; and

   e. the development would not give rise, either individually or cumulatively, to a detrimental effect on an area's character, access or amenity to its residents.

5. Across Greater Cambridge's network of centres (including Cambridge City Centre but excluding the Primary Shopping Area), proposals that would result in the loss of any retail or other main town centre use or in the reconfiguration of separate planning units through the merging of two or more units or sub-division of a unit will only be supported where:

   a. there is no market demand for the existing unit(s) or potential replacement unit(s) of the same size and use, as demonstrated through an up-to-date marketing exercise for at least 12 months in accordance with the guidance provided in Appendix G: Marketing, local needs assessments and viability appraisals of this Local Plan demonstrating that the premises are not reasonably capable of being used or redeveloped for a town centre use acceptable in the centre; or

   b. evidence is submitted that demonstrates the new use or reconfiguration of planning units (through merger or sub-division) would:

      i. meet an identified need for alternative community, retail or leisure facilities;

ii. contribute positively to the vitality, viability and diversity of the centre; and

iii. not result in significant adverse impacts on surrounding uses.

6. Outside of Greater Cambridge's centres, proposals that would result in the loss of village shops and services resulting in an unacceptable reduction in the level of provision locally will generally be resisted. In such cases, applications will be considered against the criteria set out in Policy W/CF.

7. Unless specified in detail in a strategic allocation, proposals for new or amended centres, including a revised network of centres or quantum of retail and leisure space required within an allocation, should be accompanied by a Town Centre Impact Assessment to demonstrate that their scale is appropriate to the development they are intended to serve, and will avoid having any significant adverse impacts on the wider network of existing or planned centres.

8. Proposals for retail and other main town centre uses outside designated centres will only be permitted where:

   a. the proposal is in an accessible location appropriate to the users it is intended to serve and well served by sustainable modes of transport, as appropriate;

   b. the proposal has, where required to do so, demonstrated the use of the sequential test when considering sites for development, and no suitable alternative sites have been identified for the proposed development; and

   c. for retail and leisure proposals where the development exceeds 500 square metres of gross internal floorspace, the proposal is accompanied by a Town Centre Impact Assessment to demonstrate that there would be no significant adverse impacts on existing, committed and planned investment or on the vitality and viability of centres that may be affected.

   General E use class applications outside designated centres should be accompanied by a proportionate assessment of potential impacts arising from the full associated range of uses.

## Greater Cambridge's Hierarchy of Designated Centres

### Cambridge City Centre (including the Primary Shopping Area)

Role and function of City Centre: Primary sub-regional destination for larger-scale comparison retail, services, cultural facilities, and day-/night-time leisure uses.

### District and Town Centres

- Arbury Court
- Cambourne*
- Cambridge Retail Park / The Beehive
- Cherry Hinton High Street
- Histon Road
- Mill Road East
- Mill Road West
- Mitcham's Corner
- Hills Road

Role and function of District and Town Centres: Larger centres meeting day-to-day needs close to where people live and work, including medium- and small-scale comparison and convenience retail, leisure and service needs; may serve a wider city and district catchment.

*Note: additional lower order centres, such as local or neighbourhood centres may also be planned in these new communities to meet local needs.

### Local Centres

- Arbury Road/Milton Road
- Barnwell Road
- Cherry Hinton Road East
- Cherry Hinton Road West
- Newnham Road
- Trumpington
- Newmarket Road
- Railway Station (CB1)
- Darwin Green
- Orchard Park
- Eddington
- Marleigh
- Springstead Village
- Histon & Impington
- Sawston
- Great Shelford & Stapleford

Role and function: Smaller centres meeting day-to-day small-scale comparison and convenience retail and service needs for local areas by active travel or other sustainable means of travel.

## Greater Cambridge's Neighbourhood and Minor Rural Centres

- Atkins Corner
- Akeman Street
- Campkin Way
- Carlton Way
- Chesterton High Street
- Ditton Lane
- Fairfax Road
- Grantchester Street Newnham
- Green End Road
- Clay Farm
- Brookgate / Hills Road
- West Cambridge
- Minor Rural Centres

Role and function: Accessible hubs for everyday convenience and service provision, providing walkable provision to small-scale units serving essential community needs or, for Minor Rural Centres, the needs of a wider rural hinterland.

## Greater Cambridge's Emerging Centres

### Town Centres

- Northstowe
- Waterbeach New Town
- Grange Farm

### District Centres

- Cambridge Biomedical Campus
- Cambridge East
- North East Cambridge

### Local Centres

- Bourn Airfield

## Supporting information

**8.66** In preparing the Local Plan, the Councils have taken into consideration the changing nature of Greater Cambridge's settlements, the influence of the internet on trading, an increasing demand for cultural and leisure services, and the level of forecast employment and population growth across the sub-region. Retailing and town centre visitation has been in a state of flux since the Covid-19 Pandemic and the growth of internet shopping.

**8.67** This uncertainty reinforces the need to protect the varying sizes of town and local centres to allow them to recover and evolve. The policy directs the development of new leisure and cultural facilities, hotels, and other visitor accommodation to Greater Cambridge's network of centres to support a broader range of activities and underpin the sub-region's role as a visitor and cultural destination.

**8.68** The strategic approach to the development of retail and other main town centre uses prioritises the delivery of such uses in identified centres, proportionate to the role and function of that centre. Greater Cambridge's hierarchy of centres comprises its larger Designated Centres (including Cambridge's Primary Shopping Area (PSA)) set out in the Hierarchy of Designated Centres, including Emerging Centres which are anticipated to emerge through the development of new towns and urban extensions. Other smaller parades of shops of neighbourhood-only significance may also come forward, including individual shops at Neighbourhood Centres and Minor Rural Centres. The geographical extent of existing Designated Centres and other Neighbourhood Centres has been defined on the Policies Map. Emerging centres will be defined at the later stages of the planning process, and they will be included on future iterations of the Policies Map. Upon delivery of an Emerging Centre, they will be considered an active location within the sequential approach set out within this policy.

**8.69** Across Greater Cambridge's network of centres, proposals for the redevelopment, intensification or creation of new retail and other main town centre uses should enhance the environment and economy within these centres with proposals of a size and scale that is commensurate to the centre's function. The Hierarchy of Designated Centres defines the role and function of different tiers of the hierarchy, to guide the appropriateness of proposals. Investment is strongly supported at all levels of the hierarchy to enhance the range of businesses and facilities available locally.

**8.70** The policy also actively supports proposals that maximise the re-use of space, in particular non-ground floorspaces which may be otherwise not be contributing to the vibrancy of the centre. This policies prioritises the provision of ancillary spaces which support the ongoing viability of town centre uses in the ground floor or the provision of complimentary retail or leisure uses on other floors, but does not preclude proposals for other complimentary main town centre uses or other uses meet with the requirements in this policy and other policies elsewhere in this Local Plan (for example, Policy WS/CF).

**8.71** In relation to proposals for residential uses, national planning policy encourages housing in town centres to support their vitality and viability and diversify uses beyond traditional retail. Residential may therefore be appropriate in certain circumstances, subject to the additional requirements set out in the policy, which are designed to secure a high quality of development that would avoid conflict between potential future

residents and existing/future businesses and maintain the character of the centre, ultimately safeguarding and prioritising its primary role and function.

**8.72** Such an approach is supported by the Greater Cambridge Cultural Infrastructure Strategy (2025), which recommends guarding against forms of development adjacent to venues that might put the live music offer at risk of noise complaints and other challenges to their operations. This element of the policy does not apply in the PSA, which is subject to separate policy stipulations in J/SA reflecting its unique, sub-regional role and function.

**8.73** Cambridge City Centre performs an important sub-regional role by providing a wide range of uses, including leisure, entertainment, cultural venues, museums, and faculty and student accommodation. In Cambridge City Centre, sub-regional facilities such as large retail shops, performance venues and other popular leisure activities will be directed to this location including those uses which attract large volumes of people, given its numerous transport connections.

**8.74** District and Town Centres are important in providing for day-to-day needs close to where people live and work. They are the second tier of the centres hierarchy and are characterised by the range of shops and facilities they offer that would appeal to a larger catchment than Local Centres. In Town and District Centres, food stores and other town centre uses will be supported that are of a scale commensurate to the size and catchment area of the centre. Smaller retail units will also be supported to encourage independent shops, cafés and restaurants along with other local service providers.

**8.75** Local Centres are important in providing shops and facilities that can be accessed by foot and bicycle rather than having to travel by car, but their catchments and the services and facilities on offer within centres are more limited. Typically, they provide a cluster of shops and services. Settlements identified as Rural Centres in the settlement hierarchy have also been identified as “Local Centres” because Rural Centres are the largest, most sustainable villages in Greater Cambridge, offering employment opportunities, and a variety of services and facilities that can be accessed using good public transport services.

**8.76** Neighbourhood Centres are particularly valuable in providing for the everyday needs of smaller communities. In Cambridge, Neighbourhood Centres are small parades of shops that are identified on the policies map.

**8.77** Greater Cambridge’s Minor Rural Centres are also identified as Neighbourhood Centres, reflecting the level of services present compared with other, smaller villages in the area. They often perform a role in terms of providing services and facilities for a small rural hinterland. However, specific Neighbourhood Centre areas have not been identified on the Policies Map within Minor Rural Centres, as the services and facilities in these villages are often dispersed across the settlement, and instead the Minor Rural Centres’ Defined Development Extent will be considered the extent of the Neighbourhood Centre in each case. While smaller villages could also benefit from a mix of more locally available dispersed services, these should be of size that will not undermine nearby shops and services.

**8.78** Where the development of main town centre uses is proposed outside of a designated centre, sequential testing and Town Centre Impact testing will be required in line with national planning policies and guidance and the thresholds established in the policy.

**8.79** All main town centre uses located outside or on the edge of designated town, district and local centres will be required to apply the sequential test and submit a Town Centre Impact Assessment, where applicable. The area of search for sequential sites i.e. relevant centres will depend on the scale, nature and location of the proposed town centre uses and the catchment area they are likely to serve, should be considered on a case-by-case basis. Some proposed main town centre uses may have market and locational requirements that cannot be met within designated centres. Where this requirement is suggested, robust justification must be provided by the applicant. This approach will help to ensure that such development is, wherever possible, focused in established centres, supporting their vibrancy and vitality, whilst reflecting that smaller developments can still play a role in supporting the sustainability of individual communities, particularly smaller villages. In all cases, applicants will be required to demonstrate that the proposed location is accessible to the users the development it is intended to serve and well served by sustainable modes of transport appropriate to those users, which may include walking and cycling as appropriate.

**8.80** In some cases, sequential testing would not be appropriate for out of centre proposals, and the policy makes clear when this will not be applied. National policy specifically exempts small scale rural developments, including offices, from the application of the sequential test so as not to unduly restrict proposals that would support the economic vitality and sustainability of smaller communities, which may be some distance from Greater Cambridge's network of centres.

**8.81** Additionally, a specific exemption is made for office proposals that otherwise accord with the locational preferences and other requirements set out in Policy J/NE, reflecting Greater Cambridge's successful network of science parks and campuses which provide a range of appropriate locations for such development outside of identified centres. To support the vibrancy and sustainability of employment parks and campuses, a specific exemption is also made for town centre uses (other than offices) in these locations, should they be of a scale that only meet the need derived by their employment operations and not undermine the viability of other centres. While sequential testing would not be applied to such proposals, they will instead need to adhere to the requirements of Policy J/EP.

**8.82** Most retail and leisure proposals outside of centres will be required to demonstrate through a Town Centre Impact Assessment that, in line with national policy and guidance, there would be no significant adverse impacts on existing, committed and planned investment or on the vitality and viability of centres that may be affected. The preparation of a Town Centre Impact Assessment should follow the government's guidance on impact tests as set out within the Town Centres and Retail planning guidance (or successor guidance documents).

**8.83** In Greater Cambridge, this will be required for all such proposals exceeding 500 square metres of gross internal floorspace. This reflects the recommendations of the Greater Cambridge Retail and Leisure Study – Interim Findings (2026) which identified a threshold of 500 square metres as an appropriate means of identifying proposals that would be more than "just local" in nature and scale, with a stronger consumer trade draw and therefore higher potential impact on existing floorspace. The requirement to test proposals above this threshold will help to reinforce and protect Greater Cambridge's network of centres. Proposals solely for other town centre uses (i.e. excluding retail and leisure) will not be required to undertake Town Centre Impact testing.

**8.84** In addition, Town Centre Impact Assessments will also be required to test the impacts of new centres on existing designated centres, including a new or revised 'local' network of centres. This includes some of the emerging centres expected to come forward as part of the Plan's proposed site allocations, as in some circumstances it will not always be possible for retail evidence prepared during plan-making to be able to accurately quantify the amount of retail and commercial leisure floorspace that a large development will generate, or identify a network of centres for the allocation, reflecting the longer timeframe over which some of these sites will come forward.

**8.85** Where applicable, planning applications should identify the subset of Class E uses that are proposed (e.g. Class E(a) retail, E(b) café/restaurant etc.), to enable an assessment of the potential impacts of the proposed use, as well as the suitability of any planning conditions restricting changes within Class E. Where an application does not distinguish the specific use within Class E, or would prefer to benefit from the flexibility afforded by Class E, the application should be accompanied by a proportionate assessment of the impacts of the different uses that fall within Class E to enable the Council to assess a reasonable worst case scenario associated with the permission.

**8.86** Changes in consumer trends, transport improvements and other retail developments within the development's catchment area will affect demand for new shops and other town centre services, which cannot be fully addressed through the Local Plan. This is most likely to be encountered when a development's scheduled start date is not expected until the later part of the Plan period. Where impact testing is necessary in such situations, we would expect the detailed approach to impact testing to be agreed with the local planning in advance of submitting the application, and for the following specific requirements to be met:

- the completion of a household survey covering the catchment area of the proposed development, which may include areas beyond the boundaries of Greater Cambridge;
- an assessment of the settlements that may be affected, including their current economic performance, vitality and vibrancy;
- the use of industry recognised economic data modelling and analytics to quantify the need generated by the development proposal; and
- where a network of centres is proposed, details justifying their number, size and compatibility with Greater Cambridge's Hierarchy of Designated and other centres as outlined in Policy J/RC.

**8.87** Making the best use of sites in existing and emerging centres reduces the pressure for the development of new sites, including new sites in out-of-centre locations. The number and size of units in each of these centres should maintain a healthy balance between small, medium and larger units for retail and other services. Generally, independent retailers prefer smaller units and bring a more varied mix of retail options while chain store operators prefer larger units which help attract people to the high street, driving footfall that can draw people to less well-known smaller shops. This mix of retailers can create both a vibrant and diverse shopping experience which cannot be so easily derived from online shopping. Sites should therefore be retained in main town centre uses wherever possible, as they provide important services to residents and visitors.

**8.88** The Local Planning Authorities will therefore resist proposals that seek the loss of retail, leisure and other main town centre uses across its network of centres, particularly within designated centres, unless compelling evidence is presented that demonstrates

there is no market demand for the site's existing use, or that the proposal would demonstrably meet an identified community need. The sub-division of any retail unit should ensure the remaining units retain sufficient ancillary storage/office space to remain commercially viable. Proposals for the merger of any retail units should take into consideration the availability of alternative, similar sized retail units in the same centre

and any nearby centres. Low vacancy rates in these centres would indicate the current range of units is meeting an identified need, and therefore any re-configuration of these units and their sizes should be resisted.

**8.89** Cambridge City's Primary Shopping Area is defined separately on the Policies Map due to its special multi-functional role within Greater Cambridge's economic network and the wider sub-region. This policy's requirements regarding the loss of floorspace or changes to unit sizes for main town centre uses do not apply to proposals within the Primary Shopping Area as these are dealt with separately in Policy J/SA.

**8.90** Changes to the Town and Country Planning (General Permitted Development) Order have resulted in various planning uses that were previously distinct being categorised under Use Class E (commercial, business and service). Change of use between the different types of planning uses listed under Class E does not constitute development and subsequently does not normally require planning permission. Whilst recognising the benefits and flexibility that Class E can bring, it also increases the risk of main town centre uses emerging in inappropriate edge-of-centre and out-of-centre locations, which could harm the vibrancy and vitality of Greater Cambridge's network of centres and eventually lead to the loss of retail and other town centre uses.

**8.91** Similarly, valuable retail, leisure and other main town centres uses could in some cases be changed to other uses within Class Use E. The policy seeks to minimise this by establishing clear criteria for most development involving main town centre uses outside of Greater Cambridge's existing and emerging designated centres. However, the Councils may apply other planning controls to safeguard main town centre uses in the most appropriate locations in the hierarchy of centres and reduce the proliferation of such uses elsewhere, including applying conditions on new development limiting the ability to change key retail or leisure floorspace to other uses within Use Class E without the need for planning permission. Other Permitted Development Rights may also be subject to restrictions dependent on local circumstances.

**8.92** Outside Greater Cambridge's network of centres, reflecting the vital role of small shops and community spaces located in smaller villages, proposals requiring planning permission that would result in the loss of a local community facility, including shops mostly selling essential goods, will be resisted in line with the requirements in policy WS/CF: Community, Sports, and Leisure Facilities.

# Cambridge City's Primary Shopping Area

## Policy J/SA: Cambridge City's Primary Shopping Area

1. Part of the City Centre is defined as a Primary Shopping Area (PSA), which is shown on the Policies Map.
2. At ground-floor level, the following uses will generally be considered acceptable within the PSA:
    a. Premises for the display or retail sale of goods, other than hot food, confined to 'comparison goods non-food retail' and 'convenience goods retail' in the form of food stores, bakers, butchers, fishmongers, delicatessens, newsagents, health food shops and off-licence stores;
    b. Premises for the sale of food and drink consumption (mostly) on premises, confined to include cafés and restaurants;
    c. Public houses, wine bars, drinking establishments, and drinking establishments with expanded food provision;
    d. Visitor accommodation, specifically hotels;
    e. Financial and professional services;
    f. Other appropriate services in a commercial, business or service locality, to include dry cleaners, hairdressers, beauty salons, opticians, post offices, travel agents, clothing and fancy-dress hire, repairs, alterations and restoration, electronics and home entertainment, mobile phones and accessories;
    g. Medical or health services, including dental surgeries;
    h. Leisure arts, culture & entertainment, including gyms; and
    i. Other 'sui generis' uses typically found in centres, including theatres, nightclubs, amusement arcades and launderettes.
3. In the PSA, spaces attached to retail for ancillary storage or office use, or other generally acceptable ground floor uses, will be supported on basement and upper floor levels.
4. Proposals that seek to provide leisure (arts, culture and entertainment) or other main town centre uses at basement level or on upper storeys will be supported in principle, provided they can evidence that:
    a. the proposals will not undermine either the PSA's retail frontages or functions; and
    b. relevant local amenity factors that may result in adverse impacts on neighbouring uses have been identified and, as necessary, mitigated.
5. Reflecting the role of the PSA as a sub-regional centre for retail and other town centre uses, including the nighttime economy, proposals for residential development within the PSA (other than those defined as generally acceptable within this policy) will be resisted.
6. Within the PSA, proposals requiring planning permission that would result in the loss of any retail or other main town centre use, a change in use from a generally

acceptable use to another use at the ground-floor level, or the reconfiguration of separate planning units through the merging of two or more units or sub-division of a unit, will only be supported where it can be demonstrated that:

a. there is no market demand for the existing unit(s) or potential replacement unit(s) of the same size and use, as demonstrated through an up-to-date marketing exercise, in accordance with the guidance provided in Appendix G: Marketing, local needs assessments and viability appraisals of this Local Plan;

b. the new use or reconfiguration of planning units (through merger or sub-division) would meet an identified need for a town centre use acceptable in the PSA and the proposed development will not have a detrimental impact on the viability and vitality of the PSA and other existing, committed or planned investments, as demonstrated through a Town Centre Impact Assessment; and

c. for proposals seeking a change of use to non-main town centre uses, the unit(s) is not capable (through re-configuration or redevelopment) of supporting another main town centre use acceptable in the PSA, as demonstrated through a Financial Viability Assessment prepared in accordance with the guidance provided in The RICS professional standard for viability in planning.

## Supporting information

**8.93** Cambridge City Centre plays a vital multi-functional role in the network of centres across Greater Cambridge as well as a key role in the context of the wider sub-region. The City Centre's contribution towards meeting the Greater Cambridge's retail, leisure and cultural needs is likely to increase as it continues to meet the needs of committed and new population growth across the area. The retail offer within the City Centre, which is largely concentrated within the Primary Shopping Area (PSA) as defined on the Policies Map, is vibrant and currently experiences low vacancy levels.

**8.94** The City Centre's retail provision will need to be promoted and retained within the Primary Shopping Area to ensure that its sub-regional retail role can be sustained. As such, the Councils are keen to protect and, where possible, enhance the Primary Shopping Area's important retail functions and frontages. To achieve this, retail along with other leisure and town centre services will be promoted on ground floor level spaces with retail use taking precedence, whilst other leisure (arts, culture and entertainment) uses will be supported on basement levels or upper floors provided they do not undermine the PSA's retail functions.

**8.95** Proposals should seek to maximise opportunities to use non-ground-floor level spaces for both ancillary storage or office uses that support the function and viability of different units, or other main town centre uses that complement existing uses on other floors the building.

**8.96** To support the PSA's retail, leisure and town centres services, all new retail, leisure and mixed-use town centre development will be controlled using appropriate planning measures, including conditions, to ensure ground-floor occupancy is restricted to specific land uses identified as generally acceptable in the PSA, as set out in the policy. Planning controls may also be used to restrict the use of permitted development rights to change the use of existing units or control movement between different uses that fall within the same planning use class.

**8.97** Many of the city's businesses, meeting spaces and other cultural event spaces including theatres, concert venues and night-clubs, are linked to the evening / nighttime

economy, providing a wide range of cultural venues that serve both city residents and those living further away. The introduction of residential uses could put such spaces at risk from noise complaints or have their operations restricted from the development. It is therefore considered appropriate to resist such developments within the PSA.

**8.98** Proposals for the merger of any retail units should first take into consideration the availability of alternative, similar sized retail units in the affected street area. Low vacancy rates in the PSA would indicate the current range of units is meeting an identified need, and therefore any re-configuration of these units and their sizes should be resisted. Proposals for the sub-division of any planning unit must ensure the new units retain sufficient ancillary storage/office space to remain commercially viable for an acceptable use in the PSA. In all these scenarios, proposals will be robustly tested.

**8.99** In addition to marketing the property in accordance with Appendix G: Marketing, local needs assessments and viability appraisals of this Local Plan, they should also be accompanied by an Impact Assessment that follows the Government's guidance on impact tests, as set out within the Town Centres and Retail planning guidance (or successor guidance documents).

**8.100** The Councils will also resist proposals that seek the loss of retail, leisure and other main town centre uses, unless compelling evidence is presented that demonstrates there is no market demand for the site's existing use and the site could not viably be redeveloped for another main town centre use. For proposals that seek to convert or redevelop retail and, or other main town centre uses to non-main town centre uses, the Councils will expect planning applications to include an assessment that demonstrates the site is not viable for acceptable PSA uses. This should be an independent professional assessment (funded by the developer) prepared in accordance with the Royal Institution of Chartered Surveyors' (RICS) professional standards on Financial Viability in Planning: Conduct and Reporting (or successor standards).

# Visitor accommodation, attractions and facilities

**Policy J/ VA: Visitor accommodation, attractions and facilities**

## Proposals within the Defined Development Extent of Cambridge

1. Proposals for high quality visitor accommodation will be supported in Cambridge City Centre and the following mixed use developments:
   a. Cambridge Biomedical Campus
   b. Cambridge East
   c. North East Cambridge including Cambridge Science Park
   d. West Cambridge; and
   e. Eddington.
2. Elsewhere within the Defined Development Extent of Cambridge new visitor accommodation will be supported where it is located on the frontages of main roads, in areas of mixed-use or within walking distance of good public transport accessibility.
3. Applicants for Apart-hotels and serviced apartments must provide full details of the nature of the accommodation to be provided and the proposed terms of occupation when submitting a planning application.

## Outside the Defined Development Extent of Cambridge

4. Proposals for visitor accommodation within Defined Development Extents beyond Cambridge will be supported where the scale and type of development is directly related to the role and function of the centre.
5. Outside Defined Development Extents, development to provide overnight visitor accommodation, holiday accommodation and public houses will be permitted by the change of use / conversion / replacement of suitable buildings and by small scale new developments appropriate to local circumstances.
6. New developments of visitor accommodation will be limited to short term holiday lettings. Applicants will be required to provide full details of the nature of the accommodation to be provided and the proposed terms of occupation when submitting a planning application.

## Conversion of dwellings to visitor accommodation

7. Within Cambridge, and also settlements and countryside that fall within the Greater Cambridge Green Belt outer boundary, where planning permission is needed, in order to maintain housing supply, support residents' amenity and wellbeing and maintain local character, the conversion of residential properties to visitor accommodation use will be allowed only in exceptional circumstances and where it does not:
   a. adversely affect residents' amenity and sense of security including unacceptable

impacts and effects from noise, nuisance, traffic, or on-street parking; or

b. adversely affect the local area's character or social and community cohesion either individually or cumulatively.

## Loss of visitor accommodation

8. Development will not be permitted which would result in the loss of existing visitor accommodation unless it can be demonstrated that:

   a. all reasonable efforts have been made to preserve the facility but it has been proven that it would not be economically viable to retain the visitor accommodation in its current form; and

   b. the property or site has been appropriately marketed for at least 12 months in order to confirm that there is no interest in the property or site for visitor accommodation use.

## Visitor attractions within the Defined Development Extent of Cambridge

9. Proposals for new visitor attractions within Cambridge will be supported where they:

   a. complement the existing cultural heritage of the city;

   b. are limited in scale; and

   c. assist the diversification of the attractions on offer, especially to better support the needs of families.

## Visitor attractions outside the Defined Development Extent of Cambridge

10. Proposals for new visitor attractions within South Cambridgeshire's towns and villages will be supported where they are of a scale and character that is appropriate to their location.
11. Proposals for new or extended tourist facilities and visitor attractions (excluding accommodation) in the countryside will be supported where it can be demonstrated that:

   a. The development utilises and enhances the areas existing tourism assets;

   b. There is an identified need for a rural location, and all opportunities for reuse / replacement of existing rural buildings have been explored appropriate to the proposal;

   c. The scheme is in scale with its location and the nature of the facility it supports

   d. The proposal does not require on site accommodation (e.g. for security).

   e. There is not a significant adverse impact on the amount or nature of traffic generated.

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## Supporting information

8.101 Visitor accommodation now takes many forms, ranging from traditional hotels,

guesthouses and hostels to apart-hotels and serviced apartments. This policy applies to visitor accommodation within any of these (or similar) formats.

**8.102** The Greater Cambridge Hotel Needs Study (2025) assessed the demand and supply of hotel bedspaces across Greater Cambridge. It identified a base case need for an additional 2,000 new bedspaces in the urban area of Cambridge to 2045. The pipeline of hotels already under construction means that no additional bedspaces are likely to be needed until 2027. Other pipeline developments could add to this supply but were identified in the study as being less certain. They could potentially meet demand until 2032.

**8.103** Due to its appeal to leisure and business travellers, Cambridge city centre is identified as the key location for half the identified need with the remainder focused in the urban area outside the city centre, particularly to the south of Cambridge. As such, this policy seeks to support new visitor accommodation within the city centre. At the same time, recognising both the projection of need and the possibility that constraints on development and the competition for sites may increase demand in peripheral areas, the policy:

- identifies mixed use sites on the edge of Cambridge as locations for new visitor accommodation
- supports the development of visitor accommodation at suitable accessible locations elsewhere in the periphery.

**8.104** A modest growth in the need for hotel bedspaces of 220 is projected in the remainder of South Cambridgeshire. As such, recognising that there are existing hotel permissions not yet implemented in the developing new settlements, rather than identifying individual locations the policy seeks to support new visitor accommodation of an appropriate scale and type across the district.

**8.105** In recent years, the use of online platforms for short term lets to rent out either whole or parts of a residential unit as temporary accommodation for a variety of occupiers has increased in popular tourist locations and areas close to large employment centres. This is particularly the case in Cambridge, including areas close to the main railway station and Trumpington Meadows where these activities are clustered together. Although these services provide opportunity to support good growth in cities, the widespread and concentrated prevalence of this activity can have negative effects. These include:

- Loss of residential housing supply, reducing the supply of homes available to meet residential accommodation needs.
- Loss of amenity space, privacy and enjoyment of their home resulting from patterns of behaviour of short-term tenants.
- Continual disruption caused by visitors moving in and out of the premises, disruptive occupants and associated servicing of the unit(s).
- Frequent rotation of unknown, neighbouring occupiers undermines residents' sense of security of living in their own homes.

**8.106** The accommodation offered at apart-hotels and serviced apartments can display characteristics associated with permanent, self-contained housing (Use Class C3). Alternatively, this accommodation can be akin to hotels, as a result of the type of services they provide (Use Class C1 or Sui Generis). Characteristics can include (amongst others):

- presence of on-site staff/management
- presence of reception, bar and/or restaurant
- provision of cleaning and administrative services

- ownership or other tenure of units and/or ability to sell or lease on the open market
- minimum/maximum lease lengths.

**8.107** The different nature of the C1 and C3/Sui Generis accommodation may consequently result in different impacts on permanent housing. Where proposals for apart-hotels or serviced apartments are considered to fall within C3 Use Class proposals or comprise sui generis uses which have the characteristics of a C3 Use, such proposals will be assessed via relevant housing policies in the Local Plan.

**8.108** Where apart-hotels and serviced apartment units fall under C1 or Sui Generis uses, the councils will take steps to ensure they will not be used for any other purpose. This may include the imposition of conditions to ensure maximum lengths of stay (typically 90 days) and a restriction on return visits.

**8.109** The visitor economy has an important role to play in maintaining the sustainability of rural communities, providing business supply chain opportunities and jobs for local residents. In South Cambridgeshire, beyond the urban area of Cambridge, holiday accommodation will be limited to short term lets of no longer than four weeks, through conditions or legal agreements, to ensure it is retained as tourist accommodation and not used as long term or permanent residential accommodation. Permitted development rights may be removed in the interests of amenity.

**8.110** Whilst some of the requirement for new visitor accommodation can be met through the new sites, conversions and redevelopments, the cost of and competition for sites, particularly in Cambridge city centre, mean that the retention of existing accommodation is key to ensuring growing demand can be satisfied. Where the case can be made that the visitor accommodation is not and cannot be made viable with investment, its loss may be acceptable.

**8.111** The emphasis for the management of Cambridge as a tourist destination is on extending the length of visits and continued visitor management. While Cambridge would potentially benefit from the diversification of attractions including enhanced provision for families, major theme parks and other national profile developments will not be appropriate. There would, however, be potential for enhancing the existing visitor experience.

**8.112** In South Cambridgeshire there are a number of assets which have become major tourist visitor attractions, such as the World War II airfield at Duxford which is now home to the Imperial War Museum, and Wimpole Hall which is owned by the National Trust. Facilities such as these can only be developed where the assets exist. Tourist facilities and attractions could include visitor and information centres, toilets, tea rooms, or picnic sites. The policy is intended to support the districts existing attractions and assets. It is not the intention of the policy to encourage new major tourist attractions.

# Faculty development and specialist / language schools

**Policy J/FD: Faculty development and specialist / language schools**

## Higher education institutions

### Faculty development

1. The development or redevelopment of faculty, academic research and academic administrative sites for higher education institutions, (including medical teaching and hospital facilities) will be supported when it meets the principles set out in this policy and other planning policies.

### University Development in the City Centre

2. In the City Centre, these uses will be permitted provided they:
    a. Make effective use of land, including a mix of uses on larger sites to meet the needs of the relevant higher education institution, and
    b. Take reasonable opportunities to improve circulation for pedestrians and cyclists, together with public realm improvements, reductions in car parking provision and the introduction of active frontages at ground floor level.
3. The following sites are allocated for these uses and are shown on the Policies Map:
    a. Mixed-use redevelopment of the Old Press/Mill Lane site (S/C/OPM); and
    b. Mixed-use redevelopment of the New Museums site (S/C/NMD).
4. On the edge of the City Centre, the following Policy Areas will provide opportunities for enhanced faculty teaching and administrative facilities:
    a. Within in the Eastern Gate Public Realm Improvement Area (S/PRIA/EG); and
    b. Within the Fitzroy/Burleigh Street/Grafton Area of Major Change (S/AMC/FBG).

### University Development outside the City Centre

5. Beyond the City Centre, the following areas will provide opportunities for enhanced faculty teaching and research facilities:
    a. The development of medical teaching, research facilities and related university research institutes at the Cambridge Biomedical Campus (S/CBC);
    b. The continued development of the West Cambridge site at Madingley Road (C/WC); and
    c. The continued development of Eddington (C/NWC).

6. Other university sites beyond the city centre with proposals for enhanced faculty, academic research, academic administrative and medical teaching/ hospital facilities that avoid a shortage of land for other uses, as identified in this Plan, will be supported on their merits on a case-by-case basis.

## Specialist colleges / language schools

7. The development of existing and new specialist colleges and/or language schools will be supported if they provide:
   a. On-site residential accommodation with social and amenity facilities for all non-local students (students arriving to study from outside Cambridge and the Cambridge sub-region), with controls in place to ensure sufficient provision of accommodation, social spaces and amenities is provided to support any expansion of student places, including controls to avoid any adverse effects on local residents' amenity; and
   b. Any off-site residential accommodation for non-local students is provided in local homestays.
8. The use of family dwellings, solely occupied by students (including teaching instructors/wardens/supervisors or other associated employees) of specialist colleges and/or language schools is not an acceptable form of off-site residential accommodation. The use of higher education accommodation, outside of term-time is an acceptable form of off-site residential accommodation, subject to planning conditions to control their use and management.

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## Supporting information

**8.113** The University of Cambridge (including affiliated colleges) and Anglia Ruskin University (ARU) are significant employers in Greater Cambridge. The University of Cambridge and its colleges provide over 13,000 jobs and their reputation and heritage continues to attract students from across the world, tourists, language students, spin-off enterprise, medical and biomedical research, and continue to be a vital driver of the local and national economy. The University of Cambridge's estate covers many important research centres around the city and beyond its periphery.

**8.114** Of these, the most significant include: West Cambridge, the location of the University of Cambridge's research centre for computer science, physics and engineering; and a new urban quarter at Eddington, between Madingley Road and Huntingdon Road which will include a mix of residential development along with academic and commercial research space. The Cambridge Biomedical Campus will also continue to be developed with the Cambridge Biomedical Campus Supplementary Planning Document (2025) and other future guidance or technical advice. This SPD sets out the development principles to guide future development proposals (for phases one to three) and provides a planning framework for consideration when determining planning applications. Other key locations, where significant change has already been implemented with the remaining stages yet to be delivered, are the Old Press/Mill Lane area (S/C/OPM) and the New Museums site (S/C/NMD).

**8.115** During preparation of the Plan the University of Cambridge advised GCSP that it has plans to grow undergraduate numbers by 0.5 per cent a year and postgraduates by 2 per cent a year. However, consultation responses from some University of Cambridge

Colleges indicated higher growth aspirations and therefore these growth rates may be revised prior to the proposed submission Plan.

**8.116** The policy acknowledges existing plans of the University of Cambridge on sites both inside and outside the city centre as well as providing an opportunity for redevelopment of sites in the city centre where plans are evolving. Similarly, ARU's East Road campus and the wider area along East Road both remain the most sustainable locations for ARU during the next plan period and the policy supports this approach.

**8.117** There are a broad range of specialist colleges / language schools in Cambridge, including secretarial and tutorial colleges, these colleges concentrate on GCSE and A level qualifications and pre-university foundation courses. Courses of varying durations are run throughout the year. Given the economic contribution these establishments make to the local economy, it is appropriate to support their grow that mitigates their impact on local housing, amenity and facilities.

**8.118** It is important that their growth avoids placing further pressure on demand for local housing. This means the use of family dwellings not occupied by a resident family is not appropriate, as this will put additional pressure on the housing market.

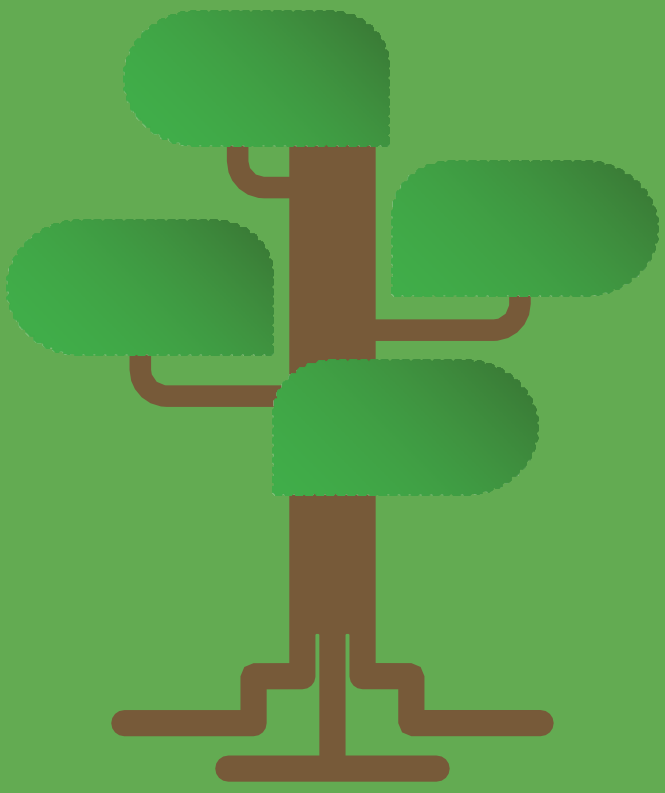
**8.119** Promoters of specialist college and language school development will be expected to submit evidence to demonstrate how this issue is being addressed as a part of their planning application. The applicant will need to demonstrate how many additional students will be generated by the proposal. This will allow the planning application process to judge the residential, social and amenity impact generated.

**8.120** A robust method of calculating the additional number of students arising from any proposal, on a case-by-case basis will need to be agreed with the Local Planning Authorities.

This will also need to consider a range of mechanisms to agree an upper limit to the number of additional students.

**8.121** The range of mechanisms considered may include, but not be limited to, controlling the hours of operation, the number of desk spaces and the number of students. This will ensure that a proposal will generate a specific level of growth that can be measured and mitigated. Higher education student accommodation is dealt with under Policy H/SA.

# 9 Homes



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# Introduction

9.1 In the Homes theme we set out policies that would be applied when considering planning applications for new housing developments.

## Our strategic priority for our homes policies

9.2 **Strategic Priority:** Plan for enough housing to meet our needs, including significant quantities of housing that is affordable to rent and buy, and different kinds of homes to suit our diverse communities.

9.3 We want our local plan to deliver high-quality, affordable housing in the right places. The Greater Cambridge Housing Strategy sets out our high-level approach to tackling these challenges, including through the building of a new generation of council homes, promoting the development of affordable homes and the delivery of a co-ordinated effort to reduce homelessness. It has guided our policies in this local plan.

9.4 As well as planning to meet the overall need in terms of the number of new homes, our policies seek to ensure that the right mix of house types and tenure is delivered. We want homes to be of a high quality, we therefore set minimum sizes for rooms and outdoor space. We require homes to be adaptable, so they can meet need through people's lives.

9.5 We require a high proportion of new homes to be Affordable Housing, provided at a cost below market rates to meet the needs of those who cannot afford to buy or rent at market prices. Our policies support innovative housing products, such as self-build, built to rent and co-living. We also require housing to meet specific needs including for older people and for Gypsies and Travellers.

## What our homes policies do

- Require 40% of housing on most development schemes to be delivered as Affordable Housing;
- Support delivery of rural exception sites, which help deliver affordable housing in rural communities;
- Require a varied choice, type and mix of housing to meet the needs of different groups in the community;
- Control development of garden land to ensure the quality of places are protected;
- Set minimum standards for internal spaces within new homes, and for external private and shared amenity space;
- Require developments to help meet the need for specialist housing, such as for older people;
- Help people find plots for self or custom build homes, by requiring a proportion of large development to include plots;
- Guide the development of build to rent and co-living schemes to ensure they are of a high quality and appropriately managed;
- Set criteria and standards for houses in multiple occupation (HMOs) that require planning permission;
- Support appropriately located purpose built student accommodation where there is a need and where it doesn't impact on the supply of family housing;
- Identify the circumstances where new houses in the countryside would be supported;
- Provide guidance on where residential boat moorings could be delivered and the standards they would need to meet;
- Guides development of new Gypsy and Traveller pitches and Travelling Showpeople plots.

# Affordable housing

## Policy H/AH: Affordable housing

### Self-contained dwellings and co-living developments

1. All major developments for housing will provide at least 40% of the new homes on site as affordable housing, unless: a different requirement is set out within the allocation policy, the development is on land within the Green Belt, or it is a Co-living development where a financial contribution for off-site provision is to be provided. This requirement applies to all residential developments of self-contained dwellings, including those for Build to Rent or specialist accommodation, and also to Co-living developments for the equivalent of 10 or more dwellings (calculated using the other communal accommodation units to dwellings ratio in the Housing Delivery Test).
2. Within the affordable housing secured on major developments for housing (except for within Build to Rent and Co-living developments), the proportions of each affordable housing tenure will be provided as set out in Table 1. Developments providing a higher overall proportion of social and affordable rented homes, with no or a smaller proportion of shared ownership homes, will be allowed as exceptions.

| Total number of new dwellings | Affordable housing tenures |
|---|---|
| **10-14 dwellings** | • 75% social and affordable rent homes, and |
| | • 25% shared ownership homes, or other affordable homes providing a route to home ownership |
| **15 dwellings or more** | • 65% affordable rent homes, |
| | • 10% social rent homes, and |
| | • 25% shared ownership homes, or other affordable homes providing a route to home ownership |

**Table 1:** Affordable housing tenures

3. All affordable housing secured within Build to Rent will be provided as Affordable Private Rent homes. Co-living developments will provide a financial contribution for the off-site provision of affordable housing that is equivalent to at least 40% of the units being affordable.
4. Any major developments for housing that are on land within the Green Belt will provide at least 50% of the new homes on the site as affordable housing, in accordance with the Golden Rules set out in national planning policy and guidance.
5. New affordable homes will be:
    a. Limited to people in need of affordable housing;
    b. Available in perpetuity (wherever possible);
    c. Tenure blind in design so that they are indistinguishable from any other housing tenures and well-integrated with market units on the site;

d. Phased proportionally within the build out of the development to enable proper integration and timely provision; and

e. Designed to accommodate different family compositions, with the bedspaces per dwelling for social and affordable rent homes in line with Table 2.

| Number of bedrooms | Minimum number of bedspaces |
|---|---|
| 1-bedroom | 2 bedspaces |
| 2-bedroom | At least 4 bedspaces |
| 3-bedroom | At least 5 bedspaces |
| 4-bedroom | At least 6 bedspaces |
| 5-bedroom | At least 7 bedspaces |

Table 2: Bedrooms and minimum number of bedspaces for social and affordable rent homes

6. Within major developments for housing, the new affordable homes must be dispersed in small groups or clusters that:
   a. Create an even distribution of affordable housing throughout the development as a whole, and when considered in combination with neighbouring developments;
   b. Contain a mix of affordable housing tenures and a mix in the number of bedrooms; and
   c. Are proportionate in size to the overall size of the development, having regard to the type and location of the housing being provided.
7. The off-site provision of affordable housing or a financial contribution (commuted sum) for affordable housing will only be considered on developments of self-contained dwellings if it can be demonstrated that:
   a. On-site provision would not be practicable;
   b. The proposed alternative to on-site provision would be more effective in achieving a mixed and balanced community; and
   c. The financial contribution for, or off-site provision of, affordable housing is at least equivalent to the increased development value resulting from affordable homes not being provided on-site, unless the applicant's viability assessment provides compelling evidence that this would not be viable.
8. Where a larger site has been subdivided into smaller development parcels, the major developments threshold and the requirement for 40% of new homes to be affordable housing will apply to the site as a whole.

## Student accommodation

9. Any developments of student bedrooms that are equivalent to 10 or more dwellings (calculated using the student accommodation bedrooms to dwellings ratio in the Housing Delivery Test) or any developments of 10 or more self-contained student units will provide a financial contribution for the off-site provision of affordable housing that is equivalent to at least 40% of the bedrooms or units being affordable. On-site delivery of affordable housing can be provided if both the Council(s) and the University of Cambridge, Anglia Ruskin University or a University of Cambridge

College agree that this is appropriate.

10. An affordable housing contribution will not be sought where the proposed development of student accommodation is for the redevelopment of buildings and land owned by the University of Cambridge, Anglia Ruskin University or a University of Cambridge College, and which will continue to be owned by one of these institutions after the redevelopment.

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## Supporting information

**9.6** Cambridge and South Cambridgeshire have been identified by the Government as areas of high affordability pressure and our evidence shows that there is an acute need for affordable housing in Greater Cambridge. The policy therefore seeks to maximise the supply of new affordable housing by requiring affordable housing on all major developments for housing that are providing self-contained dwellings, irrespective of their use class. Major developments for housing that are specifically for retirement living or other forms of specialist accommodation, Build to Rent, and Houses in Multiple Occupation, will therefore be expected to contribute towards the delivery of affordable housing. This policy does not apply to Exception Sites for Affordable Housing, as the requirements for the types and tenures of affordable housing on exception sites are included in Policy H/ES.

**9.7** The policy also requires affordable units to be provided by Co-living developments. Although these developments are not providing self-contained dwellings, they are contributing towards meeting our overall housing requirement and it is therefore important that they also contribute towards meeting Greater Cambridge's affordable housing need. Recognising that the provision of self-contained social or affordable rented housing on-site within a Co-living development is unlikely to be practical due to management issues and the shared living nature of the co-living units, and that off-site provision will deliver affordable housing that better meets a wider range of identified local needs, a financial contribution will be sought that is equivalent in value to the on-site provision of affordable housing within other residential schemes.

**9.8** Where student accommodation is delivered on buildings or land owned by the University of Cambridge, Anglia Ruskin University or a University of Cambridge College, the policy exempts such development from contributing towards affordable housing, as other types of housing would not normally be delivered in these locations. However, student accommodation brought forward on other sites could equally be suitable for other types of housing, therefore it is important that such developments are required to contribute towards meeting our affordable housing need. This would also apply where a University of Cambridge, Anglia Ruskin University or a University of Cambridge College campus is redeveloped for other types of housing. Recognising that the provision of affordable housing on-site within a development for student accommodation is unlikely to be achievable due to management issues, a financial contribution will be sought that is equivalent in value to the on-site provision of affordable housing within other residential schemes.

**9.9** The thresholds at which affordable housing must be provided on any Co-living or student accommodation developments are in line with national planning policy, which allows for affordable housing to be sought on any major developments for housing i.e. 10 or more dwellings. The number of Co-living units and student bedrooms should be converted to a dwelling equivalent using the ratio for either other communal accommodation or student accommodation set out within the Housing Delivery Test rulebook. This is currently 1.9 units to one dwelling for other communal accommodation

(which will be used for Co-living developments) and 2.4 bedrooms to one dwelling for student accommodation.

**9.10** As set out in national planning policy and guidance, vacant buildings credit will apply to any major developments for housing on land outside of the Green Belt but will not apply to any major developments for housing on land within the Green Belt.

**9.11** New affordable housing for sale or rent will be limited to those whose needs are not met by market housing, and taking account of the criteria set out in national planning policy for each of the different tenures of affordable housing. The majority of the identified need is for rented affordable housing, rather than affordable home ownership, and therefore it is important that the Councils prioritise the delivery of affordable housing for rent. The provision of genuinely affordable housing is also a priority for both Councils. The policy therefore seeks to secure an affordable housing tenure mix that will meet a wide range of housing needs and create mixed and balanced communities, providing for different types of households and household incomes.

**9.12** It is important that a mix of social and affordable housing is provided, and therefore on sites providing 15 new dwellings or more, the number of new dwellings makes it possible to specifically require that within the affordable housing provided that at least one dwelling will be a social rented home. On sites of less than 15 new dwellings, this is not possible due to the number of new dwellings, however the Councils encourage the provision of social rented homes on these developments. The Councils preference in affordable homeownership tenures is for shared ownership homes, however other affordable homeownership tenures can be provided where it is demonstrated that these are necessary to meet identified needs.

**9.13** The specific requirements in terms of price caps and discounts for First Homes, which are an affordable home ownership tenure, mean that they are unlikely to be a suitable affordable housing tenure on the majority of new developments in Greater Cambridge.

**9.14** Where an alternative affordable housing tenure mix to that set out in Table 1 is proposed (other than for a higher overall proportion of social and affordable rented homes which is allowed as an exception), evidence will need to be provided to justify the deviation proposed. Viability will be considered as set out in national planning policy and guidance, and in accordance with Policy I/ID.

**9.15** To align with the Councils' Lettings Policies and Local Housing Allowance criteria, minimum bedspaces are set out for different numbers of bedrooms to accommodate different family compositions and to enable occupancy to be maximised.

**9.16** Local Lettings Plans will be required for affordable rented and social rented homes where necessary to achieve mixed and balanced communities and/or to prioritise affordable housing for local workers or for specific groups of people. The Local Lettings Plan must be agreed by the Housing Team(s) at the Council(s) and will be published on their websites.

**9.17** The Greater Cambridge Housing Strategy sets out the Councils' priorities to tackle the housing challenges facing the area and is a material consideration in any planning decisions. The current Greater Cambridge Housing Strategy covers 2024-2029, and includes specific requirements relating to the provision of affordable housing, such as the type and tenure of affordable housing, and the clustering and distribution of affordable housing.

# Exception sites for affordable housing

## Policy H/ES: Exception sites for affordable housing

1. Rural Exception Sites to meet identified local housing needs in rural parishes on small sites adjoining a defined development extent of a Rural Centre, Minor Rural Centre, Group Village or Infill Village will be permitted subject to:
    a. There being demonstrable social or economic need for affordable housing for local residents which cannot be met in any other way, which can reasonably be expected to persist in the long term, and which is evidenced by an independent local housing needs assessment;
    b. The number, size, design, mix and tenure of affordable homes being limited to, and reflecting, identified local needs, as evidenced by an independent housing needs assessment;
    c. The development being of a scale and location appropriate to the size, facilities and character of the settlement. Where there are groups of smaller settlements, development in one village may support services in a village nearby and meet housing need within a wider catchment area where that area has been agreed with the Council;
    d. For sites at settlements within or adjoining the Green Belt, that no alternative sites exist that would have less impact on Green Belt purposes; and
    e. The affordable homes being secured in perpetuity for occupation by those in need of affordable housing. Mortgagee in Possession clauses will be allowed to enable development to proceed.
2. Rural Exception Sites will be delivered by, or in partnership with, Registered Providers or community-led housing groups and must be named in the relevant s106 agreement.
3. First Homes Exception Sites to meet identified local housing needs on small sites adjoining a defined development extent in South Cambridgeshire will be permitted subject to:
    a. Demonstration that a First Homes Exception Site is a more appropriate development for the proposed site than a rural exception site;
    b. The development being of a scale and location appropriate to the size, facilities and character of the settlement;
    c. The development being located outside of the Green Belt;
    d. The number and size of the First Homes being commensurate with demand for First Homes within South Cambridgeshire, that there is a realistic likelihood that all homes will be occupied by people with a local connection to South Cambridgeshire, and that this is evidenced by an independent housing needs assessment; and
    e. Any other forms of affordable housing proposed within a First Homes Exception Site being acceptable based on evidence of local need from the adjoining

settlement for those tenures of affordable homes.

4. All affordable homes on either a Rural Exception Site or a First Homes Exception Site will be subject to a local connection criteria policy.
    a. For a Rural Exception Site the local area is defined as the parish in which the scheme is located (or village if more appropriate), and for a First Homes Exception Site the local area is defined as being South Cambridgeshire.
    b. For Rural Exception Sites the local connection criteria will be applied for 3 months before a cascade system will be used.
    c. For First Homes Exception Sites the local connection criteria will be applied for 3 months, but for the first 4 weeks of this period priority will be given to people with a local connection to the adjoining village.
    d. An applicant for an affordable home on either a Rural Exception Site or a First Homes Exception Site will be considered to have a connection to the local area if they meet one or more of the following criteria:
        i. The applicant is in full time or part time employment in the relevant local area for 16 hours or more per week;
        ii. The applicant has lived in the relevant local area for at least 6 of the last 12 months, or 3 of the last 5 years;
        iii. The applicant has family members who have been resident in the relevant local area for a period of 5 years or longer and are currently resident in the relevant local authority area. Family members are defined as parents, adult sons and adult daughters, or brothers or sisters. Other family associations will be considered on a case-by-case basis; or
        iv. There are special circumstances that the council considers give rise to a local connection.
5. In order to facilitate the delivery of significant additional affordable housing the Council will consider allowing some market housing on rural exception sites and First Homes Exception Sites where demonstrated to be necessary on viability or deliverability grounds:
    a. Where market housing is proposed on Rural Exception Sites or First Homes Exception Sites it should be of a scale and mix appropriate to the exception site and designed to integrate with the affordable housing;
    b. Viability should be based on exception site land values; and
    c. The delivery of any market housing through custom and self build plots will be encouraged.
6. As an alternative to market housing, additional affordable housing may be provided on rural exception sites above the identified housing need where it can be demonstrated that this is necessary on viability or deliverability grounds, and where viability is based on exception site land values.

## Supporting information

**9.18** There is a shortage of affordable housing in Greater Cambridge. There is a particularly acute shortage in many rural communities where the Right to Buy is an attractive option to tenants and few new affordable homes have been built due to national policy not requiring affordable housing on developments of less than 10 homes. Rural Exception

Sites have been delivered successfully over many years in South Cambridgeshire.

**9.19** Exception sites deliver affordable housing in perpetuity where sites would not normally be permitted for housing. They are located adjacent to an existing settlement and have not been allocated for housing within a Local or Neighbourhood Plan. Rural Exception Sites support local communities by prioritising the new affordable homes for people with a local connection to the parish or village concerned. This is achieved by applying the local connection criteria set out in the policy. Priority is given to applicants who meet the criteria. Where there are no suitable applicants meeting the criteria the definition of local is widened to include neighbouring parishes and / or the district, and this will be set out in the s106 agreement. The local connection criteria policy is applied each time an affordable home on a rural exception site becomes available.

**9.20** Some villages are very small and whilst housing need may be acute for the people concerned it may not be large enough in scale to support a viable Rural Exception Site scheme. It may be appropriate, sometimes, to develop a scheme in one village that can support a small cluster of villages thereby supporting local facilities that are serving a catchment beyond the village where they are based. Any clusters of villages or parishes should be agreed with the Council and the housing needs assessment will need to cover the agreed area. The villages selected for this approach should be in close proximity, ideally with sustainable transport connections, and with some form of functional relationship such as school or GP surgery catchment areas.

**9.21** The government introduced the concept of a First Homes Exception Site to replace entry-level exception sites. Although, First Homes Exception Sites will comprise primarily First Homes they can include other affordable housing tenures where there is evidence of need.

**9.22** Government planning guidance on First Homes allows local authorities to apply their own eligibility criteria such as a local connection criteria, a local income cap or key worker criteria. The Councils' approach is to apply the national criteria to First Homes regarding price caps, household income caps and discount levels. However, a specific local connection criteria has been included in the policy. In line with Planning Practice Guidance, these local eligibility criteria will apply for 3 months from when a home is first marketed. If a suitable buyer has not reserved a home after this point, the eligibility criteria will revert to the national criteria. To maximise the number of homes on a First Homes Exception Site that are occupied by households with a local connection to the village concerned priority will be given to these households for the first 4 weeks within the 3 month period.

**9.23** To demonstrate why a First Homes Exception Site is better suited than a Rural Exception Site, an applicant must demonstrate that the availability of First Homes or other affordable home ownership tenures is insufficient within the village of the proposed development to cater for the needs of first-time buyers. In terms of scale, First Homes Exception Sites should generally be no larger than a typical rural exception site of between 10 and 20 homes, bearing in mind that they are likely to be all one tenure and smaller homes.

**9.24** The introduction of a First Homes Exception Site component, with locally specific criteria to the policy, will ensure the policy is complementary to requirements already set out in national planning policy and will support schemes to be more tailored to local needs within Greater Cambridge. It is important that the policy encourages Rural Exception Sites and First Homes Exception Sites to work in tandem enabling schemes to come forward across all settlement sizes that address local needs but are also sympathetic to local constraints. One key difference between Rural Exception Sites and First Homes Exception Sites is that national planning policy allows Rural Exception Sites to be developed in the Green Belt under certain circumstances whereas First Homes Exception Sites are not permitted within the Green Belt.

**9.25** The primary focus of exception sites is to address identified need for affordable

housing. Therefore, any market housing should be the minimum required to make a scheme viable and should be supported by a viability assessment which is transparent and complies with relevant national or local planning policy and guidance applicable at the time. Where a viability assessment has been submitted the Council will undertake an independent review of that appraisal for which the applicant will bear the cost.

**9.26** Not all Registered Providers deliver market housing. Therefore, the policy also allows the delivery of additional affordable housing (above the identified local needs) where necessary on viability or deliverability grounds. Any such additional affordable housing will be subject to the same viability assessment requirements as schemes including market housing.

**9.27** Exception sites work by granting planning permission on a site that would not otherwise be acceptable for residential development. As a result, the land should not attract residential land value. The Registered Provider therefore pays a price higher than the existing land use value (typically agricultural) but lower than residential value. The lower land value enables the Registered Housing Provider to build high quality homes that can be rented at a discounted level.

**9.28** Exception sites, by definition, tend to be on the edge of a settlement and can therefore be in sensitive locations. The impact of the proposed development on village character and the rural landscape will be key considerations in determining any planning application. Proposals to extend exception sites will be considered on their merits having regard to the overall scale of the site that would be created when combined with the original development and the cumulative visual impact.

**9.29** Given the shortfall in custom and self build plots in Greater Cambridge, it is considered reasonable to encourage this tenure where market housing is needed for viability reasons.

**9.30** Neighbourhood Plans may include exception site policies with more locally specific criteria to encourage developments to better integrate with and support local communities. This could include support for community-led housing development.

**9.31** This policy does not specifically relate to exception sites for community-led development, which are supported by national planning policy. There are no additional local requirements for these types of development beyond those set out in national planning policy.

# Housing mix

## Policy H/HM: Housing mix

1. A varied choice, type and mix of housing will be provided in new developments to meet the needs of different groups in the community, including families with children, older people, those seeking their first home, people wishing to build their own homes, people seeking private rented sector housing, and people with disabilities. Unless an alternative mix has been justified as part of a planning application, major developments for housing should provide the following housing mix:

**For Cambridge:**

| Market housing | | | |
|---|---|---|---|
| 1-bedroom homes | 2-bedroom homes | 3-bedroom homes | Homes with 4 or more bedrooms |
| 10% | 35% | 35% | 20% |
| Shared Ownership and other forms of Low Cost Home Ownership | | | |
| 1-bedroom homes | 2-bedroom homes | 3-bedroom homes | Homes with 4 or more bedrooms |
| 20% | 45% | 25% | 10% |
| Social rent, affordable rent, and affordable private rent | | | |
| 1-bedroom homes | 2-bedroom homes | 3-bedroom homes | Homes with 4 or more bedrooms |
| 20% | 35% | 30% | 15% |

**For South Cambridgeshire:**

| Market housing | | | |
|---|---|---|---|
| 1-bedroom homes | 2-bedroom homes | 3-bedroom homes | Homes with 4 or more bedrooms |
| 5% | 30% | 40% | 25% |
| Shared Ownership and other forms of Low Cost Home Ownership | | | |
| 1-bedroom homes | 2-bedroom homes | 3-bedroom homes | Homes with 4 or more bedrooms |
| 15% | 45% | 30% | 10% |
| Social rent, affordable rent, and affordable private rent | | | |
| 1-bedroom homes | 2-bedroom homes | 3-bedroom homes | Homes with 4 or more bedrooms |
| 20% | 35% | 35% | 10% |

**Table 2:** Housing mix for Cambridge and South Cambridgeshire

2. Deviations from the above housing mixes will be allowed where an alternative mix is justified, having regard to the location and character of the area, the built form of the new development, the nature or type of development being proposed, the viability of delivery given site-specific constraints or requirements, changes in affordable and market housing demand in the local area, and the existing housing mix in the surrounding area.
3. The mix of homes to be provided on minor developments for housing must take account of housing demand in the local area, the existing housing mix in the surrounding area, and the character of the local area.
4. Development proposals will be supported where a mix of housing types (e.g. houses, flats and bungalows) are provided proportionally across all market and affordable tenures, taking account of the local character and built form and up-to-date evidence of housing need.
5. Where both flats and houses are provided on a scheme in South Cambridgeshire and for homes where nominations are shared between the two councils, the affordable housing should provide a similar proportional split between houses and flats as for the market dwellings.

## Supporting information

9.32 In order to deliver a wide choice of high-quality homes that help to satisfy a diverse range of housing needs and create sustainable, inclusive and mixed communities, it is important that the plan promotes a mix of housing based on the needs of different groups in the community.

**9.33** The housing stock across Greater Cambridgeshire has traditionally comprised larger detached or semi-detached homes. The high cost of housing locally also affects the size of homes that people can afford to live in, even if they would prefer or have a need for a particular property size; it is important to provide for everyone's needs in order to maintain mixed and balanced communities. Therefore, the policy sets out housing mix requirements for residential development of 10 or more dwelling units in South Cambridgeshire and Cambridge, which should be used as the basis for the housing mix of new developments, unless an alternative mix can be justified. For proposals of 9 or fewer dwelling units, the Local Planning Authority will expect applicants to justify their proposals on the basis of local needs and circumstances.

**9.34** A balanced mix of dwelling types within the affordable housing provision is important to ensure choice for applicants and to help foster stable, sustainable communities. In South Cambridgeshire, flats can be more challenging to let and typically have higher turnover rates, meaning it is rarely appropriate for the affordable housing contribution in a development to be made up predominantly of flats unless there is strong justification. When determining the appropriate mix, consideration will be given to any specific dwelling type needs identified by the Council and to the existing housing mix and character of neighbouring areas. For monitoring and consistency purposes, maisonettes are classified as flats, while duplex units are treated as flats unless they include a private garden, in which case they are considered houses.

**9.35** There are cases where the above housing mix may not be suitable in meeting a particular identified need; the housing mix may not be appropriate to apply to developments of a nature intended for a particular community need, including student accommodation, some residential institutions, custom and self-build housing, or other types of specialist housing for different groups in the community (such as older people, looked-after children, or other groups identified by national planning policy). Deviations from the stated housing mix may also be allowed if an alternative housing mix can be justified because of the site's location and site constraints, such as within the centre of Cambridge where a higher density of development may be more appropriate or in locations where an alternative mix is needed to ensure the development is viable.

**9.36** Deviations from the housing mix stated within the policy will only be allowed where sufficient, robust evidence is provided as part of a planning application to the satisfaction of the Local Planning Authority.

**9.37** In some special circumstances, the Local Planning Authority may use planning conditions or other planning instruments to protect the housing mix of developments that have been designed to meet a particular community need.

# Garden land and subdivision of existing plots

## Policy H/GL: Garden land and subdivision of existing plots

1. The development of land used as residential gardens for new dwellings or residential annexes will only be permitted where:
    a. The residential amenity and privacy of neighbouring existing and new properties is protected;
    b. The proposed siting, design, scale, and materials of construction of the new dwellings or residential annexes are appropriate to the surrounding pattern of development and the character of the area;
    c. There is the existence of, or ability to create, safe and adequate amenity spaces, vehicular access arrangements and parking spaces for the existing and proposed dwellings or residential annexes, and these spaces are designed to fully utilise permeable materials to reduce surface flooding risk;
    d. Sufficient garden and amenity space around existing dwellings is retained; and
    e. There is no detrimental effect on the potential comprehensive development of the wider area.
2. Additionally, a residential annexe will only be permitted where:
    a. It is subordinate in scale to the principal dwelling;
    b. Its occupant(s) share the existing vehicular access, parking spaces, garden and amenity spaces with the principal dwelling;
    c. It remains in the same ownership as, and is occupied in conjunction with, the principal dwelling;
    d. Occupation of the annexe is ancillary to the principal dwelling; and
    e. It meets the internal residential space standards and accessible and adaptable homes standards set out in Policy H/SS.

3. Proposals for new dwellings within settlements will be subject to other policies in the development plan, including policy S/SH and Policy S/DE. Proposals for new dwellings and residential annexes outside of settlements will only be acceptable where they meet the requirements in Policy S/DE and Policy H/DC.

## Supporting information

**9.38** The NPPF (2024) sets out that Local Plans should consider the case for setting out policies to resist inappropriate development of residential gardens, though there is currently no national guidance specifically relating to residential annexes. Gardens are an important environmental asset and can make a significant contribution to local character and amenity. Residential gardens within built up areas are not defined as previously developed land by national planning policy. However, some forms of redevelopment and infill development, which are well designed and make efficient use of land, will continue to be a valuable additional source of housing supply. This policy defines the criteria which would need to be met for such proposals to be deemed not inappropriate, alongside compliance with other policies in the local plan.

**9.39** The Councils anticipate that there will be increasing demand for residential annexes as intergenerational living rises, people live longer, and the costs of residential care remain high. To support families and an ageing population, well-designed residential annexes that help households adapt to changing circumstances will be supported, provided the annexe remains subsidiary to the principal dwelling. Occupation of any residential annexe permitted will be restricted through planning conditions to ensure that a new independent dwelling is not created.

**9.40** This policy relates both to developments where an existing dwelling or dwellings are demolished for redevelopment and the proposed replacement dwelling(s) cover a wider footprint than the original, and where an existing dwelling is retained and a new dwelling(s) or a residential annexe is erected in the garden.

**9.41** Residential outbuildings (that are permitted via Class E of the General Permitted Development Order 2015) are specifically for uses that are incidental to the enjoyment of the principal dwelling, and therefore should not contain all the primary living accommodation functions of kitchens, bathrooms, and bedrooms. Residential outbuildings should not be capable of being occupied as residential annexes or independent dwellings.

# Residential space standards and accessible homes

**Policy H/SS: Residential space standards and accessible homes**

## Internal residential space standards

1. All new residential units (including residential annexes) created through new build, conversions and change of use must as a minimum meet, and wherever possible exceed, the residential space standards set out in the Government's Technical Housing Standards – Nationally Described Space Standard (2015) or a successor document.
2. The Government's Technical Housing Standards – Nationally Described Space Standard (2015) requires that:
    a. The dwelling provides at least the gross internal floor area and built-in storage area set out in Table 3;
    b. A dwelling with two or more bedspaces has at least 1 double (or twin) bedroom;
    c. In order to provide 1 bedspace, a single bedroom has a floor area of at least 7.5m² and is at least 2.15m wide;
    d. In order to provide two bedspaces, a double (or twin bedroom) has a floor area of at least 11.5m²;
    e. One double (or twin bedroom) is at least 2.75m wide and every other double (or twin) bedroom is at least 2.55m wide;
    f. Any area with a headroom of less than 1.5m is not counted within the gross internal area unless used solely for storage (if the area under the stairs is to be used for storage, assume a general floor area of 1m² within the gross internal area);
    g. Any other area that is used solely for storage and has a head room of 900-1,500mm (such as under eaves) is counted at 50% of its floor area, and any area lower than 900mm is not counted at all;

h. A built-in wardrobe counts towards the gross internal area and bedroom floor area requirements, but should not reduce the effective width of the room below the minimum widths set out above. The built-in area in excess of 0.72m² in a double bedroom and 0.36m² in a single bedroom counts towards the built-in storage requirement;

i. The minimum floor to ceiling height is 2.3m for at least 75% of the gross internal area.

| Number of bedrooms (b) | Number of bed spaces (persons) | 1 storey dwellings | 2 storey dwellings | 3 storey dwellings | Built-in storage |
|---|---|---|---|---|---|
| 1b | 1p | 39 (37) * | – | – | 1.0 |
| 1b | 2p | 50 | 58 | – | 1.5 |
| 2b | 3p | 61 | 70 | – | 2.0 |
| 2b | 4p | 70 | 79 | – | 2.0 |
| 3b | 4p | 74 | 84 | 90 | 2.5 |
| 3b | 5p | 86 | 93 | 99 | 2.5 |
| 3b | 6p | 95 | 102 | 108 | 2.5 |
| 4b | 5p | 90 | 97 | 103 | 3.0 |
| 4b | 6p | 99 | 106 | 112 | 3.0 |
| 4b | 7p | 108 | 115 | 121 | 3.0 |
| 4b | 8p | 117 | 124 | 130 | 3.0 |
| 5b | 6p | 103 | 110 | 116 | 3.5 |
| 5b | 7p | 112 | 119 | 125 | 3.5 |
| 5b | 8p | 121 | 128 | 134 | 3.5 |
| 6b | 7p | 116 | 123 | 129 | 4.0 |
| 6b | 8p | 125 | 132 | 138 | 4.0 |

**Table 3:** Minimum gross internal floor areas and storage (m2)

**Notes:**

- Built-in storage areas are included within the overall Gross Internal Areas (GIAs) and include an allowance of 0.5m$^2$ for fixed services or equipment such as a hot water cylinder, boiler or heat exchanger.
- GIAs for 1 storey dwellings include enough space for 1 bathroom and 1 additional WC (or shower room) in dwellings with 5 or more bedspaces. GIAs for 2 and 3 storey dwellings include enough space for 1 bathroom and 1 additional WC (or shower room). Additional sanitary facilities may be included without increasing the GIA provided that all aspects of the space standard have been met.

- * Where a 1 bed 1 person (1b1p) dwelling has a shower room instead of a bathroom, the floor area may be reduced from 39m2 to 37m2, as shown bracketed.
- Furnished layouts are not required to demonstrate compliance.

## External residential space standards

3. All new residential dwellings, created through new build, conversions and change of use, will be expected to have direct access to private external amenity space that is immediately outside their living accommodation. The form of amenity space will be dependent on the typology and size of unit and could include a private garden, roof garden, balcony, glazed winter garden or ground-level patio with defensible space. Required external amenity space can be delivered through a multi-levelled approach.
4. In providing appropriate private external amenity space, development must:
    a. Take a design led approach considering the location and context of the development, including the character of the surrounding area;
    b. Take into account the orientation of the amenity space in relation to the sun at different times of year, balance openness and protection, and be designed to provide a sense of privacy to avoid spaces that feel overly exposed;
    c. Address issues of overlooking and enclosure, which may otherwise impact detrimentally on the proposed dwelling and any neighbouring dwellings;
    d. Design the amenity space to be of a shape and size, that is appropriate for the size of the unit and number of residents, to ensure effective and practical use;
    e. Provide balconies that are designed as integral elements of the building's architecture and not appear as bolt-on additions, with semi-inset or inset balconies encouraged, to support cohesive facade compositions and support usability;
    f. Provide well designed defensible spaces for ground floor apartments ensuring buffer zones are deep enough to create a layered transition between the home and public realm to support useability;
    g. Provide a minimum of 10 m² private external amenity space for ground floor apartments (irrespective of the number of bedrooms) immediately outside their living accommodation, with a minimum depth of 2500mm, and
    h. Provide a private external amenity space of 5 $m^2$ for upper floor apartments with 1 bedroom (one or two bedspaces) through the use of a private balcony with a minimum depth of 1500mm and a minimum usable width of 3000mm. Within upper floor apartments an additional 1 m² will need to be provided for each additional person (bedspace).
5. In exceptional circumstances, the provision of shared external amenity space will be acceptable for proposals delivering aspects of communal living, such as specialist housing, purpose-built student accommodation, co-living units, or co-housing. This shared external amenity space must:
    a. Be of sufficient size, quality, and accessibility to meet residents' day-to-day needs;
    b. Be integral to the design and function of the development (no leftover or peripheral space);
    c. Have long-term management arrangements in place to ensure its usability and maintenance; and

d. Be appropriate to the nature of the community and tenure model proposed.

## Accessible and adaptable homes

6. All new build residential units (including residential annexes) must be designed to be accessible and adaptable in accordance with the Building Regulations M4(2) standard.
7. For development proposals providing 20 or more new build dwellings, 10% of the affordable units (the majority being within the social/affordable rented units) and 5% of the market units must be 'wheelchair user' dwellings in accordance with the Building Regulations M4(3) standard. These homes should be delivered as Building Regulations M4(3)(a) 'wheelchair adaptable' dwellings unless the Council has identified a need for Building Regulations M4(3)(b) 'wheelchair accessible' dwellings.
8. Exceptions to meeting the Building Regulations M4(2) and M4(3) standards as set out above will only apply where robust justification is provided that sets out how site-specific circumstances, in addition to the other requirements for the development, make the proposed development impractical, unachievable or unviable.

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## Supporting information

**9.42** National planning policy sets out that good design is a key aspect of sustainable development, creates better places in which to live and work, and helps make development acceptable to communities. This policy will ensure that new homes across Greater Cambridge provide high-quality internal and external spaces so they are inclusive, accessible, adaptable and flexible to meet the needs of existing and future users, and therefore enable and support healthy lives.

**9.43** New dwellings should provide sufficient internal and external spaces for daily activities and needs, and private amenity space can make an important contribution to improving quality of life for residents. It is important to note that the internal amenity space standards are expressed as minimum space standards, and housing that exceeds standards will always be encouraged. The internal and external amenity space standards apply to all tenures of housing in Greater Cambridge, and all homes created through conversion, change of use, or new build. In order to achieve certain design configurations, to work within site constraints or to deliver units to a particular segment of the housing market, designers and developers may need to make early allowance to exceed the internal and / or external amenity space standards for that dwelling type.

**9.44** External amenity space should be sufficient to accommodate the following:

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

**9.45** External amenity space does not include car parking or turning areas. Suitable

arrangements for access to refuse and recycling bins should be made. One-bedroom dwellings would not be expected to provide space for children to play, due to the lower likelihood of children occupying these units.

**9.46** Accessible and adaptable homes (i.e. dwellings in accordance with the Building Regulations M4(2) standard) support the changing needs of residents over their lifetime. They include design features that allow the home to be altered to meet the needs of a wide range of occupants, such as older people or those with disabilities. Wheelchair user dwellings (i.e. dwellings in accordance with the Building Regulations M4(3) standard) are those specifically designed to meet the needs of wheelchair users.

**9.47** Between 2024 and 2045, our evidence projects an increase in the number of older people, an increase in the number of older people with mobility problems, and an increase in the number of people with mobility problems, impaired mobility and wheelchair users. It also shows a likely need for a greater proportion of affordable housing to rent for wheelchair users. The Housing Needs of Specific Groups Update (2025) recommends that up to 5% of all new market homes and up to 10% of all new affordable homes should be wheelchair user dwellings, and sets out that these figures reflect that not all sites would be able to deliver homes of this type. Requiring all new build dwellings to be designed to meet the Buildings Regulations M4(2) standard will ensure that new homes will be provided that meet the needs of a wide range of occupants, including older people, others with disability or mobility issues, and some wheelchair users. Requiring a proportion of market and affordable dwellings on sites of 20 dwellings or more to meet the Building Regulations M4(3) standard will help to ensure that new homes will be provided to meet the specific identified need for wheelchair users.

**9.48** The requirement to meet Building Regulations M4(2) and / or M4(3) standards will normally be controlled through the use of a planning condition to ensure that the relevant homes are delivered to meet the standards. When calculating the amount of wheelchair user dwellings required for a development meeting the threshold as set out in the policy, developers should round up to the nearest dwelling.

**9.49** Application of residential space standards, both internally and externally, should be shown on all submitted layouts and floorplans and be clearly demonstrated in the Design and Access Statement, which will be used to assess the acceptability of any proposal. Compliance with the accessible and adaptable homes standards should also be demonstrated in the Design and Access Statement.

**9.50** There may be specific developments where meeting the required internal space standards, amenity space requirements, and / or accessible and adaptable homes standards, would not be appropriate for the identified occupants, such as new pod homes for the homeless. However, any exceptions would need to be clearly justified with evidence provided to demonstrate that the proposed development still delivers suitable and appropriate homes for the anticipated occupants.

**9.51** This policy applies to all proposals for self-contained dwellings, irrespective of their use class. However, developments of residential caravans are not required to meet the requirements in this policy as there are other more appropriate standards such as the British Standard for Residential Park Homes and Caravans that ensure residential caravans are built to acceptable standards.

# Specialist housing

## Policy H/SH: Specialist housing

1. Proposals for residential development should consider and respond to the need for specialist housing.
2. Planning permission will be granted for the development of specialist housing, subject to the development being:
   a. supported by evidence of the demonstrable need for this form of development within Greater Cambridge;
   b. suitable for the intended occupiers in relation to the quality and type of facilities, and the provision of support and/or care;
   c. accessible to local shops and services, public transport and other sustainable modes of transport, and community facilities appropriate to the needs of the intended occupiers; and
   d. in a location that does not create an over-concentration of such housing in the local area.
3. Proposals for specialist housing within settlements (shown as Defined Development Extents on the Policies Map) will be subject to other policies in the development plan, including Policy S/SH. Proposals for specialist housing outside of settlements will only be acceptable where they meet the requirements in Policy S/DE.
4. Unallocated strategic sites of 1,000 dwellings or more will be expected to provide at least 10% of homes as specialist housing. Proposals must meet the following criteria:
   a. the majority of specialist housing is expected to be focused on the needs of older people and disabled people but other forms of specialist housing will be encouraged where supported by appropriate evidence of need;
   b. specialist housing should be designed to support its integration into the wider community, and be within walking distance to a local centre, appropriate facilities such as health services, and public transport; and
   c. the phasing of specialist housing should be planned alongside the provision of services relevant to the type of specialist housing proposed, such as health and education facilities, shops and bus services.
5. If development, including change of use, would involve a net loss of specialist residential floorspace, this will only be permitted where:
   a. appropriate replacement specialist housing accommodation will be provided that satisfies the four criteria 2a–2d;
   b. it is demonstrated that there is reduced local need for the existing provision of specialist housing; or
   c. the new proposals provide specialist housing of a significantly higher quality.

## Supporting information

9.52 Specialist housing is designed so that support can be provided to its occupants where

required (and often to others in the wider community) while promoting independent living. National planning policy requires the size, type and tenure of homes needed for different groups in the community to be assessed and that the results of that assessment be reflected in planning policies.

**9.53** Specialist housing (within both Use Classes C2 and C3) includes accommodation for a variety of groups such as older people, disabled people, people with alcohol or drug dependency, those requiring refuge from harassment and violence, looked after children and others who may, for a variety of reasons, need specialist supported housing. Specialist housing can take many forms – from schemes where residents live mainly independent lives whilst sharing some communal facilities, to schemes where support may be delivered on-site for up to 24 hours per day, through to care homes where a level of personal care is typically provided. Student accommodation is covered in Policy H/SA.

**9.54** Providing specialist accommodation for older people and disabled people can help people to live independently whilst staying within their local community. It can also provide opportunities for people to downsize if they choose to do so and help to support mixed and balanced communities. The need to help older people and disabled people downsize or stay within their community through 'whole life housing' approaches is also addressed in Policy H/HM and Policy H/SS.

**9.55** The Local Plan therefore needs to set out how the Councils will deliver sufficient specialist housing to meet the identified need and how proposals for new specialist housing will be considered. Proposals will be expected to have regard to the evidence base supporting the Local Plan which considers the needs of a wide range of groups, and the relevant Supported Housing Strategy, which the Councils are required to prepare to meet the Supported Housing (Regulatory Oversight) Act 2023. However, proposals can also provide their own evidence to support their specific plans for specialist housing. This could include more up to date data or more detailed evidence on a specific form of specialist housing.

**9.56** To ensure that specialist housing is well integrated with wider communities when developing strategic sites the specialist housing needs should be considered at an early stage. Where strategic sites involve a masterplanning or similar process this should address how and where specialist housing will be provided.

**9.57** There is a need for market and affordable housing for older people. Therefore, specialist housing for older people will be expected to contribute towards the delivery of affordable housing. Where self-contained specialist housing for older people forms part of a larger multi-tenure development it will count towards the overall numbers against which affordable housing requirements are calculated (as set out in Policy H/AH).

**9.58** It is recognised that it will often be inappropriate for market and affordable homes for older people to be delivered in an integrated manner. Therefore, when a market scheme for specialist housing triggers a requirement for affordable provision a financial contribution will be sought in lieu of on site provision. Most other forms of specialist supported accommodation are likely to be considered as affordable housing.

# Self and Custom Build homes

## Policy H/CB: Self and Custom Build homes

1. All development proposals including 20 or more dwellings must provide at least 5% of the new homes as serviced plots for custom and self build houses and/or serviced custom-build flats. Specific types of housing schemes are not appropriate for custom and self build homes and are therefore excluded from this requirement. Exclusions include:
    a. Build to Rent schemes,
    b. Schemes where at least 80% of homes are affordable,
    c. Gypsy & Traveller sites, Travelling Showpeople yards and other residential caravan schemes,
    d. Residential institution use accommodation,
    e. Accommodation specifically for older people such as extra-care schemes or age-restricted housing, and
    f. Other accommodation that is primarily targeting the rented market such as Homes in Multiple Occupation.
2. On major developments for housing where affordable housing is being provided the custom and self-build homes will count towards the market housing contribution unless they are specifically delivered as affordable homes. Early delivery of custom and self-build homes will be strongly supported.
3. The following criteria apply to custom and self build developments where the custom or self build home builder is not the landowner and / or applicant:
    a. Each plot must be marketed for at least a 12 month marketing period in accordance with a marketing strategy and valuation approved by the local planning authority at the outline or full planning application stage. Once plots have been marketed for the minimum period, they will either be further marketed for a period of time as has been agreed by the local planning authority or will be transferred to a Registered Provider for the provision of affordable housing at affordable housing land values, and
    b. Prior to marketing, each plot must be developable by a custom and self build home builder, with no issues to prevent immediate purchase and development.
4. The following criteria apply to all custom and self build developments:
    a. Conditions will be attached to outline planning permissions to secure agreement of Plot Passports and Design Codes for the development prior to the submission of the first Reserved Matters application,
    b. Applications must demonstrate how initial occupants have had or will have primary input into the final design and layout of the dwelling which is sufficient to meet the definition of custom and self build housing, and
    c. Custom-finish proposals will only be acceptable as flats.

## Supporting information

**9.59** National planning policy requires the housing needs of those who wish to commission or build their own homes to be reflected in planning policies. National legislation requires local authorities to keep a register of those people seeking to acquire serviced plots within the area for their own custom or self build home, and through the same legislation local planning authorities have a duty to grant planning permission for enough plots to meet the identified demand.

**9.60** The term self and custom build is applied to all forms of custom homes and self build homes. There are a broad spectrum of house building options with varying levels of input from the home owner, in planning law, all custom and self build homes have the same status. The legal definition of custom and self build housing is clear that to comply the initial occupant, or group of occupants, must have primary input to the final design and layout.

**9.61** The Greater Cambridge Custom and Self Build Register demonstrates a continued demand for custom and self build plots. The Local Plan responds to this by ensuring an increased supply of new provision is delivered on developments of 20 or more dwellings, and by not preventing the delivery of self and custom build homes on other schemes provided that these developments meet the policies within this plan relating to residential developments.

**9.62** Any self or custom build home permitted, irrespective of whether it is a single plot development or one plot within a much larger development, will be counted within the number of plots with planning permission. The supply of custom and self build plots with planning permission is routinely monitored and is reported at the end of each base period on the Greater Cambridge Shared Planning Service website. The 5% requirement on developments of 20 or more dwellings may be reduced where at least a 1 year oversupply of custom and self-build housing permissions exists and subject to agreement with the local planning authority. In assessing the extent to which a shortfall or surplus of custom and self-build housing permissions exists across the plan area, the Greater Cambridge Custom and Self Build Register will be used with reference to the relevant base period.

**9.63** A significant proportion of new development in Greater Cambridge is expected to be flatted accommodation. If the statutory duty to match demand for custom and self build with permissions is to be met it is important that this development contributes towards the delivery of custom and self build plots. It is recognised that the type of custom and self build delivered will be influenced by the type of dwellings being built on any given development. Flatted developments may be better suited to a custom finish approach but it is important that such dwellings still provide sufficient design input opportunity for the occupier to meet the definition of custom and self build.

**9.64** Criteria 1 and 4c identify the distinction between flats and houses and the requirement that custom finish proposals will only be acceptable as flats. Custom build houses are acceptable. This distinction is designed to allow for the delivery of custom-build flats, which by their very nature cannot facilitate the same level of customisation achievable in custom and self-build houses, whilst helping to ensure houses are designed and delivered in a manner consistent with the preferences expressed through the Council's Custom and Self Build Housing Register.

**9.65** Criteria 1 sets out a range of housing schemes that will be excluded from the requirement to include custom and self build homes. Criteria 1b specifically excludes schemes where at least 80% of homes are affordable. This is designed to exclude rural exception sites (see Policy H/ES). However, it is recognised that there may be

other schemes that are delivering higher than policy compliant levels of affordable housing which may create viability challenges when combined with custom and self build requirements. Where schemes are delivering affordable housing at 10% or more above policy compliant levels, custom and self build requirements may be lowered or waived subject to suitable viability evidence.

**9.66** Criterion 2 strongly encourages the early delivery of custom and self-build plots. Custom and self-build plots should be delivered prior to 25% occupation of the relevant phase in which the serviced plots are located as agreed at outline planning application stage. For larger schemes of 200 or more dwellings, a phasing plan should be included at the outline planning application stage showing how custom and self-build plots will be made available at a rate broadly in proportion to the build out of the phase.

**9.67** In applying criterion 4b and demonstrating compliance with the custom and self-build housing legal definition, set out in section 1(A1) of the Self Build and Custom Housebuilding Act 2015 (as amended) and interpreted in the self-build and custom housebuilding section of national planning practice guidance, applicants of outline applications should briefly set out how initial occupants will have primary input into the final design and layout of the custom and self-build home(s). A potential satisfactory explanation could be that serviced plots will be sold to initial occupants prior to the submission of the first design focussed plot level reserved matters application.

**9.68** Applicants of full or relevant reserved matters applications should set out how initial occupants have had primary input into the final design and layout of the custom and self-build home(s). Potential satisfactory explanations could include that the applicant will be the initial occupant or the initial occupant has had the primary input into the design and layout of their home through the preparation of the full or relevant reserved matters application.

**9.69** Relevant reserved matters applications will usually be the first such application on each plot that seeks to fix the design and layout of the custom and self-build home(s).

**9.70** Proposals specifically for custom and self build homes will be required to contribute towards the delivery of affordable housing in line with Policy H/AH. However, it is anticipated that most provision will be through a commuted sum. Direct delivery through a Registered Provider or community-led housing scheme will also be acceptable.

# Build to Rent homes

**Policy H/BR: Build to Rent homes**

1. Proposals for Build to Rent housing will be supported where they meet the following criteria:
   a. Developments must be of good quality, well designed and contribute towards mixed and inclusive neighbourhoods. Schemes will not be supported where they result in a harmful concentration of this type of development within the local area,
   b. The homes are held as Build to Rent under a covenant of at least 15 years, and
   c. The development will be professionally managed preferably by a single management operator and have an agreed Management Plan.

## Supporting information

**9.71** National planning policy requires the size, type and tenure of homes needed for different groups in the community, including those who rent their homes, to be assessed and that the results of that assessment be reflected in planning policies. Build to Rent homes can respond to a need, by providing quality homes for those who wish to rent, which adds to the flexibility of the local housing market to respond to demand. There is evidence of local need for this type of housing, and therefore the Local Plan needs to be clear how any proposals for these types of development will be considered.

**9.72** Proposals should not result in a harmful concentration of Build to Rent units and instead should contribute towards creating mixed and inclusive neighbourhoods. Concentrations of privately rented homes, including Build to Rent homes, may limit residents' long term commitment to or integration within the wider community. Additionally, large concentrations of privately rented homes, including Build to Rent homes, can result in the homes within a local area being focussed on specific groups within the community, rather than a mix of groups, therefore limiting the ability to create mixed and inclusive neighbourhoods that meet a range of needs. Any limits on the number of Build to Rent homes within a development would still need to enable the resulting number of Build to Rent homes to be sufficient to be delivered and managed viably.

**9.73** Assessment of the design quality and effect on local character of the proposed development will be considered against other policies in the Local Plan.

**9.74** Build to Rent schemes are expected to contribute towards the delivery of affordable housing, and the provision of 40% Affordable Private Rent units will be sought from these schemes as set out in Policy H/AH. National planning guidance states that 20% is generally a suitable benchmark for the level of Affordable Private Rent homes to be provided in any Build to Rent scheme, but that local authorities can set a different requirement if justified by evidence. Viability evidence shows that the strong Greater Cambridge housing market will support 40% Affordable Private Rent in Build to Rent schemes, and therefore this is the requirement set out in Policy H/AH for affordable housing on Build to Rent schemes. However, it is important that the provision of affordable units within these developments is also balanced with the level of rent discount (relative to local market rents) needed to make these units affordable.

**9.75** Addressing affordable housing need in Greater Cambridge is not just about securing more affordable housing. It is also about securing a level of rent discount that makes

the housing affordable to people that cannot afford market housing rents. Equally, where schemes face viability challenges due to site specific issues the Councils will apply a flexible approach in order to achieve an appropriate balance between the percentage of Affordable Private Rent homes which can be achieved and the potential rental affordability of those homes.

**9.76** Proposals should consider including Build to Rent homes as part of a development including a mix of types, tenures and sizes of homes, in order to secure the provision of a range of affordable housing tenures to meet identified need and provide mixed and balanced communities.

**9.77** Policy H/HM provides a starting point for considering the appropriate housing mix of Build to Rent developments. However, it is acknowledged that Build to Rent is a relatively new type of housing and the profile of occupants may differ from other forms of housing. Where proposals are supported by compelling evidence an alternative housing mix will be acceptable.

**9.78** Management of Build to Rent developments by a single management operator, with an appropriate level of on-site daily management, will minimise any community risks arising from the development, and ensure that schemes are well-integrated into the community. A Management Plan showing how the whole development will be managed and maintained must be produced and submitted with the planning application, and the agreed Management Plan should be secured through a Section 106 agreement. The Management Plan should include detailed information on long term management and maintenance arrangements, and outline the measures that will be in place to manage any issues arising that could impact on amenity in the surrounding area.

# Co-living

## Policy H/CO: Co-living

1. Proposals for Co-living developments (sui generis) will be supported, where the proposal meets all of the following requirements:
   a. Developments will be located in sustainable, highly accessible areas that are well connected to local services and employment by active travel or public transport.
   b. Developments must deliver active travel facilities and minimal car parking, and be supported by innovative travel planning and transport strategies that make everyday living without a car easy.
   c. Developments must be of good quality, well designed and contribute towards mixed and inclusive neighbourhoods. Schemes will not be supported where they result in a harmful concentration of Co-living units within an area or place undue pressure on local infrastructure.
   d. Developments will consider and respond to the need for Co-living units, and proposals must be supported by evidence of the need for this form of development in Greater Cambridge. It is expected that developments will be of a moderate scale of between 50 and 200 units, but a higher number of units will be considered where it is clearly demonstrated that:

      i. there is a need for the proposed number of Co-living units in the proposed location, and

      ii. the proposed number of units will not result in a harmful concentration of Co-living units within an area or place undue pressure on local infrastructure.
   e. The private units must be designed to support liveability through the provision of comfortable and functional living space and layouts for occupancy by one person, and must not be capable of being used as self-contained homes. Private units must have clear activity zones for washing, sleeping and living, with storage solutions to overcome challenges with compact living. All units must have regard to relevant specifications set out in Part M of Building Regulations to ensure clear access zones are provided around all relevant activities.
   f. 5% of the private units must be designed to be accessible and usable by a resident with a wheelchair or limited mobility.
   g. Alongside the private units, services and facilities to meet the requirements of the intended number of residents must be provided, including internal communal space (kitchen(s), dining space(s), living room(s)/lounge(s), and collaborative workspace(s)), external communal space, laundry and drying facilities, on site management, maintenance and cleaning services, a reception service, and large item and cycle storage provision.
   h. Co-living developments will be designed and managed in a way that makes them inclusive to all residents, lowers barriers to social interaction, encourages engagement between people and creates a sense of community. Communal spaces must be diverse, accessible to all residents and organised to form a well-connected network of shared spaces that support wellbeing, socialising in small or large groups, safety and security.
   i. Co-living developments should have active frontages to encourage neighbourhood integration and the use of specific services and facilities by

the surrounding local community as well as the internal community.

j. The Co-living development must be professionally managed preferably by a single management company or operator and have an agreed Management Plan.

k. All units will be available for rent, and tenancies should not permit under 18s to occupy the development.

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## Supporting information

**9.79** National planning policy requires the size, type and tenure of homes needed for different groups in the community, including those who rent their homes, to be assessed and that the results of that assessment be reflected in planning policies. Co-living developments are becoming more popular, and can respond to a need by providing an alternative type of rental accommodation for single-person households to living in self-contained homes, houses in multiple occupation (HMOs) or flat shares. Whilst not currently commonplace in Greater Cambridge, developers are looking to deliver Co-living developments, and therefore the Local Plan needs to be clear how these proposals will be considered.

**9.80** Development of Co-living units will be directed to the most sustainable areas of Greater Cambridge, well connected to active travel routes, public transport links and services; therefore significantly reducing the need for a car. Developments must make everyday living without a car easy by providing active travel facilities and innovative travel solutions. Details of any proposed car parking should be submitted with the planning application with justification of provision. Attention to the safety and inclusiveness of the adjoining public realm through its design and management will also be an important consideration in enabling residents to safely make journeys to and from the development by foot, bicycle or public transport.

**9.81** New proposals should not result in a harmful concentration of Co-living units within an area or place undue pressure on local infrastructure, and should contribute towards creating mixed and inclusive neighbourhoods. Where there are larger concentrations of Co-living developments relative to conventional housing, this type of accommodation may be considered to be 'crowding out' conventional housing schemes, and it can also result in the homes within an area being focussed on specific groups within the community, rather than a mix of groups, therefore limiting the ability to create mixed and inclusive neighbourhoods that meet a range of needs. Potential adverse impacts from harmful concentrations of Co-living units that should be avoided are: excessive noise and disturbance to residents, levels of on street parking that cannot be reasonably accommodated or regulated, and inadequate storage for refuse/recycling and cycles.

**9.82** Co-living developments are generally of at least 50 units, to allow for the provision of the additional on-site services and facilities. There is currently no clear guidance on the maximum number of units. Given there is a substantial overall housing need in Greater Cambridge, Co-living developments should not compromise the delivery of self-contained homes, and therefore the number of units within a Co-living development must be evidenced by need for this form of development in Greater Cambridge.

**9.83** To avoid harmful concentrations of Co-living units and to support the creation of mixed and balanced communities, proposals should consider including Co-living units as part of a development including a mix of types, tenures and sizes of homes.

**9.84** Co-living developments must be well-designed and provide comfortable and

functional internal living spaces and external amenity spaces for their residents. Their design should take into account relevant specifications set out in Part M of Building Regulations, the nationally described residential space standards, and licensing standards for Houses in Multiple Occupation (HMOs). For example, Part M of Building Regulations provides specific requirements relating to bedrooms, kitchens and bathrooms and the nationally described residential space standards (see Policy H/SS) include specific requirements for the floorspace of bedrooms, both of which can be applied to Co-living developments. Additionally, as Co-living developments have a similar format to HMOs in that they have communal areas such as kitchens, proposals should also consider the minimum size standards related to internal communal areas such as kitchens set out in licensing standards for HMOs (see Policy H/MO).

**9.85** Between 2024 and 2045, our evidence projects an increase in the number of people with mobility problems, impaired mobility and wheelchair users. Although our evidence highlights that this need will be greater within the older population, there is still a need within the younger population. Requiring 5% of units within a Co-living development to be accessible and useable by a resident with a wheelchair will ensure that these developments will meet the needs of those with a variety of mobility issues, including wheelchair users, and is consistent with Policy H/SS.

**9.86** Co-living developments are not considered child suitable accommodation, and therefore should only be occupied by over 18s. Tenancies should be for single person occupancy.

**9.87** A financial contribution for the provision of affordable housing will be sought from Co-living developments in line with the requirements set out in Policy H/AH. Co-living developments must also meet the requirements of other policies within the Local Plan, such as the policies for open space (Policy BG/EO), design (Policy GP/QD), and sustainable design and construction (Policy CC/SD).

**9.88** Management of Co-living developments (preferably by a single management company or operator), with an appropriate level of on-site daily management, will minimise any community risks arising from the development, and ensure that schemes are well-integrated into the community. Management arrangements should ensure that Co-living developments do not effectively operate as a hotel or a hostel.

**9.89** A Management Plan showing how the whole development will be managed and maintained must be produced and submitted with the planning application, and the agreed Management Plan should be secured through a Section 106 agreement. The Management Plan should include, but not be limited to, detailed information on long term management and maintenance arrangements, such as:

a. Measures in place to manage any issues arising that could impact on amenity in the surrounding area,

b. Security and fire safety procedures,

c. Move in and move out arrangements,

d. How all internal and external areas of the development will be maintained,

e. How communal spaces and private units will be cleaned and how linen changing services will operate,

f. How deliveries for servicing the development and residents' deliveries will be managed,

g. How access to innovative travel solutions (such as car clubs and shared mobility schemes) will be managed and operated,

h. How refuse will be collected, including management of any underground waste provision, and

i. Tenancies, including that sub-letting is not permitted.

**9.90** Buildings should embed inclusive design at all scales, and be designed and managed in a way that lowers barriers to social interaction and encourages engagement between people, such as:

- ensuring all communal spaces and circulation routes are fully accessible, and ensuring seating, workspaces, kitchens and lounges are inclusive,
- using clear design strategies to counteract the sense of internal enclosure within circulation areas, by providing generous entrances and lobbies, maximising natural light into corridors, creating views to the outside wherever possible but particularly at key circulation and landing points (for example lift lobbies), and integrating moments of pause (for example window seats, niches, widened landings) to encourage chance encounters,
- clustering everyday essential uses together (including laundry rooms) to create naturally active social hubs, positioned close to main circulation routes, rather than in dispersed locations around the building,
- provide a range of incidental meeting spaces that help to balance private and social living and offer quieter or smaller spaces for individuals/pairs of residents, or small groups,
- communal kitchen spaces should be designed for social interaction, accommodating multiple dining opportunities, and integrating lounge space, external spaces and potential spin off activity rooms,
- amenity spaces should be of a size, diversity, location and quality that actively encourages their use, community engagement and personal safety,
- providing toilet facilities next to key communal spaces to support both residents and their guests when away from their private rooms, and
- where appropriate, entrance lobbies, co-working spaces, and public amenities such as restaurants and bars, should encourage use by the surrounding local community as well as the internal community.

**9.91** Co-living developments respond to a housing need, and like HMOs or flat shares will be the main or only residence for some people. Any Co-living developments will contribute towards meeting our housing requirement on a pro-rata basis, in line with the ratio for other communal accommodation set out within the Housing Delivery Test rulebook (which is currently 1.9 units to one dwelling).

**9.92** Planning applications for Co-living developments should include the following information to enable the acceptability of the proposal to be assessed:

a. Evidence demonstrating local need for a Co-living development, including identifying the target groups which the development aims to attract and the scale of the potential need arising from these groups, and how the proposed development would meet the needs of these target groups including by its affordability;

b. Private unit sizes and locations, with internal floorplans for private units clearly identifying activity zones and storage solutions;

c. Clear identification of which private units are designed to be accessible and useable by those with limited mobility and / or who use a wheelchair;

d. Clear identification of communal internal and external spaces, including which are only for use by the Co-living residents, and which are semi-public or public and can

be used by non-residents of the Co-living development;

e. Size and distance calculations that demonstrate how the kitchen and dining facilities are sufficient and appropriately located; and

f. Calculations that demonstrate how the facilities are sufficient for the intended number of users, including residents' visitors.

# Houses in Multiple Occupation (HMOs)

**Policy H/MO: Houses in Multiple Occupation**

1. Proposals for HMOs that require planning permission (C4 or sui generis) will be supported, where the applicant has demonstrated that:
   a. ~~that~~the HMO does not cause harm to residential amenity of occupants of the HMO, to neighbouring properties or the surrounding area;
   b. the proposed HMO would not result in an existing residential property (C3 use) being 'sandwiched' by any adjoining HMOs on both sides or result in three or more adjacent properties as HMOs;
   c. the building or site (including any outbuildings) is suitable for use as a HMO, with provision made for appropriate refuse and recycling storage, cycle and car parking, and drying areas;
   d. the HMO provides appropriate communal space proportionate to the number of occupants, and provides a high quality living environment; and
   e. the HMO has good access to sustainable modes of transport, shops and other local services.

2. Where there is an existing breach of 'sandwiched' HMOs and / or an existing continuous frontage of three of more HMOs, the proposal may be supported in exceptional circumstances, where the applicant has demonstrated that the impact of an additional HMO would not cause any harm.

3. Appropriate management arrangements, through a site management plan, should be put in place in order to monitor and minimise antisocial behaviour and adverse impact on local residents.

4. All HMOs that require planning permission (C4 or sui generis) must meet the internal space standards required for a HMO to be licensed, in addition to the internal and external residential space standards set out in Policy H/SS.

## Supporting information

**9.93** HMOs form an important part of the housing market in Greater Cambridge with demand linked to major employment centres such as universities, hospitals and science parks.

**9.94** This policy applies to any HMOs that require planning permission, whether they fall within use class C4 or sui generis. A HMO is a property rented out by at least 3 unrelated people in 2 or more households who use the HMO as their main or only residence. They share basic facilities like the bathroom and kitchen. 'Unrelated' means that the occupants do not have a relationship by blood, marriage or cohabitation.

**9.95** Many HMOs are occupied by students, but students make up less than half of all HMO residents in Greater Cambridge (Census 2021), the percentage is very low for South Cambridgeshire and higher in Cambridge reflecting the strong role of the universities in Cambridge's housing market. However, the high cost of housing in Cambridge also makes HMOs a more affordable option than self-contained accommodation for other groups including young professionals and lower paid staff more generally. HMOs form a smaller, but still significant, part of the housing market in South Cambridgeshire and it is important that the policy operates across Greater Cambridge as a whole.

**9.96** The Greater Cambridge Houses in Multiple Occupation Study (2026) indicates that HMOs also represent the most viable market-based housing option for those unable to access social housing in Greater Cambridge. With average one-bedroom rents substantially exceeding Local Housing Allowance (LHA) rates, self-contained private rented accommodation is largely inaccessible to many single adults and low-income households. HMOs also form an important component of the homelessness prevention and relief pathway - a significant proportion of homelessness presentations relate to the end of private tenancies, and engagement indicates that HMOs are essential to accommodation sourcing and homelessness prevention services.

**9.97** Overconcentration of HMOs refers to situations where the proportion of HMOs is sufficiently high enough to affect the character, amenity and mix of household types and tenures within a neighbourhood. The effects of HMO concentrations may vary depending on the local context and underlying housing stock. In areas dominated by traditional houses (for example terraced streets), concentrations of HMOs may be more perceptible and have greater implications for neighbourhood amenity. By contrast, in flatted developments or higher-density schemes, a higher proportion of units in shared occupation may not give rise to the same impacts and may be less discernible in practice. Therefore, having considered a number of factors including local evidence at a postcode/block level analysis (which shows that concentrations in parts of Greater Cambridge exceed commonly referenced thresholds for overconcentration), suitability of the housing stock, public transport corridors and existing levels of HMOs defines overconcentration.

**9.98** Part 1b of the policy aims to prevent the potential for negative impacts upon existing dwellings due to a sandwiching effect. It also aims to ensure a balanced mix of property types and tenures at a street level. The sandwich test is required in order to avoid the potential for negative noise and amenity impacts commonly associated with HMOs on both sides of an existing residential property. Such impacts are a particular issue where properties share a party wall, and where driveways and back gardens adjoin, or are in very close proximity to each other. It is therefore considered appropriate to restrict situations where an existing residential property would have a HMO adjoining on both sides or result in three or more adjacent properties as HMOs.

**9.99** Students, as well as migrants or asylum seekers, who do not occupy the property all year will be considered as occupying it as their main residence. Therefore, this will fall within Use Class C4 (if there are no more than 6 occupants) or Sui Generis (usually if there are more than 6 occupants).

**9.100** The concentration of HMOs in an area may be at such a point that the introduction of a new HMO would not change the character of the area; due to the majority of properties already in this residential use (for example a continuous frontage of three or more University or College owned and managed HMOs). In such circumstances the retention of the property as a family dwelling (Use Class C3) is likely to have little effect on the balance and mix of households in an area which is already overconcentrated by the proportion of existing HMO households. Therefore, conversion of a property to an HMO would not further harm the character of the area and may provide accommodation for identified housing needs of specific groups.

Each planning application will be considered on its individual merits as to whether this exception should be allowed.

**9.101** HMOs are required to meet the internal and external residential space standards set out in Policy H/SS, which apply to all dwellings including HMOs. The internal residential spaces standards set out in Policy H/SS specify the overall floorspace for a dwelling (including HMOs) based on its number of bedrooms and the number of occupants, as well as specific floorspace for bedrooms.

**9.102** All HMOs with 5 or more people (whether use class C4 or sui generis) must also be licensed. This licensing process operates outside of the planning system and includes a range of minimum room size standards related to bedrooms and communal areas such as kitchens. There are currently different licensing standards within Cambridge and South Cambridgeshire. Cambridge City Council's Private Rented Sector Housing Standard sets out the licensing standards applicable in Cambridge. The licensing standards for South Cambridgeshire are set out in South Cambridgeshire District Council's Guidance for Amenity Standards for Houses in Multiple Occupation.

**9.103** Management arrangements showing how the development will be managed and maintained must be produced and submitted with the planning application. Information submitted should be proportionate to the scale of development and include detailed information on long term management and maintenance arrangements, and outline the measures that will be in place to manage any issues arising that could impact on amenity in the surrounding area. A condition to require this may be applied to relevant planning permissions.

# Student accommodation

## Policy H/SA: Student accommodation

1. Planning permission will be granted for the development of new student accommodation for undergraduate and / or postgraduate students subject to the development:
    a. Meeting the identified needs of an existing higher educational institution within Greater Cambridge in providing housing for students attending full-time courses of one academic year or more, exceptions may be acceptable for part-time student accommodation on a case-by-case basis where justified to meet a specific identified need, and
    b. Restricting occupancy to students attending full-time courses of at least one academic year, or part-time courses where permitted as an exception, and
    c. Within academic terms, the approved schemes being occupied solely as student accommodation for an identified higher educational institution(s), and
    d. The development not resulting in the permanent net loss of existing market or affordable housing, and
    e. Minimising any potential for antisocial behaviour, impacts on residential amenity, and if appropriate being warden-controlled, and
    f. Not significantly detracting from local amenity including parking provision, and where appropriate having management arrangements in place to discourage students from keeping cars in Cambridge, and
    g. Having an agreed management strategy in place, where appropriate.
2. Development(s) for student accommodation provided in individual, self-contained units, either as part of a shared student accommodation development or an individual proposal, shall as appropriate also provide suitable facilities and open space for dependents.
3. Any accommodation for occupation by academic staff, will also be subject to the following conditions:
    a. Occupation by academic staff will generally be restricted to a maximum of 25 percent of the units provided by the development, and
    b. For a minimum period of 6 months and up to a maximum period of no more than an aggregate of 3 years, and
    c. Meeting the identified needs of an existing educational institution within Greater Cambridge in providing housing for academic staff associated with the institution.
4. All schemes for new student accommodation must provide:
    a. Evidence at application stage demonstrating that there is agreed interest to occupy with at least one existing educational establishment based in Greater Cambridge providing full-time courses of one academic year or more (for example an intention to occupy letter); and
    b. Written agreement/ confirmation prior to occupation that the intended occupiers have entered into a formal agreement with at least one existing

educational establishment based in Greater Cambridge providing full-time courses of one academic year or more to demonstrate compliance with the occupancy requirements as set out by this policy.

5. Condition(s) and/or obligations shall be applied to implement the above, and for the future management and maintenance of the student accommodation. The interest to occupy and formal agreement will confirm that the proposed accommodation is suitable in type, layout, and maintenance regime for the relevant institution.
6. All new student accommodation will be located:
    a. In an appropriate location for the institution it is intended to serve, and
    b. In a location well served by sustainable modes of transport.
7. Planning permission will not be granted for development which results in a net loss of existing student accommodation, unless the net loss is compensated with better quality accommodation or, it can be demonstrated that the accommodation is no longer needed.
8. Where students do not attend full-time courses of one academic year or more, or for academic staff whose length of stay is less than six months, their accommodation requirements will be expected to be provided within the campus of the institution which they attend; or by making effective use of existing student accommodation within Cambridge outside term time; or by use of home-stay accommodation.
9. Permanent purpose built student accommodation will not be supported on sites allocated for housing, or with an extant planning permission for residential development, unless in exceptional circumstances where no overall net loss of housing can be demonstrated through alternative off site housing provision and this is capable of being legally secured.

## Supporting information

**9.104** Higher education institutions are an important aspect of Cambridge's character and the students, academic staff and academic visitors who attend these institutions make up a significant proportion of the population of Cambridge. If adequate provision is not made for the identified needs of existing higher educational institutions in suitable locations, significant pressure will be placed on the local housing market.

**9.105** Our evidence demonstrates that there is a continued identified need for the development of new student and academic staff accommodation in Greater Cambridge (evidenced through local growth projections informed by consultation between the Councils and higher education institutions). For student accommodation, existing permissions and allocations (including strategic sites) are anticipated to deliver an over provision against the identified need. For staff accommodation, North West Cambridge (Eddington) delivers key worker accommodation which exceeds the staff accommodation needs identified by the University of Cambridge Colleges.

**9.106** This policy steers how future student accommodation (including for academic staff) should be delivered, and provides general support for the development of new student accommodation for students attending full-time courses of one academic year or more, for academic staff for a maximum of 3 years (subject to specific criteria), or exceptionally for students attending part-time higher education courses on a case-by-case basis, where it is identified that development of accommodation is needed to help to meet the identified needs of an existing higher educational institution in Greater Cambridge.

**9.107** The Councils are aware that the University of Cambridge Colleges are increasing the

availability and range of their part-time and flexible degree courses – these changes are being made in the context of Government policy proposals and also due to market dynamics. This means there is likely to be an increasing expectation on the Colleges to house more part-time students, as the Colleges are the principal providers of accommodation and related services for their student members on degree level courses, including part-time degree courses with residential requirements. If there is an inadequate amount and level of student accommodation offered by the University of Cambridge Colleges for this student group then these housing needs may have to be met by other housing sectors (principally the private rented housing sector). This would likely increase demand for such housing, which will risk taking up accommodation potentially more suited to the general market needs in Greater Cambridge. It is therefore considered appropriate that the policy provides the flexibility to consider, on a case-by-case basis, applications for accommodation for part-time undergraduate and / or part-time postgraduate students which is evidenced to meet the identified needs of an existing higher educational institution within Greater Cambridge. This may include accommodation to house part-time students where a residential requirement forms part of the requirements for their degree course and which could not be met by making effective use of existing student accommodation.

**9.108** The provision of student accommodation can contribute to the development of balanced and mixed communities, but careful consideration needs to be given to the scale and impact of the development on local residential amenity and on the character of residential areas. Accessibility by public transport is also important as most students in purpose-built accommodation do not usually have access to cars, although parking needs for disabled people should be explored to ensure developments are accessible. The policy ensures students can live in an appropriate and sustainable location, within suitable and well-managed developments.

**9.109** Policy controls requiring a formal legal agreement with at least one existing educational establishment based in Greater Cambridge and for the future management and maintenance of the student accommodation, prevent sub-division to allow these units to be sold on the open market and/or to be occupied independently from the student accommodation. This ensures that these units are only used by their intended occupants and are not treated or sub-divided for Use Class C3 residential occupancy (or other use), without planning consent. The requirement of a formal legal agreement also ensures that student accommodation is well designed, provides appropriate internal and/or external amenity space and facilities (including provision for disabled students and staff needs).

**9.110** Encouraging more dedicated student accommodation can provide lower-cost housing that takes pressure off the private rented sector and increases the overall housing stock. The development of new student accommodation reduces demand for private accommodation occupied by full-time students and may release housing back onto the market to cater for wider housing needs. Any student bedrooms will contribute towards meeting our housing requirement on a pro-rata basis, in line with the ratio for student accommodation set out within the Housing Delivery Test rulebook (which is currently 2.4 bedrooms to one dwelling). A financial contribution for the provision of affordable housing will be sought from developments of student accommodation in line with the requirements set out in Policy H/AH.

# Dwellings in the countryside

## Policy H/DC: Dwellings in the countryside

### Reuse of buildings in the countryside for residential use

1. The change of use and adaptation of redundant or disused buildings outside a settlement (shown as Defined Development Extents on the Policies Map) to residential use will only be permitted where:
    a. It has been demonstrated through marketing the property for at least 12 months at a realistic price that there is no demand for their development for employment use, or the buildings are unsuitable for employment use;
    b. The buildings are structurally sound, not makeshift in nature and are of permanent, substantial construction as evidence by a structural survey;
    c. There will be an enhancement to the immediate setting of the buildings;
    d. The form, bulk, design, landscaping and materials used in the change of use and adaptation and any associated extensions are sensitive to the character and appearance of the building and locality;

There is a safe vehicular site access.

### Replacement dwellings in the countryside

2. The one-for-one replacement of dwellings within a curtilage, outside a settlement (shown as Defined Development Extents on the Policies Map), will be permitted where:
    a. If the replacement dwelling is not on the footprint of the original dwelling, that the original is demolished within a month of the replacement dwelling's first occupation;
    b. In considering countryside impact and effect on local character only the removal of existing buildings currently lawfully used for purposes ancillary to the residential use of the original dwelling can be taken into account and they must still be standing at the time of the application;
    c. The replacement dwelling is in scale and character with the local area; and
    d. If in the Green Belt, that the replacement dwelling is not materially larger than the one it replaces.
3. Caravans and mobile homes are distinct from permanent dwellings since they can be removed. Given the restrictions on development in the countryside the replacement of caravans and mobile homes with permanent dwellings will not be permitted outside a settlement (shown as Defined Development Extents on the Policies Map).

### Countryside dwellings of exceptional quality

4. Outside the Green Belt, and outside a settlement (shown as Defined Development Extents on the Policies Map), single new bespoke dwellings of exceptional quality will

be permitted in the countryside providing all of the following criteria are met:

a. The dwelling would reflect the highest standards in architecture, being recognised as truly outstanding or innovative;

b. The dwelling would significantly enhance its immediate setting;

c. The nature and size of the site, and the design of the dwelling, its landscaping and location on site are sensitive to the defining characteristics of the local area and to wider views; and

d. That there are no existing dwellings on the site capable of being replaced.

## Extensions to dwellings in the Countryside

5. Extensions to dwellings outside settlements (shown as Defined Development Extents on the Policies Map), will be permitted where:

   a. The development would not create a separate dwelling or be capable of separation from the existing dwelling;

   b. The existing home is of permanent design and construction;

   c. The extension is in scale and character with the existing dwelling and would not materially change the impact of the dwelling on its surroundings;

   d. If in the Green Belt, the extension would not result in a disproportionate addition to the original dwelling; and

   e. If the original dwelling is subject to an occupancy condition, it must be demonstrated through an independent review undertaken by an appropriate professional consultant, that the resultant dwelling can be supported by the viability of the site / holding or rural enterprise and that the cost of its occupation would not be unaffordable to workers employed in agriculture, forestry or another business where a rural location is essential.

## Dwellings to support a rural-based enterprise

6. Proposals for permanent dwellings outside a settlement (shown as Defined Development Extents on the Policies Map) for full-time workers in agriculture or forestry or in another business where a rural location is essential, will be permitted if the proposal demonstrates that the following criteria are met:

   a. There is a clear existing functional need for one or more workers to be readily available at most times;

   b. The enterprise has been established for at least three years and is, and should remain, financially viable as evidenced by an independent review undertaken by an appropriate professional consultant;

   c. There is no other accommodation within the site / holding or nearby which is currently suitable and available, or could be made available and suitable through conversion and change of use, as evidenced through the provision of a sequential test, proportionate to the scale of the proposal and needs of the enterprise;

   d. A dwelling or building suitable for conversion to a dwelling within the site / holding has not been sold on the open housing market without an agricultural or other occupancy condition in the last year; and

   e. The proposed dwelling is no larger than that required to meet the reasonable

needs of the enterprise.

7. Where criterion 6b cannot be met or it is a new enterprise on a well established site / holding, the development of a temporary dwelling may be permitted for up to three years where all the other criteria in part 6 are met, and there is clear evidence demonstrating:
   a. A firm intention and ability to develop the enterprise;
   b. That the enterprise has been planned on a sound financial basis as evidenced by an independent review undertaken by an appropriate professional consultant; and
   c. That the functional need cannot be fulfilled by another existing building on the site / holding or any existing accommodation.
8. Where a new dwelling is permitted, this will be the subject of a condition ensuring the occupation will be limited to a person solely or mainly working, or last working in the locality in agriculture, forestry or in another business where a rural location is essential, or a surviving partner of such a person, and to any resident dependents.
9. The relaxation of an occupancy condition will only be permitted where it can be demonstrated that:
   a. There is no longer a continued need for the dwelling on the site / holding or for the enterprise, or to house surviving partners and any resident dependents;
   b. There is no long term need for a dwelling with restricted occupancy to serve need in the locality;
   c. The property has been effectively marketed for a minimum of 12 months at a rate which is comparable to local market value reflecting the existence of the occupancy condition, and it has been demonstrated that the current use on site is no longer viable or necessary; and
   d. If other buildings are associated with the dwelling, the marketing must include the dwelling being offered for sale independently of the other buildings.

## Supporting information

**9.111** South Cambridgeshire is a predominantly rural district with an attractive and much valued open environment. The development strategy in this local plan focuses development in sustainable locations, but it is also important to support the rural economy and appropriate residential uses. The policy uses a range of criteria to control development that needs planning permission in a way that supports rural communities, reduces unsustainable living patterns and minimises the carbon impacts of new housing.

**9.112** Assessment of the design quality, scale, countryside impact, and effect on local character of the proposed development will be considered against other policies in the Local Plan.

**9.113** With regard to the reuse of buildings in the countryside for residential use it is recognised that some agricultural buildings will have permitted development rights under Class Q of the General Permitted Development Order 2015 that allow conversion of the building to a dwelling(s). Where the proposed development goes beyond what is permitted through Class Q, each proposal should be considered on its own merits against the policies in the Local Plan and taking account of how any new proposal compares to the fallback position of what could be achieved through Class Q.

**9.114** For replacement dwellings in the countryside, planning conditions may be used to remove permitted development rights for extensions to these dwellings, both within and outside the Green Belt.

**9.115** For extensions to dwellings in the countryside, in determining what constitutes 'a disproportionate addition', account will be taken of the extent to which the dwelling has been previously extended or could be extended under permitted development rights, and the character of the area. Also, 'original' is defined as the size of the dwelling as it was built or as it existed as of 1 July 1948, whichever is the oldest date.

**9.116** Where criterion 5b requires an existing home be of permanent design and construction this will be assessed on a similar basis to criterion 1b whereby it should be structurally sound, not makeshift in nature and of permanent, substantial construction. However, a structural survey will not necessarily be required.

**9.117** Occasionally the nature of agricultural and other rural enterprises make it essential for someone to live on, or in close proximity to the enterprise. Applications for new dwellings in such circumstances will need to demonstrate that the enterprise or intention to engage in an enterprise is genuine, will be sustained for a reasonable period of time, and that the enterprise needs one or more workers to be readily available at most times. Such dwellings may be exceptionally permitted in open countryside only because of the needs of the enterprise.

**9.118** For dwellings to support a rural based enterprise, the Council will require evidence of the viability of proposed enterprises and where future viability is uncertain will resist new permanent dwellings in the countryside.

**9.119** Where the policy requires evidence in the form of an independent assessment undertaken by an appropriate professional consultant, it is recognised that what is appropriate will vary according to the nature of the evidence required and the nature of the business involved. Appropriateness could be evidenced by professional qualifications / membership, references and relevant experience of having undertaken similar assessments.

**9.120** Regarding equestrian based rural enterprises, it should be noted that the security of horses is not considered to be sufficient in itself to justify the provision of a dwelling as site security can be achieved by other methods.

# Residential moorings

## Policy H/RM: Residential moorings

1. Proposals for residential moorings will be permitted where the proposal:

   a. Provides demonstrable evidence of need for the type of mooring proposed;

   b. Is located within, or is well related to, an existing settlement (shown as Defined Development Extents on Policies Map);

   c. Is of a scale appropriate to the location taking into account where the settlement sits within the settlement hierarchy (Policy S/SH) and the cumulative impact of the proposal when considered with other existing and planned moorings;

   d. Integrates successfully and positively with the surrounding landscape and/or townscape;

   e. Is served by adequate pedestrian, cycling, public transport, and vehicular access (including access for emergency services);

   f. Is served by appropriate electricity, water supply, sewerage and refuse disposal facilities;

   g. Has no significant negative effect on the amenity, visual character, water quality, historic and ecological value of the river or nearby land;

   h. Is close to existing services and amenities;

   i. Only provides minimal essential external lighting, which shall be located so as to minimise glare and/or visual intrusion;

   j. Does not impede navigation and/or the use of any footpath;

   k. Has a design that is appropriate for the intended use and elements such as flood risk and manoeuvrability have been considered; and

   l. Provides details of how the moorings will be managed and maintained.

## Supporting information

**9.121** Residential moorings are an existing part of the housing provision within Cambridge and South Cambridgeshire. Houseboats meet the housing requirements of some groups whilst also contributing to the diversity and supply of different forms of housing in the area. It is important to have a policy within the Greater Cambridge Local Plan so that there are clear requirements for any new moorings so as to take account of the different river users, houseboat occupiers and any neighbouring uses.

**9.122** A criteria based policy approach is considered appropriate because the Accommodation Needs Assessment of Gypsies, Travellers, Travelling Showpeople and Bargee Travellers and other caravan and houseboat dwellers found no specific need for more residential moorings.

# Gypsy and Traveller pitches and Travelling Showpeople plots

**Policy H/GT: Gypsy and Traveller pitches and Travelling Showpeople plots**

1. Any proposals for new Gypsy and Traveller pitches or new Travelling Showpeople plots on unallocated non-strategic sites must:
    a. Demonstrate a clear need for the new pitch(es) or plot(s), and why the need cannot be met by an existing available lawful pitch(es) or plot(s);
    b. Set out who the proposed residents are, including how they meet the definition of a Gypsy and Traveller or Travelling Showperson as set out in the Planning Policy for Traveller Sites (2024) or a successor document;
    c. Be in a sustainable location, with access to a range of services and facilities, particularly a primary school and healthcare facilities;
    d. Be located where the needs of the residents can be met without placing undue pressure on existing local services and facilities;
    e. Respect the scale of the nearest settled community, and not dominate it when considered individually or in combination with other existing and planned sites;
    f. provide an appropriate environment for residents in terms of health, safety, and living conditions, and therefore not be located on contaminated land or where there are noise, dust, air quality or other issues, unless suitable remediation or mitigation can be provided prior to occupation; and
    g. consider the impacts on the surrounding area, and not have an unacceptable adverse impact, when considered individually or with other existing and planned sites, on: the amenity of surrounding land uses, the built environment, landscape character, heritage assets or their setting, biodiversity, or the amenity of public rights of way.
2. All Gypsy and Traveller pitches or Travelling Showpeople plots (on strategic or non-strategic sites that are allocated or unallocated) must be well designed, and any proposals must:
    a. Set out the number of pitches or plots proposed, and be appropriate for the size and location of the site proposed;
    b. Have a clear layout that includes demarcation between pitches or plots, and also between the site and the surrounding land uses, using appropriate boundary treatments and landscaping that are in keeping with the surrounding area and provide safety and security for residents;
    c. Have safe and appropriate access into and out of the site for vehicles, cyclists and pedestrians, and not have unacceptable adverse impacts on the safety of the public highway from the traffic generated;

d. Have sufficient space within the site for the safe movement, including turning and parking, of caravans, vehicles (including emergency vehicles and refuse/recycling vehicles), pedestrians and cyclists;

e. Have sufficient space within a Travelling Showperson site for the storage, maintenance, and testing of equipment;

f. Include provision of essential utilities including water, electricity, drainage, sewerage, and the collection of refuse and recycling;

g. Clearly differentiate between public communal spaces and private spaces, and between residential and non-residential areas;

h. Provide space for play within a communal area of the site, if the site proposed is for 10 or more pitches or plots;

i. Minimise the harm to the surrounding area, and therefore any developments within the countryside must have limited built development;

j. Include amenity buildings that are of an appropriate scale and design for the location and the size of the pitch or plot; and

k. Not result in overcrowding or unnecessary sprawl, and therefore pitches or plots must be an appropriate scale for the number of caravans and residents to be accommodated.

3. A varied choice, type and mix of housing will be provided within all strategic sites to meet the needs of different groups in the community including Gypsies and Travellers. For allocated strategic sites, specific requirements for the number of Gypsy and Traveller pitches to be provided are included in each site allocation policy. Any unallocated strategic site of up to 5,000 dwellings will provide 12 Gypsy and Traveller pitches on one area of serviced land of approximately 1 hectare, and any unallocated strategic site of over 5,000 dwellings will provide 24 Gypsy and Traveller pitches on two areas of serviced land of approximately 1 hectare each.

4. The Gypsy and Traveller site(s) provided on allocated or unallocated strategic sites will:

   a. Be located within but on the edge of the strategic site, or outside but in close proximity to the strategic site;

   b. Be accessed without relying on minor residential roads;

   c. Have good access to a range of services and facilities within the strategic site, particularly a primary school and healthcare facilities; and

   d. Have an agreed Delivery and Management Plan.

## Supporting information

**9.123** National planning policy for travellers sets out that the government's overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community. It also requires local authorities to ensure that traveller sites are sustainable (economically, socially and environmentally), and to very strictly limit new traveller sites in open countryside that is away from existing settlements.

**9.124** Our evidence shows that there is a need for additional Gypsy and Traveller pitches and Travelling Showpeople plots within Greater Cambridge, but that there are also existing

vacant pitches and pitches that are not being occupied by those meeting the definition of a Gypsy and Traveller. It is therefore important that any new pitches or plots that are proposed demonstrate a clear need for the new pitches or plots, provide details on how the proposed residents meet the definition of a Gypsy and Traveller or Travelling Showperson, and are located in a sustainable location, with the design and layout of any new sites providing healthy, safe and secure living conditions for their occupants. Any proposals for Gypsy and Traveller pitches and Travelling Showpeople plots within the Green Belt and/or within areas of flood risk will be considered against the relevant national and local planning policies. It should be noted that that caravans, mobile homes and park homes intended for permanent residential use are classified as 'highly vulnerable' and therefore should not be permitted within Flood Zones 3a or 3b.

**9.125** Proposals for Gypsy and Traveller sites are predominantly residential uses and therefore will generally be acceptable within settlement boundaries, provided that the requirements in other policies in the Local Plan are also met. However, proposals for Travelling Showpeople sites generally include both residential and non-residential uses, as these sites tend to include areas for the storage and maintenance of equipment, and therefore will need to be located where a mix of uses can be accommodated within the site without impacting on the living conditions of either the proposed occupants of the site or the existing neighbouring uses.

**9.126** Each Gypsy and Traveller pitch or Travelling Showpeople plot should be designed to provide appropriate accommodation for a household, and will normally include space for the siting of a mobile home, a touring caravan, an amenity building containing kitchen and bathroom facilities, car parking and a turning circle for vehicles, and external amenity space. Proposals for family sites, such as to accommodate an extended family rather than one household, must identify the number of pitches the site is capable of providing if it were to be occupied by individual households, in order for the impacts of the site to be fully considered. A condition will be included on any planning permission for Gypsy and Traveller pitches or Travelling Showpeople plots that sets out the number of static and touring caravans that can be stationed on each pitch or plot permitted.

**9.127** Strategic sites provide an opportunity to deliver Gypsy and Traveller pitches, alongside other types and tenures of housing, to ensure that new communities meet the needs of different groups in sustainable locations with access to services and facilities. New communities that accommodate Gypsies and Travellers and the settled community from their conception allows for the different land uses to be considered in a co-ordinated and integrated manner through the masterplanning and design process.

**9.128** The management of any Gypsy and Traveller pitches within a strategic site is important to minimise any community risks arising from the development and ensure that schemes are well-integrated into the community. A Delivery and Management Plan detailing how the pitches will be delivered, managed and maintained must be produced and submitted with the planning application, and the agreed Delivery and Management Plan should be secured through a Section 106 agreement. The Delivery and Management Plan should include, but not be limited to, detailed information on the delivery mechanism and long term management and maintenance arrangements, such as:

a. Approach to delivery of pitches, including connections to utilities;

b. Measures in place to manage any issues arising that could impact on amenity in the surrounding area;

c. Security and fire safety procedures;

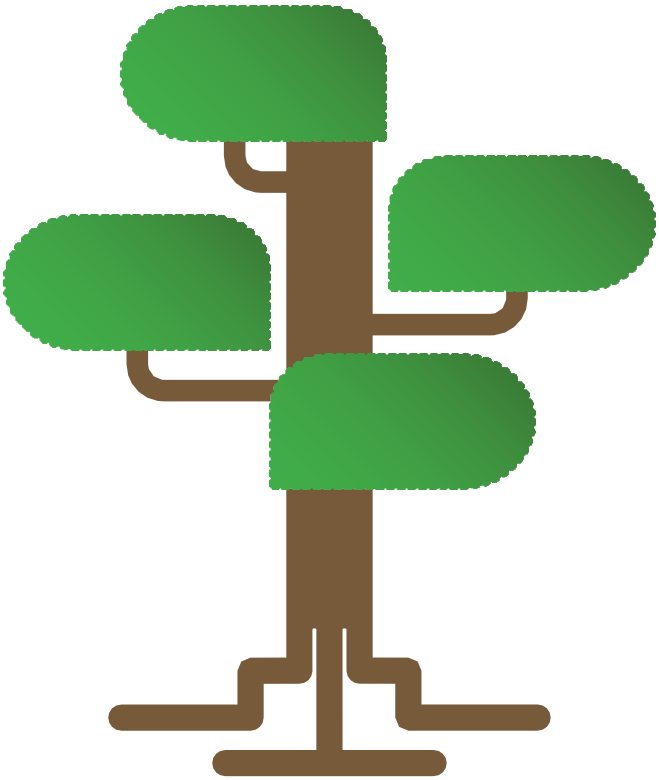
d. How communal areas will be maintained; and

e. Tenancies and licensing.

**9.129** It is expected that the delivery of pitches within strategic sites will be in the form of serviced pitches transferred to the local authority, a Registered Provider or other agreed private provider that are ready for occupation.

10

# Infrastructure



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# Introduction

10.1 In the Infrastructure theme, we set out policies which require infrastructure to support development proposals, delivered when it is required.

## Our strategic priority for our infrastructure policies

10.2 **Strategic Priority:** Plan for transport, water, energy and digital networks; and health, education and cultural facilities; in the right places and built at the right times to serve our existing and growing communities.

10.3 The relationship between homes, jobs, and sustainable transport opportunities has been a key influence on the development strategy proposed. The Cambridgeshire and Peterborough Combined Authority is preparing a Greater Cambridge Transport Strategy which will identify measures needed to support the development identified in the Local Plan. A range of transport measures and transport corridor improvements are already planned, such as those being brought forward by the Greater Cambridge Partnership. The policies in the local plan require developments to be located and designed so that sustainable travel choices are available. They also require developments to contribute towards the cost of these transport schemes, to mitigate the impact of development.

10.4 The Local Plan has been informed by an Infrastructure Delivery Plan. Through engagement with a range of stakeholders this identifies the infrastructure, services and facilities that are needed to support the developments that have been proposed. The plan has also been subject to a Viability Assessment, which tests a variety of development types and the policy requirements of this plan, to demonstrate they are viable and can help fund the infrastructure that is needed. Even with contributions for development, the scale of infrastructure needed means that government funding, such as the £500m secured for transport improvements through the Greater Cambridge City Deal, will be needed.

10.5 Our policies require developments to enable the consolidation of goods to support local deliveries, charging points for electric vehicles, and broadband infrastructure. With electricity demands in the area expected to triple, a Cambridgeshire Local Area Energy Plan has been prepared to help ensure that the right energy infrastructure is in place to support growth and the transition to a low carbon future. Large developments we be required to prepare energy masterplans.

10.6 Finally, our policies safeguard important existing local infrastructure, such as the Mullard Radio Astronomy Observatory, and land associated with planned infrastructure schemes that will support the plan, including three proposed public transport corridor schemes where applications for consent have been submitted. They also ensure the impact of proposals for aviation related activities are fully considered.

## What our infrastructure policies do

- Detail how the transport impacts of development should be managed, and how new development should be designed and connected to the transport network to enable travel by sustainable modes;
- Support the development of new mobility hub sites of different scales at different locations, and improvements to the quality and attractiveness of existing mobility hubs, including park and ride sites;
- Set out the requirements for cycle and vehicle parking, including infrastructure for electric vehicle charging;
- Ensure adequate provision for servicing and deliveries, the approach to micro-consolidation centres, and overnight and long-term lorry parking on industrial and distribution centres;
- Identify important existing and planned infrastructure that should be safeguarded from adverse impacts that may arise from development;
- Control development related to aviation to take account of potential impacts on quality of life, amenity, the environment and aviation safety;
- Establish requirements for energy infrastructure masterplanning for large scale developments, to help facilitate decarbonisation and make best use of grid infrastructure;
- Require developers to deliver and contribute towards infrastructure delivery, to meet the requirements arising from the new development;
- Set out how developments should provide access to broadband, telecommunication infrastructure and smart infrastructure;
- Detail the construction management measures required to ensure that the environment and residential amenity are properly protected.

# Sustainable transport and connectivity

## Policy I/ST: Sustainable transport and connectivity

1. Development must be designed through a vision-led approach which reflects the road user hierarchy, to: promote sustainable and active travel patterns from the first occupation of development; and provide users with a genuine choice of modes appropriate to the location and uses proposed.
2. Planning permission will only be granted for development where the site has (or will attain) sufficient integration and accessibility by walking, wheeling, cycling and public and community transport and (as appropriate to the site) where adequate highway access can be provided. This means development should, as evidenced in the accompanying Transport Assessment and Travel Plan or Transport Statement (as necessary):
    a. Ensure development is designed around the principles of walkable neighbourhoods and healthy towns and streets through provision of safe, direct, accessible active travel routes within permeable, coherent network layouts that prioritise, facilitate and encourage short distance trips by walking, wheeling and cycling between homes, nearby centres of attraction and other key nodes, including bus stops, mobility hubs or railway stations, providing real travel choice for some or all of the journey;
    b. Provide high-quality, attractive new cycle, wheeling, walking and, where appropriate, equestrian routes that secure strong, direct connections through adjoining areas, seamlessly connect to existing routes and address any gaps in the movement network, including the wider Rights of Way network, to strengthen connections between neighbourhoods, villages, towns, Cambridge, nearby mobility hubs and the wider countryside, and provide new and improved opportunities for recreational and leisure movement;
    c. Protect and improve existing walking, wheeling, cycle and equestrian routes, including Public Rights of Way and the wider Rights of Way network, ensuring they are comfortable for all users and their effectiveness and amenity is maintained, including through maintenance, crossings, signposting and waymarking, and, where appropriate, all-weather surfacing, widening and lighting;
    d. Provide new mobility hubs within walking, wheeling and cycling travel distance of homes and centres of employment, enabling interchange between different modes and public transport;
    e. Maximise the incorporation of public and community transport (including demand responsive transport) into development by:
        i. for major development, through the design embedding direct routes for and access to high quality public transport (as appropriate to the location and context) within reasonable walking distance of new homes and centres of employment;
        ii. contributing to new or improved public transport routes, as necessary, that serve key destinations and centres of attraction, including

Cambridge city centre, major centres of employment, places of education, community and leisure facilities, and key nodes in the public transport network (including mobility hubs); and

iii. directly delivering appropriate on-site measures and contributing to off-site infrastructure enhancements that support the safety, reliability and punctuality of the public transport network.

f. Ensure that where new road or road access is provided within or into the site, the design accords with the following:

i. it secures the safety of all road users, utilising proportionate design solutions that slow the speed of traffic to a level appropriate to location whilst being inclusive for all;

ii. it incorporates crossings, walkways and dedicated lanes that prioritise the movement of pedestrians, wheelers and cyclists over vehicular traffic as appropriate to the function and importance of the road within the wider highways network;

iii. in appropriate circumstances, it restricts and/or affords lower priority to through access for general motor traffic, maintaining access for essential road users; and

iv. there is safe and appropriate access to adjoining roads for all users.

g. Ensure development is designed to be flexible to accommodate future growth, new forms of mobility and technological changes;

h. Secure other complementary measures, alongside provision of infrastructure and transport services, appropriate to the scale, nature and context of the development, that will contribute positively towards sustainable travel behaviour, providing for a choice of modes from the outset.

3. Developments will only be permitted where they do not have an unacceptable transport and highways safety impact. This must also consider any cumulative impacts, as identified through an accompanying Transport Assessment or Transport Statement. Applicants must demonstrate they will make adequate provision to mitigate the likely impacts (including cumulative impacts) of their proposal, including environmental impacts (such as noise and pollution) and impact on amenity and health, including in the surrounding area. This will be achieved through direct improvements, securing direct commitments through planning conditions and/or contributions through planning obligations, community infrastructure levy or its successor, to address transport infrastructure in the wider area including across the district boundary, services or behavioural change measures to encourage the use of sustainable modes of transport. Applicants will be required to provide appropriate measures to meet the first or early occupation of a site in to positively influence sustainable travel behaviour and provide a choice of travel modes from the outset, reflecting the proposed phasing of development.

4. Developers of larger developments or where a proposal is likely to have significant transport implications, as defined in Cambridgeshire County Council's Transport Assessment Requirements, will be required to demonstrate they have optimised opportunities for sustainable travel in line with the principles and expectations elsewhere in this policy, and will make adequate provision to mitigate the likely impacts through provision of a vision-led Transport Assessment and Travel Plan. Outline planning applications are required to submit a framework for the preparation of a Travel Plan. All other developments (other than householder applications) will be required to submit a vision-led Transport Statement.

## Supporting information

**10.7** The development strategy identified by this local plan seeks the co-location of homes close to jobs, services and facilities so people can meet their day to day needs locally, to widen travel choice, provide genuine choice of modes (reducing reliance on the car wherever possible), and to promote travel by walking, wheeling, cycling and public transport. It is important that individual development proposals also support sustainable travel opportunities.

**10.8** New developments should deliver high quality places, designed around people. This means prioritising the specific needs and safety of pedestrians, cyclists and wheelers, including through the creation of traffic-free or traffic-light quiet routes. Where road access is provided through a site, generally the design should deliver safe routes that encourage active travel and facilitate easy access to public transport, without compromising access to the site for groups with particular accessibility needs and other essential road users, such as service providers and the emergency services. Design solutions should be appropriate to the local environment and characteristics, taking into consideration the current or intended volume of traffic and type of vehicles. For example, this may entail slowing traffic at more sensitive crossing points or within residential streets; likewise, residential streets may require less segregation compared with distributor roads.

**10.9** New active travel infrastructure should be high quality and designed in accordance with LTN 1/20 and Cambridgeshire's Active Travel Strategy, Design Guide and Toolkit (or successor documents), including its road user hierarchy which emphasises the protection of the most vulnerable users of the road network above the needs of private vehicles, including both conventional motor vehicles and Electric Vehicles. The rights of way network is an important asset, providing access to the countryside and is vital to the rural economy. Leisure routes should be improved in accordance with Cambridgeshire County Council Rights of Way Improvements Plan.

**10.10** The policy requires developers to consider the whole journey including the first/last mile and interchange between modes, to help break down physical and perceived barriers and improve connectivity. It is important that new development gives priority to appropriate public transport solutions, taking into consideration the context and location within the plan area, and is designed to be future proof, to respond to future growth, changing patterns of mobility and technological innovations such as autonomous vehicles and Mobility as a Service (MaaS).

**10.11** Major development will be expected to provide access to high quality public transport within reasonable walking distance of homes and jobs, defined as 400 metres from a bus stop or 800 metres from a railway station in line with Active Travel England's Standing Advice Note: Active travel and sustainable development (June 2024). In the context of Greater Cambridge, public transport provision would be considered high quality where it is demonstrably accessible, affordable, reliable, safe, and frequent, in line with the aims of the Cambridgeshire and Peterborough Combined Authority's Local Transport and Connectivity Plan (2023); whilst reflecting that a high quality offer will be location- and context-dependent and that each proposal will require a realistic, tailored approach. Public transport infrastructure should be designed in accordance with LTN 1/24. Mobility hubs, designed in line with the requirements in Policy I/MH, should be integrated into major development to facilitate seamless interchange between different transport modes, particularly between active modes and public transport.

**10.12** This policy also ensures unacceptable transport impacts arising from development are

mitigated, such as increasing vehicular trips on already congested roads (including in the surrounding area) or generating more trips using public transport or the existing walking, wheeling and cycling network than there is currently capacity to safely accommodate. Wider impacts on health and the environment, including cumulative impacts, will also be taken into consideration. A vision-led Transport Assessment and Travel Plan will be required for development proposals which trigger the thresholds set out in Cambridgeshire County Council's Transport Assessment Requirements. Travel Plans must have measurable outputs, be related to the aims and objectives in the Local Transport and Connectivity Plan and provide monitoring and enforcement arrangements. Planning obligations may be an appropriate means of securing the provision of some or all of a Travel Plan, including the requirement for an annual monitoring and progress report. Submission of area-wide Travel Plans will be considered in appropriate situations.

**10.13** The policy sets out clear requirements regarding transport infrastructure provision and connectivity that is expected to address increased demand arising from new developments through the planning application process. Congestion within Greater Cambridge needs to be addressed to accommodate future growth, and there will likely need to be a vehicular 'trip budget' applied to mitigate the transport impacts of the strategic site allocations so that the residual cumulative impacts of development on the road network, following mitigation, are not severe.

**10.14** Proposals should have regard to the plans and strategies of the highways and strategic transport authorities, including the Cambridgeshire and Peterborough Local Transport and Connectivity Plan (prepared by Cambridgeshire and Peterborough Combined Authority (CPCA) (as the local transport authority) and other documents adopted by CPCA and Cambridgeshire County Council including the Bus Strategy and Active Travel Strategy. Cambridgeshire and Peterborough Combined Authority are currently preparing the Greater Cambridge Transport Strategy (GCTS), a 'sub-strategy' to the Cambridgeshire and Peterborough Local Transport and Connectivity Plan.

# Mobility hub facilities

## Policy I/MH: Mobility hub facilities

1. Proposals for new mobility hubs in appropriate locations and the improvement of existing mobility hubs will be supported, subject to:
    a. Satisfactory assessment of the proposed development's transport effects, including proposed parking provision as appropriate to the scale of the hub, its location and context; and
    b. Demonstration of the need for and feasibility of such development.
2. New or improved mobility hubs must be safe and inclusive for all users and enable seamless interchange between public transport, shared transport and active travel modes by providing the following components, of a scale and design appropriate to the context and location:
    a. Integration into surrounding neighbourhoods and new and existing walking, wheeling, cycle routes;
    b. Adequate space to accommodate the anticipated pick-up/drop-off requirements of bus services, whether they are timetabled or demand responsive, with future proofing for future service improvements and/or technological change;
    c. Well-designed public realm and pedestrian approaches with clear wayfinding;
    d. Adequate lighting, shelters, seating, and digital information;
    e. Secure parking for cycles and space suitable for other forms of micromobility where appropriate; and
    f. Car parking spaces, car club spaces, and dedicated space for private vehicles and/or taxis to pick-up/drop-off, only as necessary to support the mobility hub in supporting modal interchange and discourage journeys entirely by private car.
3. Other supporting facilities and infrastructure will be supported where it can be demonstrated that:
    a. They complement and do not undermine the site's primary role in enabling interchange between modes of transport. Drive-through facilities will not be supported;
    b. They are integrated as part of the wider mobility hub site in such a way that enhances the experience of public transport users and helps to promote public transport use;
    c. They contribute positively towards the safety, vitality and community value of the site, incorporating services and facilities such as parcel collection, café and public toilets;
    d. They integrate with existing facilities where appropriate and do not undermine the vitality and viability of designated retail centres;
    e. They support the extended, safe use of sustainable modes of transport and interchange between these modes throughout the day and into the evening for residents, workers, guests and day visitors;

f. They facilitate the safe, secure storage of other micromobility modes such as dockless cycles or DfT-compliant e-scooters, as appropriate to the location;

g. Any proposed car parking incorporates appropriate charging facilities for electric vehicles;

h. Any new buildings are of a scale and design appropriate to the location and where there are existing buildings on-site, these are re-used where feasible.

4. Proposals for new or enhanced mobility hubs must demonstrate that appropriate management and maintenance agreements are in place, or will be established, between the Local Transport Authority, service providers and/or any other relevant parties for different components of the site, including any transport infrastructure and supporting amenities and facilities.

5. Proposals seeking to redevelop and repurpose existing mobility hubs will only be considered acceptable where it is demonstrated that there is no local need for the facility and suitable alternative provision is available to serve the needs of existing mobility hub users and does not undermine the attractiveness of the wider public transport network or impede the objective of widening travel choice and encouraging modal shifts towards active and sustainable modes, as demonstrated through a Transport Assessment.

## Supporting information

**10.15** Mobility hubs are places that enable the seamless interchange between public transport, private transport, and active travel modes such as walking, wheeling and cycling. They include traditional transport interchanges such as railway stations, bus stations, park and ride sites, as well as smaller local hubs serving district centres and neighbourhoods. They are an effective way of providing genuine travel choice and encouraging and maximising modal shift from the private car to more sustainable modes, and can enable more inclusive access to key destinations and centres of attraction, including Cambridge city centre, town centres, major centres of employment, places of education, community and leisure facilities. Mobility hubs differ from a conventional transport interchange because it integrates non-transport components such as community facilities and placemaking elements which means people do not need to travel as much and rely on their local neighbourhoods more.

**10.16** Easier transfers between different modes can improve the convenience and attractiveness of shared mobility and public transport options, which is integral to reducing the pressure of private vehicular movements on the transport system, therefore improving its efficiency. It is essential that new developments contribute to the improvement and expansion of the mobility hub network, ensuring people have greater opportunity to access and use sustainable modes of transport for part or all of their journey. The creation of additional mobility hubs and encouraging multi-modal trips can play an important role in reducing road-traffic congestion, vehicle-related pollution and greenhouse gas emissions, reduce the risk of road-traffic accidents, and improve safety for vulnerable road users.

**10.17** The delivery of new and improved mobility hubs at different scales will support the development of a more coherent network, providing improved connections from smaller neighbourhood-based hubs into larger, well-served hubs, enhancing onward connectivity to surrounding centres and into the City. The delivery of new mobility hubs within major development will increasingly play an important role in driving sustainable patterns of movement and placemaking through delivery of high quality public realm and community spaces which support positive social interaction.

10.18 The design of mobility hubs needs to respond to the location both in terms of the type of components and their scale. The emerging CPCA Mobility Hub Strategy and Delivery Plan and Homes England's Sustainable Placemaking Guidance Delivering Quality: Mobility Hubs provides clear consideration for the delivery of mobility hubs in different contexts and at different scales. It is suggested that proposals should consider meeting the CoMoUK accreditation criteria for mobility hubs. Some components will be necessary across all scales of mobility hubs, whereas others will only be appropriate in certain contexts. For example, dedicated pick up/drop off points for private vehicles may be less appropriate for a smaller, neighbourhood-based mobility hub where onward travel connections would be focused on active travel modes.

10.19 Supporting facilities can enhance the offer of mobility hub sites and encourage linked trips. This might include measures that seek to reduce reliance on the private car for onward travel to/from the site, including micro mobility hire and charging stations (for electric bikes and e-scooters) or dedicated spaces for car clubs. More widely, complementary facilities such as renewable energy generation, micro-consolidation centres, cafés, and small shops will be considered and supported subject to necessary impact assessments. Drive-throughs and other such uses that are considered to be in conflict with the mobility hub's primary function of transferring people from cars to other sustainable modes of transport to complete their onwards journey will not be considered supporting facilities when applying this policy.

10.20 Supporting facilities should complement the Mobility Hub site's primary transport functions. The design and location of additional facilities should be sympathetic to the character of the area and serve the local community and its visitors. Where cafés, and small shops are proposed, the Local Planning Authorities will expect planning applications to consider the commercial viability of the proposed development through the submission of a Business Case. Planning conditions and obligations may also be used to secure aspects of the development needed to sustain the long-term viability of the supporting facility or the wider travel hub site (e.g. controlling the operational hours of a supporting facility or securing contributions towards or the cross-subsidy of proposed facilities).

10.21 Where proposals seek to introduce new or enhance existing mobility hubs, the Local Planning Authorities will require any planning application to include a vision-led Transport Assessment that identifies and mitigates any negative highways or transport impacts caused. In considering the appropriateness of a new or enhanced mobility hub, applicants should consider how the development could contribute towards a change in modal share and/or alter the viability of other public transport services in the area, for example by leading to a loss in patronage on existing services. The Transport Assessment should be used to demonstrate that any consequences for the wider transport network arising from the proposal have been considered and, where appropriate, mitigations put in place.

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10.22 Where proposals are located in the Green Belt, they will need to comply with national green belt policy requirements.

# Cycle and vehicle parking

## Policy I/CV: Cycle and vehicle parking

1. Provision for car and cycle parking within new development must be determined and justified through a vision-led Transport Assessment / Statement using a holistic design-led approach, taking into consideration:
    a. The location and accessibility of the development by different transport modes;
    b. The type and mix of uses;
    c. The scale and density of development, including the mix of unit sizes and any consequences for the likely number of occupants;
    d. The availability of local services and facilities;
    e. Anticipated car ownership levels;
    f. The need for dedicated disabled and visitor spaces;
    g. The need for adequate loading, servicing, and pick-up/drop off provision;
    h. The need for safe, secure, and convenient cycle parking to accommodate all types of cycles;
    i. The availability and frequency of public transport, and availability of active travel routes; and
    j. Highway capacity and safety issues for all users.
2. Cycle parking must:
    a. Be conveniently sited and accessible for all users, taking into account the different needs of those living at or working in a building compared with visitors;
    b. Be easy to access and use;
    c. Be safe and secure;
    d. Be fit for purpose;
    e. Be designed sympathetically, integrating with the street scene and minimising street clutter;
    f. Minimise conflicts between cycles, motor vehicles and pedestrians;
    g. For shared cycle parking, include a cycle maintenance stand, be well-managed and maintained;
    h. For residential development, be integrated within the front of the house, located in a purpose-built lockable area with easy access to the front of the house or within a garage, avoiding basement parking;
    i. For residents, students and employees, be covered.
3. Cycle parking provision must accord with the following standards:

    Across all uses, at least 5% of cycle parking provision must be designed to accommodate non-standard cycles and should consider appropriate provision for electric charging points.

| Use | Minimum standard |
|---|---|
| Residential dwellings | • 1 space per bedroom |
| Guesthouses and hotels | • 2 spaces for every 5 members of staff<br>• 2 spaces for every 10 bedrooms (minimum 2 spaces) |
| Nursing homes | • 2 spaces for every 5 members of staff<br>• 1 visitor space for every 6 residents (minimum 2 spaces) |
| Retirement homes/sheltered housing | • 2 spaces for every 5 members of staff<br>• 1 space for every 6 residents<br>• 1 visitor space for every 6 residents (minimum 2 spaces) |
| Student residential accommodation, residential schools, college or training centre | • 1 space per 2 bedspaces within City Centre<br>• 2 spaces per 3 bedspaces outside the City Centre<br>• 1 space for every 3 members of staff<br>• 1 visitor space per 5 bedspaces |
| Hospitals | • 2 spaces for every 5 members of staff<br>• 2 visitor spaces per consulting/treatment room<br>• 1 visitor space for every 6 bedspaces |
| Food retail | • 2 spaces for every 5 members of staff<br>• 1 space per 25 square metres |
| Non-food retail | • 2 spaces for every 5 members of staff<br>• 1 space per 25 square metres |
| Retail warehouses | • 2 spaces for every 5 members of staff<br>• 1 space per 25 square metres |
| Financial and professional services | • 2 spaces for every 5 members of staff<br>• 1 space per 30 square metres |
| Food and drinks | • 2 spaces for every 5 members of staff<br>• 1 space per 10 square metres within City Centre<br>• 1 space per 15 square metres outside City Centre |
| Pubs and bars | • 2 spaces for every 5 members of staff and 1 space per 20 square metres |
| Museums, exhibitions venues | • 2 spaces for every 5 members of staff, some visitor parking on merit |
| Sports and recreational facilities and swimming baths | • 2 spaces for every 5 members of staff<br>• 1 for every 15 seats provided for spectators<br>• 1 space for every 25 square metres net floor area<br>• 1 space for every 10 square metres of pool area |
| Places of assembly, including: cinema, theatres, stadia, auditoria and concert halls | • 2 spaces for every 5 members of staff<br>• 1 space for every 4 seats |

| | |
|---|---|
| Place of worship, public halls and community centres | • 1 space for every 3 seats |
| Offices | • 2 spaces for every 5 members of staff<br>• Or 1 per 30 square metres Gross Floor Area (whichever is greater) and some visitor parking on merit |
| General industry | • 1 space for every 3 members of staff<br>• Or 1 space per 40 square metres Gross Floor Area (whichever is greater) and some visitor parking on merit |
| Storage and other B use classes | • On merit |
| Clinics and Surgeries | • 2 spaces for every 5 members of staff<br>• 2 spaces per consulting room |
| Non-residential schools | • 2 spaces for every 5 members of staff<br>• Cycle spaces to be provided for 50% of primary school children to include a scooter parking area<br>• 75 per cent of secondary school children for some visitor parking |
| Non-residential higher and further education | • 2 spaces for every 5 members of staff<br>• Cycle parking for 70% of students based on anticipated peak number of students on site at any one time |
| Crèches and nurseries | • 2 spaces for every 5 members of staff<br>• 1 visitor space per 5 children<br>• An area to be provided for the parking of cargo bicycles/trailers |

4. In designing and determining the appropriate level of car parking to serve development, applicants must:

   a. Take a holistic approach to ensure safe, efficient and well-integrated parking provision, which does not dominate the street environment and avoids conflicts between different types of user;

   b. Consider the amenity of existing and future occupiers and users of the development and nearby properties;

   c. Ensure loading, servicing, and pick-up/drop off activities can occur without obstructing cycle lanes, pedestrian routes, bus stops/mobility hubs, or general traffic.

   d. Make appropriate provision for electric vehicle charging in a manner that is safe for all road users, including people walking, wheeling and cycling;

   e. Consider opportunities to reduce levels of car parking, including through:

      • Provision of unallocated communal car parking, or a hybrid approach with some allocated parking;

      • Shared or pooled car parking where locations and patterns of use allow;

      • Travel Planning interventions such as the provision of car clubs;

      • Innovative approaches to the leasing or sale of car parking spaces to residential occupiers, which may support a reduced allocation of spaces.

   f. Consider the potential for adverse effects arising from the displacement of parking off-

site, and how this would be managed.

5. Car-free or car-capped development will be acceptable in the following circumstances:
   a. Where there is good accessibility by walking, wheeling and cycling to a district, town or local centre, or Cambridge city centre;
   b. Where there is high public transport accessibility; and
   c. Where it can be enforced through appropriate monitoring and management, secured by condition or S106.

6. Wherever car parking is provided provision must be made for designated accessible car parking spaces for disabled motorists and passengers (Blue Badge holders). Minimum levels of car parking provision for blue badge holders will be required in line with national guidance. Designated disabled parking must:
   a. Be distributed to minimise pedestrian travel distances to destinations and as close as is feasible to the accessible entrance to the building with which the parking spaces are associated;
   b. Be provided as a minimum in accordance with Table 2 of the BS 8300-1;
   c. For uses such as hospitals, medical centres and surgeries, provide evidence reviewing local need and respond with a higher percentage of designated parking if necessary;
   d. Where charging points for electric vehicles are provided, equivalent provision should also be made;
7. A site-wide Electric Vehicle charging strategy must be provided for large-scale Major sites detailing the location and phasing of the charge point installations, and grid capacity. Implementation of which would be secured by condition or S106.
8. Developments likely to be used by people with mobility scooters should incorporate accessible, enclosed, and secure storage areas, and consider appropriate charging facilitates.
9. Development proposals that, based on their location and uses proposed, would generate increased demand for micromobility modes (including dockless cycles or DfT-compliant e-scooters) should incorporate facilities for their safe storage.

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## Supporting information

**10.23** There is a higher propensity to cycle in Greater Cambridge than nationally, and increased use of electric cycles is enabling longer journeys. The plan supports this sustainable mode of travel by requiring secure and convenient space for parking of all types of cycles. This includes non-standard cycles, such as cargo cycles, cycles with baskets and/or child seats, tricycles, and adapted cycles to support inclusivity for users with mobility impairments.

**10.24** Cycle parking must be at least as convenient to access as car parking, accessible for all users, located as close as possible to the main entrance or exit points of buildings, especially where meeting the needs of visitors, and have good lighting and natural surveillance. It must not be sited where it obstructs pedestrian, wheeling, cycling or vehicle movement. All cycle parking is to be easy and safe to access and use. Routes to cycle parking must be well-maintained and lit, clearly signed, and provide

unobstructed, step-free access, avoiding inconvenient detours, steep slopes, narrow paths, or tight turns.

**10.25** Cycle parking must be secure, with high-quality equipment and materials that provide strong support and enable both the frame and wheels to be locked. Spaces should be internal, where practicable and appropriate. Facilities must be inclusive for all users and all types of cycles, avoiding any need to lift, drag, or perform difficult movements to park a cycle. Use of two-tier cycle racks should be avoided except in areas of high density cycle parking provision such as at mobility hubs and where provided, at least 20% of the overall provision must be in single tier Sheffield stands without racks above. Long stay cycle parking should be covered. The design of cycle parking should complement their surroundings, integrate sympathetically into the streetscape, and be clearly identifiable to users with visual impairments.

**10.26** In residential developments, cycle parking should generally be located in a purpose-built lockable area within or with good access to the front of the house, or within a garage. It may only be located in a rear garden if placing it at the front would conflict with the established character of the surrounding area and if there is no garage available. Applicants should consider where additional cycle parking may be needed to accommodate visitors, and the most appropriate location for such provision. Shared cycle parking must have a funded maintenance programme and include provision for monitoring and removing abandoned cycles. Cambridge City Council's Cycle Parking Guide provides further guidance on the provision and design of cycle parking.

**10.27** Larger developments and those within accessible locations will need to be able to accommodate space for dockless cycle and scooter hire schemes, such as at mobility hubs and key destinations.

**10.28** Car Parking is important so vehicles can be stored safely where they don't cause highway problems. Parking displacement and inappropriate car parking impacts on quality of place, causes nuisance and can hinder emergency services. However, car parking is land hungry, can be unsightly, may undermine the quality of place, and can discourage travel by sustainable modes.

**10.29** It is therefore important that the right levels of car parking are provided in the right places. In areas well-served by non-car modes, such as close to a High Quality public transport services, mobility hubs and well served by active travel, this could mean limited car parking provision or car free development may be acceptable. In more rural areas where people are more reliant on cars, more spaces may be needed. A design-led approach responding to the location, context and opportunities presented by the proposal will therefore be needed, having regard to Homes England's Sustainable Placemaking Guidance Parking What Works Where.

**10.30** Innovative and flexible solutions to reduce car parking in appropriate locations should be considered, such as through smart parking and the provision of car clubs and shared or pooled parking. To enable more efficient and effective use of land within accessible larger, higher density developments consideration should be given to new models of parking provision, including provision of unallocated communal spaces, provision within car barns on the edge of the development or other novel approaches that may support a reduced number of spaces; for example, approaches that decouple the parking provision from residential developments, providing future residents with a choice whether to rent or purchase car parking. Unallocated communal car parking should be considered in most residential layouts together with some allocated parking because it only needs to provide for average levels of car ownership and allows for changing demand over time and provides both for visitors and residents. It can also accommodate car parking demand from non-residential

uses in mixed-use areas, which will tend to peak during the daytime when residential demands are lowest.

**10.31** Car-free and car-capped development will be supported in locations where the development will not impact negatively on the surrounding area by displacing car parking. Displaced parking may also be an issue within controlled parking zones (CPZ) where new on-street parking permits may be restricted to existing (not new) residents. Developers are required to monitor displaced parking, including in adjoining areas, and if necessary manage and mitigate impacts.

**10.32** Developers should take a holistic approach to the design of car parking, to ensure it is well-integrated into the development, does not dominate the street environment, and does not undermine the safety of any road users. It should reduce the propensity for fly parking which can arise from poorly sited or designed parking, such as inconvenient tandem parking (where two spaces are arranged one behind the other) or rear parking courts which fail to form a coherent part of the overall street layout and/or lack natural surveillance. Consideration should also be given to the integration of space for loading, servicing, and pick-up/drop off activities as appropriate to the development and location to ensure they can occur without obstructing cycle lanes, pedestrian routes, bus stops, or general traffic.

**10.33** Residential garages will only be counted towards car and cycle parking provision where they meet a minimum size requirement; 3.3m x 6m for a car, with an additional 1m at the end and/or 650-750mm at the side of a garage to park cycles.

**10.34** Guidance on the design and provision of designated accessible car parking spaces for blue badge holders is set out in BS 8300-1:2018 – Design of an accessible and inclusive built environment – External environment. Code of practice (British Standards institute, 2018), Inclusive Mobility: A Guide to Best Practice on Access to Pedestrians and Transport Infrastructure (DfT, 2021) and National Building Regulations. In developments such as hospitals, medical centres and surgeries, which often attract a high number of blue badge holders, applicants must review local need and it will likely be necessary to exceed the minimum standards set out in BS 8300-1.

**10.35** Building Regulations require Electric Vehicle charging provision for residential and non-residential developments but is important that in large and strategic developments site wide Electric Vehicle charging needs for other land uses and visitors are considered holistically. Developers must ensure infrastructure for Electric Vehicles is considered and designed-in from the outset and should have regard to section 2.5xvii of Cambridgeshire County Council's On-street Electric Vehicle Infrastructure Policy which complements the Cambridgeshire Highways Development Management General Principles for Development, and Cambridgeshire and Peterborough Combined Authority's Electric Vehicle Infrastructure Strategy.

**10.36** Electric Vehicle charging should be provided in a manner that reflects the intended use of the parking area, anticipated vehicle dwell times, grid capacity and inclusive access requirements. The type and power output of chargers should therefore be appropriate to the expected length of stay, with lower-powered chargers generally suited to longer-stay parking and higher-powered provision more suited to short-stay or higher-turnover use. A combination of charger types may be appropriate in some locations. Exceptions may be justified where Electric Vehicle charging supports inclusive access or essential operational requirements, including provision for designated accessible parking spaces, taxis, private hire vehicles, car clubs, community transport or other shared and low-emission services.

**10.37** Charging infrastructure should ordinarily be provided within the curtilage of the development or within managed off-street parking areas, rather than on the public

highway, in order to avoid street clutter, conflict with walking, wheeling and cycling routes, and additional maintenance liabilities for the highway authority. Particular consideration should be given to residential developments without individual driveways, including flats and apartments, where communal parking areas should be designed with suitable power connections and management arrangements to enable practical, equitable and future-proofed access to Electric Vehicle charging.

**10.38** Micromobility modes such as dockless cycles and e-scooters are an increasingly convenient and popular choice for short distance journeys within settlements, particularly in Cambridge where multiple schemes operate. They can make an important contribution reducing the transport impacts of developments and help to broaden modal choice, providing more flexible alternatives to public transport that can help to reduce trips by car. However, a lack of safe storage options within developments, both private and shared facilities, risks discouraging usage and can lead to wider issues around safety, security and street clutter. Different types of development are likely to generate different storage requirements, in response to the mix of uses proposed, anticipated usage and the availability of micromobility schemes in the area. Where increased demand is expected due to the development, including where micromobility modes are expected to play a role in supporting a development achieve their mode share target and mitigate likely transport impacts, applicants should consider the storage requirements and incorporate safe storage facilities into the design.

# Servicing and last-mile deliveries

**Policy I/SD: Servicing and last-mile deliveries**

1. All developments that generate freight and delivery movements must include adequate provisions for servicing appropriate to the scale, form and location of the proposal, including provision for commercial vehicles to park and turn safely within the development with on-street parking bays only being used where this is not possible. Where on-street loading bays are proposed, this must avoid causing illegal or dangerous parking.
2. Where the delivery and/or servicing operations and requirements for the site have the potential to negatively impact highway safety and/or the road network, a Delivery and Servicing Plan will be required to demonstrate how such impacts will be mitigated. Alternative delivery and servicing practices and emerging technologies should be incorporated into development proposals wherever practicable, prioritising measures that support emission reductions, including: use of existing or provision of new micro-consolidation centres; re-timing of deliveries; smart or joint procurement measures; cargo bikes, cycle freight, electric and low or zero-emission vehicles (including associated electric vehicle charging facilities); and delivery lockers in residential developments.
3. Proposals for new or enhanced micro-consolidation centres will be supported in principle where they will serve local areas that have an identifiable need, provided that they:
    a. Do not cause unacceptable impacts on Greater Cambridge's strategic road networks;
    b. Reduce road danger, noise and emissions from freight trips; and
    c. Enable sustainable last-mile movements, including by cycle, electric vehicles and/or innovative delivery solutions.
4. Proposals for any new industrial and distribution centres that will generate significant freight traffic must provide sufficient facilities for long-term and overnight lorry parking.

## Supporting information

**10.39** Development proposals should facilitate safe, clean, and efficient deliveries and servicing to minimise impacts on the amenity of neighbours, the environment, and the safety of the highways network. These considerations should be integrated into the design of any development at an early stage, including any servicing and delivery routes needed to serve the development, accounting for any location-specific considerations that may give rise to heightened safety risks such as schools or active travel routes.

**10.40** Growth in the demand for home deliveries increased during the COVID-19 Pandemic following the surge in online ordering. The resulting, sustained rise in deliveries generated a greater number of vehicle movements to homes and businesses across the UK. In built-up areas like Cambridge, this can add to vehicle congestion, impact negatively on air quality, and create conflicts between freight movement operations

and vulnerable road users. In considering delivery and servicing arrangements for a proposed development, applicants should prioritise measures that make a positive contribution to climate change mitigation and emissions reductions, in line with the wider strategic objectives for the Local Plan.

**10.41** Micro-consolidation centres (sometimes called last-mile hubs) are an alternative delivery and servicing practice that can help to mitigate the negative impacts of increased delivery movements. They are small-scale facilities, located within or close to urban or neighbourhood centres, where parcels and other orders can be grouped before they are delivered to their final destination. Micro-consolidation centres help to reduce the number of separate, individual deliveries that are made to homes and businesses. Their location means that last-mile trips in the delivery chain can be made in a more sustainable, less impactful manner, for example, using cargo bikes or electric vans for bulkier goods. Micro-consolidation centres can also help to ensure that deliveries are targeted at off-peak travel periods, thereby further helping to reduce traffic congestion during peak travel periods.

**10.42** Other innovative and flexible solutions to local delivery needs and last-mile logistics should be incorporated into development proposals wherever practicable. Digital and online infrastructure can support better management of delivery timing and vehicle movements. Future proofing consolidation facilities will also help to facilitate the integration of technological improvements such as the use of drones and autonomous delivery vehicles.

**10.43** Delivery and Servicing Plans will help to ensure that an appropriate strategy is in place for delivery and servicing operations to be undertaken safely and without significant detriment to local communities and the environment – these should be incorporated into a Travel Plan where they are required, and should align with any Transport Assessment or Transport Statement prepared for the proposal, in line with Policy I/ST: Sustainable transport and connectivity. Delivery and Servicing Plans will typically include:

- The physical design and layout of the site, and how it provides adequate provision for delivery and servicing activity from the commencement of the site's use;
- The day-to-day policies and measures that will be implemented so that deliveries and servicing are appropriately managed, and how the local disruption and environmental impacts of that activity will be minimised over time. It should set appropriate targets for continuous improvement; and
- The forecast trip rates for the site.

**10.44** Planning conditions and planning obligations will be used to help secure and enforce appropriate arrangements.

# Safeguarding important infrastructure

## Policy I/SI: Safeguarding important infrastructure

1. Land subject to the following Safeguarding Directions, as identified on the Policies Map, will be subject to consultation by the Local Planning Authority as follows. Planning permission will not be granted for development that would prejudice the construction or effective operation of these transport schemes:
    a. Proposals in the A428 Black Cat to Caxton Gibbet Improvement Scheme safeguarded area will require consultation with National Highways.
    b. Proposals in the East West Rail scheme safeguarded area will require consultation with the East West Railway Company.
2. Planning permission will not be granted for development that would prejudice the construction or safe operation of the following safeguarded transport schemes, as shown on the Policies Map:
    a. Cambridge to Cambourne public transport corridor.
    b. Cambridge South East Transport Scheme: Stage 2.
    c. Waterbeach to Cambridge public transport corridor.
3. New development that intersects with or adjoins the indicative alignment for the Chisholm Trail, as shown on the Policies Map, must demonstrate that it will support the delivery of the safeguarded scheme (in part or in full), and not prejudice its continued use and/or development.
4. Existing rail freight facilities and sidings at Duxford and Foxton are safeguarded for rail freight and interchange facilities.
5. Development, including change of use, which is likely to lead to an increase in the number of people living, working or congregating on land within the Cambridge Airport Public Safety Zone, as identified on the Policies Map, will not be permitted.
6. Development proposals within Cambridge Airport's Air Safeguarding Zones, as identified on the Policies Map, will be the subject of consultation with the operator of the airport and the Ministry of Defence. Restrictions in height, or changes to the detailed design of development may be necessary to mitigate the risk of aircraft accident and maintain the operational integrity of the airport.
7. Development proposals within Duxford Aerodrome's Air Safeguarding Zone, as identified on the Policies Map, will be the subject of consultation with the operator of the aerodrome.
8. Development proposals within the Lord's Bridge Restricted and Consultation Areas will be considered as follows:
    a. Within the 'Lord's Bridge Restricted Area', as identified on the Policies Map, planning permission will only be granted for development that would not result in any risk of interference to the Mullard Radio Astronomy Observatory at Lord's Bridge.

b. Within the 'Lords Bridge Consultation Area 1', as identified on the Policies Map, development proposals that could adversely affect the operation of the Mullard Radio Astronomy Observatory at Lord's Bridge will be subject to consultation with the University of Cambridge, and account will be taken of the risk of interference to the equipment being used at the Observatory. Planning permission will be refused where interference would be caused that could not be overcome by conditions or by the use of planning obligations.

c. Within the 'Lords Bridge Consultation Area 2', as identified on the Policies Map, development proposals for telecommunications and microwave operations that could adversely affect the operation of the Mullard Radio Astronomy Observatory at Lord's Bridge will be subject to consultation with the University of Cambridge, and account will be taken of the risk of interference to the equipment being used at the Observatory. Planning permission will be refused where interference would be caused that could not be overcome by conditions or by the use of planning obligations.

9. Development required for operational defence purposes within and around Bassingbourn Barracks and Barton Road Rifle Range, as identified on the Policies Map, will be supported if it sustains the ongoing functionality and viability of these defence establishments. Non-defence development will only be supported where it would not adversely affect defence related operations.

10. Development proposals within the East 2 Wide Area Multilateration (WAM) Network safeguarding areas, as identified on the Policies Map, will be the subject of consultation with the Ministry of Defence (MOD) where development triggers the consultation requirement of the safeguarding area. Planning permission will be refused where interference to the East 2 WAM Network would be caused that could not be overcome by conditions or by the use of planning obligations.

## Supporting information

**10.45** Greater Cambridge has an expansive infrastructure network that helps support many important functions both nationally and locally. It is important that infrastructure is protected from development proposals that would adversely affect their operation.

**10.46** The Secretary of State for Transport issued Safeguarding Directions for the A428 Black Cat to Caxton Gibbet highway improvement scheme (8 September 2022) and East West Rail (first given on 14 November 2024 and updated on 19 November 2025), to protect the land needed for delivering the transport projects. The Local Planning Authority is required to consult National Highways and/or East West Railway Company on any proposals for development within the safeguarded areas, shown on the Policies Map, to ensure that any potential conflicts between proposed developments and the transport projects are identified and addressed early on.

**10.47** The East West Rail route will not be determined through the development plan process, but will instead be subject to an application for development consent under the Planning Act 2008, which will provide an opportunity for interested parties to submit representations on the proposals themselves. The A428 Black Cat to Caxton Gibbet improvement scheme was granted development consent by the Secretary of State for Transport on 18 August 2022 and is under construction at the time of this Local Plan being prepared.

**10.48** The Greater Cambridge Partnership has submitted applications through the Transport

and Works Act Order process to obtain authorisation for the construction and operation of new public transport schemes on three corridors into Cambridge: Cambourne to Cambridge; and Cambridge South East Transport (Phase 2) schemes. The Waterbeach to Cambridge scheme is at an advanced stage of preparation and is expected to be submitted shortly. To prevent development that may prejudice these schemes coming forward, land subject to these applications is safeguarded in this Local Plan. The safeguarding, as reflected in the Policies Map, reflects the applications as submitted at the point they were submitted. Future decisions would have to take account of any updates to these areas agreed through the Transport and Works Act Order process.

**10.49** Other Mass Rapid Transit routes and schemes are being identified and appraised as part of an outline strategic business case prepared by the Cambridge Growth Company and Cambridge and Peterborough Combined Authority. Such routes may be subject to future safeguarding.

**10.50** Improving active travel links is a key priority for this Local Plan and there has been a longstanding commitment through recent transport plans and strategies of Cambridgeshire County Council and the Cambridgeshire and Peterborough Combined Authority to the creation of a safe, off-road north-south walking and cycling trail in Cambridge – the Chisholm Trail. Phase 1 of the scheme from Cambridge North Station to Coldham's Lane has now been implemented. As the Greater Cambridge Partnership continues to develop detailed plans for the next phases of the scheme, this Local Plan safeguards the indicative alignment to prevent development that would prejudice the ongoing use of the Chisholm Trail and its continued development, and help to secure its delivery where intersecting or adjoining developments may be able to support.

**10.51** Rail has an important role in the movement of freight. There are a number of railway sidings within Greater Cambridge, which either are used, or have the potential to be used in the future, which have been safeguarded in successive local plans. It is understood that the sidings at Fulbourn are no longer connected to the rail network, so is not proposed to be carried forward into this plan.

**10.52** Although the Local Plan anticipates the Cambridge Airport site being redeveloped, whilst it remains operational planning decisions must take full account of safety requirements.

**10.53** Public safety zones are identified where development is restricted whilst the airport is operational in order to minimise the number of people at risk of death or injury in the event of an aircraft crash on take-off or landing. The Airport Safeguarding zone is in place to ensure the safety of aircraft, their passengers and crew while taking off or landing or while flying in the vicinity of Cambridge Airport. This is achieved by assessing proposed development so as to:

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

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

**10.55** A similar Aerodrome Safeguarding Zone applies to the Imperial War Museum Duxford (Shown on the Policies Map). Applications for development within Duxford's Air Safeguarding Zones will be the subject of consultation with the aerodrome operator.

**10.56** The internationally important Mullard Radio Astronomy Observatory at Lord's Bridge contains unique radio and optical telescopes which are highly susceptible to many forms of interference, specifically electrical interference, light pollution and mechanical vibration. Arrangements are made to consult the University of Cambridge about the technical consequences for the observatory of proposed development. Harm caused to the Observatory will be overcome with use of conditions or planning obligations to regulate the installation and use of equipment likely to interfere with the operation of the observatory.

**10.57** Bassingbourn Barracks and Barton Road Rifle Range have been identified as sites that play a role in supporting national defence activities. National planning policy sets out that planning policies should recognise and support development required for operational defence and security purposes. As per national planning policy, these operational defence sites will be protected from adverse impacts that may arise from other developments.

**10.58** The East 2 WAM Network contributes to aviation safety by feeding into the air traffic management system in the Eastern areas of England. There is the potential for development to impact on the operation and/or capability of this technical asset which consists of nodes and connecting pathways. Development proposals within East 2 WAM Network safeguarding areas (shown on the Policies Map), will be the subject of consultation with the MOD where development triggers the consultation requirement of the safeguarding area. Harm caused to the East 2 WAM Network will be overcome with use of conditions or planning obligations.

**10.59** This policy should be read in conjunction with the Cambridgeshire and Peterborough Minerals and Waste Local Plan 2021 (or successor document), which includes various safeguarding policies pertaining to existing and future infrastructure.

# Aviation development

## Policy I/AD: Aviation development

1. Development proposals for new airfields or flying sites, or for the expansion or intensification of use of any existing airfields or flying sites (including Cambridge Airport), will only be approved where:
   a. The economic employment or emergency services advantages will be significant to the area, as demonstrated by a Business Plan;
   b. The cumulative noise impacts of flying in the area will not have a significant impact on the area's amenity, with particular regard to local residents and any nearby noise-sensitive buildings;
   c. The range of aerial recreation provision in the area will be significantly improved;
   d. No adverse safety issues will arise from the proposal, including the safety of users of public rights of way close to, or crossing, the site; and
   e. They do not lead to conflicts with operational or planned sites for renewable energy generation.
2. Assessment of aircraft noise impacts (including gliders, Unmanned Aerial Vehicles (UAV) or Unmanned Aircraft System (UAS)), including engine testing, should:
   a. Reflect aircraft noise exposure contour values for daytime and night-time using National Government approved noise standard metrics, supplemented as appropriate by other considerations such as a single-event levels of individual events;
   b. Consider the scale and types of flying activities proposed at the site (or are likely to be associated with it), such as aerobatics, aero-towing, ballooning, flying training (including ab-initio flights), helicopters, historic aircraft, parachuting, touch and go movements, circuit training and/or special event days (this list is not exhaustive);
   c. Identify other factors which may give rise to noise impacts, including:
      (i) The type and weight of aircraft;
      (ii) Their movement frequency; and
      (iii) Hours of operation.
3. In exceptional circumstances, temporary planning permission may be permitted to allow a 'trial-period' to assess a proposal's adverse impacts. The details of any 'trial-period' including assessment conditions and criteria will need to be agreed as part of any planning consent.
4. Where planning permission is granted, any agreed activities, operations and, or restrictions will be controlled by planning conditions.

## Supporting information

**10.60** South Cambridgeshire has a long association with flying and, in addition to Cambridge Airport there are a number of established aerodromes and smaller airfields in the district, including IWM Duxford with its large collection of flying historic aircraft and internationally renowned air shows. Aviation contributes to national, regional and local economies and there are a number of industries established on local airfields. However, airfields can also raise environmental issues which need careful consideration to balance the different interests that can be in conflict. In particular, noise resulting from flying activities has been a source of complaints in the past and is still a very sensitive issue in some areas of the district. The Council would therefore expect all applications to be supplemented with a Noise Impact Assessment to demonstrate the anticipated noise impact upon the local area, especially in regard to residential properties.

**10.61** A Business Plan should include details of existing aviation activities, the need for alternative changes to current provision, and details of the proposal and implications of the proposal on, for example, the rural economy. This should also demonstrate the measurable economic, employment or emergency services advantages to an area and should remain financially viable as evidenced by an independent review undertaken by an appropriate professional consultant, at the cost of the applicant.

**10.62** This policy is intended to provide a framework within which any individual proposal can be considered in the light of all the particular local circumstances. Aircraft noise will usually be assessed in terms of the Government's environmental noise regulations (overseen by DEFRA) for acceptable daytime/night time noise metrics supplemented as appropriate by other considerations such as the maximum noise level of individual events. It may also be necessary to adopt acceptability criteria for the noise exposure level appropriate to local circumstances, for example to account for public perception of increased annoyance where local background noise conditions are unusually low or where flying activities are already experienced from the use of other local airfields.

**10.63** Certain types of flying activity may result in a different level or type of potential impact from that caused by conventional modern aeroplanes taking part in 'normal' flights. Such disturbance may often (but not always) be more severe. For example, the noise impacts from helicopters can be considerable in an urban environment like Cambridge, where there are few locations where a heliport could be located without having major impacts on residents. Accordingly, proposals for new heliports will need very careful consideration.

**10.64** Applicants will be required to demonstrate how their proposal will operate by detailing its intended activities and operations, including their scale. These would normally include: the type and weight of aircraft to be operated from the airfield; the type of aircraft activities proposed including the frequency of landings and departures for different aircraft, including any touch-and-go movements or circuit training; the total number of daily movements; and hours of operation. Where planning permission is granted, planning conditions will be used to control/monitor these activities. Significant improvements would normally constitute a demonstrable local need being met.

**10.65** It is also recognised that with changing technologies and aerial innovation, some proposals may be much more difficult to assess in terms of their impact, both positive and negative. It is therefore considered reasonable to allow, in exceptional circumstances temporary planning permission, to allow a 'trial-period' for proposals to allow a more detailed analysis of the negative and positive impacts the temporary development will generate. To assess impacts, applicants will be required to complete periodic assessments. These will include public consultations with local residents and reports detailing how amenity and noise complaints have

been managed including any mitigation measures implemented. These assessments should also be submitted as part of any submission for a permanent planning permission application.

# Energy infrastructure masterplanning

**Policy I/EI: Energy infrastructure masterplanning**

1. Developments of either 250 or more dwellings, 10,000m2 or more of non-residential floorspace and proposals for new data centres will be required to provide Energy Masterplans of a scale and nature that would allow for the benefits of smart energy management to be identified and secured. These masterplans should include an assessment of:
   a. The capacity of infrastructure to support the development.
   b. Any necessary reinforcements to grid infrastructure.
   c. The approach to energy provision to support net zero carbon development in line with the requirements of policy CC/NZ.
   d. Measures to help reduce peak demands on the electricity grid including use of flexibility services, incorporation of smart meters and provision for battery storage and smart energy management of electric vehicle charge points in order to shift demand away from peak times and help to smooth demand profiles.
2. To help support necessary grid reinforcements land adjacent to existing grid infrastructure, for example primary sub-stations, shall be safeguarded from other forms of development.

## Supporting information

**10.66** Work carried out to assess electricity grid capacity for Greater Cambridge has highlighted the need to triple capacity to support the development planned in the area under existing local plans and support the electrification of transport. The electricity grid serving the area has also seen a significant growth in renewable and low carbon energy generation.

**10.67** While these capacity issues can be resolved through traditional grid reinforcement routes, there are opportunities to take a more joined up approach to infrastructure provision in order to support the transition to a net zero carbon society and open up the potential for some infrastructure to be forward funded to help speed up the delivery of key development sites.

**10.68** Work carried out as part of the Cambridgeshire Local Area Energy Plan, which includes an addendum looking specifically at growth around Greater Cambridge, has identified the need for significant upgrades of existing and new grid infrastructure to support both growth and wider decarbonisation. This data has been shared with UK Power Networks (UKPN) to inform their ED3 Business Plan, which will cover the period from 2028 to 2032. While the Local Area Energy Plan is a strategic level document, which presents a picture of capacity at a moment in time, more detailed work on masterplanning of strategic developments progresses will help to provide greater clarity as to the actual energy requirements and the infrastructure required to support development. This data will be used to keep the Cambridgeshire Local Area

Energy Plan up to date and to help inform future rounds of business planning by UKPN.

**10.69** In seeking to ensure that this approach is integrated at a very early stage, via the development of energy masterplans for strategic developments and data centres, this approach can also help to support funding of such infrastructure. This was the case for the provision of new infrastructure to support the development of the Cambridge East Grid and Trumpington Primary Sub Station, where the case was made for full Ofgem funding for the infrastructure given the level of employment growth that the new infrastructure would help to support. Note that the approach to grid infrastructure capacity to support new renewable energy generation is considered as part of Policy CC/RE Renewable energy projects and infrastructure.

**10.70** The details of what an Energy Masterplan should contain is set out in the Sustainability Checklist with further detail provided in a technical note.

# Infrastructure and delivery

## Policy I/ID: Infrastructure and delivery

1. Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of physical and social infrastructure necessary to make the scheme acceptable in planning terms. In addition to making financial contributions via any Community Infrastructure Levy operable at the point of the applications, where necessary to make the scheme acceptable developers will be required to deliver infrastructure directly  secure commitments from relevant providers to deliver new or improved infrastructure, and/or make financial contributions through planning obligations. The nature, scale and phasing of any obligations sought will be related to the form of the development and its potential impact upon the area.
2. The provision of necessary infrastructure must be co-ordinated, phased and secured in tandem with the build-out and occupation of the development. In instances where the infrastructure provision is to be phased, the planning application must be accompanied by a phasing strategy evidencing how necessary infrastructure will be delivered in a timely way to support occupation of the relevant phase. Infrastructure provision should reflect the needs of the area as identified within Development Plan policies and the Infrastructure Delivery Plan, together with any additional evidence prepared and submitted at planning application stage.
3. Proposals for new development will be required to demonstrate adequate capacity exists or is capable of being secured both on and off site to serve the development. Where existing infrastructure will be placed under strain due to the impact of new development, improvements to existing infrastructure or compensatory provision should be made to ensure an appropriate level of infrastructure is maintained. Where appropriate, contributions may also be required towards the future maintenance and upkeep of facilities, either in the form of initial support or in perpetuity, in accordance with Government guidance.
4. The infrastructure needs of development proposals that form part of a wider site allocation will be assessed in terms of the capacity of the site allocation as a whole.
5. Applicants should take account of the Development Plan policies, other relevant statutory plans and any applicable Community Infrastructure Levy when developing proposals and acquiring land.

### Utilities Statements

6. A Utilities Statement will be required for all planning applications for major development. A Utilities Statement should provide details of how the proposed development will connect to existing utility infrastructure systems, including:
    a. Electricity;
    b. Gas (where appropriate);
    c. Telecommunications and digital infrastructure;
    d. Potable water supply;
    e. Foul and surface-water drainage.

7. A Utilities Statement should demonstrate that the development will not result in undue pressure on the delivery of those services and how such pressure could be mitigated or otherwise addressed, such as through appropriate phasing. Where new infrastructure or improvements to existing infrastructure are needed to accommodate the needs of the proposed development in full, the Utilities Statement should include details of any engagement and agreements made with network operators or utilities providers that have informed the planning application and demonstrate that any additional capacity could be made available at the appropriate time.

## Viability

8. Development proposals will be expected to comply with all relevant policy requirements established in the Development Plan. If an applicant wishes to make a case that viability should be considered on a development-specific basis, they should provide clear evidence of the specific issues that would prevent delivery, including measures assessed to address these.
9. A viability assessment will need to be submitted that demonstrates that the proposed development cannot be viably developed at the current time. That assessment will be subject to independent review for which the applicant will bear the cost.
10. Where the Councils determine the benefits of the development outweigh any harm arising due to not fulfilling the policy requirements, the Councils will determine the balance of planning obligations and will, where appropriate, require a review and clawback mechanism to be incorporated into legal agreements to ensure that additional contributions are provided overtime should viability improve.

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## Supporting information

**10.71** Infrastructure is an all-encompassing term that includes but is not limited to roads; public transport; infrastructure and services, active travel; public rights of way and bridleways; utilities; the public realm; community safety; public art; facilities and services including schools, libraries, primary, secondary and specialist healthcare facilities, waste management, emergency services, community centres and halls, cultural and faith facilities, and specialist services such as youth and women's services, as well as strategic and local green infrastructure, (including, but not limited to, parks, open spaces, playgrounds, natural green spaces and land for biodiversity), indoor and outdoor sports facilities, food growing spaces and burial spaces. It may also include the deployment of community development workers to new developments.

**10.72** All new development in Greater Cambridge must be supported by the timely provision of necessary infrastructure to support the development proposal and the delivery of sustainable, healthy communities. This may include new facilities and services or enhancements to existing provision. The impact of a development on local infrastructure will depend on the type of development proposed, its scale, and what existing provision is available to accommodate the needs arising. In identifying where additional infrastructure capacity is needed, applicants should refer to relevant local, sub-regional and national policies and standards, as established and/or referenced in the Development Plan or the Infrastructure Delivery Plan (IDP).

**10.73** Meeting development standards, such as those prescribed in local planning policy, other statutory plans (such as the Local Transport Plan), site-specific works, and

contributing towards infrastructure improvements, are an integral part of the acceptability of a development proposal in planning terms and are normally required to be implemented as part of the delivery of a development scheme. It is therefore important that the cost of these is factored into the cost of a development, including the land value to acquire a development site.

**10.74** For the Greater Cambridge area, the infrastructure needed to support planned growth over the plan period, and deliver the spatial strategy, is set out the IDP, which has been informed through engagement with relevant services providers. Where appropriate, account has been had to ongoing management and maintenance, the need to fund initial establishment costs, and any monitoring requirements. The infrastructure identified in the IDP will be delivered through a combination of public and private sector investment, including through the use of Community Infrastructure Levy (CIL) and planning obligations.

**10.75** Major developments, particularly within strategic growth sites, provide opportunities for new on-site infrastructure provision to serve the development and the needs of the wider area. The site allocation policies and IDP help to identify requirements and considerations for infrastructure within specific sites and areas. This can and should be supplemented with site-wide master-planning to ensure the delivery of infrastructure and services is coordinated – it is the right size, in the right location, appropriately phased to support the pace of development, secured and delivered in tandem with the occupation of development, integrated into development proposals in accordance with a design-led approach, and issues of future management and transfer are addressed. Development which is poorly programmed can lead to infrastructure problems and can negatively impact local services and communities. In addition, developers are encouraged to design to adoptable standards and seek adoption of roads and spaces where possible.

**10.76** Some public services can successfully share facilities such as libraries, health facilities and meeting rooms. Co-location can make service provision more efficient and provide opportunities to minimise on-going costs. Service providers and other stakeholders should be engaged early in the planning process to enable such opportunities to be realised.

**10.77** Individual development proposals within strategic growth areas will be required to contribute fairly and equitably towards the infrastructure needs of the growth area, through both on-site provision and financial contributions to relevant off-site requirements.

**10.78** While smaller developments, not part of strategic growth sites, offer less opportunity for on-site provision, individually and cumulatively they are likely to require physical works or other forms of improvement to support them.

**10.79** Where a Community Infrastructure Levy (CIL) is in operation for Greater Cambridge it will be operated in tandem with planning obligations that are required to manage site specific requirements and impacts.

**10.80** Where development is likely to trigger a requirement for planning obligations, it is expected that applicants engage in pre-application discussions with the Greater Cambridge Shared Planning Service to agree draft Section 106 Heads of Terms that will be submitted with each application. Where management or ongoing maintenance fees are applied, the Councils would encourage developer to keep these affordable and proportionate.

## Viability considerations

**10.81** The policies of the Local Plan and CIL Charging Schedule have been subject to

assessments of viability to ensure that what is sought is viable in the local context. It will therefore be for an applicant to demonstrate, to the Councils satisfaction, that the applicable policy requirements and any obligations due cannot be met in full because of exceptional site-specific circumstances.

**10.82** Where an applicant is concerned with the viability of their proposal, they are strongly encouraged to engage the Council in pre-application discussions and will need to provide an open book viability assessment, following the recommended approach set out in National Planning Guidance, to support their application.

**10.83** Where viability considerations are accepted, the Councils will determine the balance of obligations and will likely require a future review and, where appropriate, clawback mechanisms to account for circumstances where the scheme viability improves prior to completion.

# Digital and telecommunications infrastructure

**Policy I/DT: Digital and telecommunications infrastructure**

1. Telecommunications and digital infrastructure development shall be permitted in accordance with other policies within the development plan where, as appropriate to the scale and nature of the development, it is demonstrated that:
    a. Street clutter is minimised, reflecting the cumulative number, size, and prominence of equipment cabinets;
    b. Where on a building, the location and design does not have a detrimental impact to that building's appearance and setting;
    c. The proposal does not have a detrimental impact on the visual amenity of the area and has special regard to the natural and historic environment, where the quality of the landscape or townscape may be particularly sensitive to the intrusion of communications infrastructure;
    d. The development does not cause unacceptable impacts to highways safety or detrimental impacts to the functioning of active travel infrastructure; and
    e. There will be no significant and irremediable electromagnetic interference with other electrical equipment, air traffic services, instrumentation operated in the national interest, or other operations and equipment that are sensitive to electromagnetic pollution.

## Digital infrastructure

2. The improvement of the digital communications network across Greater Cambridge, including the provision of digital infrastructure upgrades or community facilities that provide publicly accessible Wi-Fi, will be supported subject to compliance with relevant development plan policies.
3. Proposals for new public and commercial premises should include gigabit-capable connections to each premises in tandem with the build-out and occupation of the development, unless an agreement with network operators cannot be reached to provide such a connection due to the remoteness of the site. Where no agreement can be reached, Superfast Broadband may be accepted provided clear evidence is presented to the Local Planning Authority that:
    a. all reasonable efforts have been made to engage and reach an agreement with network providers; and
    b. the development has been designed in such a way that it can be adapted to enable the provision of gigabit-capable connectivity in the future.
4. Provision for high-capacity broadband (such as ducting for cables) should be designed and installed as an integral part of development to minimise visual impact and the potential for future disturbance during maintenance.

## Telecommunications infrastructure

5. All telecommunications infrastructure should be designed to be capable of responding to changes in technological requirements over the period of the development. Proposals for larger developments and tall buildings should consider the impact of building design on mobile coverage for existing and future occupants and take appropriate action to mitigate any adverse impacts.
6. Planning applications that include either 30 dwellings or more, or commercial floorspace of 1,000 square metres or more must include suitable infrastructure that would support any future rollout of appropriate telecommunications equipment such as small cell mobile communications technology or mobile masts and towers.
7. Planning applications that include the development of either 250 dwellings or more or 10,000 square metres or more commercial floorspace must assess the suitability of mobile coverage in meeting the needs of the proposed development and, where mobile coverage deficiencies are identified, provide details of proposed improvements and agreements with network operators or neutral host providers that address identified mobile coverage deficiencies.

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## Supporting information

**10.84** Fast and reliable digital connectivity is essential in today's economy and in every aspect of how people live, work and participate in society. The absence of network connectivity can impact on the educational, employment, financial and health outcomes of individuals and families. Therefore, early provision of high-quality broadband and securing strong mobile coverage also serve an important social function for Greater Cambridge. As a result, high-quality connectivity is becoming an integral requirement for new developments. Designing this requirement into the development helps mitigate more expensive and disruptive retrofitting of technologies whilst also ensuring that the equipment can be hosted in an appropriate location which will likely speed up deployment.

**10.85** Proposals for new residential dwellings are required to provide for gigabit-capable network connectivity by Approved Document R: Infrastructure for Electronic Communications of The Building Regulations 2010, unless the next fastest broadband speed can be justified on the basis of exemptions stated within The Regulations. Meanwhile, this policy requires applications for new publicly accessible and commercial premises to demonstrate how gigabit-capable connections will be secured on first occupation, to further support the delivery of high-quality digital connectivity in Greater Cambridge.

**10.86** There can be feasibility challenges to the delivery of gigabit-capable connectivity or strong mobile network connectivity in new development, particularly in remote locations that are not readily linked to or covered by existing infrastructure. In situations where securing gigabit-capable connectivity is not feasible with current technology, applicants should demonstrate how their development has been adapted to ensure that it can facilitate high-level digital connectivity in future (such as the installation of ducting within the site for future use).

**10.87** The Government has committed to being a world leader in 5G – the next generation of wireless communications technology – with the aim of having the majority of the population benefitting from 5G coverage by 2027. Greater Cambridge's economy is driven by businesses in knowledge-based sectors, with many businesses in the area

relying on the use of cutting-edge digital technology. 5G is likely to require improvements to existing infrastructure and the introduction of new mobile infrastructure and small-cell technology in order to provide the capacity needed for the large numbers of users that are expected to require digital support in Greater Cambridge's near future.

**10.88** The design of the development should consider the impact of building design on mobile coverage for existing and future occupants and take appropriate action to mitigate any adverse impacts. Mobile Network Operators utilise a range of technologies to build and improve their networks, such as low-power, short-range wireless transmission (or "small cell") systems that can cover localised, geographical areas. Small Cells now offer the opportunity to provide more localised improvements where the installation of a large mast, street works monopole or rooftop site would be prohibitively expensive to deploy for a small area requiring mobile coverage improvements.

**10.89** Applicants will be expected to provide the following information as part of their planning application:

a. Agreements with broadband network operators for the provision of gigabit capable services. Where agreements are not possible, evidence that all reasonable efforts have been made to engage and reach an agreement with network providers and that the development has been designed in such a way that it can be adapted to enable the provision of gigabit-capable connectivity in the future;

b. The ways in which digital infrastructure and associated street furniture, such as ducting and broadband street cabinets, have been integrated into the design and layout of the development; and

c. Where policy thresholds are met, an assessment of whether the current mobile coverage and capacity is suitable for the proposed new development and details of any agreements with Mobile Network Operators or neutral host providers outlining any improvements that will be delivered as part of the development and how any telecommunications infrastructure will be maintained.

**10.90** For major planning applications, the Local Planning Authority will expect the above details to be included as part of a Utilities Statement in line with the requirements in Policy I/ID. For minor planning applications, where required, details can be provided as part of a Design and Access Statement or Planning Statement for the proposed development.

# Construction management

## Policy I/CM: Construction management

1. All major development, or other development that due to its nature or location is likely to have an adverse impact on the local environment and amenity during construction, must be informed by a Demolition Environmental Management Plan (DMP), a Construction Environmental Management Plan (CEMP), or a combined Demolition and Construction Environmental Management Plan (DCEMP). These must be agreed by the Local Planning Authority prior to the commencement of development. For phased development they should be prepared for each phase of the development.
2. DMPs, CEMPs and/or DCEMPs should evidence how potential adverse impacts of construction will be managed in line with industry best practice. The level of information provided should be proportionate to the scale and nature of the proposed development and may include registration with the Considerate Constructors Scheme. DMPs, CEMPs and DCEMPs should address the following details:
    a. Traffic management – vehicular access to and egress from the site during construction and/or demolition activities (including arrangements for deliveries and the provision for the cleaning of vehicle tyres to avoid the deposition of mud / debris on the public highway);
    b. Material and equipment storage during construction and/or demolition;
    c. Site operation and working hours, including delivery and dispatch times, and staff welfare facilities;
    d. Measures to be incorporated during demolition and/or construction to mitigate, control and monitor impacts arising in relation to artificial lighting, noise, vibration, surface water, drainage, dust, odour and other pollutants;
    e. Safeguards and controls to minimise the risk of land contamination and the pollution of groundwater arising from demolition and/or construction activities;
    f. Measures to reduce the use of potable water and promote the use of alternative water sources during demolition and/or construction, where possible;
    g. Safeguards and controls to minimise the risk of harm to trees, protected habitats and protected species that could arise during demolition and/or construction;
    h. Soil management plans in line with DEFRA's Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (or successor documents) for the reuse of site-won soils and aggregates, and for the importation of off-site soils and aggregates;
    i. The process for communication and liaison with the public, including contact details of the site manager(s);
    j. Details of how compliance with the named document will be monitored;
    k. Commitment to a Considerate Constructors Scheme or Considerate Contractor Scheme; and
    l. Details of how appropriate highways monitoring will be carried out where proposals impact on non-adopted highways.
3. Materials already on-site or brought to the site during construction should be carefully

managed to reduce the amount of residual waste produced and maximise the reuse or recycling of materials either onsite or locally.

4. Any construction spoil reused within the development should take account of potential land contamination and the landscape character; the creation of features alien to the local topography should be avoided.
5. Wherever practicable, construction traffic will be required to be routed to avoid roads passing through residential areas. Any temporary haul roads must:
   a. Be agreed with the Local Planning Authority;
   b. Be located, designed and landscaped in such a way as to avoid any adverse impacts on existing residents and businesses; and
   c. Have an agreed methodology for where they cross public rights of way.

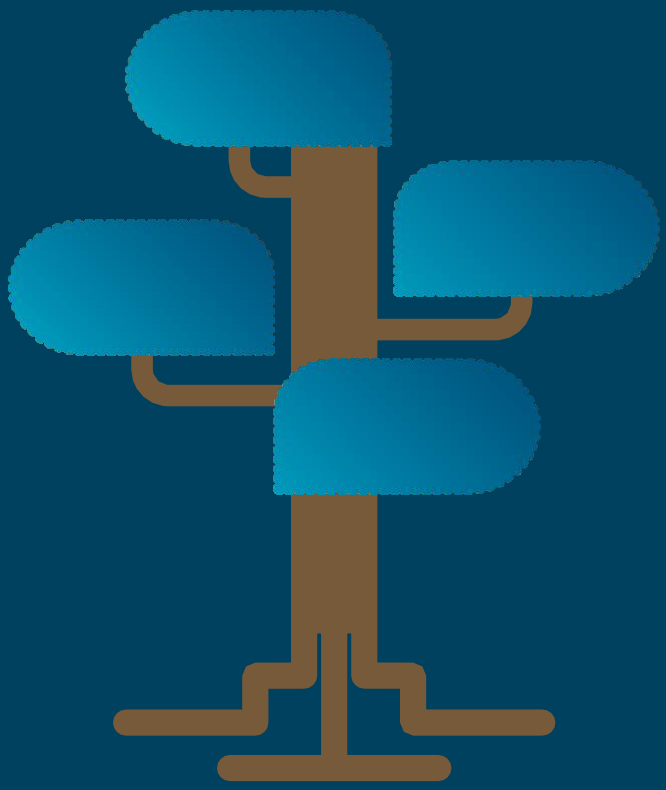
## Supporting information

**10.91** DMPs, CEMPs and DCEMPs are often used to set out how any potential adverse impacts from construction sites to the surrounding community, neighbouring land uses and the natural environment will be managed in line with industry best-practice. Justification should be provided to demonstrate why certain control measures to be used during demolition and/or construction will be the most effective and suitable, taking account of the best practical means available to mitigate. DMPs, CEMPs, DCEMPs should be prepared in accordance with the supplementary guidance set out within the Greater Cambridge Sustainable Design and Construction SPD (2020), or successor document.

**10.92** Demolition and construction and the byproducts of these activities can adversely affect the amenity of neighbouring land users and the local environment through the generation of noise and vibration, odour, dust, visual pollution, construction waste and spoil, and other adverse impacts. The construction process for new development can also use a significant amount of natural resources. Soils are a particularly valuable resource and carbon store that can be lost during construction; the Local Planning Authorities will expect DMPs, CEMPs and DCEMPs to provide details of how soils and aggregate will be stored, reused as part of the development and/or transferred off site, and this information should be prepared in accordance with DEFRA's Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (or successor documents). Where peat soils are present on site, details of the suitably qualified and experienced soil scientist or practitioner to be appointed to oversee the reuse, relocation and removal of the peat soils must also be provided.

**10.93** The Local Planning Authorities have a preference for DMPs, CEMPs or DCEMPs to be submitted as part of a planning application for a proposed development, rather than being sought later by way of a condition, particularly in cases where demolition and/or construction activity could have a significant adverse impact on nearby sensitive premises or natural assets. The document will need to be reviewed and agreed by the Local Planning Authority prior to the commencement of development. This may include registration with the Considerate Constructors Scheme (CCS) – a national initiative established by the construction industry. Any construction sites and companies that register with the scheme are monitored against a Code of Considerate Practice, which includes guidelines for respecting the community by considering the impact on th$_{7}$e$_{4}$i$_{0}$r neighbours, and for protecting and enhancing the environment.

# Appendices



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# Appendix A: Glossary

*Academic staff*

A person with a contract of employment with an existing higher education institution and / or an affiliated institution, to undertake a role in teaching, research, or provide academic support (professors, lecturers, researchers and other faculty members who hold academic positions) which: (i) is for a term of not less than six (6) months, and (ii) exceeds eighteen (18) hours working time per week.

*Academic visitors*

A person who undertakes teaching or academic research at an existing higher education institution or an affiliated institution as uncontracted academic staff.

*Active frontages*

Building frontages that serve to enhance the visual and physical interaction between people inside the building and the external surroundings, contributing to the creation of a vibrant pedestrian environment.

*Active Travel*

Everyday journeys made by walking, wheeling, or cycling. It includes trips that are made by foot, pedal-cycles, e-cycles, adapted cycles, wheelchairs, mobility scooters and push-scooters.

*Aggregates*

Aggregates take a number of different forms. Primary Aggregates include naturally occurring sand, gravel and crushed rock typically used for a variety of construction and manufacturing purposes. Recycled Aggregates are typically produced from construction and demolition wastes. Secondary Aggregates are aggregates typically derived from a range of industrial and mineral wastes such as power station ash, glass, and mineral site spoils.

*Area Action Plan (AAP)*

A local plan document setting out policy and proposals for a specific area.

*Affiliated institutions*

The Animal Health Trust, Babraham Research Institute, British Antarctic Survey, Cambridge Assessment, Cambridge Crystallographic Data Centre, Cambridge University Press, European Bioinformatics Institute (European Molecular Biology Laboratory), Faraday Institute, MRC Laboratory for Molecular Biology, National Institute Agricultural Botany, Sanger Institute, the Wellcome Trust, The World Monitoring Conservation Centre, Woolf Institute, or such other affiliations as may be agreed in writing with Cambridge City Council or South Cambridgeshire District Council.

*Affordable housing*

Housing for sale or rent, for those whose needs are not met by the market (including

housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

a. Social Rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent; (b) the landlord is a registered provider; and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision.

b. Other affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

c. Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

d. Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

*Affordable workspace*

Workspace that is provided at rents maintained below the market rate for a specific social, cultural, or economic development purpose.

*Agent of change principle*

The principle places the responsibility of mitigating the impact of nuisances (including noise) on new development. This includes from existing nuisance generating uses, ensuring that residents and users of the new development are protected from nuisances, and existing uses are protected from nuisance complaints. Similarly, any new nuisance-generating development will need to put in place measures to mitigate noise impacts on existing development close by.

*Amenity*

Element of a location or neighbourhood that helps to make it attractive or enjoyable for residents and visitors such as parks, gardens, peaceful environments or access to

community services and facilities.

*Apart-hotel*

Self-contained accommodation (C1 Use Class) providing short-term occupancy at a nightly rate that combines serviced apartment level accommodation with hotel facilities. This will usually include concierge and room service, and include formal procedures for checking in and out.

*Battery storage*

An energy storage system that captures energy produced to be used at another time. They are suitable for a range of applications, including vehicles and buildings.

*Biodiversity*

The variety of life in all its forms. This includes the plant and animal species that make up our wildlife and the habitats in which they live.

*Biodiversity Net Gain*

A requirement of the NPPF and Environment Bill 2020 that seeks to ensure new development minimise losses of biodiversity, helps to restore ecological networks, and provides an overall increase in natural habitat and ecological features.

*BREEAM*

(Building Research Establishment Environmental Assessment Method)

BREEAM is a set of standards for measuring the environmental performance of a range of new and existing building types. It covers energy and water performance, construction materials, waste, ecology, pollution and health. Under this scheme, buildings that meet the standards are rated either 'pass', 'good', 'very good', 'excellent' or 'outstanding'.

*Built environment*

The physical human-made surroundings where people live, work and visit.

*Brownfield land*

See 'Previously Developed Land'.

*Brownfield land registers*

Registers of previously developed land that local planning authorities consider to be appropriate for residential development, having regard to criteria in the Town and Country Planning (Brownfield Land Registers) Regulations 2017. Local planning authorities will be able to trigger a grant of permission in principle for residential development on suitable sites in their registers where they follow the required procedures.

*Build to Rent (BTR)*

Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses but should be on the same site and/or adjoined with the main development. Schemes will usually offer longer tenancy

agreements of three years or more and will typically be professionally managed in single ownership and management control.

*Building density*

Building density is the "floor area ratio" – the ratio of built floor area to land area. This is the most widely used measure for limiting the bulk of development on any given plot of land.

*Cambridge cluster*

Refers to over 1,400 technology, biotechnology, services providers and the support companies and organisations that employ over 40,000 people in the Cambridge region.

*Cambridgeshire Historic Environment Record (CHER)*

A database that comprises of information on undesignated heritage assets, archaeological sites and historic buildings in Cambridgeshire.

*Cambridgeshire & Peterborough Combined Authority*

A legal body made up of two or more councils that work together to decide and carry out region-wide decisions. The Cambridgeshire and Peterborough Combined Authority, founded in March 2017, is made up of representatives from eight organisations. These are Cambridge City Council, Cambridgeshire County Council, East Cambridgeshire District Council, Fenland District Council, Huntingdonshire District Council, Peterborough City Council, South Cambridgeshire District Council and The Business Board. The Combined Authority is led by an elected Mayor; the Leaders of Cambridge City Council and South Cambridgeshire District Council, together with those of the five other authorities sit on the Combined Authority Board. The Combined Authority is held to account by several committees made up of representatives from partner local authorities.

*Cambridgeshire and Peterborough Minerals and Waste Plan*

The Minerals and Waste Local Plan is produced by Cambridgeshire County and Peterborough City Councils. There is also an adopted Proposals Map, which shows allocated sites and areas of search for future minerals and waste facilities, and safeguarding areas for existing and future facilities.

*Cambridgeshire Quality Charter for Growth*

A charter designed to ensure that new developments across Cambridgeshire are well-designed and attain high standards with regards to the basic principles contained within the four broad themes that the document is structured around: community, connectivity, climate and character.

*Car barn*

A multi-storey car park which is positioned on the edge of a district or neighbourhood in order to reduce the number of vehicles using residential streets. They can be designed so that they complement their local environment.

*Car club*

A car club is a membership scheme that offers people use of a car on a pay-as-you-go basis.

*Circular economy*

An economic model in which resources are kept in use at the highest level possible for as long as possible in order to maximise value and reduce waste, moving away from the traditional linear economic model of 'make, use, dispose'.

*City Wildlife Site (CiWS)*

A non-statutory designation for sites of nature conservation interest within an urban environment.

*Climate change adaptation*

Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or make the most of beneficial opportunities.

*Climate change mitigation*

Action to reduce the impact of human activity on the climate, primarily through reducing greenhouse gas emissions.

*Cluster*

Concentrations of companies in related activities, recognisable suppliers, service providers and institutions, which are cooperating, competing and collaborating to build competitive advantage, often across traditional sector boundaries. Such concentrations often depend on access to specialist skills and infrastructure within a specific area.

*Co-housing*

A community-led housing development where each household has a self-contained private home as well as access to shared community spaces.

*Co-living*

Large scale purpose built and managed residential accommodation, often comprising self- contained studios, with extensive communal facilities.

*Community-led housing*

A housing development taken forward by, or with, a not-for-profit organisation, that is primarily for the purpose of meeting the needs of its members or the wider local community, rather than being a primarily commercial enterprise. The organisation should be created, managed and democratically controlled by its members, and membership of the organisation should be open to all beneficiaries and prospective beneficiaries of that organisation. It may take any one of various legal forms including a co-operative society, community benefit society and company limited by guarantee. The organisation should own, manage or steward the development in a manner consistent with its purpose, potentially through a mutually supported arrangement with a Registered Provider of Social Housing. The benefits of the development to the community should be clearly defined and consideration given to how those benefits can be protected over time, including in the event of the organisation being wound up.

*Commuted sum*

A financial contribution towards the future provision of physical infrastructure or social amenities on-site, that is secured through a s106 agreement.

*Conservation Area*

Areas of special architectural or historic interest, that are preserved or enhanced for their character or appearance. You can finds more information on the Councils' websites: Cambridge and South Cambridgeshire.

*Conservation Area Appraisals*

Appraisals that describe the significance and character of Conservation Areas and make recommendations for their preservation.

*Construction Environmental Management Plan*

A Plan that outlines how a construction project will avoid, minimise or mitigate effects on the environment and surrounding area. A CEMP will often detail the implementation of measures in accordance with environmental commitments outlined in an Environmental Statement, Policy requirements, requirements of planning conditions, planning obligations, or other legislative requirements.

*Creative industries*

Industries which have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property. The Department for Culture, Media, and Sport (DCMS) has grouped the creative industries into the following sub-sectors: advertising and marketing, architecture, crafts, design and designer fashion, film, TV, radio and photography, museums, galleries and libraries, music, performing and visual arts, publishing, IT, software and computer services (includes video games).

*Cultural activity*

This includes a wide breadth of creative and communal activities spanning the public, private and third sectors, performed by all sizes of organisations from global providers to dedicated lone creatives. Cultural activity can include a wide range of curated opportunities and services that bring people together and enhance the environment and people's lives. It can include independent businesses, community spaces, markets, mixed sporting occasions, fairs, and arts activities. It encompasses all the creative industries including museums, outdoor events, venue provision and programmes, festivals and the visual arts, which includes artist spaces, permanent, temporary, and socially engaged public art.

*Cultural/creative hub/district*

A cultural/creative hub should be able to clearly demonstrate suitable capacity to curate an ecosystem of cultural activities and, or creative artists or organisations (public or commercial). They should feature most (if not all) of the following: affordable creative workspace, learning infrastructure, networking and collaborative spaces, affordable accommodation, live/workspace or affordable temporary accommodation for visiting artists, cultural attractions, and skills, networking and business support programmes. In

areas where more than one cultural/creative hub exists, close enough to form interrelated links/activities/trips these would form a cultural/creative district. These should feature/host most of the following: workspaces and studios, cultural institutions, evening/nighttime economy uses, public realm interventions and visual identity, formal/informal collaboration networks, place branding & promotion, and community engagement.

*Cultural infrastructure*

Spaces that allow cultural activities to happen on a permanent or transitory basis. Examples include: a gallery, a village hall, an arts centre, a bespoke high-end film studio, a workshop on an old farm, a museum, a pop-up space in a vacant shopping unit, a public house, a theatre, a cinema and a park used annually for a festival.

*Custom and self-build housing*

Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.

*Defined Development Extent*

(previously settlement boundary or development framework boundary)

Defines where policies for the built-up areas of settlements give way to the more restrictive policies for the countryside.

*Design and access statement*

A statement that accompanies a planning application to explain the design principles and concepts that have informed the development and how access issues have been dealt with. The access element of the statement should demonstrate how the principles of inclusive design, including the specific needs of disabled people, have been integrated into the proposed development and how inclusion will be maintained and managed.

*Designated Heritage Assets*

A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

*Design code*

A set of design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.

*Development*

This refers to development in its widest sense, including buildings, and in streets, spaces and places. It also refers to both redevelopment, including refurbishment, as well as new development.

*Digital infrastructure*

Infrastructure, such as small cell antenna and ducts for cables, that supports fixed and mobile connectivity, therefore underpinning smart technologies.

*District centre*

A group of shops, separate from the town centre, usually containing at least one food supermarket or superstore, and non-retail services such as banks, building societies and restaurants; boundaries are defined on the Cambridge policies map.

*East West Rail link*

The East West Rail scheme will re-establish a rail link between Cambridge and Oxford to improve connections between East Anglia and central, southern and western England. The central section will link Bedford to Cambridge.

*Energy infrastructure masterplanning*

Spatial and strategic planning that identifies and develops opportunities for decentralised energy and the associated technical, financial and legal considerations that provide the basis for project delivery.

*Equality Act 2010*

The Equality Act legally protects people from discrimination within the workplace and wider society. The Act protects individuals from discrimination based on nine protected characteristics: age, disability, gender reassignment, marriage and civil partnership, maternity and pregnancy, race, religion or belief, sex, sexual orientation.

*Fast food outlets*

Premises that specialise in serving hot and cold food quickly, often with minimal table service, and typically with a focus on take-out or drive-through options. These establishments offer a limited menu, prepared in bulk, and often serve dishes like burgers, fries, sweet and savoury goods and pastries, filled sandwiches and rolls and other quick-to-prepare, quick-to-serve items.

*First Homes*

First Homes are a specific kind of discounted market sale housing and should be considered to meet the definition of 'affordable housing' for planning purposes. Specifically, First Homes are discounted market sale units which:

a. must be discounted by a minimum of 30% against the market value;

b. are sold to a person or persons meeting the First Homes eligibility criteria (see below);

c. on their first sale, will have a restriction registered on the title at HM Land Registry to ensure this discount (as a percentage of current market value) and certain other restrictions are passed on at each subsequent title transfer;

d. after the discount has been applied, the first sale must be at a price no higher than £250,000.

*First Homes Exception Sites*

A First Homes exception site is an exception site (that is, a housing development that comes forward outside of local or neighbourhood plan allocations to deliver affordable housing) that delivers primarily First Homes as set out in the First Homes Written Ministerial Statement.

*Future proofing*

Ensuring that designs are adaptable and take account of expected future changes.

*Greater Cambridge*

The combined areas of Cambridge and South Cambridgeshire.

*Greater Cambridge Local Plan*

Refers to the joint Local Plan being prepared for the Greater Cambridge area by Cambridge City Council and South Cambridgeshire District Council.

*Greater Cambridge Partnership*

The Greater Cambridge Partnership is a partnership between Cambridge City Council, Cambridgeshire County Council, South Cambridgeshire District Council, the University of Cambridge and the Business Board of the Cambridgeshire and Peterborough Combined Authority to support continued growth of the Greater Cambridge area. Local delivery body for a City Deal with central Government, bringing powers and investment, worth up to £1 billion over 15 years.

*Green Belt*

A statutory designation made for the purposes of checking the unrestricted sprawl of large built-up areas, preventing neighbouring towns from merging into each other, assisting in safeguarding the countryside from encroachment, preserving the setting and special character of historic towns and assisting in urban regeneration by encouraging the recycling of derelict and other urban land. Specific Green Belt purposes have been set out for Cambridge.

*Green infrastructure*

A network of multi-functional green and blue spaces and other natural features, urban and rural, which can deliver a wide range of environmental and quality of life benefits for local communities. It includes a wide range of elements such as sustainable drainage systems, green and blue roofs, green walls, rain gardens, swales, features for species, trees in hard landscapes, street furniture and utility structures, traffic-free routes, allotments, orchards, private domestic gardens, more natural spaces (including woodlands, grassland, scrub and hedgerows), heritage features and the historic environment and, blue spaces (including waterways and wetlands).

*Grey belt*

Land in the Green Belt that is not subject to major policy constraints defined in footnote 7 of the National Planning Policy Framework and is either previously developed land, or does not strongly contribute to the national purposes of checking the unrestricted sprawl of large built-up areas, preventing neighbouring towns from merging into each

other, and assisting in safeguarding the countryside from encroachment.

*Gypsies and Travellers*

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, and all other persons with a cultural tradition of nomadism or of living in a caravan, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

*Health impact assessment (HIA)*

A health impact assessment is a tool to appraise both positive and negative impacts on the different affected subgroups of the population that might result from the development. Public participation is considered a major component of the process. It usually assesses a policy or proposal that does not have health improvement as a primary objective. The implementation of the development may result in intended objectives being met but may also result in consequences that are unintended and unanticipated. A HIA is usually forward-looking and done at a time when it is possible to change the proposed development if necessary, such as at the masterplanning stage.

*Healthy New Towns*

Healthy new towns are those in which people can live and work in a safe, healthy, supportive and inclusive neighbourhood. A healthy town will ensure that people are able to enjoy the options of easy access by public transport and active travel modes (walking and cycling), to services and facilities that are relevant to them. It will also allow people to safely and easily move around their neighbourhood through high quality people focused spaces, while enjoying barrier free access to surrounding areas and to the city centre.

*Heat island*

Urban areas are often warmer than the surrounding countryside, especially at night, as materials like tarmac and stone, absorbs and stores heat.

*Heat networks*

Heating networks are systems for distributing heat generated in a centralised location for residential and commercial heating requirements. The heat is often obtained from a co-generation plant burning fossil fuels but increasingly biomass, although heat-only boiler stations, geothermal heating and central solar heating are also used, as well as nuclear power.

*Heritage Impact Assessment*

A Heritage Impact Assessment is a tool used to evaluate how a proposed development may impact heritage assets.

*Hi-tech or high technology industry*

Activities including production in fields which include biotechnology, chemicals, consultancy research and development, computer components and hardware, computer software, electronic systems and products, information technology, instrumentation, new materials technology, telecommunications, other forms of new

manufacturing process or fields of research and other development which may be regarded as high technology uses.

*Higher density*

New residential and commercial development at a density that is higher than what is typically found in the surrounding context. It does not mean high-rise development.

*Higher Educational institutions*

A higher education provider refers to an institution or organisation that offers formal educational programs and courses beyond the secondary level. These institutions include universities, colleges, and specialist colleges and language schools. They provide post-secondary education and award qualifications ranging from undergraduate to postgraduate degrees. Within Greater Cambridge, higher educational institutions include the University of Cambridge and Anglia Ruskin University.

*Historic environment*

All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

*Hot food takeaways*

Establishments whose primary business is the sale of hot food where consumption is mostly undertaken off the premises.

*Houses in multiple occupation (HMO)*

A HMO, depending on the number of occupants, is classed as either:

- small HMO – this is a shared dwelling house which is occupied by between three and six unrelated individuals who share basic amenities such as a kitchen or bathroom, and who use the HMO as their main or only residence. This falls into use class C4 under the Town and Country Planning (Use Classes) Order 2010
- larger HMO – this is when there are more than six unrelated individuals sharing basic amenities such as a kitchen or bathroom, and who use the HMO as their main or only residence. This falls into the sui generis class under the Town and Country Planning (Use Classes) Order 2010.

*Housing Infrastructure Fund (HIF)*

A government capital grant programme to deliver new physical infrastructure to support new and existing communities and make more land available for housing in high demand areas, resulting in new additional homes that otherwise would not have been built.

*Important Countryside Frontages*

Important Countryside Frontages are defined as areas where land with a rural character either extends into or borders a built-up area, providing an interaction between the street area and countryside, or separates two nearby but detached parts of the built-up area.

*Inclusive design*

Inclusive design results in an environment which everyone can use, to access and benefit from the full range of opportunities available, confidently, independently, with choice and dignity, which avoids separation or segregation and is made up of places and spaces that acknowledge diversity and difference, meeting the needs of everyone in society.

*Incubator space*

Provides start-up and scale-up space for companies, including support and services.

*Infrastructure*

Includes transport, energy, water, waste, digital/smart, social and green infrastructure.

*Integrated Water Management*

Collaborative approaches to land use and water management that integrate social, environmental, and economic factors to deliver the coordinated management of water storage, water supply, water demand, wastewater, flood risk, water quality, and the role of water in the natural environment.

*Landscape and Visual Impact Assessment (LVIA)*

Process of assessing the landscape and visual effects of developments and their significance. Assessment should adhere to the Landscape Institute published 3rd edition of Guidelines for Landscape and Visual Impact Assessment (GLVIA3).

*Listed Buildings*

Structure considered by the Secretary of State (for Digital, Culture, Media and Sport) to be 'of special architectural or historic interest' and included in a list of such buildings. The list is maintained by Historic England and is available online through the National Heritage List for England.

*Local centre*

A cluster of shops and other community facilities that satisfy local needs and are accessible on foot. Usually comprising a newsagent, a general grocery store, a sub-post office and occasionally other facilities such as a pharmacy, a public house and a hairdresser. Boundaries indicated on the policies map.

*Local Lettings Plan*

Local Lettings Plans set out the criteria for allocating and letting Social Rent and Affordable Rent homes within a development to help create balanced, mixed and sustainable communities. For a rural exception site scheme, Local Lettings Plans are used to ensure that priority is given to those with a local village connection.

*Local Plan*

A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of

the two.

*Local Planning Authority (LPA)*

The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority include the district council, London borough council, county council, Broads Authority, National Park Authority, the Mayor of London and a development corporation, to the extent appropriate to their responsibilities.

*Local Nature Reserve (LNR)*

Reserves with wildlife or geological features that are of special interest locally.

*Major development*

For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

*Massing*

Massing is a term in architecture which refers to the perception of the general shape and form as well as size of a building.

*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.

*Meanwhile uses*

The temporary use of a site, building or unit for a duration of time before it is turned into a more permanent end state, providing an active and potentially beneficial use on what would otherwise be vacant and awaiting development.

*Micro-mobility*

Refers to a range of small, lightweight devices operating at speeds typically below 25 km/h (15mph) and is ideal for trips up to 10km. Micromobility devices include bicycles, Ebikes, electric scooters, electric skateboards, shared bicycles, and electric pedal assisted (pedelec) bicycles.

*Minor Development*

A minor development is anything smaller than the criteria for major developments. For example, the number of dwellings is between one and nine and the floorspace is less than 1,000sqm or the site area less than one hectare.

*Mixed use developments*

Development comprising two or more uses as part of the same scheme such as shops on the ground floor and residential flats above. This could apply at a variety of scales from individual buildings, to a street, to a new neighbourhood or urban extension.

*Mobility hubs*

A dedicated site that enables seamless interchange between active travel, shared transport and public transport. It provides amenities to support a low carbon society and is designed to improve the public realm for all.

*National Design Guide*

This guide illustrates the characteristics of well-designed places, showing what good design looks like in practice. A document providing guidance on how development can be carried out in accordance with good design practice, often produced by a local authority.

*National Model Design Code*

Provides guidance on the creation of design policies and codes to promote well-designed places that are appropriate to the character of the local area. A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.

*National Planning Policy Framework (NPPF)*

This document sets out national planning policies for England and the Government's requirements for the Planning System. The policies in the NPPF must be taken into account when preparing Local Plans.

*National Planning Practice Guidance (NPPG)*

The Government's planning practice guidance to support the NPPF.

*Neighbourhood Plan*

A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. This is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.

*Net zero carbon*

Net zero carbon means that carbon emissions cannot exceed zero. In practice, a net zero carbon target means that in addition to phasing out fossil fuels and the role of renewable energy and energy reduction measures, there is also a role for balancing a certain measured amount of carbon released with an amount of carbon offsets, through, for example, tree planting or carbon capture and storage.

*Noise sensitive development or receptors*

Noise sensitive development or receptors are those, both existing and proposed, with human receptors that are most susceptible to adverse noise impacts. These mainly include premises where people live and or sleep overnight including dwellings (houses, flats, bungalows and maisonettes), residential institutions (hospices, residential care and nursing homes), hotels and rooms for residential purposes (including student accommodation / halls of residence, school boarding houses and hostels) and healthcare (hospitals and other medical facilities with accommodation for patients and families).

*Non-Designated Heritage Assets*

Buildings, sites, places or landscapes that have a degree of heritage significance that are considered in local planning decisions, but do not meet the criteria for Designated Heritage Assets.

*Older People*

People over or approaching retirement age, including the active, newly-retired, through to the very frail elderly, and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.

*Open space*

Areas of land not built on and water bodies such as rivers and lakes, regardless of ownership and access. These areas include parks and gardens, natural and semi-natural green spaces, green corridors, outdoor sports facilities, amenity green space, teenagers' and children's play areas, allotments and community gardens, cemeteries and churchyards, accessible countryside in urban fringe areas and civic spaces.

*Outline Planning Permission / Approval*

Planning applications that seek to establish the development principles of a site, such as the type, scale and nature of land uses considered acceptable, before a fully detailed planning application is put forward.

*Oxford-Cambridge Arc*

An area covering Oxford, Milton Keynes and Cambridge, identified by the Government as a unique opportunity to become an economic asset of international standing.

*Passivhaus*

Passivhaus buildings provide a high level of occupant comfort while using very little energy for heating and cooling. They are designed and constructed according to principles developed by the Passivhaus Institute in Germany.

*Permeability*

Permeability or connectivity describes the extent to which urban forms permit (or restrict) movement of people or vehicles in different directions. Permeability is generally considered a positive attribute of an urban design, as it permits ease of movement and avoids severing neighbourhoods. Urban forms which lack permeability, such as those severed by arterial roads, or with many long cul-de-sacs, are considered to discourage movement on foot and encourage longer journeys by car.

*Planning condition*

A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

*Planning obligation*

A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

*Policies Map*

A geographical map showing the specific locations for new development, areas for protection like nature sites or Green Belts, and environmental designations as set out in the Plan. The map provides visual guidance for considering the policies when making planning decisions.

*Previously developed land*

Land which has been lawfully developed and is or was occupied by a permanent structure and any fixed surface infrastructure associated with it, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed). Previously developed land excludes land that is or was last occupied by agricultural or forestry buildings, land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures, land in built-up areas such as residential gardens, parks, recreation grounds and allotments, and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

*Private Rented Sector (PRS) housing*

Properties owned by private landlords, letting agents, or companies that are rented to tenants, often including Build to Rent housing. A landlord (often through a management company or estate agent) will lease the property to tenants under a tenancy agreement.

*Public Art*

A form of artistic expression created for the enjoyment of the general public within the public realm.

*Public House*

A licensed premises that must be open to and welcoming of the general public without requiring membership or residency that allows drinking on the premises without requiring food to be consumed.

*Public open spaces*

Any land laid out as a public garden or used for the purposes of public recreation. This means space which has unimpeded public access, and which is of a suitable size and nature for sport, active or passive recreation or children and teenagers' play. Private or shared amenity areas, for example in a development of flats, or buffer landscaped areas are not included as public open space. This definition relates to both open space provided within a development, and when considering the provision of existing open space.

*Public realm*

Public realm relates to all those parts of the built environment where the public has free access. It encompasses: all streets, squares, and other rights of way, whether predominantly in residential, commercial or community/civic uses; the open spaces and parks; and the 'public/private' spaces where public access is unrestricted (at least during daylight hours). It includes the interfaces with key internal and private spaces to

which the public normally has free access.

*Registered provider*

Providers of social housing registered with the Regulator of Social Housing. Includes local authority landlords and Private Registered Providers (such as not-for-profit housing associations, co-operatives and for-profit organisations).

*Renewable and low carbon energy*

Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

*Research and development (R&D)*

Sector within industry specialising in researching new ideas and developing these products towards being made.

*Reserved Matters Planning Permission / Approval*

Applies to Outline Planning Permissions that have been granted, where the applicant is required to submit and get approval from the LPA on specific details ("reserved matters") of the proposed development before work can start.

*Residential annexe*

A residential annexe is a separate building or extension to a dwelling that is self-contained or capable of being self-contained, and designed to provide accommodation that is ancillary to the principal dwelling. A residential annexe must be retained in the same ownership as, and be occupied in conjunction with, the principal dwelling, and have an element of functional connection to the principal dwelling.

*Residual waste*

Waste that remains after all recyclable and compostable materials have been segregated. This typically includes non-recyclable waste that is treated either by disposal at a landfill site, put through incineration, or used in energy recovery systems.

*Right to Buy*

Scheme introduced by the Housing Act 1980 which enables secure Local Authority tenants (and some assured Housing Association tenants) to buy their rented home at a discount.

*Rural Exception Sites*

Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

*Section 106 (S106)*

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

*Self-contained dwelling*

A dwelling is defined (in line with the Census) as a self-contained unit of accommodation. A self-contained dwelling is where all the rooms (including kitchen, bathroom and toilet) in a household's accommodation are behind a single door which only that household can use. Non self-contained household spaces at the same address should be counted together as a self-contained dwelling.

*Skyline*

An outline of land and buildings defined against the sky known as the skyline of the city.

*Smart energy management*

Smart energy management is a modernised electricity grid that uses information and communications technology to monitor and actively control generation and demand in near real-time, which provides a more reliable and cost-effective system for transporting electricity from generators to homes, business and industry.

*South Cambridgeshire District Design Guide*

A supplementary planning document that promotes high-quality and sustainable development across the South Cambridgeshire District, through a focus on appropriate and well-designed developments.

*Specialist accommodation or specialist housing*

Any residential accommodation for occupation by older people, people with disabilities, and vulnerable people with specific housing needs. Any student accommodation, other types of residential institutions related to education uses (such as boarding schools) or hospitals are not included within this definition.

*Standard method*

A government formula that helps councils to work out how many homes are needed in a given local area. Details of the standard method can be found on the government's 'planning guidance – Housing and economic needs assessment' website.

*Start-up*

The early stage of a new business.

*Strategic site*

A significant area of land identified in local development plans for a major, long-term development, often providing a mix of uses including housing, employment, and infrastructure.

*Student accommodation*

Accommodation for sole use by students or academic staff provided in individual, self-contained units either as part of a shared student accommodation development or an individual proposal, or bedrooms in either halls of residence (PBSA) or shared houses (HMOs) with shared facilities.

*Sustainability Appraisal (SA)*

Prepared alongside the plan to appraise the social, environmental and economic effects of a plan and alternative approaches to help ensure that decisions made will contribute to achieving sustainable development.

*Sustainable development*

Development meeting the needs of the present without compromising the ability of future generations to meet their own needs. The UK Sustainable Development Strategy Securing the Future sets out five 'guiding principles' of sustainable development: living within the planet's environmental limits, ensuring a strong, healthy and just society, achieving a sustainable economy, promoting good governance, and using sound science responsibly.

*Sustainable drainage systems (SuDs)*

Sustainable drainage systems control surface water run-off by mimicking natural drainage processes through the use of surface water storage areas, flow limiting devices and the use of infiltration areas or soakaways.

*Sustainable modes of transport*

Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra-low emission vehicles, car sharing and public transport.

*Townscape*

Townscape is the landscape within the built-up area, including the buildings, the relationship between them, the different types of urban open spaces, including green spaces and the relationship between buildings and open spaces.

*Transport assessment*

A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development.

*Travellers*

Travellers refers to both Gypsies and Travellers and Travelling Showpeople.

*Travelling Showpeople*

Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading,

educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers.

*Travel plan*

A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

*Use Classes Order*

The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as use classes. Planning permission is not needed when both the present and proposed uses fall within the same class. The current use classes were last updated in September 2020.

*Vacant buildings credit*

Where a vacant building is brought back into any lawful use, or is demolished to be replaced by a new building, the developer will be offered a financial credit equivalent to the existing gross floorspace of relevant vacant buildings when the local planning authority calculates any affordable housing contribution which will be sought.

*Vernacular buildings*

Architecture that is concerned with domestic needs rather than public and commemorative buildings, often in keeping with the traditional style of the area that has developed over time.

*Vibration*

The oscillatory motion of an object or particles around an equilibrium point, often as a result of a disturbance of a solid or fluid.

*Walkable (neighbourhood)*

Areas typically based on 400m (five-minute walking time) catchments with facilities available within a five and ten-minute walk from home.

*Wheeling*

Term used to refer to the use of manual and powered wheelchairs, and other mobility scooters.

*Zero carbon development*

Zero carbon development is development that results in no net emissions of carbon dioxide into the atmosphere.

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# Appendix B: Strategic Policies in the Greater Cambridge Local Plan

## *Introduction*

B.1. National planning policy sets out that plans should be explicit about which policies are strategic policies, and that the non-strategic policies should be clearly distinguished from the strategic policies.

B.2. The Councils considered each of the policies in the Proposed Submission Greater Cambridge Local Plan against the relevant criteria set out in the NPPF and PPG to reach a view as to whether the policy should be considered strategic or non-strategic. These criteria also address the legal requirement in the Planning and Compulsory Purchase Act 2004 that strategic policies should collectively address the Plan's strategic priorities.

## *Strategic Policies in the Greater Cambridge Local Plan*

B.3. The following policies, organised by chapter, should be considered strategic policies:

### Strategy

- Policy: S/JH: New jobs and homes
- Policy S/DS: Development strategy
- Policy S/SH: Settlement hierarchy
- Policy D/DE: Defined development extents
- Policy D/GB: The Cambridge Green Belt

### Cambridge Urban Area

- Policy S/C/LCR: Land at Clifton Road (including Cambridge Junction and Cambridge Leisure)
- Policy S/C/SMS: Garages at St Matthews Street and Norfolk Street
- Policy S/C/HTR: 137-143 Histon Road
- Policy S/C/HGH: Henry Giles House, 73-79 Chesterton Road
- Policy S/C/HRC: Horizon Resource Centre, 285 Coldham's Lane
- Policy S/C/PDC: Cambridge Professional Development Centre, Foster Road
- Policy S/C/PPS: Police Station, Parkside
- Policy S/C/NCA: North Cambridge Academy, 108, Arbury Road
- Policy S/C/ER: 1-99 Ekin Road and 1-8 Ekin Walk
- Policy S/C/DR: 2-28 Davy Road and Garage Blocks
- Policy S/C/HPC: 1-78 Hanover Court, 1-49 Princess Court and Garage at Newtown Garages
- Policy S/C/GER: Former Garage Block, East Road
- Policy S/C/SH: 1 - 33 Stanton House, Christchurch Street
- Policy S/C/MRG: Milton Road Garages

- Policy S/C/SCL: Land South of Coldham's Lane, Cambridge
- Policy S/C/BRN: Land at Barnwell Road and Newmarket Road
- Policy S/C/TRP: Travis Perkins, Devonshire Road
- Policy S/C/OPK: Parcel Com4, Orchard Park
- Policy S/C/BFS: Brookfields
- Policy S/C/SRW: Station Road West
- Policy S/C/BJH: Betjeman House
- Policy S/C/OPM: Old Press/Mill Lane
- Policy S/C/NMD: New Museums, Downing Street
- Policy S/PA/CC: City Centre
- Policy S/AMC/BC: Beehive Centre
- Policy S/AMC/EB: East Barnwell
- Policy S/AMC/FBG: Fitzroy/Burleigh Street/Grafton Area of Major Change
- Policy S/AMC/SCL: South of Coldham's Lane
- Policy S/AMC/AS: Abbey Stadium
- Policy S/PRIA/CRP: Cambridge Retail Park
- Policy S/PRIA/MC: Mitcham's Corner
- Policy S/PRIA/EG: Eastern Gate
- Policy S/PRIA/MR: Mill Road
- Policy S/PRIA/HRRS: Hills Road and Regent Street Corridor
- Policy S/PRIA/OPML: Old Press/Mill Lane

### Edge of Cambridge

- Policy S/CE: Cambridge East
- Policy S/CBC: Cambridge Biomedical Campus (including Addenbrooke's Hospital)
- Policy S/WC: West Cambridge
- Policy S/ED: Eddington
- Policy S/HHR: Land between Huntingdon Road and Histon Road (Darwin Green), Cambridge
- Policy S/EOC/NWO: Land North of Worts' Causeway
- Policy S/EOC/SWO: Land South of Worts' Causeway
- Policy S/EOC/BS: Bell School, Babraham Road
- Policy S/EOC/FRE: Fulbourn Road East
- Policy S/RRA/IDH: Ida Darwin Hospital
- Policy S/AMC/NEC: North East Cambridge
- Policy S/AMC/FH: Fulbourn Hospital

### New Settlements

- Policy S/CBN: Cambourne North
- Policy S/CB: Cambourne
- Policy S/GF: Land adjacent to A11 and A1307 at Grange Farm
- Policy S/NS: Northstowe
- Policy S/WNT: Waterbeach New Town
- Policy S/BA: Bourn Airfield New Village

### Rural Southern Cluster

- Policy S/WGC: Wellcome Genome Campus – Expansion Land, Hinxton

- Policy S/RSC/BRC: Babraham Research Campus
- Policy S/RSC/MF: Land at Maarnford Farm, Hunts Road, Duxford
- Policy S/RSC/SBR: Land South of Babraham Road, Sawston
- Policy S/RSC/FSS: Former Spicers Site, Sawston Business Park, Sawston
- Policy S/RSC/CC: Comfort Café, Fourwentways
- Policy S/AMC/WHD: Whittlesford Parkway Station Area, Whittlesford Bridge
- Policy S/AMC/GP: Granta Park
- Policy S/AMC/WGC: Wellcome Genome Campus, Hinxton
- Policy S/AMC/IWM: Imperial War Museum, Duxford (inc. AvTech 1)

### Rest of the Rural Area

- Policy S/SHF: Land at Slate Hall Farm, Bar Hill
- Policy S/RRA/ML: The Moor, Moor Lane, Melbourn
- Policy S/RRA/H: Land at Highfields (Phase 2), Caldecote
- Policy S/RRA/SCS: Land to the South of Cambridge Services, A14
- Policy S/RRA/BBP: Land at Buckingway Business Park, Swavesey
- Policy S/RRA/SNR: Land to the North of St Neots Road, Dry Drayton
- Policy S/RRA/OHD: Old Highways Depot, Twenty Pence Lane, Cottenham
- Policy S/RRA/NW: Norman Way, Over
- Policy S/RRA/CRH: Land Adjacent to Cambridge Road (A10) and Mill Lane, Hauxton
- Policy S/RRA/CH: Compass House, Chivers Way, Histon and Impington
- Policy S/RRA/CR: Land to the west of Cambridge Road, Melbourn
- Policy S/AMC/PH: Papworth Hospital, Papworth Everard
- Policy S/AMC/FD: Fen Drayton Former Land Settlement Association Estate
- Policy S/AMC/HIS: Mixed Use Development in Histon & Impington Station Area
- Policy S/AMC/GT: Optimisation of Gypsy and Traveller Sites

### Climate Change

- Policy CC/SD: Sustainable development and the climate emergency
- Policy CC/DC: Designing for a changing climate
- Policy CC/NZ: Net zero carbon new buildings
- Policy CC/WE: Water efficiency in new developments
- Policy CC/IW: Integrated water management, sustainable drainage and water quality
- Policy CC/FM: Managing flood risk
- Policy CC/RE: Renewable energy projects and infrastructure
- Policy CC/CE: Supporting a circular economy and sustainable resource use
- Policy CC/CS: Supporting land-based carbon sequestration and carbon sinks
- Policy CC/SR: Sustainable Retrofit

Biodiversity and green spaces

- Policy BG/BG: Biodiversity and geodiversity
- Policy BG/GI: Green infrastructure
- Policy BG/UGF: Urban Greening Factor
- Policy BG/TC: Tree cover and the tree population
- Policy BG/RC: River corridors
- Policy BG/PO: Protecting open spaces
- Policy BG/EO: Providing and enhancing open spaces

Wellbeing and social inclusion

- Policy WS/HD: Creating healthy new developments
- Policy WS/NC: Meeting the needs of new and growing communities
- Policy WS/CF: Community, sports, and leisure facilities
- Policy WS/CH: Cultural and creative hubs
- Policy WS/HS: Pollution, health and safety
- Policy WS/HS: Protection of public houses

Great places

- Policy GP/PP: People and place responsive design
- Policy GP/QD: Achieving high quality development
- Policy GP/HD: Housing density
- Policy GP/ST: Skyline and tall buildings
- Policy GP/QP Establishing high quality landscape and public realm
- Policy GP/LC: Protection and enhancement of landscape character
- Policy GP/HE: Historic environment
- Policy GP/HA: Designated heritage assets
- Policy GP/AR: Archaeology

Jobs

- Policy J/NE: New employment development proposals
- Policy J/RE: Supporting the rural economy
- Policy J/AL: Protecting the best agricultural land
- Policy J/PB: Protecting existing business space
- Policy J/AW: Affordable workspace and creative industries
- Policy J/EP: Supporting a range of facilities in employment parks
- Policy J/RC: Retail and other complementary town centre uses
- Policy J/SA: Cambridge City’s Primary Shopping Area
- Policy J/VA: Visitor accommodation, attractions and facilities
- Policy J/FD: Faculty development and specialist/language schools

Housing

- Policy H/AH: Affordable housing
- Policy H/ES: Exception sites for affordable housing
- Policy H/SS: Residential space standards and accessible homes
- Policy H/SH: Specialist housing
- Policy H/CB: Self and custom build homes
- Policy H/SA: Student accommodation
- Policy H/DC: Dwellings in the countryside
- Policy H/GT: Gypsy and Traveler and Travelling Showpeople plots

Infrastructure

- Policy I/ST: Sustainable transport and connectivity
- Policy I/CV: Cycle and vehicle parking
- Policy I/SD: Servicing and last-mile deliveries
- Policy I/SI: Safeguarding important infrastructure
- Policy I/AD: Aviation development
- Policy I/EI: Energy infrastructure masterplanning
- Policy I/ID: Infrastructure and delivery
- Policy I/DT: Digital and telecommunications infrastructure

# Appendix C: Housing requirements for neighbourhood areas within Greater Cambridge

*Introduction*

**C.1.** The National Planning Policy Framework (NPPF, December 2024) requires Local Plans to set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations. It also sets out that where a neighbourhood area is designated at a late stage in the strategic policy-making process, or after strategic policies have been adopted, the local planning authority should provide an indicative figure taking into account factors such as the latest evidence of local housing need, the population of the neighbourhood area, and the most recently available planning strategy of the local planning authority.

*Housing requirements for designated neighbourhood areas within Greater Cambridge*

**C.2.** The housing requirements for the 27 designated neighbourhood areas within Greater Cambridge are set out in Figure C1 below. The housing requirement for an individual neighbourhood area has been identified taking account of the overall housing requirement, the development strategy, existing supply (including actual completions in 2024/25) and the proposed additional allocations, and the population of the neighbourhood area. As actual completions in 2024/25 have already been taken into account, the housing requirements set out in Figure C1 are for 2025-2045.

| Designated neighbourhood area | Housing requirement for 2025-2045 |
|---|---|
| South Newnham | 54 |
| Babraham | 7 |
| Bassingbourn-cum-Kneesworth | 66 |
| Bourn | 20 |
| Cottenham | 127 |
| Foxton | 25 |
| Fulbourn | 101 |
| Gamlingay | 75 |
| Great Abington Former Land Settlement Association Estate | 5 |
| Girton | 88 |
| Harston | 36 |
| Haslingfield | 32 |
| Heydon | 4 |
| Histon and Impington | 164 |
| Horseheath | 9 |
| Linton and Hildersham | 94 |
| Longstowe | 4 |
| Melbourn | 98 |
| Orwell | 23 |
| Pampisford | 7 |
| Sawston | 146 |
| Stapleford and Great Shelford | 131 |
| Swavesey | 55 |
| Thriplow and Heathfield | 23 |
| Waterbeach | 113 |
| West Wickham | 8 |
| Whittlesford | 38 |

**Figure C1:** Housing requirements for designated neighbourhood areas within Greater Cambridge

*Methodology for calculating the housing requirement of a new or amended designated neighbourhood area*

**C.3.** A housing requirement for a new or amended neighbourhood area will be calculated based on:

- the overall housing requirement in the Local Plan: 48,069 dwellings between 2024 and 2045,
- the population of the neighbourhood area: using the Census 2021 and its proportion of the Greater Cambridge population of 307,789, and
- the most recent planning strategy: consisting of the development strategy and housing trajectory in the Local Plan that together demonstrate how the overall housing requirement will be met largely through actual completions in 2024/25 and allocations in sustainable locations, therefore leaving a remaining housing requirement of 6,183 dwellings to be met from other sources or through windfall sites.

**C.4.** As actual completions in 2024/25 have already been taken into account, the housing requirement will be calculated for 2025-2045 by proportionally splitting the remaining housing requirement on the basis of the neighbourhood area's proportion of the Greater Cambridge population.

**C.5.** For any neighbourhood areas that do not exactly match with a parish boundary or Census output area(s) boundary, a best fit with the available boundary options will be used to calculate the population of the designated neighbourhood area.

**C.6.** For example, if a new neighbourhood area is designated for the whole of a parish with a population of 1,275 in the Census 2021. This parish has 0.41% of the Greater Cambridge population, and therefore would have a housing requirement of 0.41% of the remaining housing requirement of 6,183 dwellings, therefore 25 dwellings.

# Appendix D: Housing trajectory and five year housing land supply calculation

## Housing trajectory

**D.1** The housing trajectory for Greater Cambridge demonstrates how the minimum of 48,069 additional new homes between 2024 and 2045 will be achieved.

**D.2** All figures in the housing trajectory are net additional dwellings or dwelling equivalents. The housing trajectory includes:

- any dwellings that are self-contained and do not have their occupancy restricted to short term lets by a condition on the planning permission, but irrespective of whether their planning Use Class is C3 (dwellings), C2 (residential accommodation for students or older people), C4 (small House in Multiple Occupation) or sui generis (for a large House in Multiple Occupation), and
- any dwelling equivalents for student or older peoples bedspaces, calculated using the national ratios for student accommodation and other communal accommodation set out in the Housing Delivery Test rulebook (December 2024).

### *Housing land supply calculation*

**D.3** The five year housing land supply calculation for Greater Cambridge for 2028-2033 has been calculated, on the basis of this being the five year supply period at adoption.

**D.4** The five year housing land supply has been calculated using the Liverpool methodology with a 5% buffer. The Liverpool methodology has been used due to the circumstances that exist in Greater Cambridge, which mean that a sustained increased level of annual completions at or above the annual housing requirement is not anticipated until the second half of the plan period. A 5% buffer has been applied as this is the likely buffer required taking account of anticipated Housing Delivery Test results.

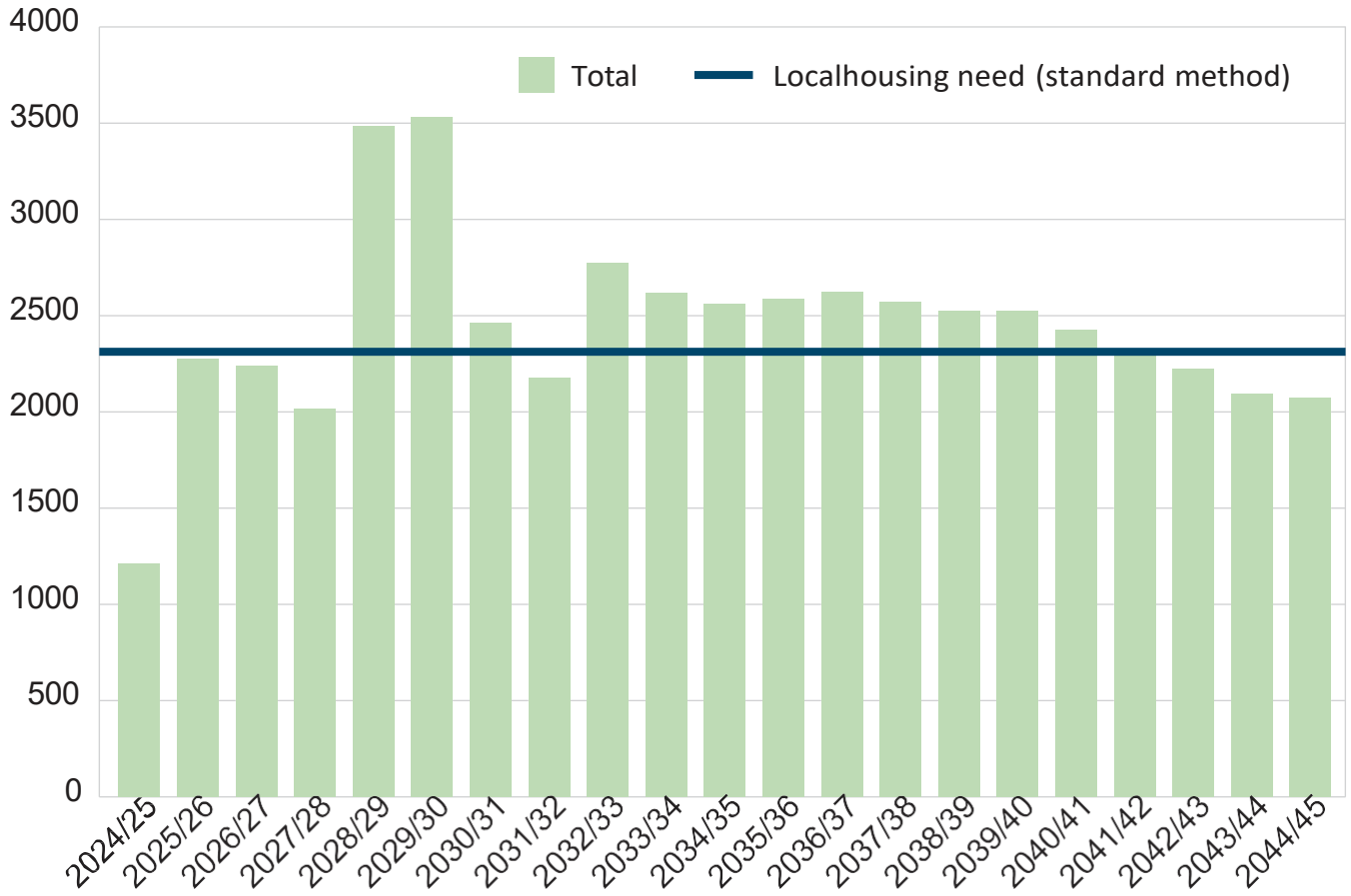


**Figure D1:** Anticipated completions 2024-2045

| **'Liverpool' Methodology** | **2028-2033** |
|---|---|
| a. Housing requirement 2024-2045 | 48,069 |
| b. Dwellings completed up to 31 March 2028 | 7,685 |
| c. Number of dwellings left to deliver in the plan period | 40,384 |
| d. Number of years left in the plan period | 17 |
| e. Annualised average for the remainder of the plan period | 2,376 |
| f. Five Year Supply Requirement | 11,878 |
| g. Five Year Supply Requirement with 5% buffer | 12,472 |
| h. Number of dwellings predicted to be completed in the five year period | 13,635 |
| i. Five year supply (with 5%) | 5.47 |

**Figure D2:** Five year housing land supply

# Appendix E: Monitoring indicators

**E.1.** The Councils will monitor the implementation and performance of the Local Plan against the monitoring indicators set out in the monitoring framework in this appendix. The results will be reported annually through the AMR, as data is available. If, through monitoring, it appears that the targets for the policies and allocations are not being achieved, the trigger under each indicator will apply. There is a specific set of actions for each indicator which will be triggered by the target not being achieved. This will predominately focus on reviewing the implementation of the policy, and any additional guidance required, prior to considering the review of need, evidence or policy.

## Development Strategy

*Monitoring Indicator Code – M1A*

Topic – Net additional jobs.

Policy – Policy S/JH: New jobs and homes.

Indicator description – Delivery of additional jobs annually and against the jobs target for the plan period.

Metric – Number of new jobs created.

Target

- 73,300 jobs over plan period.

Trigger

- Inability to demonstrate delivery of 73,300 jobs within the plan period of 2024-2045.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Action to bring forward employment sites consistent with the local plan, wherever possible in partnership with landowners and developers.
- Action to secure the timely provision of infrastructure.
- Review relevant parts of the Local Plan, including jobs target and employment allocations.
- Consider undertaking cooperation with other local authorities, including through duty to co-operate.

Type of Indicator

- Target.

Source

- NOMIS (ONS Jobs Density).

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M1B*

Topic – Net additional employment floorspace.

Policy – Policy S/JH: New jobs and homes.

Policy J/NE – New employment development proposals.

Indicator description – To increase the delivery of employment floorspace and maintain employment land supply to enable delivery of forecast jobs in 'B' use classes.

Metric – Amount of employment floorspace approved and completed by use class.

Target

- No Target.

Trigger

- Further work is needed to develop the employment floorspace targets. This work will inform the trigger point going forward.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Analyse the trend in delivery and identify if any intervention is needed to encourage specific employment uses.
- Review Development Management processes.
- Review relevant parts of the Local Plan.

Type of indicator

- Target.

Source

- Annual Completions Data.
- Planning Applications Data.

Timescale of data publication

- Annually.

*Monitoring Indicator Code – M2A*

Indicator description – Housing provision indicated by actual and anticipated completed dwellings, recorded using Housing Trajectory showing:

- Net additional dwellings completed in previous years and the current year;
- Predicted completions in future years; and
- Progress against the housing target for the plan period.

Metric – Actual net number of dwellings completed per annum and net number of dwellings anticipated over the plan period.

Target

- 2,295 dwellings per annum.
- 48,195 dwellings over the plan period.

Trigger

- Inability to meet annual housing completions target of 2,295 dwellings.
- Inability to demonstrate delivery of 48,195 homes within the plan period of 2024-2045.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.
- Action to bring forward housing sites consistent with the Local Plan, wherever possible in partnership with landowners and developers.
- Action to secure the timely provision of infrastructure.
- Review relevant parts of the Local Plan, including housing target and housing allocations.
- Consider undertaking cooperation with other local authorities, including through duty to co-operate.

Type of indicator

- Target.

Source

- Annual Completions Data.
- Housing Trajectory.

Timescale of data publication

- Annually.

*Monitoring Indicator Code – M2B*

Topic – Housing Supply.

Policy – Policy S/JH: New jobs and homes.

Indicator description – To meet the Housing Delivery Test to demonstrate that housing delivery is aligned with the Councils' housing requirement.

Metric – Housing Delivery Test result expressed as a percentage, considering the previous three years delivery against the housing requirement for the previous three years.

Target

- A result of at least 95% so that there are no consequences for the Councils.

Trigger

- Housing Delivery Test result of less than 95% and need to provide an Action Plan.
- Housing Delivery Test result of less than 85% and need to provide an Action Plan and apply a 20% buffer to five year supply calculations.
- Housing Delivery Test result of less than 75% and need to provide an Action Plan, apply a 20% buffer to five year supply calculations, and apply the presumption in favour of sustainable development.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Completing of Action Plan.
- Applying a 20% buffer to five year supply calculations.
- Applying the presumption in favour of sustainable development.
- Review Development Management processes.
- Action to bring forward housing sites consistent with the Local Plan, wherever possible in partnership with landowners and developers.
- Action to secure the timely provision of infrastructure.
- Review relevant parts of the Local Plan, including housing target and housing allocations.
- Consider undertaking cooperation with other local authorities, including through duty to co-operate.

Type of indicator

- Target.

Source

- Housing Delivery Test.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M2C*

Indicator description – To demonstrate a Five Year Housing Land Supply.

Metric – Five year supply of housing land (plus relevant buffer) calculated using Housing Trajectory.

Target

- At least 5 years of housing land supply, when calculated with the relevant buffer.

Trigger

- Inability to demonstrate a five year supply of housing land (plus relevant buffer).

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.
- Action to bring forward housing sites consistent with the Local Plan, wherever possible in partnership with landowners and developers.
- Action to secure the timely provision of infrastructure.
- Review relevant parts of the Local Plan, including housing target and housing allocations.
- Consider undertaking cooperation with other local authorities, including through duty to co-operate.

Type of indicator

- Target.

Source

- Five Year Supply Calculations.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M3A*

Topic – Delivery of housing to meet needs of specific groups.

Policy – Policy S/JH: New jobs and homes.

Policy H/GT – Gypsy and Traveller Pitches and Travelling Showpeople Plots.

Indicator description – Meeting the identified accommodation needs of Gypsies and Travellers and Travelling Showpeople.

Metric – Number of Gypsy and Traveller pitches and Travelling Showpeople plots approved and completed.

Target

- 159 Gypsy and Traveller pitches over plan period.
- 20 Travelling Showpeople plots over plan period.

Trigger

- Insufficient pitches or plots coming forward to meet the identified. accommodation needs of Gypsies and Travellers and Travelling Showpeople within the plan period of 2024-2045.
- Insufficient pitches or plots coming forward against the five year supply requirements for travellers.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.
- Action to bring forward sites for development, wherever possible in partnership with landowners and developers.
- Review Accommodation Needs Assessment.
- Review relevant parts of the Local Plan.
- Consider undertaking cooperation with other local authorities, including through duty to co-operate.

Type of indicator

- Target.

Source

- Planning Applications Data.
- Annual Completions Data.

Timescale of data publication:

- Annually

### *Monitoring Indicator Code – M3B*

Topic – Delivery of housing to meet needs of specific groups.

Policy – Policy S/JH: New jobs and homes.

Policy H/SH – Specialist housing.

Indicator description – Meeting the identified accommodation needs of older and disabled people.

Metric – Number of units with support, number units with care, and number of bedspaces for older and disabled people completed.

Target

- 1,305 housing units with support over plan period.
- 1,268 housing units with care over the plan period.
- 1,508 nursing and residential care bedspaces over the plan period.

Trigger

- Insufficient specialist housing coming forward to meet the identified accommodation needs of older and disabled people within the plan period of 2024-2045.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.
- Review need for specialist accommodation for older and disabled people.
- Review relevant parts of the Local Plan.

Type of indicator

- Target.

Source

- Annual Completions Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M3C*

Topic – Delivery of housing to meet needs of specific groups.

Policy – Policy S/JH: New jobs and homes.

Policy H/SA – Student accommodation.

Indicator description – Meeting the identified accommodation needs of students and academic staff.

Metric – Number of units for students and academic staff completed.

Target

- 2,042 units for students by 2033.
- 44 units for academic staff by 2033.

Trigger

- Insufficient units coming forward to meet the identified accommodation needs of students and academic staff by 2033.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.
- Review need for specialist accommodation for students and academic staff.
- Review relevant parts of the Local Plan.

Type of indicator

- Target.

Source

- Annual Completions Data.

Timescale of data publication

- Annually.

*Monitoring Indicator Code – M4*

Topic – Maintaining the Green Belt.

Policy – Policy S/GB: The Cambridge Green Belt

Indicator description – To restrict inappropriate development in the Green Belt unless very special circumstances have been accepted that outweigh any harm caused.

Metric – Number of planning applications for inappropriate development permitted in the Green Belt without very special circumstances having been accepted that outweighed any harm caused.

Target

- No applications permitted for inappropriate development in the Green Belt, without very special circumstances having been accepted.

Trigger

One or more developments permitted in a year in the Green Belt without very special circumstances having been accepted that outweighed any harm caused.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.

Type of indicator

- Target.

Source

- Planning Applications Data.

Timescale of data publication

- Annually.

## Delivery of Site Allocations

### Monitoring Indicator Code – M5

Topic – Delivery of Site Allocations.

Policy – Site Allocations.

Indicator description – Monitoring the delivery of site allocations through planning permissions and completions.

Metric – Number of homes and amount of employment floorspace and community uses permitted and completed on site allocations annually and within the plan period.

Target

- Delivery in line with the housing and employment trajectories in the Local Plan.

Trigger

- Lack of progress in comparison with housing and employment trajectories in the Local Plan.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Action to bring forward sites for development, wherever possible in partnership with landowners and developers.
- Action to secure the timely provision of infrastructure.
- Review Development Management processes.
- Review relevant parts of the Local Plan.
- Consider undertaking co-operation with other local authorities, including through duty to co-operate.

Type of indicator

- Target.

Source

- Planning Applications Data.
- Annual Completions Data.

Timescale of data publication

- Annually.

## Climate Change

### *Monitoring Indicator Code – M6A*

Topic – Ensuring new development is resilient to climate change.

Policy – Policy CC/NZ: Net zero carbon new buildings.

Indicator description – Evidence of the trajectory of carbon emissions to net zero carbon, including the budget per year to meet the Councils' wider targets. The carbon trajectory shows carbon emissions from new development only.

Metric – Carbon reduction in alignment with the Carbon Budget allotted per year for new development.

Target

- Tonnes of carbon per year as defined by Carbon Budget.

Trigger

- National or local scheduled review of the Carbon Budget.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Carbon Budget for Greater Cambridge and which sources of carbon emissions are the biggest emitters and how these can be reduced.
- Review of Climate Change Strategy.

Type of indicator

- Contextual.

Source

- Carbon Budget.

Timescale of data publication

- Ad hoc.

### *Monitoring Indicator Code – M6B*

Topic – Ensuring new development is resilient to climate change.

Policy – Policy CC/NZ: Net zero carbon new buildings.

Indicator description – To ensure new development achieves net zero operational emissions.

Metric – Number of major applications consented with gas grid connection.

Target

- No major applications permitted with gas grid connection, unless exceptional circumstances provided.

Trigger

- One gas grid connection being consented in a year on a major application, without exceptional circumstances provided.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.
- Review relevant parts of the Local Plan.

Type of indicator

Source

- Planning Applications Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M6C*

Topic – Ensuring new development is resilient to climate change.

Policy – Policy CC/NZ: Net zero carbon new buildings.

Indicator description – To ensure new development achieves energy demand reduction.

Metric – Average Energy Usage Intensity Target (EUI) for domestic and non-domestic planning applications monitored over an annual period for major planning applications.

Target

- 35 kwh/yr/m2 for residential.
- 55kwh/yr/m2 for non-residential.

Trigger

- Average EUI per typology is not meeting the required policy requirement.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.
- Review relevant parts of the Local Plan.

Type of indicator

- Target.

Source

- Planning Applications Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M6D*

Topic – Ensuring new development is resilient to climate change.

Policy – Policy CC/NZ: Net zero carbon new buildings.

Indicator description – Energy offsetting.

Metric – Total in £ of energy offsetting contributions from major planning applications as a result of kwh of energy not being reduced onsite. And the equivalent in kwh of energy not reduced onsite.

Target

- No target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No specific action].

Type of indicator

- Contextual.

Source

- S106 Data.
- Planning Applications Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M7A*

Topic – Water efficiency.

Policy – Policy CC/WE: Water efficiency in new developments.

Indicator description – Proportion of non-residential developments permitted demonstrating a minimum water efficiency standard.

Metric – Percentage of non-residential applications permitted that are designed to achieve stated minimum water efficiency standards.

Target

- All non-residential uses permitted designed to achieve the stated water efficiency standards.

Trigger

- For monitoring purposes a notional level of 20% or more of planning permissions granted for eligible non-residential uses permitted in a year without a condition applied relating to the policy.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.
- Review relevant parts of the Local Plan.

Type of indicator

Source

- Planning Applications Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M7B*

Topic – Water efficiency.

Policy – Policy CC/WE: Water efficiency in new developments.

Indicator description – Proportion of new dwellings permitted demonstrating a minimum water efficiency standard.

Metric – Percentage of new homes permitted that are designed to achieved stated minimum water efficiency standards.

Target

- All new homes permitted designed to achieve the stated water efficiency standards.

Trigger

- For monitoring purposes a notional level of 20% or more of planning permissions granted for a new home(s) permitted in a year without a condition applied relating to the policy.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.
- Review relevant parts of the Local Plan.

Type of indicator

- Target.

Source

- Planning Applications Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M8A*

Topic – Water quality.

Policy – Policy CC/IW: Integrated water management, sustainable drainage and water quality.

Indicator description – Number of planning permissions granted where the Environment Agency initially objected on water quality grounds.

Metric – Number of planning permissions granted where the Environment Agency initially objected on water quality grounds without appropriate conditions.

Target

- No developments permitted without appropriate conditions, taking account of advice from the Environment Agency.

Trigger

- One or more developments granted planning permission in a year against the advice of the Environment Agency, without appropriate conditions.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.

Type of indicator

- Target.

Source

- Information published by the Environment Agency.
- Planning Applications Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M8B*

Topic – Water quality.

Policy – Policy CC/IW: Integrated water management, sustainable drainage and water quality.

Indicator description – Aim to increase or as a minimum, not reduce the water quality in Greater Cambridge, as defined by the Water Framework Directive 'good' status or better for water quality.

Metric – Number of water bodies that achieved Good' status or better for water quality in all water bodies.

Target

- No Target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No Specific Action].

Type of indicator

- Contextual.

Source

- Catchment Data Explorer via Environment Agency.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M9A*

Topic – Managing Flood Risk.

Policy – Policy CC/FM: Managing Flood Risk.

Indicator description – Number of planning permissions granted where the Lead Local Flood Authority (LLFA) initially objected on flood risk grounds.

Metric – Number of planning permissions granted where the LLFA initially objected on flood risk grounds without appropriate conditions.

Target

- No developments permitted without appropriate conditions, taking account of advice from the LLFA.

Trigger

- One or more developments granted planning permission in a year against the advice of the LLFA, without appropriate conditions.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.

Type of indicator

- Target.

Source

- Planning Applications Data.
- Information from LLFA.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M9B*

Topic – Managing Flood Risk.

Policy – Policy CC/FM: Managing Flood Risk.

Indicator description – Number of planning permissions granted where the Environment Agency initially objected on flood risk grounds.

Metric – Number of planning permissions granted where the Environment Agency initially objected on flood risk grounds without appropriate conditions.

Target

- No developments permitted without appropriate conditions, taking account of advice from the Environment Agency.

Trigger

- One or more developments granted planning permission in a year against the advice of the Environment Agency, without appropriate conditions.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.

Type of indicator

- Target.

Source

- Information published by the Environment Agency.
- Planning Applications Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M9C*

Topic – Managing Flood Risk.

Policy – Policy CC/FM: Managing Flood Risk.

Indicator description – Amount of new development approved on previously undeveloped functional floodplain land, and in flood risk areas, without agreed flood defence measures or consideration of flood risk.

Metric – Number of new development sites approved within flood zones 2 or 3 without consideration of flood risk and/or mitigation measures.

Target

- No developments permitted within flood zones 2 or 3 without consideration of flood risk and/or mitigation measures.

Trigger

- One or more developments granted planning permission in a year within flood zones 2 or 3 without consideration of flood risk and/or mitigation measures.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.

Type of indicator

- Target.

Source

- Planning Applications Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M10*

Topic – Renewable energy generation.

Policy – Policy CC/RE: Renewable energy projects and infrastructure.

Indicator description – To increase the generation of renewable energy within the district.

Metric – Renewable energy capacity installed.

Target

- No Target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No Specific Action].

Type of Indicator

- Contextual.

Source

- Annual Completions Data.
- Local Area Energy Plan (LAEP).

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M11*

Topic – District heating.

Policy – Policy CC/RE: Renewable energy projects and infrastructure.

Indicator description – To connect new schemes to strategic district heating.

Metric – Number of schemes located in a strategic district heating area that are connected to a district heating network where available.

Target

- No Target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- No Specific Action for the Local Plan, if national Heat Network Zoning Legislation publishes further secondary legislation, the approach may need to change to securing district heat network connections.

Type of indicator

- Contextual.

Source

- Planning Applications Data.

Timescale of data publication

- Annually.

## Biodiversity and Green Spaces

### *Monitoring Indicator Code – M13A*

Topic – Achieving Biodiversity Net Gain targets.

Policy – Policy BG/BG: Biodiversity and geodiversity.

Indicator Description – To encourage offsite biodiversity units to secure longstanding Biodiversity Net Gain.

Metric – Number of offsite biodiversity net gain units secured offsite and number of habitat banks created.

Target

- No Target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No Specific Action].

Type of indicator

- Contextual.

Source

- Outputs of Biodiversity Duty Annual Report.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M13B*

Topic – Achieving Biodiversity Net Gain targets.

Policy – Policy BG/BG: Biodiversity and geodiversity.

Indicator description – To ensure all applicable development achieves 10% Biodiversity Net Gain.

Metric – Percentage of applicable applications achieving 10% Biodiversity Net Gain.

Target

- No applicable developments permitted, without achieving 10% Biodiversity Net Gain.

Trigger

- Trigger point is not set in Local Plan. Review of this policy will be in line with national guidance.

Action

Review the circumstances including national legislation that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.

Type of indicator

- Target.

Source

- Planning Applications Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M13C*

Topic – Achieving Biodiversity Net Gain targets.

Policy – Policy BG/BG: Biodiversity and geodiversity.

Indicator description – To ensure all applicable major development achieves 20% Biodiversity Net Gain.

Metric – Percentage of applicable applications achieving 20% Biodiversity Net Gain.

Target

- No applicable developments permitted, without achieving 20% Biodiversity Net Gain on or offsite.

Trigger

- Inability for development to meet 20% Biodiversity Net Gain on or offsite, as per guidance.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.
- Review relevant parts of the Local Plan.

Type of indicator

- Target.

Source

- Planning Applications Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M14A*

Topic – Protection of sites of biodiversity or geological importance.

Policy – Policy BG/BG: Biodiversity and geodiversity.

Indicator description – Change in the areas of local nature conservation importance.

Metric – That there is no loss in the areas of local nature conservation areas as a result of new development where no mitigation has been provided.

Target

- No loss of areas of local nature conservation areas as a result of new development without mitigation provided.

Trigger

- Loss of areas of local nature conservation importance as a result of new development where no mitigation has been provided.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.

Type of indicator

- Target.

Source

- CPERC.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M14B*

Topic – Protection of sites of biodiversity or geological importance.

Policy – Policy BG/BG: Biodiversity and geodiversity.

Indicator description – Change in areas of biodiversity importance (international, national and local designations).

Metric – That there is no loss in the areas of biodiversity importance as a result of new development where no mitigation has been provided.

Target

- No loss of areas of biodiversity importance as a result of new development without mitigation provided.

Trigger

- Loss of areas of biodiversity importance as a result of new development with no mitigation provided.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.

Type of indicator

- Target.

Source

- CPERC.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M14C*

Topic – Protection of sites of biodiversity or geological importance.

Policy – Policy BG/BG: Biodiversity and geodiversity.

Indicator description – Change in the area and quality of Sites of Special Scientific Interest.

Metric – That there is no loss of land within SSSI and quality of SSSI as a result of new development with no mitigation provided.

Target

- No loss of areas of local nature conservation areas as a result of new development without mitigation provided.

Trigger

- Loss of land within SSSI and quality of SSSI as a result of new development with no mitigation provided.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.

Type of indicator

- Target.

Source

- CPERC.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M15A*

Topic – Green and Blue Infrastructure Protection and Provision.

Policy – Policy BG/GI: Green infrastructure.

Indicator description – To ensure existing green and blue infrastructure is protected.

Metric – Percentage of major planning applications achieving for predominately residential major applications an urban greening factor of 0.4 and for predominately non-residential development an urban greening factor of 0.3.

Target

- No developments permitted with a lower urban greening factor than stated for the predominant use.

Trigger

- One or more developments granted planning permission in a year where the urban greening factor is lower than 0.4 for predominately residential and 0.3 for predominately non-residential development.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.

Type of indicator

- Target.

Source

- Planning Applications Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M15B*

Topic – Green and Blue Infrastructure Protection and Provision.

Policy – Policy BG/GI: Green infrastructure.

Indicator description – To ensure existing green and blue infrastructure is protected.

Metric – Total green infrastructure contribution collected.

Target

- No target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No Specific Action].

Type of indicator

- Contextual.

Source

- S106 Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M15C*

Topic – Green and Blue Infrastructure Protection and Provision.

Policy – Policy BG/GI: Green infrastructure.

Indicator description – To ensure existing green and blue infrastructure is protected.

Metric – Total number green infrastructure projects funded from contributions.

Target

- No target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No Specific Action].

Type of indicator

- Contextual.

Source

- S106 Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M16*

Topic – Open Space, Play Area and Sports Pitch Protection and Provision.

Policy – Policy BG/EO: Providing and enhancing open spaces.

Indicator description – To ensure new development provides open space, play areas and sports pitches in accordance with the standards.

Metric – Number of new sites completed for open space, play areas and sports pitches secured with planning permissions in accordance with the standards set out in policy.

Target

- No Target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No specific action].

Type of indicator

- Contextual.

Source

- Planning Applications Data.
- S106 Data.

Timescale of data publication

- Annually.

## Wellbeing and Social Inclusion

### *Monitoring Indicator Code – M17*

Topic – Healthy places.

Policy – Policy WS/HD: Creating healthy new developments.

Indicator description – To ensure planning applications for development proposals between 20 to 100 dwellings or 1,000sq.m to 5,000sq.m gross internal floorspace (GIA) are undertaking an extended screening or rapid Health Impact Assessment (HIA), and that development proposals of 100 dwellings or more or 5,000m2 of gross internal floorspace (GIA) or more are undertaking a full HIA, to mitigate and contribute positively to the impacts on health of new developments.

Metric – Proportion of eligible planning permissions submitting Health Impact Assessments.

Target

- No eligible developments permitted without a Health Impact Assessment being submitted.

Trigger

- One or more planning permissions not submitting a Health Impact Assessment.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.

Type of indicator

- Target.

Source

- Planning Applications Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M18A*

Topic – Hot food takeaways.

Policy – Policy WS/HD: Creating healthy new developments.

Indicator description – To ensure that no hot food takeaways are approved within 400m of a secondary school.

Metric – Number of planning applications approved for hot food takeaways within 400m of a secondary school.

Target

- No planning applications permitted for hot food takeaways within 400m of a secondary school.

Trigger

- One or more planning applications approved for hot food takeaways within 400m of a secondary school.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.

Type of indicator

- Target.

Source

- Planning Applications Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M18B*

Topic – Hot food takeaways.

Policy – Policy WS/HD: Creating healthy new developments.

Indicator description – To avoid an overconcentration of hot food takeaways.

Metric – Number of new hot food takeaways approved and creating an over concentration, defined as three of more opposite or adjacent hot food takeaway or more than 2 within a continuous frontage of 10 units.

Target

- No planning applications approved for hot food takeaways that create an over concentration.

Trigger

One or more applications approved that create an over concentration, defined as three of more opposite or adjacent hot food takeaway or more than 2 within a continuous frontage of 10 units.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.

Type of indicator

- Target.

Source

- Planning Applications Data.

Timescale of data publication

- Annually.

*Monitoring Indicator Code – M19A*

Topic – Community, Sports and Leisure Facilities.

Policy – Policy WS/CF: Community, Sports, and Leisure Facilities.

Indicator description – To ensure that sufficient community, sports and leisure facilities are delivered to meet local need. To prevent the loss of community floorspace without reprovision where demand still exists for Council's strategies for community facilities.

Metric – Amount of floorspace and number of sites consented as new community, sports and leisure facilities through manual planning application monitoring.

Target

- No Target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No specific action].

Type of indicator

- Contextual.

Source

- Planning Applications Data.

Timescale of data publication

- Annually.

*Monitoring Indicator Code – M19B*

Topic – Community, Sports and Leisure Facilities.

Policy – Policy WS/CF: Community, Sports, and Leisure Facilities.

Indicator description – To ensure that sufficient community, sports and leisure facilities are delivered to meet local need. To prevent the loss of community floorspace without reprovision where demand still exists for Council's strategies for community facilities.

Metric – Total financial contributions received to contribute towards the delivery of Indoor Sports provision.

Target

- No Target.

Trigger

- [No specific trigger].

- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No Specific Action].

Type of indicator

- Contextual.

Source

- S106 Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M19C*

Topic – Community, Sports and Leisure Facilities.

Policy – Policy WS/CF: Community, Sports, and Leisure Facilities.

Indicator description – To ensure that sufficient community, sports and leisure facilities are delivered to meet local need. To prevent the loss of community floorspace without reprovision where demand still exists for Council's strategies for community facilities.

Metric – Total financial contributions received to contribute towards the delivery of Outdoor Offsite Sports provision.

Target

- No Target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No Specific Action].

Type of indicator

- Contextual.

Source

- S106 Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M19D*

Topic – Community, Sports and Leisure Facilities.

Policy – Policy WS/CF: Community, Sports, and Leisure Facilities.

Indicator description – To ensure that sufficient community, sports and leisure facilities are delivered to meet local need. To prevent the loss of community floorspace without reprovision where demand still exists for Council's strategies for community facilities.

Metric – Total financial contributions received to contribute towards the delivery of Swimming Pools

Target

- No Target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No Specific Action].

Type of indicator

- Contextual.

Source

- S106 Data.

Timescale of data publication

- Annually.

*Monitoring Indicator Code – M19E*

Topic – Community, Sports and Leisure Facilities.

Policy – Policy WS/CF: Community, Sports, and Leisure Facilities.

Indicator description – To ensure that sufficient community, sports and leisure facilities are delivered to meet local need. To prevent the loss of community floorspace without reprovision where demand still exists for Council's strategies for community facilities.

Metric – To monitor and report on the change in need for sports provision for both indoor and outdoor spaces as well as play space.

Target

- No Target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No Specific Action]

Type of indicator

- Contextual.

Source

- The Greater Cambridge Playing Pitch Strategy and Indoor Facilities Strategy. This is updated approximately every five years.

Timescale of data publication

- Upon strategy update.

### *Monitoring Indicator Code – M19F*

Topic – Community, Sports and Leisure Facilities.

Policy – WS/NC: Meeting the needs of new and growing Communities.

Indicator description – To ensure that sufficient community, sports and leisure facilities are delivered to meet local need. To prevent the loss of community floorspace without reprovision where demand still exists for Council's strategies for community facilities.

Metric – Total financial contribution for libraries, for education, and for community facilities.

Target

- No Target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No Specific Action].

Type of indicator

- Contextual.

Source

- S106 Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M19G*

Topic – Community, Sports and Leisure Facilities.

Policy – WS/NC: Meeting the needs of new and growing Communities.

Indicator description – To ensure that sufficient community, sports and leisure facilities are delivered to meet local need. To prevent the loss of community floorspace without reprovision where demand still exists for Council's strategies for community facilities.

Metric – Total contribution secured and number of projects for surgeries and health centres funded.

Target

- No Target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No Specific Action].

Type of indicator

- Contextual.

Source

- S106 Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M20*

Topic – Address poverty and skills gaps.

Policy – Policy WS/IO: Creating inclusive employment and business opportunities through new developments.

Indicator description – To ensure developers implement their respective Skills and Employment Plans across Greater Cambridge.

Metric – Percentage of eligible planning permissions (new development of 1000sqm of Class E, B2, B8, C1, C2, F2 and sui generis floorspace) submitting a Skills and Employment Plans.

Target

- No eligible planning applications permitted without submitting a Skills and Employment Plan.

Trigger

One or more planning permissions not submitting a Skills and Employment Plan.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.

Type of indicator

- Target.

Source

- Planning Applications Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M21A*

Topic – Air quality.

Policy – Policy WS/HS: Pollution, health and safety.

Indicator description – Annual mean number of days when PM10 levels exceeded a daily mean of 50ug/m.

Metric – Annual mean number of days when PM10 levels exceeded a daily mean of 50ug/m.

Target

- No Target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No Specific Action].

Type of indicator

- Contextual.

Source

- Air Quality Monitoring Report.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M21B*

Topic – Air quality.

Policy – Policy WS/HS: Pollution, health and safety.

Indicator description – To ensure that the air quality of areas designated by local authorities because they are not likely to achieve national air quality is kept at an appropriate level and that further mitigation is not required through an air quality management area designation.

Metric – Number of air quality management areas.

Target

- No increase in the number of air quality management areas.

Trigger

- Re-designation of an air quality management area.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review the Air Quality Monitoring Report.
- Review the Greater Cambridge Air Quality Strategy.
- Review development management processes.
- Review relevant parts of the Local Plan

Type of indicator

- Target.

Source

- Air Quality Monitoring Report.

Timescale of data publication

- Annually.

## Great Places

### *Monitoring Indicator Code – M22*

Topic – Heritage Assets.

Policy – GP/HA Designated Heritage Assets, GP/ND Non-Designated Heritage Assets.

Indicator description – To ensure the protection of heritage assets in Greater Cambridge through the designation of Listed Buildings and Conservation Areas and maintaining a list of heritage assets at risk,

Metric – Number of Listed Buildings and Conservation Areas, and number of heritage buildings on the buildings at risk register.

Target

- No Target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No specific action].

Type of indicator

- Contextual.

Source

- Historic England and Built and Natural Environment Team.

Timescale of data publication

- Annually.

## Jobs

### *Monitoring Indicator Code – M23*

Topic – Protecting existing employment areas.

Policy – Policy J/PB: Protecting existing business space.

Indicator description – To ensure a sufficient supply of premises to meet demand for business, industry and logistics.

Metric – Amount of employment generating floorspace lost to other uses through planning permissions including change of use applications, and demolition consents.

Target

- No Target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No specific action].

Type of indicator

- Contextual.

Source

- Planning Applications Data.
- Annual Completions Data.

Timescale of data publication

- Annually.

### Monitoring Indicator Code – M24

Topic – Supporting existing retail centres.

Policy – Policy J/RC: Retail and centres.

Indicator description – To maintain the vitality and viability of retail centres across Greater Cambridge.

Metric – Number of retail units lost to other uses in existing retail centres / specific

policy constraint relating to town centres / PSF.

Target

- No Target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No specific action].

Type of indicator

- Contextual.

Source

- Planning Applications Data.
- Annual Completions Data.

Timescale of data publication

- Annually.

## Homes

### *Monitoring Indicator Code – M25A*

Topic – New affordable dwellings.

Policy – Policy H/AH: Affordable Housing.

Indicator description – Affordable dwellings permitted as a percentage of all dwellings permitted on sites where the policy requiring affordable dwellings applies.

Metric – Percentage of affordable homes secured on planning permissions for 11 dwellings or more, or on development sites of less than 11 dwellings if the total floorspace exceeds 1,000m2.

Target

- 40% affordable homes secured on eligible planning permissions, unless the exceptions listed in the policy can be demonstrated.

Trigger

- Less than 40% of dwellings on all applicable developments permitted that are anticipated to be affordable, unless the exceptions listed in the policy can be demonstrated.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review development management processes.
- Review relevant parts of the Local Plan.

Type of indicator

- Target.

Source

- Planning Applications Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M25B*

Topic – New affordable dwellings.

Policy – Policy H/AH: Affordable Housing.

Indicator description – Affordable homes completed to meet need in Greater Cambridge.

Metric – Number of affordable homes completed per annum.

Target

- No Target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No Specific Action].

Type of indicator

- Contextual.

Source

- Annual Completions Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M25C*

Topic – New affordable dwellings.

Policy – Policy H/AH: Affordable Housing, Policy H/BR: Build to Rent Homes.

Indicator description – Affordable Private Rent dwellings permitted as a percentage of all Build to Rent dwellings permitted.

Metric – Percentage of Affordable Private Rent homes secured on planning permissions for Build to Rent homes.

Target

- 40% Affordable Private Rent homes secured on planning permissions for Build to Rent homes, unless exceptions can be demonstrated.

Trigger

- Less than 40% Affordable Private Rent homes secured on planning permissions for Build to Rent Homes, unless exceptions can be demonstrated.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review development management processes.
- Review relevant parts of the Local Plan.

Type of indicator

- Target.

Source

- Planning Applications Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M25D*

Topic – New affordable dwellings.

Policy – Policy H/ES: Exception Sites for Affordable Housing.

Indicator description – Affordable homes completed on exception sites to meet need in Greater Cambridge.

Metric – Number of affordable homes completed on exception sites per annum.

Target

- No Target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No Specific Action].

Type of indicator

- Contextual.

Source

- Annual Completions Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M25E*

Topic – New affordable dwellings.

Policy – Policy H/AH: Affordable Housing.

Indicator description – Affordable homes completed to meet need in Greater Cambridge.

Metric – Number of social rented units, affordable rented units and part ownership units funded from affordable housing contributions per annum.

Target

- No Target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No Specific Action]

Type of indicator

- Contextual.

Source

- S106 Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M26A*

Topic – Housing Mix.

Policy – Policy H/HM: Housing Mix.

Indicator description – Delivery of a mix of housing tenures and sizes.

Metric – For planning permissions for major developments, the proportion of each housing size (number of bedrooms) by housing tenures.

Target

- No Target.

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No Specific Action].

Type of indicator

- Contextual.

Source

- Planning Applications Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M26B*

Topic – Housing Mix.

Policy – Policy H/HM: Housing Mix.

Indicator description – Delivery of a mix of housing tenures and sizes.

Metric – Housing completions by number of bedrooms and by housing tenures.

Target

- No Target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No Specific Action].

Type of indicator

- Contextual.

Source

- Annual Completions Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M27*

Topic – Accessible homes.

Policy – Policy H/SS: Residential space standards and accessible homes.

Indicator description – Number of homes completed that meet the accessible and adaptable dwellings standard.

Metric – Percentage of homes approved to the accessible and adaptable dwellings M4(2) and M4(3) standards.

Target

- All new build residential units permitted are designed to the Building Regulations M4(2) standard.
- 10% of the affordable units and 5% of the market units permitted on developments providing 20 or more new build dwellings are designed to the Building Regulations M4(3) standard.

Trigger

- Less than 5% of homes completed on eligible developments built to the accessible and adaptable dwellings M4(2) standard.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.
- Review relevant parts of the Local Plan.

Type of indicator

Source

- Planning Applications Data.
- Data compiled using (i) planning applications and committee or delegation reports, and (ii) housing completions produced by Research & Monitoring Team at Cambridgeshire County Council.

Timescale of data publication

- Annually.

*Monitoring Indicator Code – M28A*

Topic – Delivery of housing to meet needs of specific groups.

Policy – Policy H/CB: Self and Custom Build Homes.

Indicator description – Addressing the need for self and custom build development.

Metric – Number of people added to the register in the base period and the number of permissions granted 3 years following the base period monitored and reported on per base period onto the dedicated Self and Custom Build webpage.

Target

- Number of permissions granted in the 3 years following the base period is equivalent to number of people added to the register in the base period.

Trigger

- Number of people added to the register exceeds the amount of permissions provided for self and custom build.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review process for joining the register, managing the register, reporting units and allocating land.
- Review Development Management processes.

Type of indicator

- Target.

Source

- Planning Applications Data / Data on the Self Build Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M28B*

Topic – Delivery of housing to meet needs of specific groups.

Policy – Policy H/CB: Self and Custom Build Homes, Policy H/BR: Build to Rent Homes, Policy H/MO: Houses in Multiple Occupation (HMOs), Policy H/RM: Residential moorings.

Indicator description – Delivery of a mix of housing types and tenures.

Metric – Number of homes completed annually by housing type and tenure.

Target

- No Target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No Specific Action].

Type of indicator

- Contextual.

Source

- Annual Completions Data.

Timescale of data publication

- Annually.

*Monitoring Indicator Code – M28C*

Topic – Delivery of housing to meet needs of specific groups.

Policy – Policy H/MO: Houses in Multiple Occupation (HMOs).

Indicator description – Impact of HMOs on wider housing delivery including delivery of family homes.

Metric – Number of HMOs permitted annually.

Target

- No Target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No Specific Action].

Type of indicator

- Contextual.

Source

- Planning Applications Data.

Timescale of data publication

- Annually.

## Infrastructure

*Monitoring Indicator Code – M29*

Topic – Sustainable transport.

Policy – Policy I/ST: Sustainable Transport and Connectivity, Policy I/EV: Parking and Electric Vehicles.

Indicator description – To increase the proportion of sustainable journeys through the delivery of transport infrastructure.

Metric – Proportion of major planning applications implementing minimum or greater provision of cycle parking.

Target

- No major planning applications permitted with less than the minimum provision of cycle parking.

Trigger

- One development or more approved in a year with less than the minimum provision of cycle parking.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review Development Management processes.
- Review relevant parts of the Local Plan.

Type of indicator

- Target.

Source

- Planning Applications Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M30*

Topic – Energy infrastructure.

Policy – Policy I/EI: Energy Infrastructure Master planning.

Indicator description – Need and capacity.

Metric – Number of kwh capacity required to develop and extend the grid by to build capacity in the grid.

Target

- Kwh energy generation matching supply.

Trigger

- There is not sufficient energy to support new development, or existing demand is no longer met.

Review

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review of factors impacting on grid capacity.
- Review of the LAEP.
- Review development management processes for energy generation.
- Review the Local Plan.

Type of indicator

- Target.

Source

- LAEP.

Timescale of data publication

- As per Local Area Plan (LAEP).

### *Monitoring Indicator Code – M31A*

Topic – Securing infrastructure requirements.

Policy – Policy I/ID: Infrastructure and Delivery.

Indicator description – To secure and deliver identified infrastructure in the Infrastructure Delivery Plan (IDP) within the timeframes identified.

Metric – Delivery of the project within the IDP. This includes the details of the transport, power, water supply, waste infrastructure, digital infrastructure, education, healthcare, community and culture, emergency services, indoor sport and leisure facilities, outdoor facilities, green infrastructure, and open space.

Target

- Delivery of the projects to the timescales as set out within the IDP.

Trigger

- Infrastructure projects set out in the IDP not delivered to timescales as set out in IDP.

Action

Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:

- Review process for delivering projects.
- Review funding opportunities and timescale revisions.
- Review Infrastructure Development Plan.
- Review the Local Plan.

Type of indicator

- Target.

Source

- IDP.

Timescale of data publication

- As per IDP review cycle.

### *Monitoring Indicator Code – M31B*

Topic – Securing infrastructure requirements.

Policy – Policy I/ID: Infrastructure and Delivery.

Indicator description – To demonstrate that there is sufficient funding coming through planning obligations to contribute to the funding and delivery of infrastructure projects.

Metric – Total contributions collected for infrastructure provision from planning obligations.

Target

- No Target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No Specific Action].

Type of indicator

- Contextual.

Source

- S106 Data.

Timescale of data publication

- Annually.

### *Monitoring Indicator Code – M32*

Topic – Waste management.

Policy – Policy I/ID: Infrastructure and Delivery.

Indicator description – Amount of municipal waste arising, and managed by management type and the percentage each management type represents of the waste managed. The Joint Municipal Waste Management Strategy for Cambridgeshire and Peterborough 2008-2022 sets targets for the reduction of household waste sent to landfill of: 55 to 60% of household waste by 2020.

Metric – Tonnes of waste collected – household / compostable / recyclable.

Target

- No Target.

Trigger

- [No specific trigger].
- Contextual indicator, to provide information on the implementation of policies to inform Local Plan review.

Action

- [No specific action].

Type of indicator

- Contextual.

Source

- Joint Municipal Waste Management Strategy for Cambridgeshire and Peterborough.

Timescale of data publication

- Ad hoc – every 5 years as prepared.

# Appendix F: Marketing, local needs assessments and viability appraisals

*Marketing requirements*

**F.1.** To prevent the inappropriate loss of land and premises in employment, main town centre or community uses, to demonstrate the relaxation of an occupancy condition, or to demonstrate that no viable use of heritage assets can be found in accordance with tests set out by the NPPF, various policies in the Local Plan require applicants to undertake marketing exercises.

**F.2.** Evidence should be provided in the form of a Marketing Report to support a planning application. This appendix sets out the Councils' minimum expectations around the preparation of appropriate marketing exercises and Marketing Reports.

**F.3.** The types of use for which marketing is required before an application may be permitted are set out below, along with the minimum marketing period expected:

Policy: WS/CF – Community, sports, and leisure facilities

- Land use: Community, sports, and leisure facilities and services

  – Minimum marketing period: 12 months.

Policy: WS/PH – Protection of public houses

- Land use: Public houses

  – Minimum marketing period: 12 months.

Policy: GP/HA – Designated Heritage Assets

- Land use: Listed buildings, as included on Historic England's National Heritage List

  – Minimum marketing period: 12 months.

Policy J/PB – Protecting existing business space

- Land use: Land and premises in, or most recently in, employment use outside Strategic Industrial Estates

  – Minimum marketing period: 12 months.

- Land use: Land and premises in, or most recently in, industrial and storage use on Strategic Industrial Estates

  – Minimum marketing period: 24 months.

Policy J/RC – Retail and other complementary town centre uses

- Land uses: Main town centre uses, as defined by Annex 2 of the NPPF

  – Minimum marketing period: 12 months.

Policy J/SA – Cambridge City's Primary Shopping Area

- Land uses: Main town centre uses, as defined by Annex 2 of the NPPF

  – Minimum marketing period: 12 months.

Policy J/VA – Visitor accommodation, attractions and facilities

- Land uses: Visitor accommodation

  – Minimum marketing period: 12 months.

Policy H/DC – Dwellings in the countryside

- Land uses: Non-residential uses outside of a Defined Development Extent (where an application intends to convert such uses to residential use), and dwellings that support a rural enterprise (where an application is being pursued to remove a rural workers occupancy condition)

  – Minimum marketing period: 12 months.

**F.4.** There are other policies within the Local Plan that also set out the need to agree a marketing strategy with the Councils during the determination of a planning application. In these cases, the general principles set out within this appendix may help to inform the creation of an appropriate marketing strategy, but the specific details will need to be confirmed with the Councils on a case-by-case basis.

### *Marketing strategy*

**F.5.** Before marketing begins, a marketing strategy should be prepared which sets out how the property will be marketed. It is strongly advised that the marketing strategy is agreed through pre-application engagement with the Councils prior to the commencement of the marketing exercise. Having an agreed marketing strategy ensures that the strategy is clear and that the proposed marketing exercise meets the Councils' expectations and complies with relevant policies in the local plan. This will help to mitigate the risk of needing to undertake a further marketing exercise or the risk of a planning application being refused where marketing requirements are set out within planning policy.

**F.6.** As a minimum, the marketing strategy should contain the following details:

- Description of the property: Details of the property's location, including proximity to settlements (as appropriate), floorspace and layout, car parking facilities and access

arrangements, service and utility connections, links to transport networks and general site characteristics.

- Planning details: A summary of the existing planning use, history and any existing restrictions or covenants.
- Details of the marketing agent: Details of the company/agent engaged to enact the marketing exercise, and the basis of instruction to the agent(s), including the length of the marketing exercise.
- Details of the Guide Price or Rental Charges: Guide price for the property which should be commensurate with the current market price for similar premises, derived from an expert valuation by a RICS-registered valuer or accredited member of RICS (see below for further information).
- Intended method of disposal: How the property would be disposed of if a successful bid or offer is made, such as private treaty or informal/formal bids.
- Intended methods of advertising: Details of where the site will be listed and advertised for sale or for let (see below for further information).

**F.7.** Expenditure on marketing should be proportionate to the anticipated return from the property.

*Length of the marketing exercise*

**F.8.** Unless special circumstances apply, marketing exercises will be expected to be continuous and active for the full duration of the marketing periods set out earlier in this appendix – these marketing periods represent minimum requirements, and the Councils will expect marketing exercises to extend for the full length of time stated before an application is submitted.

**F.9.** Exceptions to the stated marketing periods prior to the submission of a planning application may include:

- In cases where: a) an acceptable marketing exercise had been undertaken for the minimum timeframe stated under the relevant planning policy; and b) a period not exceeding 12 calendar months has passed since the conclusion of this marketing exercise, a reduced marketing exercise of 6 calendar months to supplement the previous marketing exercise will be deemed acceptable, subject to the submission of a full Marketing Report setting out the outcomes of all marketing activities undertaken.
- Other special circumstances where a focused marketing strategy with a reduced timeframe has been agreed in writing in advance with the Local Planning Authority.

**F.10.** Incomplete marketing exercises or evidence of minimal effort to secure a sale or let will not be considered sufficient.

*Asking prices / rental charges*

**F.11.** The marketing evidence must show that the property has been actively marketed for sale, or for let, at a realistic price. The premises or site must be marketed at a price and

on terms that reflect its current market value for its existing or permitted use, not an inflated or speculative value. Where the price changed during the period of the marketing exercise, the reasons for this should be recorded and included in the marketing report. The asking price and terms should be supported by:

- When marketing premises to let: Comparative evidence and trend analysis of rental values similar premises in comparable locations on similar terms, clearly setting out size, condition, use class, tenure, and rental prices; or
- When marketing premises for sale: Comparative evidence of at least three recent completed transactions involving (where available) similar premises in comparable locations on similar terms, clearly setting out size, condition, use class, tenure, and asking prices following the RICS' professional standards for Comparable Evidence in Real Estate Valuation (or successor standards); or
- A detailed written valuation from an independent RICS-registered commercial surveyor, confirming the appropriateness of the marketing price and terms in the context of the local market. The professional assessor must have a relevant accreditation from the RICS, and they must not be engaged to market the property.

*Marketing terms*

**F.12.** The marketing evidence must also show that the property has been actively marketed on appropriate terms. Details of the terms offered should be included in the Marketing Report, along with any changes made to the terms offered during the marketing period and why this change was made.

Additional terms for the marketing of public houses

**F.13.** Both freehold and leasehold options should be made available without restrictive covenants that would otherwise prevent the reuse of the site as a public house, to the extent that other pub operators, breweries, local businesses or community groups wishing to take over the premises and trade it as a pub are not excluded.

Additional terms for leasehold properties

**F.14.** The terms of rent should be flexible and take into account prevailing market conditions. The length of leases should not be unduly restrictive and prevent potentially interested site occupants from viably operating within the site.

Additional terms for the marketing of Assets of Community Value

**F.15.** Following changes made by The Assets of Community Value (England) Regulations 2012 to the Localism Act 2011, certain planning uses can be nominated as assets of community value (ACVs) by community interest groups and included on an ACV list managed by the Local Planning Authorities. ACV status is a material consideration during the determination of a planning application.

**F.16.** When disposing of ACVs, owners of the property are required to notify the local authority responsible for maintaining the local List of ACVs of the intention to dispose of the site. Unless certain conditions stated within the Localism Act 2011 are met, the

community interest group has a “community right to bid” during a moratorium period stated within the Act when the landowner is disposing of the property.

**F.17.** When marketing ACVs, the Local Planning Authorities will expect applicants to follow the requirements set out by The Assets of Community Value (England) Regulations 2012 and the Localism Act 2011), in addition to marketing requirements set out in this Local Plan.

Premises in poor condition

**F.18.** Where premises have been neglected, intentionally damaged, or unlawfully demolished, the exercise should be limited to marketing of the site for redevelopment to reflect the existing use, or for equivalent or alternative uses supported by local planning policy.

### *Methods of advertising*

**F.19.** The scale of marketing efforts should be proportionate to the type and scale of the property being put to market.

**F.20.** The following methods will be deemed acceptable forms of marketing, but a combination of the following is likely to be required for the overall marketing exercise to be considered comprehensive and satisfactory.

Marketing particulars

**F.21.** The site or premises should be marketed for the existing or other planning uses appropriate to the proposal, as detailed previously in this Appendix, and not under a generic “all options” use.

**F.22.** A comprehensive set of marketing particulars, as appropriate to the nature of the site and marketing, must be produced for all types of marketing exercise, and they should include the following:

- Site Location Plan
- Description of the premises
- Guide price or rent
- Current planning use/status
- Photographs of the interior and exterior of the property
- Lease terms (if applicable)
- Building layout/floor plans (for larger or complex sites)
- Details of services and utilities that serve the property
- Energy Performance Certificate (EPC)
- Rateable value and business rates
- VAT status
- Legal/professional costs associated with sale/letting

- Viewing arrangements
- Full contact details for the marketing agent.

Marketing boards

**F.23.** The Local Planning Authorities will expect appropriate marketing boards to be used to advertise a property, specifically:

- A clear and visible “For Sale” or “To Let” board must be placed on-site throughout the marketing period.
- The board should be located in a prominent position, clearly visible from nearby roads and access points.
- For larger commercial or tourism-related premises, larger-format signage with additional information (e.g. guide price, agent contact) is expected.

Online platforms and print publications

**F.24.** Marketing efforts must consider the use of “for sale” or “to let” listing on appropriate online platforms and printed publications. The following platforms should be considered:

- The sales or letting agent’s own website.
- Local and regional newspapers, with ongoing advertisements during the marketing period.
- National commercial property portals (e.g. Rightmove Commercial, Zoopla Commercial, Estates Gazette).
- Specialist trade or industry press (for tourism, retail, hospitality, or other specific uses).

Direct marketing

**F.25.** To ensure the marketing exercise is comprehensive, the use of direct marketing methods should also be considered. This is likely to include:

- Targeted email or postal campaigns to relevant businesses or potential occupiers.
- Where applicable, the agent should make use of an up-to-date commercial contacts database and keep records of all targeted outreach.

### *Marketing report*

**F.26.** Where a property or site has been actively marketed in line with the approach agreed with the Local Planning Authority without success in securing a sale or lease, a detailed Marketing Report must be prepared and submitted alongside any planning application for redevelopment or change of use. The Marketing Report will be considered by the Local Planning Authority to determine whether there is a realistic prospect of continued use for the existing use or other appropriate use(s) relevant to the site and proposal. Detailed below are the components of the Marketing Report that will be expected of applicants.

Marketing strategy and delivery

**F.27.** A copy of the original marketing strategy, clearly outlining:

- The target audience and sectors (e.g. local SMEs, retail, hospitality);
- Chosen marketing methods (e.g. signage, online listings, publications);
- Justification for selected platforms and outreach efforts; and
- The guide price/rent and terms used.

**F.28.** Evidence of implementation of the marketing strategy, including:

- Dated screenshots of online listings
- Photographs of on-site boards and printed materials
- Copies of press advertisements or brochures

**F.29.** Marketing must demonstrate an active, professional, and good-faith effort to secure continued use.

Valuation and market comparison

**F.30.** The Marketing Report must also provide details of how the proposed guide price / rent was determined. This should include:

- An assessment of whether the asking price or rent reflected market value for the use and location; and
- Details of how the valuation complies with the guidance provided under the “Asking Prices / Rental Charges” sub-section above.

Marketing timeline and duration

**F.31.** The Marketing Report should contain details of the following:

- Start and end dates of the continuous marketing exercise; and
- Any gaps or periods where the property was not actively marketed and reasons for this (e.g. contract disputes, renovation).

Record of enquiries, viewings, and feedback

**F.32.** The Marketing Report should include a full log of all enquiries and viewings made during the marketing exercise, detailing dates, feedback, and outcomes. A comprehensive schedule must be provided showing:

- Date and source of each enquiry (e.g. phone, website, agency contact);
- Details of the enquirer, including business type and intended use of the site;
- Whether a site inspection or viewing was undertaken; and
- The outcome of the enquiry:
  - If the interested party did not proceed: include reasons why (e.g. size, condition, price, access).

- If an offer was made: details of the offer, and reasons for refusal (where applicable).

**F.33.** The Councils will expect full details to be submitted for consideration, and Marketing Reports that unreasonably or purposefully omit details of enquiries and viewings made during the marketing exercise may not be considered sufficient to discharge local planning policy requirements. Copies of correspondence may be required to evidence the outcomes stated within the Marketing Report.

Assessment of strategy performance and adjustments

**F.34.** If there was a low level of interest in the property, the Marketing Report must explain:

- What adjustments were made during the marketing exercise to increase interest (e.g. reduced asking price, different platforms, extended reach); or
- If no changes were made, provide justification for maintaining the original approach.

Submission of the marketing report

**F.35.** Where local planning policies that contain marketing requirements are relevant to a development proposal, a copy of the final Marketing Report should be submitted as part of a planning application to demonstrate policy compliance.

**F.36.** Where designated heritage assets are to be marketed to test whether they can be brought back into viable use in line with national planning policy tests, a Marketing Report documenting the outcome of the marketing exercise should be submitted as part of a planning application to either:

a. Demonstrate that there is buyer interest in taking the property forward for an alternative, viable use that safeguards the significance of the heritage asset in line with adopted planning policy requirements; or

b. No alternative, viable uses for the designated heritage asset have been identified by the marketing exercise.

**F.37.** The Councils will expect Marketing Reports to be comprehensive to inform decision making; Marketing Reports that do not contain sufficient information, particularly about the enquirers and their intention for the site, will not be considered suitable. Where Marketing Reports contain commercially sensitive information, a redacted copy should be also be submitted as part of a planning application to be published in the public domain during the consideration of the planning application.

**F.38.** The Local Planning Authorities reserve the right to independently verify any marketing evidence submitted and to contact the appointed agent to discuss the marketing exercise. An incomplete Marketing Report would not be accepted as sufficient justification for a change of use or redevelopment. Furthermore, if the Local Planning Authority is not satisfied that the requirements set out in this Appendix have been met then additional marketing may be required before the proposal can be considered acceptable.

Public house viability appraisals

**F.39.** Developers should note the following in terms of the provision of data to help the local authority determine whether the public house is no longer economically viable as a commercial community facility:

a. A commercial viability study should accompany any application for redevelopment or change of use;

b. as a part of this study, evidence is required in the form of at least the last three trading years of audited accounts;

c. all reasonable efforts have been made to preserve or re-provide the public house use (including all reasonable diversification options) and evidence has been supplied to illustrate that it would not be economically viable to retain the building or site for its existing use. Examples of the initiatives or proposals that could be explored are as follows:

1. adding a kitchen and serving food with or without a dining area, or improving the existing food offer;
2. making the pub, garden, food offer more 'family-friendly';
3. providing events and entertainment, such as quiz nights, amplified or non-amplified live music, comedy/cabaret nights;
4. hiring rooms out or otherwise providing a venue for local meetings, community groups, businesses, youth groups, children's day nurseries;
5. provision of bed and breakfast or other guest accommodation;
6. the setting up of a micro-brewery;
7. sharing the premises with other businesses;
8. providing smoking shelters;
9. providing tourist accommodation (i.e. a bed and breakfast option);
10. providing a local shop or services (such as a post office) in part or all of the premises;
11. altering opening hours; and
12. offering take-away food and off-licence services

**F.40.** Note: that this list is not exhaustive and not all ideas will apply to every public house. Diversification should initially focus on ways to retain the public house use before changing the site to alternative uses.

d. details should also be provided of any changes to the public house in the period that corresponds with the trading information plus 1 year beforehand (so 4 years in total) that may have impacted on the business. For example:

1. did the opening hours alter so that the pub opened less often or less frequently?
2. were any facilities (e.g. kitchen, darts board, pool table etc) removed or regular events (e.g. quiz) cancelled?
3. was space for meetings redeveloped or were any local groups told they could no longer use the space?

**F.41.** Note that this list is not exhaustive and the local planning authority may seek evidence through standard community consultation procedures.

a. The local planning authority will require evidence that demonstrates that the public house has been operated positively, i.e. that it has not been run poorly to

facilitate redevelopment. Applicants should be aware that local people/customers will provide anecdotal evidence in response to neighbourhood consultations on any planning application submission;

b. with regard to the evidence mentioned in respect of diversification options, changes to the public house and how it has been operated, the local planning authority will require written evidence. This could take the form of a statutory declaration undertaken by the owner/manager (or a written report) together with supporting documents such as letters from customers/suppliers/staff, invoices for works carried out, dated photographs to allow a comparison of facilities.

# Appendix G: Payments in-lieu calculations

## Employment and Skills

### Construction phase

i) Apprenticeships Starts:

Shortfall against target number of apprenticeship starts

X (multiplied by)

£26,000 (the average net cost to employers in delivering an apprenticeship at Level 2 and 3)

ii) Job Placements:

Shortfall against target number of job placements

X (multiplied by)

£3,417 (the average cost per job placement)

iii) School and College Engagement

Shortfall against target number of days activities

X (multiplied by)

£1,919 (the average cost of arranging 1 meaningful encounter for every pupil by the end of Year 11)

iv) Local Employment

Shortfall in the target of 20% of jobs (including apprenticeships) filled by local residents in Greater Cambridge

X (multiplied by)

£6,500 (the cost of employment support)

Target construction outputs (i)-(iii) will be calculated using benchmarks from the Construction Industry Training Board (CITB) National Skills Academy for

Construction (NSAfC) Project Based Approach. In Greater Cambridge, the outputs of benchmark KPI2 (Jobs Started by NSAfC Projects) are expected to be apprenticeships.

## Operational phase

v) Supported Employment

Shortfall in the number of supported employment places for local resident to be provided by the development.

Target Supported Employment to be calculated as follows:

SE = A X (multiplied by) B X (multiplied by) C

Where:

A. is the number of jobs, including apprenticeships, estimated to be created during the Occupation phase (calculated using the employment densities included in Greater Cambridge Employment and Housing Evidence Update 2023)*

B. is 67.8 % (the percentage of Greater Cambridge residents expected to be employed as part of the workforce)

C. is 5% (the percentage of Greater Cambridge working age residents who are unemployed or economically inactive but wanting to work)

In-lieu calculation:

Shortfall in Supported Employment target (SE)

X (multiplied by)

£6,500 (the cost of employment support)

* Iceni Projects Ltd

All the costs contained in the formulae, will be reviewed annually by the councils and will be subject to appropriate indexation, to ensure that they remain appropriate to cover costs.

## Affordable workspace

Affordable Workspace Value (£m) =

Total net additional floorspace (sq. ft NIA)

X (multiplied by)

Proportion of floorspace which should be affordable (10% in accordance with the policy)

X (multiplied by)

Market rent (£ per sq. ft)

X (multiplied by)

D. Affordable rent discount (% in accordance with the policy)

/ (divided by)

E. Market Yield (%)

A. Total floorspace (NIA sq. ft) refers to the net additional employment floorspace created by the development. – Taken from the approved development proposal and entered by the applicant. [Applicant input]
B. Proportion of floorspace to be provided as affordable workspace (%) – Fixed policy requirement. The percentage will be applied in accordance with the affordable workspace policy. [Fixed policy input]
C. Market rent (£ per sq. ft) – The market rent that would reasonably be achieved for the relevant type of employment space, evidenced through comparable transactions for similar size, specification and location. [Applicant input, subject to Council review]
D. Affordable rent discount (%) – Fixed policy requirement reflecting the level of affordability to be secured. The applicable discount will vary by development type and location in accordance with the affordable workspace policy. [Fixed policy input]
E. Market Yield (%) - Calculation of the rate of return an investor would expect to receive from a comparable market employment floorspace property based on its income and capital value, evidenced through recent investment transactions or professional valuation evidence for properties of a similar use, size, specification

and location. The yield should be expressed as a Net Initial Yield (NIY) and should be derived independently from the market rent assumption. [Applicant input, subject to Council review]

# Appendix H: Skyline and tall buildings guidance

## *1.0 Introduction*

**H.1.** Cambridge has a distinctive skyline, characterised by spires, towers, turrets, and chimneys that rise as occasional 'incidents' above the prevailing lower built form and extensive mature tree canopy. Iconic structures such as King's College Chapel and St John's College Chapel are key landmarks, with the view of King's College from The Backs standing as perhaps the most celebrated and recognised worldwide.

**H.2.** Across Greater Cambridge, settlements are generally more modest in scale, with tall structures limited to occasional church towers, water towers, and similar features. Larger footprint buildings are predominantly found within technology and research parks, including those at the Babraham Institute and the Wellcome Genome Campus.

**H.3.** The modest scale of Cambridge and the relatively flat topography of the surrounding Greater Cambridge area limit the number of locations offering uninterrupted, city-wide panoramas or views of outlying settlements. However, several long-distance views exist from the south-east, south-west, and west, as well as from other parts of the Green Belt that envelops the city. Clusters of larger buildings at Addenbrooke's Hospital and Cambridge Airport are visible at the city's periphery, where the urban edge meets the rural hinterland of Greater Cambridge.

**H.4.** Concerns over the potential for building heights to impact on the character of the skyline are not new within Greater Cambridge. As early as 1950, Cambridge Planning Proposals: A Report to Cambridgeshire County Council, prepared by William Holford and Myles Wright, recommended height restrictions for the city centre, suggesting a maximum building height of 55 feet (approximately 17 metres). Similarly, Thomas Sharp's 1963 Report, Dreaming Spires and Teeming Towers: The Character of Cambridge, provided detailed consideration of the scale and form of development appropriate to the city, advocating for restraint and careful assessment of any proposal for tall buildings within its historic core.

**H.5.** While Cambridge and the wider Greater Cambridge area have not faced the same level of demand for exceptionally tall structures as larger cities such as London, Birmingham, or Manchester, the pressure for new development including buildings of five to ten residential storeys has been steadily increasing. These proposals often exceed the prevailing building height across much of the city and its neighbouring settlements.

**H.6.** This guidance in this Appendix provides clarity in the interpretation of Policy GP/ST: Skyline and tall buildings. It offers a clear and robust framework of criteria for assessing the likely impact of tall buildings proposals. The overarching purpose of this guidance is to ensure that the distinctive character, historic setting, and visual qualities of the Cambridge and Greater Cambridge skyline are protected and, where appropriate, enhanced as the area continues to grow and develop in the coming years.

## *2.0 Aim*

**H.7.** To preserve and enhance the distinctive character, historic significance, and visual

quality of the Cambridge and Greater Cambridge skylines, ensuring that new development carefully considers its impact on important views, the wider townscape, and the landscape setting, while supporting sustainable growth.

### *3.0 Objectives*

Safeguard the historic skyline

**H.8.** Protect the prominence and visibility of key skyline features such as King's College Chapel, St John's College Chapel, and other landmark structures by maintaining their dominance in key views and vistas from within the city and surrounding areas.

Ensure contextual design and skyline Integration

**H.9.** Promote development that respects the established scale, form, and roofscape of Cambridge and Greater Cambridge settlements, ensuring that any new buildings integrate sensitively into the existing skyline and do not disrupt their coherence or positive characteristics.

Direct taller buildings to appropriate locations

**H.10.** Allow for taller buildings only in locations where they will not adversely affect important skyline views, ensuring they contribute positively to the evolving skyline without detracting from historic or rural settings.

Protect the rural and Green Belt skyline views

**H.11.** Safeguard long-distance and skyline views from the Green Belt of Cambridge, ensuring that new development not visually intrusive or diminish the landscape setting and the perceived compactness of Cambridge.

Promote high-quality design and skyline enhancement

**H.12.** Ensure that all development proposals, particularly those which have the potential to impact on the skyline, demonstrate exceptional design quality that enhances the city's visual identity, reinforces local distinctiveness, and positively contributes to the overall composition of the skyline.

### *4.0 Definition of the skyline and tall buildings*

**H.13.** Skyline refers to the outline or profile of buildings, structures, and natural features visible against the sky when viewed from a distance or from specific vantage points. It represents the collective silhouette formed by the height, shape, massing, and arrangement of built forms, landscape features, and vegetation within a town, city, or settlement.

**H.14.** The skyline is a key component of a place's visual identity and character, particularly in historic cities such as Cambridge, where landmark structures such as church spires, college chapels, and historic towers form distinctive and recognisable elements. The skyline plays an important role in shaping local distinctiveness, contributing to important views, and influencing perceptions of scale, openness, and urban form.

**H.15.** In planning terms, consideration of the skyline includes the impact of proposed

development on:

- The visibility and prominence of heritage assets.
- Key public views and vistas.
- The relationship between built form and landscape setting.
- The overall composition, coherence, and legibility of the urban silhouette.

*5.0Cumulative impact and clustering of tall buildings*

**H.16.** Clustering refers to the grouping of multiple tall buildings in close proximity, which can collectively impact the visual character of a cityscape. The cumulative impact of tall buildings in Cambridge requires careful consideration, given the city's distinctive skyline characterized by slender spires and historic rooflines. One key challenge is clustering, where groups of tall buildings could create denser, congested interventions on the skyline that overwhelm Cambridge's existing character of occasional taller structures breaking the prevailing treeline and so potentially disrupting important sightlines and the visual prominence of heritage landmarks.

**H.17.** Additionally, competition between tall buildings for visual dominance risks fragmenting the skyline, undermining the unique identity of Cambridge's 'city of spires' and diminishing the legibility of key cherished landmarks. The backdrop and setting of these heritage assets are equally important; tall buildings must not detract from or obscure their visual context, as this would weaken the overall historic and aesthetic value of the cityscape. To preserve the city's historic character and sense of place, it is essential that any proposals for tall buildings are spatially coordinated and sensitively designed to complement rather than compete with existing features, ensuring a harmonious skyline that respects Cambridge's distinctive setting.

**H.18.** Cambridge Biomedical Campus, Cambridge Science Park and the other Technology Parks within the district like the Wellcome Genome Campus and Babraham Institute are likely to the focus for potential clusters of taller and/or bulky buildings driven by the floorplate demands of the sector. Integration of plant and servicing, including flues needs to be handled carefully to ensure that they do not negatively impact on the setting of Cambridge or the more rural characteristics of the surrounding District.

*Definition: Tall buildings (Cambridge context)*

**H.19.** In Cambridge and Greater Cambridge, a tall building is defined primarily in relation to context height, rather than by absolute or fixed measurement. Given Cambridge's predominantly low-rise, historic built form and extensive tree canopy, a building is likely to be considered 'tall' if it noticeably exceeds the prevailing height of surrounding development, disrupts established rooflines, or introduces a new vertical element into an area where such features are historically limited. Context heights have been mapped for Cambridge and Greater Cambridge and are shown in Figure 25 and Figure 26 of the Skyline and Tall Buildings Baseline, Strategy and Guidance.

**H.20.** A building may be regarded as 'tall' in this context where it:

- Exceeds the context height – the characteristic or typical height of buildings and structures within its immediate surroundings.

- Introduces substantial visual prominence or vertical emphasis where the local built form is generally of a modest or uniform scale.
- Is likely to affect sensitive views or skylines, including long-distance views from the Green Belt, The Backs, approach routes, or within Conservation Areas.
- Visually interrupts or changes the perceived skyline, creating a new 'incident' above the established building line or tree canopy.

**H.21.** In Cambridge and Greater Cambridge a series of 'tall building threshold zones' have been identified which are shown in Figure 27 of the Skyline and Tall Buildings Baseline, Strategy. These thresholds are as follows:

1. The Suburban/Low Rural Height Zone covers most settlements in South Cambridgeshire and suburban parts of Cambridge. It has a broad context height of up to 9m (up to 3 residential storeys) with a tall building threshold of 13m (4+ RST).
2. The Urban Height Zone captures Cambridge Historic Core and surrounding city centre, inner urban road corridors, existing and emerging growth areas on the city fringes. It has a broad context height of between 9m and 21m (3-6 residential storeys) with a tall building threshold of 19m (6+ RST).
3. The Increased Urban Height Zone principally only covers the Addenbrooke's Campus. It has a broad context height of between 21m and 27m (7-8 residential storeys) with a tall building threshold of 25m (8+ RST).

**H.22.** Proposals that are considered 'tall' against the identified tall building threshold zones exceed the prevailing context heights in these areas and will require detailed assessment against the skyline and tall buildings assessment criteria. In historic areas, such as Cambridge Historic Core, village centres or other sensitive locations, where building heights are generally lower, a more refined approach may be needed using more detailed context height mapping.

**H.23.** In contrast, areas such as new settlements, urban extensions, and science and technology parks may present a higher average context height, allowing for taller development without resulting in significant impacts. In Greater Cambridge, new settlements (such as Northstowe and Waterbeach) could encourage mid-rise (4-8 storeys) to achieve sustainable urban densities supported by good public transport infrastructure.

**H.24.** Greater Cambridge's definition of 'tall' aligns with the principles set out in Historic England's Advice Note 3: The Historic Environment and Tall Buildings (2015). It advises that the definition of 'tall' should be determined by the specific characteristics and sensitivities of the local context rather than by a universal standard. The note highlights the importance of understanding local townscape character, visual relationships, and the potential impact of taller development on heritage assets and their settings.

### *6.0 When these guidelines will be applied*

**H.25.** These guidelines will apply to all development proposals within Cambridge and Greater Cambridge that exceed the local context heights within the respective tall building threshold zones for the area and therefore have the potential to impact the skyline, key views, or the townscape character of the area, including but not limited

to:

New development proposals

1. All new buildings that exceed or are likely to exceed the prevailing context height of their surroundings, particularly where such development is visible from key public viewpoints, Conservation Areas, or the Green Belt.

Proposals for tall or large-scale buildings

2. Any development that introduces buildings above the typical prevailing context heights of:
   - Buildings exceeding 19 metres (over six storeys) in height within the city centre or designated growth areas on the city fringes.
   - Above 13 metres (approximately 4 storeys) in suburban and residential areas.
   - Above 10 metres (approximately 3 storeys) in village contexts, where building heights are generally lower and more sensitive to scale.
   - Approximately 15 metres (5 storeys) or more in other parts of Greater Cambridge, particularly within areas of low-rise or historic character, or where buildings are likely to be perceived as significant visual 'incidents' within the skyline.

Schemes affecting sensitive or designated areas

3. Proposals within or adjacent to:
   - The Historic Core of Cambridge
   - Conservation Areas
   - The Green Belt or rural edges of Cambridge and Greater Cambridge
   - Important approach routes or key vistas, such as The Backs or views from open countryside.

Urban Extensions, new settlements, and technology parks

4. While new settlements and employment areas such as science and technology parks may accommodate taller buildings due to their evolving context heights, proposals in these areas will still be assessed against these guidelines to ensure appropriate skyline integration and design quality.

Major refurbishments, extensions, or rooftop additions

5. Where existing buildings are subject to upward extension, rooftop additions, or significant alterations that may affect their relationship with the skyline or surrounding townscape.

*7.0 Topography and geology*

**H.26.** The topography of Greater Cambridge is generally low-lying and gently undulating, typical of the wider Fen-edge landscape. The city of Cambridge itself sits within a flat river valley defined by the course of the River Cam, with limited local variations in ground level but more significant elevation to the south-east, south, south-west and

west. This modest and consistent topography restricts the number of elevated vantage points from which broad panoramas of the city and its surrounding settlements can be obtained.

**H.27.** However, there are instances of very long-range views back towards Cambridge from significant distances such as Therfield Heath near Royston, Chapel Hill near Barrington and the high ground around Harlton. Such longer range views may need to be considered and assessed by development proposals depending on their scale.

**H.28.** Figure 8 of the Skyline and Tall Buildings Baseline, Strategy identifies the key viewpoints around Cambridge and shows how views from the south and west are more far reaching than those from the north and east. The strategic viewpoints help to provide an understanding of Cambridge within its wider setting including the role and location of the Historic Core which is crucial to understanding the sensitivity of and impact on the skyline.

### *8.0 Strategic views and approaches towards Cambridge*

**H.29.** Views from the rural hinterland of Cambridge from both elevated and level views of the spires and towers in the historic core are limited and generally distant. The following viewpoints (as also shown in Figure H1) identify the strategic viewpoints of the city.

Strategic Viewpoint A: Castle Hill Mound

Strategic Viewpoint B: Coton footpath over the M11

Strategic Viewpoint C: Coton Road

Strategic Viewpoint D: Grantchester Road

Strategic Viewpoint E: Limekiln Road

Strategic Viewpoint F: Little Trees Hill, Magog Downs

Strategic Viewpoint G: M11 between Junctions 12 and 13

Strategic Viewpoint H: Redmeadow Mill, Barton

Strategic Viewpoint I: Shelford Road below Limepit Hill

Strategic Viewpoint J: Worts' Causeway/Shelford Road

Strategic Viewpoint K: Little Wilbraham Road

Strategic Viewpoint L: River Cam looking south between the A14 and Baits Bite Lock'

Strategic Viewpoint M: Ditton Meadows

Strategic Viewpoint N: Stourbridge Common

Strategic Viewpoint O: Grantchester Meadows North

Strategic Viewpoint P: Grantchester Meadows South

Strategic Viewpoint Q: M11/A1309 Approach

Figure H1 below also identifies key dynamic and open space viewpoints as well as elevated and/or important approaches into the city from the rural hinterland.

In addition to these identified viewpoints, long-distance views of Ely Cathedral can be experienced from elevated positions within Cambridge, notably from the tower of Great St Mary's Church and the signed viewpoint at Wandlebury Country Park. Development proposals within Cambridge, particularly those involving taller or more visually prominent buildings in growth areas such as North East Cambridge and Cambridge East, should seek to avoid unnecessary interruption, obstruction, or visual competition within these long-distance sightlines.

*9.0 Local or short distance views in Cambridge*

**H.30.** While it is relatively simple to create a list of a limited number of distant/long range views of the city, being able to fix a list of local views within the city is dependent on the location and scale of a proposed tall building proposals. Local views must be considered on a case-by-case basis as part of the pre-application process. In and around the city core, key local views from and across the following open spaces are likely to be important:

- Parker's Piece;
- Jesus Green;

- Midsummer Common;
- Coe Fen;
- Sheep's Green;
- Lammas Land;
- College grounds within the Backs;
- Coldham's Common.

**H.31.** The following elevated city views may also need to be assessed dependent on the site location and the scale of proposals:

- Hills Road railway bridge looking towards town;
- Coldham's Lane railway bridge;
- Carter cycle bridge;
- Mill Road railway bridge;
- Elizabeth Way bridge;
- Long Road bridge;
- Grand Arcade car park;
- Grafton East car park;
- Queen Anne Terrace car park;
- Park Street car park;
- Church of St Mary the Great.

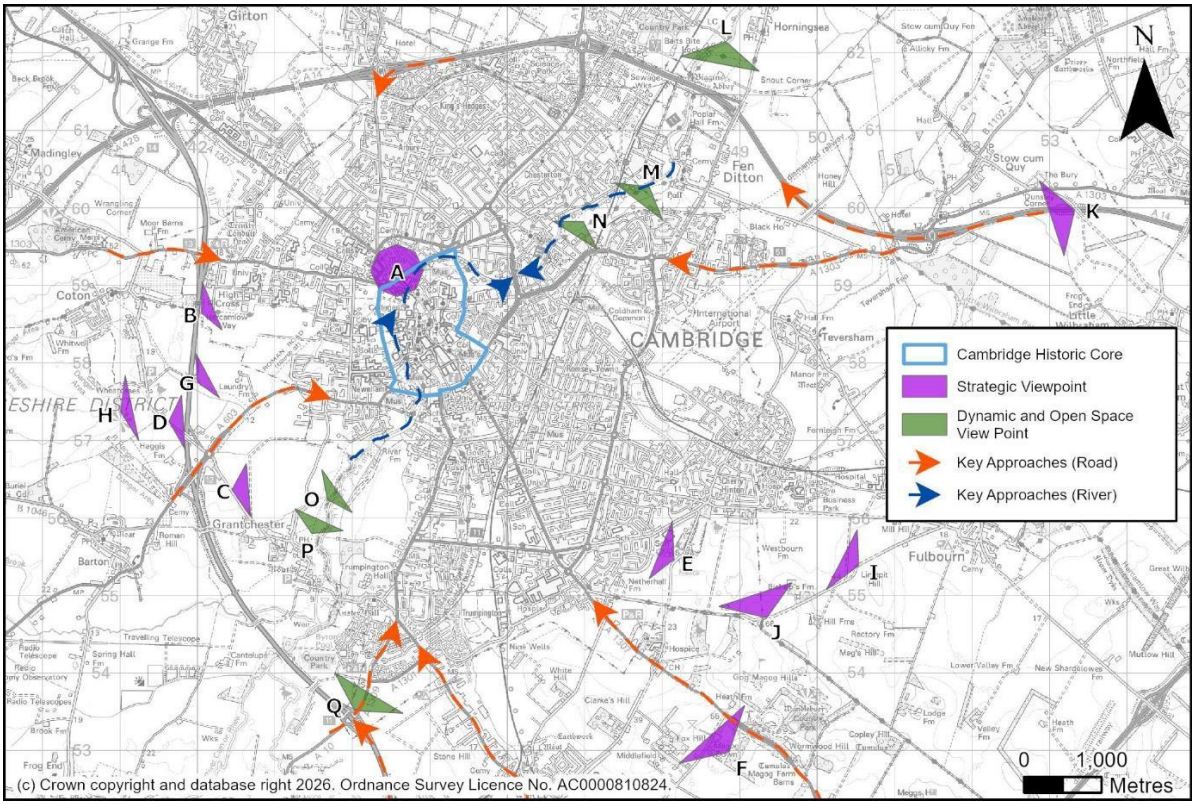

**Figure H1**: Strategic, dynamic and open space viewpoints and Key Approaches

**H.32.** Proposals that require consideration against Policy GP/ST: Skyline and tall buildings should carefully consider other local views on key approach roads. Applications for tall buildings also need to assess relevant key views from footpaths along the river corridor within the city which do not fall within the commons or The Backs, such as areas around Riverside.

**H.33.** It is possible to attach a degree of weight to those views that relate to the buildings, landscapes and settings, and particularly listed buildings and their settings and conservation areas. Views of the historic core and the key buildings within the core are therefore particularly important to protect. In this case, the identified Strategic Viewpoints are especially important, as are more localised views, some of which are identified above. The views from open spaces within the city to the historic core are very important and arguably the most important views by the very nature of their inherent openness.

### *10.0 Views within South Cambridgeshire District*

**H.34.** Providing strategic viewpoints for the wider district of South Cambridgeshire is more challenging given the significant geographic area, but note should be made of the general topography in helping to inform potential strategic views and methods such identifying the Zone of Theoretical Visibility (ZTV) should be used to help develop key viewpoints for further testing and analysis on a case by case basis as potential sites come forward. The relatively flat nature of large parts of the district allows for long panoramic views from vantage points and so makes the area sensitive to buildings and other structures that rise above the tree line.

### *11.0 Dynamic or transitory views*

**H.35.** Fixed views and panoramas from the identified locations form only part of the visual experience of Cambridge or any other receptor in terms of its setting. Consideration will be needed of dynamic or transitory views which refer to visual experiences that occur only temporarily as an observer moves through the landscape, such as when travelling by road, railway, waterway, or footpath. These views are typically fleeting and change rapidly with the observer's position, meaning they offer only momentary glimpses of a development or landscape feature rather than the constant, outlook that is experienced from a static viewpoint.

**H.36.** In UK planning and landscape assessment practice, such as under the Guidelines for Landscape and Visual Impact Assessment (GLVIA3), transitory views are still considered in the appraisal of visual effects, but the weight given to them may be lower than for static views, depending on factors such as the frequency of travel, the speed of movement, and the importance of the route as a visual receptor. Transitory views may be given greater significance where they occur along key approaches to settlements, particularly where they form part of a visitor's or commuter's first impression of a place. For example, the arterial routes into Cambridge, whether via main roads, the guided busway, or mainline railway, which often provide short but

memorable views of landmarks, open green approaches, and distinctive rooflines. In such cases, even brief visual changes can influence perceptions of character and setting, making their assessment a critical component of the visual assessment process.

### *12.0 Assessment criteria – overview*

**H.37.** The assessment criteria outlined in the following pages provide a structured framework to support a detailed, evidence-based process that addresses the policy requirements set out in Policy GP/ST: Skyline and tall buildings.

**H.38.** Applicants proposing buildings classified as 'tall' that are likely to impact the Cambridge or wider district skyline must address these criteria comprehensively. This assessment should be documented within the design and access statement or heritage impact assessment submitted with the planning application. A clear justification for the proposed building height is expected as part of this submission.

**H.39.** Planning applications for new tall buildings or groups of tall buildings must include both written and illustrative materials to provide a robust evidence base and demonstrate policy compliance. Applications involving significant alterations to the external appearance of existing tall buildings must also apply these criteria.

**H.40.** Additionally, all proposals for tall buildings should consider and reference other relevant policies, guidance, and documents pertinent to the application's preparation and assessment.

Criterion 1 – Location, setting and context

**H.41.** Applicants must:

- Demonstrate, through visual appraisals supported by accurate visual representations, how the proposal fits within the existing landscape and townscape and how it will maintain or enhance the skyline.
- Prepare a detailed townscape, landscape, and urban design appraisal covering:
  - Topography
  - Townscape and landscape types and character areas
  - Site history
  - Movement and access patterns
  - Scale, height, and massing of surrounding buildings and setbacks
  - Urban grain (plot sizes and street rhythm)
  - Prevailing architectural language
  - Land use
  - Areas of open space
  - Listed buildings and conservation areas
  - City gateways and nodes
  - Local and long-distance views, vistas, and local landmarks

- Opportunities and constraints

- Use preliminary site and context appraisal work to inform pre-application discussions and the final proposal.
- Recognise that tall buildings can act as positive landmarks aiding legibility, with appropriate locations including local nodes, key street junctions, the ends of important vistas, and principal transport junctions. Avoid inappropriate locations such as the Historic Core, where heritage sensitivity is high.
- Address Cambridge Airport Public Safety Zone and Airport Safeguarding Zone restrictions, engaging with Cambridge Airport at pre-application stage to confirm permissible building heights.

Criterion 2 – Impact on the historic environment

**H.42.** Applicants must:

- Demonstrate and, where possible, quantify the potential harm or benefit of proposals to the significance of heritage assets or other sensitive receptors, including their view, backdrop, and setting.
- Carry out assessment on a site-by-site basis, addressing impacts on:
  - Key landmarks and viewpoints identified in the Skyline and Tall Buildings Baseline, Strategy.
  - Views from main streets, local vantage points (such as bridges), and open spaces.
  - Dynamic or transitory views from roads, railways, guided bus routes, and, where applicable, the River Cam corridor.
- For Cambridge, ensure that the character and appearance of the city, where spires and towers emerge above the established tree line, remains dominant from relevant viewpoints.

Criterion 3 – Scale, massing and skyline composition

**H.43.** Applicants must:

- Demonstrate, using scaled drawings, sections, accurate visual representations, and models, how the proposal will deliver a high-quality addition to the skyline.
- Include cumulative impact analysis at both strategic and local levels with other existing or emerging proposals, and against the baseline at the time of application.
- Integrate buildings appropriately with established urban areas and the wider landscape, informed by an understanding of surrounding context (as required in Policy GP/ST: Skyline and tall buildings).
- Carefully consider the silhouette of tall buildings, reflecting Cambridge's established character of slender "incidents" punctuating the skyline.
- Use facade articulation and shadow lines to provide visual interest and relief.
- Integrate roof plant and telecommunications equipment into the architecture.

- Select materials of the highest quality, either sympathetic to surrounding context or purposefully contrasting through thoughtful juxtaposition, with particular attention to roof materials and the skyline profile.
- Include a clear building massing strategy within the Design and Access Statement.

Criterion 4 – Architectural and design quality

**H.44.** Applicants must:

- Demonstrate how proposals will deliver well-proportioned buildings with elegance, proportionality, and verticality.
- Clearly articulate the base, middle, and top of the building.
- Use facade articulation and shadow lines to provide visual interest and relief.
- Integrate roof plant and telecommunications equipment into the architecture.
- Select materials of the highest quality, either sympathetic to surrounding context or purposefully contrasting through thoughtful juxtaposition, with particular attention to roof materials and the skyline profile.
- Use high-quality materials and detailing throughout.
- Where appropriate, introduce a mix of uses that generate activity and create a human scale at street level.

Criterion 5 – Amenity and microclimate

**H.45.** Applicants must:

- Demonstrate that proposals will not cause adverse impacts on neighbouring buildings and open spaces in terms of:
  - Overshadowing
  - Loss of daylight/sunlight
  - Loss of privacy/overlooking
  - Loss of outlook
  - Noise
  - Wind effects
  - Heat island effect
  - Glare
- Ensure public and private open spaces and amenity areas are not in shadow for significant parts of the day/year.
- Provide detailed and accurate wind and shadow studies, assessing impacts at different times of day and throughout the seasons, with methodologies agreed during pre-application discussions.
- Provide formal daylight and sunlight studies where required.
- Position and design tall buildings to mitigate microclimatic effects.

- Ensure tall buildings are “good neighbours” in their relationship to surrounding properties and the public realm.

### *13.0 Process and technical requirements*

Pre-Application engagement

1. Early discussions with local planning authorities are strongly encouraged.
2. Applicants must demonstrate understanding of local context heights, skyline sensitivity, and key viewpoints.

Context and baseline analysis

1. Detailed site and context appraisal, including:
   - Prevailing building heights (context heights).
   - Local topography and landscape character.
   - Identification of key public viewpoints and vistas, including historic and designated landscapes.

Townscape and Visual Impact Assessment (TVIA)

1. Required for developments likely to impact the skyline. Should include:
   - Accurate Visual Representations (AVRs) or verified photomontages.
   - Assessment of visual impact from identified viewpoints.
   - Analysis of skyline integration and potential prominence.

Heritage Impact Assessment

1. Where proposals may affect heritage assets, Conservation Areas, or their settings.
2. Must consider guidance from Historic England’s Good Practice Advice Note 3 (2nd Edition): The Setting of Heritage Assets.

Skyline and height justification

1. Clear justification of proposed building height relative to:
   a. Local context heights.
   b. Proximity to sensitive areas (e.g., city centre, Green Belt, village edges).
   c. Impact on important skylines and silhouette views.

Environmental considerations

1. Assessment of overshadowing, daylight/sunlight impacts, wind microclimate, and other environmental effects arising from height and massing.

Design quality and mitigation measures

1. Demonstration of high-quality design, appropriate massing, and skyline articulation.

2. Use of setbacks, varied rooflines, and other measures to reduce visual impact where necessary.

### *14.0 Digital assessment techniques*

**H.46.** All proposals for tall buildings within Cambridge and Greater Cambridge must include accurate, high-quality digital visualisations to clearly demonstrate their impact on the historic skyline, townscape, streetscape, and wider landscape setting.

**H.47.** These visualisations are essential for informed decision-making by planning authorities, stakeholders, and the public. These visualisation requirements ensure that decision-makers, stakeholders, and the public can fully assess the tall building's design quality, its contextual appropriateness, and potential impacts on Cambridge's sensitive historic and landscape settings.

Verified Views and photomontages

1. Fully Verified Views (AVRs) must be provided from key heritage and landscape viewpoints, which will need to be agreed with the LPA as part of the pre-application process.
2. Each verified view must include camera location, height, lens details, and reference to an accurate site survey.
3. Photomontages should realistically represent building form, materials, lighting, and context under typical daylight conditions.

3D City modelling

1. Major tall building applications must include testing within an up-to-date 3D model of Cambridge and Greater Cambridge.
2. Models should:
    - Incorporate listed buildings, conservation areas, key routes, rivers, open spaces, and urban grain.
    - Assess cumulative visual impact with approved, under-construction, and proposed developments.
    - Include assessment against protected view corridors and skyline sensitivity zones.

Accepted file formats

- .FBX – Preferred format for detailed models, supports geometry, textures, and cameras.
- .OBJ – Widely compatible for geometry and materials.
- .IFC – Required if submitting BIM data (e.g., for detailed building information).
- Optional Formats (for supplementary use):
- .GLTF / .GLB – Recommended for web, AR/VR applications.
- .SKP – Acceptable for massing models; must also be submitted as .FBX, .OBJ, or .IFC.

- .3DM – Accepted if also exported to one of the main formats above.

General requirements

1. Models must be:
   - Geolocated to British National Grid (OSGB36) or WGS84.
   - Measured in metres.
   - Submitted with a metadata sheet detailing coordinate system, units, and level of detail (LoD).
   - Provided with a low-detail version if the main file is high-poly.
   - Native design files (e.g., Revit .RVT) are not accepted without conversion to open formats

Townscape and Visual Impact Assessments (TVIA)

1. A full Townscape and Visual Impact Assessment (TVIA) is required, including:
   - Wireline drawings and rendered images from all key viewpoints.
   - Analysis of potential impacts on heritage assets, townscape quality, public spaces, and strategic views.
   - Consideration of day and night conditions (e.g., building illumination, reflections).

Microclimate & environmental digital modelling

1. Computational modelling to include:
   - Wind studies (Computational Fluid Dynamics or wind tunnel tests) to assess pedestrian comfort and safety.
   - Daylight, sunlight, and overshadowing studies using recognised guidance (e.g., BRE standards) to determine impacts on nearby buildings, public spaces, and amenity areas.
   - Solar glare assessment for road safety and visual comfort in public areas.

Augmented Reality (AR) / Virtual Reality (VR) simulation

1. Where possible, applicants are encouraged to provide AR/VR representations to allow stakeholders and the community to experience the proposal at pedestrian level and from sensitive distant viewpoints.
2. These tools support transparent public engagement and better understanding of visual impact.

Public realm and ground-level visualisation

1. Ground-level views from pedestrian height must be included to demonstrate:
   - How the building meets the street.
   - Treatment of public realm, entrances, and active frontages.
   - Potential human experience and sense of place created by the proposal.

Submission requirements

1. All visual material must adhere to the following standards:
    - High-resolution output (minimum 300 dpi for print).
    - 3D model files in open or widely used formats (e.g., .fbx, .obj, .ifc).
    - Full technical metadata for verified views, including camera placement, height, lens specification, and survey baseline data.

Cumulative impact consideration

1. Digital submissions must demonstrate how the proposal relates to existing and pipeline developments across the city and Greater Cambridge area to allow a proper assessment of long-term skyline and townscape evolution.

# Appendix I: Shopfront guidance

## *1.0 Introduction*

**I.1.** Town centres have experienced great change in previous years, alongside the revision to the Use Class Order that recognises this and provides greater flexibility to town centre uses. Article 4 direction suggests the changes made under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015, which withdraws permitted development rights granted by that Order.

**I.2.** Following changes to the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 and further amendments of the Town and Country Planning (General Permitted Development) England Order 2021, the Use Classes Order classifies most retail premises as part of Class E, which also includes the following uses:

- Financial and Professional Services
- Restaurants and Cafes
- Business uses (including offices, research and development facilities and industrial process that can be carried out in a residential area without causing detriment to the area)
- Clinics, health centres, crèches and nurseries
- Gymnasiums and indoor recreation not involving motorised vehicles or firearms.

**I.3.** Due to the changes in the Use Class Order, a change of use from retail falling within Class E to one of these other uses will therefore no longer require permission. The result of this increased flexibility is that many historic and quality shopfronts could now face demand to accommodate non-retail uses. It is important to note that certain types of retail now fall within use Class F2 such as a shop of not more than 280 square metres, mostly selling essential goods, including food, where there is no other such facility within 1000 metre radius of the shop's location.

**I.4.** However, other town centre uses are still in different use classes and will require planning permission if there is a change away from traditional retail:

- Sui Generis: Drinking establishments (including bars and public houses), hot food takeaways, concert halls, cinemas and bingo halls
- F2: Community halls and meeting places, swimming pools, skating rinks and outdoor facilities.

**I.5.** Many shopfronts are located within conservation areas, which receive higher levels of protection due to conservation areas being classed as designated heritage assets, through local planning policy and national policy. Therefore, any significant changes to the exterior must be in keeping with the building and the surrounding landscape.

**I.6.** Commercial shopfronts, as seen today, began to appear in the 18th century, but the 19th century saw an increase in numbers of shop fronts beginning to appear. It was at this time that the practice of having advertising signs began, together with large windows for the display of goods. Advances in building practices and manufacturing in the 20th century allowed for an increase in size of buildings, allowing for larger showrooms and display areas. During the mid-20th century, shopfronts were re-designed to attract attention with brighter and more modern-looking exteriors that promoted product display and provided visibility of the shops interior.

### *2.0 Elements of a shopfront*

Fascias

**I.7.** The fascia is traditionally the place where the retailer conveyed the essential message of the shop name and what it was selling. Usually signs were written with lettering hand painted onto the timber fascia, this remains in most instances, the best way of displaying the retailers name in traditional shopping streets.

**I.8.** Local Plan Policy GP/SP encourages signs that respect the character of the building and area as a whole. In achieving this requirement, it is advised that fascia signs should not extend through more than one adjacent shop unit. Additionally, signs should not remove, hide or destroy the proportions or architectural features of the building.

**I.9.** The shape of the fascia and the architectural detailing all need to be carefully taken into account when considering signage. It is important to use materials that respect those of the original building. Usually, the fascia will be constructed of the same materials as the rest of the shopfront. In 'traditional' shopfronts (up to around 1940) they will generally be made of timber, though coloured glass or tiles were sometimes used. In some cases, the whole shopfront may be of stone or marble.

**I.10.** High quality materials, if used sensitively, can be successful on both modern and traditional buildings. Plastics, modern cladding materials and aluminium will rarely be appropriate on listed buildings, in Conservation Areas or on traditional buildings.

**I.11.** Lettering size, materials and typefaces should be appropriate to the building. On traditional buildings with timber fascias, sign writing directly on to the fascia board or individually mounted letters will usually be appropriate. The latter should also be used where the fascia is of masonry. The size of the letters should be in proportion to the depth of the fascia. They should not fill the entire fascia. The typeface should be appropriate to the character of the building, and the text should be restricted to the proprietor's name, the nature of the business and the shop number, not the brand names of goods for sale.

**I.12.** In special cases, alternative forms of signage will be considered. On buildings without shopfronts, letters mounted individually to the wall, name boards, lettering directly on to the glass, or signs hung behind the shop window may be appropriate, depending on the character of the building. Where the upper floors have a different use to the ground, lettering on the glass is likely to be the only form of sign acceptable

above ground floor. This can be supplemented by a small sign at the ground floor entrance door to the upper floor(s). Individually mounted letters are usually appropriate on buildings not originally designed as shops. When illumination is necessary, they can often be discreetly halo-lit.

**I.13.** Due to their overpowering and harmful effect in many areas, certain glossy or reflective metal or plastic fascia signs and letters are often inappropriate. Specifically, modern prefabricated fascia panels and lettering tend to clash with the character of historic shopping streets and are unsuitable for older buildings.

**I.14.** Boxed-out fascia signs, commonly internally illuminated, are inappropriate for historic shopfronts and most older buildings, particularly those located within Conservation Areas or that are listed. In other locations, poorly designed and crudely detailed boxed-out fascia signs will generally be discouraged.

Cornices

**I.15.** Traditional fascias typically feature a moulded projection above them. In classical architecture, this projection is called a cornice. In traditional shopfront designs, the cornice serves both functional and decorative purposes. Often covered in lead, the projecting cornice provides a durable, weatherproof seal between the building and the shopfront below, while also neatly finishing the top of the shopfront.

**I.16.** In many cases, the cornice was designed to house a traditional canvas roller blind, which was once a practical and charming element of many shopping streets.

Console

**I.17.** The console, a traditional feature of shopfronts, was designed to create a neat junction between the pilasters and the fascia. It served as a visual stop for both the main horizontal and vertical elements of the shopfront, helping to highlight the fascia. Visually, the console provided sturdy support for the fascia that extended across the opening above the shop window. Late Victorian and Edwardian shopfronts often featured large, elaborately crafted, and intricately detailed consoles.

Pilasters

**I.18.** Pilasters serve as the vertical visual supports for both the fascia and the structure above, framing the shop window and stallriser. In traditional streets, which typically emphasize vertical lines, large spans and wide shop windows without intermediate pilasters or columns can appear visually weak and disrupt the overall vertical rhythm by creating an unwelcome horizontal emphasis. When shopfronts had wide frontages, secondary pilasters were often added to maintain proper proportions. New shopfronts should include pilasters that reflect historical proportions and materials – typically timber- supporting fascias and cornices. Detailing must extend through the full height of the shopfront, providing coherent architectural form and reflecting traditional shop front design.

Stallrisers

**I.19.** The stallriser (or stall board) provided a traditional shopfront with a visual grounding and raised the shop window glass above potential damage from physical contact and dirty water splashes. This elevation also allowed the interior display floor to be raised, improving visibility of the items on display.

**I.20.** Stallrisers should be preserved and repaired unless they a beyond all reasonable repair. Materials used for the stallriser should be appropriate and harmonious with the rest of the shopfront and building. Timber panelled stallrisers should be constructed using traditional methods rather than simply applying 'timber-framed' mouldings, which can look artificial. When bricks are used, their type and bonding pattern should match those of the building; modern stretcher bond patterns are generally discouraged.

**I.21.** Where modern stall risers have replaced originals, reinstatement in timber, or matching historic stone brick or other material, is encouraged to align with the upper detailing. New stall -risers should be proportionate, weatherproof and match the rest of the shopfront, avoiding oversized or reflective materials.

Windows

**I.22.** While the primary purpose of a shop window is to showcase goods, it also serves several other important functions: clearly indicating the building's use as a shop, providing protection from the weather, and allowing natural light and views into the interior.

**I.23.** Traditionally, shop window frames were made of timber, with a sturdy sill creating a strong connection between the stallriser and the glass. The overhang and drip detail helped shield both the window and stallriser from damage. In Georgian and Regency shopfronts, sills were typically flat, whereas Victorian shopfronts featured more pronounced, rounded sills.

**I.24.** When there is a large display area behind the windows, careful attention should be paid to the sides, back, and floor of the display, as these elements significantly impact the street scene. Conversely, if there is no display area or if checkouts are located close to the window, the shopfront design should accommodate this. Adding extra mullions, transoms, and decorative glazing bars can help reduce the visual effect of having little or no display behind the windows.

**I.25.** Reflective or mirrored glass is discouraged, with clear, low-reflectivity glazing recommended to allow transparency and preserve active frontages.

Doors and ironmongery

**I.26.** Original timber doors and accompanying ironmongery are fundamental to the character of historic shopfronts and should be retained and restored where possible. If replacement is required, new doors should be replaced 'like for like', formed of timber, with appropriate detailing, reflecting the original age and design of the original shopfront.

**I.27.** Traditional timber panelled doors not only preserve the character of the shopfront but can also meet fire resistance standards through sensitive upgrading. For new doors, hardwood or durable softwood is recommended. Ironmongery including hinges, locks, handles, kick plates should be restored and reused where possible or replaced with 'like for like' when beyond repair and should exclude unsympathetic materials such as modern plastic or non-traditional metals. Where accessibility upgrades are required, these should be integrated sensitively to preserve design integrity. Self-closers and mechanisms should be discreet and calibrated to preserve historical appearance.

Materials and finishes

**I.28.** Traditional materials and finishes must be conserved. New finishes should be appropriate to the design and age of the shopfront. Where a traditional shop front existed, painted timber should be used for stall risers, pilasters, fascia's, glazing bars, and other architectural detailing. In situations where materials such as coloured glass, tiles, stone, marble, ceramics or vitrolite were historically present, these should be conserved or reinstated with matching materials and detailing. Modern materials such as plastics, aluminium cladding, or reflective metals are unacceptable on historic shopfronts.

**I.29.** Where non-original materials are found, these should be removed and replacement with high quality, traditional alternatives. To ensure appropriateness, material samples should be provided, with onsite sample panels used to test finishes before full application.

Colour

**I.30.** Colours that are out of character with the building or area will be discouraged. While the desire to use corporate colour schemes is understood, the rigid application of modern colours can be at odds with the character of traditional buildings. In such cases, shopkeepers will be encouraged to restrict their corporate colours to the lettering and detail only, rather than covering the entire fascia. Paints of high quality are essential to both showcase detailing and protect timber surfaces. Where required by accessibility standards, contrasting colours should be used on door edges, steps, and thresholds to assist users with visual impairments. The aim should be to enhance architectural detailing while harmonising with adjacent buildings and the wider streetscape.

Blinds and canopies

**I.31.** Many traditional shopfronts (especially those dating from the Victorian era) had canvas blinds built into them. The housing for these was incorporated into the cornice or occasionally the architrave of the shopfront. The purpose of these was to protect customers from the weather and to shelter any goods displayed outside.

**I.32.** Modern awnings seldom provide much shelter. They are often of bright colours, wet-look materials and have decorated borders. Furthermore, they are usually supplementary advertising and are rarely retracted. For these reasons, blinds and awnings will not be appropriate on listed buildings, or buildings in conservation areas,

unless they can be accommodated without damage to the character of the building and relate well to existing detailing.

**I.33.** Where original blind boxes survive, there is unlikely to be any objection to the reinstatement of a traditional blind. In shopfronts without a blind housing, installing a blind box is likely to cause damage to original fabric of the building, or loss of architectural features, and is unlikely to be acceptable. Blinds which cannot be retracted are unlikely to be acceptable on traditional buildings. When open, the blind should be more than 1m from the kerb edge, and the lowest part should be as a rule at least 2.4m above pavement level.

Size and scale of signs

**I.34.** All signage must remain subordinate to the shopfront. Lettering size must be proportional to fascia depth, and signage should not fill the entire fascia area or span multiple units. Window signs are permitted but must be modest, cover no more than 25% of glazing, and avoid obscuring transparency. Hanging signs may be considered where traditional evidence exists, but must not dominate façades, should be single-bracket, modest in size, and use painted or hand-crafted materials.

Corporate images

**I.35.** Corporate identity must be adapted to building context. It is required that branding does not overwhelm historical fronts. Guidance from Historic England and Westminster prohibits large backlit logos, vinyl wrap-around graphics, or generic corporate colour schemes. Where corporate branding is necessary, it should use subdued tones, hand-painted or individually applied lettering, and limit branding to the fascia or discreet window lettering.

Fascia signs

**I.36.** Signs that squeeze up against or cover the sills of the first-floor windows, or are so long that console brackets have to be removed, or so deep or thick that the proportions of the console brackets and cornice will be lost or look out of proportion, are unlikely to be supported. The size of the fascia should therefore be dictated by the features of the rest of the building.

Signs on windows

**I.37.** Window signage should be restrained and allow light and views into premises. modest glazing vinyl or painted lettering where necessary covering no more than 25% of glass area and using simple lettering may be acceptable. Full-storey advertisement vinyl or opaque graphics are not acceptable.

Hanging signs

**I.38.** The principles described in the section on fascia signs also apply to hanging signs. In addition, the following points should be considered:

- there should not be more than one hanging sign on each elevation with a shopfront;
- hanging signs are usually best positioned at ground-floor fascia level.

**I.39.** On many traditional shopfronts, the console brackets were designed to accommodate a support for a hanging sign. On some of Cambridge's traditional buildings, signs above ground-floor level will be more appropriate to avoid interfering with architectural features or to maintain the building's symmetry and proportions. This is also true where signs would be so low as to be a danger to passers-by. As a general rule, the bottom part of the sign should be at least 2.4m above pavement level, and the sign should not be within 1m of the kerb edge. If above the carriageway, a sign would need to be at least 5.1m above ground level. The maximum size of a hanging sign will be dictated by the appropriate fascia depth. The materials of construction and letter sizes and types should respect the character of the building and be of similar character to the fascia sign.

**I.40.** Three-dimensional signs relating to goods or services supplied will be encouraged. These were common in Victorian times because many people were illiterate. Such signs can look appropriate today, as can more individualistic signs which can add a touch of humour or art to the street.

**I.41.** Existing brackets for hanging signs should be reused where they are of an appropriate design and in a suitable position on the building. The design of new brackets should be appropriate to the shopfront and kept relatively simple.

Lettering

**I.42.** Lettering throughout the shopfront must be hand-painted or individually mounted, using typefaces consistent with building character. Text should be limited to the proprietor's name, nature of business, and unit number; corporate taglines, product brands or generic advertising are inappropriate. Letter height must proportionally relate to fascia depth (e.g., fascia depth ÷ 3 to 4) and not fill fascia entirely.

Business nameplates

**I.43.** Plaques displaying the business name, opening hours, or upper-floor occupants should be small and discreet. Installation on pilasters or adjacent to doors are required to use reversible fixings. Materials should match shopfront finishes, painted timber, brass, or cast iron, and designs should be restrained in size and form.

Illumination

**I.44.** Illumination of signs on listed buildings and in conservation areas will be restricted to those buildings which are open in the evenings and at night, and conditions will be attached to ensure that signs are only lit when the premises are open. Only shops such as chemists, and restaurants, cafes, pubs, off-licences and places of entertainment will normally be granted consent for illuminated signs. On buildings where illuminated signs are acceptable, the light source should be discreet and not interfere with architectural features or proportions of the sign or building.

I.45. Illuminated box fascias will not be acceptable. Strip lights that fit within the cornice or architrave; individually-lit lettering; and a small number (two on most shopfronts, three on very wide frontages) of slim, elegant spotlights can be successful. On hanging signs, the illumination should be discreetly attached to the bracket. Large spotlights, swan-necks or heavy canopy lights bolted on to the top of hanging signs will not normally be acceptable.

I.46. Illuminated box, hanging or projecting signs are unlikely to be approved on listed buildings, in a conservation area or on feature buildings, because the proportions are too clumsy for traditional buildings. Banner signs will not be approved as permanent signage.

I.47. In residential areas, the degree of illumination should be kept to a minimum. Additionally, the light level should be relatively subdued and constant.

Directional signs and A-boards

I.48. Directional signage (such as opening hours, menus, office wayfinding) should be simple and in keeping with shopfront materials. Fixings must be reversible, and signs must not obscure architectural features. A-boards are allowed at a maximum of one per frontage, constructed from traditional materials (timber/chalkboard), placed adjacent but not against the building façade, and retained within the road boundary without impeding pedestrian movement or access.

Security, Safety and Access

I.49. People need to feel that their environment is safe and secure. This is particularly true for shop owners who need to satisfy their own peace of mind and their insurance providers. The best protection an area can have is to increase the numbers of people living in shopping areas and using the streets at all hours. The police acknowledge the importance of this ‘natural surveillance’. To support this, the Council has installed CCTV cameras in some locations. The Council will also continue to work with Cambridgeshire County Council to improve street lighting and with local people to improve the city’s night-time environment.

I.50. The Local Planning Authority encourages shopkeepers to use security measures which will not affect or will improve the area’s appearance. Using appropriate internal and external lighting, reducing temptation by taking valuable stock out of the window at night, removing rubbish outside shops which can be used to break windows, letting out rooms above shops, and installing alarms and internal video cameras to protect stock can all significantly reduce the likelihood of crime.

I.51. When considering planning applications for shop alterations, the Council expects shop owners to use the least visually intrusive security measures which meet their needs. Solid shutters are not the only way to combat crime. This appendix, therefore, sets out when different measures will be acceptable and how to install them in a sympathetic way.

Glass

**I.52.** Laminated glass can be effective against window breakages and theft. Different thicknesses of glass are available for different situations. It can often be fitted without any effect on the appearance of the shopfront if the frames are strong enough. The main drawback is that when damaged, the outer sheet of glass can craze. If the shopfront has slender mullions and glazing bars (common in many old buildings), these may need to be strengthened to take the size and weight of laminated glass, and this is unlikely to be acceptable on listed buildings. Sometimes the old glass may be of interest and so its replacement may not be desirable. Anti-shatter film holds glass together when it is broken. While this is not as effective as laminated glass, it may slow down intruders and so prevent opportunist theft from the window.

**I.53.** Reducing the amount of glazing or dividing the window into smaller panes can also be effective. Windows divided with reinforced glazing bars can prevent access to the building. Smaller panes are also cheaper to replace if broken. However, dividing the windows up will only be acceptable if the resulting appearance is appropriate to the character of the whole building, and is unlikely to be approved on listed buildings unless the shopfront is of little interest.

**I.54.** Large areas of plate glass which run almost to the floor are easy to damage and expensive to replace. Installing a stallriser reduces the area of glass, makes it harder to kick, and is a good defence against ram raids.

Gates

**I.55.** Decorative gates were often used during Victorian times to prevent people loitering in recessed doorways, though they should not enclose or open over the highway. They are usually made of iron and are available in a variety of styles. They can be a good way of protecting doorways if the style and colour suits the rest of the building and the gates, guides and locks are not obtrusive when the gates are open.

Security shutters and grilles

**I.56.** Shop owners often see solid external shutters as the best protection against vandalism and theft. These can give the impression that crime is rife and stop people using the area when the shops are closed. However, the creation of a fortress-like atmosphere can be self-defeating. Solid roller shutters can have an adverse environmental effect, giving an area a ‘dead’ appearance and contributing towards the creation of a hostile environment. Some shops will need shutters, but a balance must be struck between the need for security and the quality of the environment.

Internal screens

**I.57.** Internal screens can be fitted behind the window display. They are very effective in stopping intruders getting into the main part of the shop, especially where there are bay or bow windows. When purpose-made, they can be an attractive part of the shop’s decoration. They can be permanent or demountable, but being internal cannot prevent damage to the windows, or theft of the window display. In listed building[8]s[58]they

are often the best solution, although care is needed to retain intact any internal features of interest, such as panelling.

Internal grilles

**I.58.** Internal grilles can be of the roller type, and so need a housing for the coil. This can be fitted behind the window display (as with a screen). If fitted closer to the glass, the coil housing should not be seen from outside. This can be done by fitting it within an existing false ceiling, within the window soffit, or by using darkened glass in the transom windows. All grilles need runners. These should be painted to match the rest of the shop. Care is needed to avoid damage to internal features, especially in listed buildings.

Timber shutters

**I.59.** Solid timber shutters were probably the earliest measures used to protect shopfronts, though none are thought to survive in Cambridge. If evidence can be found to guide the design of accurate replicas, it may be appropriate to reinstate these on listed and other traditional buildings. Shutters need to be light enough to be moved by shop workers, and daytime storage space will be needed for them.

**I.60.** Demountable grilles are normally made of steel mesh. They are taken down when the shop opens, and manhandled into place and padlocked when closed. They allow views into the shop, but can look ugly and may therefore have to justified. Such grilles should:

- be finished in a colour appropriate to the shop
- be stored out of sight in the shop during the day
- consist of a separate grille for each display window
- provide simple and unobtrusive locking mechanisms.

External roller grilles

**I.61.** A range of styles of external roller grilles is available, but all have horizontal patterns, which seldom suit the character of traditional buildings. Justification for the fitting of such shutters may be required, and the following criteria must be met:

- the fascia, stallriser and pilasters will not be covered by the grille runners for the grilles will be fitted to pilasters or glazing bars and painted to match
- the coil housing will be concealed behind the fascia or fitted flush beneath it and painted to match
- the grille will be finished in a colour appropriate to the rest of the shop
- the coil housing or guides must not damage or hide any important architectural features of the shopfront.

External roller shutters



**I.62.** Solid external roller shutters give buildings a dead and hostile appearance when

closed. They do not allow views into the shop, and do not allow surveillance by the emergency services. Solid roller shutters will only be approved if it can be shown that no other form of protection will be adequate. Shutters incorporating clear perspex panels arranged in a pattern which reflects the vertical emphasis of buildings are preferred. Fixing solid external shutters should be carried out as detailed above for grilles. Shutters should be painted in a colour appropriate to the rest of the shop.

Protection against ram-raids

**I.63.** Adequate protection against ram-raiding can normally be achieved by a combination of measures to strengthen the shopfront, without using solid external shutters. For example, building a stallriser with a steel or block frame, subdividing the glazing and door, strengthening both the frame and glass, or installing a sturdy screen behind the window display. Outside the shop, street furniture can be positioned to stop vehicles getting near to the shop. Cambridgeshire County Council's (as highway authority) permission is needed to put bollards, or any other obstacle on a highway or footpath, and this will only be considered where there is a risk of ram-raids. If you want to install bollards or any other external features, consider the needs of the visually impaired, wheelchair users and people with prams when siting them. Telescopic bollards which can be retracted back into the ground during the day should be used. Radical measures to protect against ram-raiding will need justification. Measures which adversely affect the architectural or historic interest of a listed building or the appearance of a building in a conservation area are unlikely to be acceptable.

**I.64.** The Local Planning Authority recognises that in some cases exceptional security measures are needed if the shopkeeper is to retain their livelihood. However, as the appearance of external grilles or shutters often harms the character of the individual building or the area as a whole, their installation must be fully justified and supported by the police and insurance company. This justification will need to:

- explain the particular problem, and describe other forms of protection which have been used, and why they have not worked
- include a letter from the insurance company identifying previous incidents, and setting out what measures are needed to safeguard against future incidents
- include a letter from the police which identifies previous incidents and sets out what measures are felt appropriate to protect the property
- explain how you will reduce the visual impact of the security measures
- The Local Planning Authority recommends that in these exceptional cases, a meeting is set up at the earliest possible opportunity with the shopkeeper, representatives of the insurance company and police, and GCSP before an application is submitted.

Alarms

**I.65.** Alarm boxes, whether for intruder detection or fire systems, should be installed in a discreet and non-intrusive manner that does not detract from the architectural

integrity of the shopfront or building façade. Such modern fixtures must be sensitively positioned and, wherever possible, installed on less visually prominent elevations such as side or rear walls, rather than on principal elevations or decorative architectural elements.

**I.66.** Where placement on the main elevation is unavoidable, the alarm box must be small in scale, neutral in colour (typically white, or to match the façade), and positioned so as not to interfere with or obscure cornices, fascias, pilasters, or decorative stonework. Alarm housings should not sit directly on or above signage or cornices, and they should not interrupt symmetrical features or historic subdivisions of the façade. Fixings must be non-damaging and, ideally, reversible, particularly where the building is listed or lies within a conservation area.

**I.67.** For Listed Buildings, Listed Building consent is likely to be required for the installation of any alarm box. Installers must work with building owners and designers to ensure that cabling is internal wherever possible. Where external conduit is necessary, it must be neatly installed and painted to match the surrounding wall surface, avoiding visual clutter.

**I.68.** The introduction of security systems should balance functional requirements with careful regard to architectural significance, ensuring that their installation does not compromise the building's historic character or its contribution to the wider streetscape.

Access

**I.69.** If installing a level access would involve the loss of important features on an historic building, other alternatives such as handrails should be considered to help ambulant disabled people. Any changes to access arrangements should take account of the needs of people with sight or hearing difficulties by avoiding obstacles on footpaths, making the entrance clear, and avoiding the use of doors that open outwards across a footpath. If a shop has a sales area capable of holding more than 50 people (customers and staff), doors should open outwards. Recessing the doors is the usual way of dealing with this; otherwise, guardrails would be needed, and these are not usually acceptable on public footpaths.

**I.70.** Shopfront interventions requiring planning permission must include:

- Photographic survey of existing shopfront, with dating of features.
- Material schedules and samples for all proposed timber, paint, glass, metalwork, and lighting.
- Drawings at scale (1:20 or 1:10) detailing stall-risers, pilasters, cornices, consoles, glazing bars, framing, doors, ironmongery, blinds, and lighting.
- Heritage Impact Assessment where the shopfront is within a conservation area or on a Listed Building.
- Reversibility plan—ensuring all new works can be removed without permanent harm to historic fabric.

I.71. These guidelines will inform the statutory planning and listed building consent process and ensure that shopfronts in Cambridge and South Cambridgeshire preserve and enhance their historic character while accommodating modern business needs.

# Appendix J: List of Safeguarded Public House Sites

**J.1.** The lists of protected public houses (shown on the Policies Map) are provided below. The list will normally be reviewed every two years, to take account of sites that no longer have any realistic chance of hosting a public house.

### List of Safeguarded Public Houses in Cambridge

| Site ID | Site/Pub | Address | Ward |
|---|---|---|---|
| PH002 | Five Bells | 126–128 Newmarket Road, Cambridge CB5 8HE | Abbey |
| PH001 | The Corner House | 231 Newmarket Road, Cambridge CB5 8JE | Abbey |
| PH003 | The Seven Stars | 249 Newmarket Road, Cambridge CB5 8JE | Abbey |
| PH004 | The Wrestlers | 337 Newmarket Road, Cambridge CB5 8JE | Abbey |
| PH005 | Meghna Restaurant (former Blackamoors Head) | 205 Victoria Road, Cambridge CB4 3LF | Arbury |
| PH006 | The Carlton Arms | Carlton Way, Cambridge CB4 2BY | Arbury |
| PH007 | The Carpenters Arms | 182–186 Victoria Road, Cambridge CB4 3DZ | Arbury |
| PH008 | The Grapes | 19 Histon Road, Cambridge CB4 3JB | Arbury |
| PH010 | Castle Inn | 36–38 Castle Street, Cambridge CB3 0AJ | Castle |
| PH014 | Sir Isaac Newton | 84 Castle Street, Cambridge CB3 0AJ | Castle |
| PH015 | St Johns Chop House | 21 Northampton Street, Cambridge CB3 0AD | Castle |
| PH011 | The Architect | 43 Castle Street, Cambridge CB3 0AH | Castle |
| PH012 | The Pickerel Inn | 30 Magdalene Street, Cambridge CB3 0AF | Castle |
| PH013 | The Punter | 3 Pound Hill, Cambridge CB3 0AE | Castle |
| PH016 | Travellers Rest | Huntingdon Road, Cambridge CB3 0DL | Castle |
| PH020 | Co. at no.15 (former The Unicorn) | 15 High Street, Cherry Hinton, Cambridge CB1 9HX | Cherry Hinton |
| PH017 | Red Lion | 20 Mill End Road, Cambridge CB1 9JP | Cherry Hinton |

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| PH018 | Robin Hood | 1 Fulbourn Road, Cambridge CB1 9JL | Cherry Hinton |
| PH021 | The Med | 59 Perne Road, Cambridge CB1 3RX | Coleridge |
| PH022 | The Rock | 200 Cherry Hinton Road, Cambridge CB1 7AW | Coleridge |
| PH023 | Green Dragon | 5 Water Street, Cambridge CB4 1NZ | East Chesterton |
| PH024 | The Haymakers | 54 High Street, Chesterton, Cambridge CB4 1NG | East Chesterton |
| PH026 | The Golden Hind | 355 Milton Road, Cambridge CB4 1SP | Kings Hedges |
| PH027 | The Jenny Wren | 80 Campkin Road, Cambridge CB4 2QA | Kings Hedges |
| PH028 | The Ship | Northfield Avenue, Cambridge CB4 2LG | Kings Hedges |
| PH037 | (former Bird in Hand) | 73 Newmarket Road, Cambridge CB5 8EG | Market |
| PH057 | (former Old Orleans) | Miller's Yard, Mill Lane, Cambridge CB2 1RQ | Market |
| PH059 | (former Quinns Pub) | 20 Downing Street, Cambridge CB2 3DS | Market |
| PH029 | All Bar One | 36 St Andrews Street, Cambridge CB2 3AR | Market |
| PH034 | Baron Of Beef | 19 Bridge Street, Cambridge CB2 1UF | Market |
| PH035 | Baroosh | 8 Market Passage, Cambridge CB2 3PF | Market |
| PH062 | Bill's | 34–35 Green Street, Cambridge CB2 3JX | Market |
| PH111 | Cambridge Tap | 32 St Andrews Street, Cambridge CB2 3AR | Market |
| PH041 | Champion Of The Thames | 68 King Street, Cambridge CB1 1LN | Market |
| PH042 | Clarendon Arms | 35–36 Clarendon Street, Cambridge CB1 1JX | Market |
| PH044 | d'Arrys Cookhouse | 4 King Street, Cambridge CB1 1LN | Market |
| PH033 | Duke of Cambridge | 176 East Road, Cambridge CB1 1BG | Market |
| PH048 | Fort St George | Midsummer Place, Victoria Avenue, Cambridge CB4 1HA | Market |

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| PH043 | Honest Burger (former The Cow) | 10 Guildhall Street, Cambridge CB2 3NH | Market |
| PH052 | King Street Run | 86–88 King Street, Cambridge CB1 1LN | Market |
| PH053 | Las Iguanas | Quayside, Cambridge CB5 8AB | Market |
| PH049 | Novi (former The Fountain Inn) | 12 Regent Street, Cambridge CB2 1DB | Market |
| PH106 | Old Bicycle Shop | 104 Regent Street, Cambridge CB2 1DP | Market |
| PH058 | Prince Regent | 91 Regent Street, Cambridge CB2 1AW | Market |
| PH061 | Revolution | 3–7 Downing Street, Cambridge CB2 3DS | Market |
| PH112 | Smokeworks | 2 Free School Lane, Cambridge CB2 3QA | Market |
| PH064 | St Radegund | 129 King Street, Cambridge CB1 1LD | Market |
| PH031 | Tang Chinese (former Ancient Druids) | Napier Street, Cambridge CB1 1HR | Market |
| PH030 | The Anchor | Silver Street, Cambridge CB3 9EL | Market |
| PH036 | The Bath House | 3 Bene't Street, Cambridge CB2 3QN | Market |
| PH107 | The Boat Yard | 1 Quayside, Cambridge CB5 8AB | Market |
| PH038 | The Burleigh Arms | 9–11 Newmarket Road, Cambridge CB5 8EG | Market |
| PH039 | The Cambridge Brew House | 1 King Street, Cambridge CB1 1LH | Market |
| PH040 | The Castle | 37 St Andrews Street, Cambridge CB2 3AR | Market |
| PH047 | The Cricketers | 18 Melbourne Place, Cambridge CB1 1EQ | Market |
| PH045 | The Eagle | Bene't Street, Cambridge CB2 3QN | Market |
| PH046 | The Elm Tree | Orchard Street, Cambridge CB1 1JT | Market |
| PH050 | The Free Press | 7 Prospect Row, Cambridge CB1 1DU | Market |
| PH032 | The Grain Store | 69–73 Regent Street, Cambridge CB2 1AB | Market |
| PH051 | The Hopbine | 11–12 Fair Street, Cambridge CB1 1HA | Market |
| PH054 | The Maypole | 20A Portugal Place, Cambridge CB5 8AF | Market |
| PH055 | The Mill | 14 Mill Lane, Cambridge CB2 1RX | Market |
| PH056 | The Mitre | 17–18 Bridge Street, Cambridge CB2 1UF | Market |

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| PH105 | The Pint Shop | 10 Peas Hill, Cambridge CB2 3PN | Market |
| PH060 | The Regal | 38–39 St Andrews Street, Cambridge CB2 3AR | Market |
| PH063 | The Snug | 170 East Road, Cambridge CB1 1DB | Market |
| PH065 | The Tram Depot | 2–5 Dover Street, Cambridge CB1 1DY | Market |
| PH067 | The Granta | 14 Newnham Terrace, Cambridge CB3 9EX | Newnham |
| PH068 | The Red Bull | 11 Barton Road, Cambridge CB3 9JZ | Newnham |
| PH078 | (former Locomotive) | 44 Mill Road, Cambridge CB1 2AS | Petersfield |
| PH079 | Blue Moon | 2 Norfolk Street, Cambridge CB1 2LF | Petersfield |
| PH071 | Devonshire Arms | 1 Devonshire Road, Cambridge CB1 2BH | Petersfield |
| PH076 | Kingston Arms | 33 Kingston Street, Cambridge CB1 2NU | Petersfield |
| PH077 | Live And Let Live | 40 Mawson Road, Cambridge CB1 2EA | Petersfield |
| PH110 | Old Ticket Office | Unit 1, Cambridge Railway Station, Station Road, Cambridge CB1 2JH | Petersfield |
| PH081 | Six Bells | 11 Covent Garden, Cambridge CB1 2HS | Petersfield |
| PH109 | Station Tavern | 2 Station Square, Cambridge CB1 2GA | Petersfield |
| PH069 | The Alexandra Arms | 22–24 Gwydir Street, Cambridge CB1 2LL | Petersfield |
| PH070 | The Cambridge Blue | 85–87 Gwydir Street, Cambridge CB1 2LG | Petersfield |
| PH072 | The Dobblers Inn | 184 Sturton Street, Cambridge CB1 2QF | Petersfield |
| PH073 | The Emperor | 21 Hills Road, Cambridge CB2 1NW | Petersfield |
| PH074 | The Geldart | 1 Ainsworth Street, Cambridge CB1 2PF | Petersfield |
| PH075 | The Great Northern | 1–3 Station Road, Cambridge CB1 2JB | Petersfield |
| PH108 | The Petersfield | 2 Sturton Street, Cambridge CB1 2QA | Petersfield |
| PH080 | The Salisbury Arms | 76 Tenison Road, Cambridge CB1 2DW | Petersfield |
| PH082 | The White Swan | 109 Mill Road, Cambridge CB1 2AZ | Petersfield |
| PH083 | Queen Edith | Wulfstan Way, Cambridge CB1 8QN | Queen Ediths |
| PH084 | Earl Of Beaconsfield | 133 Mill Road, Cambridge CB1 3AA | Romsey |
| PH085 | The Brook | 25 Brookfields, Cambridge CB1 3NW | Romsey |
| PH086 | The Empress | 72 Thoday Street, Cambridge CB1 3AX | Romsey |

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| PH087 | The Royal Standard | 292 Mill Road, Cambridge CB1 3NL | Romsey |
| PH090 | Earl Of Derby | 129 Hills Road, Cambridge CB2 1PG | Trumpington |
| PH096 | Hudson's Ale House | 77 High Street, Trumpington, Cambridge CB2 9HZ | Trumpington |
| PH089 | Japas Sushi Bar (former Cross Keys) | 9 Saxon Street, Cambridge CB2 1HN | Trumpington |
| PH097 | Lord Byron Inn | 22 Church Lane, Trumpingon, Cambridge CB2 9LA | Trumpington |
| PH094 | Panton Arms | 43 Panton Street, Cambridge CB2 1HL | Trumpington |
| PH088 | The Alma | 26 Russell Court, Cambridge CB2 1HW | Trumpington |
| PH091 | The Flying Pig | 106 Hills Road, Cambridge CB2 1LQ | Trumpington |
| PH092 | The Green Man | 55 High Street, Trumpington, Cambridge CB2 9HZ | Trumpington |
| PH093 | The Oak Bistro | 6 Lensfield Road Cambridge CB2 1EG | Trumpington |
| PH095 | The Snug | 67 Lensfield Road, Cambridge CB2 1EN | Trumpington |
| PH099 | The Boathouse | 14 Chesterton Road, Cambridge CB4 3AX | West Chesterton |
| PH100 | The Milton Arms | 205 Milton Road, Cambridge CB4 1XG | West Chesterton |
| PH101 | The Old Spring | 1 Ferry Path, Cambridge CB4 1HB | West Chesterton |
| PH102 | The Portland Arms | 129 Chesterton Road, Cambridge CB4 3BA | West Chesterton |
| PH103 | The Tivoli | 16 Chesterton Road, Cambridge CB4 3AX | West Chesterton |
| PH104 | The Waterman | 32 Chesterton Road, Cambridge CB4 3AX | West Chesterton |

## List of Safeguarded Public Houses in South Cambridgeshire

| Site ID | Site/Pub | Address | Parish |
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|---|---|---|---|
| PH113 | The Three Tuns | 75 High Street, Great Abington CB21 6AB | Abington |
| PH114 | The George Inn | 43 High Street, Babraham CB22 3AG | Babraham |
| PH116 | The Bell Inn | 2 West Wickham Road, Balsham CB21 4DZ | Balsham |
| PH115 | The Black Bull Inn | 27High Street, Balsham CB21 4DJ | Balsham |
| PH117 | Bar Hill Sports Social Club | 1st Floor, The Village Hall, The Spinney, Bar Hill CB23 8SU | Bar Hill |
| PH118 | The Fox | Gladeside, Bar Hill CB23 8DY | Bar Hill |
| PH119 | The Royal Oak | 31 West Green, Barrington CB22 7RZ | Barrington |
| PH120 | The Three Hills | Dean Road, Bartlow CB21 4PW | Bartlow |
| PH121 | LukThai at The White Horse | 118 High Street, Barton CB23 7BG | Barton |
| PH122 | The Hoops | 1 School Lane, Barton CB23 7BD | Barton |
| PH123 | The Belle Freehouse | 61 North End, Bassingbourn SG8 5NZ | Bassingbourn cum Kneesworth |
| PH124 | The Hoops | 74 High Street, Bassingbourn SG8 5LF | Bassingbourn cum Kneesworth |
| PH125 | Yuva Indian & Nepalese Restaurant | 51 Old North Road, Kneesworth SG8 5JL | Bassingbourn cum Kneesworth |
| PH126 | Cafe 9 Wine Bar | Bourn Golf Club, Toft Road, Bourn CB23 2TT | Bourn |
| PH127 | Lalbagh Restaurant | 49 Alms Hill, Bourn CB23 2SH | Bourn |
| PH128 | The Willow Tree | 29 High Street, Bourn CB23 2SQ | Bourn |
| PH129 | Caldecote Village Club | 54 Highfields Road, Caldecote CB23 7NX | Caldecote |
| PH130 | The Bridge Restaurant | Cambridge Belfry Hotel & Spa, Back Lane, Cambourne CB23 6BW | Cambourne |
| PH131 | The Monkfield Arms | 1 Monkfield Lane, Cambourne CB23 6EY | Cambourne |
| PH132 | The Oak | High Street, Castle Camps CB21 4SN | Castle Camps |
| PH133 | The Cross Keys | 77 Ermine Street, Caxton CB23 3PQ | Caxton |
| PH134 | The Three Horseshoes | 22 South Street, Comberton CB23 7DZ | Comberton |

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| PH135 | The White Swan | Elsworth Road, Conington CB23 4LN | Conington |
| PH136 | The Plough | 2 High Street, Coton CB23 7PL | Coton |
| PH137 | Cottenham Conservative Club | 198 High Street, Cottenham CB24 8RX | Cottenham |
| PH138 | The Chequers | 297 High Street, Cottenham CB24 8QP | Cottenham |
| PH139 | The Hop Bind | 212 High Street, Cottenham CB24 8RZ | Cottenham |
| PH140 | Waggon and Horses | 69 Margett Street, Cottenham CB24 8QY | Cottenham |
| PH141 | The Queen Adelaide | 24 High Street, Croydon SG8 0DN | Croydon |
| PH142 | The Black Horse | 35 Park Street, Dry Drayton CB23 8DA | Dry Drayton |
| PH144 | Duxford Lodge Hotel | Ickleton Road, Duxford CB22 4RT | Duxford |
| PH143 | The John Barleycorn | 3 Moorfield Road, Duxford CB22 4PP | Duxford |
| PH145 | The Plough | 57 St Peters Street, Duxford CB22 4RP | Duxford |
| PH146 | The George and Dragon | 41 Boxworth Road, Elsworth CB23 4JQ | Elsworth |
| PH147 | The Eltisley | 2 The Green, Eltisley PE19 6TG | Eltisley |
| PH148 | The Ancient Shepherds | 5 High Street, Fen Ditton CB5 8ST | Fen Ditton |
| PH149 | The Kings Head | 50 High Street, Fen Ditton CB5 8 SU | Fen Ditton |
| PH150 | The Three Tuns | High Street, Fen Drayton CB24 4SJ | Fen Drayton |
| PH151 | The Chequers | High Street, Fowlmere SG8 7SR | Fowlmere |
| PH152 | The White Horse | 45 High Street, Foxton CB22 6RP | Foxton |
| PH154 | Hat and Rabbit (former The Bakers Arms) | 4 Hinton Road, Fulbourn CB21 5DZ | Fulbourn |
| PH153 | The Six Bells | 7–9 High Street, Fulbourn CB21 5DH | Fulbourn |
| PH155 | The White Hart | 1 Balsham Road, Fulbourn CB21 5BZ | Fulbourn |
| PH156 | The Cock Inn | 25 Church Street, Gamlingay SG19 3JH | Gamlingay |
| PH157 | The Wheatsheaf | 92 Church Street, Gamlingay SG19 3JJ | Gamlingay |

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| PH158 | Girton Golf Club | Girton Golf Club (Cambridge) Limited, Dodford Lane, Girton CB3 0QE | Girton |
| PH159 | Girton Social Club | 48 Cambridge Road, Girton CB3 0PJ | Girton |
| PH160 | Jeabs Thai | The George Inn, 71 High Street, Girton CB3 0QD | Girton |
| PH161 | Old Crown | 89 High Street, Girton CB3 0QD | Girton |
| PH163 | The Blue Ball Inn | 57 Broadway, Grantchester CB3 9 NQ | Grantchester |
| PH164 | The Green Man | 59 High Street, Grantchester CB3 9 NF | Grantchester |
| PH162 | The Red Lion | 33 High Street, Grantchester CB3 9NF | Grantchester |
| PH165 | The Rupert Brooke | 2 Broadway, Grantchester CB3 9NQ | Grantchester |
| PH166 | The Three Horseshoes | 23 High Street, Graveley PE19 6PL | Graveley |
| PH167 | The Pheasant | 24 Heydon Road, Great Chishill SG8 8SR | Great and Little Chishill |
| PH168 | Cam Spice Indian Restaurant | 2 High Street, Great Eversden CB23 1HN | Great Eversden |
| PH169 | NY Wines of Cambridge | 6 De Freville House, High Green, Great Shelford CB22 5FU | Great Shelford |
| PH170 | Square and Compasses | 46 High Street, Great Shelford CB22 5EH | Great Shelford |
| PH171 | The Carpenters Arms | 10 High Street, Great Wilbraham CB21 5JD | Great Wilbraham |
| PH172 | The Edward VII | 2 Fox Hill Road, Guilden Morden SG8 0 JF | Guilden Morden |
| PH173 | The Three Tuns | 30 High Street, Guilden Morden SG8 0JP | Guilden Morden |
| PH174 | The Blue Lion | 74 Main Street, Hardwick CB23 7QU | Hardwick |
| PH175 | Hare and Hounds | 60 High Street, Harlton CB23 1ES | Harlton |
| PH176 | La Pergola (former Wheatsheaf) | Cambridge Road, Harlton CB33 1HA | Harlton |
| PH177 | Brew Board Brewery Tap | Unit 3B, Button End Industiral Estate, Harston CB22 7GX | Harston |
| PH178 | The Queens Head | 48 Royston Road, Harston CB22 7NH | Harston |

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| PH179 | House of Spice (formerly Little Rose) | 7 Orchard Road, Haslingfield CB23 1JT | Haslingfield |
| PH180 | Mohak Cafe (formerly Moringa Tree) | 11a Church Street, Haslingfield CB23 1JE | Haslingfield |
| PH181 | King William IV | 43 Chishill Road, Heydon SG8 8PN | Heydon |
| PH182 | The Pear & Olive Restaurant | High Street, Hildersham CB21 6BU | Hildersham |
| PH183 | The Red Lion Inn | 32 High Street, Hinxton CB10 1QY | Hinxton |
| PH184 | King William IV | 8 Church Street, Histon CB24 9EP | Histon |
| PH187 | Tawa Lounge | 20 The Green, Histon CB24 9JA | Histon |
| PH185 | The Barley Mow | 7 High Street, Histon CB24 9JD | Histon |
| PH186 | The Boot | 1 High Street, Histon CB24 9LG | Histon |
| PH188 | The Red Lion | 27 High Street, Histon CB24 9JD | Histon |
| PH189 | Plough and Fleece | High Street, Horningsea CB25 9JG | Horningsea |
| PH190 | The Crown and Punchbowl | High Street, Horningsea CB25 9JG | Horningsea |
| PH191 | The Old Red Lion | Linton Road, Horseheath CB21 4QF | Horseheath |
| PH192 | Ickleton Social Club | 11 Church Street, Ickleton CB10 1SL | Ickleton |
| PH193 | The Lion | 9 Abbey Street, Ickleton CB10 1SS | Ickleton |
| PH194 | The Railway Vue | 163 Station Road, Impington CB24 9NP | Impington |
| PH195 | The Rose & Crown | 2 Glebe Way, Impington CB24 9JB | Impington |
| PH196 | The Crown Inn | 11 High Street, Linton CB21 4HS | Linton |
| PH197 | The Dog and Duck | 63 High Street, Linton CB21 4HS | Linton |
| PH198 | Waggon and Horses | 110 High Street, Linton CB21 4JT | Linton |
| PH199 | The Chequers | 71 Main Road, Little Gransden CB24 8QP | Little Gransden |
| PH200 | The Side Quest | 63 High Street, Little Shelford CB22 5ES | Little Shelford |
| PH201 | The Hole in the Wall | 2 High Street, Little Wilbraham CB21 5JY | Little Wilbraham |
| PH202 | The Black Bull | 56 High Street, Longstanton CB24 3BS | Longstanton |

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| PH203 | The Red House | 134 Old North Road, Longstowe CB23 2UT | Longstowe |
| PH204 | The Three Horseshoes | High Street, Madaingley CB23 8AB | Madingley |
| PH205 | The Black Horse | 63 Orchard Road, Melbourn SG8 6BP | Melbourn |
| PH206 | The Dolphin | 105 High Street, Melbourn SG8 6AP | Melbourn |
| PH207 | The British Queen | 94 High Street, Meldreth SG8 6LB | Meldreth |
| PH209 | Lion and the Lamb | 19 High Street, Milton CB24 6DF | Milton |
| PH208 | The Brewers Inn | 5 Fen Road, Milton CB24 6AD | Milton |
| PH210 | The Waggon and Horses | 39 High Street, Milton CB24 6DF | Milton |
| PH211 | The White Horse | 20–22 High Street, Milton CB24 6AJ | Milton |
| PH212 | The Queen's Head | Fowlmere Road, Newton CB22 7PG | Newton |
| PH213 | Northstowe Tap & Social | Unit 2, The Mount, Station Road, Northstowe CB24 3DS | Northstowe |
| PH214 | The White Horse | 28 Longstanton Road, Oakington CB24 3AB | Oakington and Westwick |
| PH215 | The Chequers | 22 Town Green, Orwell SG8 5QL | Orwell |
| PH216 | Admiral Vernon | 31 High Street, Over CB24 5NB | Over |
| PH217 | The Black Horse | 6 High Street, Rampton CB24 8QE | Rampton |
| PH219 | The Greyhound | 2 High Street, Sawston CB22 3BG | Sawston |
| PH218 | The Kings Head | 19 High Street, Sawston CB22 3BG | Sawston |
| PH220 | The White Lion | 96 High Street, Sawston CB22 3HJ | Sawston |
| PH221 | The Green Man | Dunsbridge Turnpike, Shepreth SG8 6RA | Shepreth |
| PH222 | The Plough | 12 High Street, Shepreth SG8 6PP | Shepreth |
| PH223 | The Rose | 81 London Road, Stapleford CB22 5DG | Stapleford |
| PH224 | The Three Horseshoes | 2 Church Street, Stapleford CB22 5DS | Stapleford |
| PH225 | The Waggon and Horses | 19 Church Street, Steeple Morden SG8 0NJ | Steeple Morden |

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| PH226 | The Missing Sock (formerly Prince Albert) | Newmarket Road, Stow-cum-Quy CB25 9AQ | Stow cum Quy |
| PH227 | The White Swan | 9 Main Street, Stow-cum-Quy CB25 9AB | Stow cum Quy |
| PH228 | The White Horse Inn | 1 Market Street, Swavesey CB24 4QG | Swavesey |
| PH229 | Tamarind (former Rose and Crown) | 1 High Street, Teversham CB1 9AS | Teversham |
| PH230 | Teversham Conservative Club | 4 Cherry Hinton Road, Teversham CB1 9AQ | Teversham |
| PH231 | Beach Social Club | 33 Cambridge Road, Waterbeach CB25 9NJ | Waterbeach |
| PH233 | The Brewery Tap | 19 Denny End Road, Waterbeach CB25 9PB | Waterbeach |
| PH232 | The Bridge Hotel | Clayhithe Road, Waterbeach CB25 9HZ | Waterbeach |
| PH234 | The Sun | 7 Chapel Street, Waterbeach CB25 9HR | Waterbeach |
| PH235 | The White Horse | 12 Green Side, Waterbeach CB25 9HP | Waterbeach |
| PH236 | Chestnut Tree | 1 Mill Road, West Wratting CB21 5LT | West Wratting |
| PH238 | Red Lion Hotel | Station Road East, Whittlesford CB22 4NL | Whittlesford |
| PH237 | The Bees in the Wall | 36 North Road, Whittlesford CB22 4NZ | Whittlesford |
| PH239 | The Tickell Arms | 1 North Road, Whittlesford CB22 4NZ | Whittlesford |
| PH240 | Whittlesford Social Club | 14 High Street, Whittlesford CB22 4LT | Whittlesford |
| PH241 | Duke of Wellington | 55 Church Street, Willingham CB24 5HS | Willingham |
| PH242 | Lot 25 | 25 High Street, Willingham CB24 5ES | Willingham |
| PH243 | The Bank Mircopub | 9 High Street, Willingham CB24 5ES | Willingham |
| PH244 | The Porterhouse | Station Road, Willingham CB24 5HF | Willingham |
| PH245 | Willingham Social Club | Fen End, Willingham CB24 5LH | Willingham |

GREATER CAMBRIDGE
SHARED PLANNING