

First Proposals



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Tell us what you think

We want to hear views from as many people as possible and we want it to be easy for you to tell us what you think.

How to comment

Please comment online via our website, www.greatercambridgeplanning.org. If you have difficulty commenting online, or you need information in a different format, please let us know and we will be happy to assist.

All comments must be received by Monday 13 December 2021 at 5pm.

There are different ways to comment to suit who you are and what you would like to tell us. We are also holding a webinar on how to comment, and how we will take comments into account during the next stage of plan development.

Quick comments:

- Tell us your views about the big issues and main sites in the plan using our quick questionnaire. This is anonymous, so if you represent a group, organisation, developer or landowner, we recommend you do not use this survey and that you use the detailed comment process below.

Detailed comments

- Comment on individual policies or site proposals, in the full digital Plan on our consultation system. This requires you to login (or register if you are not already a user). It allows you to leave longer comments and add attachments, and it means we can get in touch with you if we have any questions. You can comment on all or just some parts of the Plan.
- We have provided a downloadable Word document to assist you in preparing detailed responses, but please do not email this to us – please input your responses using the online system.
- Please do not email us comments or documents, as we will have to manually enter them into the consultation system and ascribe them to policies or sites. This will potentially mean that we will spend a longer amount of time processing responses to the consultation. If you have difficulty using our online system, please contact us to discuss alternative methods for submitting your comments.

Submitting information on sites

- If you wish to comment on a site that has not been taken forward into the First Proposals, please comment against the policy for allocations in the relevant broad location. For example, to comment on rejected sites in the rural southern cluster area, comment on Policy S/RSC – Village allocations in the rural southern cluster.
- If you wish to submit a new site for consideration at the next plan-making stage, or to update information about a site you previously submitted to the Call for Sites, use our online site information form. This is for landowners, developers and their agents only.

We will take all comments into account while developing the next version of the Plan, and we will report on this in the Consultation Statement which is updated at each stage.

Responses, including names for comments submitted by registered users, will be available to view on the Councils' websites. Our privacy notice for planning policy consultations and notifications sets out how your personal data will be used and by whom. For more information, please view our [privacy statement](#).

If you want to know more about how to comment and how we take comments into account, please join our webinar about the comment process.

Join an event

We are holding online events and meeting with groups across Greater Cambridge to explain our proposals and hear what you think. Public events will be listed on our [website](#).

Need help?

If you are having difficulty commenting, or need this information in a different format, please email us at localplan@greatercambridgeplanning.org, call us on 01954 713183 or write to us at Greater Cambridge Shared Planning, Planning Policy Team; Cambridge City Council; PO Box 700; Cambridge; CB1 0JH

If you would like to read a paper copy of our proposals, these can be consulted at deposit locations around Greater Cambridge. Please visit our website or call 01954 713183 for a list of locations.

We can post you a printed copy of our proposals, but there is a charge as the document is over 300 pages long and we want to minimise our use of paper in line with our climate change commitments. If you genuinely need a printed copy, please get in touch using the contact details above.

1. About the Plan

1.1 What is the Greater Cambridge Local Plan?

Cambridge City Council and South Cambridgeshire District Council (referred to as ‘the Councils’ in this consultation) are working together to create a joint Local Plan for the two areas – which we are referring to as Greater Cambridge. This will ensure that there is a consistent approach to planning, and the same planning policies, where appropriate, across both areas.

A Local Plan is a legal document that the Councils are required to prepare, which sets out the future land use and planning policies for the area over a set time frame. It identifies the need for new homes and jobs, and the services and infrastructure to support them, and guides where this development should happen.

In the past the Councils have produced separate Local Plans, but with a shared development strategy, including a number of development sites straddling the administrative boundary. This time we intend to prepare a single Local Plan for both council areas. We committed to do this when we signed up to the City Deal in 2014, which will bring in up to £500m over a 15-year period from central government towards transport and infrastructure projects managed by the Greater Cambridge Partnership.

Both Councils adopted their current Local Plans in 2018. These included a commitment to an early review, in particular to update the assessment of housing needs, to review the progress of delivering planned developments including new settlements, and to consider the needs of caravan dwellers and government changes to the approach to planning for Gypsies and Travellers. When adopted, the Greater Cambridge Local Plan would replace both Council’s 2018 Local Plans. The adopted 2018 Local Plans remain in force until they are replaced.

Local Plan preparation follows a process set out in national legislation and guidance and is independently tested at a public examination to check it is ‘sound’ – this means that it is realistic, deliverable and based on good evidence – before it can be formally adopted.

Local Plans are key in making decisions on future planning applications in the area, alongside national planning policy and other supplementary guidance.

1.2 How does it fit with other plans and strategies?

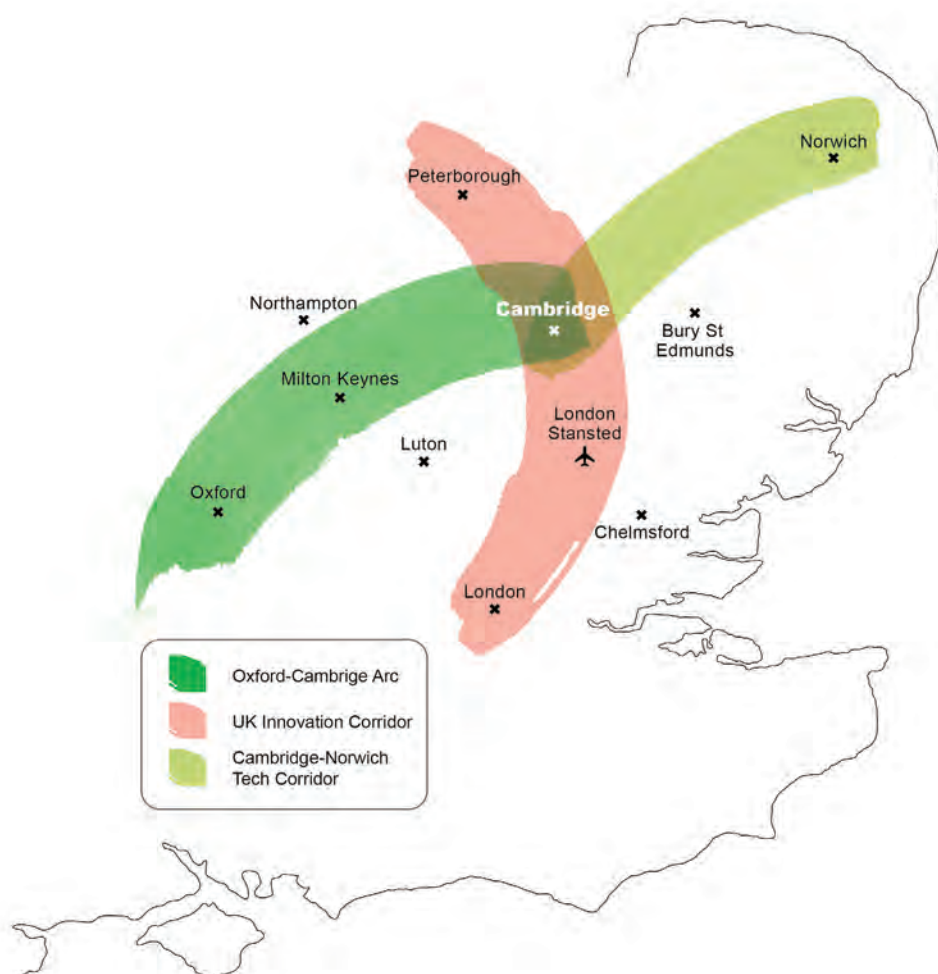


Figure 1: Greater Cambridge in the wider region

Our new Local Plan needs to be prepared within a wider regional context. We have a legal duty to cooperate with key stakeholders and surrounding areas on strategic cross boundary issues. You can find more information in our Duty to Cooperate Compliance Statement and Statement of Common Ground.

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 responsible for a range of issues such as education.

At a very local level, Neighbourhood Plans continue to be prepared in Greater Cambridge. At the time of writing there are four plans which have been prepared and endorsed by communities, which now form part of the statutory development plan for the area. A number of villages are producing plans, and you can find out more on our [neighbourhood planning website](#).



Figure 2: Greater Cambridge and its neighbouring local authorities

The Oxford-Cambridge Arc

Greater Cambridge sits at the heart of several economic corridors: the [Oxford-Cambridge Arc](#), the [UK Innovation Corridor \(London-Stansted-Cambridge-Peterborough\) corridor](#) and the [Cambridge-Norwich Tech Corridor](#).

The Oxford-Cambridge Arc is a globally significant area including the counties between Oxford, Milton Keynes and Cambridge, identified as a key priority by the government.

The ambition for the Arc is to build a better economic, social and environmental future for the area. There is an opportunity to make the Arc an even more beautiful place to live, work and visit, by making high-quality, well-connected and sustainable communities.

An Oxford-Cambridge Arc Spatial Framework is being prepared which will provide a long-term strategic plan to help coordinate the infrastructure, environment and new developments in the area up to 2050. When finalised it will become part of government planning policy alongside the National Planning Policy Framework.

The Government held a [12 week consultation](#) which closed on 12 October 2021 seeking views on the vision for the Arc. The Government plan to follow this with further consultations, on policy options in Spring 2022, and the draft spatial framework in Autumn 2022 prior to its final publication in 2023.

We do not know the outcome of the Oxford-Cambridge framework at this point. We hope that by developing our own clear and positive vision for the future of the area we will be able to shape the proposals.

1.3 Our plan-making journey



Figure 3: Timetable for the Greater Cambridge Local Plan

The diagram above shows the outline timetable that is included in the adopted Greater Cambridge Local Development Scheme. The Local Development Scheme is a document we are required to produce which sets out our plan making timetable. At each stage we will check that the process is moving forward positively towards a new Local Plan and, if necessary, we will adjust the timetable.

Our plan making journey started back in 2019 with a series of workshops with elected members, residents' groups, landowners/developers, and other 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. This set out issues under seven themes, and posed a series of questions about how they should be addressed in the new Local Plan. During the consultation period, extensive outreach and communications activities took place in order to engage our communities as fully as possible. This included using social media to spread awareness of the consultation, pop-up events across the area, and the Big Debate event that we held at the Cambridge Corn Exchange.

We received a large amount of feedback through the various communication channels. In July 2020 we published the feedback and comments we received, and the full results can be found on the Greater Cambridge Shared Planning Service website. This included all the site suggested to us through the 'call for sites' which formed part of the consultation.

In November 2020 we published the findings of initial expert assessments of a range of broad spatial locations and growth level options. You can read the findings, including the Development Strategy Options Summary Report, in the [Document Library](#). We also held another series of workshops with key stakeholders to explore these findings.

We have produced a Consultation Statement which provides more information on the consultation we have carried out so far, and how we have taken feedback into account. We will update this at each stage of plan making.

1.4 The purpose of the First Proposals stage

The First Proposals stage is the next major step in our plan making journey. It sets out our preferred approach to the level of growth that should be planned for, and where it should be planned. It also highlights that there remains uncertainty about delivery of water infrastructure needed to support new growth, and how this could impact on the timing of developments proposed.

It describes the planning policies we propose to prepare that would shape development and guide planning decisions. It sets out why we have identified these approaches against the alternatives available.

The purpose of the consultation is to invite responses to these proposals from residents and businesses as well as stakeholders and other organisations. We want to hear your views before we develop the approaches into detailed planning policies. In particular we would like your feedback on:

- The emerging development strategy
- The direction of travel for policies
- Issues we should be considering as policies are prepared

In legal terms, this consultation forms part of our consultation under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

1.5 What happens after the First Proposals stage?

We hope to receive a wide range of feedback, including from individuals, communities, businesses, academic institutions and stakeholders during this consultation on the options identified. All the comments received during the consultation will be analysed and a summary report produced and published on our websites.

This feedback will be invaluable as we start to draft the Local Plan itself.

We are still working on and refining evidence to inform the draft plan. This process will continue over the coming months. This includes further consideration of water resource availability to support the delivery timetable of the developments proposed, and the potential implications for the plan. More information on this can be found in the strategy section.

Our current Local Development Scheme sets out that in 2022 we will publish the draft Local Plan and all evidence supporting the plan for public consultation, allowing people to comment on the fully detailed policies and allocation proposals. We will keep this timetable under review and this may be revised dependent on a number of factors including evidence, comments received through consultation, progress on key infrastructure and the Oxford-Cambridge Arc spatial framework.

The later stages of the timetable may also depend on the timetable of the Development Consent Order proposals for the Cambridge Waste Water Treatment Plant Relocation Project. This is because we need to have evidence of whether the North East Cambridge proposals (see Strategy, S/NEC) that form a key part of the development strategy are deliverable, so we will need to understand the outcome of this process.

In 2024 the Councils expect publish the plan they intend to submit to the Secretary of State for adoption. Representations made at that stage will be considered by the independent Inspector at an Examination of the plan. The inspector will prepare a report, and consider if the plan is sound and can be adopted.

This process may be affected by changes to the planning system being considered by the government. They published a White Paper in 2020 called Planning for our Future which proposed significant changes to what local plans would cover and how they would be prepared. We do not yet know the outcome of this consultation.

Further updates of the timetable will be published on our website in our Local Development Scheme.

1.6 The structure of the new Local Plan



Our Local Plan must provide a positive vision for the future of Greater Cambridge. The aim is simple: 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. 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. In order to achieve this, we will need to balance many competing priorities and issues.

In the First Conversation we proposed that the plan be structured around four ‘big themes’ that will influence how homes, jobs and infrastructure are planned. We received lots of feedback on all of these, but the majority of respondents supported the approach. We therefore continue to use them to shape the plan.

In addition to the themes, the First Proposals consultation includes the strategy that the plan is proposing, which has been influenced by all of the themes and sets out the development strategy and the proposed policies and sites that are proposed to meet our needs in Greater Cambridge to 2041 and beyond.

1.7 Evidence informing the new Local Plan

Preparing a Local Plan requires gathering the appropriate level of evidence to inform the preparation of the plan, as required by national policy.

In November 2020 we published [initial evidence base findings and development strategy options assessments](#). This evidence explored a range of broad spatial locations and growth level options.

A range of further evidence studies have now been published to accompany the First Proposals consultation. These can be found in the [Greater Cambridge Local Plan First Proposals Document Library](#).

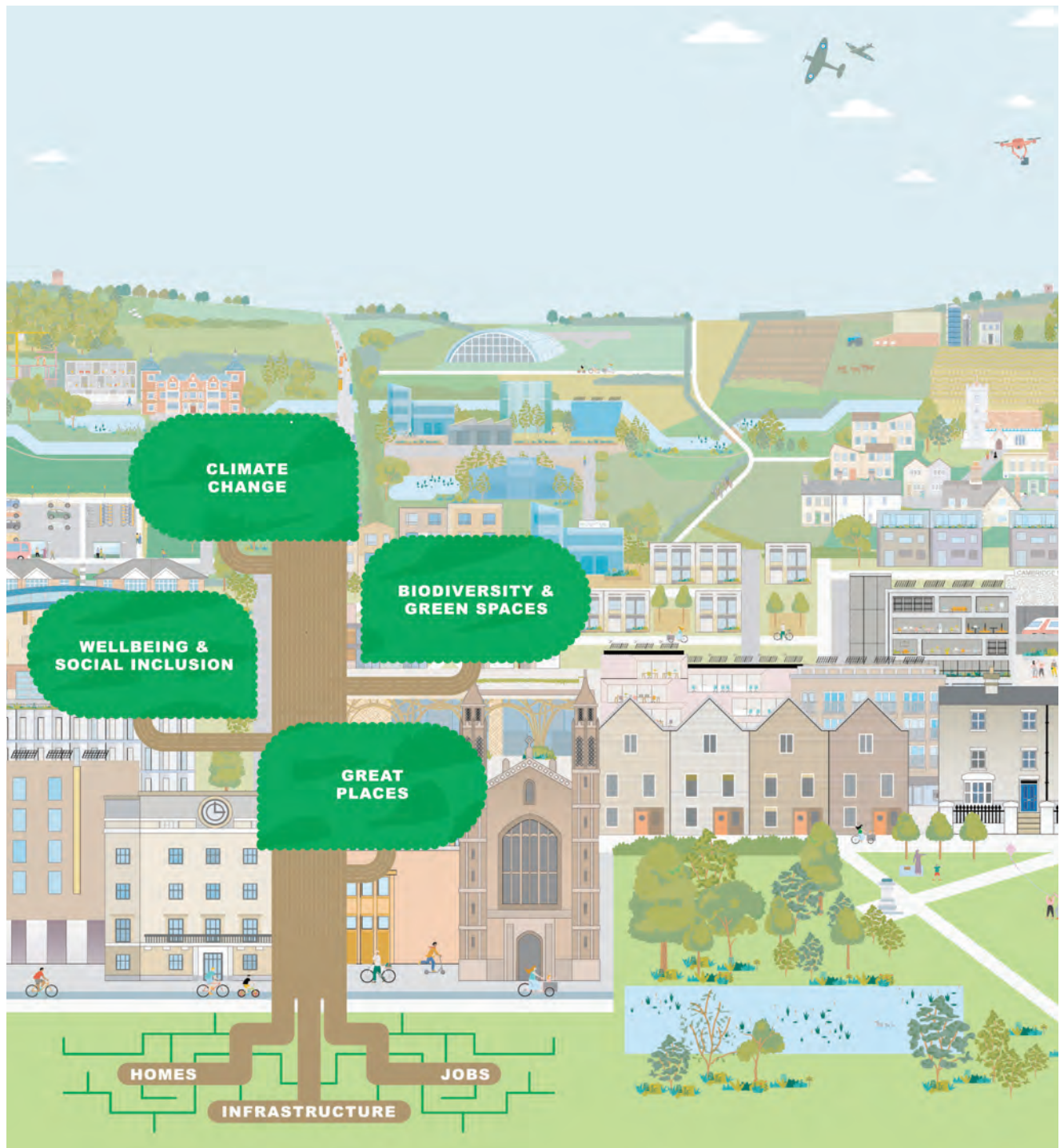
Sustainability Appraisal

A key role of the planning system is to contribute to sustainable development. Each stage of plan making will be accompanied by a Sustainability Appraisal. The aim of this process is to test the options and policies being considered by identifying potential positive and negative social, economic and environmental impacts, and highlighting opportunities to improve the plan.

As part of the First Conversation we consulted on a Scoping Report, which sets out our approach to the appraisal of the plan, along with an initial Sustainability Appraisal of the Issues and Options identified. Comments on these documents have been taken into account and responded to.

The First Proposals have been subject to sustainability appraisal, and this has been published to accompany the consultation. This explores the sustainability of the preferred options in the First Proposals and reasonable alternatives. We would welcome comments on the Sustainability Appraisal as part of this consultation.

2. Greater Cambridge in 2041



Our vision

- We want Greater Cambridge to be a place where a big decrease in our climate impacts comes with 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 we need; increase nature, wildlife and green spaces; and safeguard our unique heritage and landscapes.

Our Plan takes inspiration from what is unique about our area, and embraces the bold new approaches that will help us achieve this vision.

Our aims

Our aims for this plan are:

- **Climate change:** 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, and is resilient to current and future climate risks.
- **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 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 of Cambridge and South Cambridgeshire, and complement it with beautiful and distinctive development, creating a place where people want to live, work and play.
- **Jobs:** Encourage a flourishing and mixed economy in Greater Cambridge which includes a wide range of jobs, while maintaining our area's global reputation for 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.
- **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 growing communities.

These aims expand on the themes for this plan, and have informed decisions regarding the spatial strategy, and future policies. We have aligned these aims with the principles in the National Planning Policy Framework, and the Greater Cambridge Local Plan Sustainability Appraisal objectives.

2.1 How much development, and where?

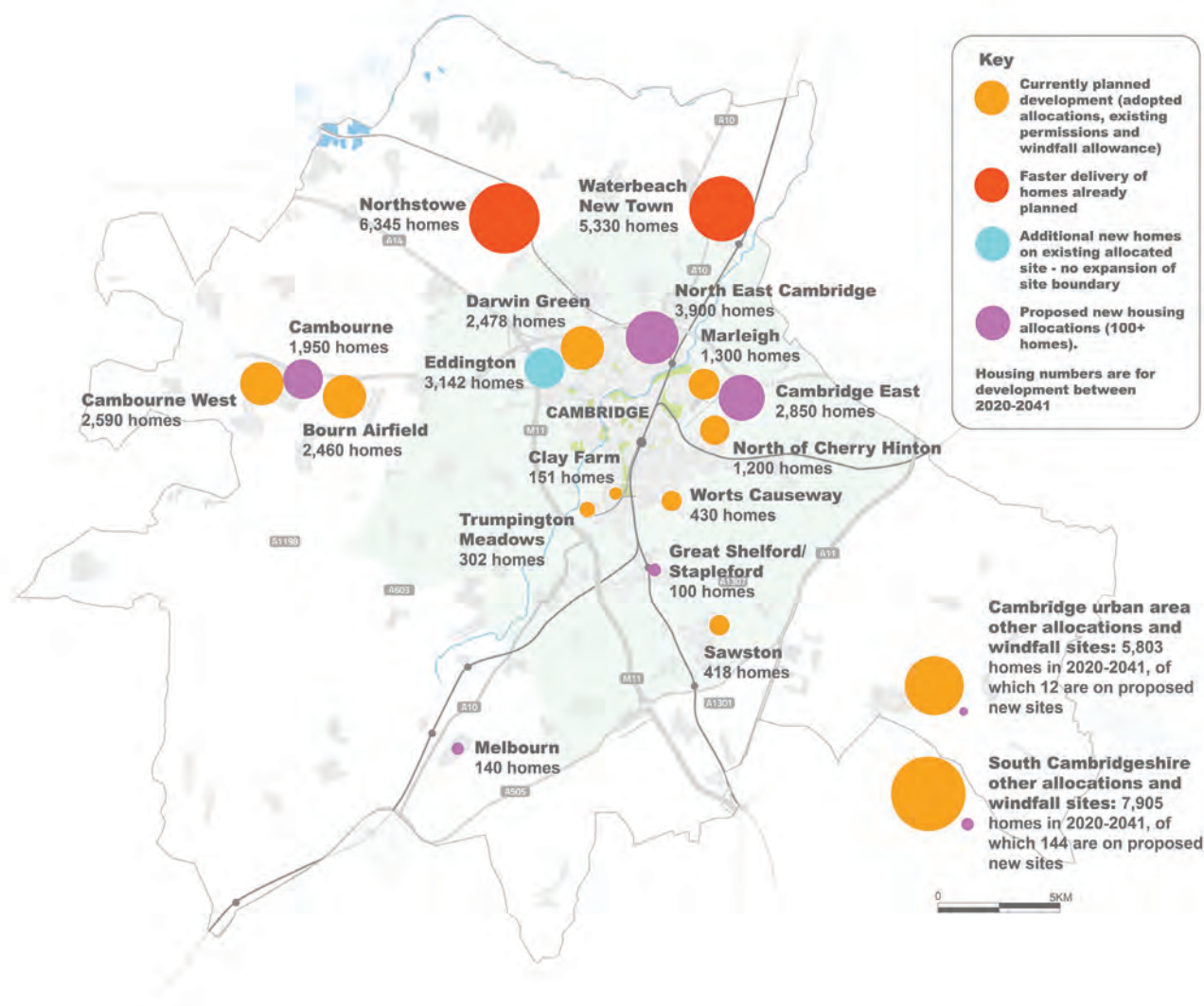


Figure 4: Illustrative map showing locations of proposed new housing development 2020-41

Greater Cambridge has a strong and nationally important economy. Over recent years, jobs have been created faster than new homes have been built, and this has contributed to higher house prices and increased commuting into the area. Our new development strategy aims to meet our increased need for new homes in a way that minimises our environmental impacts and improves the wellbeing of our communities.

We anticipate that an average of 1,771 homes per year will be built in our area during the Plan period. Our evidence shows that we need to plan for about 550 more homes per year in order to meet our need for housing. Our strategy proposes 19 additional sites for development, along with sites already in our adopted 2018 Local Plans, in order to meet this housing need. Alongside this we will plan for the business space, supporting community facilities, green spaces and infrastructure to meet the needs of our growing communities.

We propose to direct development to where it has the least climate impact, where active and public transport is the natural choice, where green infrastructure can be delivered alongside new development, and where jobs, services and facilities can be located near to where people live.

Our vision is for the well known characteristics of the historic core of Cambridge to be complemented by active, compact neighbourhoods – new and old. This means providing opportunities to regenerate areas that aren't yet reaching their potential, and creating new city neighbourhoods which have the critical mass of homes, jobs and services to create thriving communities, making best use of brownfield and safeguarded land.

Alongside this, 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. In the case of Cambourne, East-West Rail means that it will be one of the best-connected places in our region, and whilst things like the location of the new station are yet to be resolved, we do think it can develop into a more substantial town with a more fully developed and lively centre.

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 larger villages that have good transport links and services, and to support important employment clusters. In smaller villages, we'll continue to support infill development and affordable housing on suitable sites, but we do not propose lots of village growth.

Policies in this section:

Policy S/JH: New jobs and homes

Policy S/DS: Development strategy

Policy S/SH: Settlement hierarchy

Policy S/DF: Development frameworks

Topic paper

Further information on the policy areas, including their national, regional and local context, and further information on the evidence that has informed the proposed policy direction, can be found in the topic paper which accompanies this theme:

Greater Cambridge Local Plan: Topic paper 1: Strategy

Policy S/JH: New jobs and homes



Figure 5: Infographic showing objectively assessed needs, 2020 to 2041

What will this policy do?

This policy will set out the level of needs in Greater Cambridge that development will meet over the plan period of 2020-2041, for jobs, homes, and accommodation for gypsies and travellers and travelling showpeople.

Proposed policy direction

We propose that the new Local Plan will meet the following objectively assessed needs for development in the period 2020-2041:

- 58,500 jobs
- 44,400 homes, reflecting an annual objectively assessed need of 2,111 homes per year, which is rounded for the plan.

The homes will include all types, sizes and tenures of market and affordable homes, pitches for gypsy and travellers, plots for travelling showpeople, pitches for others residing in caravans, and residential moorings. Evidence identifying the requirements for pitches, plots and moorings will be completed ahead of the draft plan consultation.

The policy will also set out the approach to identifying neighbourhood plan housing targets for existing or new designated neighbourhood areas. These targets will not form part of the homes figure to be met by new allocations. Instead, the proposed approach would apportion a share of the housing windfall figures (considering Cambridge and South Cambridgeshire separately) according to the neighbourhood area's share of the relevant district's total population.

Why is this policy needed?

[National Planning Policy Framework paragraph 11](#) requires 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 the critical infrastructure required to support these homes and jobs, including utilities such as water and power (Policy CC/WE, I/EI), community, sports and leisure facilities (policy WS/CF), green infrastructure (policy BG/GI), open spaces (policy BG/EO), and other infrastructure including transport (policy I/ID).

Jobs and homes

For housing, [National Planning Policy Framework paragraph 60](#) 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](#). National guidance says that there will be circumstances where it is appropriate to consider whether actual housing need is higher than that indicated by the standard method.

For jobs, [National Planning Policy Framework paragraph 81](#) requires plans to support economic growth and productivity. The continuing strength of the Greater Cambridge economy and its national importance provides justification for exploring higher employment and related housing figures. The [Centre for Cities \(March 2021\)](#) describes Cambridge as one of the most important research and innovation-led employment hubs in the UK. In recent years, it states, the city started from a strong, well-educated employment base and moved from strength to strength.

Responding to evidence of recent fast jobs growth and the resulting implications for housing demand highlighted in the [Cambridgeshire & Peterborough Independent Economic Review](#), we commissioned the [Greater Cambridge Employment Land and Economic Development Evidence Study](#) (November 2020). This Study provides a detailed understanding of potential future employment change for all jobs in the area, including exploring the key sectors that drive employment growth in the Greater Cambridge area. It concludes that the most likely future level of jobs growth, taking into account long term patterns of employment including recent fast growth in key sectors that perform particularly strongly in the Greater Cambridge area, is for 58,500 jobs between 2020 and 2041. This was the medium growth level from our [strategic options](#) that we published in November 2020 (called the central level in our Employment Land and Economic Development Evidence Study).

We consider that we should plan for this forecast of the most likely level of new jobs. We are however mindful that the Study also identified a higher growth forecast, placing greater

weight on fast growth in the recent past, particularly in key sectors, and that it suggested providing flexibility in employment land in case the market delivers more jobs than anticipated, which is addressed later.

In parallel with the Employment Land and Economic Development Evidence Study we commissioned the [Greater Cambridge Housing and Employment Relationships Report](#) to understand the relationship between future jobs and housing growth. These studies found that planning for the standard method housing figure set by government would not support the number of jobs expected to arise between 2020 and 2041. Planning for this housing figure would risk increasing the amount of longer distance commuting into Greater Cambridge, with the resulting impacts on climate change and congestion.

We consider that our objectively assessed need for housing for 2020-2041 is the number associated with the most likely future level of jobs: this is a figure of 44,400 homes. This assumes that all the additional homes generated by forecast jobs above those supported by the Standard Method will be provided in full within Greater Cambridge.

Our housing and jobs evidence are based upon pre-COVID-19 data. We know that COVID-19 is continuing to have a very significant impact on many aspects of our lives, including on where and how we live and work, and that this is likely to have implications for long term planning. However, at this time it is very difficult to estimate the long-term effects. We have considered at an initial high-level the potential impacts of COVID-19 on the economy of Greater Cambridge, to inform this First Proposals consultation. Evidence will be prepared to consider the potential longer-term quantitative impacts of COVID-19 prior to the Draft Plan stage to ensure that we understand any implications for the objectively assessed need for jobs and homes for the plan.

In establishing the amount of housing to be planned for, national policy requires us to take into account any needs that cannot be met within neighbouring areas, as well as needs arising in Greater Cambridge. At this point in the plan making process no neighbouring authorities have asked us to consider taking some of their housing need. Equally, we are not currently asking neighbouring authorities to take any of our own needs.

Gypsies and travellers, travelling showpeople, caravan dwellers and residential moorings

Greater Cambridge has a large Gypsy and Traveller community. We are required to identify and plan for the accommodation needs of gypsies and travellers, travelling showpeople, others residing in caravans and boat dwellers. A Joint Accommodation Needs Assessment for Gypsies, Travellers, Travelling Showmen and Bargee Travellers and other Caravan and Houseboat Dwellers has been commissioned with authorities in Cambridgeshire and parts of Norfolk and Suffolk. The outcome has been delayed by COVID-19 lockdowns and social

distancing measures, and the study is now expected to report at the end of 2021. The draft plan stage will identify the number of pitches and plots, and residential moorings, that we will be planning for, and how we will meet that need.

Neighbourhood Plan housing targets

National policy requires that Local Plans should set out a housing requirement for designated neighbourhood areas – places where communities are actively preparing neighbourhood plans. We currently apply the proposed approach on an informal basis to identify indicative housing requirements for designated areas, and we propose to formalise this approach by including it within the Local Plan. This proposed approach sees neighbourhood plans contributing to meeting the number of homes we expect to come forward across the area during the plan period on windfall sites – sites not specifically identified in the local plan - and provides local communities with the opportunity to influence where such development goes. As such we are not relying on neighbourhood areas providing additional homes to meet our requirement.

What consultation have we done on this issue?

A majority of responses (49%) to the relevant First Conversation question (Q32) agreed that we should plan for a higher number of homes than the minimum required by government, to provide flexibility to support the growing economy. Views varied with some stating that we should plan for no new development, and others stating that we should plan for government's standard method local housing need, and others for higher figures. Many comments highlighted the potential negative impacts of growth, but also that if development is to come it needs to mitigate its impacts on issues such as climate and biodiversity, in particular by the location and design of development.

Discussion during the Autumn 2020 workshops considering the Strategic Spatial Options evidence identified that there is general consensus about there being a strong relationship between homes and jobs. Views varied between those stating that we should plan for no or low growth, and those stating we should plan for the higher jobs growth scenario. Many stakeholders raised concern that the maximum growth levels forecast could be undeliverable due to the issues with water supply across Greater Cambridge. It was acknowledged that delivery of the water infrastructure required to prevent further deterioration of local chalk aquifers was potentially a 'deal-breaker' within the timescales of the Local Plan.

In the First Conversation consultation we also asked for comments on the then proposed approach of planning to 2040. Most responses supported this approach, with some suggesting a longer end date of 2050. Some comments queried the then proposed start date of 2017, which had been derived based on the availability of historic data at the time of the First Conversation. The First Proposals includes a plan period of 2020-2041, bringing the

start date to a point now reflecting the latest data, and an end date of 2041 to ensure we meet the national policy requirement for plans to look ahead over a minimum 15 year period from adoption.

What alternatives did we consider?

1. Planning for the higher jobs forecast and level of homes associated with it. This alternative was rejected as this higher jobs forecast could be possible, but is not the most likely future scenario. As such we do not consider that it represents our objectively assessed need, and would therefore not be a reasonable alternative.
2. Planning for the government's standard method local housing need figure. This alternative was rejected as it would not support the most likely forecast for future jobs. As such we do not consider that it represents our objectively assessed need, and would therefore not be a reasonable alternative. Failure to reflect that likely level of growth, would lead to increased commuting into the area (with consequent impacts on quality of life, wellbeing and carbon emissions objectives for the plan).

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

Greater Cambridge Employment Land Review & Economic Development Evidence Base (2020)

Greater Cambridge Housing & Employment Relationships Report, November 2020

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy S/5: Provision of New Jobs and Homes

Cambridge Local Plan 2018

- Policy 2: Spatial strategy for the location of employment development
- Policy 3: Spatial strategy for the location of residential development

Policy S/DS: Development strategy

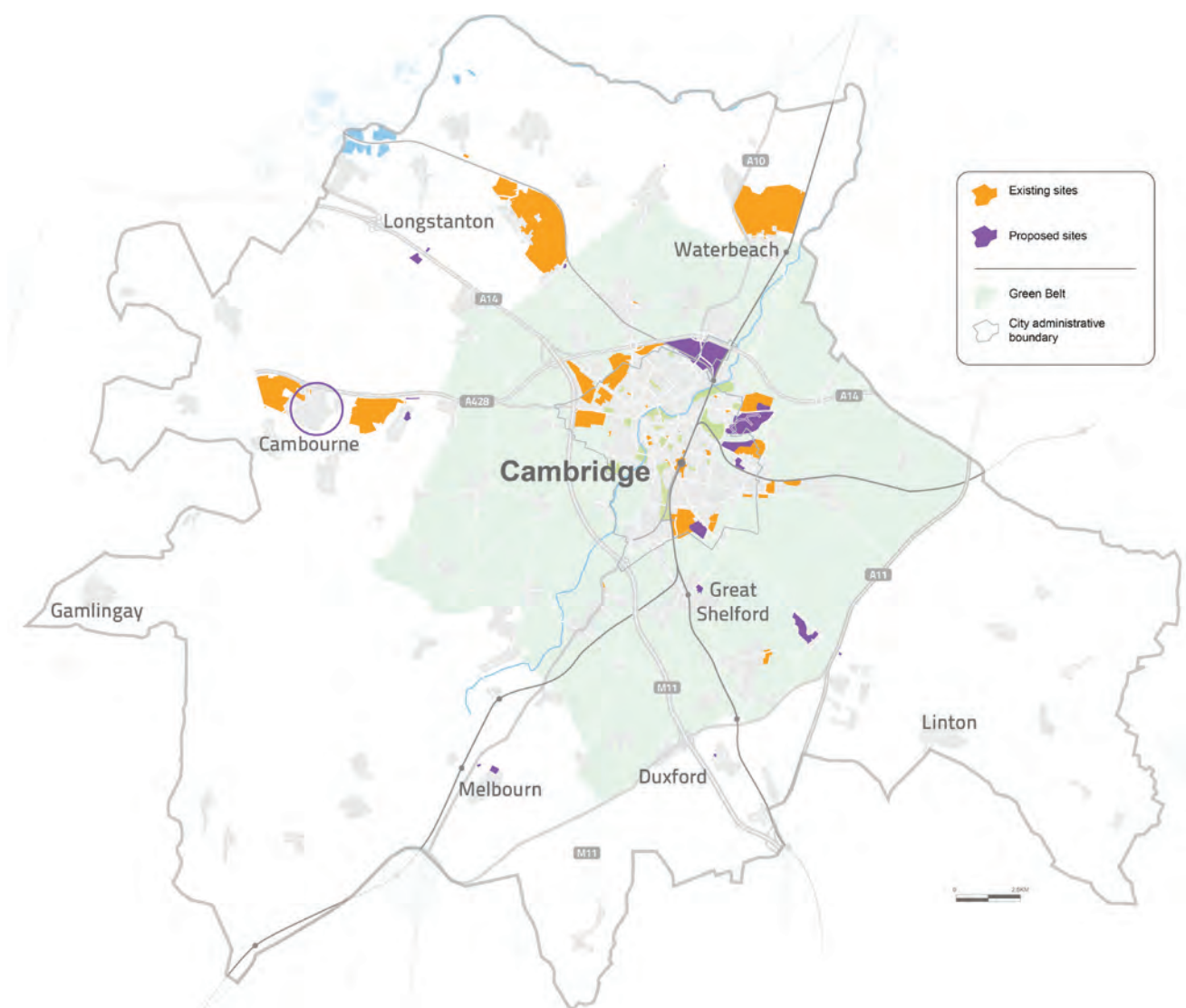


Figure 6: Map showing proposed sites to be included in the Plan

What will this policy do?

Set out the proposed strategy for the pattern, scale and design quality of places created in Greater Cambridge, not only for the plan period but beyond to 2050. It will set out where the homes and jobs identified in S/JH: New Jobs and Homes should be provided, in order to meet the vision and aims of the Local Plan.

Proposed policy direction

The proposed development strategy for Greater Cambridge is to direct development to where it has the least climate impact, where active and public transport is the natural choice, where green infrastructure can be delivered alongside new development, and where jobs, services and facilities can be located near to where people live, whilst ensuring all necessary utilities can be provided in a sustainable way. It also seeks to be realistic around

the locational limits of some new jobs floorspace which is centred upon national and global economic clusters.

We propose to reinforce the distinctive character of our city, towns and villages through developing sites that can be well-integrated with existing communities. Using less land for development reduces our carbon emissions, and allows more space for nature and wildlife, so we propose that sites should be developed at densities, and using appropriate forms and patterns of development, which make best use of land while creating well-designed, characterful places.

The proposed development strategy takes up opportunities to use brownfield land and responds to opportunities created by proposed major new infrastructure. We propose to meet our housing and jobs needs by taking account of existing planning permissions alongside a limited number of new sites in the most sustainable locations.

Within the Cambridge urban area our strategy proposes:

- North East Cambridge – a compact city district on brownfield land already identified for development, including a mix of jobs and homes;
- Smaller new sites for housing and employment well-integrated with existing neighbourhoods;
- Continuing existing sites and areas of major change allocated in the previous plan that we still expect to be delivered;
- Continuing existing opportunity areas and identifying new ones;
- Windfall development – an allowance for homes on unallocated land, which would be consistent with the other policy requirements in the Plan.

On the edge of Cambridge we propose:

- Cambridge East – a new mixed-use district on the existing safeguarded land at Cambridge Airport;
- Supporting the nationally important Cambridge Biomedical Campus, including through a limited release of land from the Green Belt;
- Using land more effectively at North West Cambridge through intensifying development within the existing boundary of the site;
- The University Innovation District centred on West Cambridge/Eddington – supporting the continued development of this area, including encouraging a mix of uses to create a vibrant campus;
- Continuing development at existing strategic sites allocated in previous plans, for example at Darwin Green.

For our new settlements, we propose:

- Evolving and expanding Cambourne into a vibrant town alongside the development of the new East West Rail station, which will make it one of the best connected and most accessible places in the area; and
- Continuing development at the new settlements of Northstowe, Waterbeach and Bourn Airfield allocated in previous plans – including faster housing delivery rates at the new towns of Northstowe and Waterbeach, so that more homes are provided by 2041 without an increase in the overall amount of development proposed.

We propose some development in the rural area south of Cambridge, the Rural Southern Cluster, where homes and jobs can be located close to each other and served by good quality public transport, cycling and walking links, including:

- Employment and tied housing at the Wellcome Genome Campus expansion – confirming the existing planning permission;
- Additional employment at Babraham Research Campus, through releasing the Campus and a modest area of additional land from the Green Belt;
- New smaller sites for housing and employment in villages that have very good public transport access and are close to jobs, some of which are through release of land from the Green Belt; and
- Continuing allocations for existing sites allocated in previous plans;

In the rest of the rural area, we propose a very limited amount of development:

- Small new sites for housing and employment at villages that have very good public transport access, to help our rural communities thrive;
- New employment sites in the countryside meeting specific business needs; and
- Windfall development - an allowance for homes on unallocated land, which would need to be consistent with policy requirements in the Plan, including Policy SS/SH: Settlement Hierarchy, which sets out scales of development in different categories of village.

Consistent with the new National Planning Policy Framework, our vision for Greater Cambridge looks not only to the plan period of 2041, but well beyond to 2050, reflecting that significant development identified in our strategy will continue beyond the plan period from the range of strategic sites identified, including the new settlements.

In order to provide greater confidence that the identified housing needs in Policy S/JH New Jobs and Homes can be met, and that a continuing supply of housing can be demonstrated, we are proposing to allocate enough sites to provide approximately a 10% buffer so we have the flexibility to deal with unforeseen circumstances. We also propose to provide flexibility in the amount and type of employment land supply to help enable the Greater Cambridge economy to continue to flourish.

The total additional homes to be identified is set out below, taking into account the identified housing need for the period 2020-41, application of the approximate 10% buffer, and current committed housing supply.

Homes to provide for	Homes 2020 2041
Housing need (rounded)	44,400
Approximate 10% buffer for flexibility	4,440
Total number of homes to provide for	48,840
Current housing supply: comprising adopted allocations, windfall allowance, and dwelling equivalent from communal accommodation allocated or with planning permission	37,200
Total additional homes to be identified	11,640

The sources of housing supply to meet the requirement set out above include the following sites (note some sites will continue to build out beyond 2041 – see individual site sections):

Location	Policy reference / Site name	Homes 2020 2041
Cambridge urban area	S/NEC North East Cambridge	3,900
Cambridge urban area	S/C/SMS Garages between 20 St. Matthews Street and Blue Moon Public House, Cambridge	12
Edge of Cambridge	S/CE Cambridge Airport (safeguarded land)	2,850
Edge of Cambridge	S/NWC North West Cambridge (Eddington) (additional new homes on existing allocated site – no expansion of site boundary)	1,000
New settlements	S/NS Northstowe (faster delivery of homes already planned)	750
New settlements	S/NS Waterbeach New Town (faster delivery of homes already planned)	750
New settlements	S/CB Cambourne	1,950
Rural Southern Cluster	S/RSC/MF Land at Maarnford Farm, Hunts Road, Duxford	60
Rural Southern Cluster	S/RSC/HW Land between Hinton Way and Mingle Lane, Great Shelford	100
Rest of the rural area	S/RRA/ML The Moor, Moor Lane, Melbourn	20
Rest of the rural area	S/RRA/H Land at Highfields (phase 2), Caldecote	64
Rest of the rural area	S/RRA/MF Land at Mansel Farm, Station Road, Oakington	20
Rest of the rural area	S/RRA/CR Land to the west of Cambridge Road, Melbourn	120
All locations	Total	11,596

Drawing together both of the above tables, the total housing supply for the period 2020-41, taking into account the current housing supply and additional sources of supply, would be 48,800.

Why is this policy needed?

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

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. [National planning policy](#) requires us to ensure our plan is positively prepared and meets our identified housing needs. 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 proposed in our plan. For homes, in order to give greater confidence in meeting our needs, and in line with good practice, we propose to plan for approximately 10% more homes than our objectively assessed needs, a total of around 48,840 homes.

For jobs, our Greater Cambridge Employment Land Review & Economic Development Evidence Base (2020) identified that of the 58,500 overall jobs anticipated over the plan period, around 20,000 of those would be office and industrial jobs, and it converted those into employment floorspace needs of almost 416,400sqm. The rest of the jobs forecast are in services and support uses such as shops, schools and healthcare. It recommends that to ensure a flexible employment land supply for office and industrial jobs, and encouraging growth in existing businesses and attracting inward investment, we 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 new land for jobs and homes needs to be found

Our adopted 2018 Local Plans, which identified a number of large sites for development on the edge of Cambridge, and 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 in the Greater Cambridge Local Plan has already been identified.

For jobs, we have a considerable amount of employment land already identified, and there is over 600,000 sqm of employment floorspace in our supply. However, this includes some large employment sites, such as the Genome Campus, that are expected to continue to build out well beyond the new plan period in a similar way to identified land for new homes on some of the large sites. This has been the case over many years, even with the fast rate of growth in some of the key sectors in Greater Cambridge area recent years. 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.

For homes, we already have almost 31,500 homes in our adopted Local Plans or with planning permission set to be delivered by 2041. On top of this, we have identified an allowance for windfall sites for residential development coming through planning applications. For Greater Cambridge as a whole we expect about 5,300 homes to be built during the plan period from this source. We also have the equivalent of just over 400 homes either allocated in our adopted plans or with planning permission anticipated to be provided in the form of bedrooms for students or older people. Subtracting existing commitments and our windfall allowance from our housing need, whilst incorporating a flexibility buffer of approximately 10%, results in a balance to find in new allocations between 2020 and 2041 of 11,640 homes. The sites set out in this preferred option plan would meet those residual needs.



Figure 7: Infographic showing the number of new homes we propose to plan for

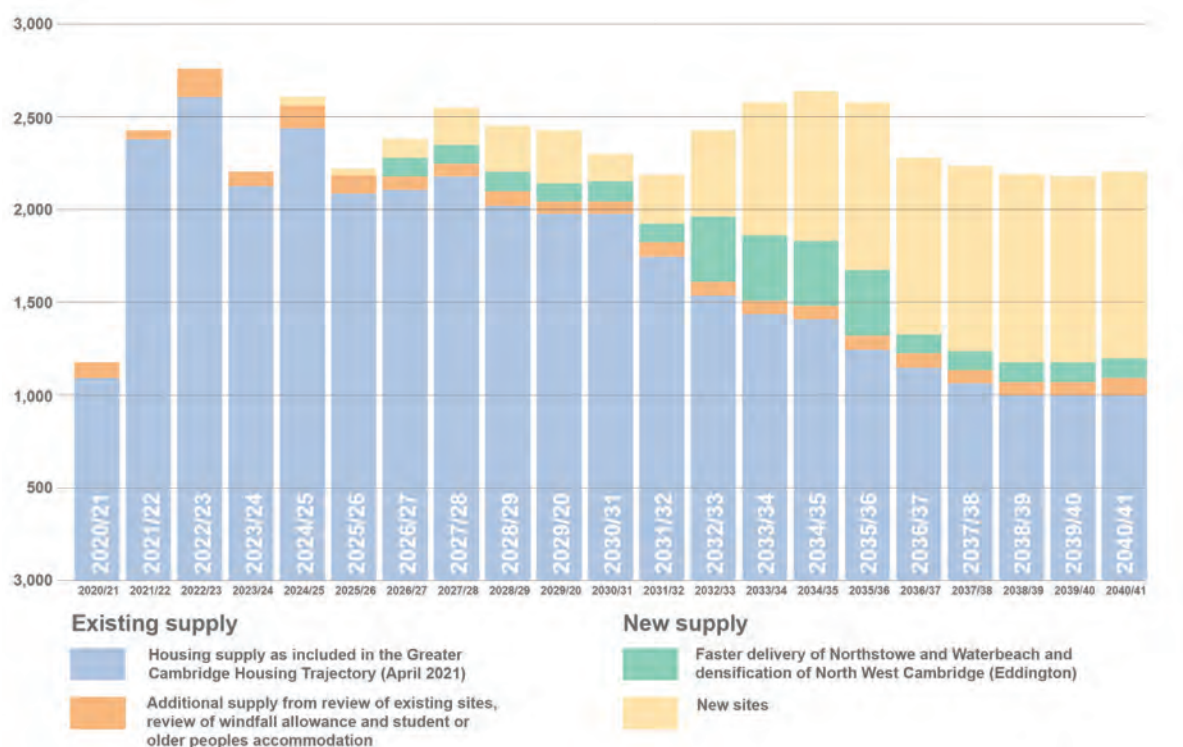


Figure 8: Graph showing proposed housing trajectory, 2020-2041

The Cambridge economy

Greater Cambridge hosts internationally significant clusters of Life Science, ICT and Professional Services and Advanced Manufacturing businesses. Cambridgeshire and Peterborough's Digital Sector Strategy (2019) describes Greater Cambridge as being at the area's heart as an unparalleled centre of technological innovation. In 2019, Cambridge had 308.7 patents per 1,000 of the population, the most in the UK and more than the next three cities combined. The success of the Life Science sector in Greater Cambridge, built on the knowledge and expertise of Cambridge University and world leading research institutes, has been characterised by both the growth of indigenous businesses and the investment of internationally renowned businesses such as Astra Zeneca who have chosen to locate here.

These knowledge-based clusters are key to Greater Cambridge's role as the engine for economic growth. The Cambridgeshire and Peterborough Independent Economic Review (CPIER) says: "A distinguishing feature of [Cambridgeshire and Peterborough] is how strongly it has grown recently... This has been driven primarily, but not entirely, by rapid business creation and growth in the south – Cambridge and South Cambridgeshire."

The Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) (ELR) explores the characteristics of each key economic cluster including the challenges and opportunities that they currently face.

Life Sciences (including healthcare, biotechnology and biomedical activities): The ELR confirms that Life Science cluster in Greater Cambridge continues to grow with a need for

additional research and development laboratory space identified. Businesses are looking for flexible workspace where new and growing businesses can locate and, with time, expand. Life science companies tend to prefer to cluster together and close to research institutes and, in some cases clinical medicine, in order to benefit from the exchange of ideas, information, resources.

ICT (including digital technology and artificial intelligence) and Professional Services (including traditional business services and knowledge activities related to research and development not captured otherwise): The ELR reports that in recent years Cambridge has become a major employment centre for ICT taking advantage of academic research, industry collaboration and the skills of local residents. The outlook for the sector is considered to be positive but there is a need for additional floorspace with challenges for new and small businesses in finding flexible quality units.

Advanced Manufacturing (the making of physical products, often a critical feeder service to other sectors): The ELR report expected sustained incremental advanced manufacturing growth as it is linked to supplying other growth sectors, notably life sciences. Advanced manufacturing is varied and takes many forms and may include light industrial floorspace, but also office space and, in some cases, laboratory space. More generally, there is a need for multi-purpose buildings - sometimes with either industrial, laboratory or storage floorspace on the ground floor and office floorspace used for administration on the floor above.

The emerging Local Plan proposes a range of new employment space which together with the existing allocations that we are carrying forward, will support our key economic clusters, ensuring we provide a good range in the type, size and location of sites that respond to the needs of businesses as identified in our evidence. For example, new sites at Babraham Research Campus and the Cambridge Biomedical Campus will provide additional space for life science businesses to cluster and grow. ICT and professional services businesses will have the opportunity to locate to North East Cambridge as well as a range of other sites within new and existing communities across Greater Cambridge. At Cambridge East we will be looking to ensure that the site's manufacturing legacy is not lost, and we are proposing to allocate additional space for manufacturing close to the Swavesey junction on the A14. This allocation would also cater for the need for warehousing businesses which provide important support to all of our key sectors. Providing a healthy supply of land for business use should also help ensure land is affordable for all business sectors, including those which cannot afford higher cost space.

Spatial strategy

National planning policy says that plans should set out “an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence”.

The adopted development strategy for Greater Cambridge in the 2018 Local Plans continued in

broad terms the strategy set out in the Cambridgeshire & Peterborough Structure Plan 2003 and the previous local plans. The joint strategy within the separate 2018 Local Plans includes:

- Development 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
- Limited Village allocations at Rural Centres and Minor Rural Centres

Delivery of the adopted strategy is progressing well, with development underway or completed at all stages of the development strategy, including at the edge of Cambridge sites, at the new settlement sites of Northstowe and Waterbeach New Town, at Marleigh north of Cambridge Airport and at Cambourne West, and with outline permission granted for Bourn Airfield New Village and Land North of Cherry Hinton.

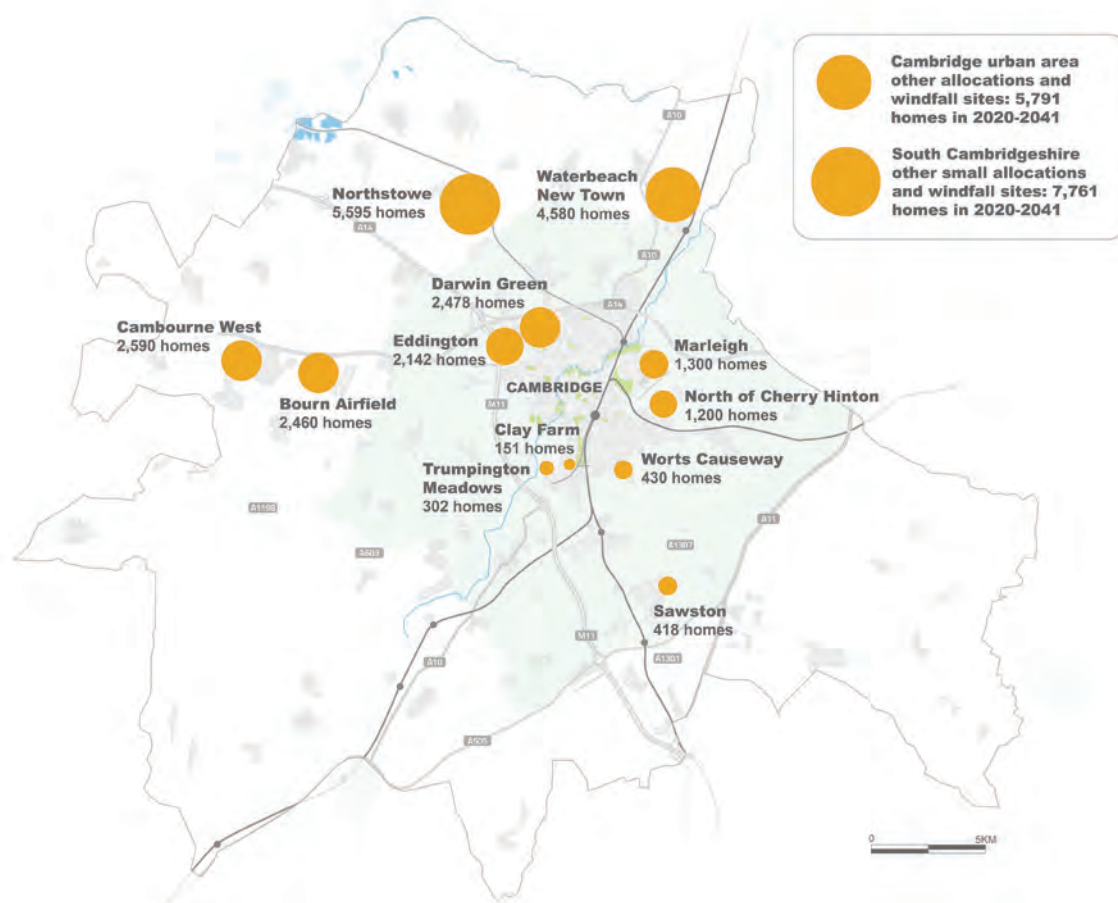


Figure 9: Location of currently consented and allocated development pipeline 2020-2041

In considering the strategy choices available for the new Greater Cambridge Local Plan we explored the sustainability merits of locating development within each of the five sources of supply from the adopted development strategy, comprising Cambridge urban area, edge of

Cambridge (both non-Green Belt and Green Belt land), new settlements and villages. We also identified four new development strategy choices not considered for previous plans, 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, integrating development with planned infrastructure in the corridor to the west of Cambridge, and a hybrid involving release of land from the Green Belt. We reviewed the sustainability merits, opportunities and constraints for each of these nine potential strategy choices, considering evidence under each of our themes, as well as completing Sustainability Appraisal of them.

Alongside considering the best locations for new homes and jobs, we have also been considering the best locations to restore our area's habitat networks and provide more green spaces for people providing health and wellbeing benefits. Our Green Infrastructure evidence has identified 14 strategic green infrastructure initiatives to help achieve this. We have prepared our preferred development strategy including draft allocations and green infrastructure initiatives in parallel. See BG2: Green Infrastructure for more detail on each initiative.

Drawing on our evidence and consultation feedback, our preferred option is a blended strategy to meet a variety of needs, and respond to the opportunities provided by the sources of supply. It is strongly influenced by:

- Reducing climate impacts through compact development located to connect homes and jobs and where active and sustainable travel can be maximised
- Making best use of suitable safeguarded and brownfield land
- Making best use of existing and committed key sustainable transport infrastructure
- Supporting rural communities to thrive and sustain services

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. A number of existing allocations are proposed for retention in this broad area. Beyond this, North East Cambridge provides the most significant development opportunity in this area. Given the very detailed assessment that informed the 2018 Cambridge Local Plan and that a number of allocations have yet to be implemented very limited new smaller allocations have been identified, whilst several new opportunity areas for regeneration have been identified alongside carrying forward those that have yet to come forward.

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. A number of 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 2030. There is also opportunity for additional homes within the built area of the existing site being built in North West Cambridge at Eddington.

We do not consider that our housing needs alone provide the 'exceptional circumstances' required in national policy to justify removing land from the Green Belt on the edge of Cambridge in this Local Plan, having regard to the identification of the proposed emerging strategy that can meet needs in a sustainable way without the need for Green Belt release. We have therefore considered sites on the edge of Cambridge in the Green Belt individually to assess whether there could be any site-specific exceptional circumstances that could justify release of land from the Green Belt. In all but one case we do not consider that such exceptional circumstances exist. However, we do think that it may be possible to demonstrate that exceptional circumstances exist to justify a limited release of Green Belt at Cambridge Biomedical Campus to provide an opportunity to improve the sustainability and qualities of this unique international campus and to allow it to continue to grow into the future.

Our existing new settlements at Northstowe, Waterbeach and Bourn Airfield will continue to be built out through the new plan period to 2041 and beyond, and form a significant part of our future supply. We don't think that further new settlements should be allocated. The most sustainable location for strategic scale development away from Cambridge is to expand 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 as the improvements already anticipated from the Greater Cambridge Partnership's Cambourne to Cambridge scheme. This significant improvement in public transport provides an opportunity to grow an existing new town, enhancing the critical mass of population, employment and services available locally to those communities.

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. We are supporting both jobs and homes growth in this area, through rolling forward a number of existing housing allocations, and by identifying new allocations, including for jobs at Babraham Research Campus, jobs and tied homes confirming the existing planning permission at Wellcome Genome Campus, and a number of housing sites at well-connected villages in the area.

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 rolling forward a number of existing housing sites, we have identified a limited number of new sites for housing at our more sustainable villages. We have taken a design-led approach to identifying housing capacity at these sites.

In addition to the allocations within the sources of supply listed above, some of which will include both homes and employment space, we have also identified a number of new

employment allocations in the rural area to meet the specific needs of different sectors identified in our employment evidence.

Taking the proposed development strategy as a whole, with the new allocations proposed in this section, the First Proposals for the new Local Plan propose a total of 11,590 new homes (rounded down), which is broadly consistent with the number we were aiming to identify approximately 11,640, which represents our housing need plus a 10% buffer.

National planning policy says at least 10% of our housing requirement should be accommodated on sites no larger than 1 hectare, unless it can be shown that there are strong reasons why this cannot be achieved. The site commitments we have and new proposals suggested in this consultation, together with windfall sites expected to come forward would mean we exceed this requirement by some margin. However, if we were to allocate specific sites it would need us to develop large numbers of sites in the rural area. This would compromise our development strategy, by directing a significant portion of growth to less sustainable locations, impacting on our response to the challenges of net zero carbon, and likely requiring large numbers of Green Belt releases.

The following diagram 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 the round of plans before, really 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 less sustainable rural area would have a lower share of development in the new plan, whilst still providing some limited development to help support our rural communities.

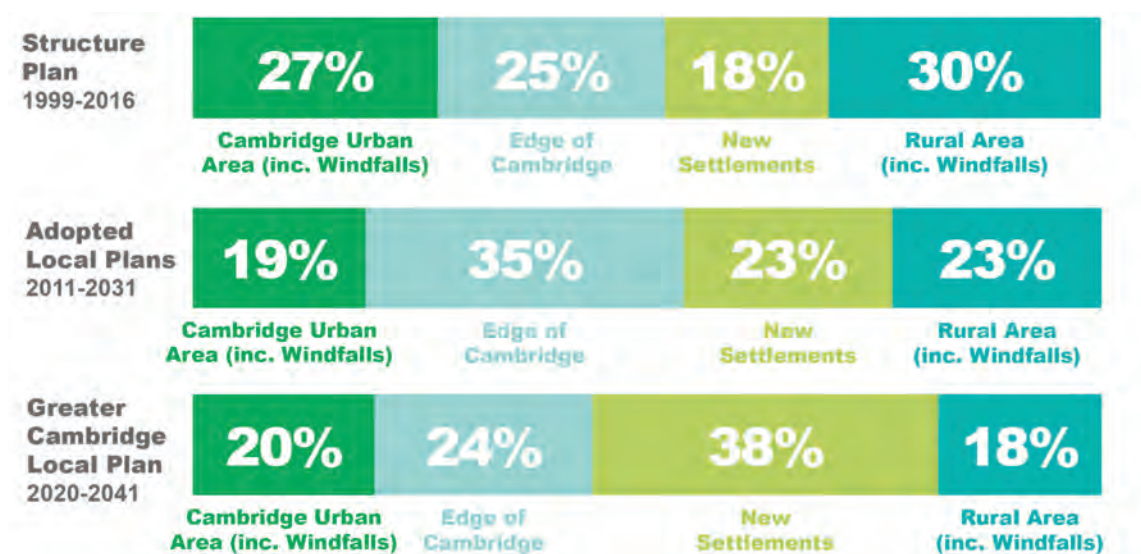


Figure 10: Distribution of growth in comparison to previous Local Plans

The new National Planning Policy Framework (July 2021) says 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. The development strategy contained in plans for the Greater Cambridge area over many years have contained new settlements, going back to the original proposals for Cambourne. Each past local plan has identified new settlements that will continue to build out well beyond the plan they were first identified in so having a vision that looks beyond the plan period is something that has long been part of plan making in this area. The new Local Plan supply for the plan period to 2041 contains 16,725 homes from new settlements in the adopted plans as well as around 2,000 from new proposals for an expanded Cambourne so approximately 19,000 in total. However, there will still be approaching 10,000 homes to build out beyond 2041, plus whatever may ultimately be identified at an expanded Cambourne. The proposed Local Plan vision reflects the important role of the four proposed new settlements for not only the plan period but also for the period to 2050. This will be kept under review during the plan making process, including how it relates to the government's emerging Oxford-Cambridge Arc Spatial Framework that will also plan for the period to 2050.

Ensuring a deliverable plan – water supply

Having confirmed our objectively assessed needs for housing and jobs and our proposed provision, we also have to ensure that the plan is deliverable and that any environmental impacts can be addressed appropriately.

A key issue identified in the Greater Cambridge Integrated Water Management Study is the need for new strategic water supply infrastructure to provide for longer term needs, and to protect the integrity of the chalk aquifer south of Cambridge. The current preferred growth trajectories put pressure on water resources in Greater Cambridge. Our draft Sustainability Appraisal also identifies significant environmental impacts if the issue is not resolved.

Water Resources East is currently preparing its Water Management Plan for the region to cover the period to 2050, expected to be published for consultation in 2022. It is understood that this will include planning for significant new infrastructure in the form of a new Fenland reservoir, alongside other measures, to provide water supply that is designed to address both environmental and growth needs. However, on current timelines this will only be available to supply water from the mid 2030's. Until such new strategic resources are delivered, there are short/medium term risks that ongoing growth will cause further deterioration to the chalk aquifer and habitats in the chalk streams which flow into Cambridge. The solutions could lie in measures such as sourcing more water from other locations that do not rely on the aquifer and seeking maximum efficiency in water use and further reducing wastage through leakage. This approach could have dual benefits in reducing pressures from existing development and meeting short/medium term risks until the mid 2030s.

Until more is known about the proposals for water supply that will be contained in the new regional Water Management Plan, there remains some uncertainty whether water supplies can be provided in a way that is sufficient for the full objectively assessed needs to be able to be delivered in a sustainable way throughout the plan period.

It is critical that the key strategic water infrastructure is delivered as soon as possible to support the government's economic ambitions. It is an issue for a much wider area than Greater Cambridge, but our plan is the first to confront the latest issues.

The Councils have been, and continue to, engage with the relevant bodies responsible for water supply planning, including Water Resources East, the Water Companies and the Environment Agency to ensure they understand the significance of the issue. We are taking every opportunity to raise this at the most senior level with all key parties, including government through its focus on the Oxford-Cambridge Spatial Framework, that will also have to address this issue.

If it is concluded that it is not possible to demonstrate an adequate supply of water without unacceptable environmental harm to support development ahead of strategic water infrastructure being in place, there may be a need for the plan to include policies to phase delivery of development. A 'stepped' housing requirement may need to be explored that would see development limited to levels that can be supported by a sustainable water supply until such time as the new strategic infrastructure is in place. Given the need to rely only on reasonable rates of delivery of homes and jobs, this could mean that it is not possible to demonstrate delivery of the full objectively assessed needs within the plan period.

As noted above, under circumstances where it would not be possible to demonstrate that there is a reasonable prospect that the full development needs can be delivered by 2041, the Councils would have to discuss with neighbours the potential for them to meet that element of needs under the duty to cooperate, recognising that they may experience the same regional water issues. It is possible, if this issue cannot be resolved, that ultimately the Councils may have to put forward a plan that does not demonstrate that needs will be met and argue through the examination process that it can be found sound.

Clearly the hope is that the water industry, supported by government, will set out its intentions for positively addressing this key infrastructure issue at an early point in the ongoing plan making process, to provide confidence that adequate water supply will be available to support delivery of the preferred options allocations, before the next stage of a full draft Local Plan.

Duty to Cooperate

In preparing our evidence informing the preferred strategy we have engaged with relevant organisations under the legal duty to cooperate on plan making, to ensure we have fully considered strategic cross-boundary matters. The engagement we've completed to consider these strategic issues is set out in our Duty to Cooperate Statement of Compliance, and our current position on each substantive issue is set out in our draft Statement of Common Ground. The water supply challenge addressed above is a serious issue to be resolved. Apart from this, we are not currently aware of any unresolved strategic cross-boundary matters that would prevent the preferred strategy from being delivered. However, should it be proven that we cannot deliver our strategy because of any reason later in the plan process, then we will need to talk with our neighbours. We will continue to engage with all relevant organisations as we take the plan forward.

Transport Strategy

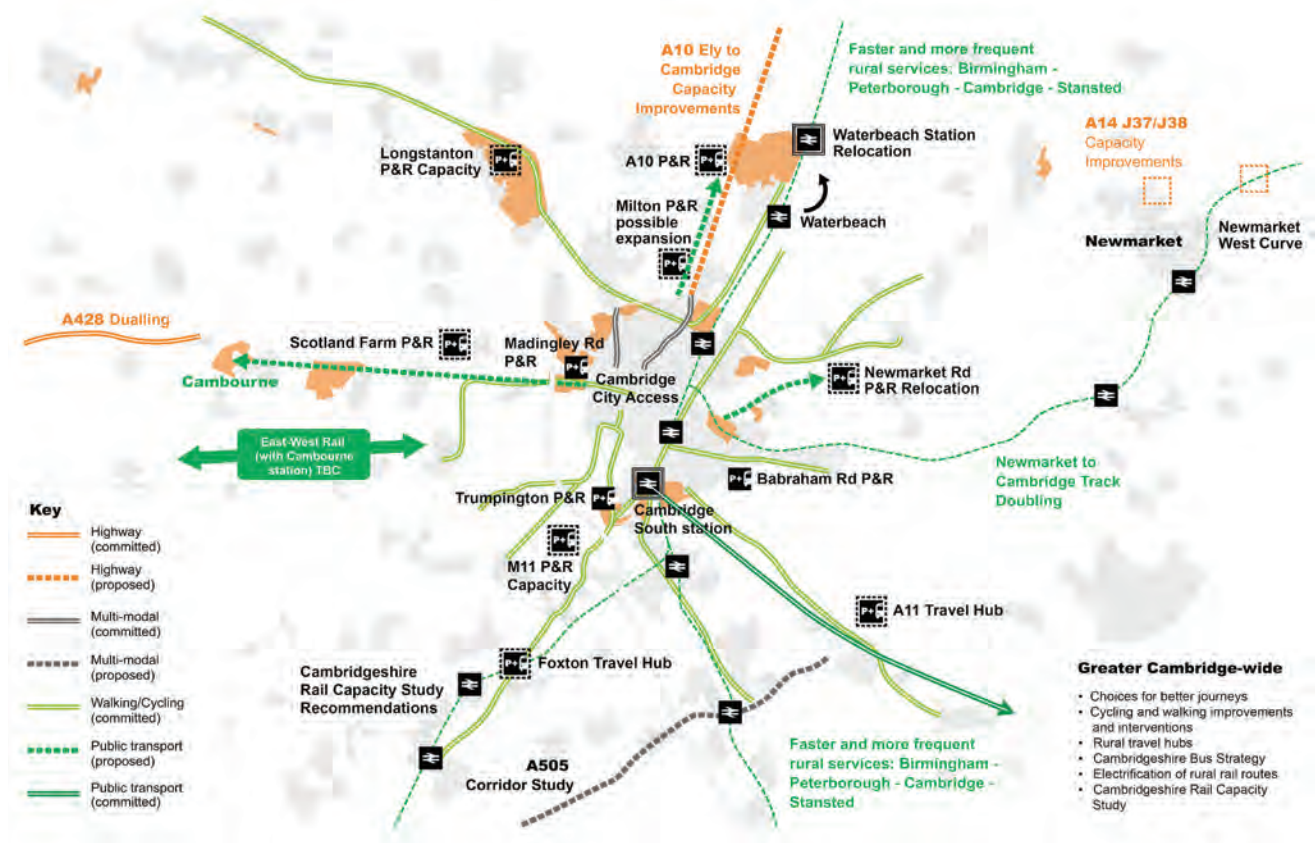


Figure 11: Map of existing and proposed major transport projects

There are a number of committed infrastructure proposals being progressed by transport bodies, including for example the Cambridgeshire and Peterborough Combined Authority, Greater Cambridge Partnership, National Highways and East West Rail Company, that will provide significant transport capacity to support the delivery of committed development. We

are working together with these bodies to support delivery of these schemes, and with the Combined Authority as Local Transport Authority and Cambridgeshire County Council as Highways Authority in particular to progress our own Local Plan evidence.

Our proposed strategy is heavily informed by the location of existing and committed public transport schemes. For example, locating growth at Cambourne takes advantage of the proposed East West Rail station and Cambourne to Cambridge Public Transport Scheme; equally, North East Cambridge is made more sustainable by the presence of Cambridge North Station, the proposed Waterbeach to Cambridge North Public Transport Scheme, and Waterbeach Greenway. Beyond this, we have undertaken transport modelling to understand whether additional infrastructure and policies, beyond these proposals, would be required to address the transport impacts of the preferred development strategy. Transport infrastructure and policy requirements associated with specific proposed allocations are set out in each allocation policy within this chapter.

What consultation have we done on this issue?

Initial responses to the First Conversation question that asked respondents to rank the six spatial choices identified in the consultation, indicated that densification of existing urban areas was the most popular location for siting new development. Public Transport Corridors was the second most popular spatial choice; Edge of Cambridge – Green Belt was the least popular location, but a majority responded positively to Question 39 which asked ‘Should we look to remove land from the Green Belt if evidence shows it provides a more sustainable development option by reducing travel distances, helping us reduce our climate impacts?’.

A variety of comments were shared in relation to each spatial choice, with many noting the need to limit carbon emissions associated with transport by locating new development close to existing jobs and services or else close to existing and proposed public transport infrastructure. Comments relating to densification and the edge of Cambridge highlighted the tension between locating growth here to provide good access to existing facilities, with the townscape and landscape impacts this would have. Comments relating to villages were mixed, with some highlighting the benefits of development in supporting services, while others identified negative carbon and historic environment impacts.

What alternatives did we consider?

The Councils have explored a wide range of alternative options in developing the First Proposals strategy. This began with identifying and testing 6 spatial options in our First Conversation consultation (issues and options) including undertaking sustainability appraisal.

As we developed our interim evidence, we initially identified 3 growth level options for homes and jobs and 2 further blended spatial strategies creating 8 spatial options. These were all

tested so we considered 24 strategy options in our interim evidence published in November 2020, including a further Sustainability Appraisal.

As we moved towards identifying our preferred strategy, we identified our objectively assessed need for jobs and homes (see S/JH Jobs and Homes). Drawing on the evidence we started by identifying a high level preferred spatial option, which included the core preferred strategic sites of North East Cambridge, Cambridge East and Cambourne to provide the majority of our objectively assessed needs. Our evidence showed that these performed well against our core evidence and better than most other alternative options when considered against key aims of:

- Reducing climate impacts through compact development located to connect homes and jobs, and where active and sustainable travel can be maximised;
- Making best use of suitable safeguarded and brownfield land;
- Making best use of existing and committed key sustainable transport infrastructure; and
- Supporting rural communities to thrive and sustain services.

As we developed a working preferred option for further testing, we identified a further blended spatial option that warranted testing, which was similar to the preferred option with the exception that it did not include Cambourne and did include non site specific locations on the edge of Cambridge in the Green Belt. Both were tested in a comparable way to the 8 spatial options, so ten spatial options were tested, prior to confirming the final preferred strategy.

Whilst edge of Cambridge Green Belt sites performed in a similar way in many respects to Cambridge East, they would have significant Green Belt impacts and given the relatively good performance of Cambourne, which is not in the Green Belt and would benefit from East West Rail, there was considered to be no exceptional circumstances for releasing land on the edge of Cambridge to meet development needs as a matter of principle and that spatial option was not preferred. Consideration was given to whether there were any site specific exceptional circumstances for releasing any particular site from the Green Belt and only the Cambridge Biomedical Campus was identified as potentially being able to demonstrate such exceptional circumstances. All other sites on the edge of Cambridge in the Green Belt were not able to do so and were not preferred.

Consideration was given to the provision of a range of sizes and types of sites to give flexibility and help with delivery over the plan period, reflecting our evidence, and a modest element of housing was in principle considered to be an appropriate element of the strategy. Drawing on our evidence, a wide range of sites were considered but many were not preferred due to their impacts, with only a limited number of sites being preferred in Cambridge, close to centres of employment in the southern cluster, and in villages well served by public transport in the rest of the rural area. Allocating large numbers of sites in

villages was not a preferred approach, as evidence demonstrated how poorly a dispersed strategy performed with regard to a number of issues, but particularly in relation to transport and carbon impacts.

In summary, drawing on our evidence and consultation feedback, alternatives to our preferred option would either distribute development to less sustainable locations that are distant from Cambridge or without the benefit of very high quality public transport (existing or proposed) that would generate greater car use contrary to our climate change theme, or would require the release of large areas of Green Belt on the edge of Cambridge which would cause significant harm to the purposes of the Cambridge Green Belt. Full information regarding the testing of these alternatives can be found in the Sustainability Appraisal accompanying the First Proposals.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan Topic paper 1: Strategy

Greater Cambridge Local Plan Transport Evidence Report: Preferred Options

Greater Cambridge Local Plan: Duty to Cooperate Statement of Compliance

Greater Cambridge Local Plan: Draft Statement of Common Ground

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy S/6: The Development Strategy to 2031

Cambridge Local Plan 2018

- Policy 2: Spatial strategy for the location of employment development
- Policy 3: Spatial strategy for the location of residential development

Policy S/SH: Settlement hierarchy

What will this policy do?

This policy will group together similar settlements into categories that reflect their scale, characteristics and sustainability. It will then set out the scale of development proposals coming through planning applications for unallocated sites that would be potentially suitable in each category of settlement.

Proposed policy direction

We propose that Cambridge will remain at the top of the settlement hierarchy as the main urban centre in Greater Cambridge. Outside Cambridge, the South Cambridgeshire Local Plan 2018 identifies its two new towns next and then groups the villages into four categories of Rural Centres, Minor Rural Centres, Group Villages, and Infill Villages. It is proposed to retain this approach, and the current position of each village, subject to a number of changes:

- The Towns category should include Northstowe and Waterbeach new town, and should also include Cambourne
- Cottenham will be moved from a Rural Centre to a Minor Rural Centre
- Babraham is to be upgraded from an Infill Village to a Group Village.

Windfall proposals for residential development coming through planning applications within these settlements (see S/SB on settlement boundaries) will be subject to the following:

- Cambridge: No limit on individual scheme size.
- Town: No limit on individual scheme size.
- Rural Centre: No limit on individual scheme size.
- Minor Rural Centre: indicative maximum scheme size of 30 dwellings
- Group Village: indicative maximum scheme size of 8 dwellings, and exceptionally consist of up to about 15 dwellings where this would make the best use of a single brownfield site.
- Infill Village: indicative maximum scheme size of 2 dwellings, and exceptionally consist of up to about 8 dwellings where this would lead to the sustainable reuse of a brownfield site bringing positive overall benefit to the village.

Why is this policy needed?

The settlement hierarchy remains an important element of the sustainable development strategy, helping to 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 enabling the recycling of land and delivering new homes to meet local housing needs.

An updated assessment of settlements has been carried out, informed by the level of

services and facilities, education, public transport and employment available at each settlement. This showed that the positioning of settlements within the hierarchy remains appropriate, with the exception of three proposed changes:

- Cambourne is a growing centre, with a growing level of services, facilities and transport opportunities. This has been recognised by it now having a town council, and it is considered that this should be recognised in the local plan.
- Cottenham should be classified as a Minor Rural Centre reflecting a revision to the criteria for Rural Centres that they must all have high quality public transport in the form of a segregated public transport route such as the Greater Cambridge Partnership schemes or the Cambridgeshire Guided Busway, which is not the case for Cottenham.
- Babraham should be classified as a Group village as it has a primary school, for consistency with other group villages.

This 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 there is a desire to provide flexibility to help meet housing needs, that has to be balanced with the evidence coming through our Net Zero Carbon Study (2021) that growth in smaller villages tends to generate higher levels of carbon than urban development. On balance, we think the indicative scheme sizes in the current policies remain appropriate, and they are proposed to be carried forward into the new local plan.

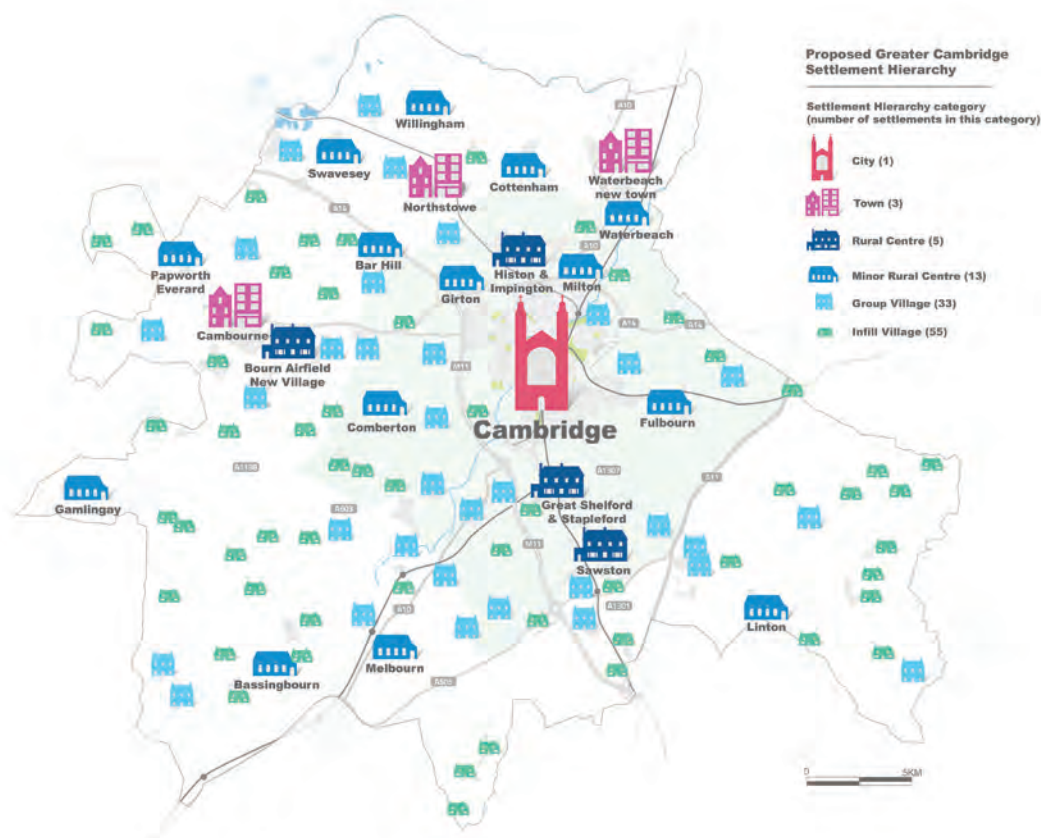


Figure 12: Map showing proposed settlement hierarchy

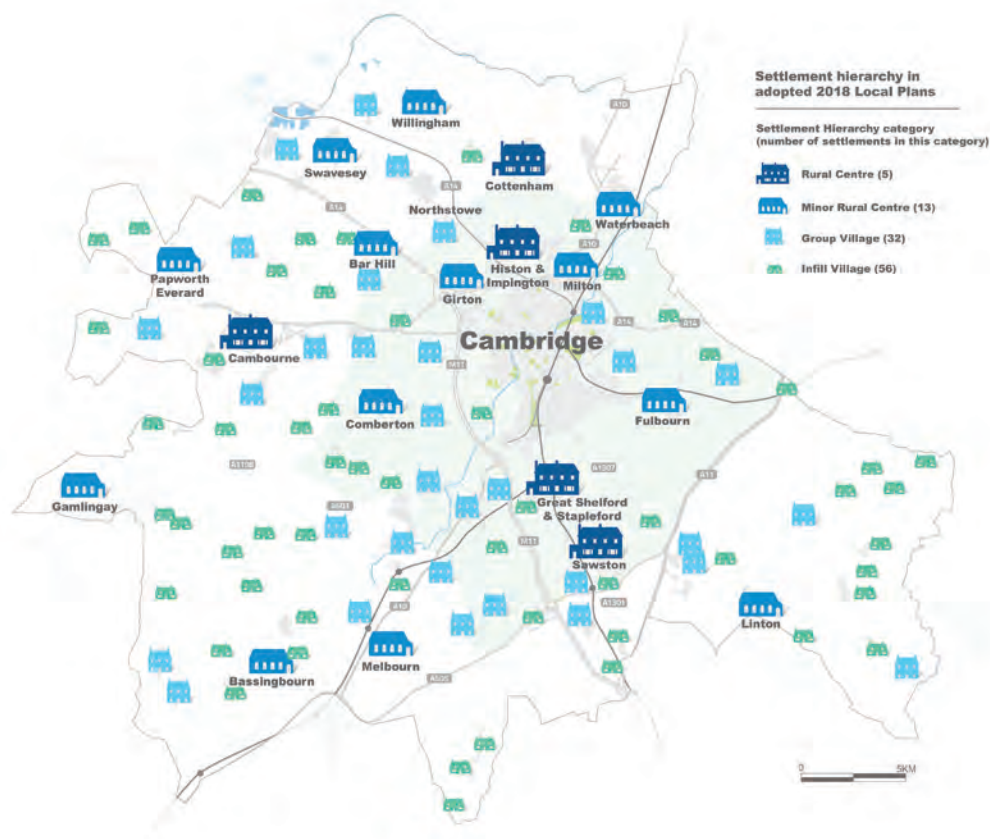


Figure 13: Map showing existing settlement hierarchy in adopted Local Plans

What consultation have we done on this issue?

In the First Conversation we asked about whether the plan should be more flexible regarding development within village boundaries. Views were mixed, although the majority of comments supported greater flexibility. Concerns included that it did not allow best use of sites if they became available, or would restrict delivery of housing. Those against greater flexibility were concerned about the impact of growth on villages, and the impact on village services.

What alternatives did we consider?

Having no limits on the scale of individual developments for all settlements – Not considered a reasonable alternative as it could lead to unsustainable levels of development in poorly served areas.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy (Settlement Hierarchy Review appendix)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy S/8: Rural Centres
- Policy S/9: Minor Rural Centres
- Policy S/10: Group Villages
- Policy S/11: Infill Village

Cambridge Local Plan 2018

- None

Policy S/SB: Settlement boundaries

What will this policy do?

This policy will define the boundaries of settlements for planning purposes.

Proposed policy direction

The Local Plan will include settlement boundaries around settlements, identifying areas that are considered to be part of the settlement for planning purposes. The boundaries will be drawn on the Policies Map that will accompany the draft Local Plan for consultation.

We propose that boundaries are defined to take into account the present extent of the built-up area as well as planned new development. Buildings associated with countryside uses, such as farm buildings, would not normally be included within a settlement boundary. Boundaries would not be 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 village.

Where planned developments, such as new settlements, have reached sufficient certainty regarding their exact boundaries, new settlement boundaries will be drawn. Within settlement boundaries a range of policies within the Local Plan will indicate what sorts of developments may be suitable. This includes residential development, as indicated in the settlement hierarchy policy approach (at S/SH).

Outside settlement boundaries, we propose that no development would be permitted except for:

- allocations within Neighbourhood Plans that have come into force;
- Rural Exception sites (see policy approach H/ES) which help meet local needs for affordable housing;
- development for agriculture, horticulture, forestry, outdoor recreation and other uses that need to be located in the countryside; or
- development supported by other policies in the plan.

Why is this policy needed?

Settlement boundaries 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 the more sustainable locations of the area, and settlement boundaries help achieve this purpose.

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.

What consultation have we done on this issue?

The First Conversation did not ask a specific question on settlement boundaries, but it did ask how flexible the Local Plan should be towards development of both jobs and homes on the edge of villages. Responses were mixed. Many representors seeking site allocations cited the need for flexibility in order to provide flexibility to deliver the homes that are needed. Others, including some parish councils, said that frameworks should be explored more rigorously. It was also stated that settlement boundaries help in achieving rural exception sites for affordable housing.

What alternatives did we consider?

Not including settlement boundaries and adopting a more flexible approach to settlement edges – Not considered a reasonable alternative as it would not provide certainty regarding development proposals, could impact on settlement character, and result in gradual expansion of settlements into the countryside.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic Paper 1: Strategy

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy S/7: Development Framework

2.2 Cambridge urban area



Cambridge urban area includes all of the built-up area of Cambridge, irrespective of the administrative boundary between Cambridge City Council and South Cambridgeshire District Council.

Our ambition is for the historic core of Cambridge to be protected and enhanced by appropriate new development of the highest design quality, and for the centre to be complemented by active, compact neighbourhoods – new and old. This means regenerating parts of the city that aren't fulfilling their potential, and creating new neighbourhoods on the larger brownfield sites, such as at North East Cambridge. These must have the critical mass of homes, jobs and services to create thriving communities, fully integrated with surrounding areas and making the best use of brownfield land. We want all of Cambridge to be a place where walking, cycling and public transport is the natural choice and where unnecessary private car use is discouraged to help with our net zero carbon ambition.

How have the plan's themes influenced this?

Locating development within the Cambridge urban area is a highly sustainable development option, because of its very good accessibility by walking, cycling and public transport to existing facilities and services. This brings particular benefits for climate change mitigation, equalities, health, air quality, economy and employment, and helps to limit development on greenfield land. Development must also be carefully designed to respect the historic character of the city.

What policies are we proposing?

Policy S/NEC: North East Cambridge

Policy S/AMC: Areas of major change

Policy S/OA: Opportunity areas in Cambridge

Policy S/LAC: Other site allocations in Cambridge

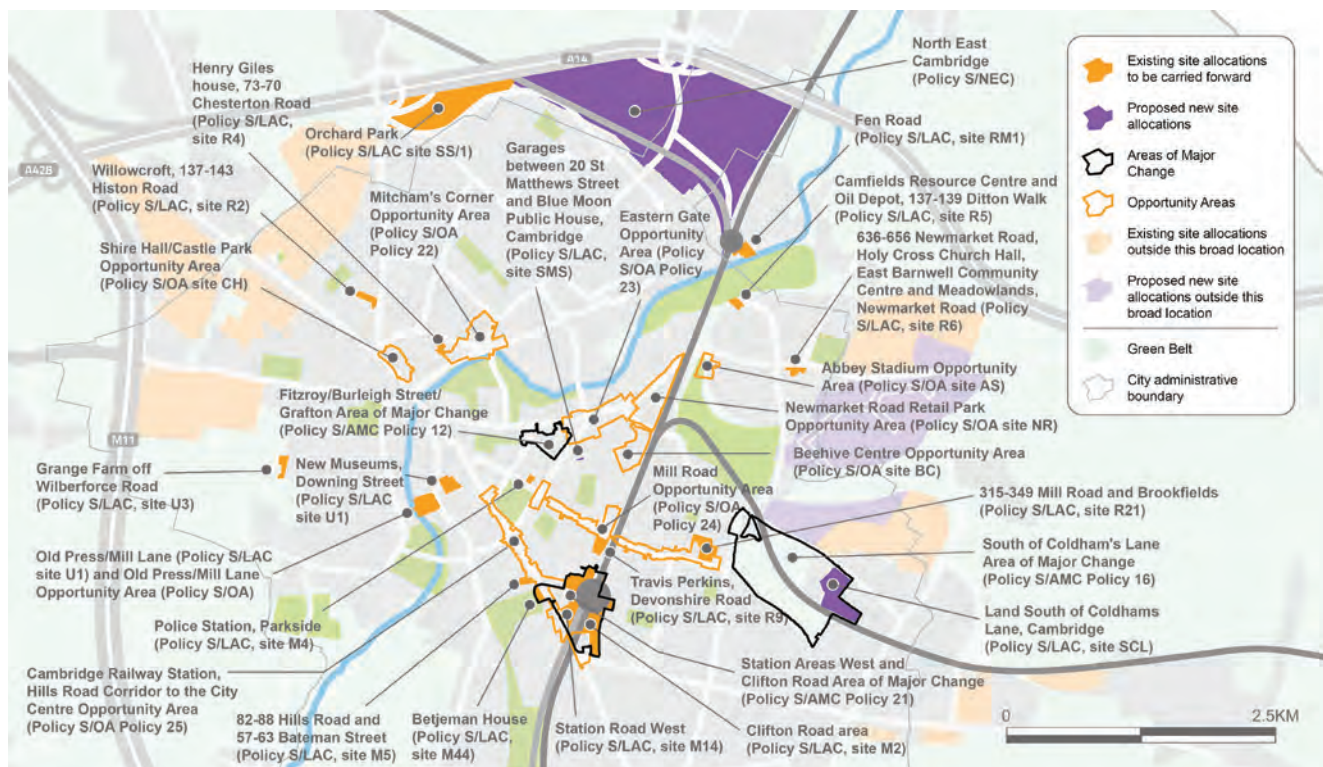


Figure 14: Map of proposed development sites, areas of major change and opportunity areas in Cambridge urban area

Topic paper

Further information on the policy areas, including their national, regional and local context, and further information on the evidence that has informed the proposed policy direction, can be found in the topic paper which accompanies this theme:

Greater Cambridge Local Plan: Topic paper 1: Strategy

Policy S/NEC: North East Cambridge

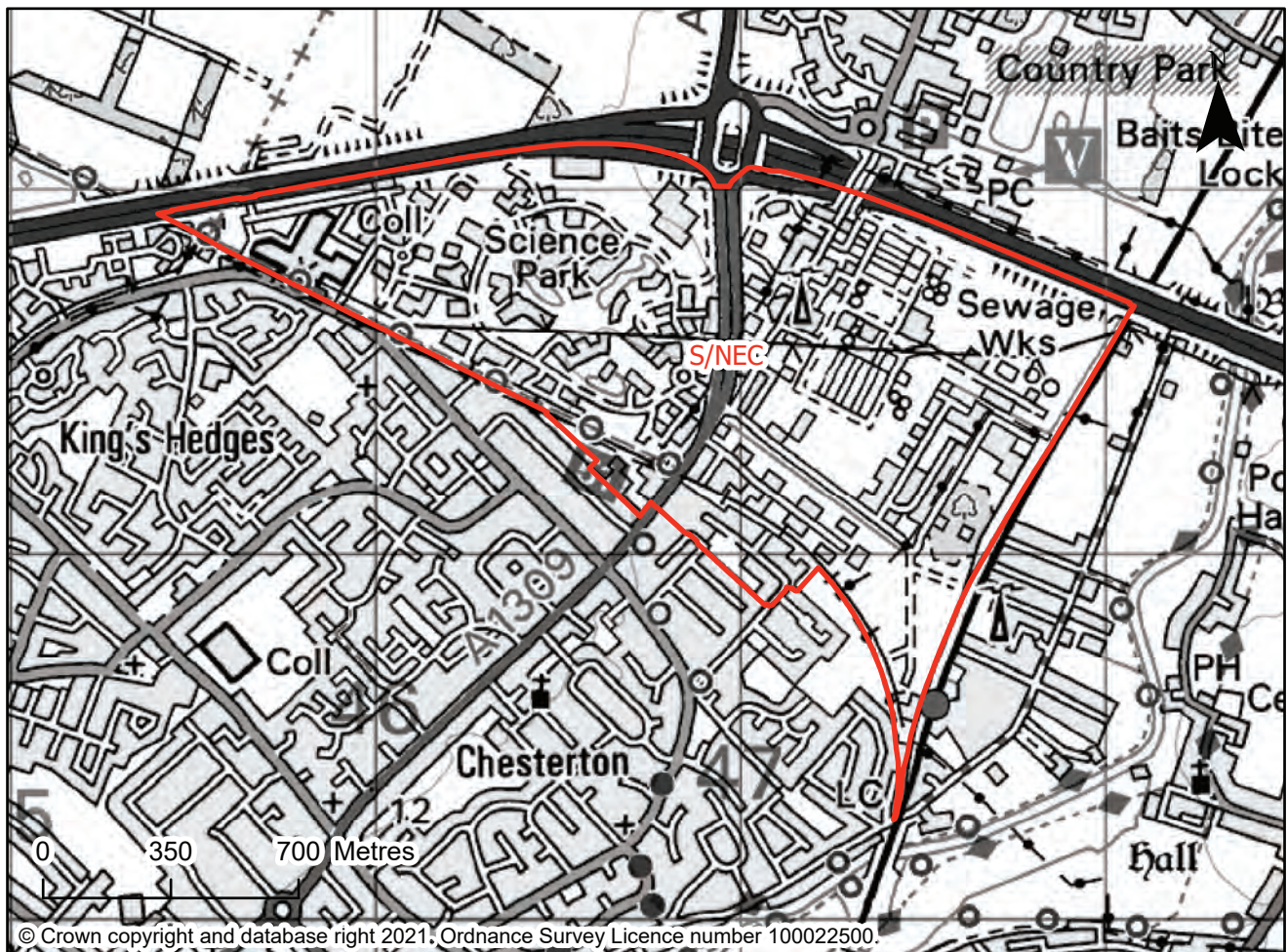


Figure 15: Map of proposed North East Cambridge policy area

What will this policy do?

This policy will set out the placemaking vision for, and the scale and scope of development at North East Cambridge and provide a robust planning framework for the comprehensive redevelopment of this site.

Proposed policy direction

North East Cambridge will form an important part of the development strategy for the Local Plan. This site is one of the last few remaining significant brownfield sites within the city, where comprehensive redevelopment will support new homes and jobs as part of a new city district.

We want North East Cambridge to be an inclusive, walkable, low-carbon new city district with a lively mix of homes, workplaces, services and social spaces, fully integrated with surrounding neighbourhoods. Separately to the joint Local Plan, the councils are also preparing an Area Action Plan for North East Cambridge which will provide a detailed

planning framework containing site specific policies which will be of equal status to those in the Local Plan once adopted. A key component of the Area Action Plan is the Spatial Framework which will set out how this new city district should be planned.

Once developed in full, which will extend beyond the Local Plan period of 2041, North East Cambridge is anticipated to deliver 8,350 new homes, 15,000 additional jobs as well as a wide range of necessary infrastructure to support the development including new schools, community and cultural facilities, open spaces as well as enhanced and new walking and cycling connections into and through the Area Action Plan area. This amount of development is predicated on the relocation of the existing Waste Water Treatment Works, a process being led by Anglian Water. It is also reliant on the successful implementation of the North East Cambridge Trip Budget, which has been calculated to ensure that there are no additional vehicle trips on Milton Road at peak times (from 2017 levels) and subsequently not result in queuing on the A14 at Milton Interchange (Junction 33).

To achieve the vision of a compact, walkable and mixed-use city district, the policy approach for North East Cambridge is for a higher density development. This will create a critical mass of new residents and workers to support these new services. It will also seek to place more homes closer to existing and future employment areas as well as public transport. The North East Cambridge site is well served by public transport and active travel options, including Cambridge North Station and the Cambridgeshire Guided Busway. It is expected that this will improve further with a number of planned projects such as the Chisholm Trail, Waterbeach to Cambridge Public Transport Corridor and Waterbeach Greenway.

The key requirements for the site to come forward for development will be set out in the North East Cambridge Area Action Plan.

The following allocations fall within the North East Cambridge area, and are therefore not proposed to be carried forward as they will be superseded by this policy and the emerging Area Action Plan:

Cambridge Local Plan 2018:

- M1: 379-381 Milton Road
- Policy 15: Cambridge Northern Fringe East and new railway station Area of Major Change

South Cambridgeshire Local Plan 2018

- E/1: Cambridge Science Park
- SS/4: Cambridge Northern Fringe East and Cambridge North railway station

Why is this policy needed?

North East Cambridge is identified in the adopted Cambridge and South Cambridgeshire Local Plans (2018). The Plans identified that an Area Action Plan should be prepared by both councils to establish the boundary of the Area Action Plan and amount of development within it.

In March 2019, the government announced that the Cambridgeshire and Peterborough Combined Authority, working with Cambridge City Council, Anglian Water and other key partners, had been successful in securing £227 million from the Housing Infrastructure Fund (HIF) to relocate the Waste Water Treatment Plant offsite. This is a separate process that will enable the North East Cambridge area to be unlocked for comprehensive development.

Based on the preparation of the North East Cambridge Area Action Plan undertaken by the councils to date, it is considered that the Area Action Plan area could accommodate in total up to 8,350 dwellings (with around 4,000 during the Local Plan Period), around 15,000 new jobs (with only some of those anticipated during the Local Plan Period) and adequate infrastructure to support the development. The amount of development has been amended since the consultation on the draft Area Action Plan to take into account the comments received as well as the latest evidence. This includes the enhanced provision of onsite informal and children's play space as well as envisaging some offsite provision at Chesterton Fen for informal amenity space. Formal sports facilities will be largely delivered off-site as part of a comprehensive approach to new provision when the need for future sport facilities is considered in combination with other planned growth and proposed sites. The revised Area Action Plan will be considered by the councils in autumn 2021 and look at these issues in more detail.

North East Cambridge forms an important part of the development strategy for the Local Plan. Therefore, whilst there is a separate Area Action Plan process underway by the Councils, the amount of growth planned for also needs to be reflected in the Local Plan. The member process to confirm the next stage of the North East Cambridge Area Action Plan will take place in late 2021.

What consultation have we done on this issue?

There was no specific consultation on this issue in the First Conversation consultation but sites such as North East Cambridge did provide some context to some of the proposed Spatial Options for future growth across Greater Cambridge.

Separately, there have been two rounds of Issues and Options consultation (2014 and 2019) on the North East Cambridge Area Action Plan as well as consultation on a draft North East Cambridge Area Action Plan in 2020.

What alternatives did we consider?

1. No Policy – This alternative is not the preferred approach as it would not make best use of the opportunities provided by this brownfield site in Cambridge or provide a policy for the future evolution of the site, and the emerging North East Cambridge Area Action Plan.
2. Reduced developable area by retaining a consolidated Waste Water Treatment Works on site as either an indoors or outdoors facility - Not considered a reasonable alternative as evidence shows that this is not deliverable or viable and is therefore not considered to be a reasonable alternative.
3. Higher quantum of development – This alternative is not the preferred approach due to placemaking implications, including open space provision, building heights and development mix as well as delivery of the Trip Budget.
4. Lower quantum of development - Rejected as evidence shows that this is not deliverable or viable and is therefore not considered to be a reasonable alternative.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

Existing policies in adopted 2018 Local Plans

Cambridge Local Plan 2018

- Policy 14: Areas of Major Change and Opportunity Areas – general principles
- Policy 15: Cambridge Northern Fringe East and new railway station Area of Major Change
- M1: 379-381 Milton Road

South Cambridgeshire Local Plan 2018

- Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station
- Policy E/1: New Employment Provision near Cambridge – Cambridge Science Park

Policy S/AMC: Areas of Major Change

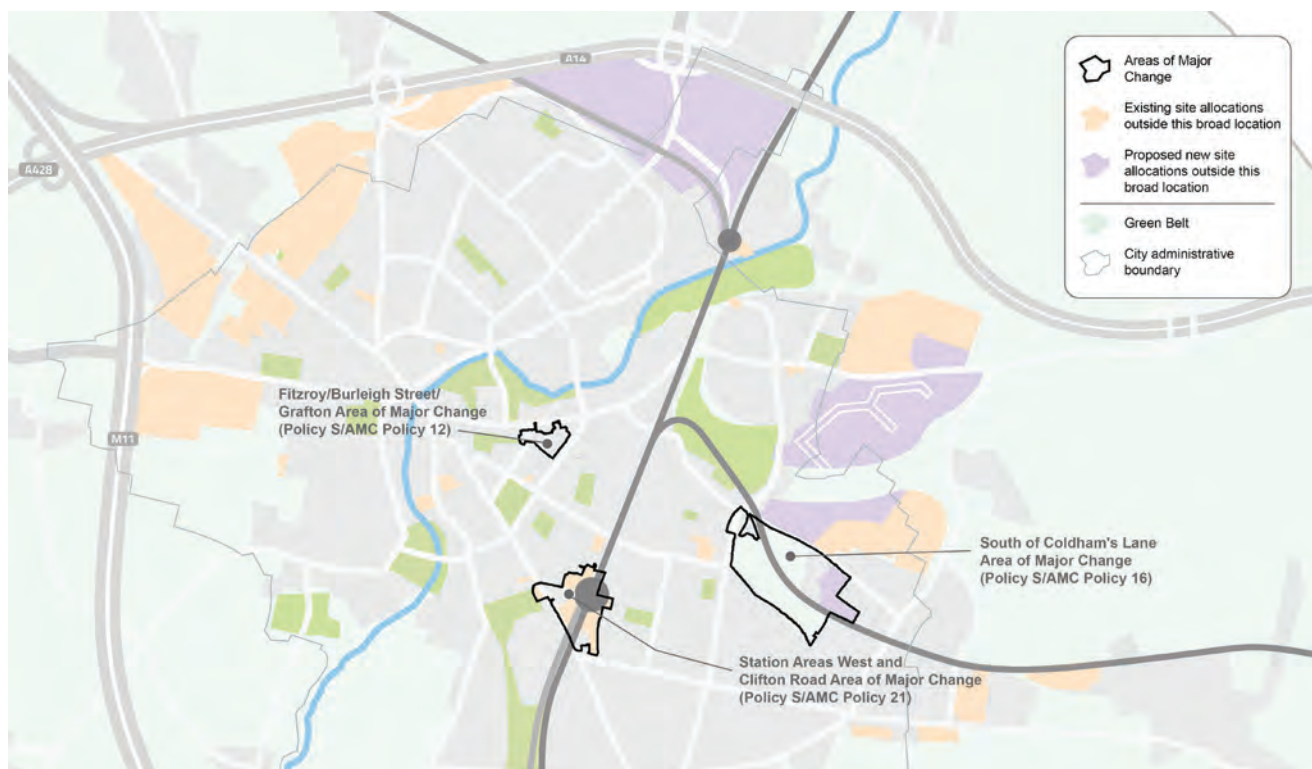


Figure 16: Map showing proposed Areas of Major Change in Cambridge urban area

What will this policy do?

This policy will provide continued policy guidance for existing Areas of Major Change in the urban area of Cambridge identified in the Cambridge Local Plan 2018, as still appropriate and where not covered elsewhere in the First Proposals.

Proposed policy direction

Areas of Major Change are extensive areas of development comprising defined and known sites collectively shaping the spatial structure of Cambridge. They require a comprehensive approach to development and renewal that recognises the dependencies between sites in order to bring forward holistic change. They also need careful integration with existing nearby communities. They embrace mixed uses and multiple functions, and require significant infrastructure investment and support. The need for the policy and any revisions to any of the identified areas will be considered for the draft plan.

Continuing existing Areas of Major Change

It is proposed to continue to identify the following Areas of Major Change:

- S/AMC/Policy 21: Station Areas West and Clifton Road
- S/AMC/Policy 12: Fitzroy/Burleigh Street/Grafton
- S/AMC/Policy 16: South of Coldham's Lane

It is also proposed to continue the following Areas of Major Change located on the edge of Cambridge.

- Policy 17: Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change: An expanded Area of Major Change (see S/CBC for more details)
- S/AMC/Policy 19: West Cambridge Area of Major Change – we will consider expansion of the Area to include Eddington as we prepare the draft plan.
- Policy 20: Land between Huntingdon Road and Histon Road Area of Major Change – we will consider expansion of this Area to include sites within South Cambridgeshire (see also S/EOC for more details)

Maps showing the boundaries of these Areas of Major Change can be found at the end of this document.

It is not proposed to carry forward the Area of Major Change identified in the adopted 2018 Cambridge Local Plan Policy 18: Southern Fringe Areas of Major Change.

Why is this policy needed?

In these Areas of Major Change policy guidance is required so that development opportunities in these locations are progressed in a comprehensive manner, including ensuring careful integration with existing nearby communities.

It is considered that the new Local Plan should continue to provide planning guidance in the areas proposed to be carried forward from the 2018 Cambridge Local Plan.

What consultation have we done on this issue?

There was no specific consultation on this issue in the First Conversation consultation.

What alternatives did we consider?

No Policy – Not considered a reasonable alternative as it is considered that this would not provide sufficient guidance for planning in important areas of the city.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

Existing policies in adopted 2018 Local Plans

- Cambridge 2018 Local Plan
- Policy 12: Fitzroy/Burleigh Street/Grafton Area of Major Change
- Policy 14: Areas of Major Change and Opportunity Areas – general principles
- Policy 16: South of Coldham's Lane Area of Major Change
- Policy 21: Station Areas West and Clifton Road Area of Major Change

Policy S/OA: Opportunity Areas in Cambridge



Figure 17: Map of proposed opportunity areas in Cambridge urban area

What will this policy do?

Identify specific locations as Opportunity Areas that would benefit from a holistic approach to any future development that comes forward, to provide policy guidance for development that also improves public transport access and infrastructure delivery, and seeks improvements to the public realm.

Proposed policy direction

Opportunity Areas provide opportunities to enable development that can reinforce and create character and identity in key corridors and centres of the city, often through associated public realm improvements. Opportunity Areas embrace mixed uses and multiple functions, which provides opportunities and challenges, and requires a policy framework to promote and guide overall change during the life of the plan.

Given the opportunity nature of these sites they do not include any particular levels of development and are not counted towards meeting our needs.

New Opportunity Areas

S/OA/NR Newmarket Road Retail Park

S/OA/BC Beehive Centre

Two new Opportunity Areas are proposed that are areas of low density, large-scale retail uses with extensive surface car parking. This does not make very good use of an expansive area of land in the heart of Cambridge. With changes in retailing and the increase in online shopping, when taken together with the Local Plan themes of addressing climate change and creating Great Places, these sites have the potential to provide a significant opportunity for reimagining this area close to the heart of Cambridge. There are land contamination issues at the Newmarket Road Retail Park that will need to be explored carefully as part of any site intensification proposals. These opportunities can be explored further as the plan progresses, including having regard to emerging evidence about future retail needs to inform the next draft plan stage.

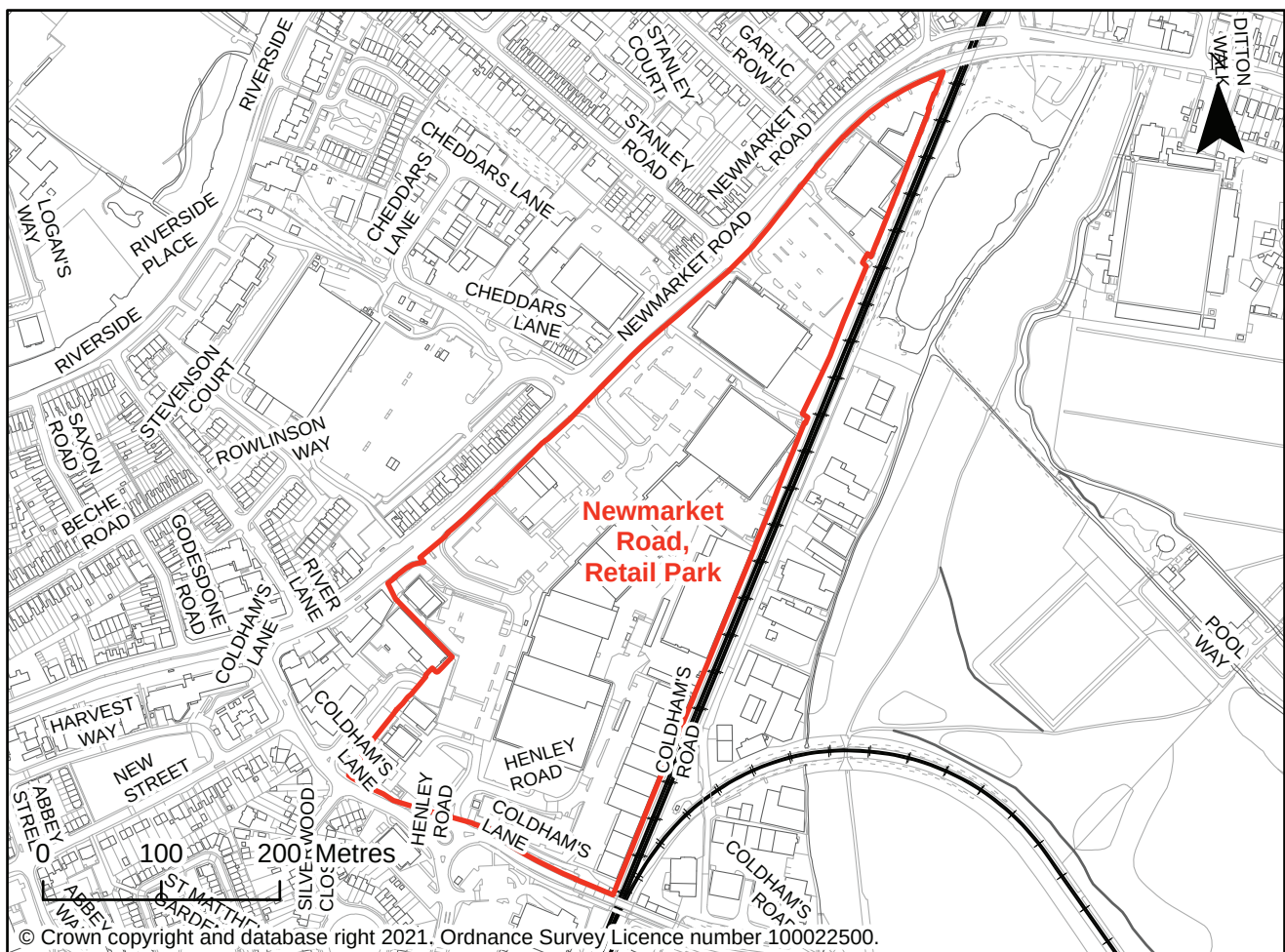


Figure 18: Map showing proposed new opportunity area at Newmarket Road

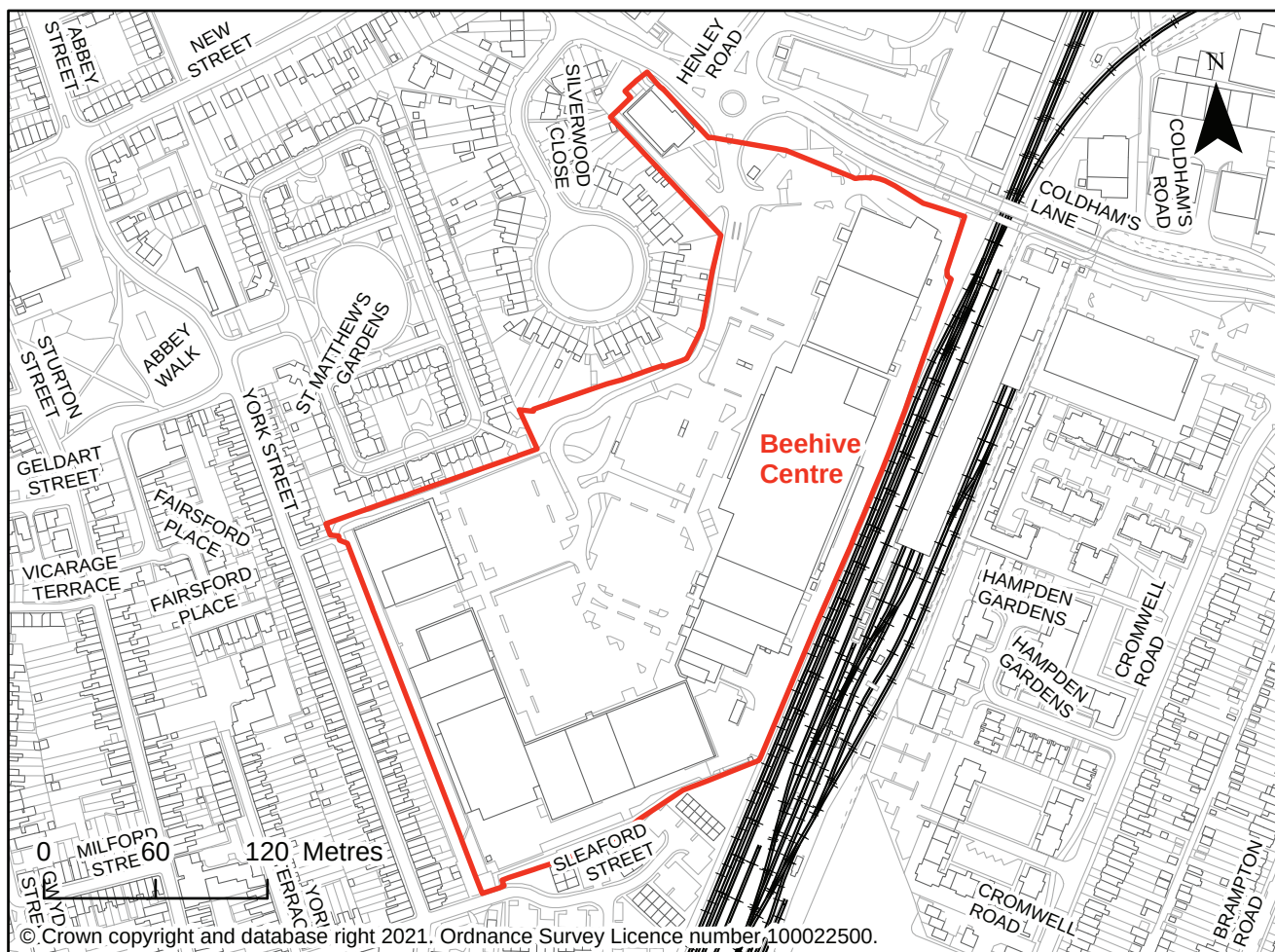


Figure 19: Map showing proposed new opportunity area at the Beehive Centre

S/OA/AS Abbey Stadium

The Abbey Stadium is home to Cambridge United Football Club. The club is keen to improve its facilities to raise its profile as a commercial sporting enterprise. It could achieve this aim by either staying on site and securing enabling development on site alongside an enhanced stadium facility or by relocating elsewhere and redeveloping the existing site for new homes. The draft plan will provide guidance for this site for both possibilities.

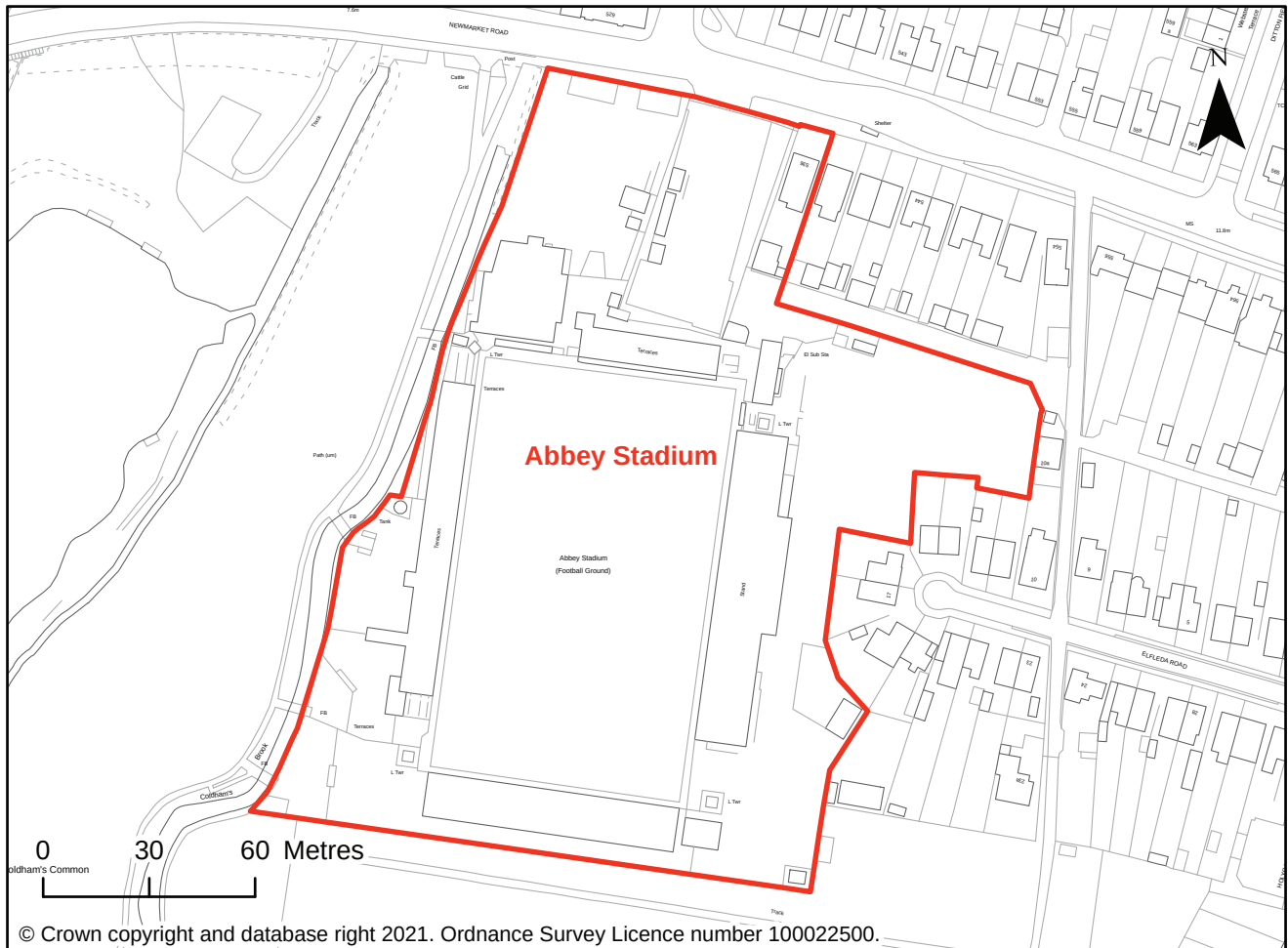


Figure 20: Map showing new proposed opportunity area at the Abbey Stadium

S/OA/CH Shire Hall/Castle Park

With the relocation of Cambridgeshire County Council to new offices at Alconbury, the Shire Hall building and the adjacent castle mound park provide an opportunity for suitable new uses for these important heritage assets. The draft plan will consider planning guidance for this central site.

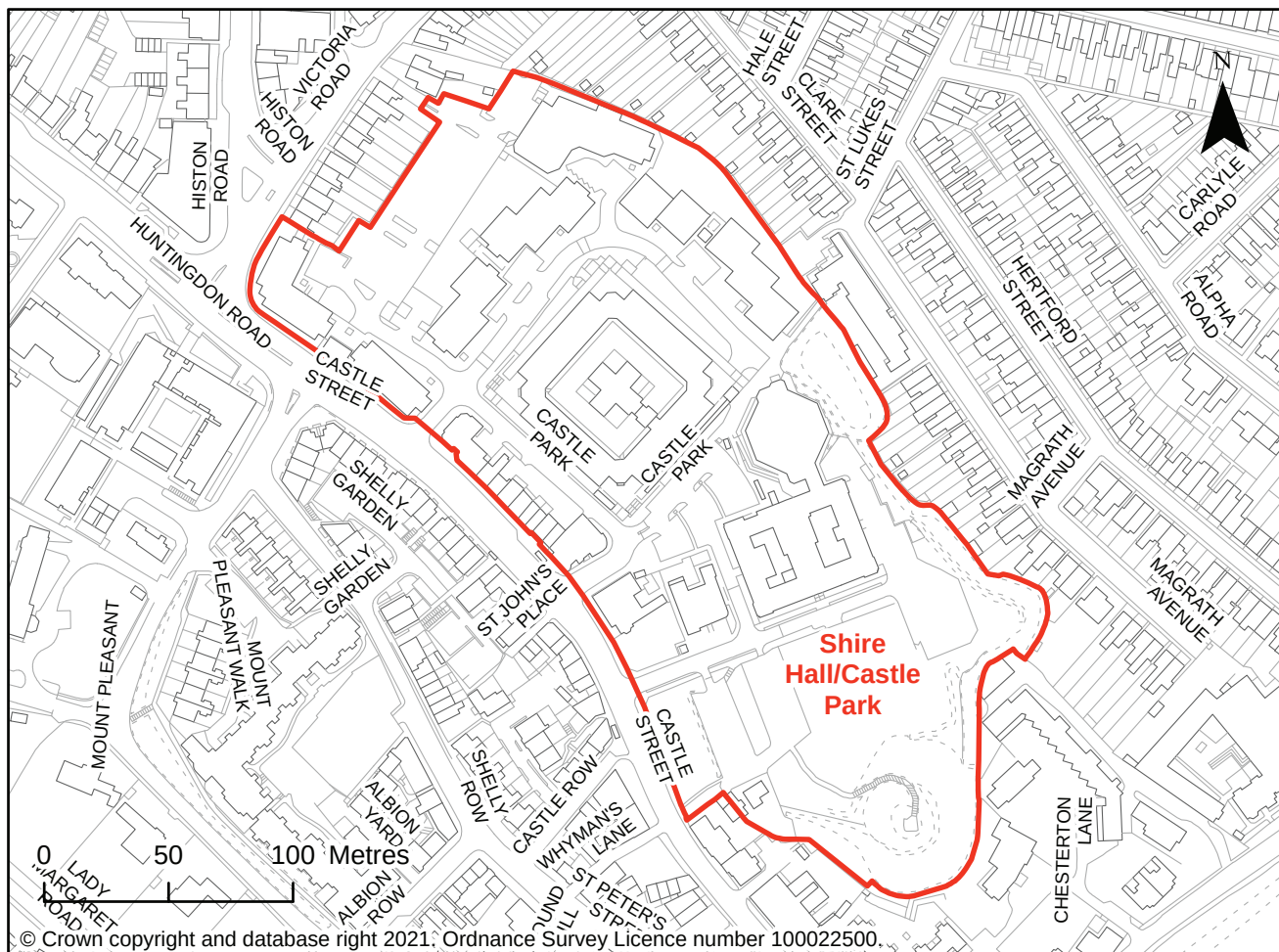


Figure 21: Map showing proposed new opportunity area at Shire Hall/Castle Park

Continuing existing Opportunity Areas

It is proposed to continue to identify the following areas:

- S/OA/Policy 22: Mitcham's Corner
- S/OA/Policy 23: Eastern Gate
- S/OA/Policy 24: Mill Road
- S/OA/Policy 25: Cambridge Railway Station, Hills Road Corridor to the City Centre
- S/OA/Policy 26: Old Press/Mill Lane

Maps showing the exact boundaries of these existing opportunity areas can be found at the end of this document.

Why is this policy needed?

In these Opportunity Areas policy guidance is provided so that the opportunities and challenges are identified and responded to, to make the best use of these parts of Cambridge, which respond to the character of the area and provide uses and spaces that meet the needs of people.

It is considered that the new Local Plan should continue to provide planning guidance in the areas proposed to be carried forward from the 2018 Cambridge Local Plan, and identify any new areas which would benefit from this approach. The Housing and Employment Land Availability Assessment identified some areas where change could happen in the future as a result of changing retail needs or redevelopment opportunities becoming available. This has informed the identification of new areas.

In proposing to carry forward the existing opportunity areas identified some comments have been made on the extent of these areas, and the site boundaries will be considered as we prepare the draft plan.

What consultation have we done on this issue?

There was no specific consultation on this issue in the First Conversation consultation.

What alternatives did we consider?

No Policy – Not considered a reasonable alternative as it is considered that this would not provide sufficient guidance for planning in important areas of the city.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

Housing and Employment Land Availability Assessment (2021)

Appendix Urban Development Opportunity Area

Existing policies in adopted 2018 Local Plans

Cambridge Local Plan 2018

- Policy 14: Areas of Major Change and Opportunity Areas – general principles
- Policy 22: Mitcham's Corner Opportunity Area
- Policy 23: Eastern Gate Opportunity Area
- Policy 24: Mill Road Opportunity Area
- Policy 25: Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area
- Policy 26: Old Press/Mill Lane Opportunity Area

Policy S/LAC: Other site allocations in Cambridge



Figure 22: Map of other site allocations in Cambridge urban area

What will this policy do?

Identify specific site allocations for development in the Cambridge urban area, mainly rolling forward sites from the 2018 Cambridge Local Plan with one new housing site and one refined employment site.

Proposed policy direction

New allocations

The following new allocations are proposed in the Cambridge urban area:

Housing

S/C/SMS Garages between 20 St. Matthews Street and Blue Moon Public House, Cambridge

- Site area of 0.1 hectares
- Capacity for approximately 12 homes, with potential to review the number at later stages of plan making
- Opportunity to improve the character of an existing garages site in a highly sustainable location close to the centre of Cambridge with easy walking access to shops, employment and public transport.

- Development should accommodate the following constraints:
 - Retain existing mature tree
 - Design to account for proximity of Blue Moon pub



Figure 23: Map of proposed allocation S/C/SMS

Employment

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

- Site area of 9 hectares
- Suitable for commercial development (such as relocation of 'space intensive' uses such as builders' merchants sales and storage facilities which are currently located on land elsewhere in the city)
- This site is part of the wider existing South of Coldham's Lane Area of Major Change. This allocation recognises that part of the site is capable of development which takes account of the constraints and opportunities of the site. It is proposed to carry this policy forward into the new LocalPlan.
- The former landfill sites at Coldham's Lane include areas of potential ecological importance. Any redevelopment of the eastern portion of the landfill sites will require ecological enhancement as part of any redevelopment on site and provision of

enhanced wildlife habitat and publicly accessible open space on the western portion of the landfill sites.

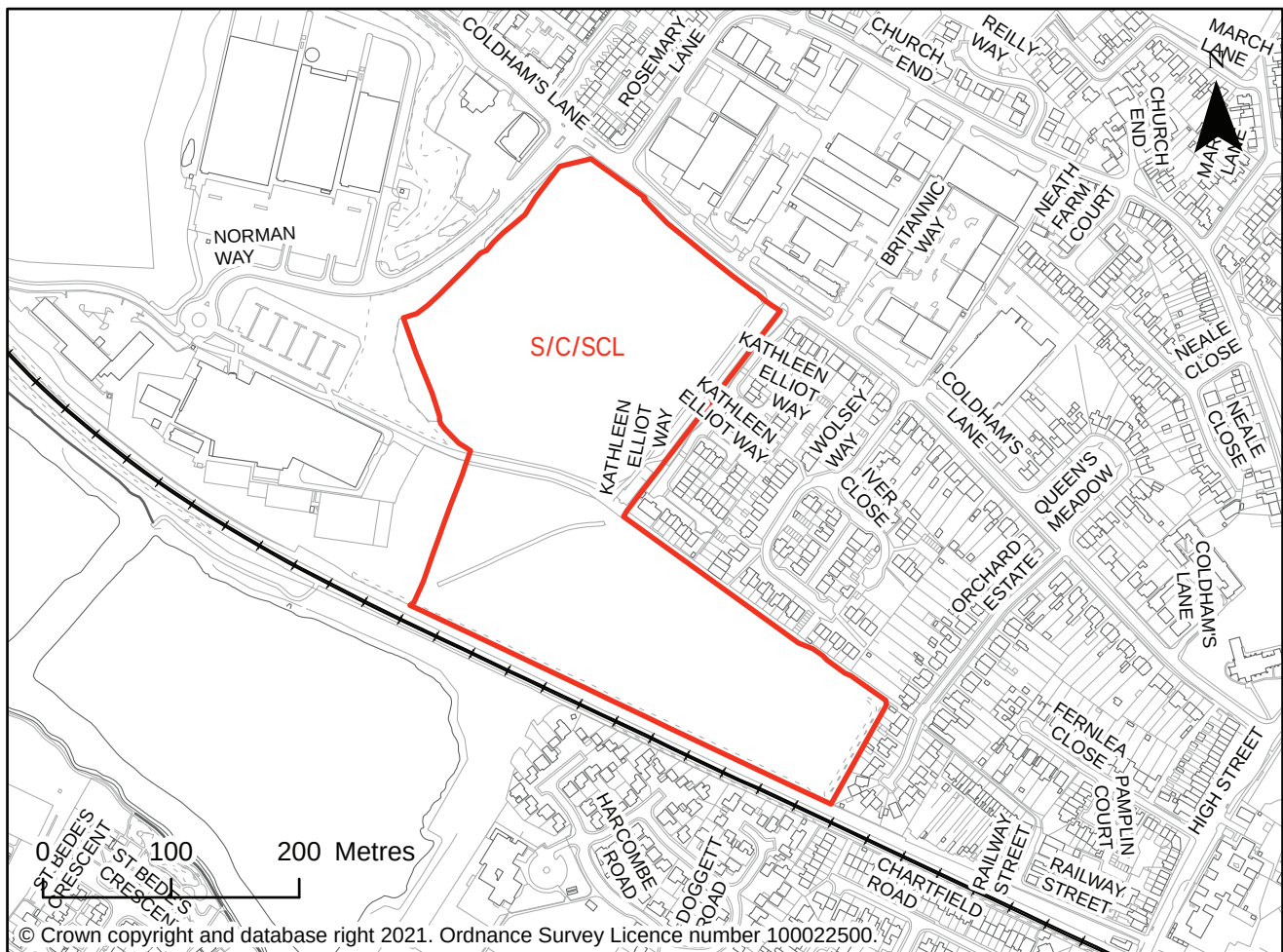


Figure 24: Map of proposed allocation S/C/SCL

Continuing existing allocations

The following allocations which are included within the Cambridge Local Plan 2018 (and one site from the South Cambridgeshire Local Plan 2018) are proposed to be carried forward into the new Greater Cambridge Local Plan.

Maps showing the boundaries for these continuing allocations can be found at the end of this document.

Housing

- S/C/R2: Willowcroft, 137-143 Histon Road – with an amended boundary to exclude 149 and 149B Histon Road that are built and under construction, and a revised capacity of 110 dwellings for the remainder of this allocation.
- S/C/R4: Henry Giles House, 73-79 Chesterton Road – with an amended boundary to exclude Carlyle House as we have no evidence for its deliverability, and a revised capacity of 40 dwellings for remainder of the allocation based on guidance in the adopted

Mitcham's Corner Development Framework Supplementary Planning Document. A higher capacity of potentially around 80 dwellings is being considered to make best use of this site in the centre of Cambridge, subject to ensuring this would be consistent with a design led approach, and this will be considered further through the preparation of the draft Local Plan.

- S/C/R5: Camfields Resource Centre and Oil Depot, 137-139 Ditton Walk
- S/C/R6: 636-656 Newmarket Road, Holy Cross Church Hall, East Barnwell Community Centre and Meadowlands, Newmarket Road – however we have limited evidence that the site will still come forward at the moment, and therefore we will need to work with the landowners to gather this evidence to have greater certainty that this site will be brought forward for development by 2041 for it to be included in the draft Local Plan.
- S/C/R9: Travis Perkins, Devonshire Road – with a revised capacity of 60 dwellings.
- S/C/U3: Grange Farm off Wilberforce Road
- S/C/M4: Police Station, Parkside –the Building of Local Interest must be retained as part of the proposals for the redevelopment of the site for new homes.
- RM1 and Policy H/7: Fen Road – This site is identified in the adopted 2018 Local Plans to provide residential moorings for house boats. We will keep this under review when we consider how to meet the need identified for boat dwellers in the preparation of the draft Local Plan.

Mixed use

- S/C/R21: 315-349 Mill Road and Brookfields
- S/C/M2: Clifton Road Area – however, the redevelopment of this site to provide new homes will result in a significant loss of employment uses that would need to be relocated, and we have limited evidence that it will still come forward, and therefore we will need to work with the landowners to gather this evidence to have greater certainty that this site will be brought forward for development by 2041. These issues will be considered further as the draft Local Plan is prepared.
- S/C/M5: 82-88 Hills Road and 57-63 Bateman Street
- S/C/M14: Station Road West
- S/C/M44: Betjeman House
- S/C/U1: Old Press/Mill Lane
- S/C/U2: New Museums, Downing Street
- S/C/SS/1: Orchard Park

Allocations not proposed to be carried forward

Housing

The following residential allocations within the Cambridge Local Plan 2018 have been or are being built out and are sufficiently advanced that they do not need a policy framework any longer, and are therefore not proposed to be carried forward:

- R1: 295 Histon Road
- R3: City Football Ground, Milton Road
- R10: Mill Road Depot and adjoining properties, Mill Road
- R12: Ridgeons, 75 Cromwell Road
- R17: Mount Pleasant House, Mount Pleasant

The following residential allocations are not proposed to be carried forward for the reasons set out below:

- R7: The Paddocks, 347 Cherry Hinton Road – this is an active site of mixed commercial uses and in reviewing whether the allocation should be carried forward, it is considered more appropriate to retain the site for the existing uses, rather than it being redeveloped for residential uses. We also have no evidence that it will still come forward for residential uses.
- R8: 149 Cherry Hinton Road & Telephone Exchange, Coleridge Road – there is uncertainty whether this site will still come forward for residential uses by 2041.
- R11: Horizon Resource Centre, 285 Coldham's Lane – there is uncertainty whether this site will still come forward for residential uses by 2041.
- R14: BT telephone Exchange and car park, Long Road – there is uncertainty whether this site will still come forward site for residential uses by 2041.
- R16: Cambridge Professional Development Centre, Foster Road – there is uncertainty whether this site will still come forward for residential uses by 2041.

Mixed Use

The following mixed use allocations within the Cambridge Local Plan 2018 have been built out, and are therefore not proposed to be carried forward:

- M3: Michael Young Centre, Purbeck Road

Employment

The following employment allocations are not proposed to be carried forward for the reasons set out below:

- E4: Church End Industrial Estate, Rosemary Lane – this is an existing employment site that is important to protect for employment uses, therefore we consider it should be de-allocated but be included as a protected industrial site, as set out in J/PB: Protecting existing business space.
- E5: 1 and 7-11 Hills Road – the redevelopment of this site is not considered to be

deliverable and therefore the Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) recommends that it is de-allocated.

Why is this policy needed?

Cambridge is a highly sustainable location for additional homes and jobs, relating to its accessibility to existing jobs and services.

Previous local plans have allocated most opportunities for development within the urban area of Cambridge. As a result, there are relatively few smaller scale development opportunities in Cambridge that have not previously been considered. Noting the benefits of this location, we have explored whether there are any further specific development opportunities in the Cambridge urban area that are available, suitable and achievable within the plan period, and can contribute to meeting the development needs identified. These have been informed by the Housing and Employment Land Availability Assessment (2021). Following this process, two new sites have been identified in the Cambridge urban area that are proposed for allocation – one for new homes and one for new employment uses. It had been anticipated that there would be further opportunities identified given it is the most sustainable location in Greater Cambridge but it has not been possible to do so.

However, this is in part due to the very thorough and detailed assessments that had informed the Cambridge Local Plan 2018 to identify suitable and available land opportunities in the city. Some of these have now been built, or are well progressed, and will no longer need to be included in the new plan. Many others are indicated to come forward over the coming years, and warrant retention in the plan. Nevertheless, as part of our on-going work monitoring the delivery of sites, there are some existing allocations which are no longer anticipated to come forward for the use allocated. They are therefore proposed to be removed from the plan unless additional evidence to continue to include them comes forward during the plan making process.

What consultation have we done on this issue?

There was no specific consultation on this issue in the First Conversation consultation. The annual housing trajectory process involves consultation with landowners and developers and the latest housing trajectory has informed the plan making process.

What alternatives did we consider?

We considered a range of alternative sites within the Cambridge urban area having regard to the overarching development strategy and the conclusions of the Housing and Employment Land Availability Assessment. We discounted sites considered to be less suitable for development or where there is not clear evidence that they will come forward in the plan period.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

Housing and Employment Land Availability Assessment (2021)

Greater Cambridge Housing Trajectory (April 2021)

Greater Cambridge Employment Land Review & Economic Development Evidence Base (2020)

Existing policies in adopted 2018 Local Plans

Cambridge Local Plan 2018

- Policy 27: Site specific development opportunities
- R1: 295 Histon Road
- R2: Willowcroft, 137-143 Histon Road
- R3: City Football Ground, Milton Road
- R4: Henry Giles House, 73-79 Chesterton Road
- R5: Camfields Resource Centre and Oil Depot, 137-139 Ditton Walk
- R6: 636-656 Newmarket Road, Holy Cross Church Hall, East Barnwell Community Centre and Meadowlands, Newmarket Road
- R7: The Paddocks, 347 Cherry Hinton Road
- R8: 149 Cherry Hinton Road & Telephone Exchange, Coleridge Road
- R9: Travis Perkins, Devonshire Road
- R10: Mill Road Depot and adjoining properties, Mill Road
- R11: Horizon Resource Centre, 285 Coldham's Lane
- R12: Ridgeons, 75 Cromwell Road
- R14: BT telephone Exchange and car park, Long Road
- R16: Cambridge Professional Development Centre, Foster Road
- R17: Mount Pleasant House, Mount Pleasant
- R21: 315-349 Mill Road and Brookfields
- M2: Clifton Road Area
- M3: Michael Young Centre, Purbeck Road
- M4: Police Station, Parkside
- M5: 82-88 Hills Road and 57-63 Bateman Street
- M44: Betjeman House
- M14: Station Road West
- U1: Old Press/Mill Lane
- U2: New Museums, Downing Street
- U3: Grange Farm off Wilberforce Road
- RM1: Fen Road
- E4: Church End Industrial Estate, Rosemary Lane
- E5: 1 and 7-11 Hills Road

South Cambridgeshire Local Plan 2018

- Policy H/7: Residential Moorings

2.3 The edge of Cambridge



Sites located on the edge of Cambridge will extend the built-up area beyond its previous footprint.

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. 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.

How have the themes influenced this?

Locating development on the edge of Cambridge is a sustainable development option, because of its good accessibility by walking, cycling and public transport to existing facilities and services. Our edge of Cambridge sites are mostly large scale, and will therefore support provision of new shops, services and facilities. This brings particular benefits for climate change and reducing carbon, sharing the benefits of growth with nearby areas, creating healthy new communities, and supporting the economy.

What policies are we proposing?

S/CE Cambridge East

S/NWC North West Cambridge

S/CBC Cambridge Biomedical Campus (including Addenbrooke's Hospital)

Policy S/WC: West Cambridge

S/EOC Other site allocations on the edge of Cambridge

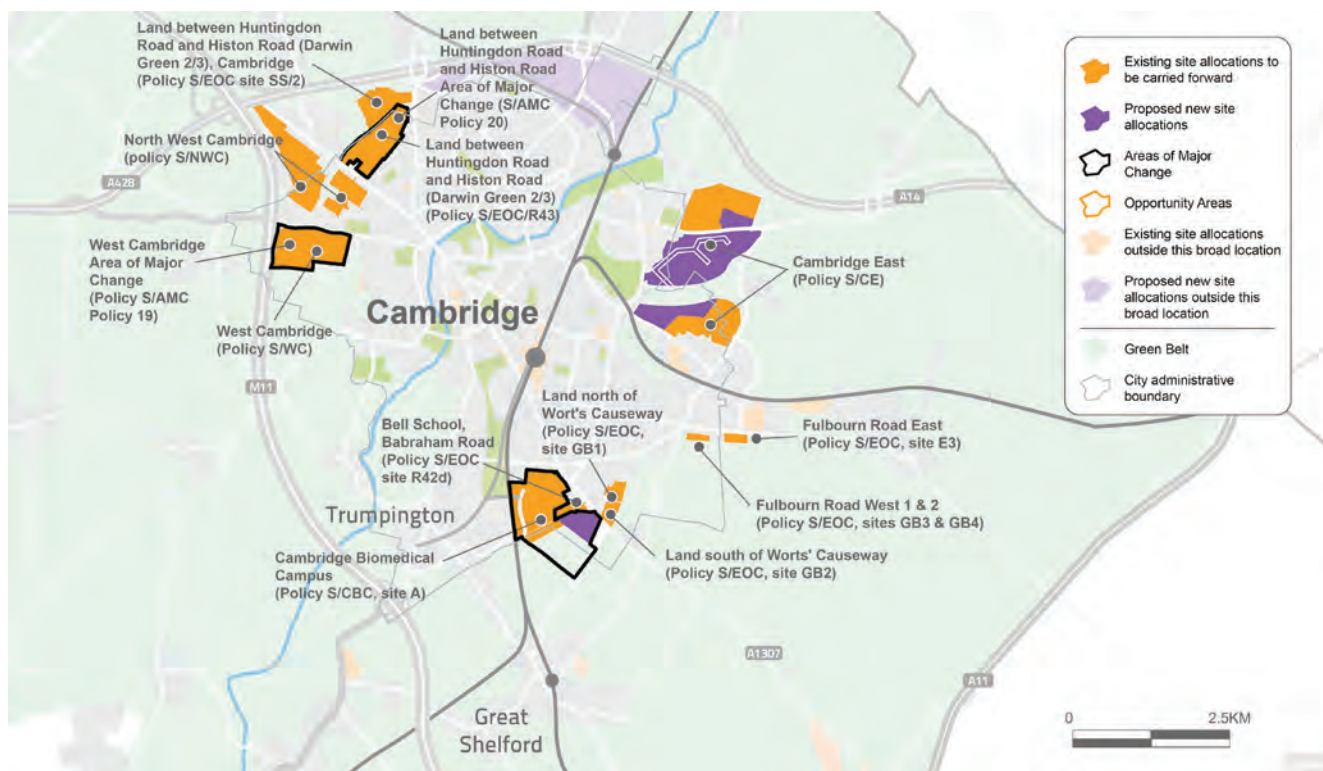


Figure 25: Map of proposed allocations and areas of major change on the edge of Cambridge

Topic paper

Further information on the policy areas, including their national, regional and local context, and further information on the evidence that has informed the proposed policy direction, can be found in the topic paper which accompanies this theme:

Greater Cambridge Local Plan: Topic paper 1: Strategy

Policy S/CE: Cambridge East

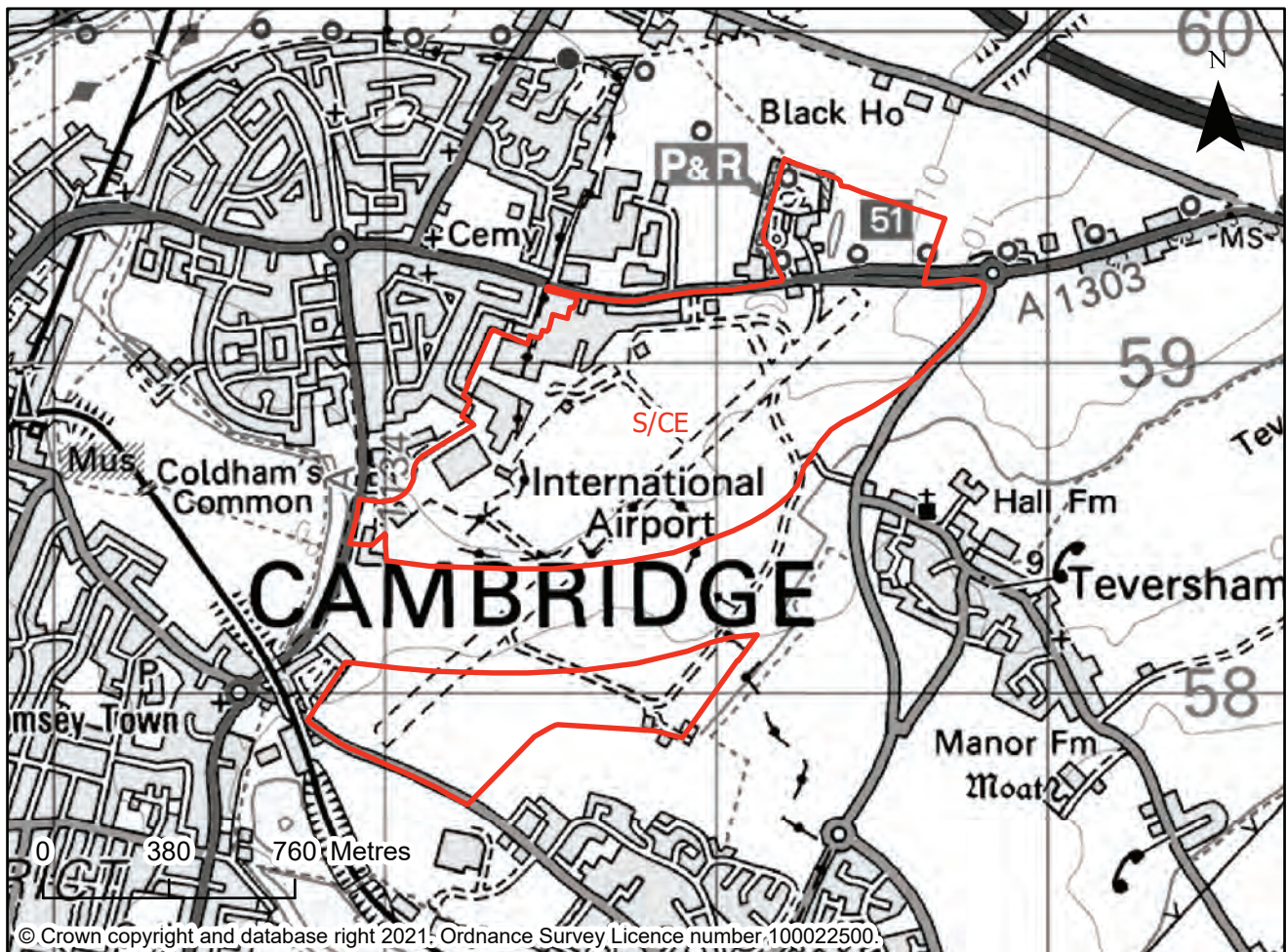


Figure 26: Map showing boundary of proposed Cambridge East allocation

What will this policy do?

Set the placemaking vision and the amount of development for a major new eastern quarter on land at Cambridge East – both the safeguarded land in the 2018 Local Plans and the adopted allocations for North of Newmarket Road and North of Cherry Hinton.

Proposed policy direction

The Greater Cambridge Local Plan will allocate land for a major new eastern quarter for Cambridge, enabling development of the airport site which was safeguarded for longer term development in the 2018 adopted Local Plans:

- For approximately 7,000 homes, including affordable homes, and 9,000 jobs on the 'safeguarded land' identified in the 2018 Local Plans at Cambridge Airport. It is anticipated that around 2,900 homes will be delivered by 2041.
- Carry forward sites North of Newmarket Road (being built as Marleigh) and Land north of Cherry Hinton (with planning permission) and ensure a comprehensive approach to the

eastern quarter as originally envisaged in the Cambridge East Area Action Plan.

- Delivery of the full development will require the Greater Cambridge Partnership Cambridge Eastern Access scheme Phase B to be in place which will provide high quality public transport connections, with the amount of development that can come forward ahead of the scheme to be determined.
- Development is also reliant on the successful implementation of a Trip Budget approach, to ensure that the level of vehicle trips is limited to an appropriate level for the surrounding road network.
- The potential need for, or desirability of, other connections by new public transport, cycling and walking links to centres of employment and other sustainable transport connections, such as Cambridge North Station and North East Cambridge, Cambridge South Station and Cambridge Biomedical Campus, and Cambridge Station and the City Centre will be explored through the preparation of the draft local plan, including their deliverability.
- A mix of employment uses, including offices, workshops and other uses, providing a variety of opportunities to support not only Cambridge's high technology clusters, but also industry and creative uses, including local jobs to provide for existing communities and help contribute to community integration.
- A new centre for retail, cultural and other uses that will serve the urban quarter and wider area whilst complementing and not competing with the historic City centre.
- All necessary supporting community infrastructure including primary and secondary schools
- To retain a green corridor through the development to link the countryside with Coldham's Common and the heart of Cambridge, that lies within the Green Belt and has a landscaping, biodiversity and recreation function whilst also maintaining the individual identity of Teversham village.
- Open space within the site, and green infrastructure within and adjoining the area, including providing additional wildlife habitat land surrounding the designated nature sites to the east of Cambridge, as part of the Eastern Fens green infrastructure initiative.

The proposal will integrate with the existing developments north of Newmarket Road and North of Cherry Hinton to ensure a comprehensive approach to this new eastern quarter as originally envisaged but updated to respond to the themes of the new plan. The proposal is also subject to continued evidence from Marshall to demonstrate that the existing Airport use will cease and the airside uses can be successfully relocated and in a timely way, currently anticipated to be in 2030.

The new plan will review and incorporate as appropriate the existing allocations for new mixed use developments adjoining the safeguarded land:

- S/CE/R45: Land north of Newmarket Road (within Cambridge)
- S/CE/R47: Land north of Cherry Hinton within Cambridge)

- S/CE/SS/3(1a): Cambridge East (Land north of Newmarket Road within South Cambridgeshire)
- S/CE/SS/3(1b): Land north of Cherry Hinton within South Cambridgeshire

The following existing allocation which formed part of the wider Cambridge East area has been built out, and is therefore not proposed to be carried forward:

- R41: Land north of Coldham's Lane

Why is this policy needed?

Land at Cambridge East has long been recognised as having significant potential to be a sustainable major new eastern quarter for Cambridge, that is well connected to the rest of the City, with a mix of homes and a range of jobs and services and supporting infrastructure. Whilst the Airport and land north of Newmarket Road around the car showrooms had originally been identified for development in 2003, the adopted 2018 Local Plans changed the allocation to an approach that safeguarded the land for future development if Marshall were to advise that the Airport land would be made available for development. The adopted plans allocate land north of Newmarket Road and Land north of Cherry Hinton for housing led development as early phases of the full development that could come forward while the Airport is still operational. The adopted plans say that development on the safeguarded land will only occur once the site becomes available and following a review of both the adopted plans and the Cambridge East Area Action Plan. The new plan will include the outcome of that review.

Marshall has advised the Councils of its commitment to relocate the Airport related uses and seeks to demonstrate the availability and deliverability of the site. It advises that it has a signed option agreement at Cranfield Airport, Bedford and that there would be no commercial, planning, technical or regulatory impediment to a move to Cranfield and vacant possession is anticipated by 2030. This gives a reasonable level of confidence at this early stage in the plan process that the site is likely to come forward in time to help meet development needs in the plan period as well as beyond. It is important that there should be sufficient evidence to demonstrate clearly that the plan can be delivered by the time it reaches the later formal stages and so the position will be kept under review during the plan making process.

The proposal to include the Airport as part of the strategy for the new plan would make good use of safeguarded land in the 2018 Local Plans that is also a brownfield site and is a good fit with a low carbon growth. The additional homes and jobs envisaged for the site are proposed to be located on the 'safeguarded land' identified in the 2018 Local Plans, currently in use by Cambridge Airport; delivery of these homes and jobs would start post 2030 to follow relocation of Marshall's airside activities. Marshall proposed a larger site that

would require land to be released from the Green Belt. The Councils consider there are no exceptional circumstances for releasing the land from the Green Belt, and that homes and jobs would not come forward in the plan period on the basis that that only part of the site is capable of coming forward by 2041 and that development should build out from the current edge of Cambridge.

The new eastern quarter has the capability of being well connected to the rest of the City, both in terms of its location and also the provision of a new high quality public transport connection (Phase B of the Greater Cambridge Partnership Cambridge Eastern Access scheme). To ensure a low carbon development the proposals will need to ensure trips in and out of the area are minimised by providing a balance between new homes and a range of jobs. The development will also be expected to integrate positively with surrounding neighbourhoods to ensure the development is accessible to and also brings benefits to those communities, including through provision of local jobs that help meet needs of adjoining communities and help support community cohesion. There will be a range of densities across this large site, with variations that focus higher densities at the new centre and close to the new public transport scheme.

The adopted 2018 Local Plans retained in the Green Belt a green corridor through the development site to ensure the green corridor linking the countryside with Coldham's Common and on into the heart of Cambridge is maintained. At the end of the adopted green corridor around Teversham it widens out to provide green separation between the new eastern quarter and the village. It is intended that this would be carried forward into the new plan.

Development here would provide an additional impetus to provide additional wildlife habitat land surrounding the designated nature sites to the east of Cambridge, as part of the Eastern Fens green infrastructure initiative which has been identified in the Green Infrastructure and Biodiversity theme.

What consultation have we done on this issue?

In the First Conversation consultation we asked what you thought about developing around the edge of Cambridge on land outside the Green Belt, and highlighted that the only large site on the edge of Cambridge not in the Green Belt is Cambridge Airport. There was support for development of the site as it was not in the Green Belt. Some questioned its availability, although Marshalls themselves commented in support of allocating the site.

What alternatives did we consider?

1. To not allocate the site and instead carry forward the safeguarded land and more limited allocations in the adopted plans, but this was not preferred given the suitability of the safeguarded land, Marshall's have confirmed that the site will be available during the plan period, and the evidence suggests that could fit with the themes and vision for the plan.
2. A larger land release reflecting the proposal by Marshall – This alternative is not the preferred approach, due to the level of harm to Green Belt and landscape that is not justified by exceptional circumstances or a need to meet housing or employment provision in the plan period.

Supporting topic paper and evidence studies

- Greater Cambridge Local Plan: Topic paper 1: Strategy

Existing policies in adopted 2018 Local Plans

Cambridge East Area Action Plan 2008 (Adopted Jointly by Cambridge City Council and South Cambridgeshire District Council)

Cambridge Local Plan 2018

- Policy 13: Cambridge East
- R41: Land north of Coldham's Lane
- R45: Land north of Newmarket Road
- R47: Land north of Teversham Drift

South Cambridgeshire Local Plan 2018

- Policy SS/3: Cambridge East

Policy S/NWC: North West Cambridge

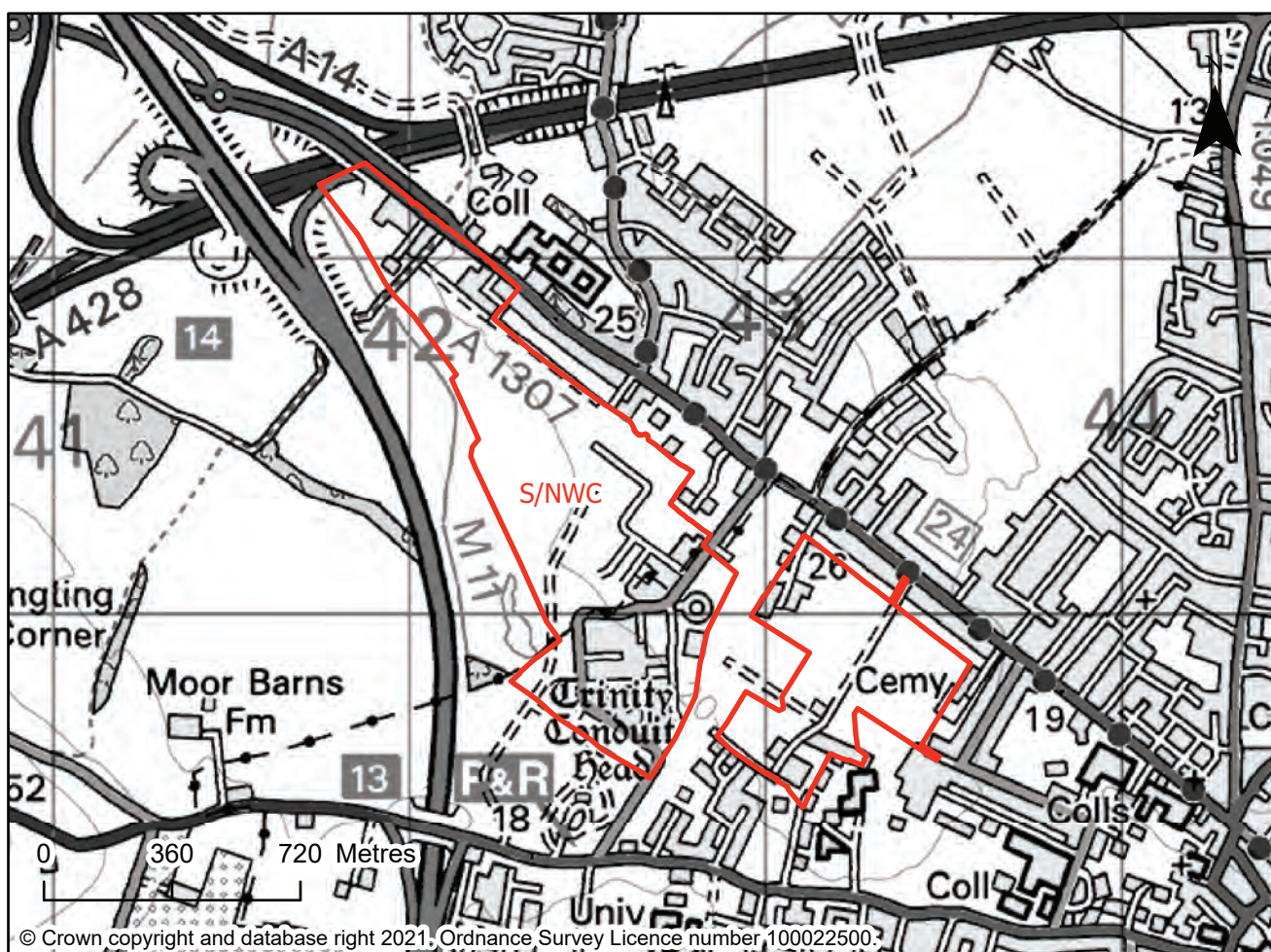


Figure 27: Map of proposed policy area S/NWC

What will this policy do?

This policy will guide the continued development of the University's North West Cambridge development, known as Eddington, including additional policy provision to accommodate the additional homes identified in the development strategy.

Proposed policy direction

The updated policy will enable the development of additional dwellings on the site beyond those identified in current plans, provided through changes to the dwelling mix and appropriate intensification of development areas that have yet to be built. This will be identified in the draft Local Plan following a detailed review of the site wide masterplan, but is anticipated to be in the region of 1,000 to 1,500 homes.

The North West Cambridge Area Action Plan requires a minimum of 50% affordable housing to meet the needs of Cambridge University and College key workers in housing need, subject to viability considerations, whether there are other planning objectives that need to

be given priority, and the need to ensure balanced and sustainable communities. Up to date evidence of the need for affordable housing for key workers will be required. If need is not demonstrated, provision should be in the form of normal affordable housing.

Additional dwellings will be built in areas already identified for development, and would not take land identified for open space. Additional dwellings will create additional infrastructure demands, and additional contributions to infrastructure will be required to pay for the enhancement of facilities.

The potential for a single policy that looks at this site together with the University's West Cambridge site, to ensure the benefits of this significant area of innovation are maximised, will be considered as part of preparing the draft plan.

Why is this policy needed?

The North West Cambridge Area Action Plan was adopted by Cambridge City Council and South Cambridgeshire District Council in 2009. This released an area of land from the Green Belt to meet the University's long-term development needs. A planning application was approved in 2013 for 1,500 houses and flats for key University staff, 1,500 houses and flats for general sale to the public, accommodation for 2,000 post graduate students, and 100,000m² of research buildings.

The development, now known as Eddington, is becoming a thriving urban quarter, and includes a district centre with a supermarket, primary school and community facilities. At March 2020 858 dwellings were complete (including 686 affordable dwellings), along with 325 student rooms.

The University of Cambridge has proposed that an increase of dwellings could be achieved whilst building upon the successes of early phases, to respond to their needs whilst continuing to deliver the scheme to a high standard. They consider that the site could accommodate in total up to 4,500 dwellings (an increase of 1,500), alongside the other previously approved uses. The final figure to be included in the draft Local Plan would necessarily flow from a detailed review of the masterplan, which will include consideration of landscape, townscape and heritage impacts. At this stage a more cautious estimate of 1,000 dwellings has been included in our assessment of housing supply.

What consultation have we done on this issue?

There was no specific consultation on this issue in the First Conversation consultation.

What alternatives did we consider?

Carry forward guidance in the North West Cambridge Area Action Plan subject to

any updates provided by policies in the new Local Plan, and not enabling additional development. – This was not the preferred option due to the opportunities the area presents to meet future needs for the area by building upon an emerging new “place” in the city located in a highly sustainable location.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

Housing and Employment Land Availability Assessment (2021)

Existing policies in adopted 2018 Local Plans

North West Cambridge Area Action Plan 2009

(Adopted Jointly by Cambridge City Council and South Cambridgeshire District Council)

South Cambridgeshire Local Plan 2018 - None

Cambridge Local Plan 2018 - None

Policy S/CBC Cambridge Biomedical Campus (including Addenbrooke's Hospital)

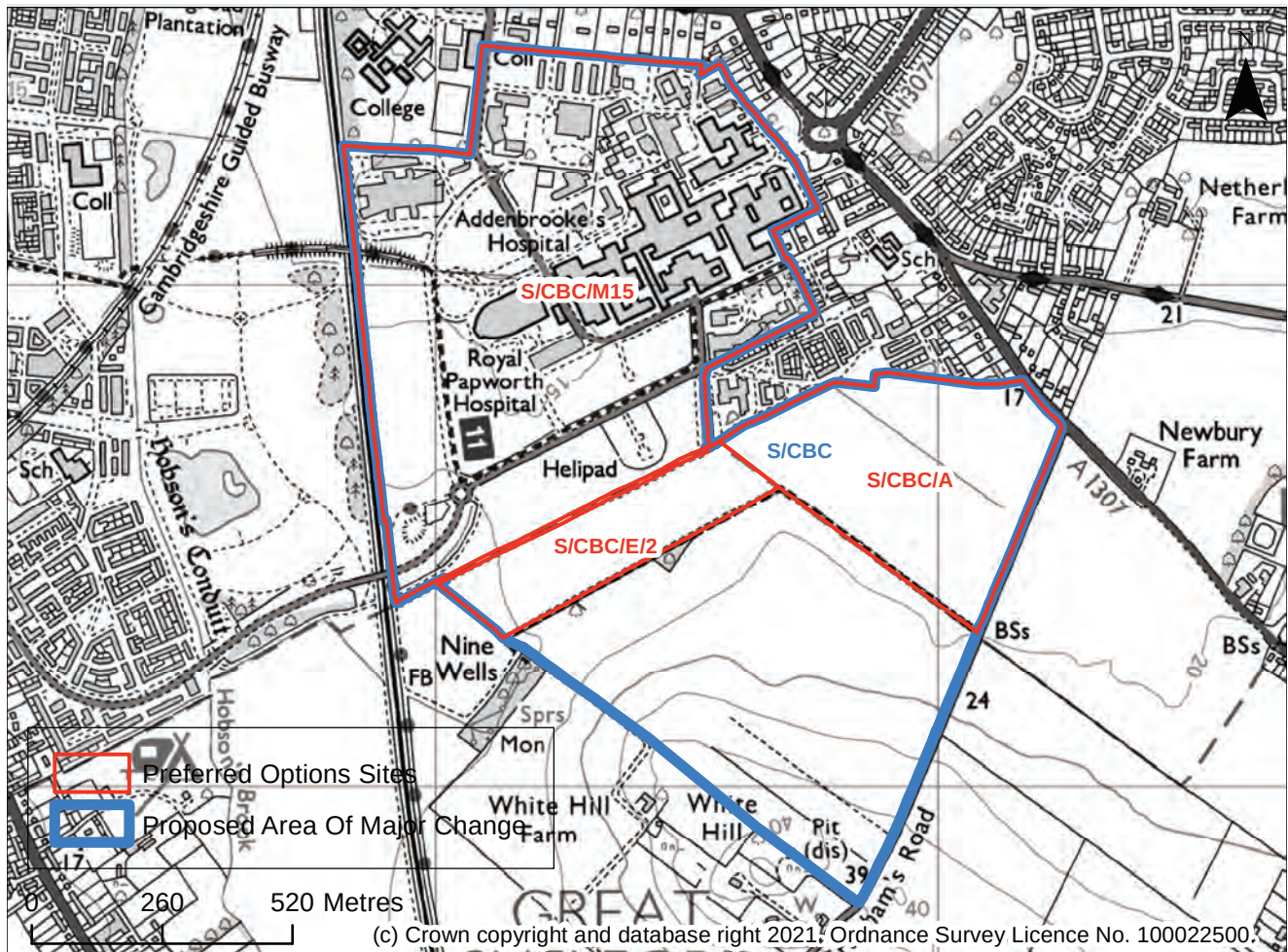


Figure 28: Map showing proposed Biomedical Campus allocations and Area of Major Change

What will this policy do?

This policy will guide the continued development and evolution of the Cambridge Biomedical Campus.

Proposed policy direction

The Greater Cambridge Local Plan will support development on the Cambridge Biomedical Campus to meet local, regional or national health care needs or for biomedical and biotechnology research and development activities, related higher education and sui generis medical research institutes, associated support activities to meet the needs of employees and visitors, and residential uses where it would provide affordable and key worker homes for campus employees.

An Area of Major Change

The area for development includes the main campus (S/CBC/Policy M15 on the map), and the area previously allocated for its extension through the South Cambridgeshire Local Plan 2018 (S/CBC/Policy E/2 on the map). An updated masterplan will be required for the Campus, to improve the overall experience of the site for workers and visitors. This should maximise opportunities to improve the 'legibility' of the Campus by providing a network of cycle and pedestrian routes, high quality new public realm and open space, but in particular explore opportunities to enhance connections with the proposed Cambridge South Railway Station.

An additional area adjoining Babraham Road (S/CBC-A on the map) is identified as a potential area to be released from the Green Belt specifically to meet the long-term needs of the Campus. Any release would be subject to the following:

- Significant Green Belt enhancement in adjoining areas of White Hill and Nine Wells will be required to provide green infrastructure and biodiversity improvements supporting the objectives of the Strategic Green Infrastructure Initiative 3: Gog Magog Hills and chalkland fringe. These areas would remain within the Green Belt and are included in the Area of Major Change to highlight that future proposals for built development on the allocated areas must also include green infrastructure and biodiversity improvements within this adjoining open area.
- A comprehensive landscaping plan, including the delivery of new publicly accessible green space will need to be delivered, to create a soft green edge of the city, to minimise the urbanising effects of the development and help compensate for harm to the Green Belt.
- A comprehensive landscaping plan, including the delivery of new publicly accessible green space will need to be delivered, to create a soft green edge of the city, to minimise the urbanising effects of the development and help compensate for harm to the Green Belt.
- Design parameters regarding the scale and height of buildings will be established, to respond to the landscape and townscape of Cambridge.
- Development is dependent on the successful implementation of a Trip Budget approach, to ensure that the level of vehicle trips is limited to an appropriate level for the surrounding road network.
- Development on the additional land will only be allowed to take place when evidence is provided that opportunities on the existing campus have been fully explored and utilised before development takes place on the released land.
- Given the existing piecemeal development on the biomedical campus, any proposed release must contribute towards improving the wellbeing of campus users and surrounding communities, as well as addressing the spill over impacts on individuals and communities of this intensive employment location.

We therefore propose to address the Biomedical Campus area via the following existing and new sites:

New allocations

Sites for the potential future expansion of the Campus through this First Proposals Plan:

- S/CBC-A - Possible future expansion area adjoining Babraham Road

Continuing existing allocations

- S/CBC/Policy M15: Cambridge Biomedical Campus (including Addenbrooke's Hospital) - The main campus (Cambridge Local Plan 2018)
- S/CBC/Policy E/2: Cambridge Biomedical Campus Extension: Existing committed expansion (South Cambridgeshire Local Plan 2018)

Maps of these existing allocations can be found at the end of this document.

Continuing and expanding an existing Area of Major Change

Policy 17: Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change: An expanded Area of Major Change, incorporating:

- The areas covered by the allocations as above, as well as
- Area of green infrastructure and biodiversity improvements to the south west of any future expansion area's built development boundary

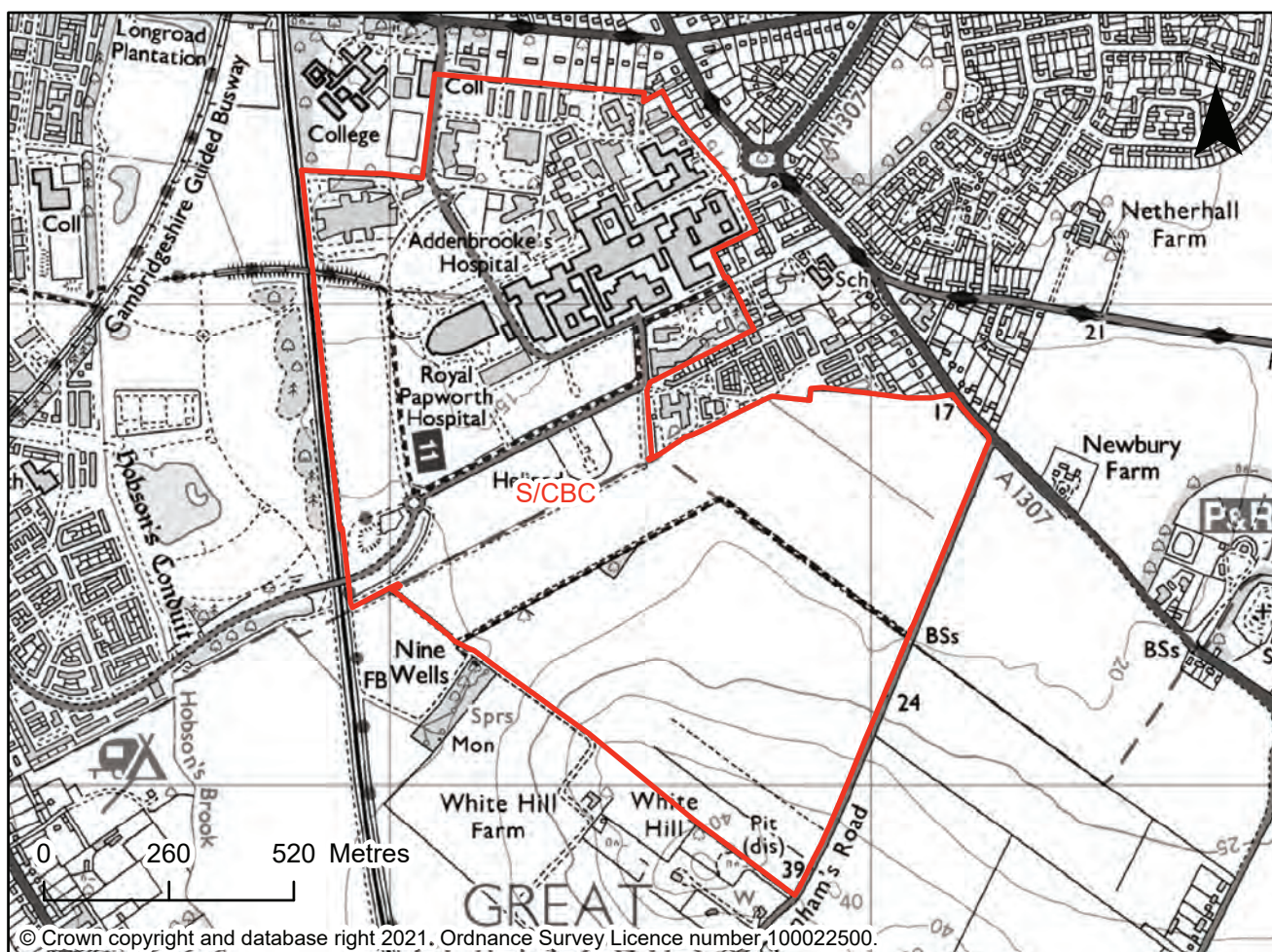


Figure 29: Map of proposed expanded Cambridge Biomedical Campus Area of Major Change

Why is this policy needed?

The Cambridge Biomedical Campus is of national and international importance. It has a local, regional and national role in providing medical facilities and medical research. It is a key location for the life-sciences and biotechnology cluster of Greater Cambridge. Previous Local Plans have responded to the 2020 vision for the campus, enabling it to evolve into its current role. Significant investment in infrastructure is now planned, with funding committed for a new Cambridge South Railway Station.

The Cambridge Biomedical Campus have now prepared a 2050 Vision, setting out aspirations for its future. This includes continuing development on the existing campus site, and an aspiration for further development. Proposals have been submitted on large areas of land south of the campus and between the M11, Addenbrookes Road and the A1301.

National planning policy is clear that once established, Green Belt boundaries should only be altered in exceptional circumstances, where this is fully evidenced and justified, through the preparation or updating of plans. Given the national importance of the Campus in health, life-sciences and biotechnology, and the significant public investment into the area with the new

Cambridge South Railway Station, it is considered that it may be possible to demonstrate a case for exceptional circumstances to release land from the Green Belt in this location, but this needs to be balanced with the existing supply of employment land in the area, and the impacts on the environment and how they can be mitigated.

In considering the impact on the Green Belt it is important to consider the nature and extent of the harm to Green Belt purposes. The Greater Cambridge Green Belt Study (2021) identifies that release of the areas proposed would result in very high harm to the Green Belt. In addition, there are concerns regarding biodiversity and landscape impacts of the scale of development proposed by the Campus.

However, the Greater Cambridge Green Belt Study identifies an area adjoining Babraham Road and north of Granham's Road where the harm of release would be lower than other land in this area, although this is still acknowledged as a high level of harm. There is potential to focus development on a smaller area of land to support the Campus (S/CBC-A on the map), that contains development on the lower land away from White Hill and provides an opportunity to create a new comprehensive green edge to the city.

It will be crucial that impacts are minimised by effective landscaping and the enhancement of green infrastructure south of the existing campus. National Planning policy requires that the impact of removing land from the Green Belt to be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. There are opportunities immediately south of the campus and west of the potential Green Belt release, in the areas of Nine Wells and White Hill (the area bounded by the blue line of the Proposed Area of Major Change on the map). This should include providing areas where public access is enhanced, but it must also include improvements to areas where public access is restricted, which can help secure biodiversity net gain, providing connections between Nine Wells and the Gog Magog Hills. Development at the Campus is at the fringes of the Greater Cambridge Strategic Green Infrastructure Initiative 3: Gog Magog Hills and chalkland fringe (see BG/GI: Green Infrastructure).

The high water table and surface water flooding present challenges to development in this area. A comprehensive approach would be required to deliver sustainable drainage systems, which ensure the development is safe, and does not increase risk elsewhere.

If the identified land is to be released for development it is important that the best use is made of the existing campus site first. Whilst there are some fantastic buildings and areas on the site, there are other areas which are underused, and do not provide a good environment for visitors and workers. It is proposed that the policy in the new Local Plan seek a comprehensive approach to the site through a new masterplan.

The opportunities provided by the new Cambridge South Station to enhance public transport access to the Campus need to be maximised. An updated transport strategy for the site will be

required. The outstanding public transport and active travel access available to the site mean that car access and parking should be reserved for those who need it most. A 'trip budget' approach needs to be applied, requiring a very high level of travel to the site by non-car modes.

What consultation have we done on this issue?

There was no specific consultation on this issue in the First Conversation consultation.

What alternatives did we consider?

1. No release of Green Belt or additional allocation outside the existing Campus. This alternative is not the preferred approach, as it would not respond to the needs of the campus.
2. A larger land release reflecting the proposal (referred to as Cambridge South) by a group of landowners with the support of the Cambridge Biomedical Campus – This alternative is not the preferred approach, due to the level of harm to Green Belt, landscape and biodiversity.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

Housing and Employment Land Availability Assessment (2021)

Existing policies in adopted 2018 Local Plans

Cambridge Local Plan 2018

- Policy 14: Areas of Major Change and Opportunity Areas – general principles
- Policy 17: Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change
- M15: Cambridge Biomedical Campus (including Addenbrooke's Hospital)

South Cambridgeshire Local Plan 2018

- Policy E/2: Cambridge Biomedical Campus Extension

Policy S/WC: West Cambridge

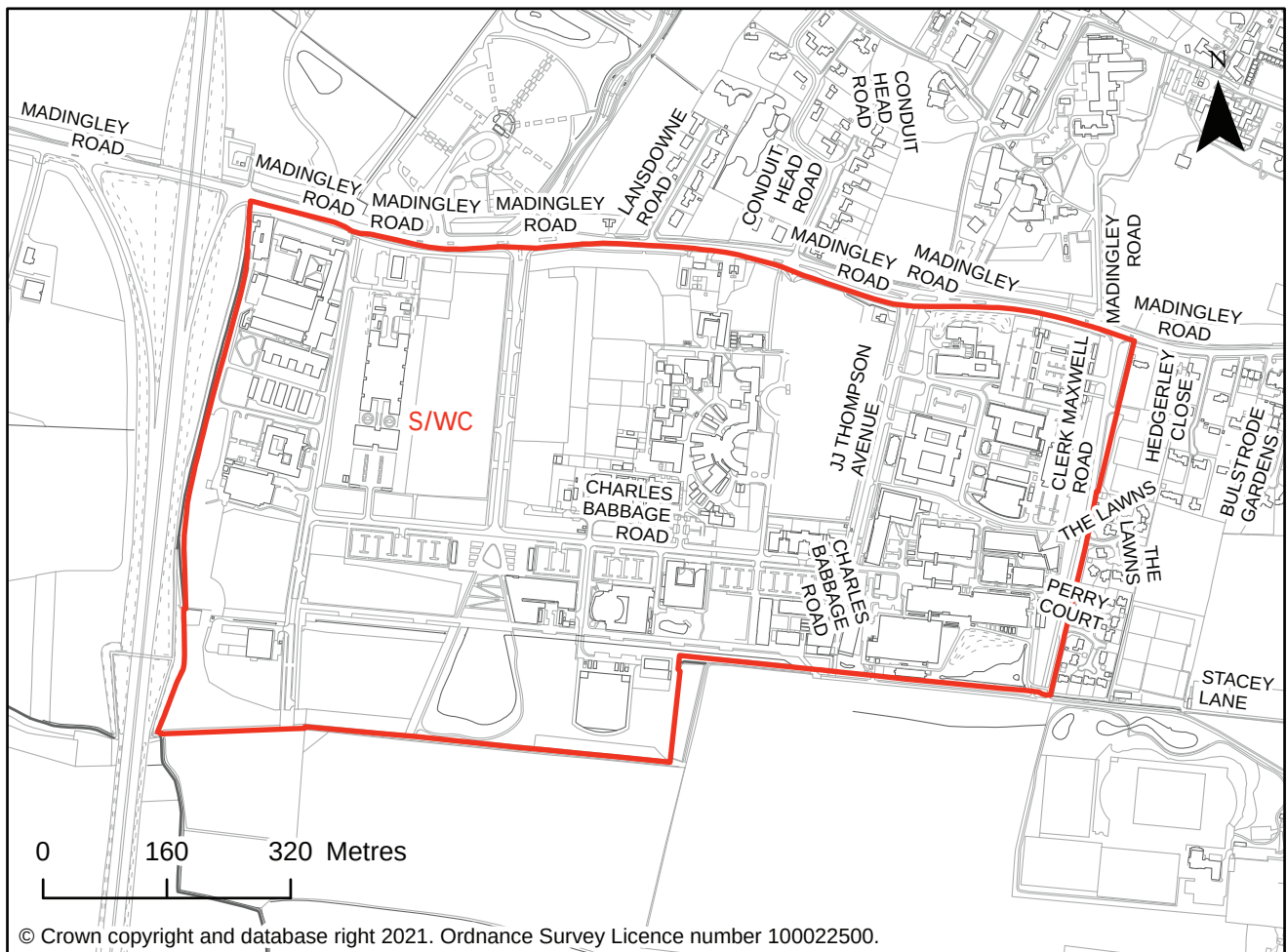


Figure 30: Map showing boundary of proposed West Cambridge policy area

What will this policy do?

Continue to provide a policy for future development of the West Cambridge site, refined to better reflect the themes of the new Local Plan, including providing an element of flexibility to include some new homes where it would support the vibrancy of the campus.

Proposed policy direction

The University through the recent resolution to grant planning permission has ambitions for the West Cambridge Area to become an “innovation district.” The proposed allocation would therefore carry forward the allocation of the West Cambridge site from the 2018 Local Plan, to support the site in meeting the needs of the University, for uses related to education, associated sui generis research, academic research, commercial research, and development of products or processes, where it will support knowledge transfer and/or open innovation from these for the wider Cambridgeshire and UK economy.

We propose to refine the policy to emphasise that future development of the site should seek a comprehensive approach to the area, that responds to the location, and the opportunities to create a thriving environment for people, as well as playing a significant role supporting the high technology economy of Cambridge. It is important to provide a mix of complementary uses to go with the work buildings if it is to operate as a successful campus. As well as provision of high quality walking and cycling connections, development should maximise the opportunity provided by public transport improvements such as the proposed Greater Cambridge Partnership Cambourne to Cambridge scheme.

It is also proposed to add flexibility to the policy, to allow an element of residential, focused on affordable housing and key workers, where it would support making the campus to become a more vibrant employment location, and not harm employment availability.

The potential for a single policy that looks at this site together with the University's North West Cambridge site, to ensure the benefits of this significant area of innovation are maximised, will be considered as part of preparing the draft plan.

Why is this policy needed?

The West Cambridge site is operated by the University of Cambridge, and is home to a range of academic, research and other uses. The site is undergoing major change, and developing its role as a development cluster for University science and technology research, knowledge transfer and open innovation.

Outline planning permission was approved in July 2021 (subject to agreeing a Section 106 agreement) providing a long-term vision and strategy for the comprehensive development of the site, and creation of the West Cambridge Innovation District. This provides significant opportunities for academic and commercial research, along with a range of other supporting facilities.

A policy will be needed in the new Local Plan to set out what will be expected of future development proposals as the site evolves during the plan period.

What consultation have we done on this issue?

There was no specific consultation on this issue in the First Conversation consultation.

What alternatives did we consider?

No Policy – Not considered a reasonable alternative as this would not provide a context for the future evolution of the site, and would fail to ensure the site is available to contribute to the University's and the City's future needs or provide a policy framework for planning decisions.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

Existing policies in adopted 2018 Local Plans

Cambridge Local Plan 2018

- Policy 14: Areas of Major Change and Opportunity Areas – general principles
- Policy 19: West Cambridge Area of Major Change
- M13: West Cambridge Site

Policy S/EOC: Other site allocations on the edge of Cambridge

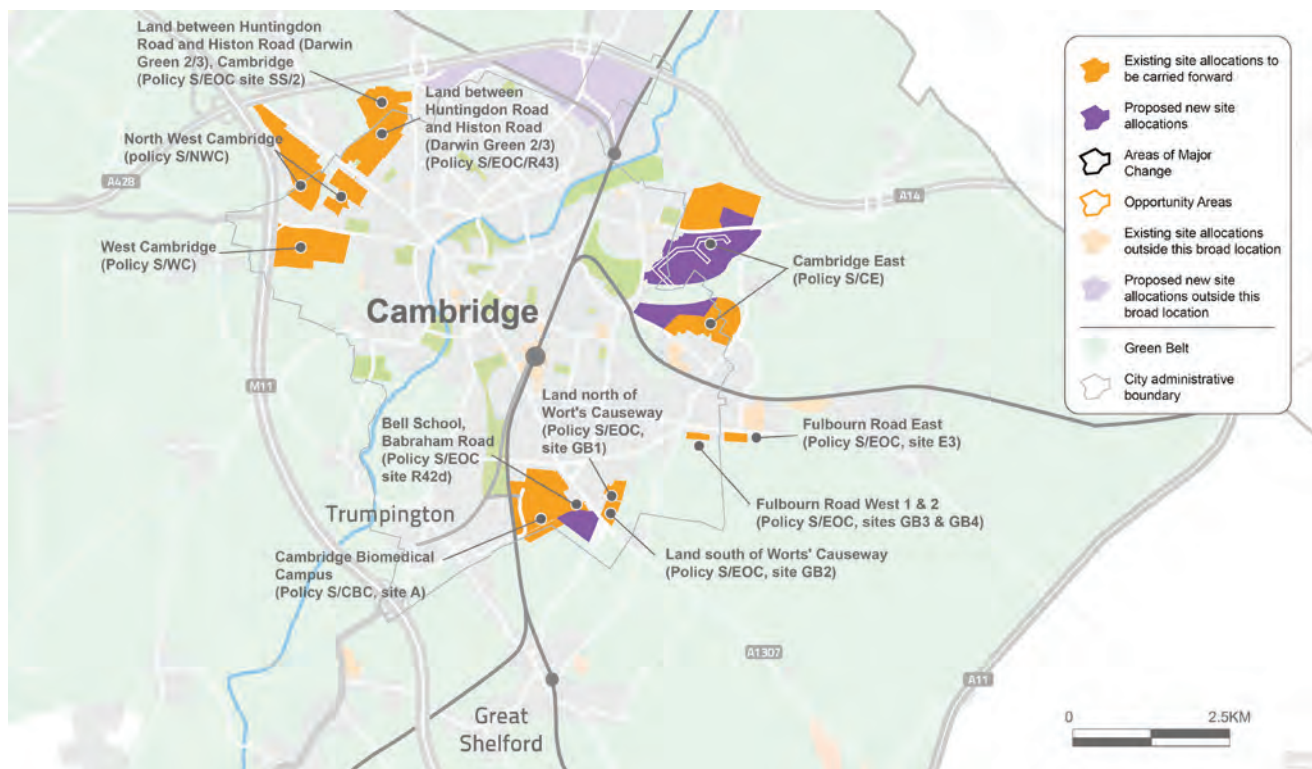


Figure 31: Map of other site allocations on the edge of Cambridge

What will this policy do?

The policy will provide policy guidance for existing allocations on the edge of Cambridge.

Proposed policy direction

Continuing existing allocations

The following existing allocations are proposed to be carried forward into the new Local Plan. Maps showing the boundaries of these allocations can be found at the end of this document.

Housing

- S/EOC/R43: Land between Huntingdon Road and Histon Road (Darwin Green)
- S/EOC/SS/2: Land between Huntingdon Road and Histon Road (Darwin Green 2/3)
- S/EOC/GB1: Land north of Worts' Causeway
- S/EOC/GB2: Land south of Worts' Causeway
- S/EOC/R42d: Bell School, Babraham Road

Employment

- S/EOC/E/3: Fulbourn Road East
- S/EOC/GB3 & GB4: Fulbourn Road, West 1 & 2

Allocations not proposed to be carried forward

The following existing allocations have been or are being built out and are sufficiently advanced that they do not need a policy framework any longer, and are therefore not proposed to be carried forward:

Housing

- R42a: Clay Farm, south of Long Road
- R42b: Trumpington Meadows
- R42c: Glebe Farm 1 & Glebe Farm 2

It is also proposed to continue the following Area of Major Change: S/EOC/Policy 20: Land between Huntingdon Road and Histon Road Area of Major Change – we will consider expansion of this Area to include sites within South Cambridgeshire.

Why is this policy needed?

The adopted 2018 Local Plans allocate developments on the north west edge of Cambridge, referred to as Darwin Green. The part of the site in Cambridge has outline planning permission, and some parcels have detailed planning permission or are under construction. The land in South Cambridgeshire has yet to gain planning permission. Given the site will still be coming forward when the new plan is adopted it is proposed to carry forward the allocations into the new plan.

Sites allocated North and South of Worts' Causeway for 430 new homes have outline planning permission. The sites are likely to have been completed when the new plan is adopted, therefore the need for the allocations to be carried forward will be kept under review.

Land is allocated for business uses at Fulbourn Road on the eastern edge of Cambridge in both adopted plans. This is partly under construction, and there are proposals being considered for the remainder. The need for the allocations to be carried forward will be kept under review.

Existing allocations at Cambridge Southern Fringe, including Clay Farm, Glebe Farm, and Trumpington Meadows, are likely to be built out by the time the plan is adopted, therefore the existing plan policies will no longer be required. The new homes on the existing allocation at Bell School have been completed, however, the new student accommodation also included within this allocation has not yet been started. The need for the allocation at Bell School will be kept under review.

What consultation have we done on this issue?

There was no specific consultation on this issue in the First Conversation consultation.

What alternatives did we consider?

No Policy – Not considered a reasonable alternative as this would not provide a context for the future development of these sites whilst they are still being developed.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

Existing policies in adopted 2018 Local Plans

Cambridge Local Plan 2018

- Policy 14: Areas of Major Change and Opportunity Areas – general principles
- Policy 20: Land between Huntingdon Road and Histon Road Area of Major Change
- R43: Land between Huntingdon Road and Histon Road
- Policy 27: Site specific development opportunities
- GB1: Land north of Worts' Causeway
- GB2: Land south of Worts' Causeway
- GB3 & GB4: Fulbourn Road, west 1 & 2
- Policy 18: Southern Fringe Areas of Major Change
- R42a: Clay Farm, south of Long Road
- R42b: Trumpington Meadows
- R42c: Glebe Farm 1 & Glebe Farm 2
- R42d: Bell School, Babraham Road

South Cambridgeshire Local Plan 2018

- Policy SS/2: Land between Huntingdon Road and Histon Road
- Policy E/3: Fulbourn Road East

Cambridge Southern Fringe Area Action Plan 2008

2.4 New settlements



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 towns should be real communities with their own distinctive identity, with the critical mass to support local businesses, services and facilities. In the case of Cambourne, East-West Rail means that it will be one of the best-connected places in the region, and we think it can develop into a more substantial town to better help meet these aspirations.

How have the themes influenced this?

Development near to this future transport hub will support delivering homes and jobs in sustainable locations where there are alternatives to travelling by car. It can also help make the existing Cambourne area more sustainable by increasing the range of services and facilities available, and providing opportunities to create substantial new green spaces.

What policies are we proposing?

S/CB: Cambourne

S/NS: Existing new settlements

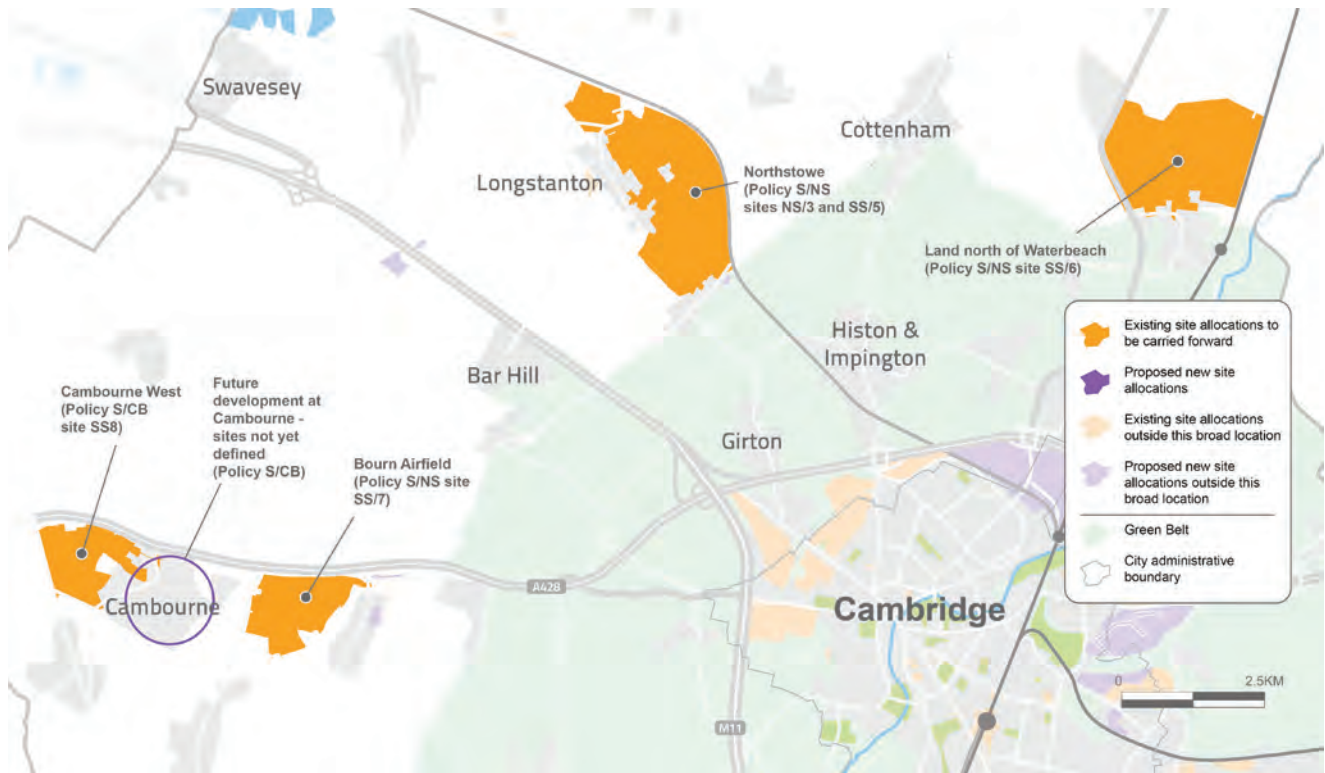


Figure 32: Map showing proposed development sites – new settlements

Topic paper

Further information on the policy areas, including their national, regional and local context, and further information on the evidence that has informed the proposed policy direction, can be found in the topic paper which accompanies this theme:

Greater Cambridge Local Plan: Topic paper 1: Strategy

Policy S/CB: Cambourne

What will this policy do?

Identify Cambourne as a broad location for longer term strategic scale growth as an expansion to Cambourne, and will provide continued guidance for the development of the existing allocation at Cambourne West.

Proposed policy direction

The policy will set out the intention to identify Cambourne as a broad location for future growth in the 2030's to respond to the opportunity that will be provided by the proposed East West Rail that includes a station at Cambourne. The overall aim for an expanded Cambourne is to provide sufficient critical mass to perform the following role as a:

- Well-connected place through high quality public transport, cycling and walking facilities
- South Cambridgeshire town for the 21st century
- growing employment centre to provide local opportunities for its residents and nearby communities
- place that meets the day to day needs of its residents.

Future development at Cambourne will need to consider:

- How to integrate with and maximise the opportunity provided by East West Rail.
- The role of the new development in Cambourne as a place, and how it can contribute towards the achievement of net zero carbon.
- The relationship with Cambourne and Bourn Airfield, and how to make the area more sustainable, through the mix of services, employment and transport opportunities offered by the area as whole.
- The economic role of the place, and which employment sectors would benefit from the location to support the needs of the Greater Cambridge economy.
- How the place will develop over time, and the infrastructure needed to support different stages during its development.
- Making effective connections within the new development and with Cambourne for public transport and active travel, as well as connections to surrounding villages so they can also benefit.
- Be structured around and have local and district centres that can meet people's day to day needs within walking distance, including responding to changing retail and working patterns
- How it can help deliver the Western Gateway Green Infrastructure project, and in doing so positively engage with its landscape setting, as well as recreation and biodiversity enhancement opportunities such as woodland planting.

- Take opportunities to reduce flood risk to surrounding areas, that take innovative solutions to the management and reuse of water.

The following existing allocation for a new mixed-use development at Cambourne West is proposed to be carried forward, but to be expanded to include the full extent of the planning permission:

- SS/8: Cambourne West

A map showing the boundary of this allocation can be found at the end of this document.

Why is this policy needed?

Cambourne has been identified as the location for a new railway station as part of the East West Rail scheme to connect Oxford with Cambridge and potentially beyond. Along with the Cambourne to Cambridge public transport scheme being brought forward by the Greater Cambridge Partnership, it provides an opportunity to consider how further development could make the most of these connections, but also make the overall Cambourne area a more sustainable place. National planning policy says that plan making should look to the opportunities provided by major new infrastructure.

It is important to recognise that our evidence says that large scale development at Cambourne would have landscape impacts and that these would be hard to address. However, when considered in the context of the significant economic and carbon benefits of locating development at the proposed new rail station at Cambourne, it is considered that the benefits are likely to outweigh the level of landscape harm. This will be explored further as part of preparing the draft local plan, but the Councils are clear that development will need to be a landscape led scheme to minimise impacts in the wider landscape and to have a focus both on place making for the expanded town, and delivery of the wider vision for green infrastructure set out in the plan, including supporting the objectives for Strategic Green Infrastructure Initiative 8: Western gateway multifunctional Green Infrastructure corridors (see BG/GI Green Infrastructure).

Identifying the area for additional development should not simply be about delivering more housing. It needs to explore how this area including Cambourne and Bourn Airfield and nearby villages will function as a place, and its relationship with Cambridge, in order to enhance its sustainability. This means looking at a mix of services, facilities and employment in the area, and planning new development to enhance the role of the place. It means looking at connections between places within the area, so these opportunities are shared and reliance on private car travel is reduced.

National planning policy allows for longer term growth in plans to be identified as broad locations, where the exact quantity, locations and design will be defined through future

plan reviews. Given that the East West Rail route and station location at Cambourne have yet to be confirmed, it is too early to identify a specific development area and amount of development.

What consultation have we done on this issue?

There was no specific consultation on this issue in the First Conversation consultation, but we did ask for views about focusing development on transport corridors. There was broad support for this approach, and focusing development at public transport nodes.

What alternatives did we consider?

No Policy –Alternatives to allocating development around Cambourne were considered as part of consideration of alternative Strategic Spatial Options

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy SS/8: Cambourne West

Policy S/NS: Existing new settlements

What will this policy do?

Confirm that the three new settlements of Northstowe, the new town north of Waterbeach, and Bourn Airfield new village, will continue to be developed during the period of the new Local Plan and beyond. Policies will provide a context for their development.

Proposed policy direction

The Local Plan will carry forward the existing allocations for the following new settlements in the 2018 South Cambridgeshire Local Plan:

- SS/5 Northstowe
- SS/6 Land north of Waterbeach
- SS/7 Bourn Airfield

A map showing the boundary of this allocation can be found at the end of this document.

The detailed policy wording will be reviewed as may be appropriate in the new Local Plan, including amending capacity assumptions where necessary to reflect planning permissions. The Northstowe Area Action Plan will remain part of the development plan, although standards adopted in the new Local Plan will apply to future applications. The Supplementary Planning Documents for Land north of Waterbeach and Bourn Airfield will be carried forward.

Our evidence says that it is reasonable to assume that annual delivery rates at Northstowe and Waterbeach will be higher than so far relied on, meaning that more of the planned homes will be completed in the plan period, with less to follow after 2041.

Notwithstanding, the updated policies will provide positive opportunities for enhanced development densities around transport hubs, whilst taking account of other policies in the plan. This could result in additional development over and above that currently permitted but at this stage no further development is assumed in the housing supply from this potential additional source.

Why is this policy needed?

To provide a context for the ongoing development of existing planned new settlements during the plan period. Early phases of Northstowe are under construction. The new settlements on Land north of Waterbeach and at Bourn Airfield have gained, or the council has resolved to grant, planning permission. However, for all three new settlements there will be detailed stages of the planning process happening over years to come. The policy context provided by the 2018 Local Plan is still needed.

Planning permissions for the new settlements of Waterbeach and Bourn Airfield include trip budgets and processes in place to monitor transport impacts to ensure that transport impacts are mitigated as each stage of development is built. This approach will continue to apply.

The new settlements will be built over the life of the new plan, and well beyond. During that time as sustainable transport links are completed and improved, there may be opportunities to increase densities in areas with good access to these transport hubs, and the plan should be supportive of this, subject to other policies in the plan.

What consultation have we done on this issue?

We did not ask any specific questions in the First Conversation on this issue. However, we did ask about creating further new settlements as part of the development strategy, and a number of comments highlighted that we should focus on completing these existing new settlements. We received some proposals in the call for sites for further new settlements, but as set out the development strategy (S/DS) we do not think further new settlements should be part of the development strategy

What alternatives did we consider?

No policy, rely on district wide policies for these areas – Not considered a reasonable alternative, as it is considered that area specific detail needs to be included in the new plan.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

Existing policies in adopted 2018 Local Plans

Northstowe Area Action Plan 2007 (all policies)

South Cambridgeshire Local Plan 2018

- Policy SS/5: Northstowe Extension
- Policy SS/6: Waterbeach New Town
- Policy SS/7: New Village at Bourn Airfield

2.5 The rural southern cluster



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. We want to support this business cluster through ensuring that more business space is provided where needed, and through a limited amount of new housing in and around villages that are well-connected to jobs by public transport, cycling and walking facilities. We believe that a case can be made for exceptional circumstances to release some limited areas of Green Belt land here, as new development in this location will generate less carbon emissions from car use.

How have the themes influenced this?

The rural southern cluster provides an opportunity to locate homes near jobs, and support the development of the important employment sites in this area. There are also existing and planned public transport opportunities to access Cambridge, helping to minimise traffic and related carbon emissions. This option most closely connects to Strategic Green Infrastructure Initiative 3: Gog Magog Hills and Chalkland Fringe.

What policies are we proposing?

S/GC: Genome Campus, Hinxton

S/BRC: Babraham Research Campus

S/RSC: Other site allocations in the rural southern cluster

S/SCP: Policy areas in the rural southern cluster

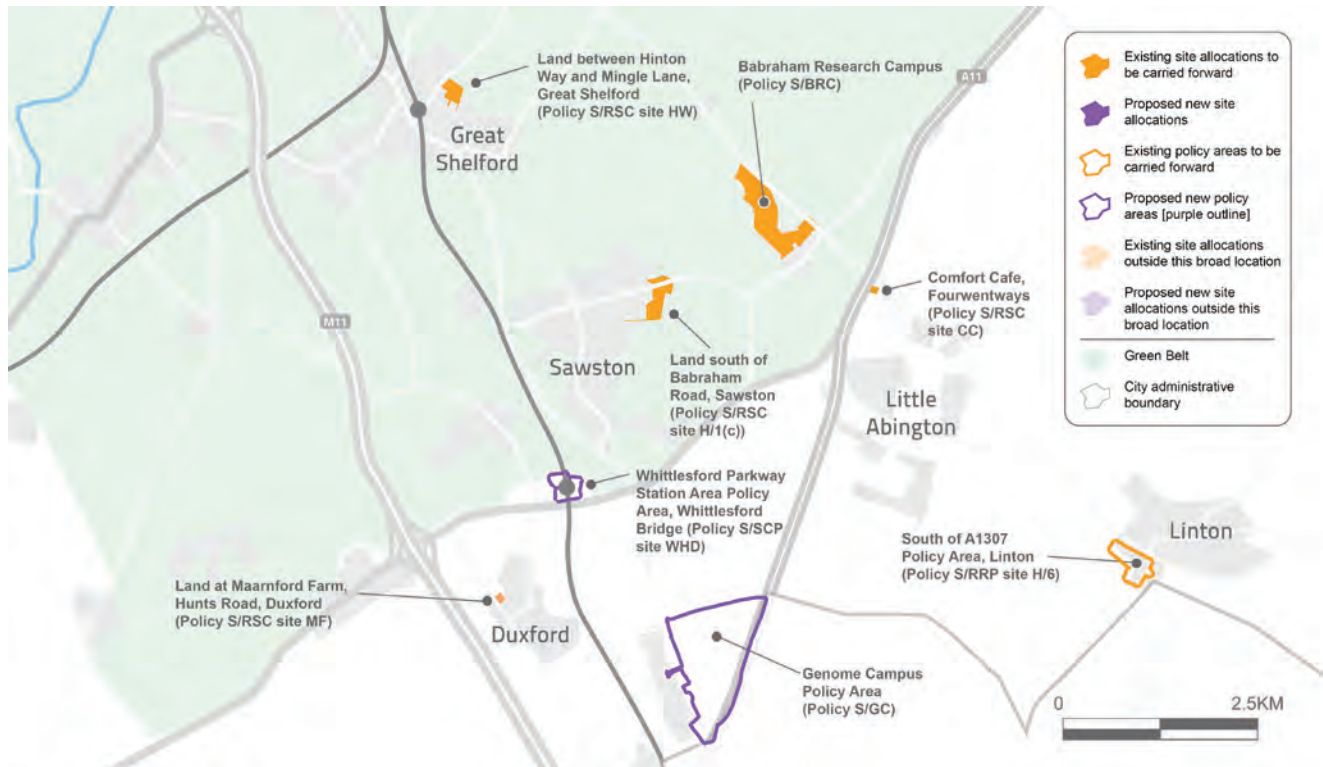


Figure 33: Map showing proposed development sites and special policy areas in the rural southern cluster

Topic paper

Further information on the policy areas, including their national, regional and local context, and further information on the evidence that has informed the proposed policy direction, can be found in the topic paper which accompanies this theme:

Greater Cambridge Local Plan: Topic paper 1: Strategy

Policy S/GC Genome Campus, Hinxton

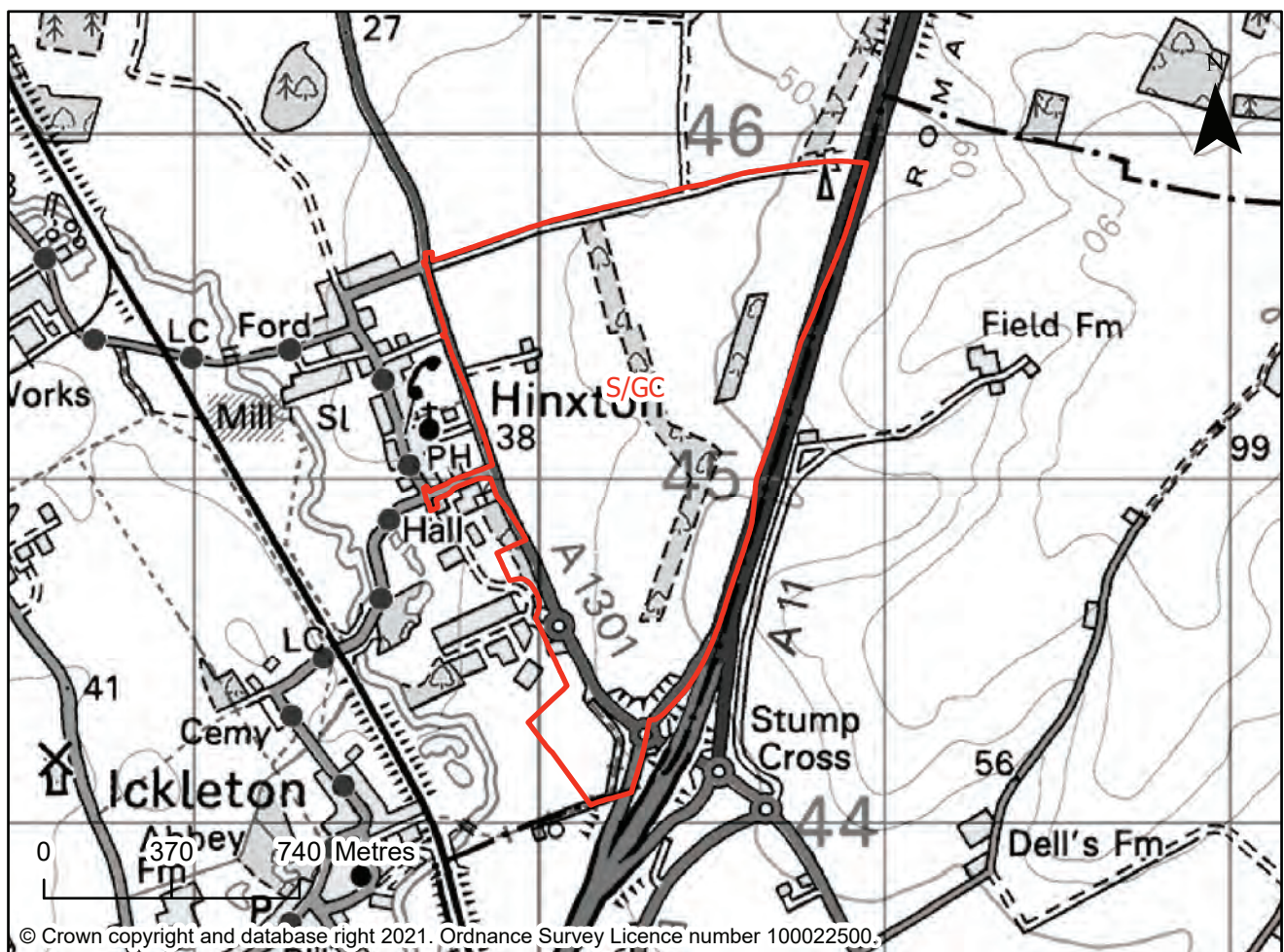


Figure 34: Map showing boundary of proposed Genome Campus policy area

What will this policy do?

This policy will guide the future expansion and development of the existing Genome Campus site.

Proposed policy direction

The Genome Campus, Hinxton will be identified as a Policy Area.

The policy will include:

- Supporting development which relates to the campus and its role as a centre for genomics and associated bioinformatics industries
- Proposals for B2 (industry) and B8 (warehousing) uses will need to be justified by a needs assessment which sets out the specific requirements of the intended occupier to locate onto the site
- Requiring supporting uses to consider impact in terms of vitality and viability on local or minor rural centres in the area.

- Enabling opening up of the Campus to members of the public, as part of delivering wider social benefits.
- Ensuring environmental and other impacts are fully considered by any future proposals.

Why is this policy needed?

The 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.

In 2020 South Cambridgeshire District Council granted planning permission for a mixed-use development which would provide up to a further 150,000 square metres of new research and translation floorspace. The Wellcome Trust want the Campus to become an international centre for scientific, business, cultural and educational activities arising from genomes and biodata. It estimates that around 4,300 new jobs will be created by the expansion of the campus. The jobs will be accompanied by up to 1,500 new homes specifically for Campus workers, along with a new school, a nursery and community facilities, and public open spaces and allotments.

The existing site is recognised in the South Cambridgeshire Local Plan 2018 as an 'Established Employment Area in the Countryside'. However, given the scale and range of uses now permitted within the site, and as a major expansion to it, a new policy is needed. 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 Genome Campus, and these will be used to inform the development of the new policy.

What consultation have we done on this issue?

There was no specific consultation on this issue in the First Conversation consultation.

What alternatives did we consider?

No Policy – without a policy designation the area would be within countryside policies, which would not reflect the scale of change taking place in the area or provide a suitable context for future proposals within the site.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- None, (identified as an Established Employment area in the Countryside)

Cambridge Local Plan 2018 -

- None

Policy S/BRC Babraham Research Campus

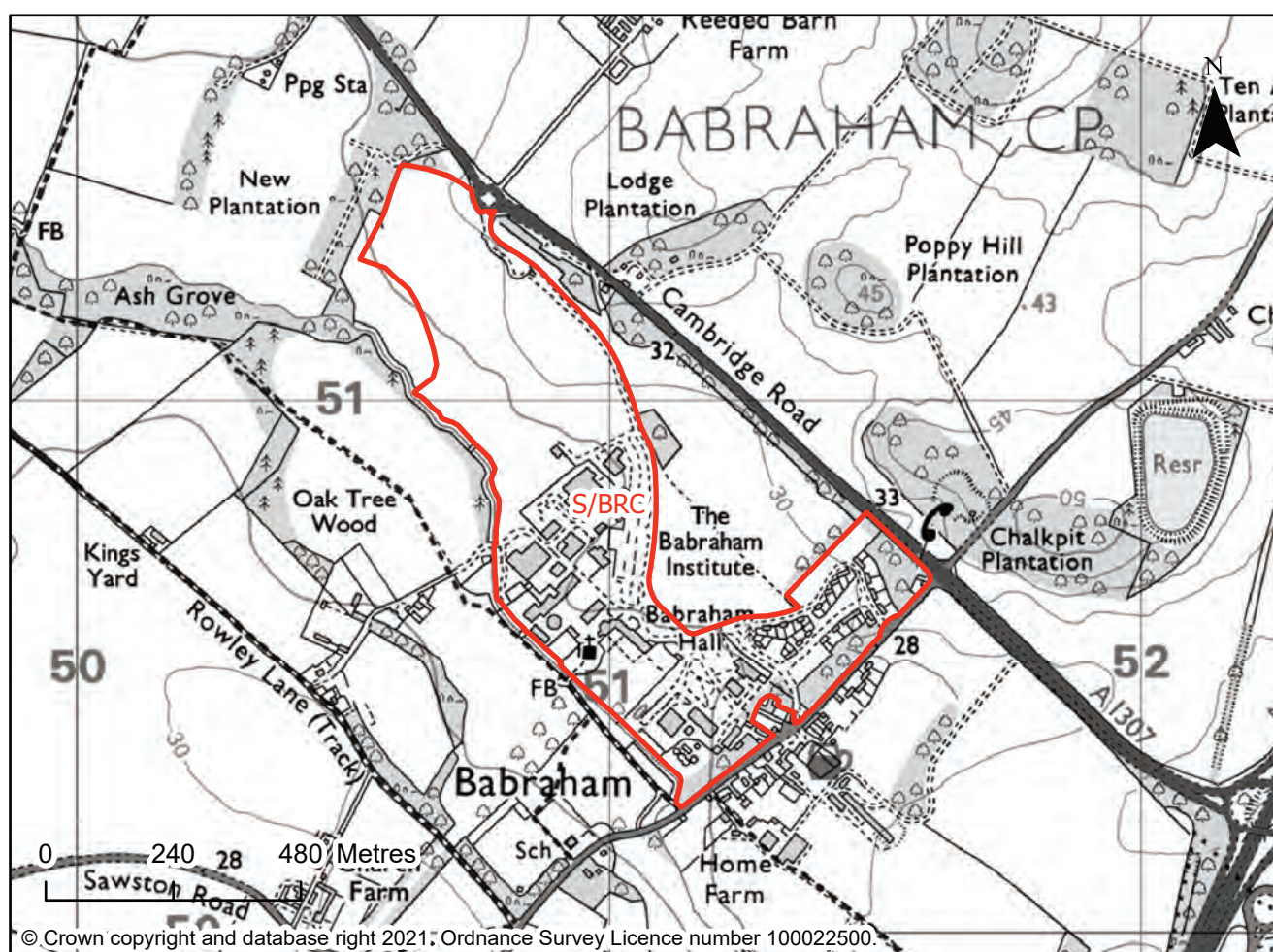


Figure 35: Map showing boundary of proposed Babraham Research Campus policy area

What will this policy do?

This policy will guide future development at the Babraham Campus, to support the continued success of this nationally important facility.

Proposed policy direction

- Remove the developed area of the Campus from the Green Belt.
- Remove from the Green Belt and allocate an additional area for employment development (research and development) of 17.1 hectares within and adjoining the existing built area of the campus.
- Identify the whole site release from the Green Belt as a Policy Area, requiring any proposals to:
 - Restrict development to research and development (use class (E(g)(ii) Research and development of products or processes) and appropriate supporting ancillary uses and infrastructure.

- Protect and enhance the landscaped setting of the site
- Preserve the appearance of the conservation areas, and the setting of the Grade II Listed Babraham Hall and the Grade I Listed St Peters Church.
- Protect and enhance the corridor of the River Granta (recognised as a county wildlife site)
- Take steps to include sustainable travel opportunities, including the opportunities provided by the planned Cambridge South East Transport Scheme.
- Retain the area of The Close as key worker and affordable housing to support the needs of the Campus. Any future renovation or replacement should retain the low density character, which responds to the sensitive village edge location.

Why is this policy needed?

The Babraham Research Campus is one of the UK's leading centres for bioscience innovation, and lies within the countryside and Green Belt to the south-east of Cambridge and on the north-west side of the village of Babraham. The campus comprises a range of research and development buildings located on the north-west and south-east side of Babraham Hall, a 19th century Grade II Listed Building situated within a 450 acre parkland setting.

National planning policy is clear that once established, Green Belt boundaries should only be altered where there are exceptional circumstances, where this is fully evidenced and justified through the preparation or updating of plans.

Allocation of land in this location responds to need identified in the Greater Cambridge Employment Land Review and Economic Development Evidence Base (2020), in a location best able to respond to the specific needs of the life sciences cluster.

The Campus has a distinct and unique set of characteristics, not available anywhere else at other research facilities in the sub-region, and has benefited from significant public investment. The campus is important to the development of UK life sciences, in particular supporting start-up and scale-up bioscience companies.

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 highlights 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.

Reflecting that the purpose of the release is to support the unique work of the campus and its high quality environment, it is proposed that a criteria based policy be prepared so that this is reflected in any future proposals for the site.

What consultation have we done on this issue?

There was no specific consultation on this issue in the First Conversation consultation.

What alternatives did we consider?

No Policy – without a policy the area would remain in the Green Belt, and additional land would not be allocated for development

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- None

Cambridge Local Plan 2018

- None

Policy S/RSC: Other site allocations in the Rural Southern Cluster



Figure 36: Map showing locations of other site allocations in the rural southern cluster

What will this policy do?

This policy will allocate sites for housing in villages within the southern cluster area.

Proposed policy direction

The following housing and employment allocations are proposed in or adjoining villages within the rural southern cluster.

New allocations

Housing

S/RSC/HW Land between Hinton Way and Mingle Lane, Great Shelford

- Site area of 10 hectares
- Maximum capacity limited to 100 homes, relating to Cambridgeshire Fire Service requirements for no more than 100 homes to be served via a single vehicular access. There may be potential for a higher capacity if an additional access could be provided.
- Very well located in relation to existing railway station, with resulting excellent access to Cambridge, and to Cambridge Biomedical Campus once the new Cambridge South

station is open, providing the exceptional circumstances required for Green Belt release.

- Development should accommodate the following constraints:
 - Design of development should preserve key views from Stapleford Conservation Area including from Mingle Lane past St Andrew's Church and the adjacent vicarage.
 - Open space to be provided to the east of the built development to help provide compensatory improvements to the environmental quality and accessibility of remaining Green Belt.
 - Non-vehicle access only from the access adjacent to the vicarage to St Andrew's Church, Stapleford.

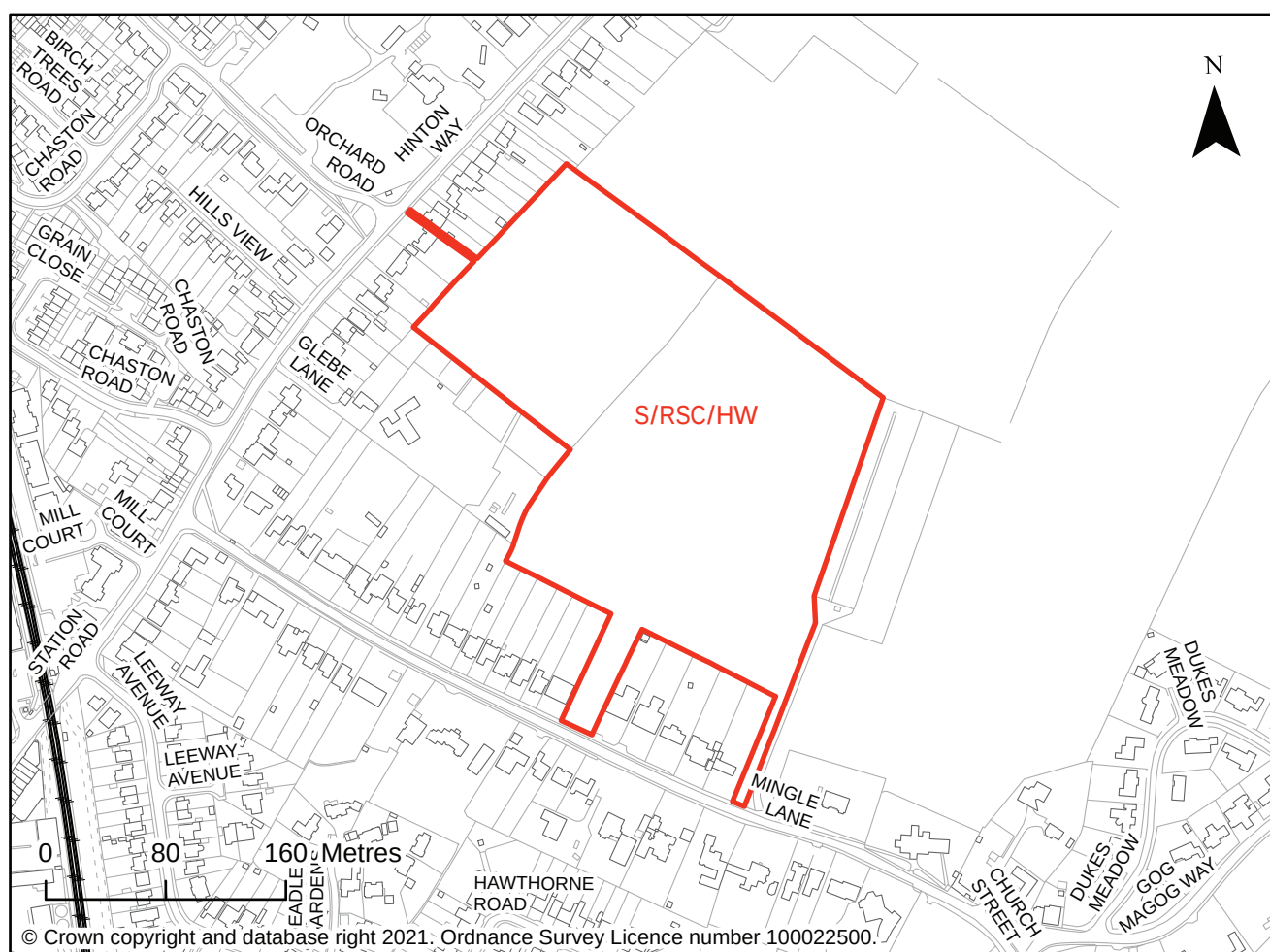


Figure 37: Map of proposed new allocation S/RSC/HW

S/RSC/MF Land at Maarnford Farm, Hunts Road, Duxford

- Site area of 2 hectares
- Capacity for approximately 60 homes
- Well related to existing village – close to school, and within walking distance of Whittlesford Parkway Station. Site is supported by the parish council.
- Development should accommodate the following constraints:
 - Provide space for existing telecoms mast
 - Space for substantial landscape edge

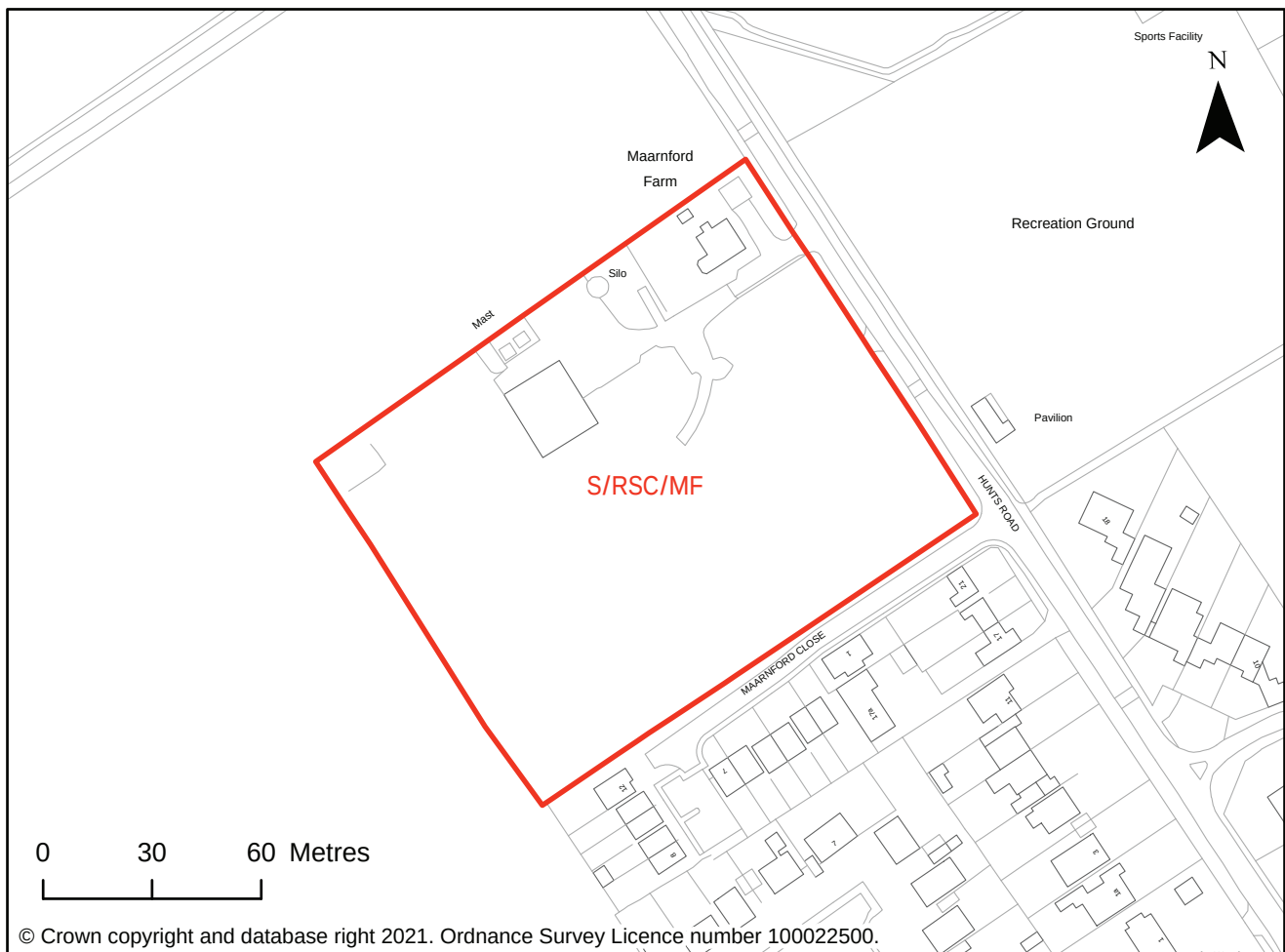


Figure 38: Map of proposed new allocation S/RSC/MF

Employment

S/RSC/CC Comfort Café, Fourwentways

- Site area of 0.8 hectares
- Suitable for employment Class E(g)(ii) (Research and development of products or processes) with ancillary E(g)(i) Offices (to carry out any operational or administrative functions) providing laboratory space for start-up and small businesses primarily.
- A brownfield site meeting evidenced demand for start-up and grow on space close to existing research parks, in a sustainable location with close proximity to the proposed future travel hub for the South East Cambridge Transport Scheme.
- Development should accommodate the following constraints:
 - Tree Preservation Orders located upon western boundary
 - Transport proposals in the area including the A505 study, the South East Cambridge busway and GCP Linton Greenway proposals (contributions will be expected).

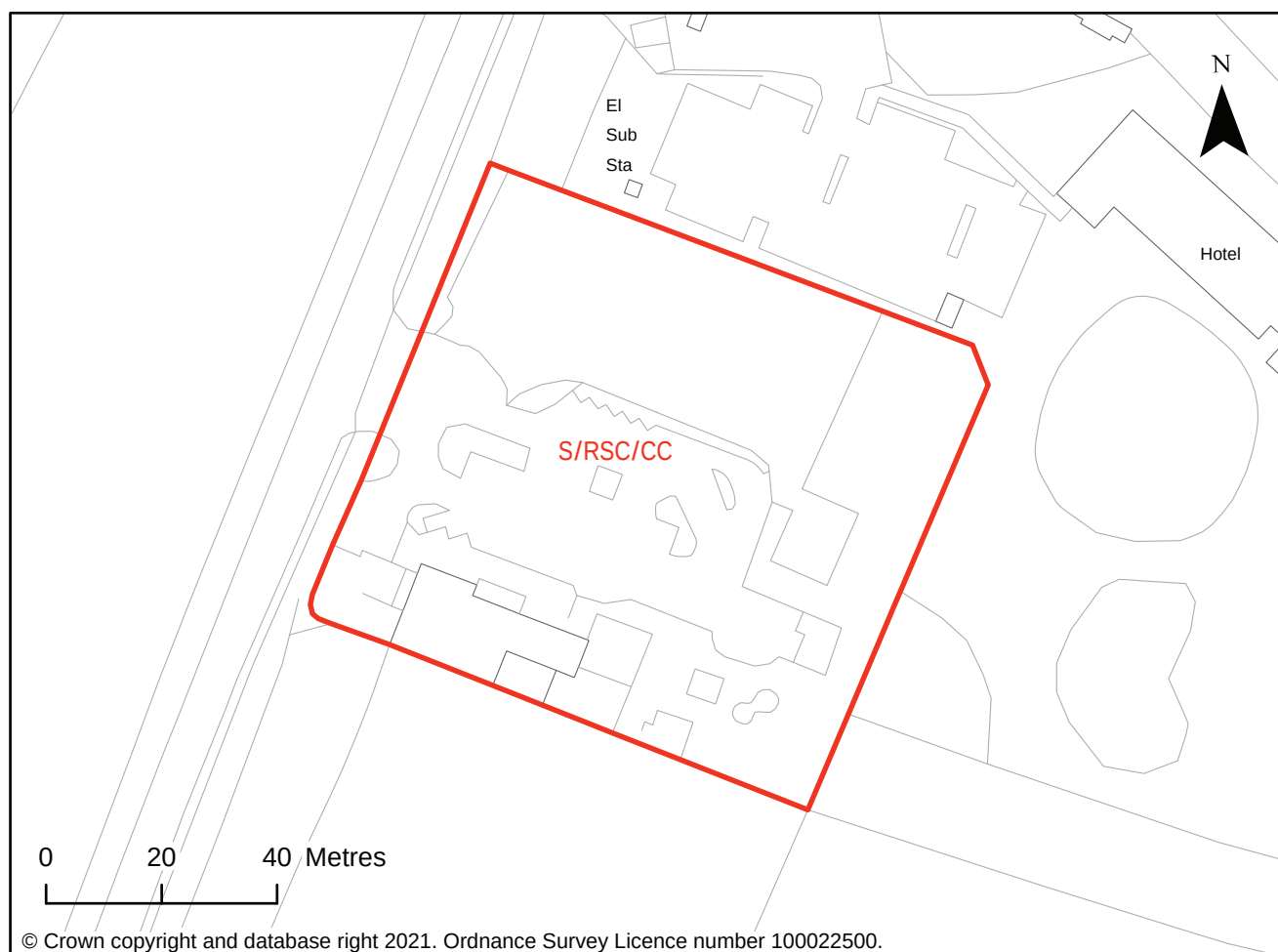


Figure 39: Map of proposed new allocation S/RSC/CC

Continuing existing allocations

Housing

The following allocation which is included within the South Cambridgeshire Local Plan 2018 is proposed to be carried forward into the new Greater Cambridge Local Plan:

- S/RSC/H/1 (c): land south of Babraham Road, Sawston (Part of the site is in Babraham Parish)

A map showing the boundary of this allocation can be found at the end of this document.

Allocations not proposed to be carried forward

The following allocations are not proposed to be carried forward for the reasons set out below:

Housing

- Dales Manor Business Park, Sawston (H1/a): much of the site has been taken forward for redevelopment as employment land, making it no longer available for housing.
- Land north of Babraham Road, Sawston (H1/b): the housing development is under construction.

Employment

- Pampisford: West of Eastern Counties Leather, London Road (E/4:2) – the Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) recommends that the allocation is no longer required, as the wider area has been substantially developed.

Why is this policy needed?

The rural southern cluster area provides the opportunity to provide new homes that are close to the research parks and potentially in locations with sustainable transport opportunities, as well as potential for further local employment opportunities.

To help support this aim, we looked for new sites in all Rural Centres, Minor Rural Centres and Group villages within the southern cluster area that have either or both of a Greater Cambridge Partnership Cambridge South Eastern Transport Scheme stop or mainline railway station, and considered the findings of the Housing & Employment Land Availability Assessment, including the environmental impacts of possible sites.

Most of these villages are located within Green Belt. The Councils consider that the carbon benefits of locating homes close to jobs in the research parks, where there are existing opportunities for very high quality sustainable travel, could provide the exceptional

circumstances required to justify removing land from the Green Belt in this location but only if considered alongside the environmental impacts.

Two new suitable sites have been identified for new homes, one of which is in the Green Belt.

For employment, the Greater Cambridge Employment Land and Economic Development Evidence Study (ELR) (GL Hearn, with SQW, Cambridge Econometrics, and Icen Projects) identifies demand for start-up and grow on space in both the Life Science and ICT sectors, two of Greater Cambridge's key sectors. Using the same approach as for considering new sites for housing, we identified one small new employment opportunity.

The adopted South Cambridgeshire Local Plan 2018 includes a number of land allocations at villages in the rural southern cluster area. Most of these have been developed, gained planning permission or are being progressed, and therefore it is no longer necessary to include a policy framework for their development in the Local Plan. Land south of Babraham Road, Sawston is at the start of the planning application process, and therefore a policy framework needs to be retained for this site. However, this will be kept under review as the plan progresses.

What consultation have we done on this issue?

This is the first formal consultation on these proposed housing sites.

What alternatives did we consider?

We considered a range of alternative sites within the southern cluster area having regard to the overarching development strategy and conclusions of the Housing & Employment Land Availability Assessment. We discounted sites considered to be less suitable for development.

Supporting topic paper and evidence studies

Housing and Employment Land Availability Assessment (2021)

Greater Cambridge Local Plan Topic paper 1: Strategy

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/1: Allocations for Residential Development at Villages
- Policy E/4: Allocations for Class B1 Employment Uses

Policy S/SCP: Policy areas in the rural southern cluster

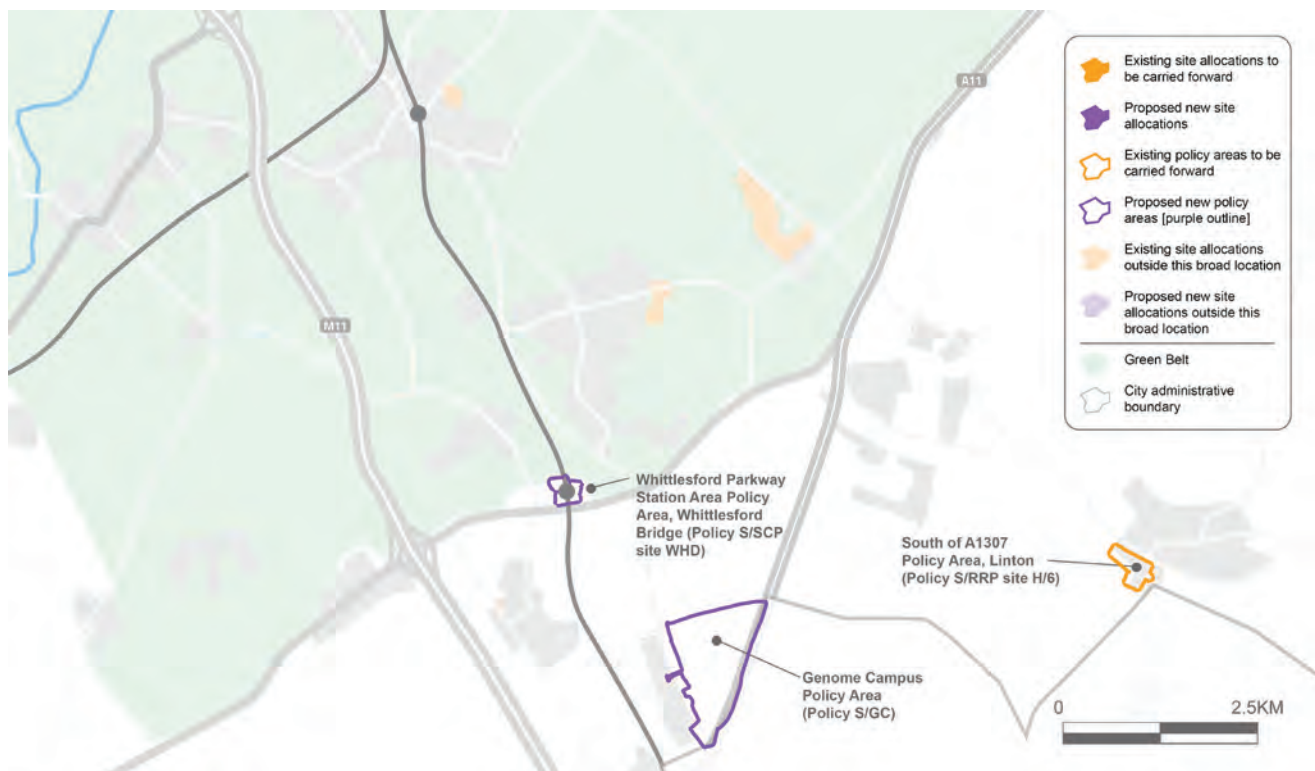


Figure 40: Map showing proposed policy areas in the rural southern cluster

What will this policy do?

Provide a context for one new and one existing policy area within the rural southern cluster area.

Proposed policy direction

New policy area

S/SCP/WHD Whittlesford Parkway Station Area, Whittlesford Bridge

The policy will support a comprehensive approach to redevelopment opportunities in the Whittlesford Parkway Station Area to accommodate a transport hub, employment and housing, in line with the principles set out in work completed to date via the [Greater Cambridge Partnership's Whittlesford Masterplanning Exercise](#)

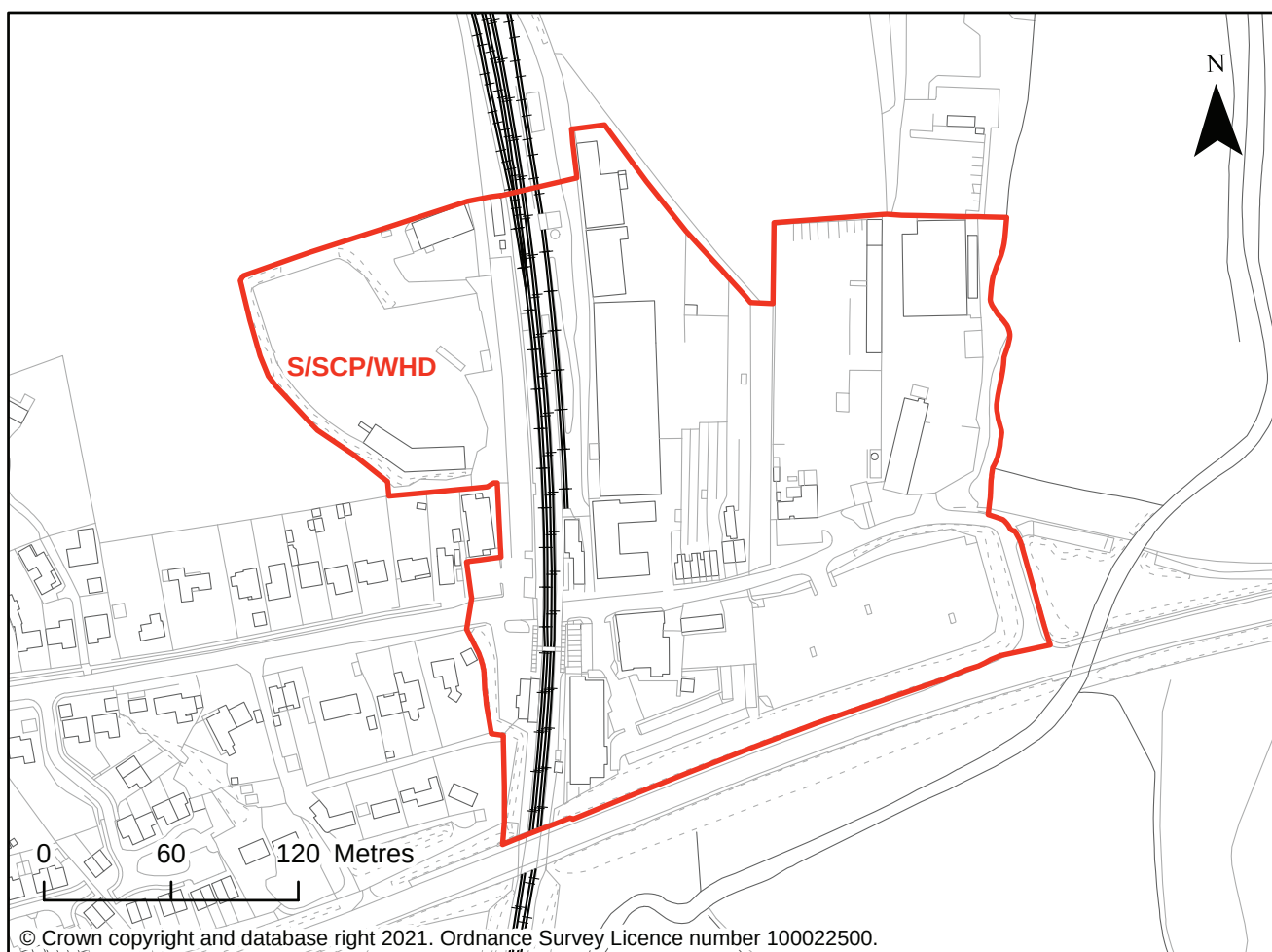


Figure 41: Map showing boundary of proposed Whittlesford Parkway Station Area policy area

Continuing existing policy area

S/SCP/L H/6 South of A1307, Linton

To maintain the policy approach in the South Cambridgeshire Local Plan 2018 which restricts residential development in the area of Linton south of the A1307 to improvements to existing properties.

A map showing the boundary of this existing policy area can be found at the end of this document.

Why is this policy needed?

Whittlesford Parkway Station Area, Whittlesford Bridge

Whittlesford Parkway Station has good 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. The station area incorporates a range of existing uses including existing employment, a few homes, Whittlesford Highways Depot and Whittlesford Station Car Park.

In recent years, 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. At its [meeting of 19 February 2020](#) the GCP Executive Board agreed to support a draft delivery plan for the Whittlesford Station Transport Investment Strategy as a basis for further engagement with key stakeholders.

Separately to the Masterplanning Exercise, a small site in the centre of the Whittlesford Parkway Station Area was submitted to the Local Plan process for housing via the Call for Sites. We don't think that developing this small site in isolation would be appropriate, and would prefer to see the whole area considered in a comprehensive manner, to ensure that redevelopment opportunities support the sustainable transport improvements included in the Whittlesford Station Transport Investment Strategy. 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 we are proposing it as a policy area.

The Red Lion Inn and the Chapel of the Hospital of St John the Baptist Listed Buildings are located in the south west part of the proposed policy area, and the design of any development will need to protect and enhance their historic significance.

South of A1307, Linton

The southern part of Linton is severed from the rest of the village by the A1307, which provides a barrier to easy movement. The area is characterised by three distinct uses: employment, a sensitive residential area much of which lies within the Conservation Area, and the site of Linton Zoo. Its location means that whilst there is a pelican crossing providing a safe crossing point and access to a bus stop on the Cambridge facing side of the main road, the area generally has poor access to the village facilities and services.

What consultation have we done on this issue?

There was no specific consultation on these issues in the First Conversation consultation.

What alternatives did we consider?

Whittlesford Parkway Station Area, Whittlesford Bridge:

- Not to include a policy – This is not the preferred approach as this would not support the redevelopment opportunity that exists in this location.
- Allocate the area for specified development amounts and uses – This is not the preferred approach as we don't currently have evidence that the whole area is available for development.

South of A1307, Linton: Not include a policy - Not considered a reasonable alternative as it is necessary to set out within a policy that land south of the A1307 is not a suitable location for new residential development due to it being severed from the services and facilities within the village.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

[Greater Cambridge Partnership's Whittlesford Masterplanning Exercise](#)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/6: South of A1307, Linton

2.6 Rest of the rural area



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.

How have the themes influenced this?

Providing a limited amount of development in the rest of the rural area can help meet the specific needs of specific employment sectors, support delivery of a range of types and sizes of housing across the Greater Cambridge area, and can support the social sustainability of villages and help support community aspirations. As stated in Development Strategy section (S/DS) this must be balanced with the implications for climate change of distributing development.

What policies are we proposing?

S/RRA: Site allocations in the rest of the rural area

S/RRP: Policy areas in the rest of the rural area

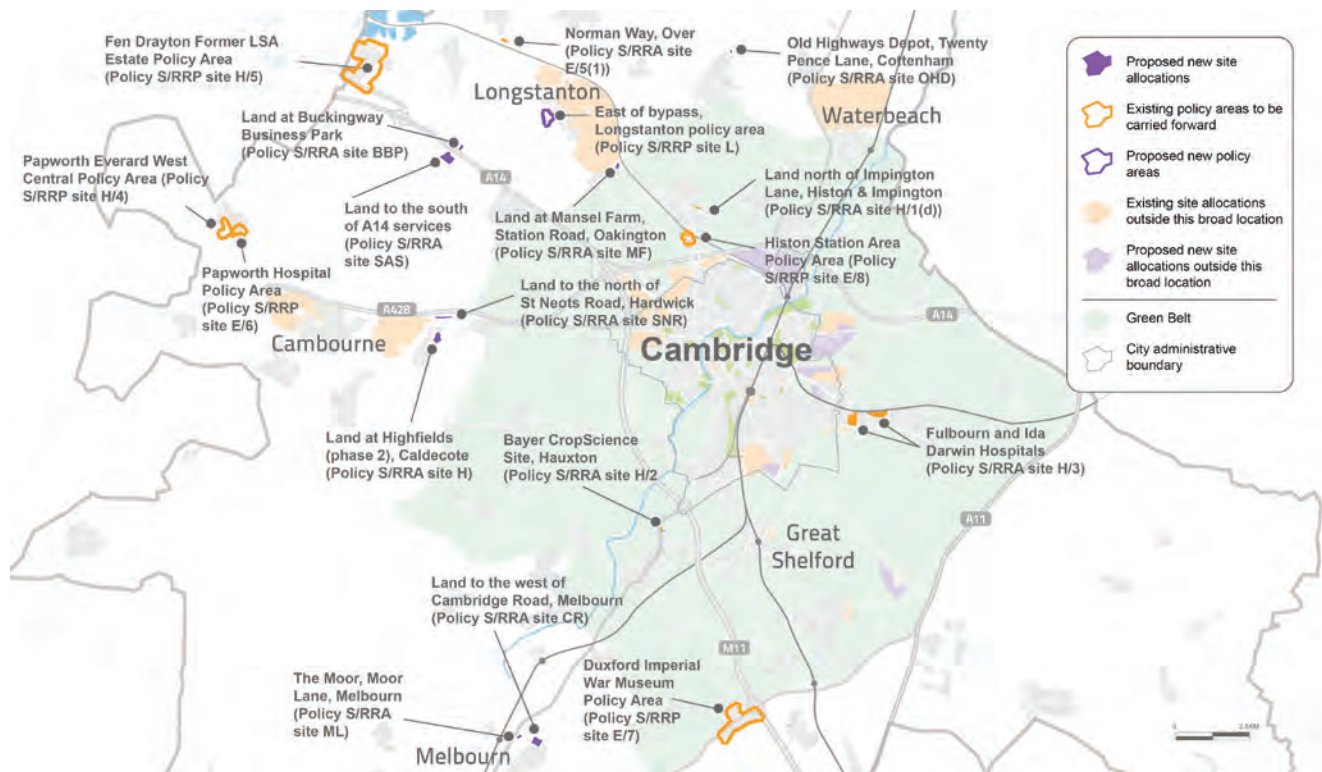


Figure 42: Map showing proposed allocations and policy areas in the rest of the rural area

Topic paper

Further information on the policy areas, including their national, regional and local context, and further information on the evidence that has informed the proposed policy direction, can be found in the topic paper which accompanies this theme:

Greater Cambridge Local Plan: Topic paper 1: Strategy

Policy S/RRA: Site allocations in rest of the rural area

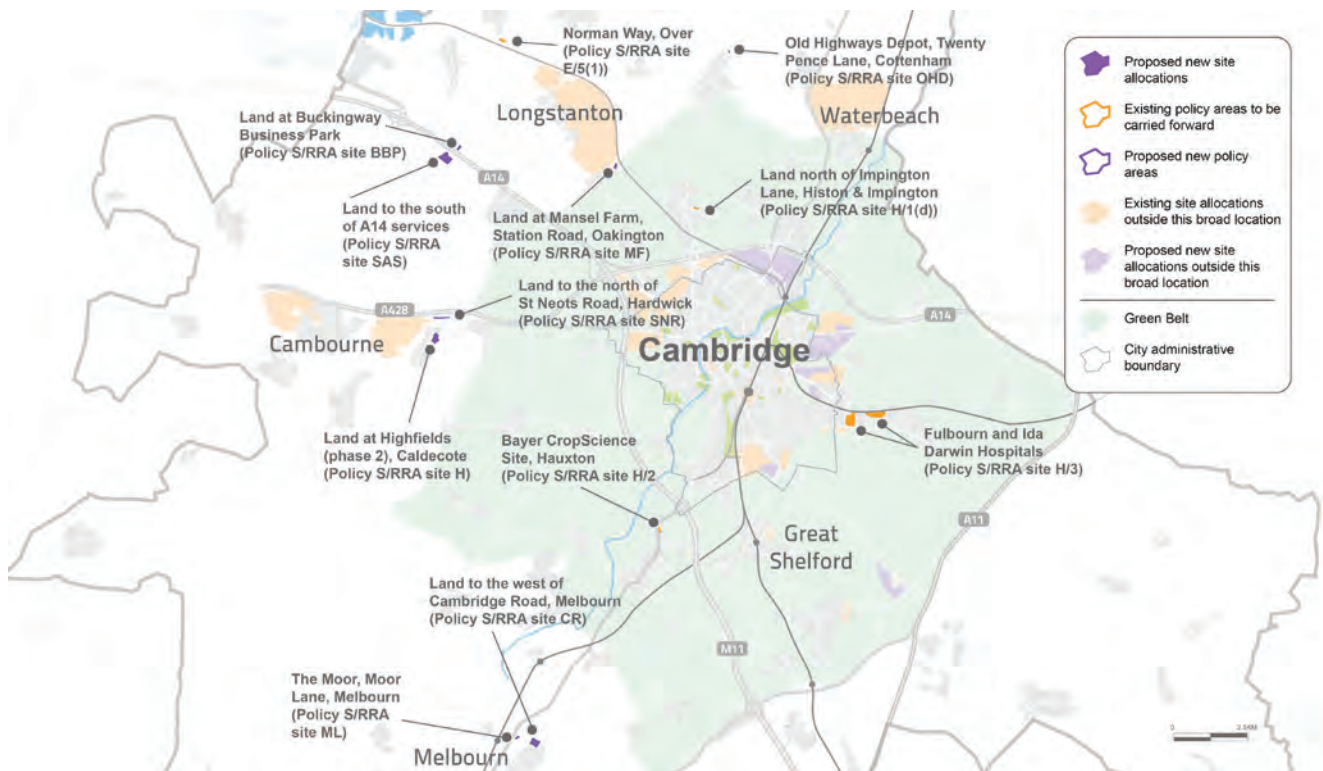


Figure 43: Map showing site allocations in the rest of the rural area

What will this policy do?

Allocate sites for homes or employment that support the overall development strategy within the rural area, excluding the rural southern cluster.

Proposed policy direction

The following allocations are proposed in or adjoining villages:

New allocations in the rest of the rural area

Housing

S/RRA/ML The Moor, Moor Lane, Melbourn

- Site area of 1 hectare
- Capacity for approximately 20 homes
- Development should accommodate the following constraints:
 - Retain existing trees and strengthen the existing landscape buffer at the rear of the site

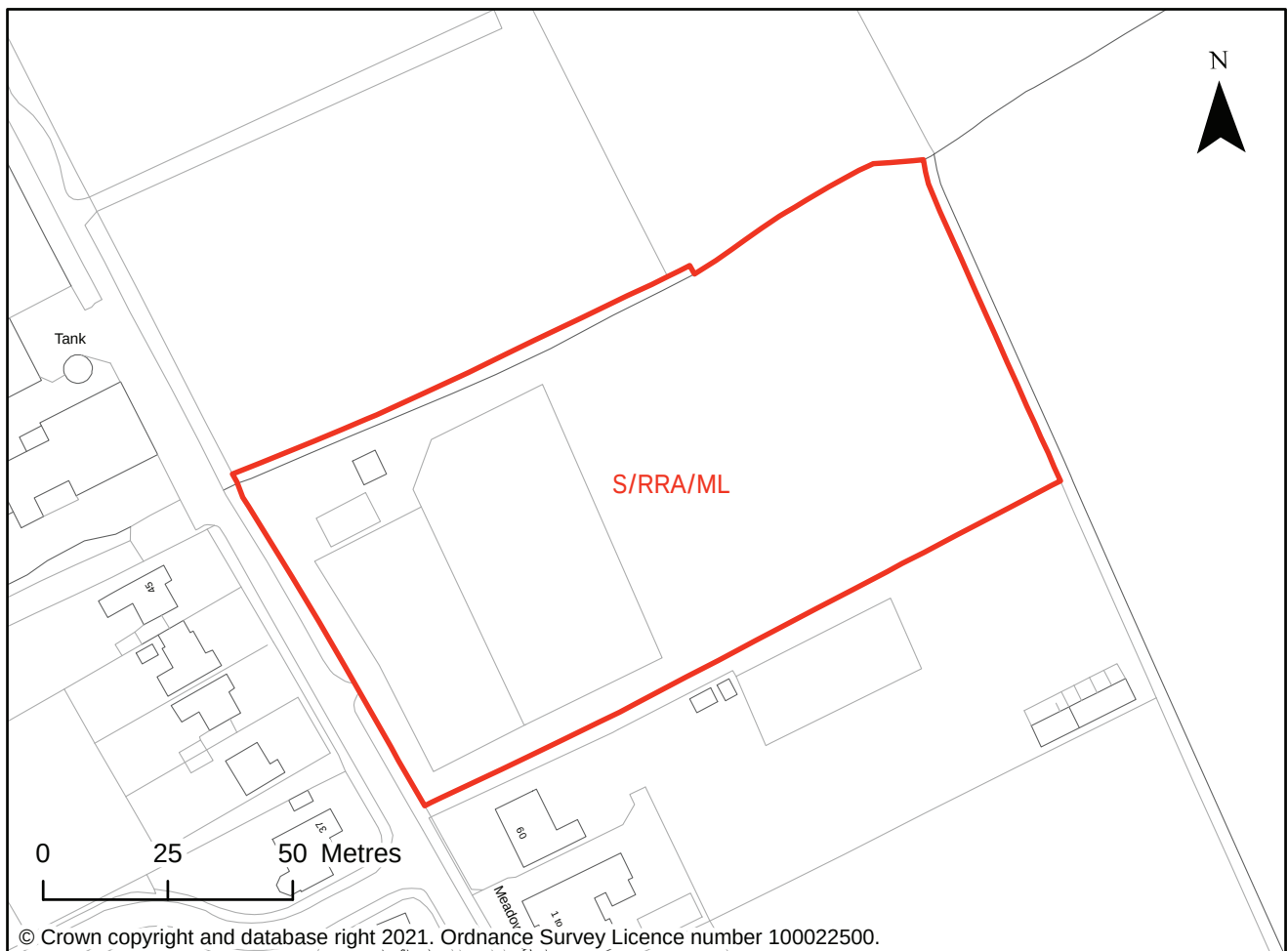


Figure 44: Map showing proposed new allocation S/RRA/ML

S/RRA/H Land at Highfields (phase 2), Caldecote

- Site area of 6 hectares
- Capacity for approximately 64 homes
- Site with lapsed planning permission in close proximity to Cambourne to Cambridge Public Transport Scheme stop
- Development should accommodate the following constraints:
 - Provide substantial landscape buffer on eastern boundary.



Figure 45: Map showing proposed new allocation S/RRA/H

S/RRA/MF Land at Mansel Farm, Station Road, Oakington

- Site area of 1.4 hectares
- Capacity for approximately 20 homes
- Site in very close proximity to Cambridgeshire Guided Busway stop, providing excellent public transport access to Northstowe and Cambridge and enhancing the approach to the stop for pedestrians, providing the exceptional circumstances required for Green Belt release.
- Development should accommodate the following constraints:
 - Provide pedestrian access towards the busway stop
 - Provide substantial landscape buffer on eastern boundary.

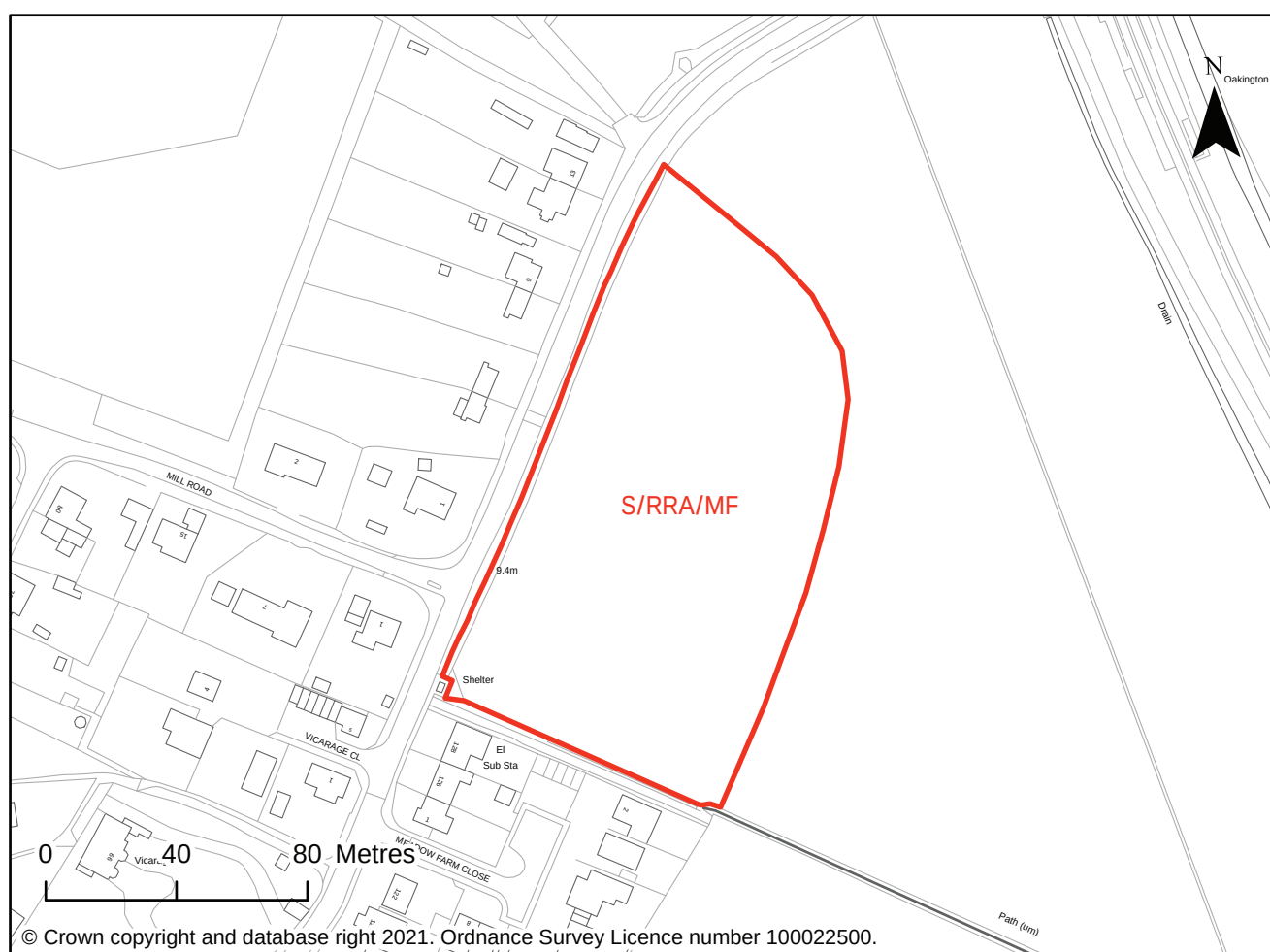


Figure 46: Map showing proposed new allocation S/RRA/MF Land at Mansel Farm, Station Road, Oakington

Mixed use

S/RRA/CR Land to the west of Cambridge Road, Melbourn

- Site area of 6.5 hectares
- Suggested for mixed use, with an indicative capacity for approximately 120 homes and 2.5 hectares for employment uses
- Opportunity to expand Melbourn Science Park and provide homes in a Minor Rural Centre
- Development should accommodate the following constraints:
 - Note that deliverability for employment has yet to be confirmed
 - Ensure integration of any employment uses within the existing Science Park

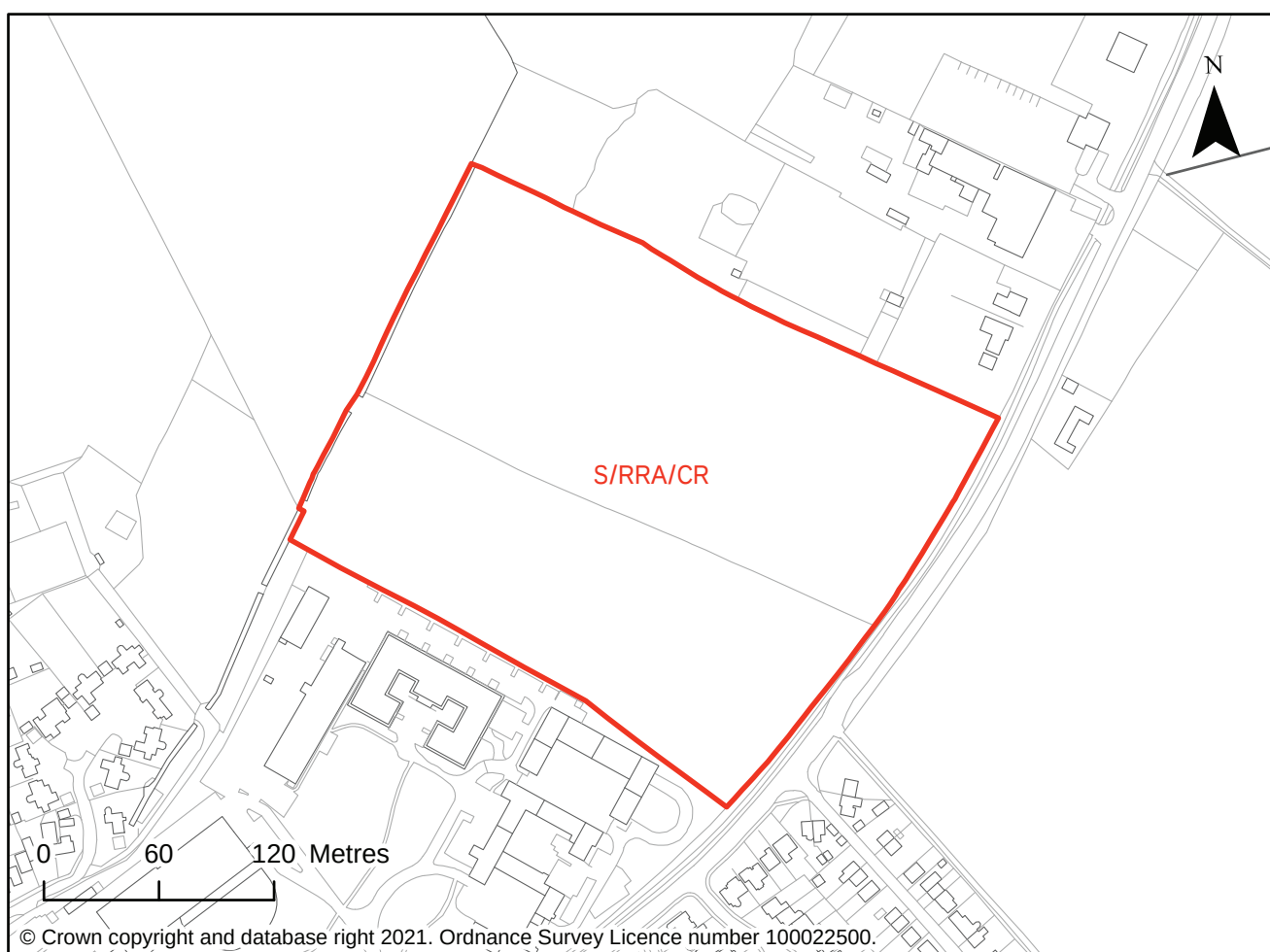


Figure 47: Map showing proposed new allocation S/RRA/CR

Employment

S/RRA/SAS Land to the south of the A14 Services

- Site area of 18.2 hectares
- Suitable for the following uses: Class B2 (General Industrial) or Class B8 (Storage or Distribution) providing a range of small and medium sized units.

- Warehousing and distribution should focus on meeting sub regional needs, therefore the site should provide a mix of small to medium sized units.
- Site meeting evidenced outstanding demand for warehousing and distribution units located close to the strategic road network.
- Development should accommodate the following constraints:
 - Site boundaries to provide landscape buffers of a minimum of 25m wide of native tree and understorey planting. Existing balancing ponds in the area to be re-profiled and used for drainage and biodiversity enhancement. Adequate space to be reserved within the site for large species tree planting and an amount of native understorey planting focused around the ponds. Existing watercourses to be utilised and enhanced with further native planting within the drainage proposals.
 - The density of development to reflect the density and pattern of non-residential development in the nearby village of Boxworth.
 - The preservation of the rural countryside character with the development integrated with local patterns of tree planting and hedgerows, hedges to be retained

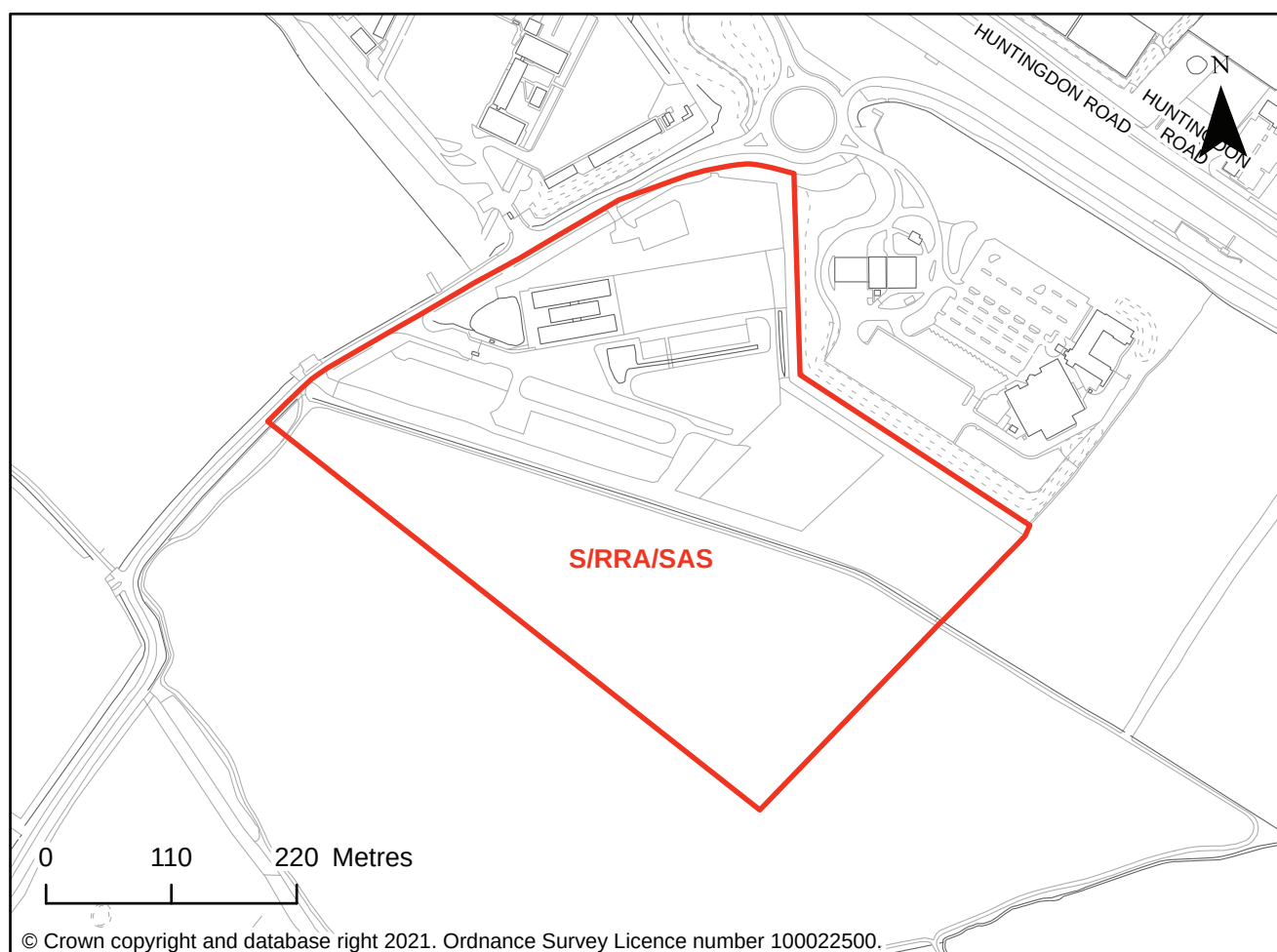


Figure 48: Map showing proposed new allocation S/RRA/SAS

S/RRA/BBP Land at Buckingway Business Park, Swavesey

- Site area of 2.1 hectares
- Suitable for the following employment uses: Class B2 (General Industrial) or Class B8 (Storage or Distribution). B8 use would be limited to small to medium sized premises.
- Site meeting evidenced demand for warehousing and distribution units around Cambridge connected to the strategic road network, as an extension to an existing employment location.
- Development should accommodate the following constraints:
 - Development at this site is contingent upon completing a detailed odour assessment related to the nearby Uttons Drove Water Recycling Centre, to understand the odour amenity constraints.
 - A suitable safe access to be confirmed

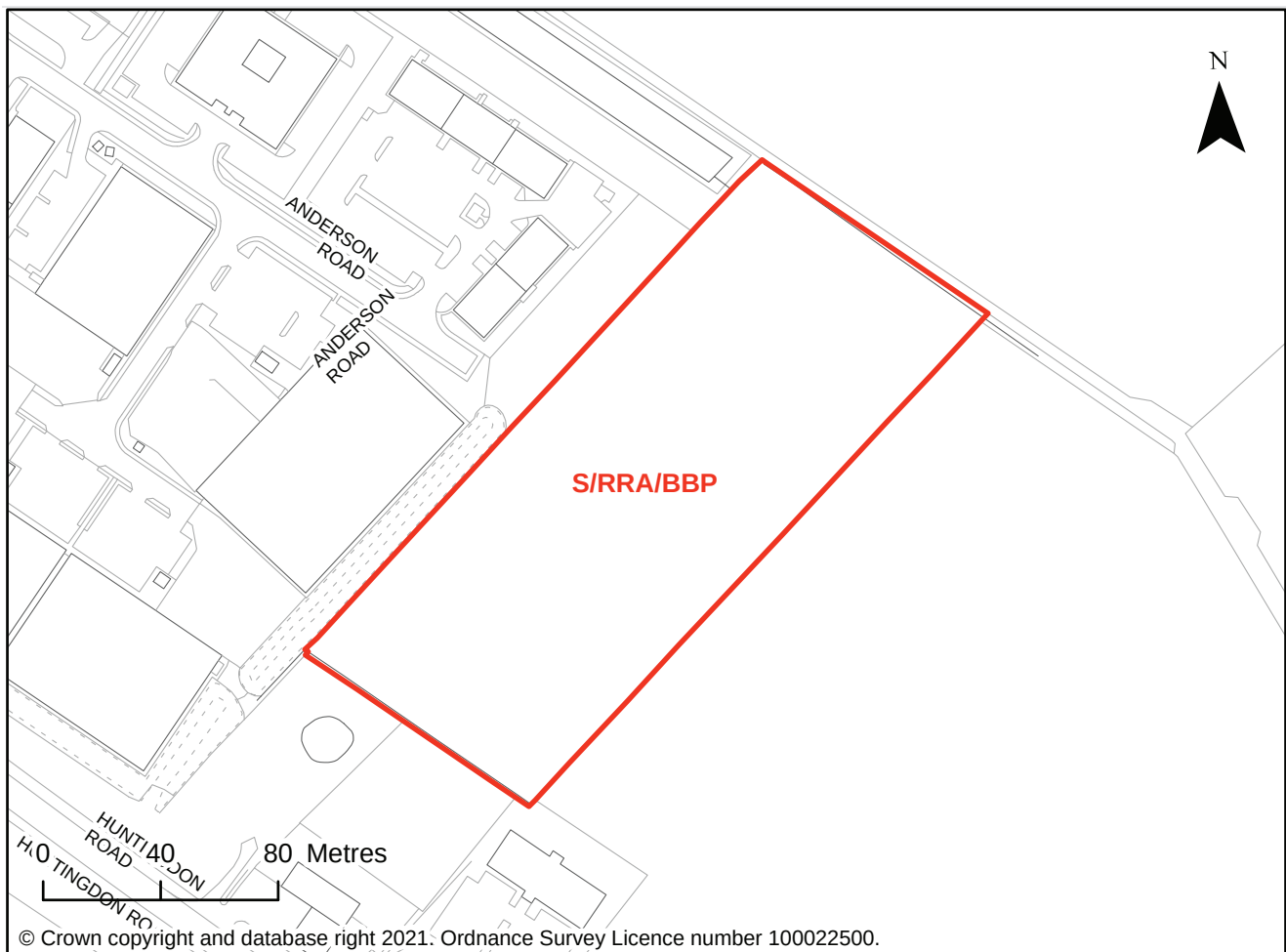


Figure 49: Map showing proposed new allocation S/RRA/BBP

S/RRA/SNR Land to the north of St Neots Road, Dry Drayton

- Site area of 4.6 hectares.
- Suitable for the following employment uses: E(g)(i) Offices to carry out any operational or administrative functions; E(g)(ii) Research and development of products or processes; and E(g)(iii) Industrial processes.
- Site meeting demand for local employment opportunities at Bourn Airfield New Village
- Development should accommodate the following constraints:
- Development form would need to account for the Cambourne to Cambridge transport scheme if it is routed through this area.

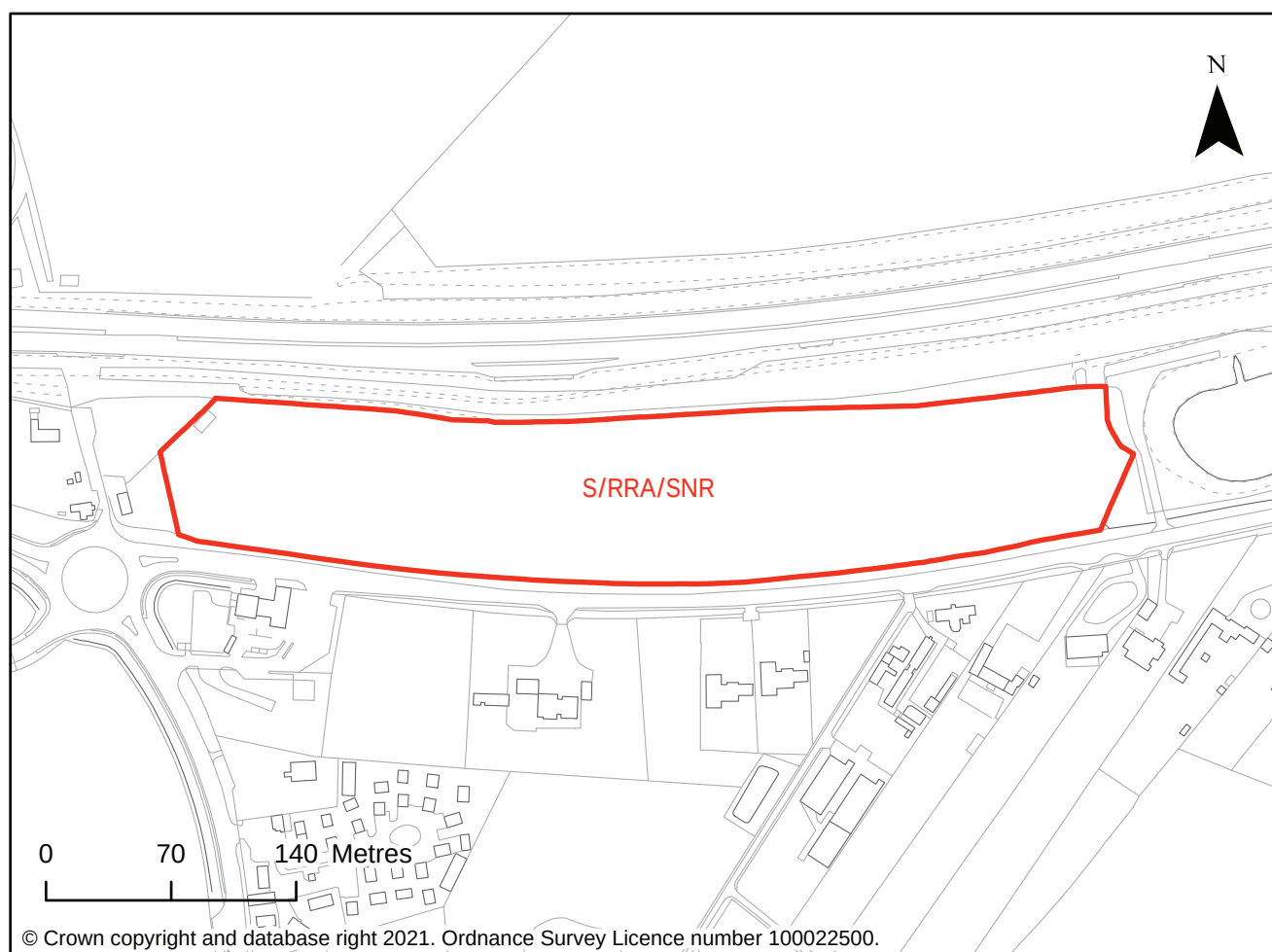


Figure 50: Map showing proposed new allocation S/RRA/SNR

S/RRR/OHD Old Highways Depot, Twenty Pence Lane, Cottenham

- Site area of 0.6 hectares
- Suitable for employment Class E(g)(i) (offices to carry out any operational or administrative functions), E(g)(ii) (Research and development of products or processes), and E(g) and B8 (storage or distribution) development replacing the existing accommodation.
- Site meeting demand for industrial floorspace needs, on existing employment site of mostly brownfield land within the village framework of Cottenham, a Rural Centre with a substantial number of village services.
- Development should accommodate the following constraints:
 - Built development to only include existing brownfield site
 - The small portion of the site frontage that lies within Flood Zone 3.
 - Enhancement of the Southern and eastern landscape boundaries and landscape and ecology within the site itself.
 - Impacts on the wider settings of the nearby Grade 1 listed church and Conservation Area

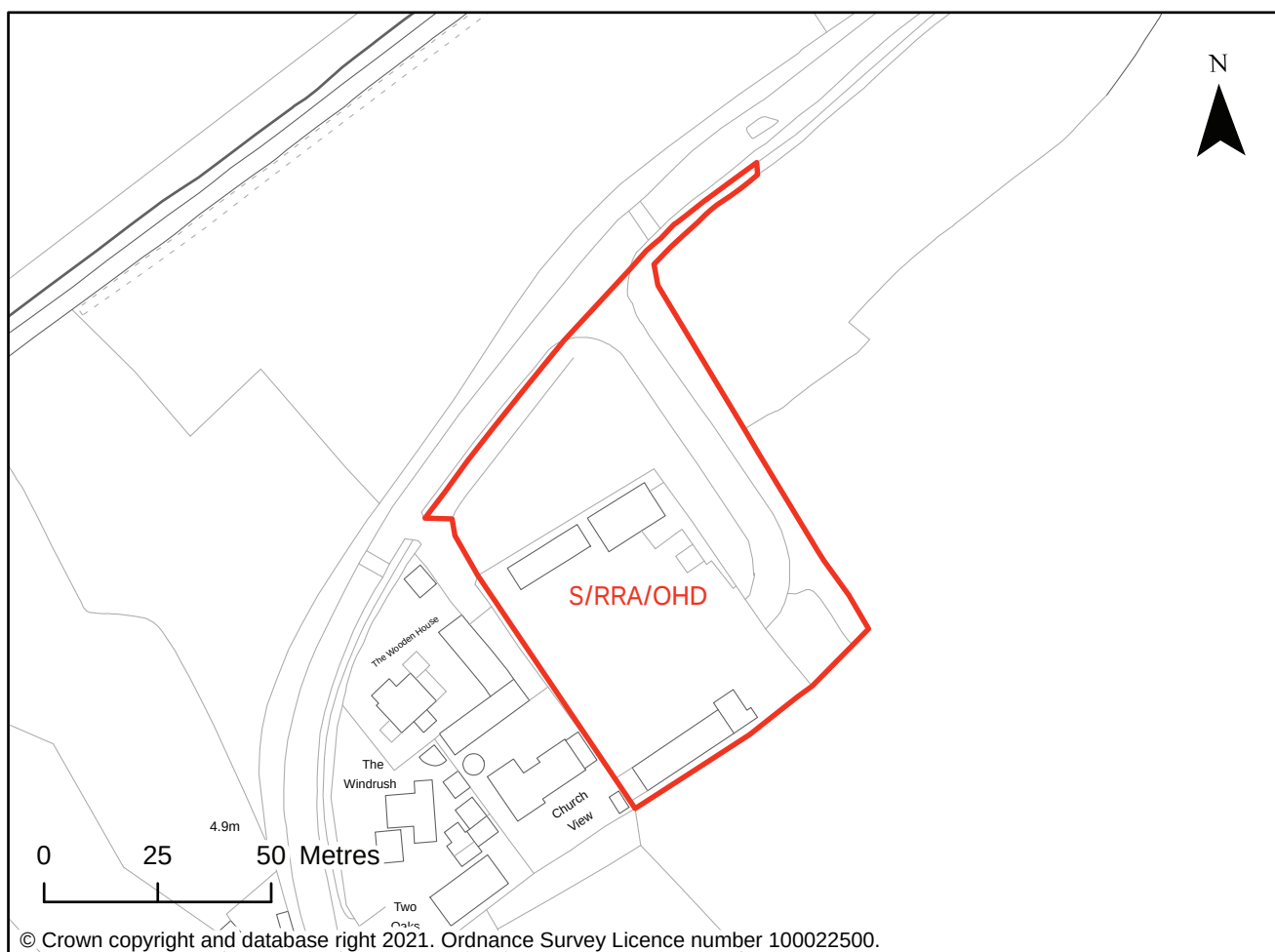


Figure 51: Map showing proposed new allocation S/RRR/OHD Old Highways Depot, Twenty Pence Lane, Cottenham

Continuing existing allocations

The following allocations which are included within the South Cambridgeshire Local Plan 2018 are proposed to be carried forward into the new Greater Cambridge Local Plan.

Maps showing the boundaries of these continuing allocations can be found at the end of this document.

Housing

- S/RRA/H/1 (d): Land north of Impington Lane, Histon & Impington

Employment

- S/RRA/E/5(1): Norman Way, Over (1.7 ha.)
- S/RRA/H/2: Bayer CropScience Site, Hauxton – with an amended boundary to include only the area for employment (class E (g)) uses, as all the new homes on this site have been completed.

Mixed Use

- S/RRA/H/3: Fulbourn and Ida Darwin Hospitals

Allocations not proposed to be carried forward

The following allocations are not proposed to be carried forward for the reasons set out below:

Housing

- H1/e: Land off New Road and rear of Victoria Way, Melbourn – the development is either completed or under construction.
- H1/f: Green End Industrial Estate, Gamlingay – the development is under construction.
- H1/g: Land east of Rockmill End, Willingham – the development is under construction.
- H1/h: Land at Bennell Farm, Comberton (In Toft Parish) – the development is under construction.

Employment

- E/4:1: Longstanton: North of Hattons Road up to the bypass – this site was first identified in the 1993 Local Plan, as part of the Home Farm development. It has not come forward for employment uses, and does not warrant continued allocation given the alternative sites available. However, part of the site is being proposed as a new policy area for residential development and open space (see S/RRP/L).
- E/5:2: Papworth Everard: Ermine Street South – the development has been completed.

Why is this policy needed?

Housing in the rest of the rural area outside the southern cluster can help support delivery of a range of smaller sites within the area, and support the vitality of our villages.

To help support this aim, we looked for new sites within the rest of the rural area in all Rural Centres, Minor Rural Centres, or Group villages where they have a mainline railway station, are on Cambridgeshire Busway or on the route of planned public transport improvements, and considered the findings of the Housing and Employment Land Availability Assessment, including the environmental impacts of possible sites. Some of these villages are located within Green Belt. The Councils consider that the carbon benefits of locating homes close to existing opportunities for very high quality sustainable travel, could provide the exceptional circumstances required to justify removing land from the Green Belt in this location but only if considered alongside the environmental impacts.

For employment, we considered the evidence from our Greater Cambridge Employment Land Review & Economic Development Evidence Base (2020) to understand the locational demand of different sectors. We then reviewed site opportunities to identify the preferred list of sites. The site selection was informed by the Housing & Employment Land Availability Assessment, and taking into account sustainable travel opportunities alongside the likely travel requirements of the proposed uses. We identified land that could respond to the need for local warehousing and distribution with good access to the highway network. We also identified some small-scale opportunities in accessible locations which could add the mix and types of land available.

The adopted South Cambridgeshire Local Plan includes a number of land allocations at villages. Most of these have been developed, gained planning permission or are being progressed, and therefore it is no longer necessary to include a policy framework for their development in the Local Plan. A few are still to be brought forward or are still going through the planning process, and therefore a policy framework needs to be retained for these sites. However, this will be kept under review as the plan progresses.

What consultation have we done on this issue?

There was no specific consultation on this issue in the First Conversation consultation.

What alternatives did we consider?

We considered a range of alternative sites within the rest of the rural area having regard to the overarching development strategy and the conclusions of the Housing and Employment Land Availability Assessment. We discounted sites considered to be less suitable for development.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

Greater Cambridge Employment Land Review & Economic Development Evidence Base (2020)

Housing & Employment Land Availability Assessment (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/1: Allocations for Residential Development at Villages
- Policy H/2: Bayer CropScience Site, Hauxton
- Policy H/3: Fulbourn and Ida Darwin Hospitals
- Policy E/4: Allocations for Class B1 Employment Uses
- Policy E/5: Allocations for Class B1, B2 and B8 Employment Uses

Policy S/RRP: Policy areas in the rest of the rural area

What will this policy do?

Guide development for one new and five existing policy areas within the rest of the rural area outside the rural southern cluster area.

Proposed policy direction

New policy area

S/RRP/L: East of bypass, Longstanton

We propose to provide a new policy framework for future development proposals in this area of Longstanton that is the last remaining area from the original Home Farm development that secured the delivery of the Longstanton Bypass.

This new policy area will replace the longstanding allocations that were carried forward into the 2018 South Cambridgeshire Local Plan that had preceded the building of the Longstanton Bypass. These were for an employment development that extended beyond the eventual alignment of the road and an area for the extension of the recreation ground. The revised policy area is to only include land lying within the line of the bypass. It is intended that part of this land will continue to provide for new open space, whilst the employment use is proposed to be replaced with provision of new supported housing. This will be explored in the preparation of the draft plan but could include for example affordable housing, older persons housing and sheltered housing, and look at the potential to support the completion of community facilities in the village.

We will continue to develop proposals for this area for the draft Local Plan stage.

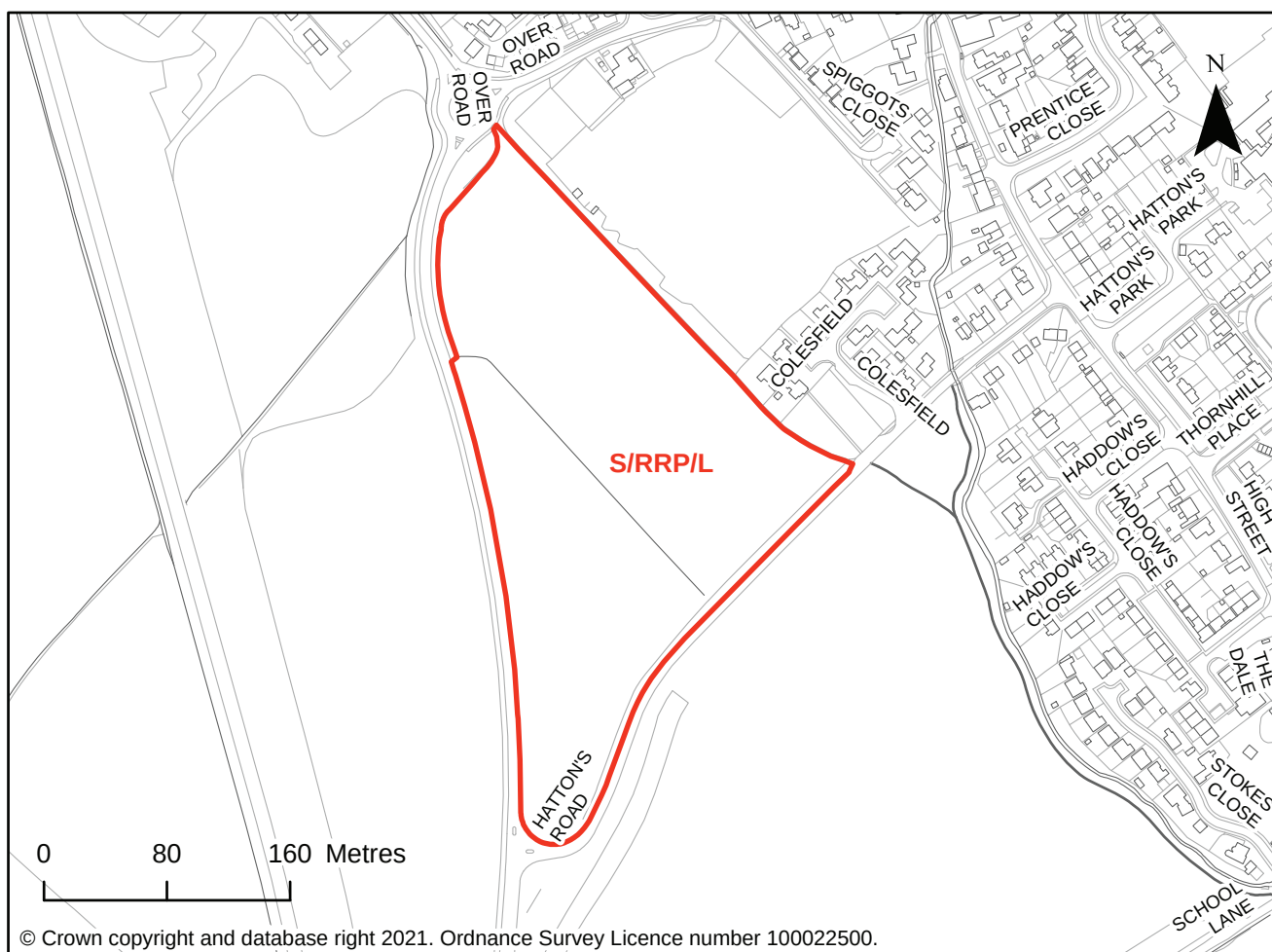


Figure 52: Map of proposed East of bypass, Longstanton policy area

Continuing existing policy areas

Existing policy areas proposed to be carried forward. Maps showing the boundaries of these continuing policy areas can be found at the end of this document.

S/RRP/E/7: Imperial War Museum, Duxford

The policy will continue to guide future development proposals at the Imperial War Museum, Duxford.

We propose to continue the policy approach in the South Cambridgeshire Local Plan 2018, which identifies the Imperial War Museum site at Duxford Airfield as a special case as a museum which is a major tourist / visitor attraction, educational and commercial facility. 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 character, vitality and sustainability of the site as a branch of the Imperial War Museum.

S/RRP/H/4: Papworth Everard West Central

The policy will continue to guide redevelopment and re-use of buildings and land within the centre of Papworth Everard.

We propose to maintain the policy approach in the South Cambridgeshire Local Plan 2018 which seeks to deliver the continued reinvigoration of the village centre and the provision of a mix of uses.

S/RRP/E/6: Papworth Hospital

The policy will continue to guide redevelopment and re-use of the former Papworth Hospital site.

If still needed when the new plan reaches later stages, we propose to maintain the policy approach in the South Cambridgeshire Local Plan 2018 that applies a sequential approach to finding replacement uses for the site beginning with healthcare, and then more general employment uses, with residential limited to conversions of character buildings where it would be the most appropriate use.

S/RRP/H/5: Fen Drayton Former Land Settlement Association Estate

This policy will continue to guide the redevelopment / re-use of land and buildings within the former LSA estate at Fen Drayton.

We propose to maintain the policy approach in the South Cambridgeshire Local Plan 2018. This allowed for the replacement of existing building floorspace with residential development of very high environmental standards.

S/RRP/E/8: Mixed Use Development in Histon & Impington Station Area

The policy will continue to guide further redevelopment in the area around the former station.

We propose to maintain the policy approach in the South Cambridgeshire Local Plan 2018 which seeks to deliver the redevelopment of land around the former station and the provision of a mix of uses.

Why is this policy needed?

There are a range of existing policy areas within the rest of the rural area outside of the rural southern cluster, which provide context for the development of specific locations responding to specific local circumstances.

East of bypass, Longstanton

This area is the last remaining area from the original Home Farm development that secured the delivery of the Longstanton Bypass. The proposed policy direction is intended to support

the aims of Longstanton Parish Council for new open space, community facilities, and additional affordable housing.

Imperial War Museum, Duxford

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.

Papworth Everard West Central

The area contains a number of buildings that have reached the end of their structural life, or that are not currently in use. Rather than piecemeal development, there is an opportunity for considerable environmental improvement, and benefit to the functioning of the village, if a coordinated approach is taken to its development. It is important to ensure that a mix of uses is achieved on this significant site, and that it does not become purely residential led.

Papworth Hospital

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.

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.

Fen Drayton Former Land Settlement Association Estate

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 dwellings along the road frontages, a collection of glasshouses and outbuildings in varying states of repair, and large areas of unused land.

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.

Mixed Use Development in Histon & Impington Station Area

The Council 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. This would 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.

What consultation have we done on this issue?

There was no specific consultation on these issues in the First Conversation consultation.

Regarding the Imperial War Museum, IWM Duxford indicated their support for continuing the policy approach, with a request that in future it could potentially be supported by a Supplementary Planning Document providing a masterplan for the site.

What alternatives did we consider?

East of bypass, Longstanton

No policy, and rely on normal policies elsewhere in the plan - This alternative is not considered a reasonable alternative as it would not support holistic development of this area.

Imperial War Museum, Duxford

No policy, and rely on normal policies elsewhere in the plan – This alternative is not considered a reasonable alternative as the museum is of national importance, and needs an appropriate policy framework to enable its continued evolution.

Papworth Everard West Central

Not include a policy – This alternative is not the preferred approach as there is a risk that without a policy all proposals brought forward for the reuse or redevelopment of vacant buildings or land within the centre of the village will be for residential uses. It is important that the centre of the village includes a mix of uses including community and employment uses.

Papworth Hospital

1. Having no policy – This alternative is not the preferred approach, as due to the scale of the now redundant site, a policy context is required.

2. Allocate hospital area for residential development – This alternative is not considered a reasonable alternative due to the desire to maintain employment levels in the village with the loss of the hospital.

3. Allocate hospital area for employment without the preference for healthcare uses – This alternative is not considered a reasonable alternative due to the opportunities provided by the current site, and local workforce.

Fen Drayton Former Land Settlement Association Estate

No Policy – This alternative is not the preferred approach as this would mean the area was addressed by normal countryside policies.

Mixed Use Development in Histon & Impington Station Area

Not include a policy – This alternative is not the preferred approach as development of this area is still underway, and the approach is supported in the neighbourhood plan..

Supporting topic paper and evidence studies

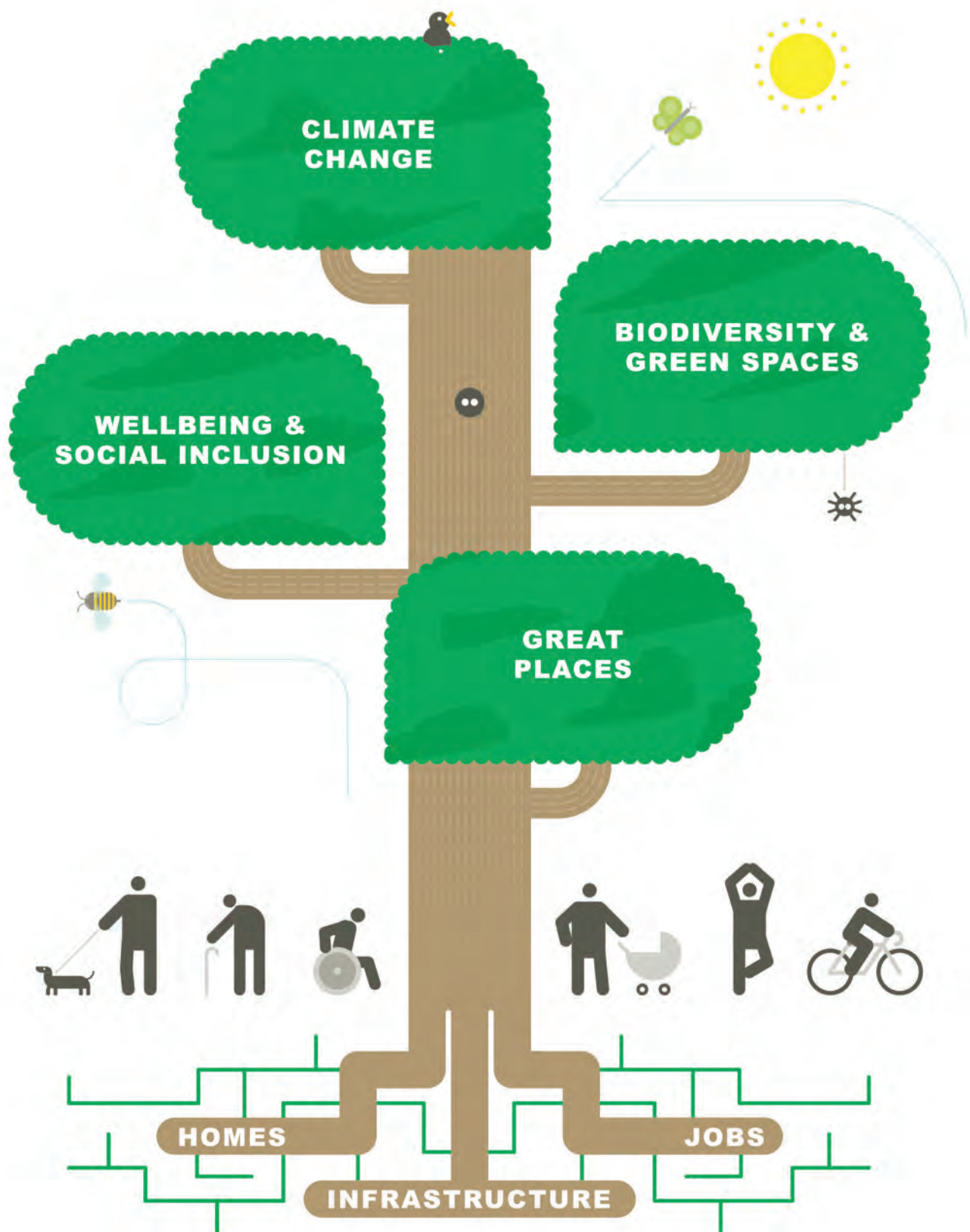
Greater Cambridge Local Plan: Topic paper 1: Strategy

Existing policies in adopted 2018 Local Plans

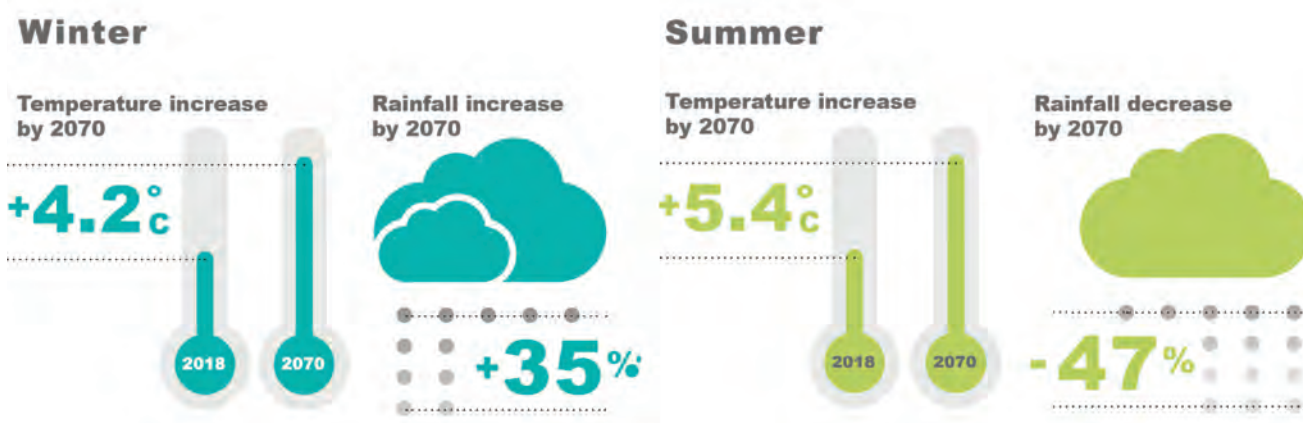
South Cambridgeshire Local Plan 2018

- Policy E/7: Imperial War Museum at Duxford
- Policy H/4: Papworth Everard West Central
- Policy E/6: Papworth Hospital
- Policy H/5: Fen Drayton Former Land Settlement Association Estate
- Policy E/8: Mixed-use development in Histon & Impington Station Area

3. The Plan Themes



3.1 Climate Change



In the First Conversation in 2020, you told us that climate change was your highest priority theme. You asked for the Plan to set ambitious targets for carbon reduction, and you stressed how important water conservation is to you. There was also a desire from some of those who responded for a degree of flexibility in policies, to allow for changes in approach and technologies during the timescale of the plan.

Our aim for our climate change policies

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, and is resilient to current and future climate risks.

How has this influenced the shape of the plan?

Responding to climate change has been an important factor in determining where future development should be located, and how it should be built.

The UK has a legally binding requirement to achieve net zero carbon by 2050, with the recently adopted sixth carbon budget, which was translated into law in June 2021, requires 63% reduction in emissions from 2019 to 2035 (78% relative to 1990). Alongside the national carbon budget, the Tyndall Carbon Budget Reports can be used to identify area based carbon budgets. Using this methodology, our evidence base suggests a carbon budget for Greater Cambridge of 11 million tonnes (MtCO₂) for the period 2020-2100. Achievement of these budgets requires action across all sectors, including the built environment. In addition, Section 182 of the Planning Act places a legal duty on local planning authorities to ensure that their development plan documents include policy to secure the contribution of development and the use of land in the mitigation and adaptation of climate change.

Planning is not just concerned with buildings themselves but place making, and as such has the potential to be a powerful tool in the response to the climate emergency. Achieving net zero carbon status cuts across all elements of place making; not just how homes and

buildings are designed and constructed, but also by ensuring new development is located where it is or can be served by low carbon transport links, like public transport, cycling and walking. Our spatial strategy has been informed by carbon assessment that highlights the impact that transport emissions can have, and promotes patterns of development that enable low carbon transport modes, shifting away from a reliance on private cars. Policies related to transport are covered in the infrastructure theme and include measures to support sustainable transport as well as the transition to low emissions vehicles.

Our proposed policy approaches also seek to adapt to climate change. They require developments to avoid flood risk areas, and to not increase flood risk elsewhere. Buildings and places should also be designed not just for efficient heating, but also to keep cool in the summer.

How does this intersect with the other themes?

Green Infrastructure – open space including food growing opportunities as well as the role of open spaces and habitats such as peatlands in helping our communities adapt to our changing climate through flood storage, carbon storage and helping to cool our cities, towns and villages.

Infrastructure – Includes policy proposals related to sustainable travel and electricity infrastructure.

What policies are we proposing?

CC/NZ: Net zero carbon new buildings

CC/WE: Water efficiency in new developments

CC/DC: Designing for a changing climate

CC/FM: Flooding and integrated water management

CC/RE: Renewable energy projects and infrastructure

CC/CE: Reducing waste and supporting the circular economy

CC/CS: Supporting land-based carbon sequestration

Topic paper

Further information on the policy areas, including their national, regional and local context, and further information on the evidence that has informed the proposed policy direction, can be found in the topic paper which accompanies this theme:

Greater Cambridge Local Plan: Topic paper 2: Climate Change

Policy CC/NZ: Net zero carbon new buildings

What will this policy do?

This policy will set the levels of energy use that will be allowed for new development, how renewable energy should be used to meet that energy need, and how whole-life carbon emissions (emissions associated with constructing buildings), should be taken into account.

Proposed policy direction

That the policy set specific requirements regarding the energy needs of new buildings and how renewable energy should be used to generate that energy requirement. For those developments unable to meet those requirements fully on-site, the use of a carbon offset mechanism, which would be used to invest in additional renewable energy generation, is proposed. Consideration is also given to the carbon associated with the construction process and the materials used to construct new buildings, known as embodied carbon, as well as reducing the difference between designed performance and as built performance, known as the performance gap, using Assured Performance processes.

The technical requirements proposed below have been informed by our Net Zero Carbon Study (2021).

Net Zero Carbon Buildings – operational emissions

1. Part A: All housing and non-domestic buildings should achieve a specific space heating demand as follows:
 - a. All new dwellings should have a space heating demand of 15-20 kWh per meter squared per year
 - b. All non-domestic buildings should achieve a space heating demand of 15-20 kWh per meter squared per year
2. All heating should be provided through low carbon fuels (not fossil fuels).
3. No new developments should be connected to the gas grid.
4. Part B: Total Energy Use Intensity (EUI) targets are achieved as per building type (set out in kWh per m² per year), as follows:
 - a. All dwellings should achieve an EUI of no more than 35 kWh per m² per year.
 - b. Non domestic buildings should achieve the following EUI of no more than the following, where technically feasible, by building type:
 - Offices: 55 kWh per m² per year
 - Schools: 65 kWh per m² per year
 - Multi-residential (e.g. student accommodation): 35 kWh per m² per year
 - Retail: 55 kWh per m² per year

- Leisure: 100 kWh per m2 per year
 - Research facility: 150 kWh per m2 per year
 - Higher education teaching facilities: 55 kWh per m2 per year
 - Light industrial uses: 110 kWh per m2 per year
 - GP surgery: 55 kWh per m2 per year
 - Hotel: 55 kWh per m2 per year
5. Part C: Proposals should generate at least the same amount of renewable energy (preferably on-plot) as they demand over the course of a year. This should include all energy use (regulated and unregulated), calculated using a methodology proven to accurately predict a building's actual energy performance.
 6. Where a development of multiple buildings is concerned, the renewable energy generation requirement should be calculated and demonstrated across the whole development so that buildings that are able to exceed the requirements do so in order to compensate for any buildings onsite that cannot meet the requirements.
 7. Part D: Offsetting to only be used in certain circumstances (e.g. insufficient roof space to generate renewable energy) – money would only be used to invest in additional renewable energy generation to ensure net zero carbon buildings are delivered. Where a proposal cannot meet the requirements in full, in addition to offsetting, the development must be futureproofed to enable future occupiers to easily retrofit or upgrade buildings and/or infrastructure in the future to enable achievement of net zero carbon development.
 8. All 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.

Net Zero Carbon Buildings – construction

9. Residential developments of 150 homes or more and non-residential development of 1,000 m² or more should calculate whole life carbon emissions through a nationally recognised Whole Life Carbon Assessment and demonstrate actions to reduce life-cycle carbon emissions. This should include reducing emissions associated with construction plant.

Why is this policy needed?

The UK has a legally binding requirement of 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, 63% reduction in emissions from 2019 to 2035 (78% relative to 1990).

Our Net Zero Carbon Study (2021) advises that new buildings need to be built to net zero carbon as soon as possible for Greater Cambridge to play its part in meeting the

UK's carbon budgets. This will require rapid decarbonisation across all sectors of the UK economy, including the built environment. Our evidence base makes it very clear that if we are to achieve net zero carbon by 2050, then new development will need to go further than the requirements set out in current and future Building Regulations.

The proposed policy deals with all of the carbon associated with new buildings, both that associated with the energy needed for powering our homes and commercial buildings, as well as the carbon associated with the processes and materials used to construct those buildings, known as embodied carbon. Policy CC/CE also gives consideration to what happens to materials at the end of a buildings life. This is known as whole life carbon. It also seeks to address the performance gap between designed performance and as built performance through the use of Assured Performance processes. These are elements that are not fully covered in other regulations such as Building Regulations.

In terms of the ability for local planning authorities to set policy requirements related to carbon associated with new buildings, legally, this is something that a Local Plan can do, a matter confirmed in January 2021, when government issued a response to its consultation on the [Future Homes Standard](#). As part of the consultation, government had asked whether it should 'ban' local plans from going beyond Building Regulations. But having considered the responses received, it has decided not to and reconfirmed its position that Local Plans can set energy standards for new homes that go beyond Building Regulations.

Given the high standards proposed, the sustainable show home policy which is currently part of the South Cambridgeshire Local Plan will no longer be required. The policy would also replace the current policy in Cambridge requiring achievement of BREEAM Excellent for all new non-residential development. The standards contained within the policy and other policies in the First Proposals are such that they will exceed current BREEAM requirements, although developers may still choose to utilise BREEAM certification to meet the assured performance aspects of the policy. Also, it is not proposed to continue with the consequential improvements policy given the difficulties of implementing this policy via the planning system.

What consultation have we done on this issue?

Feedback we received through the First Conversation included support for sustainable and resilient design for new development including zero carbon, heat pumps, green roofs, green walls, grey water systems, solar panels. There was support for applying standards such as Support Passivhaus and BREEAM standards. We should offset carbon emissions from new development, and consider the impacts of embodied carbon. Others said our policies should be flexible to allow for innovations during the Plan period, or that we should not set higher energy performance policies than required nationally.

What alternatives did we consider?

No policy, leaving the delivery of net zero carbon to Building Regulations and the Future Homes/Buildings Standard - Not considered a reasonable alternative as it does not fulfil our statutory duty set out in the Climate Change Act and Planning Act and will not enable Greater Cambridge to achieve its carbon budget. This approach would also not deliver net zero carbon in line with the Paris Agreement 1.5°C trajectory. Building Regulations only considers regulated energy, whereas in order to achieve net zero carbon, all energy consumption from new buildings must be met by renewable energy. The Future Homes Standard only requires new homes to be 'zero carbon ready', leaving further carbon reduction to achieve net zero carbon to home owners, further adding to the retrofit burden and the 28 million homes in the UK already needing retrofit to achieve net zero carbon by 2050. In addition, the issue of embodied carbon is not, at present, considered by any other regulatory framework, and there does not appear to be any plans for it to be considered through Building Regulations. This leaves a significant policy gap in the delivery of net zero carbon by 2050.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 2: Climate Change

Greater Cambridge Net Zero Carbon Study (2021)

[LETI Embodied Carbon Primer](#)

[LETI Defining and Aligning: Whole Life Carbon and Embodied Carbon](#)

[RIBA 2030 Climate Challenge](#)

[UK Green Building Council New Homes Policy Playbook](#)

Committee on Climate Change. [UK Housing: Fit for the Future](#) (2019)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy CC/1: Mitigation and Adaptation to Climate Change
- Policy CC/3: Renewable and Low Carbon Energy in New Developments
- Policy CC/5 Sustainable Show Homes

Cambridge Local Plan 2018

- Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use
- Policy 30: Energy-efficiency improvements in existing dwellings.

Policy CC/WE: Water efficiency in new developments

What will this policy do?

This policy will set the standards of water efficiency that new developments must comply with.

Proposed policy direction

Developments will be required to meet high standards of water efficiency:

- Residential developments should be designed to achieve a standard of 80 litres/person/day unless demonstrated impracticable.
- Non-residential development will be required to achieve full credits for category Wat 01 of BREEAM unless demonstrated impracticable.

Why is this policy needed?

The Greater Cambridge Integrated Water Management Study (2021) has shown that the current level of water abstraction from the chalk aquifer is widely believed to be unsustainable, with potential to cause environmental damage, unless abstraction rates are reduced significantly to safeguard natural river flow. Whilst water company plans have taken account of planned growth in the existing local plans, there is no environmental capacity for additional development in the new Local Plan to be supplied by water by increased abstraction from the chalk aquifer. Future water demand and supply will need to be balanced in other ways, such as through reduced usage, reduced leakage, import of water /licence trading between water companies and the development of new reservoirs at the regional scale. Water Resources East is coordinating these regional efforts and producing a regional plan for water.

Many of these solutions are outside the control of the Local Plan, but one way in which the Local Plan can reduce the demand for water is by requiring high levels of water efficiency in all new developments. The adopted 2018 Local Plan policies require 110 litres/person/day, which is the lower optional requirement allowed by Building Regulations. It is proposed to go further than that and include a policy requiring 80 litres/person/day in all new housing development. This is the equivalent of the Code for Sustainable Homes Level 5/6 (now withdrawn) and which was the design standard for the University's development at Eddington in North West Cambridge. An equally water efficient level is proposed for non-residential developments of full credits for category Wat 01 of BREEAM (the current level in Cambridge Local Plan policy).

The Integrated Water Management Study (IWMS) has shown that 80 litres/person/day is

achievable by making full use of water efficient fixtures and fittings, and also water re-use measures on site including surface water and rainwater harvesting, and grey water recycling. It also shows that the cost effectiveness improves with the scale of the project, and that a site-wide system is preferable to smaller installations.

A standard of 80 l/p/d goes beyond what Local Authorities are currently able to require (as set out in the Deregulation Act 2015), but the Councils consider that there is a strong case for greater water efficiency in Greater Cambridge based on the strong evidence provided by the Integrated Water Management Study. Increased standards of water efficiency for Greater Cambridge are also supported in principle by Cambridge Water, Water Resources East, and the Environment Agency.

The [Shared regional principles for protecting, restoring and enhancing the environment in the Oxford-Cambridge Arc](#) are clear that they will encourage local partners to exceed minimum standards required by building regulations on issues such as water consumption, and that they will be working with Government on this issue.

What consultation have we done on this issue?

Feedback received during the First Conversation consultation expressed concern about the level for water abstraction from the chalk aquifer south of Cambridge, and that water should be sourced more sustainably. We should use water resources efficiently and include more ambitious water consumption targets. There were suggestions of 75 and 80 litres per person per day. There was support for rainwater harvesting and grey water use in new development, and some suggestions that this should be mandatory.

What alternatives did we consider?

For residential:

- No policy – rely on standard Building Regulations (125 litres per person per day) - Not considered a reasonable alternative as it would not respond to the level of water stress in the area.
- Implement the Building Regulations alternative standard (the current policy of 110 litres/person/day) - This is not the preferred approach as whilst this does seek to reduce water use, the level of reduction is not sufficient to respond to the pressure on water resources in the area.

For non-residential:

- No policy – there is currently no standard in Building Regulations for water efficiency in non-residential developments - Not considered a reasonable alternative as it would not respond to the level of water stress in the area.

- Require a minimum water efficiency standard of 2 credits for category Wat 01 of BREEAM unless demonstrated not practicable (current policy in the adopted South Cambridgeshire Local Plan, 2018) - This is not the preferred approach as whilst this does seek to reduce water use, the level of reduction is not sufficient to respond to the pressure on water resources in the area.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 2: Climate Change

Greater Cambridge Integrated Water Management Study (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy CC/4: Water Efficiency

Cambridge Local Plan 2018

- Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use

Policy CC/DC: Designing for a changing climate

What will this policy do?

This policy will set out how the design of developments should take account of our changing climate, for example extreme weather events such as heat waves and flash flooding.

Proposed policy direction

All new dwellings must be designed to achieve a low overheating risk using the [Good Homes Alliance Overheating in New Homes Tool and Guidance](#), with more detailed modelling required for schemes identified as being 'at risk', using future climate scenarios such as those provided by 2050 Prometheus weather data for Cambridge.

All non-domestic buildings must be designed to achieve a low overheating risk using the cooling hierarchy, with more detailed modelling required for major developments using future climate scenarios such as those provided by 2050 Prometheus weather data for Cambridge.

All developments should take a design led approach to climate change adaptation with approaches integrated into architectural design. For overheating, proposals should follow the cooling hierarchy as follows:

- a. Passive design: minimise internal heat generation through energy efficient design and reduction of heat entering the building through consideration of orientation, overhangs and external shading, albedo, fenestration, insulation and green roofs.
- b. Passive/natural cooling: use of outside air, where possible pre-cooled by soft landscaping, a green roof or by passing it underground to ventilate and cool a building without the use of a powered system. Cross ventilation, passive stack and wind driven ventilation should be maximised and single aspect dwellings must be avoided for all schemes as effective passive ventilation can be difficult or impossible to achieve. Windows and/or ventilation panels must be designed to allow effective and secure ventilation.
- c. Mixed mode cooling: with local mechanical ventilation/cooling provided where needed to supplement the above measures using low energy mechanical cooling
- d. Full building mechanical ventilation/cooling system, ensuring the lowest carbon/energy options and only considered after all other elements of the hierarchy have been utilised.

All development proposals must utilise site wide approaches to reduce climate risks, including the integration of sustainable drainage systems as part of landscape design, the

use of cool materials and urban greening, for example through increased tree canopy cover and an enhanced treescape and integrating green spaces into new developments.

Why is this policy needed?

The Planning Act requires Local Plans to have policies related to climate change mitigation and adaptation. At the same time as reducing carbon emissions, we must not lose sight of the fact that our climate is already changing as a result of past emissions. Extreme weather events including flooding and heat waves are now becoming common place, and as such we need to ensure that all new developments are adaptable to this changing climate, in ways which do not increase energy use and associated carbon emissions. Overheating, particularly in new residential buildings is becoming an increasing problem with climate change, with potentially serious consequences to health and life. Overheating risks can and should be mitigated through consideration of various factors at early design stages at low or no cost.

Analysis from the Committee on Climate Change has shown that a lack of adaptation measures in new homes built in England over the past 5 years has led to many new homes not being resilient to future high temperatures. This will require costly retrofit to make them safe and habitable. They recommend that planning policy must change to ensure that further homes are not locked in to increased climate vulnerability. In addition to policy CC/DC, policy CC/FM gives consideration to flooding and sustainable water management. There are also links to our design policies in the Great Places chapter, in order to ensure that measures to reduce climate risks are integrated into the design of new developments from the outset.

What consultation have we done on this issue?

Feedback received during the First Conversation consultation included support for policy related to overheating in new developments. There was support for an approach that requires developments to respond to the most up to date risks identified by the Climate Change Committee and that demonstrates a clear adaptation strategy. We should take account of more frequent and intense flood events and water stress in the region. Adaptation policies need enough flexibility to accommodate and adapt to the fast-paced evolution of technology. Guidance on retrofitting adaptation measures would be welcomed.

What alternatives did we consider?

No policy, rely on national guidance – Not considered a reasonable alternative, as local planning authorities have a legal duty to include policies related to both climate change mitigation and adaptation, as contained within the Planning Act.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 2: Climate Change

Greater Cambridge Net Zero Carbon Study (2021)

[UK Climate Change Risk Assessment 2017 \(CCRA2\)](#)

[Committee on Climate Change. Independent Assessment of UK Climate Risk. Advice to Government for the UK's third Climate Change Risk Assessment](#)

[Cambridgeshire and Peterborough Climate Commission – Preliminary report on climate risk in the Cambridgeshire and Peterborough region, 2020-2099](#)

Existing policies in adopted 2018 Local Plans

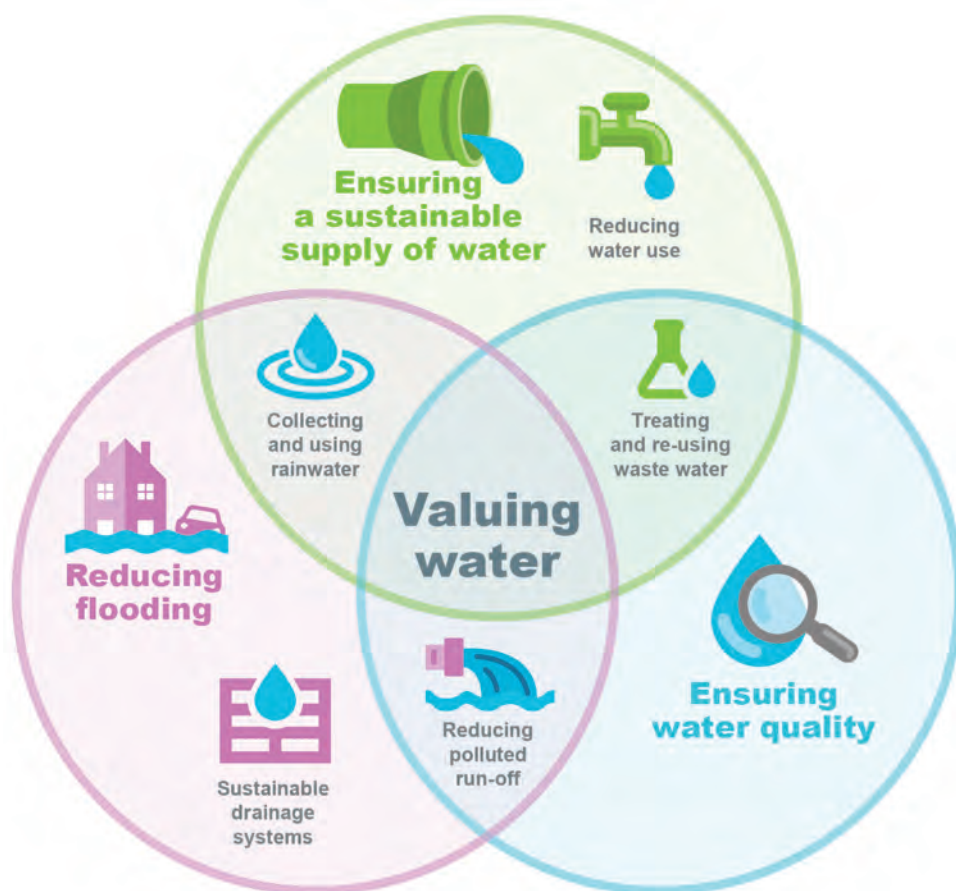
South Cambridgeshire Local Plan 2018

- Policy CC/1: Mitigation and Adaptation to Climate Change

Cambridge Local Plan 2018

- Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use

Policy CC/FM: Flooding and integrated water management



What will this policy do?

This policy will set out how development should address flood risk and implement integrated water management including sustainable drainage systems in new development.

Proposed policy direction

Development will be directed to the areas with the least likelihood of flooding from all sources and taking into account climate change (the policy will not need to repeat aspects covered by the National Planning Policy Framework).

Developments will be required to provide integrated water management, including sustainable drainage systems (SuDS), where surface water is managed close to its source and on the surface where reasonably practicable to do so. SuDS and green /brown roofs should provide multiple benefits (such as biodiversity and amenity). All hard surfaces must be permeable where reasonably practicable. Appropriate measures for future management will need to be demonstrated and secured.

Potential flood risk to developments will need to be fully addressed including demonstrating development is resilient or adaptive to flooding. Flood management policies will require that the risk of flooding is not increased elsewhere as a result of new development. The plan will set out the approach to runoff rates, including that peak runoff rate should be no greater for the developed site than it was for the undeveloped site.

Why is this policy needed?

In line with national planning policy, new development should be located in the areas of lowest flood risk where possible and should not increase flood risk elsewhere. A Greater Cambridge Level 1 Strategic Flood Risk Assessment (SFRA) (2021) has been prepared which identifies areas that may flood from all sources including rivers, surface water, groundwater, sewers and reservoirs. It also shows the potential impact of climate change on these areas of flood risk. The SFRA has been used to inform the selection of sites for allocation for development.

This policy is needed to supplement national policy with local considerations, and to ensure that water is managed sustainably. The measures used will vary depending upon the scale of the development but the diagram (on the previous page) shows the possible components of on-site integrated water management, the linkages and the benefits.

A key component of managing surface water are sustainable drainage systems (SuDS). SuDS re-create the benefits of natural drainage systems and collect, store, slow and treat the quality of surface water to mitigate the impacts of development on run-off rates, volumes and quality. SuDS also have multiple benefits, such as enhancing biodiversity and creating amenity space with health and well-being benefits. Any water collected should be re-used wherever possible, which will provide additional water supply and will be key to achieving a high level of water efficiency in developments (also see CC/WE on water efficiency).

What consultation have we done on this issue?

Responses to the First Conversation consultation said that we should avoid developing in flood risk areas. The new Local Plan should adapt to the effects of climate change through being prepared for increased flood risks. Development should be resilient or adapted to flooding. Flood management policies should ensure that the risk of flooding in the area is not increased as a result of new development. Sustainable water management and permeable external surfaces were supported.

What alternatives did we consider?

No policy, rely on national guidance – Not considered a reasonable alternative, due to the need to respond to local issues, and include a robust approach to drainage and water management.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 2: Climate Change

Greater Cambridge Level 1 Strategic Flood Risk Assessment (2021)

Greater Cambridge Integrated Water Management Study (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy CC/7: Water Quality
- Policy CC/8: Sustainable Drainage Systems
- Policy CC/9: Managing Flood Risk

Cambridge Local Plan 2018

- Policy 31: Integrated water management and the water cycle
- Policy 32: Flood Risk

Policy CC/RE: Renewable energy projects and infrastructure

What will this policy do?

This policy will control how renewable energy generation projects and associated infrastructure should be planned and designed.

Proposed policy direction

The policy will:

1. Provide a positive policy framework for the development of stand-alone renewable energy projects including associated infrastructure such as battery storage and upgrades to grid capacity;
2. Identify broad areas of potential suitability for different types of renewable energy, informed by Cambridgeshire Renewables Infrastructure Framework and a Landscape Sensitivity Assessment;
3. Indicate support for community led projects.
4. Identify a set of criteria which will apply to all renewable energy projects including consideration of impacts on:
 - i. Residential amenity and quality of life (resulting from noise, vibrations, shadow flicker or visual dominance);
 - ii. Character and appearance of the landscape and surrounding area;
 - iii. Biodiversity, geodiversity and water quality;
 - iv. Historical, archaeological and cultural heritage;
 - v. Highway safety and infrastructure
 - vi. Aviation, telecommunications or other essential infrastructure (including the Mullard radio telescope)
 - vii. The capacity of the landscape to accommodate renewable energy projects, the ability to mitigate visual intrusion and the cumulative impacts of individual sites.
5. In relation to wind energy, require that following community engagement, it can be demonstrated that the planning impacts identified by affected local community have been fully addressed and the proposal has their backing.
6. National planning policy states that in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. In such cases developers will need to demonstrate very special circumstances if projects are to proceed. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources.

Why is this policy needed?

National planning policy recognises that to help increase the use and supply of renewable and low carbon energy, local planning authorities should recognise the responsibility on all communities to contribute to energy generation from renewable or low carbon sources. At the same time, national policy places limits on onshore wind generation. For onshore wind turbines to achieve planning permission, they need to be located in areas deemed suitable for wind turbines in local plans or neighbourhood plans, and need to receive community support.

In order to support the transition to net zero carbon and keep Greater Cambridge within its carbon budget, the Local Plan will need to facilitate both community and commercial scale renewable energy generation, with a blend of both wind and solar based energy. As part of the work on the Net Zero Carbon Study (2021), our consultants have considered how much renewable energy should be generated within the boundaries of Greater Cambridge by 2050 in order for the area to fairly contribute to the national generation mix. This work recommends that onshore wind capacity in Greater Cambridge, which is currently lower than the national average, needs to increase in capacity around 7-fold. The report recommends that sufficient areas should be identified to accommodate additional renewable energy projects.

Work is currently underway to assess the sensitivity of the landscapes that make up Greater Cambridge. This work will help to identify whether there are any broad areas of suitability for wind turbines and solar farms and what size or scale of proposal may be suitable subject to other policy requirements, which would then be identified via the policies map.

This policy is also linked to policy CC/NZ, in that for any schemes that require the use of the offset facility, it will be important to ensure that sites are identified and ready to proceed in order to ensure that offsetting is not delayed.

What consultation have we done on this issue?

We asked about how should the Local Plan help us achieve net zero carbon by 2050. Feedback included that we should support renewable energy production, use and investment. We should support community renewable energy schemes, and district heating.

What alternatives did we consider?

Not identifying areas suitable for wind turbines, leaving it to other types of renewable energy to contribute towards Greater Cambridge's share of renewable energy - This is not the preferred approach, as there is a risk with this approach that this could place a risk on delivering sufficient renewable energy to meet carbon budgets, which would not be compatible with net zero carbon given the need for an increase in renewable energy

generation to support this.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 2: Climate Change

Greater Cambridge Net Zero Carbon Study (2021)

[Cambridgeshire Renewables Infrastructure Framework](#)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy CC/2: Renewable and Low Carbon Energy Generation

Cambridge Local Plan 2018

- Policy 29: Renewable and low carbon energy generation

Policy CC/CE: Reducing waste and supporting the circular economy

What will this policy do?

This policy will control how developers should manage the waste generated by construction, how new developments should provide for waste and recycling storage and collection, and how circular economy principles should be considered in development proposals.

Proposed policy direction

During construction, require Construction Environmental Management Plans (CEMP). The level of information provided in the CEMP should be proportionate to the scale and nature of the proposed development but should include an outline of the approach to site waste management and how construction waste will be addressed following the waste hierarchy and the 5 r's of waste management: Refuse, Reduce, Reuse, Repurpose, Recycle.

All proposals must provide adequate, flexible and easily accessible storage space and collection systems in line with the requirements of the RECAP Waste Management Design Guide (or successor documents). Proposals that exceed these requirements or propose innovative approaches to waste management will be supported.

All major developments should submit a Circular Economy Statement, either as a stand-alone document or as part of the CEMP, setting out:

- How materials arising from demolition and remediation works will be reused and/or recycled;
- How the proposals design and construction will reduce material demands and enable building materials, components and products to be disassembled and re-used at the end of their useful life, following design for disassembly principles.

Why is this policy needed?

Government's Resources and Waste Strategy (2018) aims to eliminate avoidable wastes of all types by 2050 in England. This includes waste from all sectors, including construction. The construction sector is the largest user of materials in the UK and produces the biggest waste stream in terms of tonnage. Statistics from Defra show that in 2016, 63% (120 million tonnes) of the total waste stream in England (189 million tonnes) was attributed to construction, demolition and excavation waste, with 60 million tonnes of this (50%) from construction and demolition. Of this over 90% is recovered, with waste such as concrete, brick and asphalt being downcycled for future use as aggregates. However this does beg the question how much of this waste is avoidable and could such waste be reused for higher value uses? This would help to prevent the need for the manufacture of new

materials, which is an important element in achieving net zero carbon. Furthermore efficient recycling of waste places less demands on natural and virgin resources, thereby conserving environments.

A circular economy is one where materials are retained in use at their highest value for as long as possible and are then reused or recycled, leaving a minimum of residual waste. Application of circular economy principles to the built environment creates places where buildings are designed for adaptation, reconstruction and deconstruction, extending the useful life of buildings and allowing for the salvage of building components and materials for reuse or recycling, known as design for disassembly. Policies to extend the useful life of buildings as well as ensuring that, at the end of a buildings life, its constituent parts are easily reused and retain maximum value, are also an important element of reducing the environmental impact of construction. Taking such an approach reduces the need to extract raw materials and the manufacture of new building components, further reducing global carbon emissions and assisting with the achievement of net zero carbon.

What consultation have we done on this issue?

In the First Conversation we asked about how the Local Plan should help us achieve net zero carbon by 2050. Feedback of relevance to this policy included that we should consider a circular economy and require new developments to provide a Circular Economy Statement. We should support development that prioritises resource efficiency. Other issues were highlighted including the need to invest in innovative technologies for dealing with waste, and to improve recycling and use recyclable packaging materials in shops and for development.

What alternatives did we consider?

No policy, leave to the Minerals and Waste Plan - This is not the preferred approach as the Minerals and Waste Plan does not give consideration to construction waste and as such there would be a policy gap in relation to this important element of achieving net zero carbon.

Supporting topic paper and evidence studies

Greater Cambridge Net Zero Carbon Study (2021)

[Cambridgeshire and Peterborough Minerals and Waste Plan](#) (2021)

[RECAP Waste Management Design Guide](#) (2012)

Greater Cambridge Local Plan: Topic paper 2: Climate Change

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy CC/6: Construction Methods

Cambridge Local Plan 2018

- Policy 28: Carbon reduction, community energy networks, sustainable design and construction and water use.
- Policy 57: Designing new buildings

Policy CC/CS: Supporting land-based carbon sequestration

What will this policy do?

This policy will control development of land that is capable of becoming an important carbon sink.

Proposed policy direction

Support the creation of land and habitats that play a role as carbon sinks and protect existing carbon sinks from development in particular undisturbed or undrained peat.

Promote approaches that minimise soil disturbance, compaction and disposal during construction projects

Why is this policy needed?

Land plays a significant role in climate objectives, acting as both a source of greenhouse gas emissions and a carbon sink. Peatlands in particular are an important store of carbon, while other habitats such as woodlands and grasslands also have a role to play, as indicated in latest research by Natural England. In South Cambridgeshire, peatland is located in the very north of the district, as identified on the Natural England peatland status maps. Alongside many other negative impacts, loss and degradation of natural habitats results in the direct loss of carbon stored within them. 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. Land based carbon sequestration, alongside technological means for removing carbon from the atmosphere, will have a role to play.

While the role of planning in supporting the development of land for carbon sequestration is limited, planning policies already exist to protect nature sites, which almost without exception will act as a carbon sink, and further policies exist to require new development to provide new open space and deliver biodiversity net gain. Promotion of nature based solutions, where natural systems are protected, restored and managed can assist with the protection of carbon sinks while at the same time providing benefits for biodiversity and health and wellbeing.

What consultation have we done on this issue?

You raised a number of issues related to climate change and land uses, some of which we have addressed under other policy themes.

- Protect agricultural land, consider food security and protect peat soils
- Protect woodlands and increase tree planting, including fruit trees, and hedge planting.
- Provide more guidance on biodiversity and planting.
- Support rewilding, wetlands and carbon sinks. Create new habitats.
- Set biodiversity targets and monitor these.
- Support the Cambridge Canopy Project.
- Protect and provide gardens and allotments.

What alternatives did we consider?

No policy, leave the protection and enhancement of carbon sinks to existing policy related to sites of nature conservation importance - This is not the preferred approach as not all sites of importance for their role as carbon sinks will be covered by designations to protect their nature conservation importance, so this approach could still lead to the loss of areas of land that act as carbon sinks.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 2: Climate Change

Greater Cambridge Net Zero Carbon Study (2021)

Greater Cambridge Green Infrastructure Opportunity Mapping Final Report (2021)

[Natural England Research Report \(NERR094\). Carbon Sequestration by habitat 2021](#)

Existing policies in adopted 2018 Local Plans

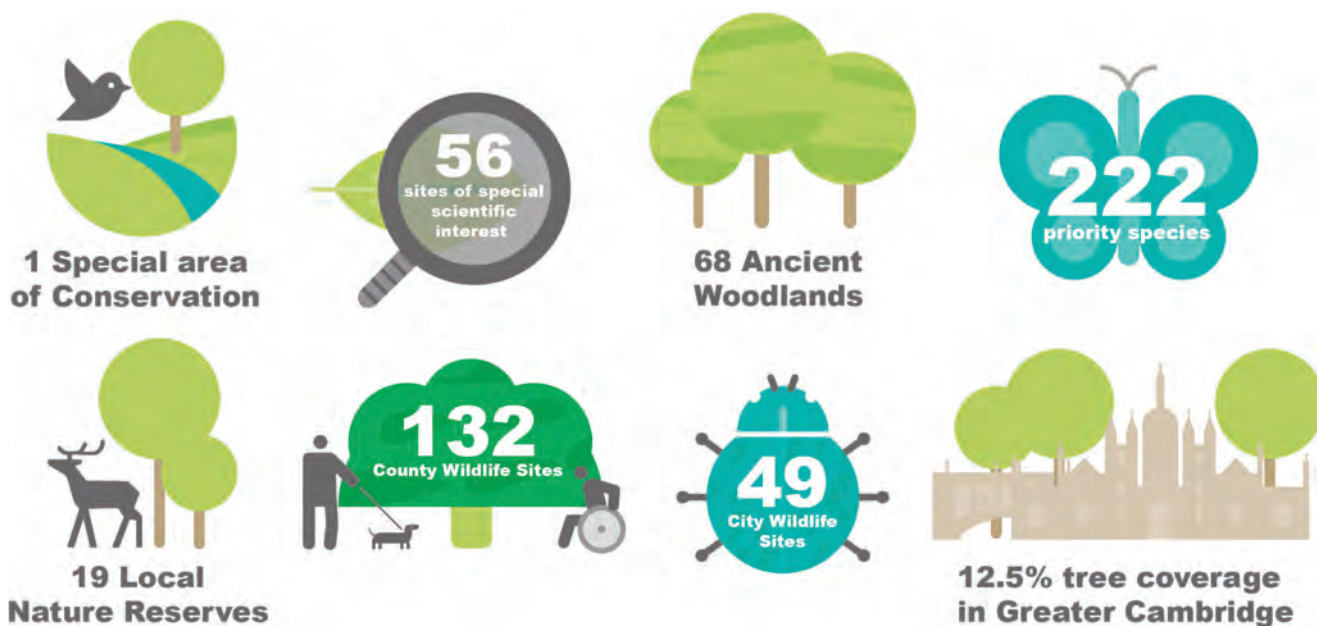
South Cambridgeshire Local Plan 2018

- Policy NH/3: Protecting agricultural land

Cambridge Local Plan 2018 -

- None

3.2 Biodiversity and green spaces



In response to the First Conversation consultation you told us that biodiversity and green spaces were a high priority. You wanted us to ensure that development supports on and off-site enhancements for biodiversity, and to protect and link up green spaces for nature, in particular protecting the river Cam and increasing tree cover. You also wanted us to provide more green spaces that are accessible to people.

Our aim for our biodiversity and green spaces policies

- 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.

How has this influenced the shape of the plan?

To inform the overall strategy for the plan we have been considering the best locations to restore our area's habitat networks and provide more green spaces for people to enjoy. Our Green Infrastructure evidence has identified 14 strategic green infrastructure initiatives to help achieve this. Our preferred development strategy including draft allocations has been informed by and incorporates our green infrastructure initiatives. In addition, together with partner local authorities we have agreed a set of Oxford-Cambridge Arc Environmental Principles, which have informed our approach to this Theme.

How does this intersect with the other themes?

Our green spaces provide many varied benefits for wildlife, people and planet, and this theme therefore connects with most of the other themes, including for example Climate

Change, which included policies requiring urban greening and sustainable drainage systems (CC/DC and CC/FM), Great Places, which require our green spaces to respond to their landscape context (GP/LC) and form part of the overall design of development (GP/PP), and infrastructure (I/ID), in that green spaces form essential infrastructure to support successful development.

What policies are we proposing?

Policy BG/BG: Biodiversity and geodiversity

Policy BG/GI: Green infrastructure

Policy BG/TC: Improving Tree Canopy Cover and the Tree Population

Policy BG/RC: River Corridors

Policy BG/PO: Protecting open spaces

Policy BG/EO: Providing and enhancing open spaces

Topic paper

Further information on the policy areas, including their national, regional and local context, and further information on the evidence that has informed the proposed policy direction, can be found in the topic paper which accompanies this theme:

Greater Cambridge Local Plan: Topic paper 3: Biodiversity and green spaces

Policy BG/BG: Biodiversity and geodiversity

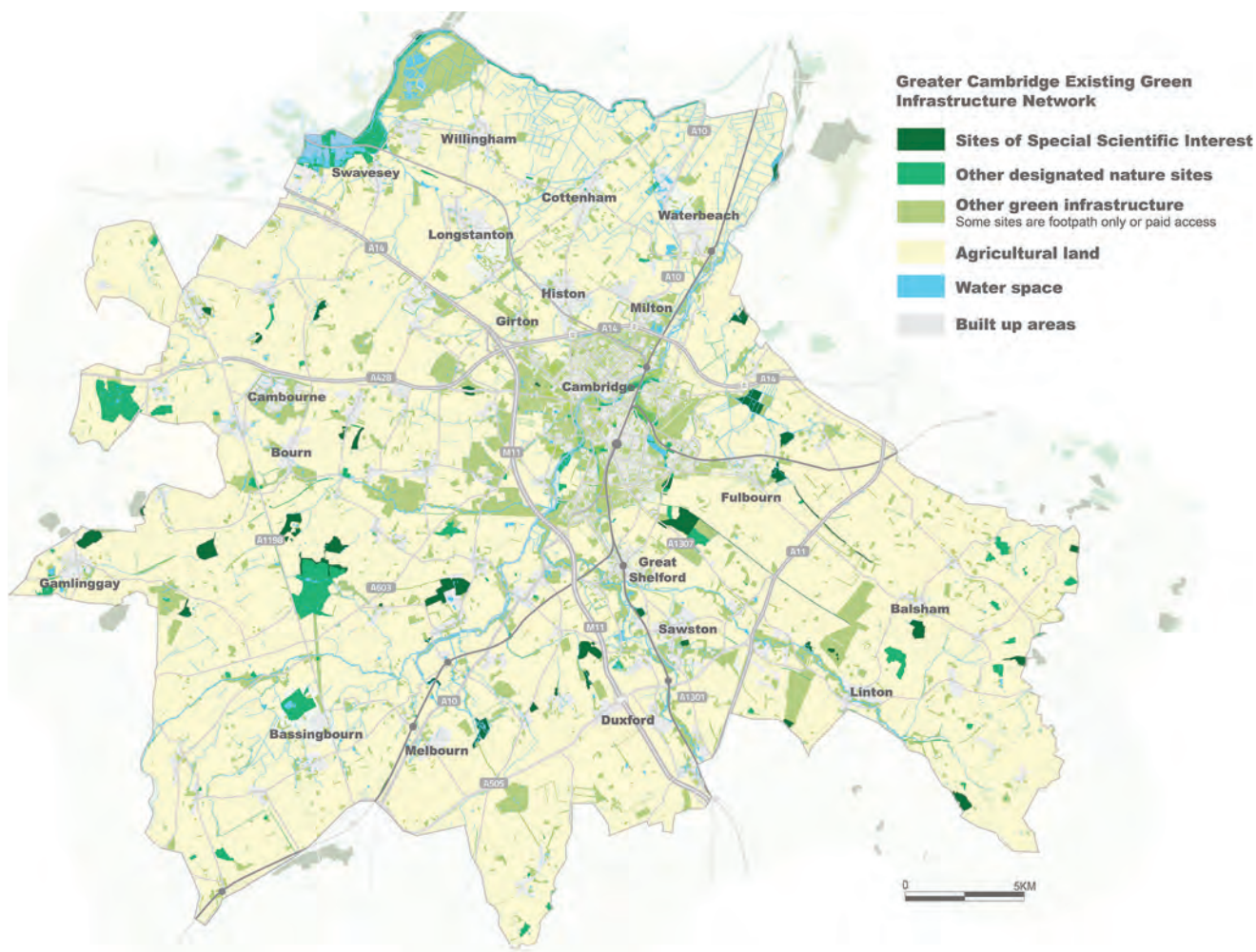


Figure 53: Map of existing nature sites and undesignated green infrastructure

What will this policy do?

This policy will control the biodiversity impacts from development, including the approach to biodiversity net gain (which requires developers to ensure habitats for wildlife are enhanced and left in a measurably better state than they were in before development, and is expressed as a percentage). It will also control development affecting sites of biodiversity and geodiversity importance.

Proposed policy direction

The policy will require development to achieve a minimum 20% biodiversity net gain, noting that:

- Biodiversity net gain should be submitted using the Defra Biodiversity Metric 3.0 or its successor
- Biodiversity net gain should be delivered on-site where possible, recognising that for smaller developments in particular, more significant and long-lasting biodiversity

enhancements may be achieved via contributions towards off-site, larger scale projects.

- Where it is agreed that off-site habitat measures would bring greater biodiversity benefits than on-site measures, these must be consistent with the strategic aims of the Greater Cambridge green infrastructure network strategic initiatives (see BG3)
- The Councils will seek to use planning conditions to secure on site habitat creation and its long-term management, and obligations where BNG is on land outside the applicant's control

The policy will also seek wider environmental net gains. Ways of measuring this are currently being developed at a national level, and at the draft plan stage we will review whether and how to implement this policy requirement.

The policy will state that development proposals adversely affecting sites of biodiversity or geological importance will not normally be permitted. Exceptions will only be made where the public benefits significantly outweigh any adverse impacts. In such cases where development is permitted, we will require that the intrinsic natural features of particular interest are safeguarded or enhanced.

The policy will require development to mitigate evidenced recreational impacts on designated biodiversity and geodiversity sites, including applying Natural England's Impact Risk Zones for Sites of Special Scientific importance.

Why is this policy needed?

National policy requires development to achieve a net gain for biodiversity. Biodiversity net gain requires developers to ensure habitats for wildlife are enhanced and left in a measurably better state than they were in before development.

The emerging Environment Bill is likely to introduce a mandatory 10% minimum biodiversity net gain across the country. At an Oxford-Cambridge Arc level we and our partner authorities have agreed a set of Arc Environmental Principles which include the aims of doubling the area of land managed primarily for nature, and also to deliver a minimum 20% biodiversity net gain on development sites. These ambitions, together with the relatively low level of designated sites and priority habitats that Greater Cambridge has compared with other English areas, highlight the need for development to bring further net gains beyond the 10% proposed nationally.

The focus for biodiversity enhancements is intended to be within the boundary of a site, and could include providing wildlife areas, trees, or smaller measures such as including bat or swift boxes. However, If the required level of net gain cannot be provided on site there is the potential for applicants to contribute to biodiversity enhancements elsewhere – a range of strategic initiatives have been identified to support biodiversity enhancement across Greater

Cambridge (see BG/GI), meeting national policy requirements to take a strategic approach to promoting the restoration and enhancement of the green infrastructure network. Ahead of the draft plan we will work with partners to explore the best way to collect and distribute funds from development for this purpose.

Beyond biodiversity net gain, national policy encourages local plans to seek wider environmental gain from development. Approaches for measuring this are emerging nationally, and we will review this topic ahead of the draft plan.

National planning policy requires us to protect and enhance sites of biodiversity and geodiversity importance, with the level of protection being appropriate to its international, national or local significance. We have a range of important biodiversity and geodiversity sites within Greater Cambridge, most being of local significance. This policy approach sets out that development adversely impacting on our biodiversity and geodiversity sites is in principle not supported. Where in exceptional cases development impacting on such sites is justified for the public benefits it could bring, the policy will set out how impacts will be assessed, how protection will be measured and enhancements secured.

Designated biodiversity sites within and close to Greater Cambridge are being impacted by increasing numbers of visitors – an issue that needs to be addressed to protect these vulnerable habitats and the species they support. For nationally designated sites, Natural England have identified Impact Recreation Zones and recommend the application of Suitable Alternative Natural Greenspace standards to inform the quantity of green space provision required for people, to lessen the impacts on these nature sites. Greater Cambridge has relatively few nationally designated nature sites, but many locally designated sites. Ahead of the draft plan we will explore how we can best measure and mitigate the impact of development on these local sites.

What consultation have we done on this issue?

Feedback to the First Conversation consultation regarding biodiversity and geodiversity included support for the protection of existing nature sites, and very strong support for biodiversity net gain including use of off-site contributions. A large number of responses also suggested that the plan should identify and support a nature recovery network for Greater Cambridge, to help address the biodiversity emergency at a more strategic level. A number of comments highlighted the importance for biodiversity of tackling decreasing water resources and the associated pressure on the natural environment, with suggestions for solutions including through strategic projects and on a smaller scale, via different design requirements for new development.

What alternatives did we consider?

1. Rely on emerging national legislation, likely to state a 10% mandatory biodiversity net gain - This alternative is not the preferred approach, as it would not bring such great benefits for biodiversity.
2. Require biodiversity net gain higher than 20% - This alternative is not the preferred approach as it would be likely in most instances to require significant off-site measures, whereas the national approach to net gain prioritises on-site measures. Requiring high net gain might also negatively affect development viability.
3. Rely on national policy for protection of sites of biodiversity importance - This alternative is not the preferred approach as we consider that additional clarity is required to set out how the principles set out in national policy should be applied at a local level.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 3: Biodiversity and Green Spaces

[Greater Cambridge Green Infrastructure Opportunity Mapping Baseline Report](#) (2020)

Greater Cambridge Green Infrastructure Opportunity Mapping Final Report (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy NH/4: Biodiversity
- Policy NH/5: Sites of Biodiversity or Geological Importance

Cambridge Local Plan 2018

- Policy 69: Protection of sites of biodiversity and geodiversity importance
- Policy 70: Protection of priority species and habitats

Policy BG/GI: Green infrastructure

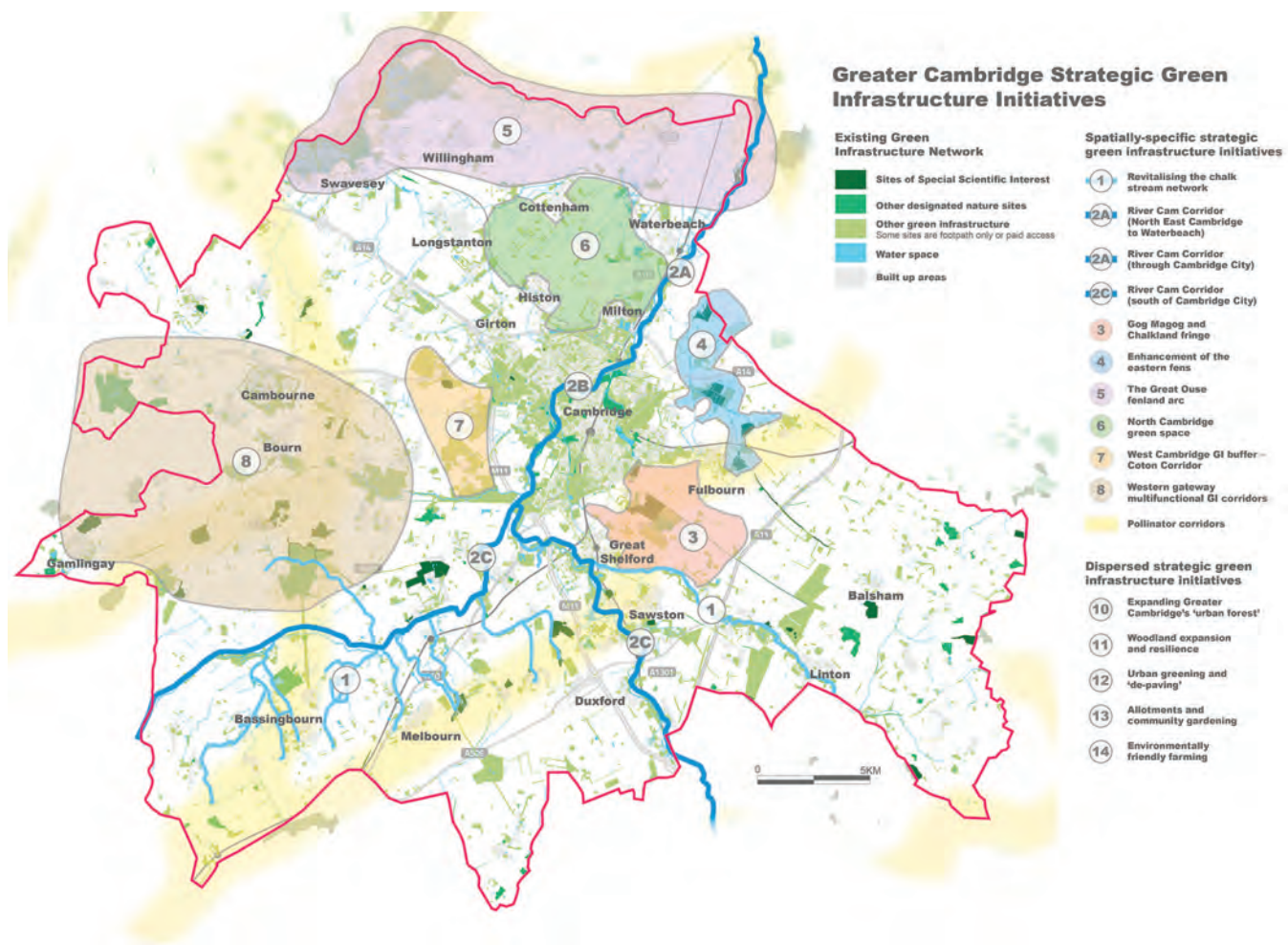


Figure 54: Map of proposed strategic green infrastructure initiatives

What will this policy do?

This policy identifies the existing green infrastructure network and the strategic initiatives intended to enhance it and addresses how development proposals should relate to green infrastructure. Green infrastructure is the network of green spaces and routes, landscapes, biodiversity, water bodies and heritage, which provide a range of benefits for people, wildlife and the planet.

Proposed policy direction

The policy will require all development proposals – appropriate to its type, scale and location - to include green infrastructure, providing the following varied benefits for people, wildlife and planet:

- Reinforcing and enhancing landscape and townscape, ensuring that proposed green infrastructure is appropriate to its local context.
- Supporting delivery of biodiversity net gain, including by providing links between habitats

within and beyond the site boundary, and connecting where appropriate to the wider ecological network (see below), whilst carefully balancing the needs of wildlife and people.

- Promoting healthy living for all members of the community by providing spaces designed to be physically accessible and socially inclusive.
- Protecting and enhancing the water environment.
- Enhancing access and connectivity.
- Providing environmental enhancement.
- Supporting climate mitigation and adaptation.

To support successful delivery of green infrastructure, the policy will require proposals to demonstrate that green infrastructure has been planned:

- As an integral part of the development, so that it informs the overall development design. This should include identifying, retaining and enhancing existing natural features of value.
- Across all phases of development.
- To be successful for the lifetime of the development, including providing plans for management, maintenance and funding.

Beyond setting out green infrastructure design principles as above, we are exploring whether this policy should require development to meet a green infrastructure standard such as [Building with Nature](#). We would welcome your views on this topic, and will confirm the preferred approach at draft plan stage.

The policy will also require development proposals to protect and enhance the wider green infrastructure network as follows:

- Require all new development to protect the existing green infrastructure assets, which will be identified on the policies map which will accompany the Local Plan.
- Our Green Infrastructure Opportunity Mapping has identified a number of strategic green infrastructure initiatives which have the potential to enhance the existing network. This policy will require all new development to help deliver or contribute to support delivery of the green infrastructure strategic initiative objectives. Contributions will include the establishment, enhancement and the on-going management costs.

The list of strategic green infrastructure initiatives includes the following:

- 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 Cambridge's 'urban forest'
 - 11: Woodland expansion and resilience
 - 12: Urban greening and 'de-paving'
 - 13: Allotments and community gardening
 - 14: Environmentally friendly farming

You can find further information on the purpose and objectives of each of these schemes in the Greater Cambridge Green Infrastructure Opportunity Mapping Final Report (2021).

Why is this policy needed?

National planning policy sets out that Local Plans should take a strategic approach to maintaining and enhancing networks of habitats - for wildlife - and green infrastructure – for people, recognising the wide range of benefits that such green spaces can provide.

This policy will require all development proposals to include green infrastructure to provide a range of benefits appropriate to its type, scale and location. Additional green infrastructure design principles are included in other policies in this Plan. Further to green infrastructure design principles, the policy identifies a number of principles relating to the planning process to ensure the successful delivery of green infrastructure.

Drawing on extensive engagement with partners and local groups, our Green infrastructure Opportunity Mapping Baseline Report identified the existing Greater Cambridge green infrastructure network – including nature conservation sites, and also other green spaces such as green spaces designated for heritage, Public Rights of Way and water spaces - and the opportunities and challenges the network faces.

Drawing together these opportunities, challenges, and existing and proposed projects in the

area, including responses to the Call for Green Space sites, the Greater Cambridge Green Infrastructure Opportunity Mapping Final Report (2021) identifies fourteen area-specific and dispersed long term priority enhancements to this network – described as strategic initiatives - helping to provide the wide-ranging benefits that green infrastructure brings as noted above. Examples of initiatives supporting the councils' doubling nature ambitions include the enhancement of the Fens to the east of Cambridge and additional woodland planting in the Western Gateway close to Cambourne, while other initiatives are focused on providing green space for people to enjoy thereby relieving pressure on our nature sites, such as the proposed 'Green Lung' for North Cambridge, located between Northstowe, Waterbeach and the edge of Cambridge.

In developing these ideas we've talked with partners including Natural Cambridgeshire, the Wildlife Trust and Natural England, to ensure our initiatives complement and support existing projects such as Natural Cambridgeshire's landscape scale green infrastructure areas, and the Cambridge Nature Network Priority Areas. The emerging Environment Bill requires the identification of Nature Recovery Networks at a regional level – an aim reflected in our Oxford-Cambridge Arc Environmental Principles - our nature-focused green infrastructure initiatives inform our view of our priority local ecological network as local components of this wider Network.

As our green infrastructure evidence sets out, delivering these initiatives will take time. There may be a range of projects that will help deliver each initiative, with different projects potentially being led by different organisations. Significant partnership working will be required to achieve each initiative; they will also require funding from a range of sources. Explicitly identifying these initiatives and their objectives in the Local Plan will not restrict development in the broad areas they cover. Instead, it will enable us to ensure that the design of development within these priority initiative areas contribute to delivering the initiatives' long-term priorities.

Contributions secured for off-site net gain will allow us to invest in these projects. Open space contributions where space is not delivered on site could also be used. As set out in BG/EO we are still developing these standards, and they will be consulted on at the draft plan stage.

What consultation have we done on this issue?

Feedback to the First Conversation consultation relevant to green infrastructure included stating that the Plan should protect existing green spaces and ensure that green space is provided on site. A number of responses stated that we should plan strategically for a green space network, connecting existing green spaces including opportunities crossing the boundary of Greater Cambridge. Comments highlighted that the Plan should help improve access to green space, including by providing significant new green spaces close to where

people live, but also noted the importance of balancing public access with the need for undisturbed natural habitats.

What alternatives did we consider?

1. No policy – Not considered a reasonable alternative as national planning policy requires plans to address Green Infrastructure.
2. Identify the green infrastructure strategic initiatives in a supplementary planning document rather than in the plan itself - This alternative is not the preferred approach, as it would not provide such strong support for the initiatives.
3. Restrict development within respective green infrastructure strategic initiative areas - Not considered a reasonable alternative as the strategic initiatives include very broad areas within which it would not be appropriate to restrict development.
4. Include an urban greening factor in the policy - This alternative is not the preferred approach, as we think that measurement of Biodiversity Net Gain and Urban Greening via a metric-based assessment systems would be likely to overlap, making it overly complex to run two of these concurrently. The Plan does though require urban greening measures (see BG/TC, CC/DC and CC/FM).

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 3: Biodiversity and Green Spaces

[Greater Cambridge Green Infrastructure Opportunity Mapping Baseline Report](#) (2020)

Greater Cambridge Green Infrastructure Opportunity Mapping Final Report (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy NH/6: Green Infrastructure

Cambridge Local Plan 2018

- Policy 8: Setting of the city
- Policy 19: West Cambridge Area of Major Change
- Policy 67: Protection of open space
- Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

Policy BG/TC: Improving tree canopy cover and the tree population

What will this policy do?

This policy will control how development impacts tree canopy cover, the tree population, and protected trees and hedgerows.

Proposed policy direction

The policy will require development proposals to:

- Preserve, protect and increase the amount and distribution of tree canopy cover.
- Protect and enhance the tree population on site, including its diversity and distribution.
- Protect existing trees of value (including landscape, heritage, cultural, amenity, biodiversity, ecosystem service or aesthetic value) as measured by a recognised tool such as iTree.
- Protect existing hedgerows and the surrounding land that supports them, and to require the planting of new ones where appropriate.
- Provide sufficient space above and below ground for trees and other vegetation to mature.
- Provide appropriate replacement tree or hedgerow planting, where felling is proved necessary.

The policy will also encourage the provision of new woodland of locally appropriate species in appropriate locations.

Why is this policy needed?

National planning policy and guidance recognises the many benefits provided by trees, including encouraging walking and enhanced physical and mental health; contributing to local environmental character and distinctiveness; providing habitats for wildlife; supporting sustainable drainage; mitigating climate change by storing carbon dioxide; and reducing noise and excessive heat in urban areas. Further to this, proposed changes to the National Planning Policy Framework will see authorities required to make new streets tree-lined. Government has also recently launched the [England Trees Action Plan 2021-24](#). At an Oxford-Cambridge Arc level we have signed up to the aim of increasing tree and woodland cover across the Arc from 7.4% to 19%.

Tree canopy cover is the name given to the layer of leaves and branches that cover the ground. It is measured as a percentage of the total area. Large-canopied tree species

provide a wider range of benefits because of the larger surface area of their canopy. Which is why supporting an increase in canopy cover rather than just an increase in the number of trees is a priority.

The tree population or treescape includes the variety of species, ages and distribution of trees within an area. The greater the variety and distribution, the greater the biodiversity value and resilience of the tree population.

Locally, low tree and tree canopy cover is recognised as a weakness within the ecological network of Greater Cambridge, both in the rural agricultural areas typified by large open fields lacking boundary features, and in more urban areas which pre-date the current requirements for ecological enhancement above no net loss. To address these challenges, the Cambridge City Council Citywide Tree Strategy 2016-26 Canopy Cover Project seeks to support Cambridge City Council's aim of achieving 19% tree cover by the 2050s; South Cambridgeshire also has identified a priority of increasing tree canopy cover in its Doubling Nature Strategy.

In response to the above context, this policy seeks to ensure that development proposals increase tree canopy cover, enhance treescape, and protect existing trees of value. Where tree retention or planting is proposed in conjunction with new developments, the objective should be to achieve a harmonious relationship between trees and structures that can be sustained in the long term. The constraints imposed by trees, both above and below ground should be considered at the outset as they will inform site layout.

We recognise that in some instances felling of existing trees or hedgerows may be necessary to meet wider placemaking objectives. In such cases the policy will require replacement planting.

Hedgerows are also important biodiversity, cultural and archaeological features in South Cambridgeshire in particular, noting our relative lack of tree canopy cover, and it is important to retain and protect both hedgerows themselves and the surrounding space which supports their flourishing (known as *terroir*).

Groupings of trees in woodland multiply the benefits provided by individual trees. We want to encourage the provision of additional broad-leaved woodland in appropriate locations, which could be provided at a range of scales and in different contexts, including for example micro-woods, tree belts, orchards and woodland.

What consultation have we done on this issue?

Feedback to the First Conversation consultation relevant to trees and hedgerows included comments supporting the protection of existing trees, noting their varied benefits, and also supporting the planting of new trees and woodlands in appropriate locations. Comments noted that a strategic approach should be taken to tree and hedgerow provision, noting that

it is not just about the number of trees. Some comments raised the importance of balancing the priority for tree planting alongside other priorities such as the need for housing and employment, and also landscape impacts.

What alternatives did we consider?

1. Rely on national policy - This alternative is not the preferred approach as it would not provide protection for trees of amenity or other value that are not part of ancient woodland or having Tree Protection Order status.
2. Set a specific requirement for tree canopy cover in new development. - This alternative is not the preferred approach as high canopy cover requirements could mean that woodland would dominate a development site's landscape and biodiversity provision, at the expense of a more biodiverse mix of habitats and landscapes.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 3: Biodiversity and Green Spaces

[Greater Cambridge Green Infrastructure Opportunity Mapping Baseline Report](#) (2020)

Greater Cambridge Green Infrastructure Opportunity Mapping Final Report (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy NH/7 Ancient Woodlands and Veteran Trees

Cambridge Local Plan 2018

- Policy 71: Trees

Policy BG/RC: River corridors

What will this policy do?

This policy will control development that has an impact on river corridors of the River Cam and its tributaries in Greater Cambridge.

Proposed policy direction

The policy will require development located along the River Cam and its tributaries to:

- Protect, enhance and restore natural features, including:
 - Support the renaturalisation of the rivers themselves – supporting the aims of the Cambridge Chalk Streams project.
 - Restore natural floodplains and integration of green infrastructure to protect communities at risk of flooding.
 - Establish riparian habitats where appropriate.
- Protect and enhance the existing landscape of river corridors, referring to the Greater Cambridge Landscape Character Assessment for guidance.
- Ensure that the location, scale and design of development, protects and enhances the character, visual amenity and historic significance of river corridors and connected locations, including in particular considering views to and from rivers.
- Support 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:
 - For the river Cam, supporting the delivery of a continuous Cam Valley Trail.
 - Enhancing connections between the rivers and other green spaces.
 - Providing improved wayfinding and interpretation resources.
- Support tourism and recreation associated with river corridors, in appropriate locations, whilst ensuring that this does not impact negatively on our rivers' other roles.

Why is this policy needed?

Our rivers, and in particular the River Cam and its tributaries, provide a variety of critical roles in Greater Cambridge. The Greater Cambridge Green Infrastructure Opportunity Mapping Final Report and Greater Cambridge Landscape Character Assessment identify key features to protect and opportunities for enhancement of river corridors. The policy will seek to address the following key roles, challenges and opportunities for our river corridors:

- Supporting habitats: The River Cam is designated as a county wildlife site in recognition of the river's importance in linking semi-natural habitats, including ecologically-designated sites such as Stourbridge Common Local Nature Reserve and Sheep's

Green and Coe Fen Local Nature Reserve, with the wider countryside of South Cambridgeshire. The Integrated Water Management Study notes the critical impact of water abstraction on the health of the chalk streams. The Greater Cambridge Green Infrastructure Opportunity Mapping Final Report identifies revitalising the chalk streams network as a priority strategic green infrastructure initiative, with a focus on restoring the chalk streams' natural shape, form and flow, alongside the critical need to reduce the impact of our water abstraction on the chalk streams (see CC/WE).

- **Water storage:** Our rivers are a source of flood risk. Restoration of natural flood plains where practicable and provision of green infrastructure can help reduce flood risk along the rivers itself and beyond. Wet woodland will self-set and grow where conditions are right and management allows. Providing the right conditions for trees to grow in appropriate locations in river corridors can support flood risk mitigation and biodiversity.
- **A defining role in our landscape, heritage and townscape:** The Greater Cambridge Landscape Character Assessment identifies the key landscape features of the Cam and other river corridors in Greater Cambridge, and sets out guidance for integrating development into the landscape. Development proposals should consider this guidance to inform its response to this policy.
- **Supporting leisure and recreation:** the river Cam in particular provides leisure access for walking and cycling. The Green Infrastructure Opportunity Mapping Final Report identifies an opportunity to enhance this role to create a continuous Cam Valley Trail, and also to enhance connections between the river and other green spaces in and around Cambridge.
- **Supporting tourism:** The River Cam is an international tourist attraction, drawing many visitors each year, including for punting and travelling further afield by boat. We want to continue to support this role, but this needs to ensure that it does not harm the other roles noted above.

Recognising the varied role that the River Cam corridor plays, the Greater Cambridge Green Infrastructure Opportunity Mapping Final Report identifies the Cam Valley (split into three parts including north of the city, within the city, and south of the city) as a strategic opportunity for enhancement of Greater Cambridge's green infrastructure network.

What consultation have we done on this issue?

There was no specific question in the First Conversation relating to rivers and river corridors. However, a number of responses to the consultation highlighted the importance of protecting and enhancing rivers and streams from damaging activity, and in particular protecting the River Cam tributaries from over abstraction and enabling them to adapt to climate change. A few comments suggested that we should apply the doubling nature aim to water, rivers and associated biodiversity.

What alternatives did we consider?

Not to have a specific river corridors policy, relying instead on overarching green infrastructure and landscape policies - This alternative is not the preferred approach because of the need to ensure that the important cross-cutting role that our river corridors play in relation to biodiversity, landscape, heritage, recreation and tourism is protected and enhanced.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 3: Biodiversity and Green Spaces

[Greater Cambridge Green Infrastructure Opportunity Mapping Baseline Report](#) (2020)

Greater Cambridge Green Infrastructure Opportunity Mapping Final Report (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- None

Cambridge Local Plan 2018

- Policy 7: The River Cam

Policy BG/PO: Protecting open spaces

What will this policy do?

This policy will address how important open spaces are considered in the planning process.

Proposed policy direction

The Local Plan will continue to include policies which identify and protect open spaces, including village greens, parks, sports and recreation areas, allotments, community orchards and Protected Village Amenity Areas, and Local Green Space.

Why is this policy needed?

Our settlements contain a wide variety of open spaces, that make significant contributions to the character of places, but also provide important local amenities. It is important that these are protected from development that could have an adverse impact on these qualities. The type of protection will vary according to the type of space, and policy criteria will be needed for each, as is the case in the adopted 2018 Local Plans.

It will also need to continue to recognise that in some cases development on open space may be appropriate if it has limited qualities and would lead to overall quality or quantity improvements.

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. We are developing evidence on open spaces, and this will accompany the draft plan.

Local Green Space is a designation which applies a Green Belt style of protection. A number of these were identified in the last South Cambridgeshire Local Plan 2018 and will be carried forward into the new plan. They are required to be demonstrably special to a local community and hold a particular local significance. Reflecting this, the neighbourhood plan process would be particularly suited to demonstrating this local value and identifying new spaces if communities wish to identify further spaces.

What consultation have we done on this issue?

Feedback from the First Conversation consultation included that we should ensure everyone has access to green space. Residents should have access to areas for growing food, caring for the natural environment, green open spaces and small woodlands. We should identify important ecological areas in the Local Plan which can be augmented and connected, and which should be avoided by new development. We should provide accessible and all-

weather exercise areas for all ages in green spaces.

What alternatives did we consider?

- No Policy – Not considered a reasonable alternative as this would not plan positively for the provision of open space, which is required by national planning policy and would damage the character and quality of life in settlements.

Supporting topic paper and evidence studies

- Greater Cambridge Local Plan: Topic paper 3: Biodiversity and Green Spaces

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy SC/8: Protection of Existing Recreation Areas, Allotments and Community Orchards
- Policy NH/11: Protected Village Amenity Areas
- Policy NH/12: Local Green Space

Cambridge Local Plan 2018

- Policy 67: Protection of open space

Policy BG/EO: Providing and enhancing open spaces

What will this policy do?

This policy will set out how new development should provide new and enhanced open space to meet the needs it generates.

Proposed policy direction

Open space and recreation provision will be required to be provided by new development, appropriate to the scale and location of the development. Provision will be onsite where appropriate, if not, financial contributions will be sought to help improve off site facilities. This includes space for sports pitches, play space for children and teenagers, and more informal spaces, such as for dog walking. Allotments and other community food growing opportunities such as community orchards will also be sought. It is also important that green spaces are multi-functional where possible.

The type of provision sought will be guided by the needs and opportunities of the local area. This will vary across Greater Cambridge, requiring tailored solutions to individual locations.

The Councils have adopted open space standards, set out in their adopted 2018 Local Plans. These establish the quantity and accessibility of open space that should be provided, when it should be on site or is used to guide the scale of financial contribution required for off-site provision, guided by local opportunities and constraints.

These standards are different for Cambridge and South Cambridgeshire, reflecting the differences between the City with its urban character and formal parks for example, and the more rural environment of the villages. A review of the standards will be carried out to inform the draft plan to ensure they are up to date.

Why is this policy needed?

Open spaces, regardless of ownership, are a key aspect of high-quality urban and rural environments and are often fundamental to the character of an area. Attractive, accessible and well-designed open space can support and enhance the appearance of an area, creating more desirable places to live and underpin good growth. Open spaces and recreation facilities provide people with a place to relax and socialise as well as encouraging healthier lifestyles by providing opportunities for sport, informal play and daily encounters with the natural environment. They can also offer people the opportunity to grow their own food in allotments and community gardens and orchards.

Multifunctional spaces can help people to socialise and relax as well as encourage healthier lifestyles. These areas can also assist with climate change strategies by reducing local heat islands in urban areas. The policy will support the delivery of large-scale green spaces which may also include water spaces, in order to provide a range of benefits in one location such as providing recreation space, providing habitats for wildlife, reducing heat island effects and reducing flood risk.

An essential part of the character of Cambridge stems from its many green spaces, trees and other landscape features, including the River Cam. These not only play an important role in promoting both active and passive sport and recreational activities but also provide valuable amenity space and support for biodiversity.

In both new and rural settlements, open spaces help form the individual character and identity of a village as well as encourage social interaction and recreational activity. These spaces can therefore play an important role in helping communities develop greater social cohesion and avoid feelings of social isolation leading to greater community resilience.

Open spaces not only help support the health, social and cultural well-being of local communities but also help support strategies to mitigate the adverse effects of climate change.

The varied nature of the area means that tailored solutions will be required. In Cambridge, urban areas may require investment in existing sites, such as improvements to the quality of sports pitches, and innovative approaches to new facilities such as creating safe jogging routes, or using roof space. In the villages open space is often focused around a recreation ground. These are typically owned and managed by Parish Councils, and they will play an important role in understanding the constraints and opportunities for enhancement. New communities and major developments offer the opportunity for a bespoke approach, and will be expected to include a range of accessible open spaces and facilities.

What consultation have we done on this issue?

Some of the key feedback received during the First Conversation consultation included views that development should contribute to open space and green infrastructure in and beyond development sites. We should create public spaces for social interaction, that are accessible and safe for people of all ages and abilities, and well connected by walking and cycling routes. Our plans should promote healthy lifestyles, including access to areas for growing food and caring for the natural environment. We should promote outdoor activities, including by creating all-weather exercise areas. We should also consider access to more natural areas, including separate areas which specifically support wildlife.

What alternatives did we consider?

No policy – Not considered a reasonable alternative as this would not plan positively for the provision of open space, which is required by national planning policy, and an important part of the vision for the area.

Supporting topic paper and evidence studies

- Greater Cambridge Local Plan: Topic paper 3: Biodiversity and Green Spaces

Existing policies in adopted 2018 Local Plans

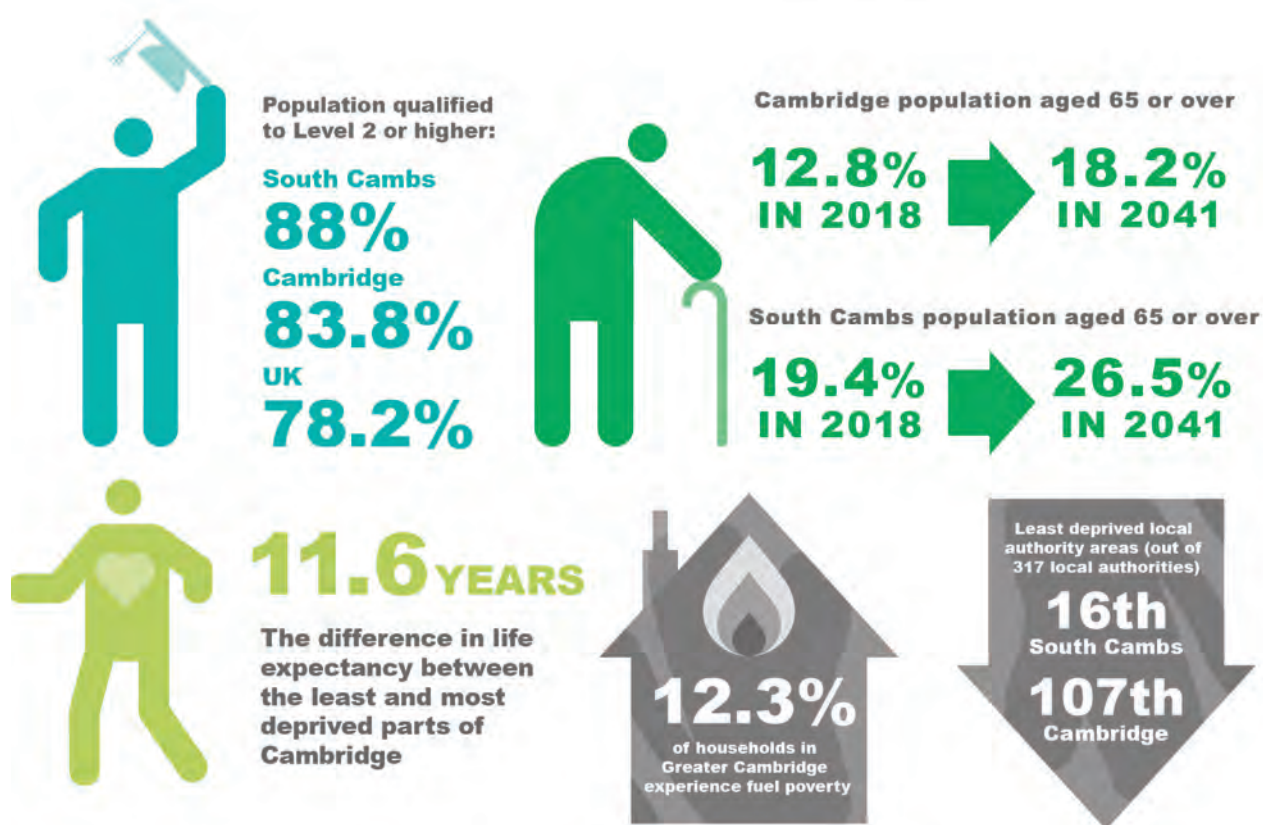
South Cambridgeshire Local Plan 2018

- Policy SC/7: Outdoor Playspace, Informal Open Space and New Developments
- Policy SC/1: Allocation for Open Space

Cambridge Local Plan 2018

- Policy 68: Open space and recreation provision through new development

3.3 Wellbeing and social inclusion



In response to the First Conversation consultation on how the plan could achieve ‘good growth’ you told us that we should be locating development in sustainable locations. We should be delivering a range of housing, including affordable, with access to safe and affordable sustainable transport. We should support communities to thrive and increase their resilience, providing community and shared spaces, and protecting valuable open spaces. We should ensure people have access to education and health services. We should make places inclusive, providing employment and training opportunities, and provide space for cultural activities and for social enterprise. We should also help people live healthy lives, such as providing opportunities to grow local food.

Aim for our wellbeing and social inclusion policies:

Help people in Greater Cambridge to lead healthier and happier lives, ensuring that everyone benefits from the development of new homes and jobs.

How has this influenced the shape of the plan?

Wellbeing and social inclusion covers a wide range of issues, which can be encompassed by the concept of ‘good growth’. This has influenced a range of policy areas in the plan, which seek to meet the needs of all sectors of our communities: providing good quality, affordable

housing in accessible locations; providing good access to services and facilities; creating places that enable healthy and active lifestyles and social interaction; supporting access to education, employment and training opportunities; promoting sustainable and active travel; providing community and shared spaces; and protecting and providing public access to open spaces and the natural environment.

How does this intersect with the other themes?

Green Infrastructure – sports and open spaces will support and encourage people to follow a healthy and active lifestyle as well as encourage greater social interaction within communities.

Great Places – seeks to create developments that are designed to be inclusive and feel safe.

Jobs – Includes proposals to deliver employment opportunities through development.

Homes – Delivery of a range of types of homes to meet needs, including affordable housing.

Infrastructure – Includes policy proposals related to sustainable travel, ensuring places are well connected and that active travel is supported.

What policies are we proposing?

WS/HD: Creating healthy new developments

WS/CF: Community, Sports, and Leisure Facilities

WS/MU: Meanwhile uses during long term redevelopments

WS/IO: Creating inclusive employment opportunities through new developments

WS/HS: Pollution, health and safety

Topic paper

Further information on the policy areas, including their national, regional and local context, and further information on the evidence that has informed the proposed policy direction, can be found in the topic paper which accompanies this theme:

Greater Cambridge Local Plan: Topic paper 4: Wellbeing and Social Inclusion

Policy WS/HD: Creating healthy new developments

What will this policy do?

This policy will integrate health considerations into the planning and design of new development.

Proposed policy direction

We will seek to integrate health considerations into policies across the Plan. This would require health principles to be applied to new developments, drawing on the ten principles developed from the Healthy New Towns initiative.

Health Impact Assessments will be required to accompany planning applications (at a level of detail appropriate to the scale and nature of the application) with an updated approach to reflect good practice.

We also propose to explore a policy which restricts the development of new hot-food takeaway premises close to schools or leisure centres and limits the concentration of hot food takeaway premises in city, town, neighbourhood and village centres.

Why is this policy needed?

Place and space have a significant impact on health and wellbeing. The ability of individuals to lead healthy lifestyles is deeply influenced by the environment in which they live.

Cambridge City Council identifies improving health outcomes for people on low incomes as an element in addressing poverty and inequality in the City ([Cambridge Anti-Poverty Strategy 2020-2023](#)).

Good physical and mental health is related to good quality housing and developments, well designed street scenes, 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.

Following on from lessons learnt at Cambourne and Orchard Park, Northstowe, a developing new town in South Cambridgeshire, became a demonstrator site in NHS England's Healthy New Towns (HNT) programme. Ten principles for creating healthy places were developed from the lessons learnt from all of the demonstrator sites in the programme:

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
10. Create integrated health and well-being centres.

Each principle includes a range of actions that Councils and other key players in new developments can implement in order to create a healthy new place. Applying the principles will help to address the health and wellbeing of all new residents however it also creates an opportunity to address some of the health inequalities that are displayed locally.

Health Impact Assessment (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.

The 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.

The current [South Cambridgeshire Local Plan](#) (September 2018) included a requirement for HIAs to be submitted with planning applications subject to the size of the development. It is proposed to extend this policy across Greater Cambridge at a level of detail appropriate to the scale and nature of an application.

An area of concern in both Cambridge and South Cambridgeshire is the growth in obesity of local residents particularly in childhood. The 2018/19 [Joint Strategic Needs Assessment District Summary](#) (JSNA) (Cambridgeshire Insights) indicates that South Cambridgeshire has significantly lower levels of excess weight in children and adults, nevertheless, almost 25% of local children leaving primary school are overweight or obese. In Cambridge, a greater proportion of children have excess weight in the most deprived wards in Cambridge. 2017/18 data from Public Health England (PHE) reported in the Cambridge Anti-Poverty Strategy 2020-2023 shows that in King's Hedges Ward the proportion is over 35%.

Public Health England in its guidance on [Using the Planning System to Promote Healthy Weight Environments](#) (February 2020) describes how hot food takeaways within easy walking distance, provide a less healthy but often attractive and affordable food options for school pupils and could be a contributing factor to poor eating habits in children and counter healthy eating programmes within schools.

It also reports that studies have found that takeaway food outlets are often located in areas of higher socioeconomic deprivation. Their data on fast food outlets by local authority found that there is a strong association between deprivation and the density of fast food outlets, with more deprived areas having more fast food outlets per 100,000 population. If we take

this approach forward, we will need to identify which facilities it should apply to (for example which schools) an appropriate distance (400m has typically been applied in other areas), and what is considered to be an over concentration, based on local circumstances. The details will then be included in the draft Local Plan for consultation.

What consultation have we done on this issue?

In our First Conversation consultation, when we asked you how you think new developments should support healthy lifestyles, you raised a wide variety of issues such as the quantity, quality, affordability, accessibility and sustainability of housing, air quality, noise pollution, broadband availability, the need for formal and informal public social spaces, playgrounds and skateparks, sports facilities, swimming pools, allotments and communal gardens; and the importance of providing faith, health and community centres.

When asked about supporting healthy lifestyles, you also asked for a variety of green spaces. The need for low carbon development was also highlighted. There was support for sustainable travel from cycling and walking to public transport, and that some developments should be car free. You asked that we consider safety and accessibility by all ages and all abilities. You said employment, facilities and spaces need to be located close to or within places where people live. We should support healthy eating by reducing the number of fast food takeaways and promoting healthy, organic, eating. You wanted communities to be actively engaged both in organisation and participation of activities and inequalities between residents to be addressed.

What alternatives did we consider?

No policy – Not considered a reasonable alternative, as the health of communities is a fundamental issue planning must consider, and an important theme in the feedback we received.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 4: Wellbeing and Social Inclusion

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy SC/2: Health Impact Assessment

Cambridge Local Plan 2018

- Policy 28: Carbon reduction, community energy networks, sustainable design and construction, and water use

Policy WS/CF: Community, sports, and leisure facilities

What will this policy do?

This policy will set out what new community (including culture, education and healthcare), sports, and leisure facilities should be provided and sustained through new development. Open space is addressed separately by BG/EO.

Education in this policy relates to early years, primary, secondary and further education provision for all children and young people, including those with special educational needs and/or disabled people, where residential elements may form part of the provision.

Proposed policy direction

This policy will support the development of new facilities in appropriate locations where there is a local need for the facilities, and they are in close proximity to the people they will serve. They will also need to take account of what already exists in the area and should not undermine their long-term viability. New or replacement major facilities serving the city, or where appropriate the sub region, would need to follow the sequential approach to main town centre uses established by national planning policy, and be located in sustainable, accessible locations. Existing facilities and services will continue to be protected, where the loss would cause an unacceptable reduction in the quality, capacity or access in the locality. The loss of facilities will only be supported if they are either suitably replaced or it can be satisfactorily proven they are no longer needed.

The Local Plan will require appropriate community, cultural, education, sports and leisure provision to meet the needs generated by new developments. The scale and range of this provision or contribution will need to address a wide variety of needs, maximising access for all ages and abilities. These also need to reflect changing approaches to service delivery, for example with community hubs where a variety of different complementary services can be grouped together efficiently.

In large scale developments and new communities, community development strategies will be required, to explore how places will become communities, and how early residents will be supported. These strategies may include cultural and public art activities, to help bring together new communities at an early stage of their development and should help foster greater community interaction and place making. It is also important that social infrastructure, provided to support new residential developments is provided in both appropriate locations and a timely manner.

Why is this policy needed?

Community, cultural, education, sports and leisure services and facilities play an important role in making places vibrant, healthy and sustainable. These are important in both new and established settlements.

The provision of community and cultural facilities play a key role in the both the development and day-to-day life of local communities. They allow a broad range of local activities to be organised and hosted, encouraging greater social interaction between people including with those who might otherwise not talk to each other. These activities bring people together and create much more cohesive and resilient communities.

Easy access to good quality educational provision is important for supporting economic growth, developing strong sustainable communities, promoting economic prosperity and sustaining quality of life. Similarly, access to sports and leisure facilities/sites is important for encouraging and supporting people to follow healthy lifestyles as well as developing social cohesion and interaction. It is therefore important that new and replacement facilities support new and existing communities, respectively. These should also facilitate the growth of the area by providing sufficient capacity to accommodate community need and demand.

Policies are needed to ensure these facilities and services are delivered to support new development. Appropriate care is also needed to ensure new facilities do not undermine existing facilities. It is also equally important to ensure these are protected from loss to alternative uses, to support established settlements.

The Greater Cambridge Local Plan will be informed by a range of evidence on community facilities. The Infrastructure Delivery Plan will accompany the plan which will identify what facilities are needed, and how they will be funded. This will include provision for schools and health, and be prepared in consultation with service providers. Further details are provided in I/ID Infrastructure and Delivery in the Infrastructure theme. We will also be updating our evidence on specific issues related to community facilities, sport, and indoor facilities, and these will be available at the next stage of plan making.

What consultation have we done on this issue?

Some of the key feedback received during the First Conversation consultation included that the plan should require a range of facilities to be available. The timing was important, as people's needs should be met when they move into new developments. We should also consider where they are placed, as they should be easily accessible by walking and cycling. A wide range of types of facilities were referenced, including community rooms, meeting places, communal workspaces, through to art galleries and venues. Sport facilities were also important, including swimming pools. The importance of these spaces for social interaction was important, highlighted by the isolation impacts of COVID-19. In terms of their delivery,

we should involve communities at the planning stages, and consider longer term issues of governance and maintenance.

What alternatives did we consider?

No policy, relying on national guidance – Not considered a reasonable alternative due to the need to respond to local issues and provide satisfactory provision to support development in a sustainable form.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 4: Wellbeing and Social Inclusion

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy SC/3: Protection of Village Services and Facilities
- Policy SC/4: Meeting Community Needs
- Policy SC/5: Community Healthcare Provision
- Policy SC/6: Indoor Community Facilities
- Policy SC/7: Outdoor Play Space, Informal Open Space and New Developments
- Policy TI/9: Education Facilities

Cambridge Local Plan 2018

- Policy 68: Open space and recreation provision through new development
- Policy 73: Community, sports and leisure facilities
- Policy 74: Education facilities
- Policy 75: Healthcare facilities

Policy WS/MU: Meanwhile uses during long term redevelopments

What will this policy do?

This policy will set out when and how meanwhile uses should be provided before and during development of major sites.

Proposed policy direction

This policy will seek meanwhile uses on vacant sites or in underused buildings as part of the phased development of major development sites and within other vacant sites and premises where a longer-term use is still being resolved. These meanwhile uses will support the local community and contribute to the vibrancy of the area as new communities develop.

Why is this policy needed?

A meanwhile use can be described as a situation where a site or building is used for a duration of time before it is turned into a more permanent end state, taking advantage of a short window of opportunity. Examples of meanwhile uses include pop-up shops and cafes, creative workspace and exhibitions, short-term office units, temporary community meeting places and facilities and temporary housing.

Some strategic developments can take years to complete. Providing temporary spaces, buildings and uses during the initial stages of the development can help provide opportunities for active uses throughout the redevelopment helping to develop a sense of community early on and helping the community to avoid 'new towns blues'.

Meanwhile use can also provide temporary uses in vacant and underused buildings while the longer use of these sites is still being resolved. For example, the use of vacant high street units for pop-up shops or cultural or creative uses can help to retain vitality and vibrancy in shopping areas while a longer-term use is being sought.

Meanwhile spaces can support early-stage businesses and local businesses requiring affordable space, such as those in the creative sector, to take the next step in the development of their businesses. They can also provide a pipeline of businesses that could then locate to permanent spaces within the development.

As a recent example locally, it is currently proposed to retain some of the existing buildings at the Waterbeach Barrack site for temporary uses while other parts of the development at Waterbeach New Town are being built out.

If we take this approach forward, we will need to consider how we encourage meanwhile

uses on major sites and other vacant sites and premises across the area. We could, for example, seek simply to encourage them or, require feasibility studies and, if feasible, meanwhile strategies to be submitted for phased major developments.

What consultation have we done on this issue?

Some of the key feedback received during the First Conversation consultation included:

- Ensure that infrastructure, services and facilities are delivered as part of new developments and that temporary or smaller infrastructure should be provided to ensure there is infrastructure in place on occupation.
- Provide spaces for the community as part of new developments.
- It is important to build in community meeting places where people who might not normally have an opportunity to meet each other can do.

What alternatives did we consider?

1. No policy – This alternative is not the preferred approach due to the need to help to develop a sense of community early on in major new developments to help to avoid ‘new town blues’, and the opportunities that meanwhile uses on other sites could provide.
2. Having a policy which only relates to phased development on major sites - This alternative is not the preferred approach as it would not take advantage of the opportunities provided by vacant sites.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 4: Wellbeing and Social Inclusion

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy SC/4: Meeting Community Needs

Cambridge Local Plan 2018

- Policy 41: Protection of Business Space

Policy WS/IO: Creating inclusive employment and business opportunities through new developments

What will this policy do?

This policy will set out how new developments should support the skills and training needs of local residents and provide opportunities for local businesses.

Proposed policy direction

It is proposed to require appropriately scaled developments to contribute to local training, skills and employment opportunities, for example apprenticeships, to help to ensure that the local community benefits from the development.

In addition, appropriately scaled developments would be required to provide access for local businesses to supply chain opportunities in various stages of development.

If we take this approach forward, we will need to define the threshold for appropriately scaled development which we will do at the draft plan stage.

Why is this policy needed?

The [Cambridge Anti-Poverty Strategy 2020-2023](#) identifies that while a number of the indicators have improved since 2014, poverty remains a significant issue in Cambridge. The Strategy identifies a “hollowed out labour market” as a particular issue in the City where, due to the strength of the higher education, hi-tech and bio-tech sectors, the majority of jobs are in higher-skilled occupations. It states that this may limit the opportunities for people on low incomes to secure higher-paid occupations requiring intermediate level qualifications and skills.

South Cambridgeshire does not have the same level of inequalities as Cambridge. However, like rural areas across the country there will be pockets of deprivation that do not show up in deprivation indices because the nature of deprivation in rural areas is different to that in urban areas and because of the dispersed nature of rural deprivation.

[Skills and Training in the Construction Industry 2018](#) prepared by BMG Research Ltd from a commission by the Construction Industry Training Board (CITB) (2019) reports the results of a survey of over 1,300 businesses in the UK. Nearly half of employers that had tried to recruit skilled staff had experienced difficulties in filling the positions (47%). The most frequently cited cause of hard-to-fill vacancies was that applicants lack the skills required (73%), while not enough young people being trained in the construction industry was also a significant cause (64%).

New developments can provide an opportunity to spread the benefits of development and address financial exclusion by providing opportunities to maximise skills development and employment opportunities for local people through, for example, on-site apprenticeships and work experience. Given the scale of development planned in Greater Cambridge over the coming years, the policy will also help to provide a pool of skilled labour that will support development and reduce the need to bring in skills and labour.

Some examples of these types of requirements elsewhere are provided below.

In [Reading](#), contributions during the construction phase, in the form of either the implementation of an agreed Employment and Skills Plan or a financial contribution, are required from commercial and other uses of gross internal floor area of 1000m²/ 1ha or more and for residential developments of 10 units/ 0.5ha or more. End user phase contributions are required from all commercial/ employment generating uses of gross internal floor area of 1000m² or more.

In [Eastbourne](#), thresholds include all developments, including change of use, that create/ relate to 1,000m² (gross). This also includes developments of strategic importance (for example, essential infrastructure, development identified in Council plans and strategy) and all of those that create 25+ jobs. For major residential developments the threshold is 10 or more gross units.

In Lancaster all developments of 20 or more residential units and / or 1,000m² of new commercial floorspace will be considered for their suitability to undertake an Employment and Skills Plan. However, there is flexibility in the [Employment and Skills Plans - Supplementary Planning Document](#) (SPD), for example, where a development proposal that exceeds the threshold does not suit the application of Employment and Skills Plans (for example the developer may already have an appropriate training scheme in place). The policy also states that the Council would not wish to seek to overburden development in accordance with the National Planning Policy Framework.

The planning permission for Urban & Civic's development at Waterbeach includes an obligation for the developers to submit a Jobs Brokerage Scheme for approval by the local authority. Initiated by Urban & Civic, the scheme includes how the developers will work with partners to provide opportunities for local employment, apprenticeships, training and development including work placements and work experience, and curriculum and careers activity with local colleges and schools.

Two of the area's described in more detail in the accompanying topic paper, Reading and Wandsworth, also require developers to make local businesses aware of tendering opportunities particularly during the construction phases of a development. This helps to support local businesses and their employees and the developers by enabling them to develop a potentially more resilient local supply chain.

What consultation have we done on this issue?

Comments to the First Conversation included that the new Local Plan should seek to support the needs of lower skilled workers in the area. There is a need to encourage more skilled and semi-skilled blue collar employment.

What alternatives did we consider?

No policy - This is not the preferred approach as it would not take the opportunities to respond to the skills issues identified in Greater Cambridge.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 4: Wellbeing and Social Inclusion

Existing policies in adopted 2018 Local Plans

None

Policy WS/HS: Pollution, health and safety

What will this policy do?

This policy will set out how development should take account of sources of pollution.

Proposed policy direction

We propose that this policy will require that development does not lead to, or is subject to significant adverse effects as a result of noise, vibration, odour, and/or light pollution. It will detail how land contamination should be considered, to ensure that the land is suitable for the end use.

Proposals will need to be appropriate for the air quality in the area, but also address their impacts on air quality (including requiring Air Quality Management strategies to be prepared where appropriate).

Policies will apply appropriate protection to and from hazardous installations. Planning applications for the development of hazardous installations/ pipelines and development close to hazardous sites or pipelines will be referred to the Health and Safety Executive and/or the Environment Agency.

Why is this policy needed?

National planning policy requires plans to prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.

Planning policies are also required to address air quality, and seek opportunities to improve air quality or mitigate impacts. As well as considering the impacts of air quality on developments themselves, air quality management plans are secured to require mitigation measures to address the impacts of developments. A particular issue will be seeking to ensure there is no adverse effect on air quality in air quality management areas (AQMA), which are currently in affect in the city centre and part of the A14.

What consultation have we done on this issue?

In the First Conversation we asked you about how we should achieve improvements in air quality. We received a variety of responses, many of which are addressed elsewhere in this consultation.

Issues raised included increases in tree planting, sustainable heating and energy generation, and provision of electric charging points for buses and private cars. You wanted to reduce

car use though encouraging sustainable transport, for example through the provision of safe, connected bus routes and cycle infrastructure. Locating homes close to existing development and employment areas and away from existing low air quality areas were suggested. There was support for other options to reduce car use including banning cars in Cambridge, congestion charging, supporting car sharing, reducing car parking in developments and in the city centre and restricting coaches, deliveries (at certain times) from the city centre and HGVs from residential areas. You highlighted the importance of digital infrastructure to enable home working to reduce the need to travel.

You would like us to monitor and set targets in terms of air pollution, potentially using smart technology, and to make the information available publicly. Low emission zones in Air Quality Monitoring Areas were specifically suggested as well as extending clean air zones to residential areas.

What alternatives did we consider?

No Policy – Not considered a reasonable alternative as these are key planning issues that Local Plans need to address and reflect the vision for the plan to create healthy places.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 4: Wellbeing and Social Inclusion

Existing policies in adopted 2018 Local Plans

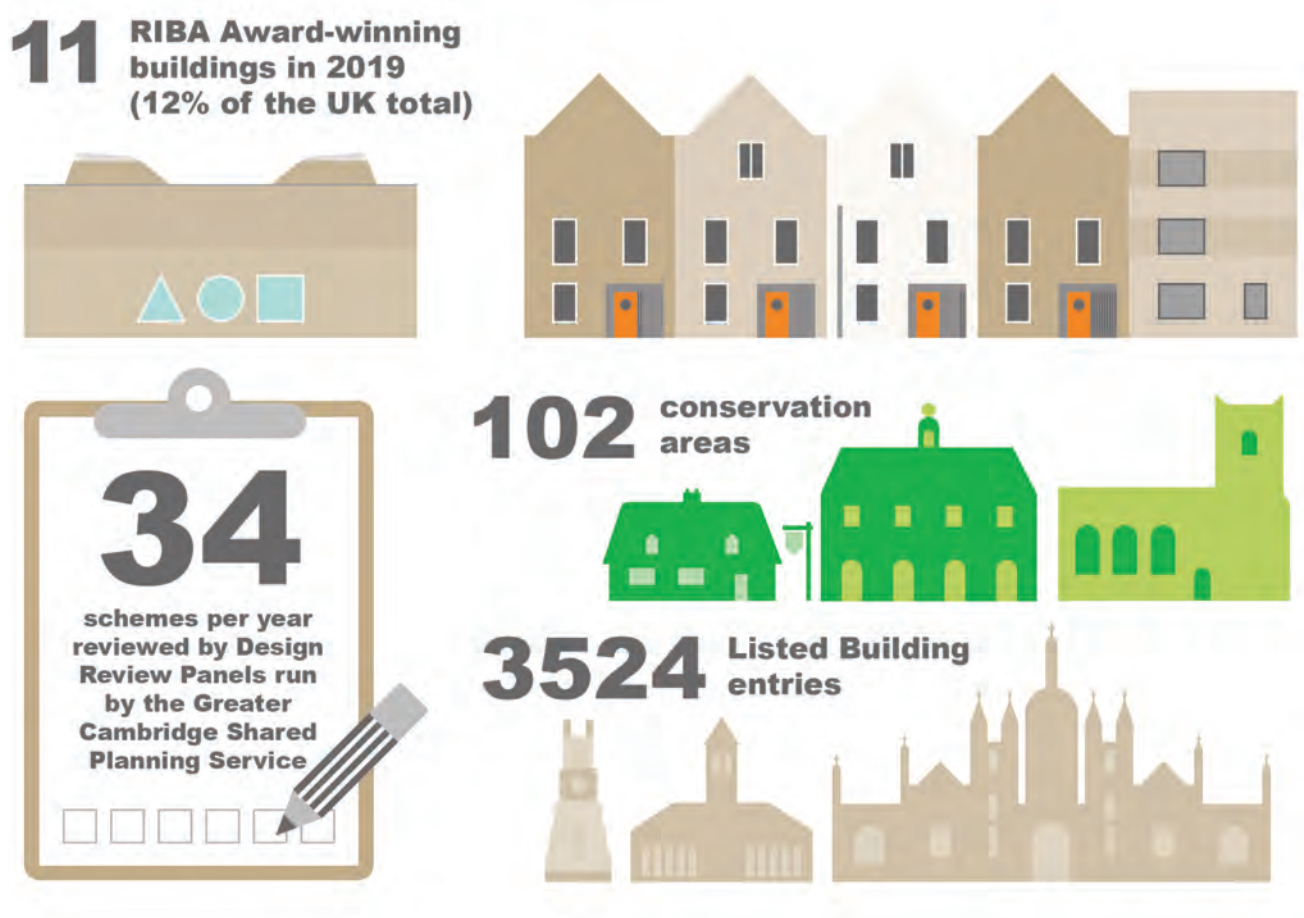
South Cambridgeshire Local Plan 2018

- Policy SC/9: Lighting Proposals
- Policy SC/10: Noise Pollution
- Policy SC/11: Contaminated Land
- Policy SC/12: Air Quality
- Policy SC/13: Hazardous Installations
- Policy SC/14: Odour and Other Fugitive Emissions to Air

Cambridge Local Plan 2018

- Policy 33: Contaminated land
- Policy 34: Light pollution control
- Policy 35: Protection of human health and quality of life from noise and vibration
- Policy 36: Air quality, odour and dust
- Policy 38: Hazardous installations

3.4 Great Places



In response to the First Conversation consultation you told us that Greater Cambridge's Local Plan should ensure high quality design and make great places that people enjoy, by enhancing local landscapes and raising climate ambition, while sensitively responding to the historic environment.

Aim for our Great Places policies

Sustain the unique character of Cambridge and South Cambridgeshire, and complement it with beautiful and distinctive development, creating a place where people want to live, work and play.

How has this influenced the shape of the plan?

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 in this Local Plan aims to ensure that all residents' quality of life in Greater Cambridge's can be improved while enhancing the global excellence of its knowledge economy and the

preservation of the area's heritage assets. A place-centred approach can help meet the diverse needs of different communities to enable Greater Cambridge to retain and attract global talent and ensure that new development responds to local needs.

The Local Plan covers an area that is both urban and rural, and the proposed spatial strategy aims to support the individuality and distinctive qualities of Cambridge and the surrounding villages both large and small. Across each policy area proposed, the plan sets a priority for delivering high quality and well-designed places to enable new development that responds positively to the existing context and contributes to creating and maintaining high quality design of the natural and built environments that combine to form great places. Design quality that responds to community and climate needs, establishes new connections, preserves and enhances Greater Cambridge's character, heritage and natural assets will be key in reconciling Greater Cambridge's planned development and helping to meet the significant challenges of the climate emergency and growing inequalities.

There are many different aspects that combine to help create the character and quality of places. Design matters will be informed by physical, social and economic considerations that together influence the quality of any proposal. Since 2008, the Councils have been using the Cambridgeshire Quality Charter for Growth to provide a clear and consistent basis for helping to secure a common expectation for the quality of our 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. The overlaps between the themes are equally important and allow judgements to be made that go beyond pure 'aesthetic' considerations. 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 Charter have been used to structure policies in the Great Places chapter. Such an approach is consistent with the National Planning Policy Framework, the National Design Guide, and National Model Design Code which identifies Climate, Character and Community as part of the identified ten characteristics of well-designed places.

How does this intersect with the other themes?

Great places are underpinned by all of the local plan's themes. A great place is somewhere that:

- reduces embodied and operational carbon requirements, and adapts over time to support low carbon lifestyles;
- nurtures biodiversity and the delivery of green spaces to enable nature to flourish;
- fosters wellbeing and inclusion by ensuring that all developments and public spaces are safe and accessible;

- supports a work life balance by enabling employment to be conveniently located to residents;
- delivers homes to meet all people's needs and locates them conveniently to services and amenities; and
- ensures that infrastructure is delivered coherently in a way that is integrated with place.

What policies are we proposing?

GP/PP: People and place responsive design

GP/LC: Protection and enhancement of landscape character

GP/GB: Protection and enhancement of the Cambridge Green Belt

GP/QD: Achieving high quality development

GP/QP: Establishing high quality landscape and public realm

GP/HA: Conservation and enhancement of heritage assets

GP/CC: Adapting heritage assets to climate change

GP/PH: Protection of public houses

Topic paper

Further information on the policy areas, including their national, regional and local context, and further information on the evidence that has informed the proposed policy direction, can be found in the topic paper which accompanies this theme:

Greater Cambridge Local Plan: Topic paper 5: Great Places

Policy GP/PP: People and place responsive design

What will this policy do?

This policy will set a strategic vision for achieving high quality design in Greater Cambridge for both urban and rural areas. This provides a clarity of expectation around understanding the context of development proposals – both in terms of impact on the place around them and the needs of users.

Proposed policy direction

The policy will require all applicants to demonstrate how their proposals sustain and enhance the unique qualities of the Greater Cambridge area and the subtleties in the different landscape and settlement forms. Greater Cambridge is a place of varied and subtle character, from the historic core of the Cambridge urban area to emerging business clusters, the biodiverse fen landscapes to the north and rolling countryside to the south, the historic villages and new towns. The policy will require all planning applications to include a comprehensive design and access statement that address this context. Development proposals will be supported that:

Respond to Greater Cambridge's communities by:

- Identifying and responding positively to their context, including existing physical features and characteristics of natural, historic, social or local importance.
- Ensuring that proposals meet the principles of inclusive and healthy design, and in particular meet the needs of disabled people, older people and those with young children.
- Be designed to remove the threat or perceived threat of crime and improve community safety, especially those with protected characteristics under the Equality Act.
- Using community engagement to inform design decisions.

Improve Greater Cambridge's connectivity by:

- Being well connected to, and integrated with, the immediate locality and wider area including existing or planned social, environmental, and transport infrastructure.

Support the climate emergency response by:

- Being designed to be long lasting and low impact in delivery and maintenance.

Enhance the character of Greater Cambridge by:

- 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 beautiful buildings and spaces in Greater Cambridge
- Using appropriate local characteristics to inform the siting, massing, scale, form, materials and landscape design of new development.
- Tall building proposals must be 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.

Why is this policy needed?

The National Planning Policy Framework, was recently updated to emphasise the importance of good design, and 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 track record 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.

Aiming for design excellence is crucial for all types of development, whether building 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.

Changes to national planning policy have recently introduced a National Design Guide and National Model Design Code. 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 Councils have a range of design guidance already in place, ranging from guidance on tall buildings and skyline included in the Cambridge Local Plan, the South Cambridgeshire District Design guide, to individual village design guides. We will be considering how we update our guidance to reflect the new approaches introduced nationally.

To help meet this challenge, Greater Cambridge is establishing a Place and Design Quality Panel, formed from reviewing existing Design Review services at both Cambridge City Council and South Cambridgeshire District Councils, to support its 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.

What consultation have we done on this issue?

Some of the key feedback received during the First Conversation consultation included:

- that design is an important theme of the Local Plan;
- ensuring that development is place specific and climate development;
- policies should allow imaginative and contemporary design;
- recognising that the historic environment forms part of Great Places;
- consider issues like accessibility and connectivity;
- apply the principles set out in the Cambridgeshire Quality Charter;
- and that we should not grant planning permission for poorly designed development.

What alternatives did we consider?

No policy – Not considered a reasonable alternative due to requirement for plans to set out a clear design vision and provide clarity about design expectations.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 5: Great Places

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018:

- Policy HQ/1: Design Principles

Cambridge Local Plan 2018

- Policy 55: Responding to context
- Policy 56: Creating successful places

Policy GP/LC: Protection and enhancement of landscape character

What will this policy do?

This policy will set out how development should address landscape character and features in Greater Cambridge.

Proposed policy direction

The Greater Cambridge Local Plan will require developments to:

- Respect, retain or enhance local landscape character (as set out in the Greater Cambridge Landscape Character Assessment).
- Fully consider cumulative effects of development and incremental change on landscape character.
- Retain and enhance landscape features within new developments
- Protect and enhance the setting of Cambridge, including the green corridors extending into the city and along the River Cam corridor, and strengthen or recreate the well-defined and vegetated edge of Cambridge, improve visual amenity and enhance biodiversity.
- Protect and enhance the setting of the villages in South Cambridgeshire and continue to protect identified Important Countryside Frontages.
- Protect important green gaps such as between Longstanton and Northstowe.

Why is this policy needed?

The Greater Cambridge landscape is varied with intimate river valleys, open fens, wooded claylands and ridges, and rolling chalk hills. Built around the banks of the River Cam, Cambridge is a distinctive and iconic historic university city.

The Local Plan needs to ensure the varied character of different parts of the area is properly considered in planning decisions. Developments should respond to the local landscape character and take opportunities for enhancement.

The new Greater Cambridge Landscape Character Assessment (2021) has looked in detail at the physical and human/cultural influences that have shaped the evolution and character of the landscape today. It has identified 33 different Landscape Character Areas with a distinct local identity and sense of place. Detailed information is provided about each, including the condition of the landscape, key sensitivities and guidance on landscape management and integrating development into the landscape.

New development can provide opportunities to enhance the landscape, such as improving the edges of settlements. The edges of Cambridge and the villages are an important area of

transition which require sensitive landscaping to protect the setting of the settlements and to provide a well-defined edge which respects townscape and the countryside beyond.

In many South Cambridgeshire villages there are locations where a strong countryside character penetrates into the village, or separates two parts of a village. These Important Countryside Frontages, identified in the South Cambridgeshire Local Plan 2018, are part of village character, and warrant continued protection. Other important green gaps in the landscape which should be protected and maintained will be identified in the policy.

What consultation have we done on this issue?

Responses to the First Conversation highlighted we should require developments to be in keeping with the landscape, informed by Landscape Character Assessments. We should include policies which seek to protect sensitive and valued landscapes.

The plan needs to consider the whole landscape associated with historic Cambridge and the River Cam. It should continue to retain significant green corridors through the urban areas and linking to an enhanced countryside beyond. Development proposals should consider their impact on views to and from the Greater Cambridge boundary, and on designated and undesignated heritage assets.

There is also scope to improve the landscape setting of some of the villages.

What alternatives did we consider?

No Policy – Not considered a reasonable alternative as policy guidance is needed to guide how landscape issues are addressed in planning decisions.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 5: Great Places

Greater Cambridge Landscape Character Assessment (2021)

Greater Cambridge Strategic Heritage Impact Assessment (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy NH/1 Conservation Area and Green Separation at Longstanton
- Policy NH/2: Protecting and Enhancing Landscape Character
- Policy NH/13: Important Countryside Frontages

Cambridge Local Plan 2018

- Policy 8: Setting of the city

Policy GP/GB: Protection and enhancement of the Cambridge Green Belt

What will this policy do?

This policy will set the framework for consideration of development proposals in the Green Belt.

Proposed policy direction

National planning policy places great importance on Green Belt and sets out specific requirements for how planning proposals in these areas should be considered. New development in the Green Belt will only be approved in accordance with Green Belt policy in the National Planning Policy Framework.

The Greater Cambridge Local Plan will include the established local purposes of the Cambridge Green Belt, which are to:

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

Enhancement of the Green Belt, such as for recreation and biodiversity, will also be supported.

Why is this policy needed?

The Cambridge Green Belt plays an important role in maintaining the special qualities of Cambridge as a historic city and the surrounding area.

Whilst national policy sets out the purposes of Green Belt, the Cambridge Green Belt has particular purposes, and was established to protect the historic city and its setting. The 'Cambridge Green Belt Purposes', were established by the Cambridgeshire and Peterborough Structure Plan (2003) and have been carried forward into subsequent Local Plans, including the most recent 2018 Local Plans. The Green Belt Assessment (2021) considered that these purposes were still relevant and they were used to assess the potential harm of new development.

National policy set out in the National Planning Policy Framework 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 where development is inappropriate it should not be approved except in very special circumstances.

National planning policy also requires local planning authorities to plan positively to enhance their beneficial use, 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 being explored, in particular through the Green Infrastructure theme in this consultation.

What consultation have we done on this issue?

Much of the feedback received in the First Conversation in relation to the Green Belt was about whether it should be released for development or not. There was recognition of the value it provides, providing a setting for the historic city, but also providing open space. Whilst many expressed strong views that it should be protected, others highlighted the potential benefits in terms of sustainability of releasing land for development when compared to other locations. This is considered further in the Strategy section of this consultation.

What alternatives did we consider?

No policy— Not considered a reasonable alternative due to the need to provide a clear policy framework specific to the Cambridge Green Belt.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 5: Great Places

- Cambridge Green Belt Assessment (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018:

- Policy S/4: Cambridge Green Belt
- Policy NH/8: Mitigating the Impact of Development in and Adjoining the Green Belt
- Policy NH/9: Redevelopment of Previously Developed Sites and Infilling in the Green Belt
- Policy NH/10: Facilities for Recreation in the Green Belt

Cambridge Local Plan 2018

- Policy 4: The Cambridge Green Belt

Policy GP/QD: Achieving high quality development

What will this policy do?

This policy will set out our requirements for the design quality to be achieved by new developments, and alterations and extensions to existing development.

Proposed policy direction

This policy will require proposals to demonstrate how they meet the following expectations:

Designed with communities in mind:

- Ensure that buildings are orientated to provide natural surveillance and maximise opportunities to create active ground floor uses.
- Create active edges on to public space by locating appropriate uses, as well as entrances and windows of habitable rooms next to the street.
- Use design to minimise adverse impact on neighbouring buildings and spaces in terms of privacy and overlooking, sunlight and daylight, overshadowing and other micro climate considerations, artificial lighting, vibration, noise, fumes and odour, and other forms of pollution.
- Introduce mixed uses proposals in a way that can benefit all occupants where appropriate, avoiding the mixing of incompatible uses.

Create local connections:

- Ensure building entrances and exits are convenient, safe and accessible for all users throughout the day and night, with lighting and security features successfully integrated into the design.

Are climate-positive:

- Create robust and adaptable building forms that can be successfully adapted and reused, extending their lifespan and reducing the carbon impacts of demolition.
- Successfully integrate functional needs such as refuse, recycling, and bicycle parking does not negatively impact on the existing building or the amenity of neighbouring properties.

Contribute and respond to local character:

- Provide a comprehensive design approach that achieves the successful integration of buildings, routes and spaces between buildings, topography, townscape and landscape.
- Create attractive and appropriately-scaled built frontages to positively enhance streets and/or public spaces in both urban and rural settings.
- Use materials and details that are of high quality, that will age well and be easy to maintain, and if an extension or alteration, reflect, or successfully contrast with, the existing building form, through the use of materials and architectural detailing.
- Ensure that development proposals successfully integrate functional aspects such as waste and recycling, bicycle parking and car parking.
- Any proposal for a structure that breaks the existing skyline and/or is significantly taller than the surrounding built form will need to demonstrate through visual assessment or appraisal with supporting accurate visual representations, how the proposals enhance the existing landscape and townscape and do not cause unacceptable impact on the historic environment. Major schemes should share a native 3-D file for assessment.

Why is this policy needed?

National planning policy emphasises the need to create a robust policy framework to achieve high quality design and this is supported through the National Planning Practice Guidance: Design: process and tools, and the National Design Guide. The Greater Cambridge area has a strong track record of delivering high quality design in new development and it is important that this continues. The Greater Cambridge Local Plan should seek to ensure buildings and places of high quality that can improve wellbeing today and be enduring so that they can be appreciated by future generations.

High quality design goes beyond a pure aesthetic response and includes more detailed matters such as functional design and assessment of impacts on setting and amenity. High quality design makes places that put people first, promote health and wellbeing and are welcoming, feel safe, are enjoyable and easy to use for everyone.

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 site location, height, scale, form and proportions, along with materials and detailing. Where proposals constitute a 'tall building' because they break the skyline and/or are significantly taller than the surrounding built form, then further assessment of impact on setting and contribution to the wider context will be required. It is important that the policy achieves an approach that is both appropriate to urban and more rural contexts to cover redevelopment within existing contexts as well as development in emerging or new places being created in the wider Greater Cambridge area.

Materials to be used for new buildings should be suitable for their purpose and setting. The durability of materials and how they weather are important factors. All the necessary environmental services, plant, recycling and refuse storage, 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 secure and located conveniently but unobtrusively.

What consultation have we done on this issue?

We received a wide range of views during the First Conversation consultation on measures needed to achieve high quality development. Comments included that:

- New developments should support better access requirements.
- Developments should include accessible facilities.
- Low carbon lifestyles should be supported.
- The potential for planting and biodiversity should be maximised.
- Building standards should be improved.
- High quality design in new developments should be achieved.
- Design should recognise climate change by maximising potential for latest methods of insulation, on-site water recycling and district heating.

What alternatives did we consider?

No policy – Not considered a reasonable alternative due to the need to respond to local design issues.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 5: Great Places

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy HQ/1: Design Principles
- Policy HQ/2: Public Art and New Development;

Cambridge Local Plan 2018

- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 57: Designing new buildings
- Policy 60: Tall buildings and the skyline in Cambridge
- Policy 64: Shopfronts, signage and shop security measures
- Policy 66: Paving over front gardens

Policy GP/QP: Establishing high quality landscape and public realm

What will this policy do?

The policy will set out our requirements for the quality of design of landscape and public realm proposals.

Proposed policy direction

Developers will be required to demonstrate how their proposals meet the following expectations:

Enabling local communities:

- Ensure new and enhanced existing routes are designed inclusively, prioritising a pedestrian led movement hierarchy including generous and level footways that avoids street clutter.
- Include seating, drinking water fountains, shade and shelter, bicycle parking, street lighting, signage and public art, designed in a coordinated and needs-led approach which does not obstruct the public realm or create street clutter.
- Parking should not reduce the functionality of open spaces, and if on street should be inset in an expanded footway to allow pedestrian movements when not occupied.

Enhance connectivity:

- Ensure that new and existing public realm seamlessly connects, and that the quality and function of existing routes are enhanced.
- Establish streets and open spaces that are well defined, and which clearly demarcate public and private space.
- Create streets that respond to their levels of use while not allowing vehicular traffic to dominate.

Respond to climate:

- Be landscape led, by retaining and enhancing existing features including trees, natural habitats, boundary treatments and historic street furniture and/or surfaces that positively contribute to the quality and character of an area.
- Ensure species are selected that enhance biodiversity through the use of native planting and/or species capable of adapting to our changing climate.
- Integrate surface water management through design to enable pedestrian accessibility and planting, retaining existing natural features where possible, do not pave over front gardens if this is compromised.
- Factor microclimate into design proposals and that public spaces receive adequate sunlight.

Integrate with local character:

- Respond to its context and relate to the character and intended function of the spaces and surrounding buildings through the use of high quality and well detailed materials that are easily maintained.
- Ensure that the right growing conditions and future management regimes for landscape schemes are secured and implemented, and ensure that space for trees and other planting is incorporated that is appropriate to the scale of buildings.
- Provide appropriate types of open space whether in urban or more rural places that link into other sequences of existing or new landscape spaces and wider settings.

Why is this policy needed?

Public realm helps to define the character and experience of great places, whether within Cambridge or one of the surrounding villages, and it is crucial that these positive qualities are maintained into the future. The importance of creating and protecting high quality streets and other open spaces, both public and private, is a key part of adapting to climate change pressures, supporting biodiversity, and promoting active and healthy lifestyles. 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.

What consultation have we done on this issue?

In the First Conversation you told us that we should make accessible places that were not car dominated, and that supported moving around by walking and cycling. We should make places welcoming and safe, and we should incorporate community facilities and open spaces.

What alternatives did we consider?

No policy and relying on national guidance – Not considered a reasonable alternative due to the need to respond to local issues.

Supporting evidence studies and topic papers

Greater Cambridge Local Plan: Topic paper 5: Great Places

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018:

- Policy HQ/1: Design Principles

Cambridge Local Plan 2018

- Policy 65: Visual pollution
- Policy 59: Designing landscape and the public realm

Policy GP/HA: Conservation and enhancement of heritage assets

What will this policy do?

This policy will control development that involves or affects Greater Cambridge's historic buildings or structures and its historic places.

Proposed policy direction

Proposals affecting heritage assets will be considered in accordance with the guidance set out in the National Planning Policy Framework.

Recognising the important contribution heritage assets of various types make to Cambridge and South Cambridgeshire, the policy will require that proposals properly consider the historic environment and make a positive contribution to local character.

Development will be required to demonstrate how it preserves or enhances the significance of the heritage assets of the Greater Cambridge, their setting and the wider townscape, including views into, within and out of conservation areas.

The Local Plan will also continue to recognise the importance of local heritage assets (including buildings of local interest). We will include the criteria for the selection of these assets.

The policy will also require the appropriate treatment of archaeology.

Why is this policy needed?

Greater Cambridge's historic and natural environments define the character and setting of the City and rural areas, contributing significantly to quality of life and forming a very significant part of the backdrop to a successful and growing area. Greater Cambridge has a varied heritage, from the internationally recognised grandeur of King's College Chapel to the vernacular buildings of villages in the varied landscapes on the South Cambridgeshire countryside. The number of conservation areas is high, as is the number of grade I and grade II* listed buildings. Within the Cambridge urban area there is an exceptional concentration of significant collegiate buildings around the arc of the River Cam. Open spaces such as the fens, commons, greens and The Backs are also key historic and green features of Greater Cambridge. There are a number of registered parks and gardens of special historic interest, including estates such as Wimpole, college grounds, and the Botanic Garden. The policy is needed to ensure the quality of all of this is protected and to ensure that environmental objectives are attained in the delivery of sustainable development.

To support plan making a Strategic Historic Impact Assessment (SHIA) has been

commissioned. This includes a baseline study of the setting of Cambridge, with a focus on identifying the key aspects of that setting and the character of the City that contribute to its significance as a historic place. This informed a strategic assessment of the growth strategy options considered which has informed the proposals in this consultation.

Consideration of heritage issues was an important criteria within the Housing and Employment Land Availability Assessment where potential sites were tested. It is intended to carry out a full Heritage Impact Assessment of sites at the Draft Local Plan stage.

Other policy approaches proposed in this consultation will help maintain the significance of Cambridge as an historic city via protection and enhancement of landscape character of Cambridge and the River Cam; the approach to tall buildings; and progression of a Management Plan for the historic core.

What consultation have we done on this issue?

Responses to the First Conversation highlighted the importance of the historic environment in Greater Cambridge, from the historic core of Cambridge through to village Conservation areas. Development could provide opportunities to enhance the historic environment, but also that it must be carefully considered to ensure impacts are fully assessed. A strategy for protecting and enhancing the historic environment should be an important part of the plan.

What alternatives did we consider?

No policy, and relying on national guidance – Not considered a reasonable alternative due to the requirements to set out a strategy regarding heritage, and the need to respond to local issues.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 5: Great Places

Greater Cambridge Strategic Heritage Impact Assessment (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy NH/14: Heritage Assets

Cambridge Local Plan 2018

- Policy 61: Conservation and enhancement of Cambridge's historic environment
- Policy 62: Local heritage assets
- Policy 64: Shopfronts, signage and shop security measures

Policy GP/CC: Adapting heritage assets to climate change

What will this policy do?

This policy will set out how the environmental performance of heritage assets should be balanced against the need to protect and enhance the character and value of that asset.

Proposed policy direction

The policy will:

- Require retrofit works to be carried out in accordance with the BSI PAS 2035 framework and Historic England guidance for energy improvements to heritage assets.
- Require proposals to take a 'whole building' approach to undertaking works to heritage assets to enhance environmental performance;
- Support proposals which seek to undo the damage caused by previous inappropriate interventions (e.g. removal of cement render and replacement with breathable options).
- Give consideration to measures that will reduce carbon emissions and assist with adaptation to our changing climate (for example external shading or property level flood protection).

The plan will also direct residents to further guidance on how to approach works to older homes.

Why is this policy needed?

Our Net Zero Carbon Study 2021 shows that existing buildings account for one third of all greenhouse gas emissions in Greater Cambridge. While high energy efficiency standards have been introduced for new homes, we cannot meet our climate targets without reducing emissions and energy usage in all our homes. Improving energy efficiency is not only good for the climate, but it will also reduce your running costs, and increase the lifespan of your building.

Nationally, about 20% of our homes were built before 1919, using traditional timber-frame or solid wall construction methods and materials. Of this 20%, about 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. And while traditional buildings in general need to be part of the big push to improve residential efficiency across the board, in their own analysis the Committee on Climate Change have concluded that at least 90% of existing buildings in the UK should have energy

efficient retrofits for the UK to meet its zero carbon targets. This recognises that some buildings simply cannot be adapted to eliminate all emissions. However, there are things that can be done provided that the correct approach is taken. Policy is therefore needed to support owners of heritage assets to undertake sensitive works to address the performance of their buildings, in line with best practice guidance for heritage assets.

What consultation have we done on this issue?

Responses to the First Conversation highlighted the need to consider the adaptation of listed buildings to respond to climate change. We should support retrofitting existing development, including heritage assets, for better energy efficiency, insulation, boilers and energy. We should provide guidance for retrofitting heritage assets.

What alternatives did we consider?

No policy – Not considered a reasonable alternative as given the scale of heritage assets in the area, and the challenge of climate change, a policy is needed.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 2: Climate Change

Greater Cambridge Local Plan: Topic paper 5: Great Places

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy NH/15: Heritage Assets and Adapting to Climate Change

Cambridge Local Plan 2018

- Policy 63: Works to a heritage asset to address climate change

Policy GP/PH: Protection of public houses

What will this policy do?

This policy will control development proposals involving the loss of public houses.

Proposed policy direction

Safeguard public houses, only allowing their loss to other uses where they are no longer needed within the community as a public house or other form of community facility, demonstrated by evidence of effective marketing and exploration of options to make it viable.

Support diversification of public house uses to help them remain viable, such as the use of part of a pub for another use that would support its viability while respecting the site's prevailing character.

Why is this policy needed?

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. They are often the hub of a neighbourhood, street or village and can provide a focal point for cultural and recreation activities.

Pubs also have an important part to play in the Greater Cambridge economy, not just for the direct and indirect jobs they provide in the pub supplies, food and brewing industries, but in supporting the area's main industries and quality of life by attracting and providing a meeting place for students, academics, scientists and entrepreneurs, and in attracting office workers, shoppers and tourists.

What consultation have we done on this issue?

Responses to the First Conversation consultation included support for new public houses to be provided in all new developments. This was received in response to our question about how we might achieve 'good growth' that promotes wellbeing and social inclusion.

What alternatives did we consider?

No policy – This is not the preferred approach. The adopted Local Plan policies which protect public houses have reduced the loss of safeguarded public houses. If there was no future policy to safeguard these sites/uses, there is significant risk of additional losses.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 5: Great Places

Existing policies in adopted 2018 Local Plans

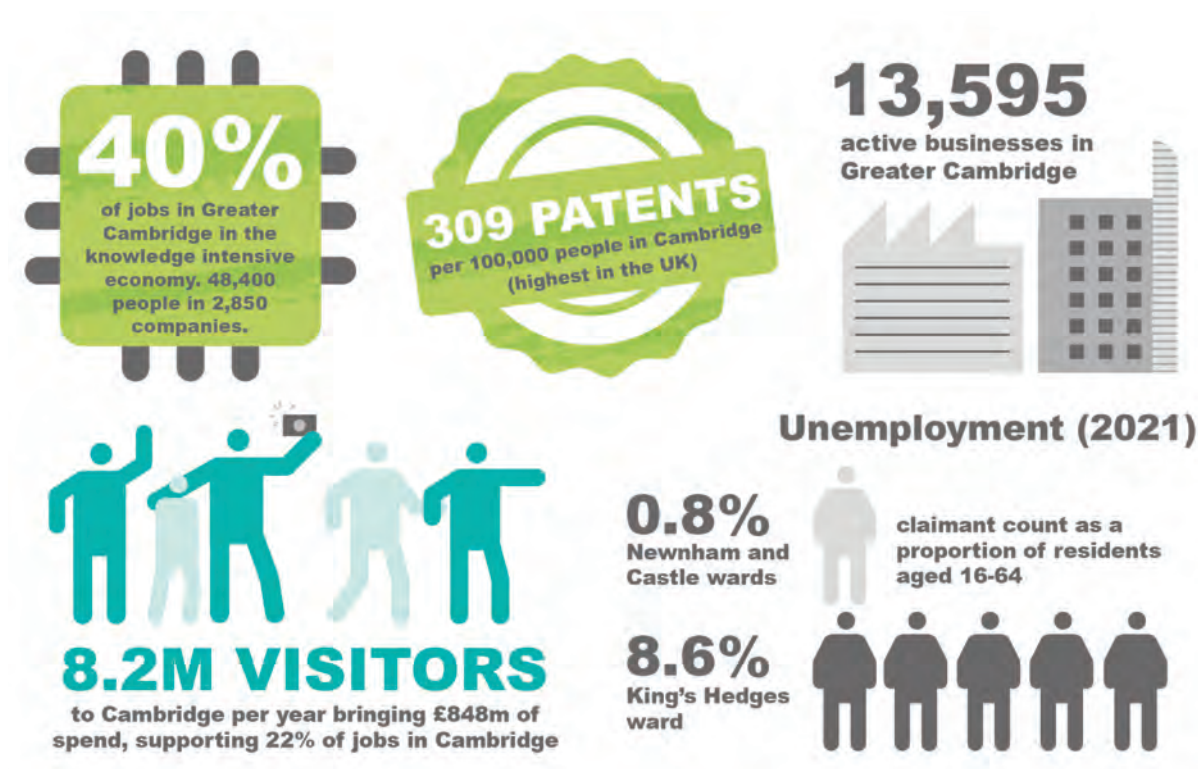
South Cambridgeshire Local Plan 2018

- Policy E/20: Tourist Accommodation
- Policy SC/3: Protection of Village Services and Facilities
- Policy SC/4: Meeting Community Needs.

Cambridge Local Plan 2018

- Policy 76: Protection of public houses

3.5 Jobs



In the First Conversation in 2020, you told us about the importance of the Cambridge economy and its high technology clusters. Many major site proposals were suggested, reflecting Cambridge's strengths, but there was also concern about the scale of economic growth in the area. You highlighted that it was important that the area should have a range of jobs, and that these should be available close to where people live or can travel to sites without relying on cars. You also wanted us to support our high streets, and to help them diversify.

Aim for our jobs policies

Encourage a flourishing and mixed economy in Greater Cambridge which includes a wide range of jobs, while maintaining our area's global reputation for innovation.

How has this influenced the shape of the plan?

In the Strategy section of this consultation we have explored the needs of the economy, and how they should be planned for. This includes identifying a range of sites to respond to the findings of the [Greater Cambridge Employment Land and Economic Development Evidence Study \(November 2020\)](#). This includes supporting the needs of the high technology clusters that Cambridge is famous for, but also other sectors that are needed for the local area and to provide a variety of employment opportunities.

In the Jobs theme we set out policies that would be applied when considering planning applications for development. The proposals seek to support employment development in a

range of locations of a scale and type appropriate to the location. The proposals also seek to reflect how work is changing, by supporting remote working, and improving facilities on employment parks. They also explore how we could spread the benefits of development by including affordable workspace. Our town and village centres remain at the heart of our communities, but the way we are shopping is changing. We explore policies that can help them adapt.

How does this intersect with the other themes?

Great Places – supports delivery of high quality places, helping to create positive working environments

Wellbeing and social inclusion - creating healthy communities so people can thrive

Homes – deliver homes for people who work in the area

Infrastructure – providing to services facilities and transport the economy needs to work efficiently.

What policies are we proposing?

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/RW: Enabling Remote Working

Policy J/AW: Affordable Workspace and Creative Industries

Policy J/EP: Supporting a range of facilities in employment parks

Policy J/RC: Retail and Centres

Policy J/VA: Visitor Accommodation, Attractions and Facilities

Policy J/FD: Faculty Development and Specialist/Language Schools

Topic paper

Further information on the policy areas, including their national, regional and local context, and further information on the evidence that has informed the proposed policy direction, can be found in the topic paper which accompanies this theme:

Greater Cambridge Local Plan: Topic paper 6: Jobs

Policy J/NE: New employment development proposals

What will this policy do?

This policy will set out the criteria that will determine whether proposals for employment development in urban areas, villages, and the countryside are acceptable.

Proposed policy direction

Employment development (classes E(g), B2 and B8) will be supported:

- In Cambridge at sites set out in the Strategy section of this consultation, and within appropriate mixed use areas of major change and opportunity areas. Other employment proposals to be considered on their merits where they are of an appropriate scale, character and accessible location.
- Within towns and villages, where it is of an appropriate scale and character to the location and scale of settlement. The policy would cover both new premises and the expansion of existing premises.
- Close to but outside settlement boundaries of villages subject to a number of criteria (described below).
- In defined 'established employment areas in the countryside' (listed below).
- In the countryside only where the expansion of existing businesses fulfils a number of criteria (described below).

Large scale national and regional warehousing and distribution centres will not be supported in Greater Cambridge.

Why is this policy needed?

National planning policy requires plans to help create the conditions in which businesses can invest, expand and adapt.

As set out in the Strategy section of this consultation, a range of key employment locations have been identified to support the Cambridge economy. However, there is a range of small employment sites scattered all over the City. Proposals for new employment development will be considered on their merits using the range of other policies that will be included in the plan.

Sensitive small-scale employment development can help sustain rural economies, and provide a wider range of employment opportunities for local residents. Providing jobs near to residents to reduce the need to travel was a key issue that was raised during the First

Conversation consultation and supports a number of the Plan's other themes including climate change and social inclusion.

For developments within town and village settlement boundaries, scale and character are key to ensuring that the overall character of the settlement is maintained. For example, it would be expected that larger proposals are more likely to be considered favourably in towns and rural centres.

To support local employment opportunities the Local Plan can provide a degree of flexibility to the edges of villages. Development in these locations would be permitted (outside the Green Belt) subject to a number of criteria that include: evidence of the lack of availability of alternative sites and premises; previous development on the site (or evidence that there are no alternative suitably developed sites); there is a business case for a viable development; a named first occupant can be cited; the scale and character of the development are in keeping with the category and scale of the village and accessibility by cycle and foot.

The proposed approach to settlement boundaries (policy SS/SB) generally restricts uses in the countryside to those specifically that need to be there in order to restrict unsustainable forms of development. However, there is also a desire to support the rural economy and local job opportunities. There are many firms working in the rural areas of South Cambridgeshire away from settlements, and we want to continue to support them. Whilst in general new development in the countryside is restricted, there are circumstances (outside the Green Belt) where the expansion of these firms would be acceptable. The policy would define these circumstances through a series of criteria that include: evidence of the viability of the existing business and jobs growth; appropriateness of scale, location and appearance and evidence that these do not negatively impact on the countryside; the reuse of existing buildings where possible, a named first occupier and no significant adverse traffic impact.

Recognising that a number of business parks are located in the rural areas of South Cambridgeshire these key employment sites outside the Green Belt were identified in the Local Plan 2018 as 'Established Employment Areas in the Countryside'. It is proposed to continue this designation for the sites previously identified to support their continued evolution:

- Cambourne Business Park, Cambourne;
- Brookfields Business Estate / Park, Twentypence Road, Cottenham;
- Land at Hinxton Road, South of Duxford;
- Granta Park, Great Abington;
- Cambridge Research Park, Landbeach;
- Site to North of Cambridge Research Park, Landbeach;
- Daleshead Foods Ltd, Cambridge Road, Linton;
- Eternit site, Meldreth;
- Norman Way Industrial Estate, Over;

- Former Spicers site, Sawston;
- Buckingway Business Park, Swavesey;
- Convent Drive / Pembroke Avenue site, Waterbeach.

National Planning policy requires local planning authorities to plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries. The Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) explores the presence of clusters in the area, including their needs and opportunities, involving consultation with key stakeholders. In particular, the study highlights the presence of Life Sciences, ICT, Professional Services and Advanced Manufacturing.

The Strategy theme of this consultation proposes a range of sites and policies which are particularly suited to supporting the needs of clusters. These include significant opportunities at:

- North East Cambridge
- West Cambridge
- North West Cambridge
- Cambridge Biomedical Campus
- Wellcome Trust Genome Campus
- Granta Park
- Babraham Research Campus
- New Towns at Northstowe and Waterbeach.

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 J/NE would be supported, particularly where they include provision of a range of suitable units, including for start-ups, SMEs, and incubator units.

A need for additional space for warehousing and distribution (Use Class B8) was identified in the Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) and potential sites are proposed to be allocated (see the Strategy section of this consultation). However, whilst we need to meet the needs for local distribution, as a central location the area may be desirable to national distributors. Given the very high land take of this type of use, the local pressures on land supply for a range of uses, and the Green Belt location, it is proposed that the plan continues to not support large scale regional and national distribution proposals.

What consultation have we done on this issue?

As part of our First Conversation consultation we asked you about particular employment locations we should be focusing on, and were there specific locations important for different types of business or industry.

Sustainability was a key issue in many of the responses with requests that employment space be located close to where people live in order to reduce the need to travel and in locations with good public transport access and active travel opportunities. Specific examples included locating high density uses such as larger office premises close to rail stations and supporting development close to new infrastructure such as new East West Rail stations.

There was support for dispersing employment across Greater Cambridge including in new communities, existing (and new) clusters and employment sites, neighbourhood and village locations and on the edge of Cambridge. Where references were made to specific villages, they tended to be those with larger populations. There was preference for development on brownfield rather than greenfield land.

There were a range of specific proposals seeking for the plan to support high technology and life sciences sectors, in many cases by providing large scale new allocations, particularly focused on expanding existing locations.

For light industrial, industrial and warehousing and distribution uses close proximity to major road networks at the edge of villages or in close proximity to services and existing employment uses was suggested.

The general provision of a range of size of sites was recommended and there were specific suggestions for neighbourhood and village locations to include smaller flexible and co-working spaces as well as space on industrial estates and business parks. Within new or the expansion of existing communities, start-up and incubator space was suggested as well as a requirement that all new developments have some flexible employment space. There was also caution that business locations should not adversely impact residential areas in relation to visual and traffic impacts.

A range of alternative sites and locations were suggested and many of these were submitted in the call for sites. There were also objections to providing more employment space Greater Cambridge, and that further development should not be supported.

What alternatives did we consider?

No policy – Not considered a reasonable alternative as this would not provide adequate policy guidance and would fail to support the economy, including the rural economy.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 6: Jobs

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018:

- Policy E/9: Promotion of Clusters
- Policy E/11: Large Scale Warehousing and Distribution Centres
- Policy E/12: New Employment Development in Villages
- Policy E/13: New Employment Development on the Edges of Villages
- Policy E/16: Expansion of Existing Business in the Countryside
- Policy E/15: Established Employment Areas

Cambridge Local Plan 2018

- Policy 40: Development and expansion of business space

Policy J/RE: Supporting the rural economy

What will this policy do?

This policy will set out the approach to re-use and replacement of rural buildings, and proposals related to land-based enterprises.

Proposed policy direction

Support proposals for diversification schemes which enable continued operation of agricultural and other land based rural businesses particularly where they are engaged in sustainable land management or renewable / low carbon energy, where they are appropriate in scale to their location and, where possible, reuse existing buildings.

Support the re-use of rural buildings in the countryside for employment purposes, where they are of permanent and substantial construction and in keeping with their surroundings. Allow the replacement of such buildings where it would bring about environmental improvement and a more sustainable development.

Why is this policy needed?

It is important that the plan restricts 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.

The plan also needs to support land-based businesses and farms to continue to thrive. 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 agricultural business and the rural economy and integrating new activities into the environment and the rural scene.

What consultation have we done on this issue?

Diversification and the re-use of farm buildings were not addressed specifically in our First Conversation consultation. However, we did receive feedback that supported market gardening and farming, including to produce local food and reduce food miles.

What alternatives did we consider?

1. No policy – This is not the preferred approach, as not including a policy would not provide sufficient support to land based businesses, or the re-use of buildings.
2. Greater flexibility for residential uses of rural buildings – This is not the preferred approach. Current policy requires buildings for be effectively marketed for employment first. Removing this preference would reduce the opportunities to support the rural economy and encourage residential development in the countryside where there is greater reliance on the private car to access everyday services.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 6: Jobs

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy E/17: Conversion or Replacement of Rural Buildings for Employment
- Policy E/18: Farm Diversification

Cambridge Local Plan 2018

- None

Policy J/AL: Protecting the best agricultural land

What will this policy do?

This policy will set out when and how development on agricultural land and soils should be controlled.

Proposed policy direction

Restrict development which would lead to the irreversible loss of the best agricultural land (Grades 1, 2 or 3a) unless it is allocated in the Local Plan to meet development needs, or sustainability considerations and the need for the development are sufficient to override the need to protect the agricultural value of the land. In addition, the impact of development on soils and the protection of soil quality must be considered, through careful management during construction.

Why is this policy needed?

South Cambridgeshire has a significant resource of good quality agricultural land, and 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 over 72,000 ha.

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.

Farmland is also an important biodiversity asset for Greater Cambridge. Defra's Agricultural Policy Transition Plans for England focus support for farmers on sustainable farming practices, including improving soil quality; creating habitats for nature recovery; and making landscape-scale change such as establishing new woodland and other ecosystem services.

Soil is a key element of the environmental ecosystem. Some of the most significant adverse impacts on soil occur as a result of activities associated with construction activity. It is important that development is carefully managed to ensure that these impacts are minimised.

The protection of peat soil is addressed under the climate change theme.

What consultation have we done on this issue?

The importance of protecting agricultural land came up in responses to a wide range

of questions as part of the First Conversation. Concerns related to impact on carbon sequestration, biodiversity and our ability to meet our food growing needs.

What alternatives did we consider?

No Policy – Not considered a reasonable alternative as national planning policy requires the plan to consider the impact on agricultural land.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 6: Jobs

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy NH/3: Protecting Agricultural Land

Cambridge Local Plan 2018

- Policy 8: Setting of the city

Policy J/PB: Protecting existing business space

What will this policy do?

This policy will state what existing business space will be protected and how business space and employment land can be changed to other uses.

Proposed policy direction

The Local Plan will seek to protect employment land from loss to other uses in Greater Cambridge, including specific protection for industrial sites in Cambridge. Where loss is proposed, it will need to be justified by evidence that it is no longer needed (by being effectively marketed, with the plan setting out what this would entail).

The following industrial sites in Cambridge will be protected from development that would result in the loss of employment floorspace or land.

- Cheddars Lane, Cambridge
- Beadle Industrial Estate, Ditton Walk, Abbey
- Henley Road and Coldham's Road, Cambridge
- Mercers Row Industrial Estate (including Swanns Road), Abbey
- North of Coldham's Lane, Cambridge (including Church End Industrial Estate and College Business Park).
- King's Hedges Road – Kirkwood Road / Kilmaine Estate, King's Hedges
- Ronald Rolph Court, Ditton Walk, Abbey
- Coldham's Lane Business Park, Cambridge
- Barnwell Business Park, Abbey

Why is this policy needed?

Employment sites and business premises in Greater Cambridge are under pressure for redevelopment from residential and other uses. There is a particular pressure on industrial land in Cambridge with reduced space and rising land values pushing industrial uses out of the city (or out of business). There is also pressure on employment land in villages.

The uncontrolled loss of employment land reduces the sustainability of local communities. Less local employment opportunities can reduce the vibrancy of communities, and mean people have to travel further for work, or to access local services.

For Cambridge, where the City Council's Anti-Poverty Strategy (2020-2023) evidences a significant proportion of residents receiving low levels of pay and/or claiming benefits, protecting existing industrial sites is considered a vital part of developing a more inclusive

economy. Due to their importance key areas will be specifically identified on the policies map.

It would be unreasonable to protect employment sites in perpetuity, but we can seek to ensure that alternative employment opportunities have been explored before sites are lost.

The policy will operate within the limits of the uses classes and permitted development rights, which allow certain changes of use to take place without the need for planning permission.

What consultation have we done on this issue?

In our First Conversation consultation when we asked whether you think we should be protecting existing business and industrial space, there was support to protect employment land in rural areas and sustainable locations, where it meets local needs and reduces commuting distances and the associated impacts on the environment. The need to protect sites for specific purposes such as minerals and waste uses was also referenced.

A number of responses raised the need to assess existing employment space to review performance against proposed carbon reduction measures in the Plan and to determine how essential it is for certain businesses to be in Cambridge and the most appropriate locations to continue employment uses.

We received differing views on whether to require appropriate marketing of employment sites before change of use can be allowed. There was also a general objection to the arbitrary protection of employment space.

There were also responses that gave examples of where employment land should not be protected, for example, uses that are now inappropriate for the local area due to noise and the use of the local road network by HGVs, land that is under-utilised and could be used for residential development.

What alternatives did we consider?

No policy, allow employment land to be changed to other uses without restriction – This is not the preferred approach, as it is considered there is to the need to protect employment sites.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 6: Jobs

[Greater Cambridge Employment Land and Economic Development Evidence Study](#)
(November 2020)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy E/14: Loss of Employment Land to Non Employment Use

Cambridge Local Plan 2018

- Policy 41: Protection of business space

Policy J/RW: Enabling remote working

What will this policy do?

This policy will set out how proposals for remote working hubs and working at home should be considered.

Proposed policy direction

Policies will support the creation of local employment hubs, outlining acceptable types, scale and location of development.

They will also support the partial conversion, extension or change of use of residential dwellings to enable the residents to work at or from part of the dwelling, subject to criteria addressing, for example, the impacts on neighbours of traffic, noise and disturbance and the character and appearance of the proposals.

Why is this policy needed?

Whilst there has been trend towards workers working all or part of their working week from home over recent years, the COVID-19 Pandemic has dramatically accelerated this shift. The post-pandemic future remains uncertain; however, surveys suggest that many companies' workers will look to continue some level of home-working.

Many workers welcome this change, valuing the reduction in the time and money spent commuting and the promise of flexibility in future working patterns. However, for others there can be difficulties in working at home, including lack of space, difficulties with childcare and the impacts on mental health of solitary working.

For firms too, particularly those in the knowledge-based economy, there can be downsides to this remote working with the loss of human contact reducing the exchange of ideas and innovation associated with day-to-day contact and networking.

The Local Plan could offer support to home adaptations that may be needed (although many of these changes may already fall under Permitted Development).

Work hubs would provide shared space for workers located within buildings in local neighbourhoods. Appropriate size would generally be dependent on the size of the local community. In villages they would be smaller in scale but in cities and towns they could be considerably larger.

Community work hubs could provide an accessible, sustainable solution for workers. They could also support the development and growth of new enterprises not only through the

exchange of knowledge with peers but also by providing a focus for business support provision. Policy is needed to encourage and enable this type of facility.

What consultation have we done on this issue?

In our First Conversation consultation we had a number of responses that requested policies that support flexible and home working in order to respond to changing work patterns. The need to provide dwellings with flexible spaces and good broadband services was highlighted as well as cafes and co-working spaces in close proximity to homes.

What alternatives did we consider?

No policy – This is not the preferred approach, as the COVID-19 pandemic has emphasised the need to support flexible working arrangements.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 6: Jobs

[Greater Cambridge Employment Land and Economic Development Evidence Study](#)
(November 2020)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/18: Working at Home

Cambridge Local Plan 2018

- None

Policy J/AW: Affordable workspace and creative industries

What will this policy do?

This policy will set out how affordable workspace, including for creative businesses, should be provided across Greater Cambridge.

Proposed policy direction

It is proposed to require affordable workspace to be delivered as a proportion of larger commercial developments. Affordable workspace can be defined as workspace that has a rental value below the market rate (generally, 80% of the market rate or less). If on-site provision is not possible, it is proposed to require financial contributions for equivalent off-site provision.

To help new communities develop, major mixed use developments should incorporate an element of affordable workspace. They should also include provision for creative and artists' workspace, rehearsal and performance space and makerspace.

Why is this policy needed?

Our Employment Land Review presents evidence that 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.

Common issues include tenants being priced out of the market, long waiting lists for new space and high rents. As a result, it reports, the workspace market in Greater Cambridge can be difficult for micro-enterprises and SMEs to enter.

Providing spaces at reduced rents on easy-in and easy-out terms helps to encourage individuals to take the leap into starting a new business or growing their homebased business. Support from business support providers in these shared spaces can help entrepreneurs to develop sustainable companies.

Affordable workspaces have an important role in helping to address social inclusion. Individuals from more deprived communities will have more barriers to starting up including access to finance and the ability to absorb risk. Access to affordable flexible spaces can help to overcome these issues.

In several areas of London, the provision of affordable workspaces is built into planning policy as a means of addressing shortages in premises for micro, small and medium-sized

enterprises. Different boroughs can have different thresholds, levels and timescales for delivery. As an example, in Richmond upon Thames, where over 1,000 m² of office space proposed, at least 10% of this space must be affordable. 'Affordable' is defined as rent and service charges at less than 80% of market value. Under the policy the workspace must be maintained at an affordable level for a minimum of ten years.

A next step at draft plan, if this approach is taken forward, would be to identify scale of development it should apply to and the proportion that should be required.

As well as ensuring a sufficient supply of affordable business space, affordable workspaces can support sectors that have cultural or social value such as artists, designer-makers, charities, voluntary and community organisations and social enterprises for which low-cost space can be important.

For Greater Cambridge, the creative sector has been identified as a sector that has a significant economic role in the area and a role in supporting wider community well-being, for example through place-making. However, it has also been identified as having a particular need for affordable space.

Consultants looking at the supply and demand of creative workspace in Greater Cambridge have highlighted Cambridge's unique character as a historic university town with very few post-industrial buildings and high demand on its current stock of commercial space. This effectively means that there are few affordable spaces for artists and creatives to occupy and practice in.

Their surveys of creative businesses have identified a shortage of secure, flexible and affordable workspaces leading people to work from home or use a range of other spaces that are less suitable.

What consultation have we done on this issue?

In our First Conversation consultation we asked you a range of questions focused on the local economy and your preferences for the type and location of business and industrial space in Greater Cambridge.

We received several responses that raised the need for new start-up, incubator and small business and workshop space in the area including flexible workspace and co-working hubs with shared facilities. It was felt important that these spaces could adapt to changing circumstances. Short-term premises for pop-ups were also highlighted as an option.

The need for small, affordable start-up units in new developments was raised including space for lower skilled businesses and to protect existing businesses. Affordability, it was suggested, could come through subsidised or low rents.

There was support for the creation of creative jobs in arts and culture and the need for art galleries and youthful cultural spaces was recognised.

The suggested locations for these spaces were not restricted to a particular area. Villages, new settlements, expanding housing and employment areas, urban areas and rural areas were all proposed.

What alternatives did we consider?

No Policy - This is not the preferred approach. The market has not provided a sufficient supply of small workspaces to meet the demand for such space in Greater Cambridge. Without a policy, outside the life science sector, this under provision is likely to continue.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 6: Jobs

[Greater Cambridge Employment Land and Economic Development Evidence Study](#)
(November 2020)

Existing policies in adopted 2018 Local Plans

None

Policy J/EP: Supporting a range of facilities in employment parks

What will this policy do?

This policy will guide consideration of proposals for shared facilities in employment parks and campuses.

Proposed policy direction

Support appropriately scaled leisure, eating and social hub facilities where they support the functioning of an employment area, and they are primarily aimed at meeting the needs of workers on site and help to manage the transport impacts of the development.

Why is this policy needed?

The success of many of the campuses and business parks in Greater Cambridge is not just down to the employment buildings. They are supported by a mix of other services and facilities which make it possible for workers in business to meet and share ideas, and have access to supporting facilities that are conducive to a high quality working environment. They also have the benefit of helping to manage the peak arrival and departure of workers travelling to and from the site, helping to improve air quality and ease congestion and pressure on infrastructure.

At the same time these facilities should not be so extensive that they threaten the viability of nearby district or local centre.

With the implementation of the Planning Use Class E, which provides greater flexibility between uses, such a policy is less necessary, but we think that making our employment parks high quality environments for workers and visitors is such an important issue it remains an important element of the plan.

What consultation have we done on this issue?

In our First Conversation consultation we asked you a range of questions focused on the local economy.

We had some responses that suggested that the Plan should support the provision of shared spaces within employment areas. Suggestions included co-working spaces, cafes, cycle facilities and changing rooms and electric bike parking.

What alternatives did we consider?

No policy – This is not the preferred approach, due to the need to support these ancillary facilities to make our business parks and campuses more effective.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 6: Jobs

[Greater Cambridge Employment Land and Economic Development Evidence Study](#)
(November 2020)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy E/10: Shared Social Spaces in Employment Areas

Cambridge Local Plan 2018

- Policy 40 Development and expansion of business space J8: Retail and Centres

Policy J/RC: Retail and centres

What will this policy do?

This policy will cover the treatment of retail, leisure (arts, culture and entertainment) and other city centre proposals in Cambridge (including its district, local and neighbourhood centres), and the towns and villages of South Cambridgeshire, as well as out-of-town development.

Proposed policy direction

We will update our policies regarding retail, leisure (arts, culture and entertainment) and centres to adapt to the changing retail environment but also changes in national planning policy regarding Use Class E which reduce control over changes between certain uses.

The Greater Cambridge Local Plan will:

- Support the retention of retail and leisure uses with the revitalisation of high streets. This includes encouraging small-scale units, to attract independent shops, leisure activities and small businesses to help diversify and improve the appeal of the high street as well as allowing local communities to meet their day-to-day needs with village shops and services.
- Seek to develop a specific approach for Cambridge city centre including its shopping centres. This will need to recognise the likely pressure for change. Through development of future guidance, the Council would seek to work through the issues with landowners with the objective of achieving vitality and vibrancy for these important parts of the City.
- Where planning permission is required, continue to resist the loss of retail or other town centre uses in existing centres and primary shopping areas where it would undermine their vitality or ability to serve local communities, and require proposals to support the character, safety, and vibrancy of existing centres and village high streets.
- Establish a hierarchy of centres across Greater Cambridge including rural village shopping areas. Proposals for new and existing shops and related high street services will be guided towards these centres first, followed by edge of centre locations. If neither of these are locations are available, then out of centre locations will be considered with a preference for those most accessible to a centre.
- New communities will be required to include new centres of appropriate scales to be created to meet the day to day needs of local communities.

Why is this policy needed?

Town and village centres play an important role in local communities, it is therefore very important to take a positive approach to their growth, management and adaptation. We also need to acknowledge that retail is changing, and our centres will need to adapt.

The Councils commissioned a Retail and Leisure study in September 2019, covering the whole of Greater Cambridge to update our 2013 study. The first part of the updated study involved the development of a baseline position, to analyse the health of each centre as well as travel and expenditure patterns in pre-COVID-19 conditions.

The baseline study concluded Cambridge city centre, for comparison goods (higher value goods bought less often) continues to be the most dominant shopping destination in Greater Cambridge and the wider sub-region. In the context of a falling comparison goods floorspace and growth in population and expenditure to the period 2020, the city's performance sales density has experienced a strong increase from £7,497 per m² net in 2013 to £12,539 per m² net in 2020.

In terms of future policy direction, while Cambridge city centre remains a thriving regional centre providing a wide range of uses including shopping, leisure and tourist related activities, it is important that the centre can evolve in a way that supports changing consumer, retail and leisure habits while retaining its vibrancy and appeal, by continuing to provide for the needs of those living, working and studying in the city.

The Study's data also demonstrated the important role of smaller local convenience stores throughout the network of village settlements, achieving strong market shares in their location zones. It is therefore important that these village / rural / local centres provide people with continued access to a range of shops and services which help them to meet their day-to-day needs. From a social and economic perspective, these services and facilities support community resilience by providing local opportunities for employment, small businesses, social interaction and community cohesion.

The introduction of a new Use Class (Class E – Commercial, Business and Service) into national planning policy means that some use changes can be made potentially without planning permission, such as shops becoming financial services, offices, or even light industrial uses. In some circumstances changes to residential uses is possible through permitted development rights. Our policies will need to adapt to these changes, and we will be looking to do all we can to continue to protect the vibrancy of our centres. This includes considering whether we should apply to government to introduce article 4 directives in certain areas. This process allows planning authorities to have greater controls over change of use in key areas, such as where this is having wholly unacceptable adverse impacts on the vitality of a primary shopping area, but they are challenging to secure.

To sustain their vibrancy and vitality of our town centres, new retail should be directed towards new and existing centres. This means out of town development proposals - development outside a new or planned centre – will need to consider their impact on these centres, to ensure they do not undermine their ability to serve their local community.

The Retail and Leisure Study will be updated to accompany the draft Local Plan stage in 2022. This will allow a further period to understand the retail recovery, and its implications for shopping habits.

What consultation have we done on this issue?

Feedback we received through the First Conversation included support for the location of a range of shops, services and facilities in central areas including alternative uses to retail, in response to changing consumer habits. These alternative uses included more leisure, residential and office uses. There remained particular support for allowing more independent retail stores, small retail units and businesses into these areas. Other comments included improving high streets to make them more attractive to visitors and allowing greater flexibility to support tourism.

Objections were raised about allowing the development of out of town shopping areas and to allowing flexibility for changes of use in Cambridge City Centre. These alternative uses could have a detrimental impact on the character of these areas.

In April / May 2021, additional stakeholder engagement with Cambridge's three shopping centres (Lion Yard, Grand Arcade and the Grafton Centre) was undertaken to better understand their future ambitions including the impact of COVID-19. These discussions highlighted how the city centre will need to adapt to provide a variety of uses, for both day and night-time economies beyond retail such as food, leisure, entertainment, office, hotels, residential. They also highlighted the need for a reactive and flexible planning environment.

What alternatives did we consider?

To not include a policy - Not considered a reasonable alternative as the Councils' consider this policy is needed as the considerations for the different centres along with the shops and services they provide, are essential to supporting their long-term vitality and vibrancy.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 6: Jobs

Greater Cambridge Retail & Leisure Study: Strand 1 – Baseline Evidence (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy E/21: Retail Hierarchy
- Policy E/22: Applications for New Retail Development
- Policy E/23: Retailing in the Countryside

Cambridge Local Plan 2018

- Policy 6: Hierarchy of centres and retail capacity
- Policy 10: The City Centre
- Policy 11: Development in the City Centre Primary Shopping Area
- Policy 72: Development and change of use in district, local and neighbourhood centres

Policy J/VA: Visitor accommodation, attractions and facilities

What will this policy do?

This policy will state where hotel and other types of visitor accommodation development will be supported in Greater Cambridge and how the loss or gain of new hotels / visitor accommodation will be managed.

Proposed policy direction

The Greater Cambridge Local Plan will respond to the need for new visitor accommodation such as hotels and aparthotels. This will be informed by new assessments of visitor accommodation needs that will be completed to inform the draft plan stage.

Proposals for new hotels and other types of dedicated visitor accommodation within Cambridge (including its urban area extending into South Cambridgeshire) would need to be focused on accessible city centre locations, other mixed-use and large employment areas, on public transport corridors and where they assist with place-making.

Where planning permission is needed, the conversion of residential properties to permanent visitor accommodation use within Cambridge (including its urban area extending into South Cambridgeshire) will be allowed only in exceptional circumstances where it does not adversely affect:

- the supply or affordability of local housing including rental values;
- residents' amenity and sense of security; and
- the local area's character or community cohesion.

Existing visitor accommodation in Cambridge will be protected from conversion subject to evidence on the viability of the current use.

Proposals for visitor accommodation within settlement boundaries in South Cambridgeshire will be supported where the scale and type of development is directly related to the role and function of the centre and supports its vitality. Outside settlement boundaries new visitor accommodation through the change of use / conversion / replacement of suitable buildings and by small scale new developments appropriate to local circumstances will be supported.

New visitor attractions in Cambridge City Centre and South Cambridgeshire's countryside will be supported subject to criteria such as sustainable travel.

In Cambridge, due to the level of visitors that come into the city each day, the visitor attraction policy is intended to focus on helping the following areas:

- Extending the length of visits.
- Supporting visitor management.
- Reducing the pressures on existing attractions within the city centre.
- As such, new attractions would need to be limited in scale, to complement the existing cultural heritage of the city and assist the diversification of the attractions on offer, especially to better support the needs of families.

Proposals for new or extended tourist facilities and visitor attractions (excluding accommodation) in the countryside of South Cambridgeshire should utilise and enhance the area's existing tourism assets, and show an identified need for a rural location.

Why is this policy needed?

Tourism is important sector for the Greater Cambridge economy. It is estimated that the total value of tourism to the area in 2018 was over £1 billion and that in the same year it provided over 20,000 jobs. For Cambridge, employment in the tourism sector was estimated to be 22% of total employment.

The National Planning Policy Framework explains that, in order to provide the social, recreational and cultural facilities and services a community needs, planning policies and decisions should plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.

Applying this positive approach, prior to the start of the COVID-19 pandemic, plans were in place to commission a review of the demand and supply of visitor accommodation in Greater Cambridge to include recommendations on future provision which could be incorporated in the First Proposals consultation. With the disruption and uncertainty caused to the hospitality industry by COVID-19, this evidence will now be prepared to inform the Draft Plan. It is expected that the position in respect of the tourism market for Greater Cambridge will be clearer at this stage.

Where potential opportunities for new visitor accommodation are recommended in the study, these will be allocated at Draft Plan stage. During the plan period, applications for visitor accommodation may also be submitted on sites not already identified. The policy direction above captures how the assessment of these sites would vary according to their proposed location within Greater Cambridge.

In recent years, the use of online platforms for short term lets such as Airbnb 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 on housing supply and on the amenity of surrounding local residents. These include:

- 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.

Whilst the use of residential premises for short term lettings does not always require planning permission, where there is a material change of use from residential to visitor accommodation, permission would only be given in the exceptional circumstances described in the policy direction.

What consultation have we done on this issue?

In our First Conversation consultation we received a range of views, some of them conflicting.

There were those that suggested the adoption of policies to constrain the numbers of tourists visiting Greater Cambridge. Others wanted us to restrict tourist coaches to park and ride sites (and expand these sites where appropriate) so that coaches do not come into the centre of Cambridge. Concern over trade-off between hotels and residential accommodation was highlighted and restrictions in the use of houses as Airbnbs were requested.

There was some concern over the impact of increase car journeys of a growth in tourism in rural areas. There was support for improving sustainable transport options to visitor attractions; for new attractions where they are accessible to or incorporate sustainable methods of transport; and for assessing the sustainability of tourism.

We were encouraged to support an increase in visitor facilities and attractions, for example, hotels, conference facilities, skateboarding, and to support and protect existing facilities. The social value and well-being benefits of visitor attractions was highlighted. Waterways were seen as a key tourism asset. The need to increase overnight stays was highlighted and there was support for more budget accommodation on the edge of Cambridge. Cambridge East was identified as a potential location for new tourism opportunities.

The creation of a tourism plan/strategy to support the Local Plan was suggested as was an assessment of the need for any further hotels in the future and a Water Space Strategy.

What alternatives did we consider?

No policy – Not considered a reasonable alternative as the sustainability and amenity impacts of visitor accommodation, and the significant role of tourism in Greater Cambridge, mean policy guidance is required.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 6: Jobs

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy E/19: Tourist Facilities and Visitor Attractions
- Policy E/20: Tourist Accommodation

Cambridge Local Plan 2018

- Policy 77: Development and expansion of visitor accommodation
- Policy 78: Redevelopment or loss of visitor accommodation
- Policy 79: Visitor attractions

Policy J/FD: Faculty development and specialist / language schools

What will this policy do?

This policy will state when new faculty (higher education) development, teaching hospital facilities, specialist colleges and language schools will be supported, and the requirements that will need to be satisfied.

Proposed policy direction

We propose to support new faculty and specialist facilities / development in Greater Cambridge which meet the following requirements:

- make effective use of land, including a mix of uses on larger sites to meet the needs of the relevant institution, and
- 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.

We propose that the development of existing and new specialist colleges and/or language schools will be permitted where they provide residential accommodation, 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 that the provision of accommodation is in step with the expansion of student places. The use of family dwelling houses to accommodate students of specialist colleges and/or language schools only is not appropriate.

Why is this policy needed?

The University of Cambridge continues to be a world leader in higher education and research. It is also a vital driver of the Cambridge economy and is the reason why so many high technology and knowledge-based employers decide to locate in the city. It contributes to, and is dependent upon, the quality of life in the city and city centre.

The University of Cambridge and its colleges are also significant employers, providing over 12,000 jobs. Their reputation and heritage continue to attract students from across the world, tourists, language students, spin-off enterprise and medical research, and it continues to be a vital driver of the local and national economy.

Anglia Ruskin University has made significant investment in its East Road sites which remain the most sustainable location for future investment.

There are a growing number of specialist colleges in Cambridge, which is an important centre for the study of English as a foreign language. Courses are run throughout the year for a broad range of students, including people working in business as well as the more traditional younger students. These institutions can have significant economic benefit however it is important that the impacts of their growth are properly managed. Specialist colleges and language schools can place additional burdens on the housing market.

It is therefore important to support the growth of higher education institutions, language schools and specialist colleges while minimising the potential impact of their new development.

What consultation have we done on this issue?

Key feedback we received through the First Conversation included the following points:

- Anglia Ruskin University highlighted the need to support modernised and enhanced provision on Anglia Ruskin University's East Road site and surrounding area.

Separate stakeholder engagement with Anglia Ruskin University and the University of Cambridge has taken place to better understand their future development ambitions including the impact of COVID-19.

Anglia Ruskin University

- Anglia Ruskin is developing a new masterplan for their Cambridge campus on East Road. This will focus on consolidation and refurbishment of campus buildings with further adaption to provide blended learning / teaching with a mix of on campus and off-site learning and teaching using digital technologies.

The University of Cambridge

- The University will concentrate its operational and non-operational development through the lifetime of the next Local Plan at existing operational sites including Eddington, West Cambridge, Cambridge Biomedical Campus, New Museums Site, Downing Site, and the Department of Engineering Site, in order to:
 - Meet new needs for academic research, teaching and supporting professional services.
 - Replace building assets that are at or nearing end-of-life or which have inadequate functional suitability (we have recently completed estate wide building condition and functional suitability surveys that will inform the forthcoming Strategic Estates Masterplan and an associated Capital Investment Plan). This is relevant to the Downing and New Museums Sites, in particular. Existing Local Plan policies for development of sites such as these should roll forward.

What alternatives did we consider?

No policy – Not considered a reasonable alternative as this could result in unsustainable development such as locating new faculty development in relatively less accessible locations or not providing satisfactory mitigation measures to reduce the impact of the new development.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 6: Jobs

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018 -

- None

Cambridge Local Plan 2018

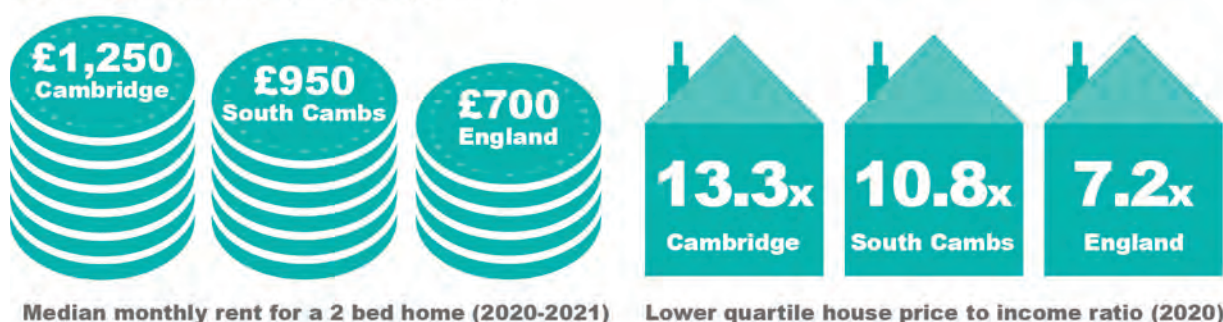
- Policy 43: University development
- Policy 44: Specialist colleges and language schools

3.6 Homes

124,389 homes in Greater Cambridge in 2020



Average house prices (2021)



In the First Conversation in 2020, there was concern expressed about potential levels of development, but also concerns that the area was not planning for enough homes, particularly to reflect the growing economy. These issues are addressed in the strategy section of this consultation. Focusing on the types of homes that should be provided, there was support for affordable housing, and a wide range of other types of need such as homes for older people, self-build, and provision for gypsies and travellers.

Aim for our homes policies

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.

How has this influenced the shape of the plan?

In the Strategy section of this consultation we have explored the housing needs of the area, and how they should be planned for. This includes identifying a range of sites to deliver new homes to meet our needs.

In the Homes theme we set out policies that would be applied when considering planning applications for new housing developments. They propose that schemes include high levels

of affordable housing and the mix of housing should respond to local needs. They propose that new homes include enough space to deliver healthy living environments, including outdoor space. We also include policies to meet the needs of specific groups, including the accommodation needs of Gypsies and Travellers.

How does this intersect with the other themes?

Delivering new net zero carbon homes, across a variety of tenures, with sufficient indoor and outdoor space, designed to be adaptable throughout the lifetime of their occupants, and located close to jobs will provide many varied benefits for people and the planet. This theme therefore connects with most of the other themes. For example: net zero carbon homes (Climate Change) will help control energy costs making living costs more affordable, the creation of healthy new high quality developments with green spaces and other appropriate infrastructure (Biodiversity and Green Spaces, Wellbeing and Social Inclusion, Great Places, and Infrastructure) will improve the health and wellbeing of residents, and providing new homes will help businesses to meet their staffing needs (Jobs).

What policies are we proposing?

Policy H/AH: Affordable Housing

Policy H/ES: Exception Sites for Affordable Housing

Policy H/HM: Housing Mix

Policy H/HD: Housing Density

Policy H/GL: Garden land and subdivision of existing plots

Policy H/SS: Residential Space Standards and accessible homes

Policy H/SH: Specialist Housing

Policy H/CB: Self and Custom Build Homes

Policy H/BR9: Build to Rent Homes

Policy H/MO: Houses in Multiple Occupation (HMO's)

Policy H/SA: Student Accommodation

Policy H/DC: Dwellings in the Countryside

Policy H/RM: Residential Moorings

Policy H/RC: Residential Caravans

Policy H/GT: Gypsy and Traveller and Travelling Show People sites

Policy H/CH: Community led housing

Topic Paper

Further information on the policy areas, including their national, regional and local context, and further information on the evidence that has informed the proposed policy direction, can be found in the topic paper which accompanies this theme:

Greater Cambridge Local Plan: Topic paper 7: Homes

Policy H/AH: Affordable housing

What will this policy do?

This policy will set out how affordable housing will be delivered, by specifying the size of developments on which affordable homes will be provided and setting out the types of affordable housing required to address identified needs.

Proposed policy direction

On sites of 10 or more dwellings 40% of new homes will be required to be affordable, except where: there can be a proportionate reduction as a result of vacant buildings being re-used or re-developed (as set out in national planning policy), the development is solely for Build to Rent (see H/BR for the requirements relating to these developments), the development is for some types of specialist accommodation that fall within Use Class C2, or the development is solely for residential caravans (see H/RC and H/GT for the requirements relating to these developments).

Affordable homes should be provided on-site except for in the circumstances set out in paragraph 63 of the National Planning Policy Framework 2021.

Mixed tenure developments that include Build to Rent homes should make up any shortfall in affordable homes within the Build to Rent element on the remainder of the development, so that overall the development delivers 40% affordable homes.

The affordable housing tenures provided should include the requirements as set out in national planning policy and guidance – the first at least 25% of the affordable homes on the development to be First Homes, with at least 10% of all new homes on the development to be provided as affordable home ownership products.

The plan will set out the proportion of the different affordable housing tenures for the remaining up to 75% of the affordable homes (after the at least 25% First Homes have been accounted for). This will take into account the issues of affordability experienced in Greater Cambridge and also viability, but should include an element of social rent homes in recognition that the Councils have been identified by the Government as areas of high affordability pressure.

Affordable rents should be set having regard to the [Greater Cambridge Housing Strategy Annexe 11: Setting of Affordable Rents](#) (Cambridge City Council and South Cambridgeshire District Council, June 2021) or a successor document.

Affordable housing for rent homes should be designed to accommodate different family compositions, with the bedspaces per dwelling guided by the recommendations set out in the [Greater Cambridge Housing Strategy Annexe 5: Summary of Requirements for](#)

Development of New Homes (Cambridge City Council and South Cambridgeshire District Council, April 2019) or a successor document.

Affordable homes must be designed to be indiscernible from market homes, and affordable homes should be distributed throughout the site in small groups or clusters, in accordance with the guidance provided in the **Greater Cambridge Housing Strategy Annexe 10: Clustering and Distribution of Affordable Housing** (Cambridge City Council and South Cambridgeshire District Council, June 2021) or a successor document.

Local Lettings Plans will be required, where appropriate to help achieve mixed and balanced communities or to prioritise housing such as for local workers or for specific groups of people.

Applicants will be encouraged to work collaboratively with a Registered Provider, the relevant Councils housing team, and the Greater Cambridge Shared Planning service, to discuss the affordable housing provision and affordable tenures for a new development ahead of the submission of a planning application.

Viability will be considered as set out in the approach included in paragraph 58 of the National Planning Policy Framework 2021. The Greater Cambridge Local Plan will be subject to a viability assessment at each stage of plan making, including a whole plan viability assessment that will accompany the draft plan and be updated at subsequent stages of plan making. Current evidence indicates that securing 40% affordable homes is deliverable across Greater Cambridge taking account of other development costs assumed so far. The deliverability and viability of securing 40% affordable homes on all major developments across Greater Cambridge will be kept under review as the preparation of the Local Plan progresses.

Why is this policy needed?

National planning policy requires the tenure of homes needed for different groups in the community, including those requiring affordable homes, to be assessed and that the results of that assessment be reflected in planning policies. The Local Plan therefore needs to set out how the Councils will secure affordable homes on new developments to address the identified need. National planning policy expects affordable housing to be provided on site, and only allows affordable homes to be sought on developments of 10 dwellings or more.

What consultation have we done on this issue?

Responses to the First Conversation highlighted the need to create balanced and integrated communities by providing a mix of housing types, sizes and tenures. There was support for prioritising the delivery of affordable housing and including a challenging target for affordable housing, due to the shortfall of affordable housing in Greater Cambridge. Respondents

highlighted a particular need for social rent housing / council housing, and affordable housing for local workers that support the Greater Cambridge economy. Viability was highlighted as an important consideration.

What alternatives did we consider?

1. Not including an affordable housing policy - Not considered a reasonable alternative as without a policy there is a risk that the level or tenure of affordable housing provided on new developments would not meet the needs of the area.
2. Seeking a higher percentage of affordable homes on new developments - This is not the preferred approach, as a higher percentage would impact on viability and delivery of sites.
3. Seeking a lower percentage of affordable homes on new developments - This is not the preferred approach, as the Cambridgeshire and West Suffolk Housing Needs of Specific Groups study (2021) recommends that the local authorities should continue to seek as much affordable housing delivery as viability allows.
4. Continuing the adopted Cambridge Local Plan approach of seeking 25% affordable homes on sites of 10-14 dwellings and 40% affordable homes on sites of 15 dwellings or more - This is not the preferred approach, as the Cambridgeshire and West Suffolk Housing Needs of Specific Groups study (2021) recommends that the local authorities should seek as much affordable housing delivery as viability allows and the Greater Cambridge Local Plan Viability Study and Assessment Interim Report (2021) indicates that securing 40% affordable homes on major developments is deliverable across Greater Cambridge.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

Greater Cambridge Housing Strategy 2019-2023: Homes for Our Future and Annexes 1-8 (Cambridge City Council and South Cambridgeshire District Council, April 2019)

Greater Cambridge Housing Strategy Annexe 10: Clustering and Distribution of Affordable Housing (Cambridge City Council and South Cambridgeshire District Council, June 2021)

Greater Cambridge Housing Strategy Annexe 11: Setting of Affordable Rents (Cambridge City Council and South Cambridgeshire District Council, June 2021)

Cambridgeshire and West Suffolk Housing Needs of Specific Groups Study (2021)

Housing Needs of Specific Groups Study – Addendum for Greater Cambridge (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/10: Affordable Housing

Cambridge Local Plan 2018

- Policy 45: Affordable housing and dwelling mix

Policy H/ES: Exception sites for affordable housing

What will this policy do?

This policy will set out the circumstances in which rural exception sites and First Homes exception sites would be supported.

Proposed policy direction

This policy will support exception sites in appropriate locations, typically adjoining existing settlements, and that are proportionate in scale to those settlements where there is an identified need. A small amount of market housing will be allowed on exception sites where it can be justified on viability or deliverability grounds. The use of such market housing in the form of custom and self-build housing will be supported. Community-led housing will also be supported on exception sites where it meets an identified need for affordable housing.

Rural exception sites will be allowed in the Green Belt only when it can be demonstrated that non Green-Belt alternative sites are not available. First Homes exception sites will not be allowed in the Green Belt.

The Local Plan will encourage Neighbourhood Plans to consider the scope for further encouraging the development of schemes including through the use of community led housing initiatives such as community land trusts, co-housing and co-operatives.

First Homes are a specific kind of discounted market sale housing and fall within the definition of affordable housing for planning purposes. The policy will be tailored to ensure First Homes exception sites are complementary to rather than compete with rural exception sites. This could be through, for example, the use of locally specific criteria to determine eligibility in rural parishes.

Why is this policy needed?

Exception sites are used to deliver affordable housing in perpetuity where sites would not normally be permitted for housing. They are typically located adjacent to a settlement and have not been allocated for housing within a Local or Neighbourhood Plan. The approach to rural exception sites in the current South Cambridgeshire Local Plan has been very successful at delivering such sites to help meet local needs.

Rural exception sites support local communities by prioritising people with a local connection to the village concerned. First Homes exception sites have adapted this idea by focusing on First Homes to support first time buyers across the district. In both cases

the scheme should be proportionate to the adjoining settlement and can include an element of market housing to support viability.

The policy will support the delivery of affordable housing, particularly in rural communities where current levels are low and new delivery is restricted by affordable housing only being required on sites of more than 10 dwellings.

The government has recently introduced the concept of a First Homes exception site and they will 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.

The government's [guidance](#) (paragraph 026) on First Homes states that "For plan making, local authorities and neighbourhood planning qualifying bodies are encouraged to set policies which specify their approach to determining the proportionality of First Homes exception site proposals, and the sorts of evidence that they might need in order to properly assess this."

The same [guidance](#) states (paragraph 008) that local authorities can apply their own eligibility criteria such as a local connection criteria, a local income cap or key worker criteria.

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 but 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.

What consultation have we done on this issue?

The First Conversation generated little response on exception sites for affordable housing but there was support for the idea of affordable housing being prioritised for people with a local connection. This is a central tenet of the rural exception site policy.

Additionally, many rural communities in South Cambridgeshire have been consulted on the principle of rural exception schemes through local housing needs surveys and these have produced a clear majority in favour of the approach.

What alternatives did we consider?

1. No Policy - Not considered a reasonable alternative as this would restrict our ability to deliver additional affordable housing where it is most needed.

2. Apply a more restrictive approach to rural exception sites - Not considered a reasonable alternative because previous policies have been successful in bringing forward sites.

3. Apply a more laissez-faire approach to the development of exception sites - This was not identified as the preferred approach as this could lead to rural exception sites being squeezed out by First Homes exception sites, inappropriate sites coming forward and housing mixes being driven more by commercial gain than local need.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/11: Rural Exception Site Affordable Housing

Cambridge Local Plan 2018

None

Policy H/HM: Housing mix

What will this policy do?

This policy will set out the mix of housing to be provided by new development, to ensure that new housing is generally of a size and type to meet the housing needs of different groups in the community.

Proposed policy direction

New housing developments of 10 or more dwellings will be required to provide an appropriate mix of housing sizes (number of bedrooms), with the proportions of dwellings of each size to be guided by the housing mix for each tenure and for Cambridge and South Cambridgeshire as set out in the recommendations from the Cambridgeshire and West Suffolk Housing Needs of Specific Groups study (2021) and the Housing Needs of Specific Groups – Addendum for Greater Cambridge (2021) or any future update to the Greater Cambridge Housing Strategy or housing mix evidence published by the Councils. As the proportion of dwellings of each size is provided as a range, this allows flexibility for local circumstances.

The housing mix (size of bedrooms) recommendations from the Cambridgeshire and West Suffolk Housing Needs of Specific Groups study (2021) and the Housing Needs of Specific Groups – Addendum for Greater Cambridge (2021) are as follows:

For Cambridge:

Tenure	1 bedroom homes	2 bedroom homes	3 bedroom homes	Homes with 4 or more bedrooms
Market housing	0-10%	15-25%	40-50%	25-35%
Affordable housing – ownership	15-25%	35-45%	25-35%	5-15%
Affordable housing – rented	35-45%	30-40%	15-25%	0-10%

For South Cambridgeshire:

Tenure	1 bedroom homes	2 bedroom homes	3 bedroom homes	Homes with 4 or more bedrooms
Market housing	0-10%	20-30%	35-45%	25-35%
Affordable housing – ownership	15-25%	35-45%	25-35%	5-15%
Affordable housing – rented	25-35%	35-45%	20-30%	0-10%

Exceptions will be allowed where an alternative housing mix is justified by site specific circumstances, such as local character, the built form of the new development, affordable housing demand on the councils' housing registers, and the existing housing mix in the surrounding area.

In some circumstances a condition(s) may be added to the planning permission to remove the permitted development rights for all or some of the dwellings if increasing the approved number of bedrooms for all or some of the dwellings through extensions would harm the housing mix that the development was responding to.

Policy will also encourage the delivery of a mix of types of homes – houses, flats and bungalows – proportionally across all market and affordable tenures, taking account of local circumstances including character and built form, and up to date evidence of affordable housing need as demonstrated by the councils' housing registers.

Applicants will be encouraged to work collaboratively with a Registered Provider, the relevant Councils housing team, and the Greater Cambridge Shared Planning service, to discuss the affordable housing mix for a new development ahead of the submission of a planning application.

Why is this policy needed?

National planning policy requires the size and type of homes needed for different groups in the community to be assessed and that the results of that assessment be reflected in planning policies. The Local Plan therefore needs to set out how the Councils will secure a mix of sizes and types of homes on new developments to address the identified need and create balanced and mixed communities.

What consultation have we done on this issue?

Responses to First Conversation highlighted the need to create balanced and integrated communities by providing a mix of housing types, sizes and tenures that reflect the findings of the Councils evidence of housing needs of specific groups. However, respondents also commented that the housing mix policy should be sufficiently flexible to address viability challenges, to address changing housing needs over the plan period, to appropriately cater for the needs of the community it will serve, and to appropriately respond to the site and its surroundings. There were also differing views that highlighted both a wish for more smaller homes and microhomes – particularly for first time buyers and the homeless – to help overcome the affordability crisis, and for more family sized homes / bigger homes that provide flexibility. Specific comments were received highlighting a need for more bungalows for older people.

What alternatives did we consider?

1. Not including a policy setting out a housing mix for new developments, and therefore relying on the housing market to determine the housing mix. - Not considered a reasonable alternative as without a policy there is a risk that the housing mix provided on new developments would not meet the needs of the area.
2. Applying the housing mix policy to all developments. - Not considered a reasonable alternative as it is not practical to apply the housing mixes suggested to sites of less than 10 dwellings, and for smaller sites it is important to make best use of the land and to take account of local circumstances.
3. Not including a policy setting out a housing mix for affordable dwellings, and therefore relying on local circumstances to determine the housing mix. - Not considered a reasonable alternative as without guidance in the Local Plan there is a risk that the affordable housing mix provided on new developments would not meet the needs of the area.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

[Greater Cambridge Housing Strategy 2019-2023: Homes for Our Future and Annexes 1-8](#) (Cambridge City Council and South Cambridgeshire District Council, April 2019)

Cambridgeshire and West Suffolk Housing Needs of Specific Groups Study (2021)

Housing Needs of Specific Groups Study – Addendum for Greater Cambridge (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/9: Housing Mix

Cambridge Local Plan 2018

- Policy 45: Affordable housing and dwelling mix

Policy H/HD: Housing density

What will this policy do?

This policy will ensure that land is used effectively when being developed for new housing.

Proposed policy direction

The policy will seek to deliver site specific appropriate net densities across Greater Cambridge, taking advantage of opportunities to deliver higher densities on sites with good accessibility subject to local character considerations.

We propose to apply a design-led approach to determine the optimum development capacity of sites in order to make the best use of land. A design-led approach to optimising site capacity requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, existing and planned supporting infrastructure, local character, and other local circumstances. We want to encourage higher densities in locations which are, or will be, highly accessible by walking, cycling and public transport.

Why is this policy needed?

National planning policy requires plans to support making efficient use of land. Land is a scarce resource and 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. A design led approach, supported by site or area specific design codes provides the best opportunity to achieve these goals.

What consultation have we done on this issue?

The First Conversation demonstrated support for the principle of building to higher densities in Cambridge to achieve more sustainable development and meet demand for city living. Some considered that the approach to density should not be overly prescriptive, and should provide flexibility to respond to site opportunities. Others highlighted the importance of considering the importance of landscape and townscape, including the historic environment.

What alternatives did we consider?

1. Not including a density policy - Not considered a reasonable alternative because this would limit the scope to ensure land is used effectively.
2. Applying a blanket density across the whole plan area - Not considered a reasonable alternative as this does not reflect the range of settlements, and their differing characteristics, within Greater Cambridge. Including a higher density requirement for the whole of Greater Cambridge was discounted as this could encourage over-development.
3. Applying different target or guide density levels to different settlement categories in Greater Cambridge – not considered a reasonable alternative as within settlements, accessibility varies depending on location, and local conditions present a range of opportunities and constraints on site capacity. Well-designed places would not be delivered through application of density levels that do not take account of site characteristics.

Supporting topic paper and evidence studies

- Greater Cambridge Local Plan: Topic paper 7: Homes
- National Design Guide and Model Design Code

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/8: Housing Density

Cambridge Local Plan 2018

None

Policy H/GL: Garden land and subdivision of existing plots

What will this policy do?

This policy will set out criteria to determine when it will be acceptable for garden land and existing residential plots to be developed for new housing.

Proposed policy direction

The policy will continue the approach of the adopted Cambridge and South Cambridgeshire Local Plans by resisting inappropriate development of residential gardens and the subdivision of existing plots. This will be done by reference to a range of factors including potential harm to local character, adequacy of remaining amenity space, trees, heritage and biodiversity. The policy will also seek to stop development that would compromise the potential of other land to be brought forward for development.

Why is this policy needed?

Gardens are an important environmental resource; they can make a major contribution to local character and they can mitigate fluvial and surface water flooding. However, they can also provide scope for new residential development without the loss of countryside. This can be a particular advantage in rural communities where residential development opportunities can be constrained. This policy will ensure that only suitable and appropriate developments take place on such land.

What consultation have we done on this issue?

Responses to the First Consultation showed support for controlling the use of gardens, and in particular the paving over of front gardens. Issues mentioned included their biodiversity value, and their potential to help urban cooling.

What alternatives did we consider?

No policy - This approach is not the preferred approach as it would not provide clear guidance on the approach that would be taken to development on garden land and subdivision of existing plots, and could lead to inconsistent outcomes.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/16: Development of Residential Gardens

Cambridge Local Plan 2018

- Policy 52: Protecting garden land and the subdivision of existing dwelling plots

Policy H/SS: Residential space standards and accessible homes

What will this policy do?

This policy will set the required standards for internal spaces within new homes, the proportion of accessible and adaptable dwellings to be provided as part of dwelling mix, and provision of external private and shared amenity space.

Proposed policy direction

Gross internal floor areas for all new homes will be required to meet or exceed the [nationally described residential space standard](#) or its successor. Exceptions only where new homes are being provided to meet a specific evidenced need (e.g. accommodation for homeless, disabled people or specific young adults) and evidence is provided to demonstrate that meeting this nationally described standard would result in unsuitable homes for the identified occupants.

New homes created through residential conversions and homes created by changes of use from non-residential land uses should seek to meet or exceed the nationally described residential space standards as far as it is practicable to do so.

All new homes will be required to be Building Regulations M4(2) 'accessible and adaptable' dwellings. Exceptions only where it can be demonstrated that site specific circumstances, in addition to the other requirements for the development, make the proposed development impractical, unachievable or unviable.

5% of affordable homes on new developments that include 20 or more affordable homes will be required to be Building Regulations M4(3) 'wheelchair user' dwellings, to be provided 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. Exceptions will only be permitted where it can be demonstrated that there is no evidence of need such as rural exception schemes addressing other specific needs.

All newly created homes (through conversion, change of use, or new build) will be required to have direct access to private amenity space. We propose to develop revised minimum space standards for private amenity space for different types of dwellings and locations.

Why is this policy needed?

National planning policy states that planning policies should ensure that developments create places with a high standard of amenity for existing and future users. It specifically allows local authorities to include planning policies that make use of the nationally described

residential space standard and the optional technical standards for accessible and adaptable housing.

Requiring all new homes to be Building Regulations M4(2) 'accessible and adaptable' dwellings allows for dwellings to be adapted over time, including to accommodate a wheelchair user(s), or to take account of other disability or mobility issues. New self or custom build dwellings can also be designed specifically to meet the requirements of the occupant(s) and therefore take account of any disability or mobility issues.

What consultation have we done on this issue?

Responses to the First Conversation highlighted a wish for new homes to meet the Lifetime Homes standard and be designed to include flexibility to enable adaptation during the lifetime of their occupants.

There was generally support for the Local Plan continuing to set minimum size standards to ensure provision of sufficient indoor space, set requirements for accessibility and adaptability of homes, and make sure that new homes have access to private gardens and outdoor space. Respondents also commented that any requirements should not be applied inflexibly as some people are happy with smaller homes that are high quality. Developers highlighted that any required standards have implications for build costs, and that it is important that these requirements are considered in the viability assessment of the Local Plan.

What alternatives did we consider?

1. Not implementing the nationally described space standards - This is not the preferred approach because our evidence shows that without specifically requiring the standards some developments will be designed to provide new homes below these standards.
2. Not requiring new homes to meet Building Regulations M4(2) standard - This is not the preferred approach because the Cambridgeshire and West Suffolk Housing Needs of Specific Groups study (2021) provides recommendations on the percentage of new homes that should meet this standard based on evidence of need, and accessible and adaptable housing enables people to live more independently and it is better to build these types of homes from the outset rather than have to make adaptations at a later stage.
3. Not requiring new homes to meet Building Regulations M4(3) standard - This is not the preferred approach because there is evidence of need for wheelchair user homes. The additional costs associated with providing homes to meet either of the M4(3) standards are significant and therefore requiring a higher percentage would have implications for other policy requirements or the overall viability of a development.

4. Not provide guidance on the provision of private amenity space for all new homes - This is not the preferred approach because national planning policy states that planning policies should ensure that developments create places with a high standard of amenity for existing and future users. Outside amenity space is an important part of this and the need for it was emphasised during the COVID-19 pandemic.

Supporting evidence studies and topic papers

Greater Cambridge Local Plan: Topic paper 7: Homes

[Greater Cambridge Housing Strategy 2019-2023: Homes for Our Future and Annexes 1-8](#) (Cambridge City Council and South Cambridgeshire District Council, April 2019)

Cambridgeshire and West Suffolk Housing Needs of Specific Groups Study (2021)

Housing Needs of Specific Groups Study – Addendum for Greater Cambridge (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/9: Housing Mix
- Policy H/12: Residential Space Standards

Cambridge Local Plan 2018

- Policy 50: Residential space standards
- Policy 51: Accessible homes

Policy H/SH: Specialist housing and homes for older people

What will this policy do?

This policy will guide proposals for specialist housing (within both Use Classes C2 and C3) designed to support a variety of groups such as older people, disabled people, people with alcohol or drug dependency, those requiring refuge from harassment and violence, and others who may, for a variety of reasons, be excluded from the local community. Student accommodation is covered in Policy H/SA: Student Accommodation. The need to help older people downsize or stay within their community through 'whole life housing' approaches are also addressed in Policy H/HM: Housing mix and Policy H/SS: Residential space standards and accessible homes.

Proposed policy direction

Provision of specialist housing will be required as part of the housing mix of new developments, particularly at new settlements and within urban extensions, to create balanced and mixed communities and to meet the identified need for specialist housing. The policy will support the development of housing for older people and other groups in need of specialist housing. It is important to recognise that those in need of specialist housing are not a homogeneous group and the policy will need to support a broad range of specialist housing reflecting local needs.

Proposals for new specialist housing will be considered via a criteria based policy similar to that in the adopted Cambridge Local Plan 2018, but with the policy applying to the whole of Greater Cambridge. The criteria will ensure that new specialist housing is provided where there is a need, in suitably accessible locations, and without resulting in an excessive concentration of such housing.

Any specialist accommodation provided either as self-contained units or bedspaces for older people will contribute towards delivering the overall housing requirement for Greater Cambridge, but any specialist housing for other groups such as children and young people, or disabled people, will not contribute.

The provision of some forms of specialist housing, such as general housing for older people, will be delivered through the requirements for all new homes to be accessible and adaptable homes as set out in Building Regulations M4(2) standard (see H/SS: Residential space standards and accessible homes).

Why is this policy needed?

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. 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. 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.

Providing specialist accommodation for older 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.

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.

What consultation have we done on this issue?

Responses to the First Conversation 2020 consultation highlighted the need to create balanced and integrated communities by providing a mix of housing types, sizes and tenures that reflect the findings of the Councils evidence of housing needs of specific groups. This included support for including specialist housing within new developments to enable residents to move through different forms of housing while still staying in their local area. Respondents also commented that specific allocations should be made for specialist housing, that are close to existing homes, public transport, and medical and community facilities.

What alternatives did we consider?

1. No policy - Not considered a reasonable alternative as the Councils consider that a criteria based policy is needed as the considerations for specialist housing are different to other types of housing development.
2. To not require provision for specialist housing at new settlements and within urban extensions - Not considered a reasonable alternative as the Councils need to set out how they will deliver sufficient specialist housing to meet the identified need, and these new developments should seek to deliver balanced and mixed communities.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

[Greater Cambridge Housing Strategy 2019-2023: Homes for Our Future and Annexes 1-8](#) (Cambridge City Council and South Cambridgeshire District Council, April 2019)

Cambridgeshire and West Suffolk Housing Needs of Specific Groups Study (2021)

Housing Needs of Specific Groups Study – Addendum for Greater Cambridge (2021)

Existing policies in adopted 2018 Local Plans

Cambridge Local Plan 2018

- Policy 47: Specialist housing

South Cambridgeshire Local Plan 2018

- None

Policy H/CB: Self- and custom-build homes

What will this policy do?

This policy will set out how custom build and/or self-build homes across Greater Cambridge will be delivered.

Proposed policy direction

5% of all new homes in residential developments of 20 dwellings or more will be required to be custom and/or self-build, provided that the Greater Cambridge self and custom build register is recording a demand for self and/or custom build homes when a planning application for 20 or more homes is considered.

A mechanism will be included within the policy to allow for plots identified to be for self and/or custom build homes to be delivered by the developer or others if the plot has not been sold as a self or custom build plot after at least 12 months of appropriate marketing.

Proposals for individual or small groups of custom and/or self-build homes will be considered against the policies that would apply to proposals for residential development in that location.

The policy will also allow for 'community led' self and/or custom build projects where the 'community' has formed an organisation as required by the national self and custom build legislation and their proposed self and/or custom build development is compliant with the proposed policy approach.

Why is this policy needed?

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 self-builds and custom builds, and through the same legislation local planning authorities have a duty to grant planning permission for enough suitable plots to meet the identified demand.

What consultation have we done on this issue?

Responses received to the First Conversation 2020 consultation highlighted both a shortfall in the provision of self and custom build in Greater Cambridge compared to demand on the Councils register, and that the register is likely to overestimate demand due to the attractiveness of the area and the ability to be included on more than one register. Some respondents suggested that the Councils should promote self and custom build opportunities on the edges of villages as exceptions to policy. The comments received highlighted the

need to include a mechanism for the delivery of self-build plots that are not taken up within a specified timescale, and also that the viability of requiring self and custom build plots on new developments should be sufficiently tested.

What alternatives did we consider?

1. To allow the development of custom and/or self-build housing generally as an exception to policy - This is not the preferred approach as it is likely to hamper the delivery of rural exception sites for affordable housing.
2. No policy - Not considered a reasonable alternative as the Councils have a duty to permit sufficient plots to meet demand and the provision of sufficient plots is unlikely without a policy.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

[Greater Cambridge Housing Strategy 2019-2023: Homes for Our Future and Annexes 1-8](#) (Cambridge City Council and South Cambridgeshire District Council, April 2019)

Cambridgeshire and West Suffolk Housing Needs of Specific Groups Study (2021)

Housing Needs of Specific Groups Study – Addendum for Greater Cambridge (2021)

Greater Cambridge Custom and Self Build Register

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/9: Housing Mix

Cambridge Local Plan 201

- None

Policy H/BR: Build to Rent homes

What will this policy do?

This policy will set out when and how proposals for Build to Rent homes would be supported.

Proposed policy direction

The policy will require that proposals for Build to Rent developments, or the amount of Build to Rent within a mixed tenure development, do not create an over-concentration of this tenure in a local area, are distributed across the development (if part of a wider mixed use or mixed tenure development), and meet specific criteria in terms of ownership and management, covenants, and tenancies. Reflecting the Greater Cambridge Housing Strategy, planning applications would need to evidence how the scheme would support the creation of successful places and promote mixed and balanced communities. As we prepare the draft local plan, we will explore whether it is appropriate for more specific policy requirements to be included that address the level of provision of Build to Rent dwellings, which could include the amount of build to rent as a proportion of all dwellings and the scale of development to which it would apply. Policies for new communities will include guidance regarding individual sites in the context of issues such as housing need, potential community impacts, and to ensure an appropriate balance with other tenures within an overall development and the surrounding area.

Build to Rent developments should meet the requirements as set out in the [Greater Cambridge Housing Strategy](#) (Cambridge City Council and South Cambridgeshire District Council, June 2021) or a successor document.

The policy will require at least 20% of homes on a Build to Rent development of 10 or more homes to be affordable private rented, and make clear that these homes will contribute towards the overall 40% affordable homes to be provided on a mixed tenure development. Affordable private rented homes must be designed to be indiscernible from market homes and that the affordable homes should be distributed throughout the site in small groups or clusters.

As new homes, all Build to Rent developments must meet the nationally described residential space standards and accessible homes standards, as set out in H/SS. Build to Rent is also addressed under Policy H/AH: Affordable housing.

Why is this policy needed?

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.

National planning policy 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. It therefore follows that Build to Rent developments are unlikely to achieve the 40% affordable homes as required on other major residential developments. Given this and that Build to Rent developments will only provide one tenure of affordable housing, the proposed policy direction does not change the overall requirement for 40% affordable housing on major multi-tenure development sites, as set out in proposed Policy H/AH: Affordable housing. It may also be appropriate to limit the proportion of Build to Rent homes within specific new developments in order to secure the provision of affordable housing to meet our identified need and provide mixed and balanced communities. Any such limits would still need to enable the resulting number of Build to Rent homes to be sufficient to be delivered and managed viably. Appropriate policies will be considered when preparing the draft Local Plan, including considering site-specific approaches reflecting the Greater Cambridge Housing Strategy. The draft North East Cambridge Area Action Plan already takes this approach by proposing that no more than 10% of the total housing across the Area Action Plan should be Build to Rent.

Based on evidence of high levels of affordable housing need, the Councils will aim wherever possible to secure more than 20% of the homes on any Build to Rent scheme to be provided as Affordable Private Rent homes, looking in particular for a balance between the percentage of Affordable Private Rent homes which can be achieved and the potential rental affordability of those homes.

What consultation have we done on this issue?

Responses received to the First Conversation highlighted the need to create balanced and integrated communities by providing a mix of housing types, sizes, tenures, ownership and management that reflect the findings of the Councils evidence of housing needs of specific groups. This included support for private rented / Build to Rent accommodation, as part of making housing more widely accessible. Respondents also commented that specific allocations should be made for Build to Rent developments.

What alternatives did we consider?

1. No policy - Not considered a reasonable alternative as national planning policy requires the housing needs of different groups, including those to rent their homes, to be reflected in planning policies. 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.

2. To include a policy with a presumption against Build to Rent developments - This is not the preferred approach as national planning policy requires the housing needs of different groups, including those who rent their homes, to be reflected in planning policies. 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.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

[Greater Cambridge Housing Strategy 2019-2023: Homes for Our Future and Annexes 1-8](#) (Cambridge City Council and South Cambridgeshire District Council, April 2019)

[Greater Cambridge Housing Strategy Annexe 9: Build to Rent](#) (Cambridge City Council and South Cambridgeshire District Council, June 2021)

Cambridgeshire and West Suffolk Housing Needs of Specific Groups Study (2021)

Housing Needs of Specific Groups Study – Addendum for Greater Cambridge (2021)

[Build to Rent Market in Greater Cambridge and West Suffolk](#) (Savills, June 2020)

[Build to Rent Market Strategic Overview and Summary of Site-Specific Appraisals](#) (Arc4, March 2021)

[North East Cambridge Market Demand Appraisal Build to Rent](#) (Arc4, March 2021)

[Northstowe Market Demand Appraisal Build to Rent](#) (Arc4, March 2021)

[Waterbeach New Town Market Demand Appraisal Build to Rent](#) (Arc4, March 2021)

[Bourn Airfield New Village Market Demand Appraisal Build to Rent](#) (Arc4, March 2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Paragraph 7.36 of Policy H/9: Housing Mix supports the provision of build to rent housing.

Cambridge Local Plan 2018

- None

Policy H/MO: Houses in multiple occupation (HMOs)

What will this policy do?

This policy will set the standards that proposals for houses in multiple occupation (HMOs) must meet.

Proposed policy direction

We propose to carry forward the criteria based policy for considering proposals for new larger HMOs (sui generis use), as included in the adopted Cambridge Local Plan 2018, but with the policy applying to the whole of Greater Cambridge. The criteria will ensure that new HMOs are provided in suitable locations with appropriate facilities and parking, a good standard of amenity for their occupiers, and will not have significant negative impacts on matters such as the local amenity of the surrounding area. Reference to Circular 08/2010 will be removed as that has been withdrawn.

We propose that all new larger HMOs (sui generis use which require planning permission) will be required to meet the nationally described residential space standards and accessible and adaptable homes standards, and to provide direct access to amenity space as required for all new homes (see H/SS). We would require all new larger HMOs to meet the internal space standards required for a HMO to be licensed, whether the HMO is required to be licensed or not.

Why is this policy needed?

HMOs form an important part of the housing market in Cambridge, with a significant number of HMOs occupied by students. The high cost of housing in Cambridge makes HMOs a more affordable option for many than self-contained accommodation. HMOs can change the nature of an area, and can be seen to be associated with negative impacts to neighbourhoods, such as anti-social behaviours, car parking issues, and overcrowding.

The Local Plan therefore needs to set out how the Councils will consider proposals for HMOs and the specifications that should be met so that HMOs provide a standard of accommodation equivalent to that provided in other new residential developments.

What consultation have we done on this issue?

Responses received to the First Conversation highlighted the need to create balanced and integrated communities by providing a mix of housing types, sizes, tenures, ownership and management that reflect the findings of the Councils evidence of housing needs of specific groups. This included support for HMOs, as part of making housing more widely accessible.

What alternatives did we consider?

1. No policy - This is not the preferred approach as the Councils consider that a criteria based policy is needed as the considerations for HMOs are different to other types of development and therefore it is necessary to safeguard local amenity.
2. To include a policy with a presumption against further HMOs - This is not the preferred approach as it would not allow sufficient flexibility in the housing market to deliver the housing needed for different groups, including students.
3. Not requiring new HMOs to meet space and amenity standards - This is not the preferred approach because national planning policy states that planning policies should ensure that developments create places with a high standard of amenity for existing and future users.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- None

Cambridge Local Plan 2018

- Policy 48: Housing in multiple occupation

Policy H/SA: Student accommodation

What will this policy do?

This policy will guide set out how and when proposals for new student accommodation for higher education institutions would be supported.

Proposed policy direction

We propose to support the identified growth for student accommodation over the next ten years for students attending full-time courses of one academic year or more.

New purpose-built student accommodation that reduces demand for private accommodation occupied by full-time students will be supported where consistent with other policies and suitable in location, type, layout, affordability and linked to at least one existing educational establishment within Greater Cambridge providing full-time courses of one academic year or more. Proposals will not be supported where they involve the loss of existing and planned residential accommodation. Existing student accommodation will continue to be protected to avoid increasing demand for housing in the private rental market.

Any student accommodation provided either as self-contained units or bedspaces will contribute towards delivering the overall housing requirement for Greater Cambridge.

Why is this policy needed?

Students make up a significant proportion of the population of Cambridge and if adequate provision is not made for their needs in suitable locations this would lead to significant pressures on the local housing market. New purpose-built Student Accommodation will help meet the identified growth needs of an existing educational institution. This provision will in turn reduce demand for private accommodation occupied by full-time students. However, it needs to be in the right place, where impacts can be addressed, and not have an adverse impact on the delivery of other forms of housing. The Cambridge Local Plan includes a criteria-based policy setting out policy requirements, it is proposed to use this policy to guide the development of the new policy for the Greater Cambridge Local Plan.

What consultation have we done on this issue?

Responses to the First Conversation included the support for making provision for the expected growth in student numbers and need for accommodation.

Stakeholder engagement has been undertaken with Anglia Ruskin University and the University of Cambridge, to better understand their future growth ambitions including the impact of COVID-19. This highlighted the following issues:

Anglia Ruskin University:

- Anglia Ruskin's residential strategy will be refreshed in 2022 and the University will review its strategy and investigate matters such as ownership, nomination agreements, maintenance and the need for buildings.

The University of Cambridge:

- The University and colleges are discussing the future size and shape of the student population and will be preparing a 10-year plan.
- Eddington - At present, 2,000 student rooms are permitted under the outline consent. 325 student bedrooms have already been completed. Further development of new student units depends on the growth in student numbers in any individual college, and the financing of future development. It is expected that planning applications for all of the 2,000 student units will be submitted by 2033.

What alternatives did we consider?

1. No policy – Not considered a reasonable alternative as the Councils consider this policy is needed as the considerations for student accommodation is different to other types of development. It is essential new development proposals are linked to existing higher education institutions and existing student accommodation is protected. This approach will avoid increasing demand for housing in the private rental market.
2. To include a policy with a presumption against further student accommodation - Not considered a reasonable alternative as it would not allow sufficient flexibility in the housing market to deliver the housing needed for different groups, including students.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

Cambridgeshire and West Suffolk Housing Needs of Specific Groups Study (2021)

Housing Needs of Specific Groups Study – Addendum for Greater Cambridge (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- None

Cambridge Local Plan 2018

- Policy 46: Development of student housing

Policy H/DC: Dwellings in the countryside

What will this policy do?

This policy will set out the types of residential development that may be acceptable in the countryside outside of defined settlement boundaries.

Proposed policy direction

Residential development is generally restricted in the countryside to avoid unsustainable development, but there are some types of residential development that need a countryside location.

The policy will have a number of sub-components each with its own requirements for the development to be acceptable, and it is proposed that these are carried forward from the South Cambridgeshire Local Plan 2018.

For replacement dwellings in the countryside, set out that they will only be permitted where their design quality, scale, and impact on the countryside and local character are consistent with other policies within the Local Plan, and where a replacement dwelling in the Green Belt is not materially larger than the one it replaces. Make clear that the replacement of caravans and mobile homes with permanent dwellings will not be permitted.

For extensions to existing dwellings in the countryside, set out that the extension must be in scale and character with the existing dwelling and must not materially change the impact of the dwelling on its surroundings. Also set out that where an original dwelling is subject to an occupancy condition, it must be demonstrated that the extension can be supported by the viability of the enterprise and that the cost of its occupation will not be unaffordable to workers that meet the occupancy condition.

For the reuse of buildings in the countryside, set out that the change of use and adaptation of redundant or disused buildings to residential use will be permitted where:

- the buildings are unsuitable for employment use, or it is demonstrated through marketing that there is no demand for their development for employment use,
- the buildings are structurally sound and are of permanent construction,
- there will be an enhancement to the immediate setting of the buildings,
- the form, bulk, design, landscaping and materials used in the change of use and adaptation are sensitive to the character and appearance of the building and locality, and
- there is a safe vehicular site access.

For dwellings to support rural businesses, set out that permanent dwellings will be permitted if it can be demonstrated that: there is a clear need for one or more workers to be readily

available at most times, the enterprise has been established for at least three years and is financially viable, there is no other suitable or available accommodation within the site / holding, and the proposed dwelling is no larger than that required to meet the reasonable needs of the enterprise. Make clear that the new dwelling will be subject to an occupancy condition, and that the removal of the occupancy condition will only be permitted in specific circumstances. Set out when a temporary dwelling may be permitted.

For dwellings of exceptional quality in the countryside, set out that a single new bespoke dwellings of exceptional quality will be permitted provided that:

- the dwelling would reflect the highest standards in architecture and be recognised as truly outstanding or innovative,
- the dwelling would significantly enhance its immediate setting,
- the nature, size and design of the dwelling and site are sensitive to the defining characteristics of the local area and to wider views, and
- that there are no existing dwellings on the site capable of being replaced.

Why is this policy needed?

South Cambridgeshire is a predominantly rural district with an attractive and much valued open environment. As a result, the area is prone to speculative proposals that could constitute unsustainable development. The policy will use a range of criteria to control development in a way that supports rural communities, reduces unsustainable living patterns and minimises the carbon impacts of new housing.

What consultation have we done on this issue?

Responses to the First Conversation indicated support for policy approaches that support the rural economy by, for example, protecting employment land and supporting existing businesses in rural areas.

What alternatives did we consider?

No policy - Not considered a reasonable alternative because it would lead to uncertainty as to how development proposals would be considered.

Supporting evidence studies and topic papers

Greater Cambridge Local Plan: Topic paper 7: Homes

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/13: Extensions to Dwellings in the Countryside
- Policy H/14: Replacement Dwellings in the Countryside
- Policy H/15: Countryside Dwellings of Exceptional Quality
- Policy H/17: Re-use of Buildings in the Countryside for Residential Use
- Policy H/19: Dwellings to Support a Rural-based Enterprise

Cambridge Local Plan 2018

- None

Policy H/RM: Residential moorings

What will this policy do?

This policy will set out the criteria to be used when considering proposals for new residential moorings.

Proposed policy direction

We propose to carry forward the criteria based policy for considering proposals for new residential moorings as included in the adopted Cambridge Local Plan 2018, but with the policy applying to the whole of Greater Cambridge. The criteria will ensure that new moorings are provided in suitable locations with appropriate infrastructure and will not have significant negative impacts on matters such as landscape and townscape, local amenity, and navigation of the river.

Why is this policy needed?

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. National planning policy requires local authorities to reflect the results of this assessment in their planning policies. The Local Plan therefore needs to set out how the Councils will respond to the need identified and how proposals for residential moorings will be considered.

An accommodation needs assessment is being carried out which will assess the needs of house boat dwellers. The COVID-19 pandemic has delayed the completion of the face-to-face survey elements of this assessment, such that it has not been possible to complete this assessment in time to inform this consultation. It will be available at the next stage of plan making, and will be used to inform the draft Local Plan, including whether any allocations are needed.

What consultation have we done on this issue?

In responding to the First Conversation the Conservators of the River Cam highlighted the need for more residential moorings within Greater Cambridge.

What alternatives did we consider?

No policy - Not considered a reasonable alternative as the Councils consider that a criteria based policy is needed as the considerations for residential moorings are different to other types of development and therefore it is necessary to maintain the quality of the river environment and safeguard local amenity.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- None, except for the allocation of a site through H/7: Residential Moorings

Cambridge Local Plan 2018

- Policy 54: Residential moorings

Policy H/RC: Residential caravan sites

What will this policy do?

This policy will set out the criteria to be used when considering proposals for new residential caravan sites.

Proposed policy direction

The Local Plan will consider the need for residential caravan sites and/or mobile home parks, and set out that any proposals for these uses will be considered against the policies applicable to residential developments. However, make clear that the proposed approaches for affordable housing (see H/AH above) and residential space standards and accessible homes (see H/SS above) do not apply to residential caravan sites / mobile home parks.

Why is this policy needed?

National planning policy requires local authorities to assess the size, type and tenure of housing needed for different groups in the community and reflect the results of this assessment in their planning policies. 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 caravans. This is concerned with all those who have a need to live in a caravan, and is not restricted to the needs of Gypsies and Travellers.

An accommodation needs assessment is being carried out which will assess the needs of caravan dwellers. The COVID-19 pandemic has delayed the completion of the face-to-face survey elements of this assessment, such that it has not been possible to complete this assessment in time to inform this consultation. It will be available at the next stage of plan making, and will be used to inform the draft Local Plan, including whether any allocations are needed.

Proposals for new residential caravan sites (such as mobile home parks) are proposed to be considered in the same way as other residential development, for example providing a suitable form of windfall site within settlement boundaries.

What consultation have we done on this issue?

Responses received to the First Conversation highlighted the need to create balanced and integrated communities by providing a mix of housing types, sizes, tenures, ownership and management that reflect the findings of the Councils evidence of housing needs of specific groups. No responses specifically mentioned caravan sites or mobile home parks.

What alternatives did we consider?

To include a specific criteria based policy for new residential caravan sites / mobile home parks with additional flexibility - Not considered a reasonable alternative as the considerations for residential caravan sites / mobile home parks are not sufficiently different to other residential developments.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

Existing policies in adopted 2018 Local Plans

None

Policy H/GT: Gypsy and Traveller and Travelling Showpeople sites

What will this policy do?

The policy will set out how the accommodation needs of Gypsies and Travellers and Travelling Showpeople will be provided for over the plan period, and provide policy guidance regarding the location and design of sites.

Proposed policy direction

The Local Plan will respond to the need for new pitches for Gypsies and Travellers and plots for Travelling Showpeople, which are currently being explored through an updated needs assessment.

Subject to the needs identified, this is likely to be addressed through a combination of requiring provision from large scale new communities and significant major development sites, stand-alone allocations, and the inclusion of a policy to enable windfalls in suitable locations.

National planning policy requires that criteria should be set to guide land supply allocations where there is identified need that cannot be met on existing sites. The following criteria are proposed:

- Sites are capable of providing an appropriate environment for residents in terms of health, safety, and living conditions, sufficient space for accommodating and moving caravans and vehicles, safe vehicle and pedestrian access, and are capable of being provided with essential utilities.
- The number and nature of pitches or plots provided is appropriate to the site size and the location, and would not have unacceptable adverse impacts on the amenity of surrounding land uses, the countryside and landscape character, settlement character, heritage or biodiversity interests, rights of way, or from traffic generated, including taking account of cumulative impacts.
- The needs of residents of the site can be met appropriately by local facilities and services without placing undue pressure on them, and the scale of such sites does not dominate the nearest settled community, including considering cumulative impacts with other sites.
- The site is located within a reasonable distance of local facilities and services including schools and health facilities.
- Traveller sites are inappropriate development in the Green Belt. Any proposals in the Green Belt would have to comply with national policy regarding development in the Green Belt.

A design focused policy will also be included in the Local Plan, to ensure sites are built to an appropriate quality to meet the needs of future residents.

The Local Plan will continue to safeguard existing sites.

Why is this policy needed?

National policy, set out in the Planning Policy for Traveller Sites (PPTS), is aimed at ensuring “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 requires local planning authorities to assess the accommodation needs of Gypsies and Travellers and Travelling Showpeople, and to set requirements to address this.

In partnership with other Councils in Cambridgeshire and parts of Norfolk and Suffolk a new accommodation needs assessment has been commissioned and is underway. However, it has been delayed significantly by the COVID-19 pandemic. Through this process we are seeking to engage effectively with traveller communities, their representatives, and other stakeholders, to understand the number of permanent residential pitches required for Gypsies and Travellers and the number of permanent plots for Travelling Showpeople that are needed. It has not been possible to complete this survey in time to inform this consultation. It will be available at the next stage of plan making, and will be used to inform the draft Local Plan and what provision is required.

Some Gypsies and Travellers have ceased to travel and therefore no longer meet the PPTS definition for the purposes of planning. As well as those who meet the definition, the needs assessment will seek to identify the needs of Gypsies and Travellers that no longer travel, as part of the requirement under the Housing Act to consider the needs of people living on sites on which caravans can be stationed. This potential need was one of the issues highlighted by the Inspector examining the 2018 Local Plans to be addressed through this local plan review, and the plan will need to identify how this need will be addressed.

Government policy aims to promote more private traveller provision. Whilst promoters of a number of large sites indicated they could form part of a future dwelling mix, no stand-alone sites were submitted for consideration during the two ‘call for sites’ consultations. This consultation provides a further opportunity for sites to be put forward.

Sites for Travelling Showpeople need to be suitable for the storage, maintenance and testing of items of mobile equipment. There are two existing sites in Greater Cambridge. The South Cambridgeshire Local Plan 2018 identified a modest level of need for further plots. The updated needs assessment will provide an opportunity to get an up to date position regarding need.

Issues of sustainability apply to Gypsy and Traveller and Travelling Showpeople sites, emphasised by government policy. National planning guidance also requires that local

planning authorities very strictly limit new traveller site development in open countryside that is away from existing settlements.

To ensure that the levels of Gypsy and Traveller and Travelling Showpeople accommodation are maintained, sites are safeguarded to meet the continuing housing needs of these communities. Safeguarding will ensure that sites are not lost to competing uses.

What have you told us through consultation?

Responses to the First Conversation considered that consultation on this issue must be wide ranging and include the Gypsy and Traveller community, the wider community and neighbouring authorities. A sound evidence base was important to understand needs. There was support for the allocation of sites and to improve the quality of sites through the better provision of support services on site. There is also support for a dispersed approach with more and smaller sites, including temporary sites, to provide flexibility and choice.

What alternatives did we consider?

No policy - Not considered a reasonable alternative as plans are required to include policies and address needs.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/20: Provision for Gypsies and Travellers and Travelling Showpeople
- Policy H/21: Gypsy and Traveller Provision at New Communities
- Policy H/22: Proposals for Gypsies, Travellers and Travelling Showpeople Sites on Unallocated Land Outside Development Frameworks
- Policy H/23: Design of Gypsy and Traveller Sites, and Travelling Showpeople Sites

Cambridge Local Plan 2018

- Policy 49: Provision for Gypsies and Travellers

Policy H/CH: Community-led housing

What will this policy do?

This policy will set out the criteria to be used when considering proposals for new community-led housing developments.

Proposed policy direction

Recognise that community-led housing developments will be brought forward within Greater Cambridge, and set out that any proposals for these uses will be considered against the policies applicable to residential developments. Rural exception sites for affordable housing (see H/ES above) and self and custom build homes (see H/CB) are examples of developments that can be brought forward as community-led housing developments.

Why is this policy needed?

Community-led housing is where local people and community groups work together to design and deliver new housing, and there are a range of delivery models. There are a number of community-led housing groups operating or seeking new homes in Greater Cambridge. Some Councils allow community led housing proposals to be considered as exceptions to planning policy, and therefore the Local Plan needs to be clear how any proposals for community-led housing in Greater Cambridge will be considered.

What consultation have we done on this issue?

Responses received to the First Conversation highlighted the need to create balanced and integrated communities by providing a mix of housing types, sizes, tenures, ownership and management that reflect the findings of the Councils evidence of housing needs of specific groups. This included support for co-housing and co-operative opportunities, as part of making housing more widely accessible.

What alternatives did we consider?

1. To include a specific criteria based policy for community led housing - Not considered a reasonable alternative as community led housing is a way of delivering housing developments, and therefore the considerations for these housing developments are no different to other residential developments.
2. To allow the development of community led housing generally as an exception to policy - This is not the preferred approach as likely to hamper the delivery of rural exception sites for affordable housing.

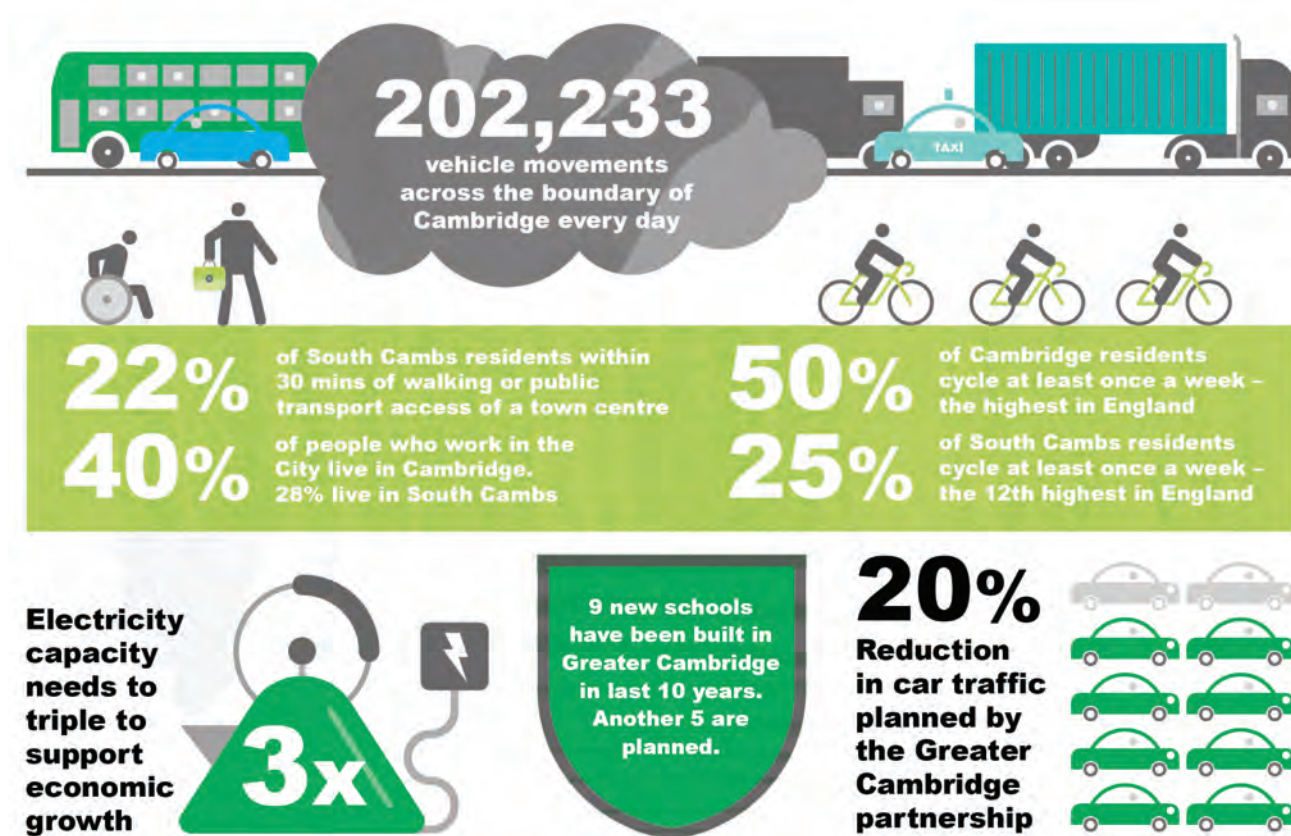
Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

Existing policies in adopted 2018 Local Plans

None

3.7 Infrastructure



In the First Conversation in 2020 you told us how important it was having the right services, facilities and transport opportunities available. Sustainable travel was referenced by respondents to almost every question, that homes and jobs should be located close to each other, and where there were opportunities to travel by walking, cycling and public transport. You also told us that access to broadband has become crucial in the way people live and work.

Aim for our infrastructure policies

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 growing communities.

How has this influenced the shape of the plan?

The relationship between homes, jobs, and sustainable transport opportunities has been a key influence to the development strategy proposed in the Strategy section of this consultation. In the Infrastructure theme, we propose policy approaches which would require developments to be located and design so that sustainable travel choices are available. They seek to meet our changing needs, such as supporting the consolidation of goods to support

local deliveries, charging points for electric vehicles, and broadband infrastructure. Finally, we set out how infrastructure needs will be identified as the Local Plan is drafted, and how contributions from developers will be sought.

How does this intersect with the other themes?

Infrastructure by its very nature is a broad theme and impacts on many other themes within the plan. With regard to climate change, enabling sustainable transport choices, and providing infrastructure to help people meet their needs locally will assist in the journey towards net zero carbon. Providing the required infrastructure from development at the right time is crucial for the health and wellbeing of an area and, along with good design principles including supporting the right mix of supporting facilities and infrastructure, helps to ensure great places are created.

What policies are we proposing?

Policy I/ST: Sustainable Transport and Connectivity

Policy I/EV: Parking and Electric Vehicles

Policy I/FD: Freight and Delivery Consolidation

Policy I/SI: Safeguarding important infrastructure

Policy I/AD: Aviation Development

Policy I/EI: Energy Infrastructure Master planning

Policy I/ID: Infrastructure and Delivery

Policy I/DI: Digital Infrastructure

Topic paper

Further information on the policy areas, including their national, regional and local context, and further information on the evidence that has informed the proposed policy direction, can be found in the topic paper which accompanies this theme:

Greater Cambridge Local Plan: Topic paper 8: Infrastructure

Policy I/ST: Sustainable transport and connectivity

What will this policy do?

This policy will set out how the transport impacts of development should be managed, and how new development should be connected to the transport network.

Proposed policy direction

This policy will seek to deliver sustainable and inclusive communities by minimising the need to travel and reducing travel distances, whilst ensuring there is effective and sufficient sustainable transport mode choice and improved connectivity for everyone of any ability. It will require development to be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location.

Developers will be required to submit a Transport Statement, and for larger developments Transport Assessment (integrating a Low Emissions Strategy) and Travel Plan, to demonstrate how many trips will be generated by the development, their impacts (including on health, environment and cumulative impacts), and how they will be accommodated and addressed, maximising opportunities for sustainable travel.

Innovative and flexible solutions will be sought to internalising trips and reducing vehicle use, including through measures such as digital infrastructure and last mile deliveries. New developments should be designed around the principles of walkable neighbourhoods and healthy towns to encourage active sustainable travel; the policy will ensure priority is given to people over vehicular traffic (with low speeds), to make journeys by walking and cycling more direct and convenient than by car. They should also protect and enhance the public rights of way network.

Developers will be required to contribute to improvements to public and community transport and to deliver new and improved sustainable active travel connections for non-motorised users including for equestrians appropriate to the scale and nature of the proposal.

Additional guidance for developers on the quality of provision is being prepared in an Active Travel Toolkit. Improvements will include enhancements to existing routes to break down barriers to use and improve safety and capacity, as well as providing high quality new routes to improve connections to nearby communities, services and facilities. Planned infrastructure schemes (such as East West Rail, improvements to the A428, and schemes planned by the Greater Cambridge Partnership and Cambridgeshire and Peterborough Combined Authority) will provide significant and wide ranging improvements for active travel modes; to maximise their benefits high quality local connections will be needed to integrate them into the wider network and with local communities.

This policy will require developments, appropriate to their scale and location, to deliver opportunities for seamless interchange between different modes, for example at travel hubs, and address the whole journey including the first/last mile. This includes accommodating new forms of mobility, innovative solutions, and future proofing technological changes, such as micromobility (including scooters/e-scooters), e-bikes and cycle hire, autonomous vehicles, Mobility as a Service (MaaS).

Developments which would have unacceptable transport impacts will not be supported.

Why is this policy needed?

In Greater Cambridge emissions from transport is one of the largest contributors to climate change. Through the development strategy proposed in this consultation we have considered where and how future development should be planned to enable the co-location of homes close to jobs, services and facilities so people can meet their day to day needs locally, to reduce the need to travel by car, and to support travel by walking, cycling and public transport. New developments should make high quality places, designed around people, with slower traffic speeds and giving pedestrians and cyclists priority.

The Local Plan will also need respond to changing patterns of mobility and technological innovations and set clear requirements regarding transport infrastructure and connectivity that is expected from new developments through the planning application process.

This policy will ensure development will not have an unacceptable transport impact; increasing vehicular trips on already congested roads or generating more trips using public transport or the existing walking 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. Health Impact Assessments, which would be sought by WS/HD in the Wellbeing and Social Inclusion theme, will also aid the consideration of whether a place has been designed around people.

To reduce the reliance upon the private car and provide genuine travel choice which is inclusive to everyone, the policy will seek to address the whole journey including the first/last mile and seamless interchange between modes, seek to break down physical and perceived barriers to improve connectivity, and ensure timely delivery of new and improved transport infrastructure to accommodate new development.

The policy will reflect the aims of the Cambridgeshire and Peterborough Local Transport Plan (prepared by Cambridgeshire and Peterborough Combined Authority as the local transport authority) and national policy whilst addressing the specific challenges and local opportunities within Greater Cambridge. The policy will also complement local schemes and measures proposed by the Greater Cambridge Partnership (a local infrastructure delivery vehicle) and Cambridgeshire County Council (as local highway authority).

What consultation have we done on this issue?

We received a large number of comments on transport issues, responding to a range of First Conversation questions. Respondents supported development being focussed in sustainable locations with access to a mix of uses including jobs, education, services and facilities and connected by sustainable transport links. Key feedback from the First Conversation included the following:

- Include measures which will prioritise and encourage use of sustainable and active modes and seek to reduce car use.
- Support for high quality cycling infrastructure.
- Developers should mitigate their transport impacts and help fund improved public transport, and a range of other measures such as Dial a Ride, shuttle buses, and car clubs.
- New infrastructure should be delivered prior to first occupations, to a high quality, for people of all abilities, and improve connectivity of the wider network.
- We should make provision for electric vehicles, and policies should be flexible to future proof and adapt to changing patterns of travel and technological solutions.

What alternatives did we consider?

No policy - Not considered a reasonable alternative. Relying on the Local Transport Plan or national policy would not provide sufficient detail to address the local context and ensure that sustainable transport is fully considered through the planning application process.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 8: Infrastructure

Greater Cambridge Local Plan Infrastructure Delivery Plan Interim Report (2021)

Greater Cambridge Local Plan First Proposals: Transport Study (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy TI/2: Planning for Sustainable Travel

Cambridge Local Plan 2018

- Policy 5: Strategic transport infrastructure
- Policy 81: Mitigating the transport impact of development

Policy I/EV: Parking and electric vehicles

What will this policy do?

This policy will set out the requirements for cycle and vehicle parking, including infrastructure for electric vehicle charging.

Proposed policy direction

Cycle and Mobility Parking

Developments will be required to deliver, safe, secure, and convenient cycle parking at homes, businesses, and key destinations including travel hubs. It is proposed to continue to set minimum standards for numbers of cycle spaces.

Cycle parking areas will need to accommodate non-standard cycles, mobility scooters, electric cycles, accessories, and should make provision for cycle maintenance. Where garages are intended to accommodate parking for both cars and cycles, they will need to be provided to a minimum size to ensure they are fit for purpose. Security is an important issue, and spaces should be internal where practicable and appropriate.

Larger developments and those within accessible locations will need to be able to accommodate space for dockless cycle hire schemes, such as at travel hubs and key destinations.

Car Parking

The quantity and type of car parking provided at a development will be informed by the mix of land uses, location and accessibility of the development by walking, cycling and public transport, to ensure an appropriate level to accommodate local needs (including the need for disabled people parking) whilst avoiding a proliferation of car parking in locations with good accessibility.

The policy will require parking to be accommodated within the public realm to improve the quality of place, will encourage innovative and flexible solutions to reduce car parking in appropriate locations, such as through smart parking and the provision of car clubs and shared parking, including car barns on the edge of accessible larger developments, whilst avoiding displacement parking.

Electric Vehicle Charging Points

Vehicle parking should include electric charging infrastructure (with appropriate grid reinforcement), which should be designed into the public realm, to address the national

commitment to phase out the sale of petrol and diesel cars within the plan period. Charging infrastructure should be able to accommodate other vehicles including mobility scooters, electric cycles and electrification of the bus fleet.

Where car parking is provided, it is proposed that electric car charging points (minimum of 7kW) should be included at all developments at the following levels:

- Dwellings with private parking: 1 charge point per dwelling (100% active)
- Communal parking areas: 1 charge per parking space (50% active, 50% passive)
- Employment: 30% with active charge points, and 30% with passive.
- Retail: 20% of bays with active charge points, and 20% with passive.

Developers will be required to submit evidence of a management strategy for any communal charge points.

Why is this policy needed?

There is a higher propensity to cycle in Greater Cambridge than nationally and increased use of electric cycles is enabling longer journeys. The plan needs to support this sustainable mode of travel making the parking of all types of cycles secure and convenient, and avoiding the problems caused by insufficient spaces. The plan needs to support people using mobility scooters and new forms of micro-mobility, by providing secure parking and access to electric charging.

The plan needs to support people using mobility scooters and new forms of micro-mobility, by providing secure parking and access to electric charging.

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, undermines the quality of place, and can discourage travel by sustainable modes.

Local Plans can set parking standards, which specify the number of spaces that need to go with different types and scales of development. These can be set as maximum standards in certain circumstances, such as to manage traffic in town centres. Policies for Greater Cambridge need to address a wide range of locations, from very rural villages with limited bus services, to City centre areas where the car may actually be the least convenient way to make a local journey. One standard will not fit all of these locations.

The Cambridge Local Plan 2018 currently includes a set of maximum car parking standards, which restrict parking particularly in the central areas. The South Cambridgeshire Local Plan 2018 includes indicative parking standards, that respond to the more rural nature of the area.

However, both plans acknowledge that a site by site design-led approach is needed with flexibility to respond to the local circumstances of each site.

As part of the response to climate change the Local Plan needs to support sustainable travel. Significant transport improvements are planned to public transport and cycle routes in Greater Cambridge by the Greater Cambridge Partnership and Cambridgeshire and Peterborough Combined Authority.

The Greater Cambridge Partnership are also preparing an Integrated Parking Strategy looking at the management of on- and off-street car parking as part of wider ambitions for achieving modal shift away from the private car. As part of place making we need to make places where people want to move around by walking and cycling, so they are not car dominated, and where people access their destinations by public transport. Controlling parking levels in accessible locations is part of this.

When using maximum standards there is a tendency for them to become the default level, rather than respond to site specific circumstances. We are therefore proposing that we move to a more design-led approach, supported by indicative standards tailored to reflect different circumstances. These standards could be included within future design guidance or Supplementary Planning Documents. This would allow flexibility to adapt to changing patterns of car ownership and use through the plan period.

As well as the amount of parking, we want to support better design solutions. Cars are unused for the majority of the time, with some people only requiring a car for occasional journeys, coupled with the trend for less young people to take up driving and owning a car. We will seek to encourage innovative and flexible solutions to reduce car parking in appropriate locations, such as through the reallocation of spaces for car clubs (which should use electric vehicles and accommodate disabled users), and provision of shared parking including in car barns where vehicles are stored off-plot.

With Government seeking to phase out sales of new petrol and diesel by 2030 it is vital that new developments are ready to support electric vehicles. The recommendations proposed regarding charging points have been informed by the Greater Cambridge New Zero Carbon Study 2021. Acknowledging that take up will grow, some of the provision will be passive, able to be activated when there is demand, avoiding the need to retrofit. Accommodating charging will also have to be reflected in the design of places, for example minimise conflicts such as cables across pedestrian and cyclist routes. In major sites charging for other types of vehicles such as buses, may also be needed.

Charging infrastructure for cycles may encourage take up of electric cycles for some journeys previously considered too far to cycle. Appropriate charging infrastructure may also be required to enable the electrification of the local bus fleet.

What consultation have we done on this issue?

Respondents to the First Conversation supported measures to provide accessible and well-designed cycle parking at stations and public transport hubs, and suggested cycle parking standards need to be updated to provide for a range of cycles and provide maintenance facilities.

There were suggestions for car free zones and the replacement of parking spaces with tree planting, whilst ensuring availability of disabled parking. There is support for measures to reduce car parking including through smart parking, provision of shared spaces and community ownership of zero carbon vehicles.

There is support for electrification of buses and provision of electric vehicle charging infrastructure.

What alternatives did we consider?

1. No policy – Not considered a reasonable alternative as national planning policy requires consideration of parking.
2. Set specific standards for car parking provision. - This is not the preferred approach as the flexibility provided by a design-led approach to car parking is favoured for the reasons given above, but we would welcome views on this approach.
3. Do not set requirements for vehicle charging - This is not the preferred approach given the need for developments to respond to climate change, and to adapt to changing vehicle types.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 8: Infrastructure

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy TI/3: Parking Provision

Cambridge Local Plan 2018

- Policy 82: Parking management

Policy I/FD: Freight and delivery consolidation

What will this policy do?

This policy will set out how the development of delivery hubs should be considered, and how development proposals should provide space for servicing, storage and deliveries.

Proposed policy direction

We propose to seek opportunities to reduce the number of freight and servicing vehicles and their environmental impact on Greater Cambridge, particularly at peak times, while promoting movement of freight by rail and sustainable transport modes.

We propose to support development / enhancement and safeguarding of local delivery hubs that help consolidate deliveries into Cambridge and reduce vehicle traffic, where they accord with other policies in the plan, provided they do not cause unacceptable impacts on Greater Cambridge's strategic road networks, and:

- reduce road danger, noise and emissions from freight trips
- enable sustainable last-mile movements, including by cycle and electric vehicle
- deliver mode shift from road to rail where possible (without adversely impacting existing or planned passenger services).

We propose to require development to facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible.

Why is this policy needed?

On-line shopping and services deliveries to business generate large amounts of vehicle movements. In cities like Cambridge this can add to vehicle congestion, and impact on the local environment. Local delivery hubs could provide opportunities for deliveries to be consolidated to reduce the number of trips, or transferred to other delivery modes such as electric bikes. This policy proposal explores how we could support delivery of these hubs.

What consultation have we done on this issue?

Respondents to the First Conversation saw freight and delivery consolidation as important to achieving net zero carbon and active travel ambitions. There was concern about the impacts of increasing Heavy Goods Vehicle (HGV) traffic. There was support for restricted deliveries

in urban centres to low-traffic times, and using innovative measures such as using cargo cycles for local deliveries and the provision of cycling logistics depots.

What alternatives did we consider?

No policy – This is not the preferred approach due to the need to address the issue of how goods are distributed locally.

Supporting evidence studies and topic papers

Greater Cambridge Local Plan: Topic paper 8: Infrastructure

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018:

- Policy TI/1: Chesterton Rail Station and Interchange
- Policy TI/2: Planning for Sustainable Travel
- Policy TI/3: Parking Provision
- Policy TI/4: Rail Freight and Interchanges

Cambridge Local Plan 2018

- Policy 81: Mitigating the transport impact of development
- Policy 82: Parking management

Policy I/SI: Safeguarding important infrastructure

What will this policy do?

This policy will set out what infrastructure should be safeguarded from the impacts of development, and how this should be assessed.

Proposed policy direction

We propose to safeguard the following strategic and important infrastructure from being negatively impacted by development:

- Lord's Bridge Radio Telescope
- Existing rail freight facilities and sidings at Duxford, Foxton, Fulbourn and Whittlesford

We propose to work with strategic infrastructure providers, regional and sub regional bodies to consider whether any planned strategic infrastructure should be safeguarded in accordance with any national or sub regional/regional policy or approval mechanism. Any future land identified that will be required for safeguarding purposes will be shown in policies maps at later stages of the Local Plan process.

Why is this policy needed?

The internationally important Mullard Radio Astronomy Observatory at Lord's Bridge contains unique radio and optical telescopes which are susceptible to interference. 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 the use of conditions or planning obligations to regulate the installation and use of equipment likely to interfere with the operation of the Observatory.

There are a number of railway sidings, which either are used, or have the potential to be used in the future. These will continue to be safeguarded. There are also number of major projects, particularly for transport, going through regulatory processes outside the Local Plan. Depending on the stage these have reached when the Local Plan reaches its final stages, it may be appropriate for these to be identified on the policies map and safeguarded. This will be kept under review as the plan is being prepared

What consultation have we done on this issue?

The First Conversation consultation did not specifically consult on this issue.

What alternatives did we consider?

No Policy – Not considered a reasonable alternative as this would risk jeopardising important infrastructure.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 8: Infrastructure

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy TI/1: Chesterton Rail Station and Interchange
- Policy TI/7: Lord's Bridge Radio Telescope
- Policy TI/4: Rail Freight and Interchanges

Cambridge Local Plan 2018

- Policy 39: Mullard Radio Astronomy Observatory, Lord's Bridge

Policy I/AD: Aviation development

What will this policy do?

This policy will control development proposals related to aviation, and set out in what circumstances, and how, developments should take account of aviation safety.

Proposed policy direction

At Cambridge Airport, whilst it remains operational, aviation development will only be supported where it would not have a significant adverse impact on the environment and on residential amenity. For other airfields, it is proposed to carry forward the aviation policy included in the South Cambridgeshire Local Plan which seeks to ensure aviation development does not negatively impact the environment, landscape and adverse lighting, noise, public rights of way, nature conservation interests or human health and safety, and impact of potential deliver of renewable energy.

Any proposed development within an identified Airport Air Safeguarding Zones will be subject to 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 operational integrity.

Why is this policy needed?

Greater Cambridge 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 (Imperial War Museum) Duxford with its large collection of flying historic aircraft and internationally renowned air shows. Policies are need to ensure aviation development does not negatively impact environment and human health, and that impacts of proposals are fully considered.

What consultation have we done on this issue?

The First Conversation consultation did not specifically consult on this issue.

What alternatives did we consider?

No Policy – Not considered a reasonable alternative as there is a need to provide policy guidance to ensure impacts of proposals, and air safety, are fully considered.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 8: Infrastructure

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy TI/5: Aviation-Related Development Proposals
- Policy TI/6: Cambridge Airport Public Safety Zone

Cambridge Local Plan 2018

- Policy 83: Aviation development
- Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones

Policy I/EI: Energy infrastructure masterplanning

What will this policy do?

This policy will set out the requirements for energy infrastructure to support development.

Proposed policy direction

We propose to require energy masterplans for residential developments and non-residential development of a scale and nature that would allow for the benefits of smart energy management to be identified and secured. It is proposed that the requirement would apply to developments of over 100 dwellings.

Energy masterplans should include an assessment of the capacity of infrastructure to support the development, any necessary reinforcements and the approach to energy provision to support net zero carbon development, smart energy management to reduce peak loads and greenhouse gas emissions and the electrification of transport giving consideration to site wide approaches.

The policy will also safeguard land required to support the reinforcement of existing electricity infrastructure, for example land adjacent to existing primary sub-stations, from other forms of development.

Why is this policy needed?

Work carried out to assess electricity grid capacity for Greater Cambridge has highlighted the need to triple capacity to support the development already planned in the area and electrification of transport. The electricity grid serving the Greater Cambridge area has seen a significant growth in renewable and low carbon energy generation. Major new developments are often accompanied by new energy generation capacity in order to meet carbon reduction requirements and, in some cases, to meet funding requirements. The transition to net zero carbon is also placing new pressures on electricity infrastructure, with the electrification of heat and transport all leading to a need for reinforcement and additional capacity on the grid.

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.

While the Local Plan will be supported by work to assess electricity infrastructure capacity in the area, this assessment is at a very high level, and presents a picture of capacity as a

moment in time. As more detailed work on the masterplanning of strategic developments progresses, greater clarity can be provided as to actual energy requirements and the infrastructure required to support development. This policy seeks to ensure that this approach is integrated at a very early stage, via the development of energy masterplans for strategic developments. This approach may also help to support the forward funding of such infrastructure.

A grid capacity study and energy masterplan has already been developed for the North East Cambridge Area Action Plan. This work considered the energy requirements of the North East Cambridge development, current capacity of the primary sub-station serving the area, options to deliver the necessary reinforcement of that sub-station and the energy options to support the development of the site. Studies for strategic developments could follow a similar format.

What consultation have we done on this issue?

There was support through the First Conversation consultation for the reinforcement of electricity infrastructure, utilising renewable energy generation, smart management and energy storage. There was a recognition that infrastructure should contribute towards net zero carbon targets, with support for the development of heat networks as well as emerging new technologies such as hydrogen.

What alternatives did we consider?

No policy – This is not the preferred approach as energy infrastructure availability has become an important issue in Greater Cambridge particularly with the growing emphasis on renewable energy. It is important this addressed in a planned way by major developments rather than on an ad-hoc basis.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 8: Infrastructure

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy TI/8: Infrastructure and New Developments

Cambridge Local Plan 2018

- Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

Policy I/ID: Infrastructure and delivery

What will this policy do?

This policy will set out how necessary infrastructure to support development should be delivered.

Proposed policy direction

We propose to only permit development if there is, or will be, sufficient infrastructure capacity to support and meet all the requirements arising from the new development, at the time when they are needed. Developers will be required to deliver infrastructure directly, or contribute through planning obligations, community infrastructure levy or its successor.

Infrastructure needs will be informed by an Infrastructure Delivery Plan and schedule which will accompany later stages of the Local Plan.

Why is this policy needed?

New development creates additional demand for infrastructure and services, and it is reasonable for developers to address these needs in order that development is sustainable. This could include delivery of infrastructure on site as part of developments, but also contribution towards off site infrastructure.

National planning policy requires plans to set out the contributions expected from development. This includes the level of affordable housing expected to be included on sites, but also on a range of other issues such as transport, education, and green spaces. These requirements should not undermine deliverability of the plan.

An Infrastructure Delivery Plan is being prepared to accompany the new Local Plan. This will identify the infrastructure that is needed, when it is needed, and how much it costs. In November 2020 we published an interim report looking at the infrastructure needs of different options available to the plan. We have now published a further interim stage, looking at the infrastructure needs of the proposals set out in this consultation. More detailed and comprehensive plans will accompany the draft local plan, which will evolve as the plan moves towards adoption.

Whilst much of the infrastructure needed is local to development sites, Greater Cambridge also needs strategic infrastructure like major transport infrastructure, and utilities improvements such as to the electricity grid. These take time to bring forward, and the infrastructure plan will identify when these are needed in order that they are available and do not slow down developments.

Infrastructure delivery is complex, with a range of organisations responsible for the delivery of different types. On transport infrastructure we will work closely with the Cambridgeshire and Peterborough Combined Authority (in their role as Local Transport Authority), the County Council, and the Greater Cambridge Partnership.

The timing of infrastructure relative to the development is very important to the community, as people are concerned about pressure on existing communities. Whilst desirable, it is not always practicable to deliver all the planned infrastructure upfront before development starts, but a phased approach is needed so that it becomes available as the development progresses.

Government are currently reviewing the mechanisms for securing developer funding. We will await the outcome of this review before determining the precise mechanisms of how the local plan will address developer contributions.

When plans are prepared they need to be accompanied by evidence to show their proposals are viable, such that development can actually happen. That developments can afford to meet all the policy requirements in terms of the standards set by the plan and the contributions to infrastructure they are required to make. Government guidance sets out how this should be tested. We published an initial viability assessment in November 2020, and have now published further viability assessments testing the proposals in this First Proposals consultation. Further viability testing will be carried out as the draft plan is prepared, and more detailed policies for sites are developed.

What consultation have we done on this issue?

The First Conversation consultation asked several questions relating to infrastructure. Consultation responses raised several issues around the level, requirement, and location of infrastructure to support housing and employment development.

Respondents stated that the level of infrastructure provision should be commensurate with the levels of development proposed in the plan. It was important that existing infrastructure deficits are addressed before the delivery of housing. The timing and impact of development on existing services was a common theme, with particular issues highlighted from village communities.

What alternatives did we consider?

No policy – Not considered a reasonable alternative as this would not provide sufficient clarity regarding the requirement of developers to mitigate the impacts of their developments, what infrastructure was needed and when, and how it would be secured.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 8: Infrastructure

- Greater Cambridge Local Plan Infrastructure Delivery Plan Interim Report (2021)
- Greater Cambridge Local Plan Viability Study and Assessment Interim Report (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy TI/8: Infrastructure and New Developments

Cambridge Local Plan 2018

- Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

Policy I/DI: Digital infrastructure

What will this policy do?

This policy will set out how developments should contribute to Greater Cambridge's requirements for broadband, mobile phone and smart infrastructure.

Proposed policy direction

Applicants will be required to submit a 'Connectivity Statement' with a planning application to demonstrate how their proposed digital infrastructure will meet policy requirements outlined below:

Broadband infrastructure

We propose that development proposals must provide gigabit capable connections, via multiple providers, where available, to each premise.

In locations where gigabit capable connectivity is currently available, the development will be expected to include the infrastructure to connect to these services and make them available to occupiers.

In locations where gigabit capable connectivity is not currently available, applicants will be expected to demonstrate that they have engaged a range of providers to upgrade infrastructure to deliver gigabit capable connections.

Where one or more providers have agreed to provide gigabit capable connectivity, the development should be designed to connect to this service and make it available to occupiers.

Where no agreement can be reached to provide gigabit capable connectivity at the present time, Superfast Broadband may be considered as an alternative. In addition, the development will be expected to incorporate dedicated telecommunications ducting to enable the provision of gigabit capable connectivity in the future.

In all cases, to encourage competition and consumer choice, this will include the provision of multiple ducts to enable several providers to access the site.

Gigabit capable broadband connectivity delivers download speeds of up to 1Gbps, the equivalent of 1,000Mbps. This compares to Superfast Broadband which provides speeds of 30 Mbps or more.

Mobile phone infrastructure

We propose that major development proposals of 250 homes or 10,000m² must carry out an assessment of whether the current mobile coverage and capacity is suitable for the proposed new development.

In locations where mobile coverage is deemed suitable, no further action is required however 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.

In locations where mobile coverage is either available but the quality is poor and/or is expected to be impacted by capacity constraints or where coverage is not currently available, applicants will be expected to demonstrate that they have engaged with Mobile Network Operators (MNOs) to determine a strategy to ensure that mobile coverage can be improved and maintained at the site.

Where one or more MNOs agree to make improvements to their mobile coverage it must be confirmed whether this will be via:

- MNOs adjusting their existing assets to improve coverage for the new development.
- MNOs and the applicant agreeing a location for additional masts and/or aerials for which the applicant will facilitate installation including the provision of power, full fibre connectivity and maintenance access.
- Any other approach agreed with the MNO.

Where no agreement can be reached to improve mobile coverage at the present time, the applicant must ensure that an appropriate location(s) for new mobile infrastructure is made available for future use, this can be in the form of roof-space, building frontage space, highways space or other land, all of which must have suitable access arrangements in place for installation and maintenance for the life of the installed asset. A suitable power supply and fibre connection must be made available to the location(s).

Small cell mobile communications technology

We propose that development proposals of 30 homes or 1,000m² employment space must include suitable infrastructure that would support any future rollout of the latest small cell mobile communications technology. For example:

- Require the design of street furniture in such a way that the installation of telecoms equipment and other sensors can be included and easily maintained without causing disruption.
- Ensure that fibre connections are easily accessible to enable connection to street furniture such as street lighting columns to facilitate future improvements.

As the micro cell technology is still in development the Local Authority will provide the latest guidance on the design requirements.

Publicly accessible Wi-fi

We propose to encourage premises and spaces where there are significant levels of use by members of the public to have regular access to provide publicly accessible Wi-Fi.

Why is this policy needed?

The growth of connectivity over the last decade has resulted in digital technologies increasingly affecting many aspects of contemporary living. As a result, high quality connectivity is becoming an integral requirement for new developments.

Greater Cambridge's economy is driven by businesses in knowledge-based sectors with businesses that rely on the use of cutting-edge digital technology. Cambridge Cluster Insights estimates that employment in knowledge intensive businesses in Greater Cambridge in 2019/20 was over 48,000 with just under 16,500 of these employed in information and communications technology (ICT) businesses. Indeed, for businesses across all economic sectors good connectivity is becoming a key element in achieving productivity growth.

The importance of good connectivity across the economy has been amplified by the behavioural changes from COVID-19 that has seen a significant rise in the number of people working from home. The [ONS Labour Market Survey](#) found that in April 2020, 46.6% of people in employment in the UK did some work at home. Of those who did some work from home, 86.0% did so as a result of the COVID-19 pandemic. A survey of nearly a thousand company directors by the [Institute of Directors](#) (IoD) in September 2020 shows that 74% of the business that responded plan to keep increase homeworking after COVID-19.

Access to good digital infrastructure in the home is not only important in supporting business growth. Digital connectivity is increasingly vital in supporting the wellbeing and social inclusion of local residents. Its absence can impact on the educational, employment, financial and health outcomes of individuals and families. It can lead to social isolation and an inability to participate in local communities.

There is a growing need to ensure that connectivity in Greater Cambridge supports existing and future demand; to not only support good internet and mobile phone access for residents and businesses, but also, via 5G and small cell technology, to provide a platform for "smart" technologies, including environmental monitoring and management, health, energy efficiency and future transport solutions.

The Government has **committed** to being a world leader in 5G, the next generation of wireless communications technology, with the majority of the population covered by 2027. 5G is likely to require both existing mobile infrastructure and small cell technology in order to provide the capacity needed for the large numbers of users and devices that it is expected to support and for the significant levels of data required for the future application of smart technologies.

Small cells are typically embedded in street furniture such as lampposts, advertisement panels, bus shelters or street signs. Due to the small size of the technology, the provision of street furniture that will have the ability, at some future time, to contain small cells it is not expected to have a significant impact on development costs. For example, a significant proportion of lampposts across the UK already have sufficient capacity / space to retrofit the technology.

What consultation have we done on this issue?

Respondents to the First Conversation commented that digital infrastructure has an impact on a wide range of issues, including the economy, reducing the need to travel and responding to climate change. A summary of respondents' key points are as follows:

- Respondents thought that including a policy relating to Digital Infrastructure in the new Local Plan to ensure the delivery of high quality gigabit capable digital connectivity was important.
- Respondents saw high quality broadband as key to encouraging homeworking and remote working from rural locations, stating that it should be considered when drafting infrastructure, housing and design policies for the new Local Plan.
- Respondents commented that land should be allocated to support growth in a range of high technology employment sectors, all of which require high quality digital infrastructure.

What alternatives did we consider?

1. No Policy – This is not the preferred approach due to the importance of provision for economic, social and climate change.
2. Continuing the current policy approach by just requiring ducting rather than for actual connections – This is not the preferred approach as this is insufficient to ensure infrastructure is delivered to support development.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 8: Infrastructure

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

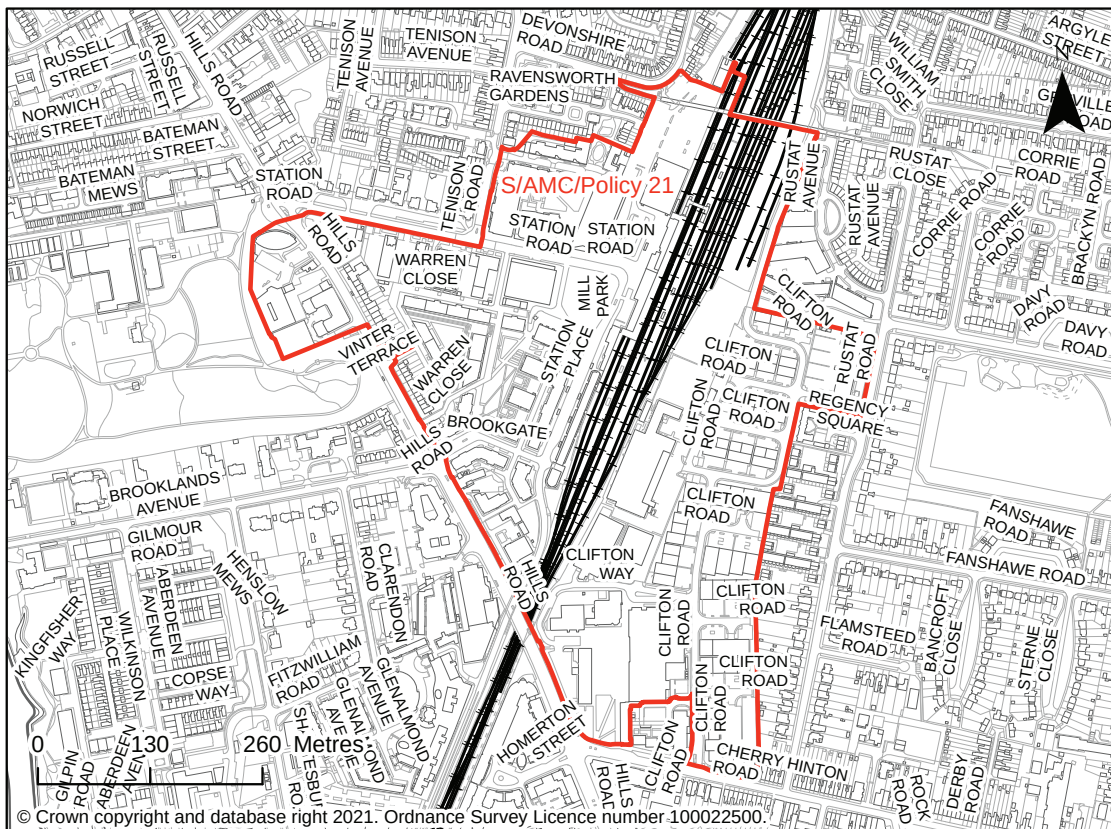
- Policy TI/10: Broadband

Cambridge Local Plan 2018

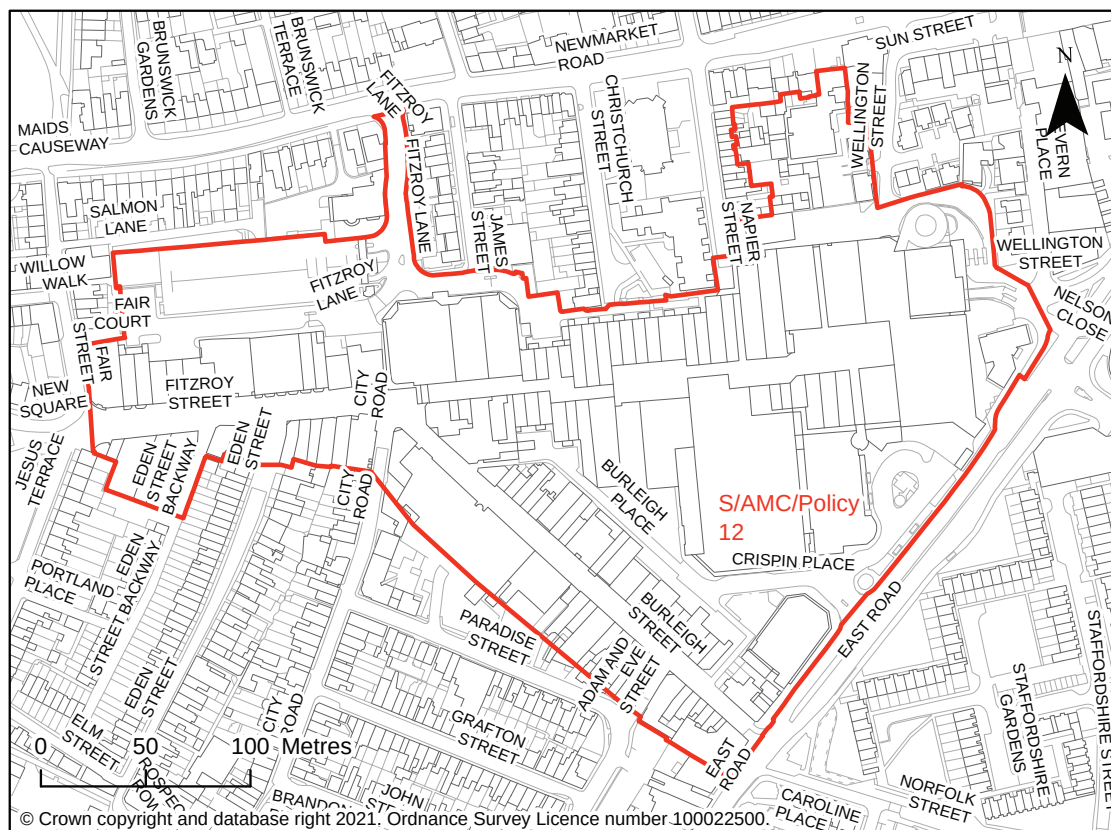
- Policy 42: Connecting new developments to digital infrastructure
- Policy 84: Telecommunications

Appendix 1: Maps of allocations, opportunity areas, areas of major change and policy areas proposed to be carried forward from the adopted 2018 Local Plans

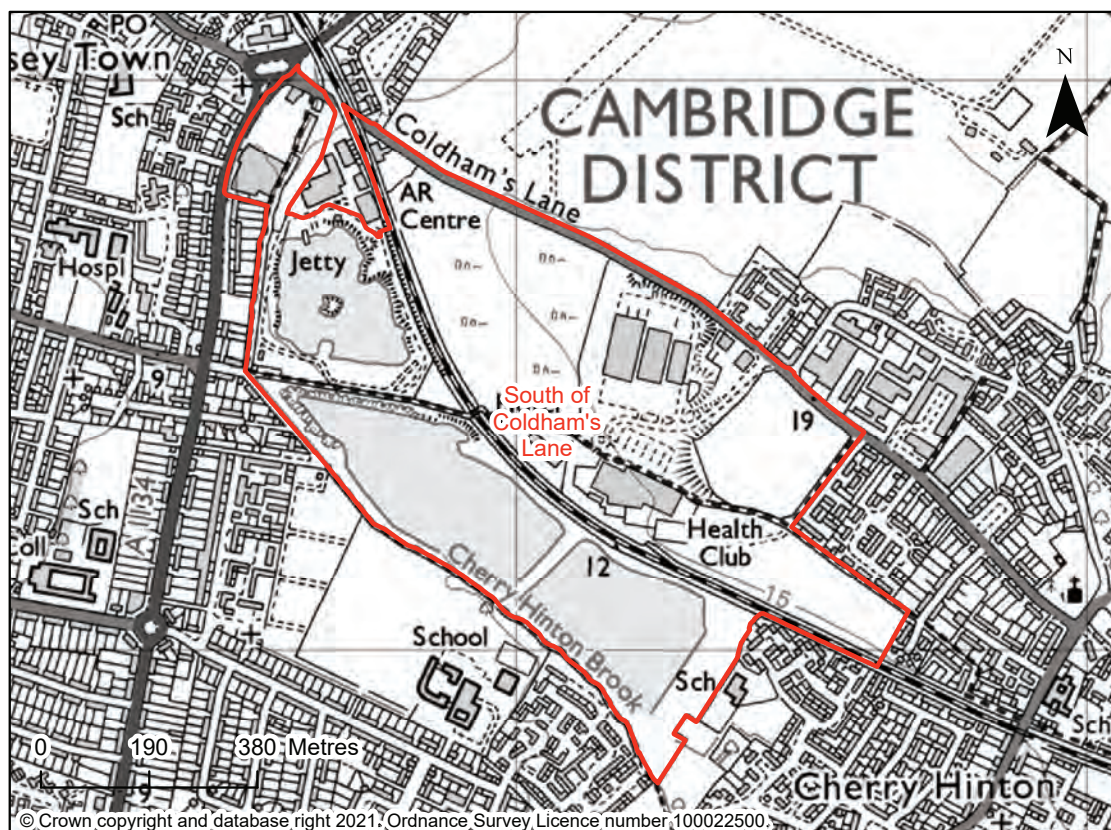
Cambridge urban area



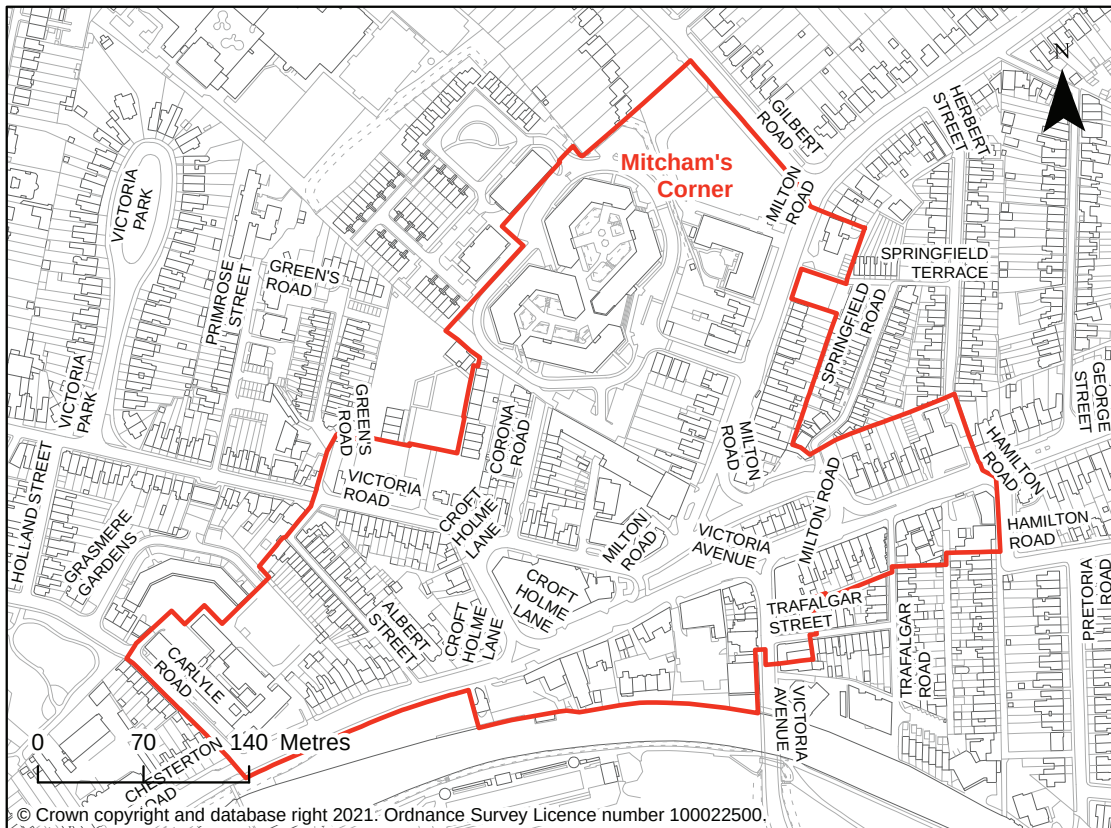
S/AMC/Policy 21: Station Areas West and Clifton Road



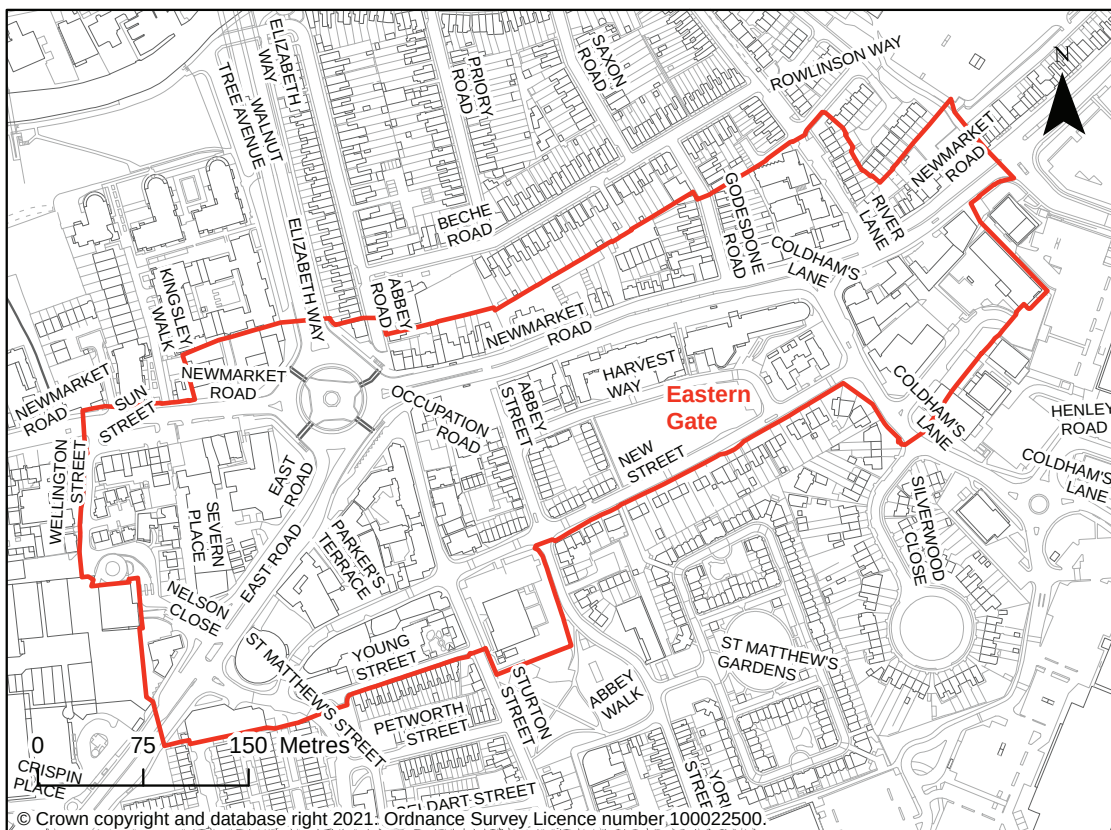
S/AMC/Policy 12: Fitzroy/Burleigh Street/Grafton



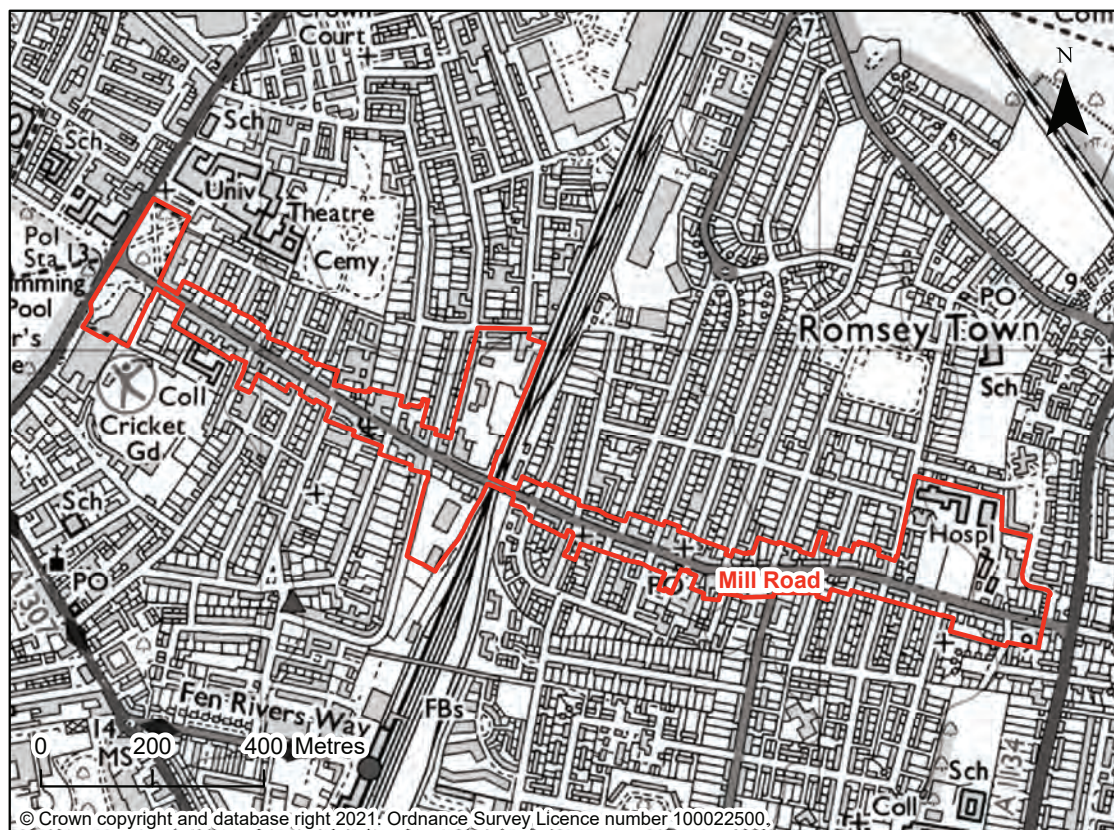
S/AMC/Policy 16: South of Coldham's Lane



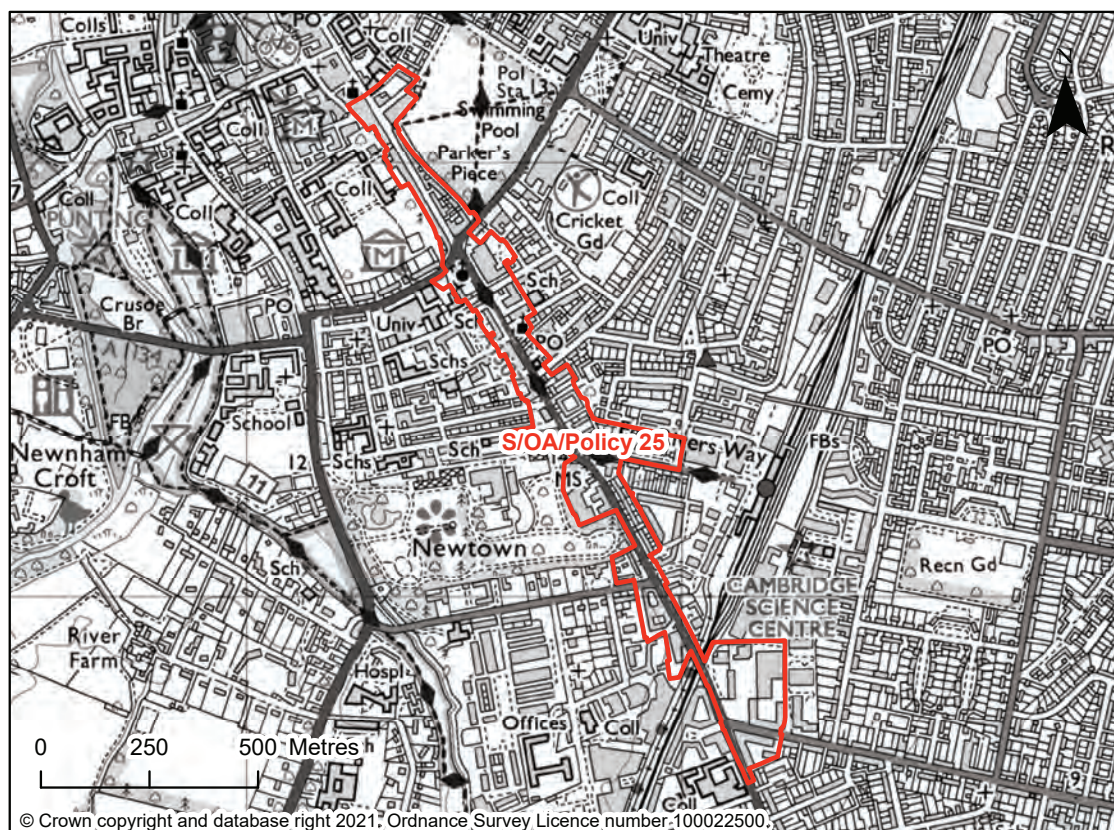
S/OA/Policy 22: Mitcham's Corner



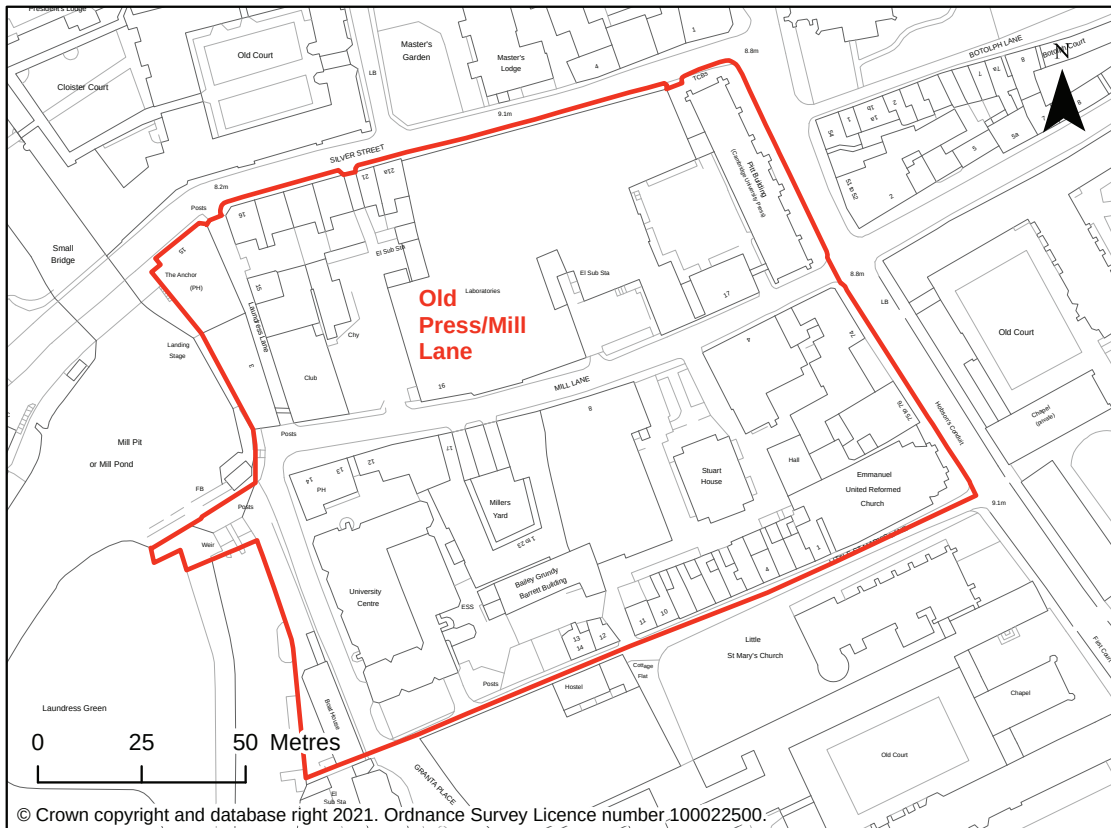
S/OA/Policy 23: Eastern Gate



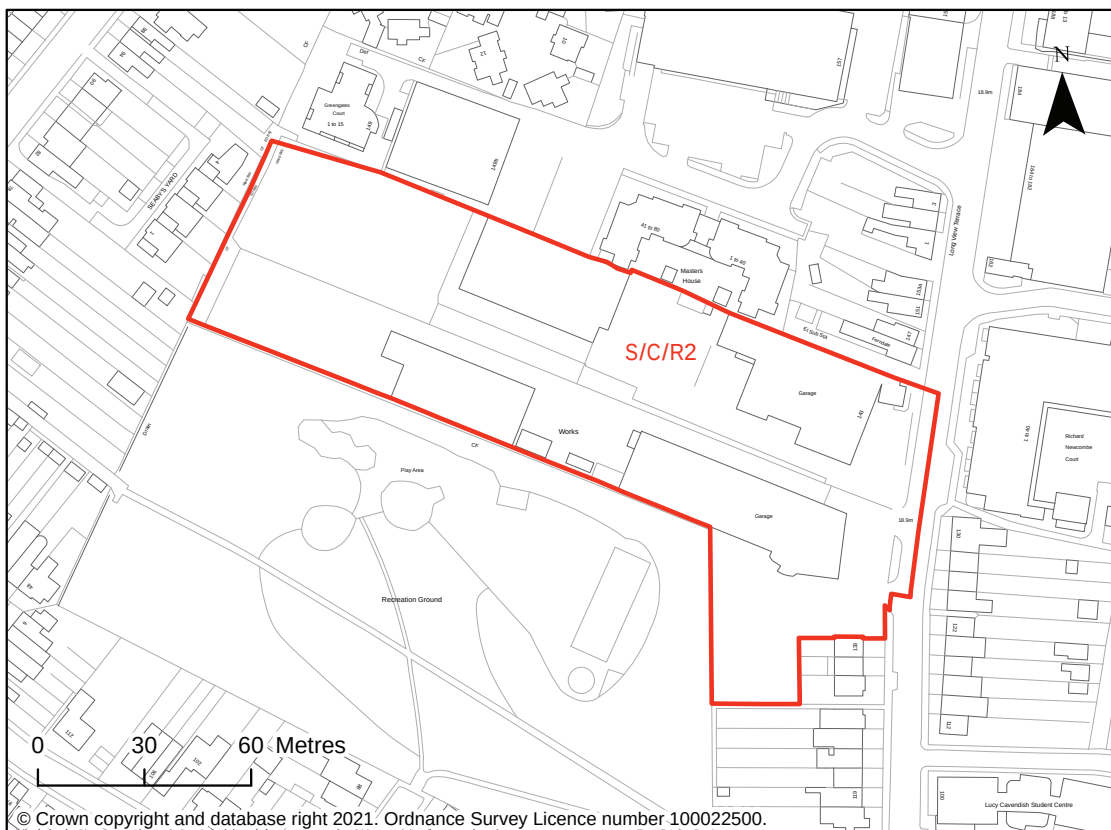
S/OA/Policy 24: Mill Road



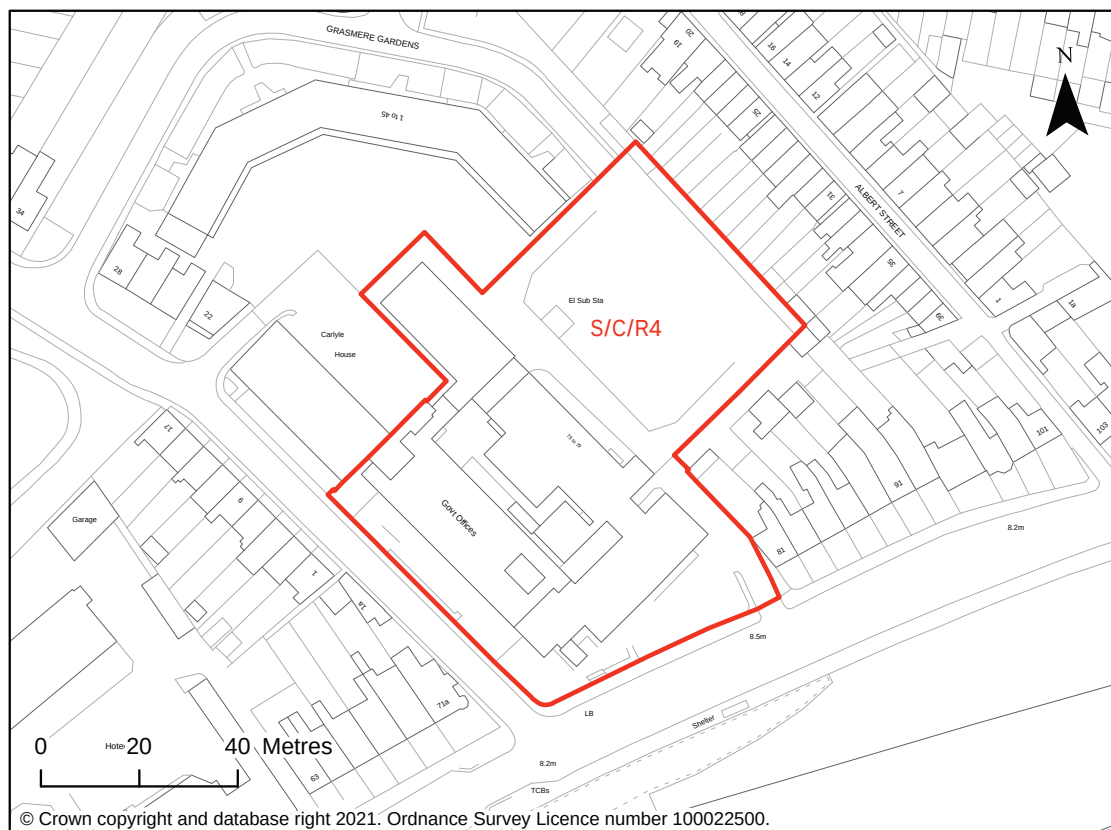
S/OA/Policy 25: Cambridge Railway Station, Hills Road Corridor to the City Centre



S/OA/Policy 26: Old Press/Mill Lane



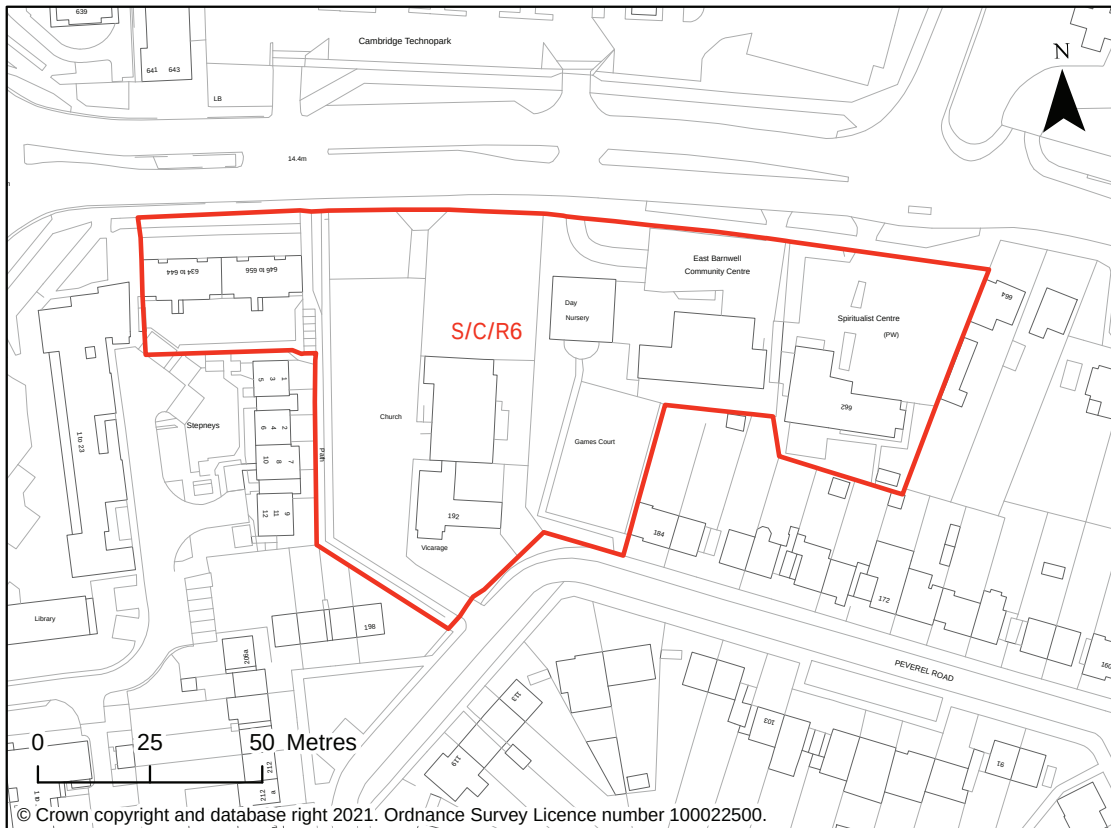
S/C/R2: Willowcroft, 137-143 Histon Road



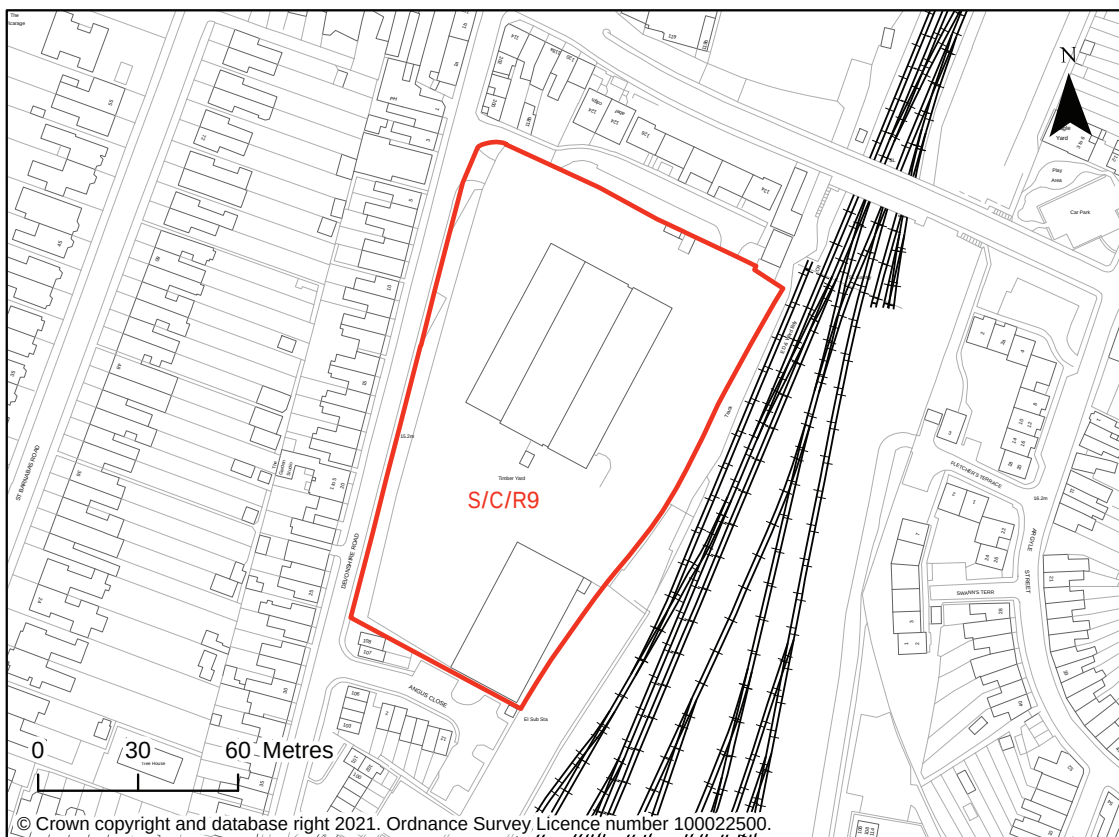
S/C/R4: Henry Giles House, 73-79 Chesterton Road



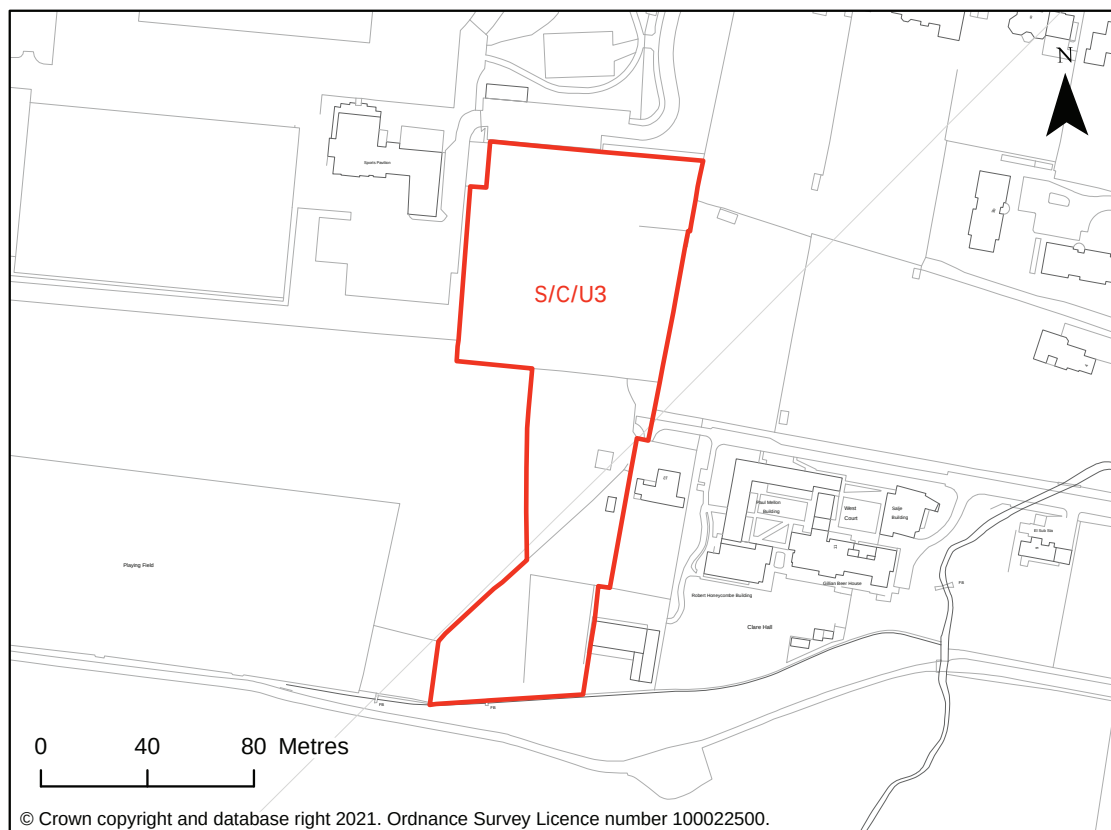
S/C/R5: Camfields Resource Centre and Oil Depot, 137-139 Ditton Walk



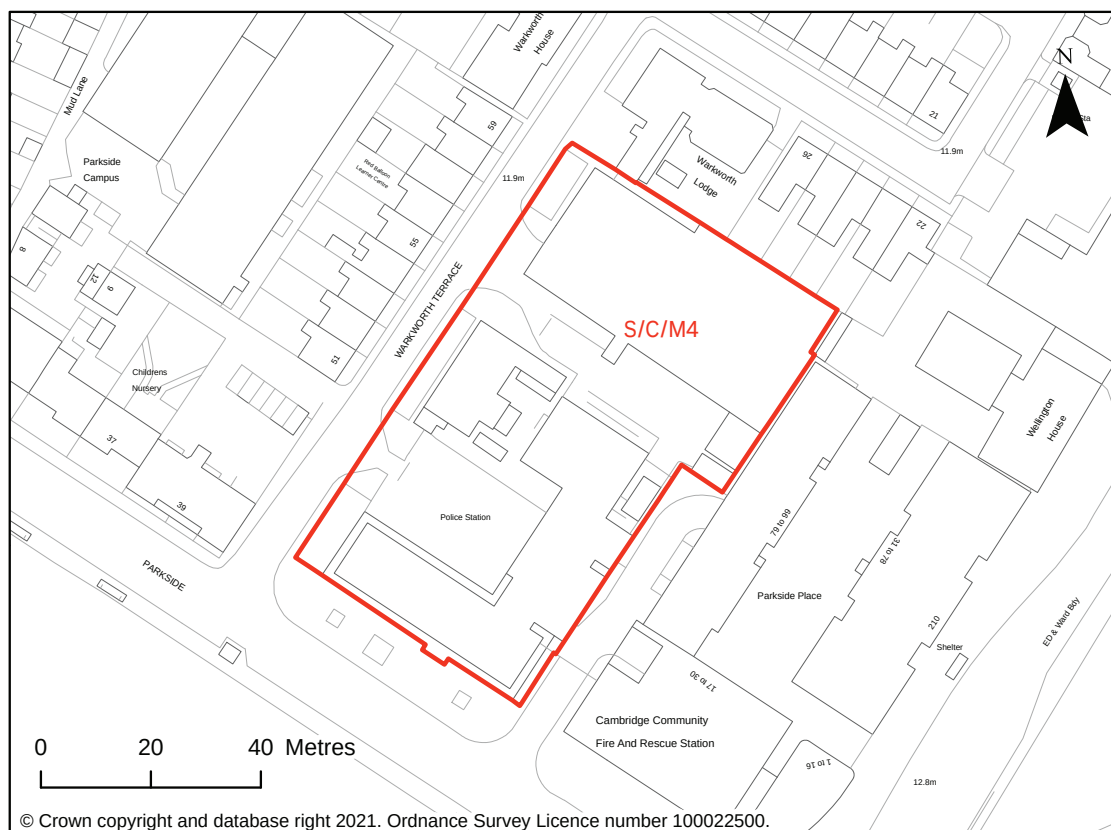
S/C/R6: 636-656 Newmarket Road, Holy Cross Church Hall, East Barnwell Community Centre and Meadowlands, Newmarket Road



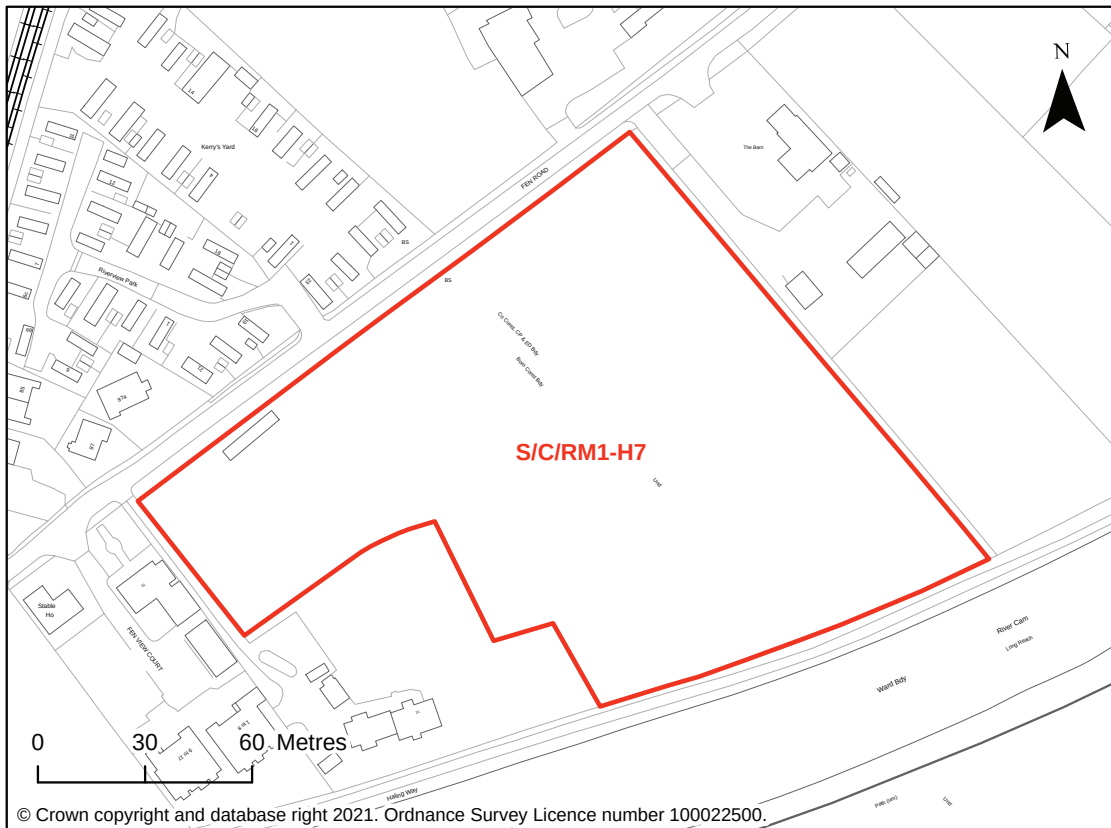
S/C/R9: Travis Perkins, Devonshire Road



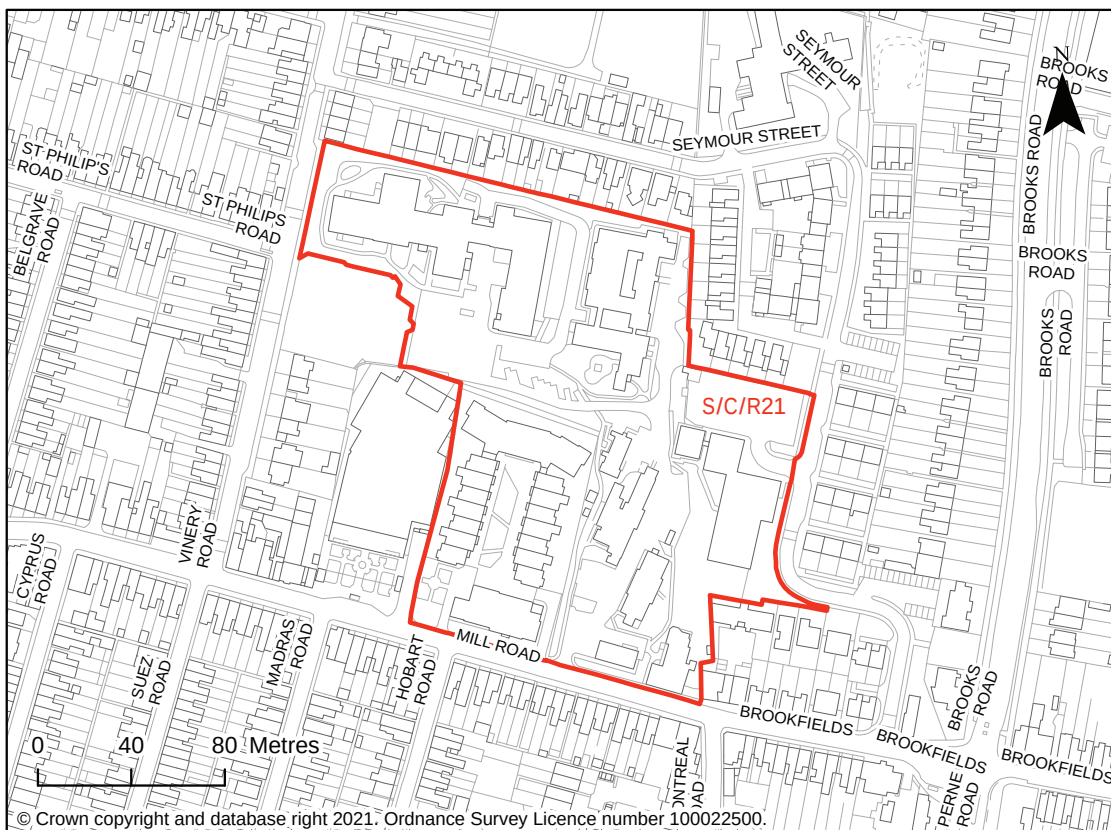
S/C/U3: Grange Farm off Wilberforce Road



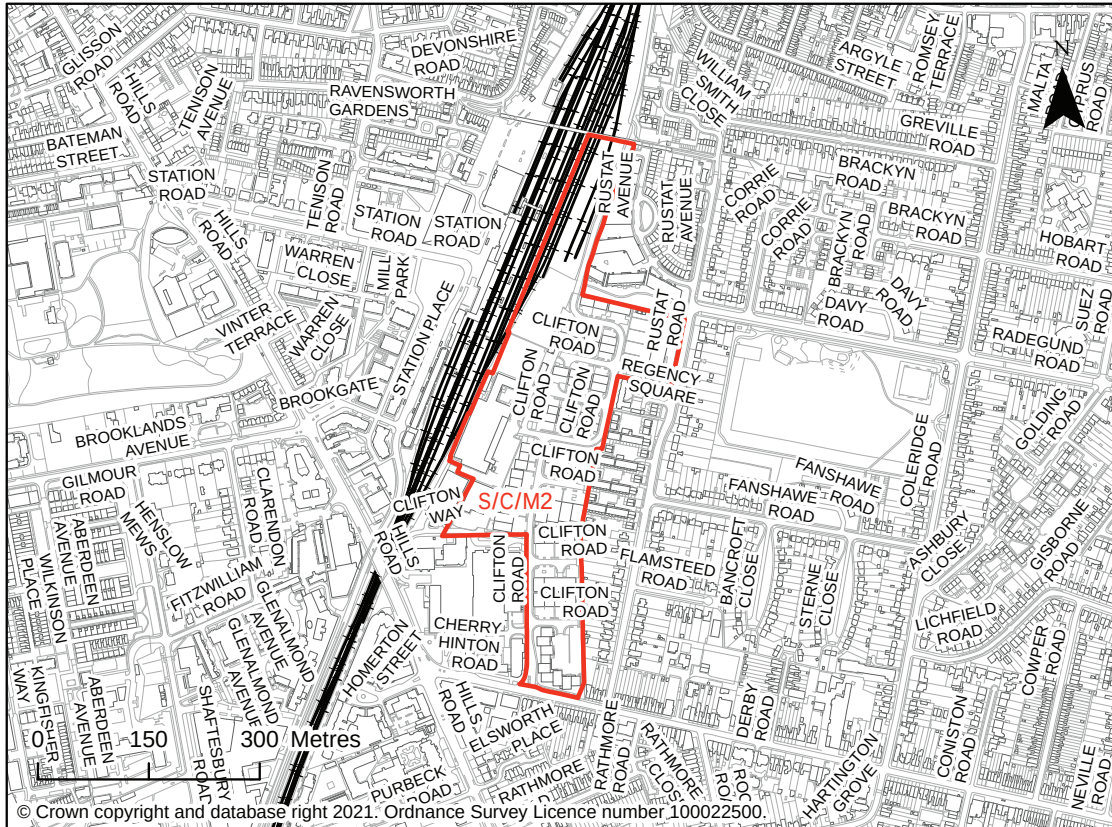
S/C/M4: Police Station, Parkside



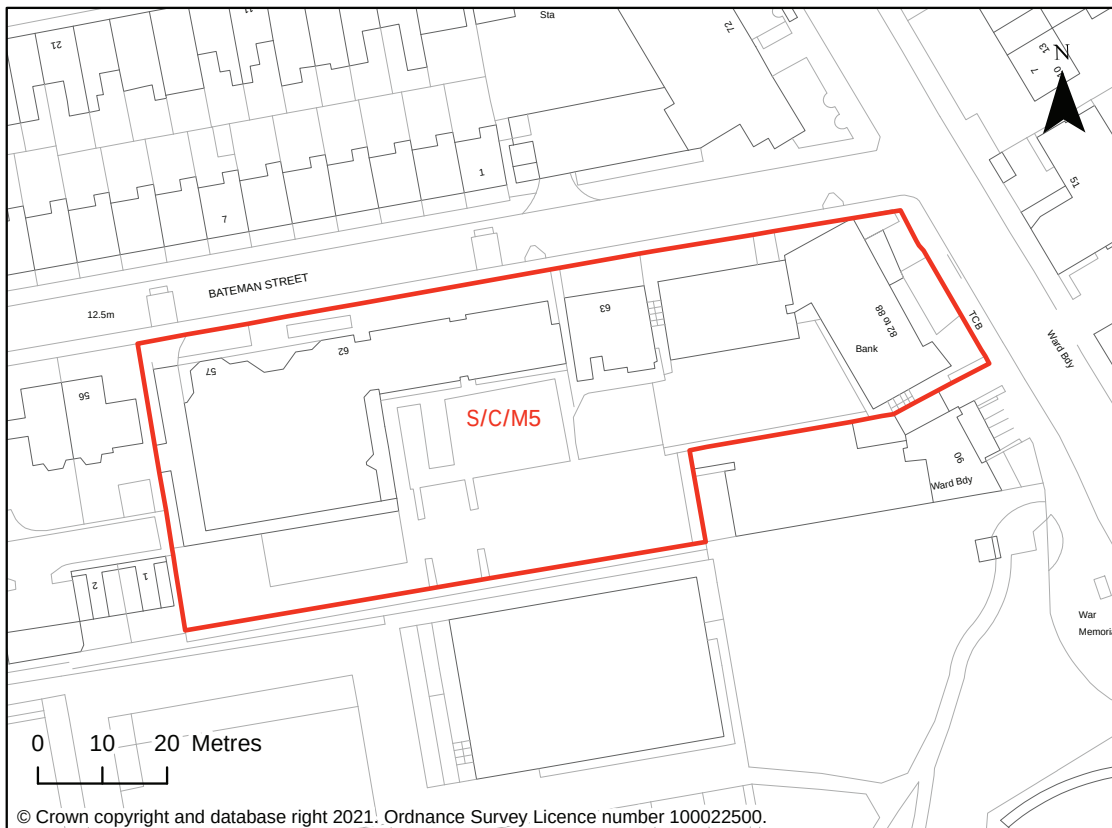
S/C/RM1 and Policy H/7: Fen Road



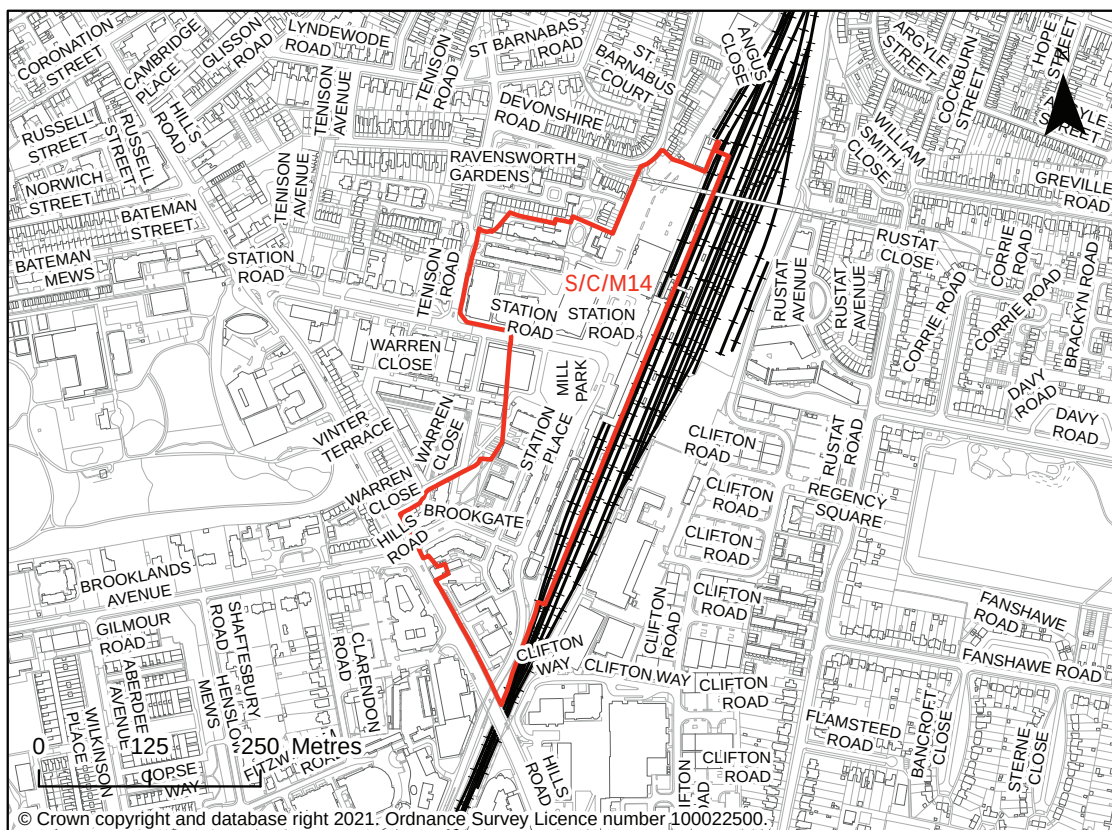
S/C/R21: 315-349 Mill Road and Brookfields



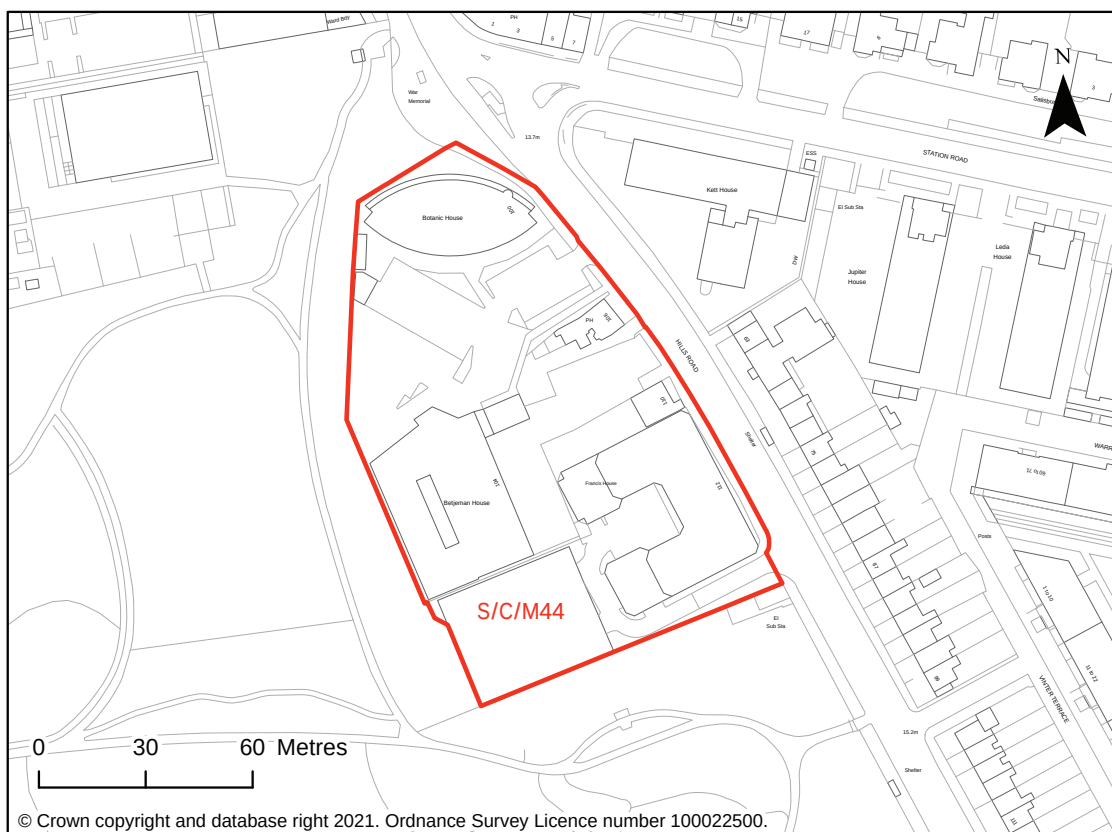
S/C/M2: Clifton Road Area



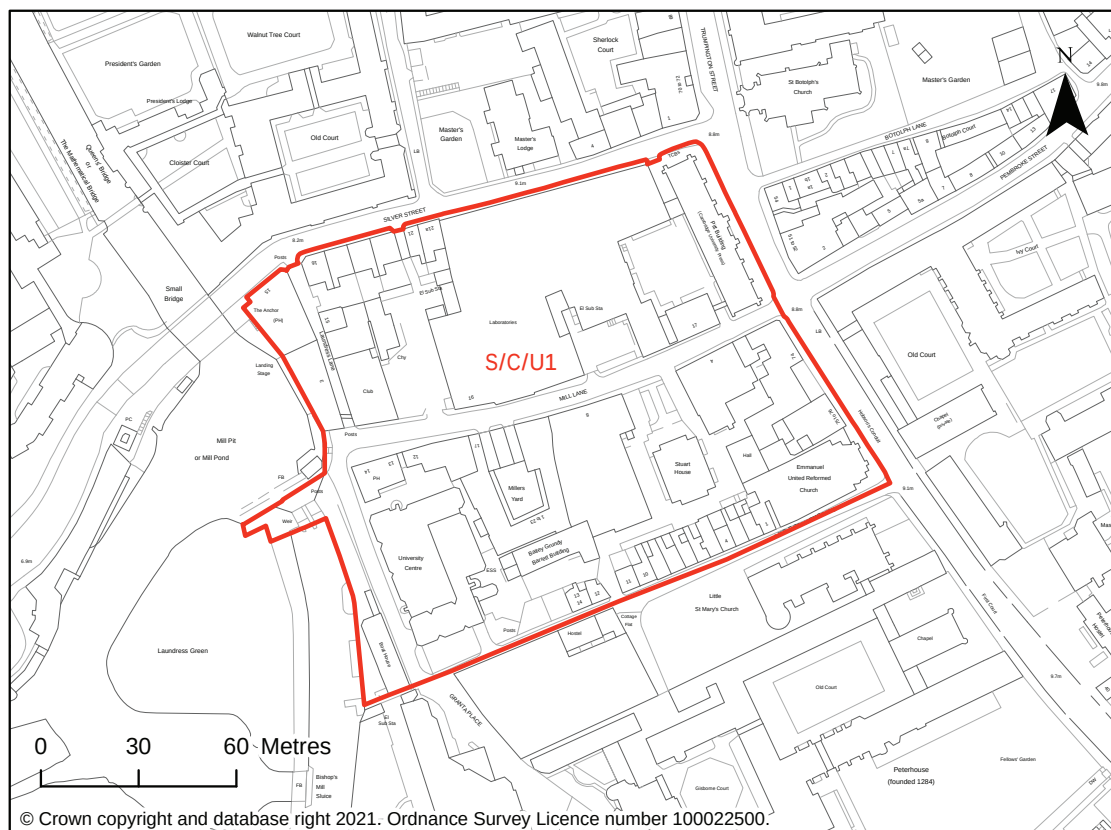
S/C/M5: 82-88 Hills Road and 57-63 Bateman Street



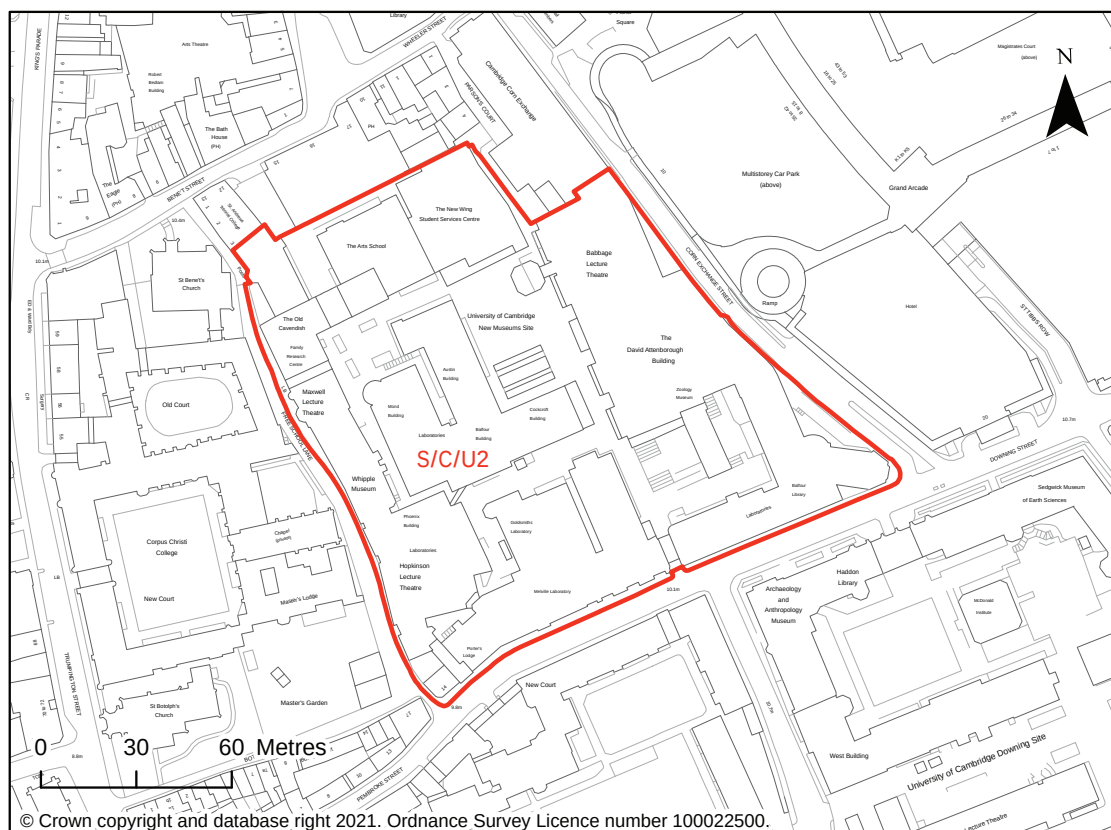
S/C/M14: Station Road West



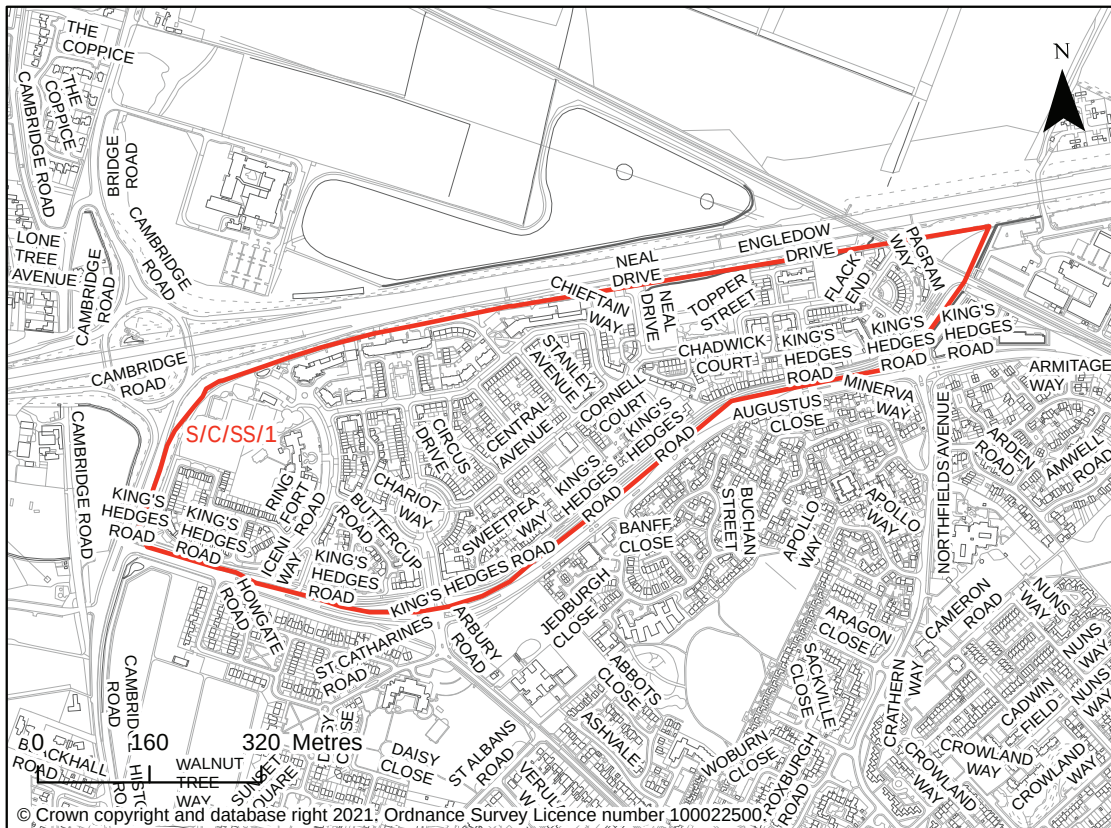
S/C/M44: Betjeman House



S/C/U1: Old Press/Mill Lane

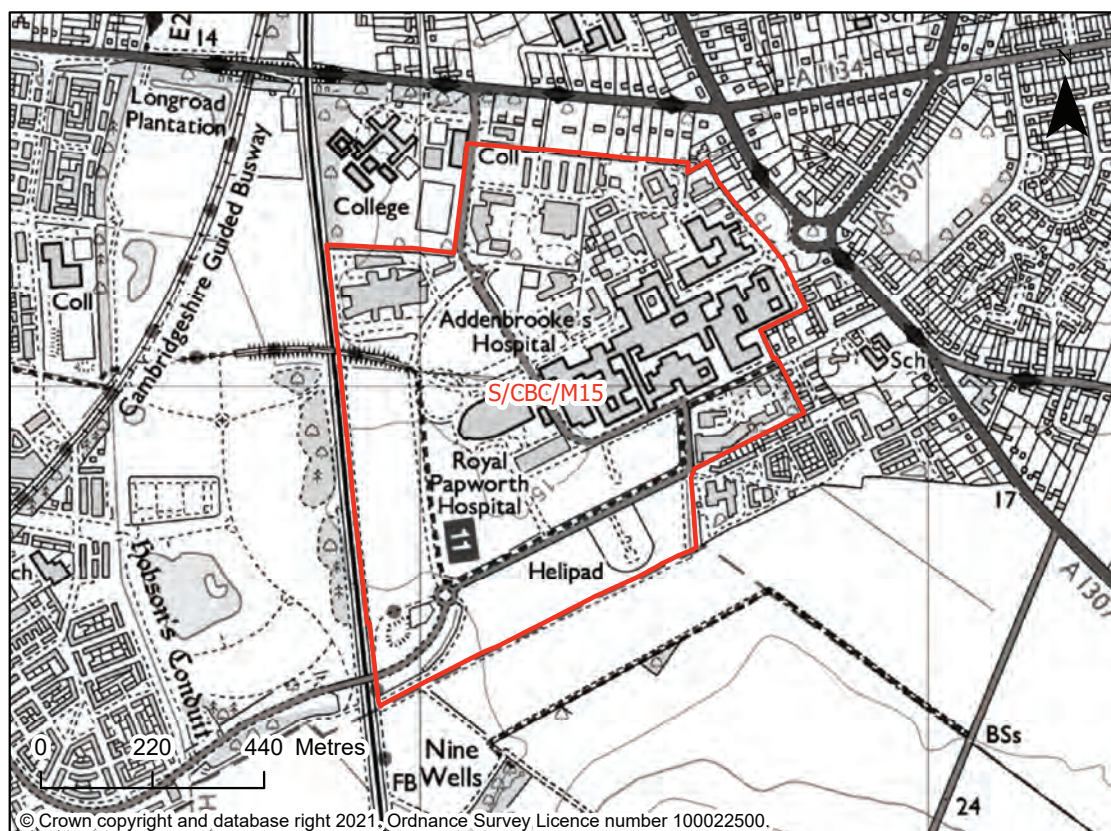


S/C/U2: New Museums, Downing Street

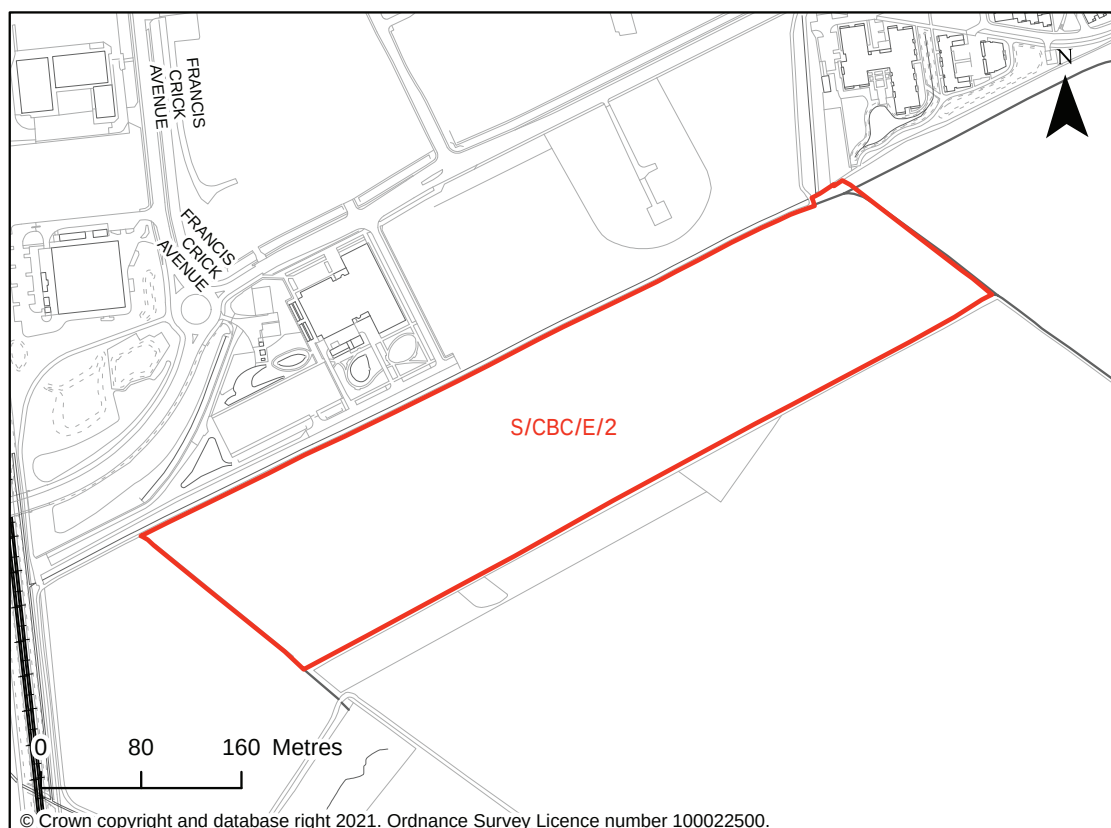


S/C/SS/1: Orchard Park

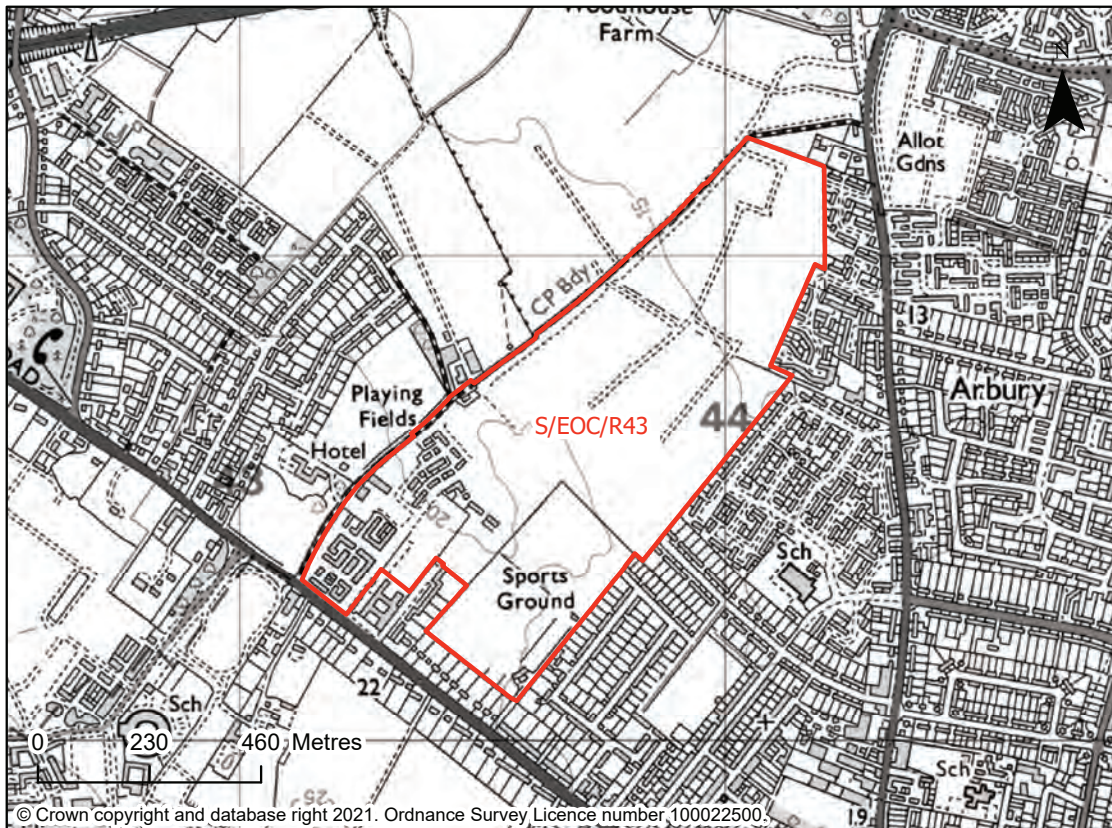
Edge of Cambridge



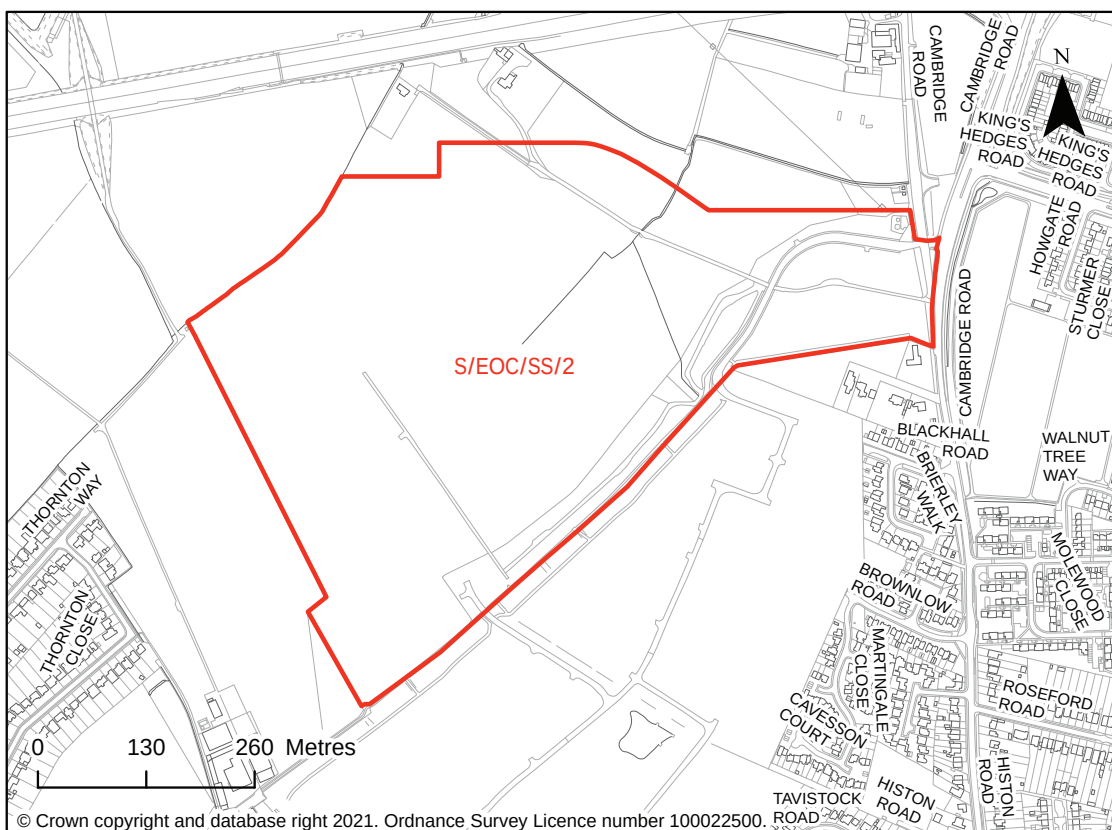
S/CBC/Policy M15: Cambridge Biomedical Campus (including Addenbrooke's Hospital)



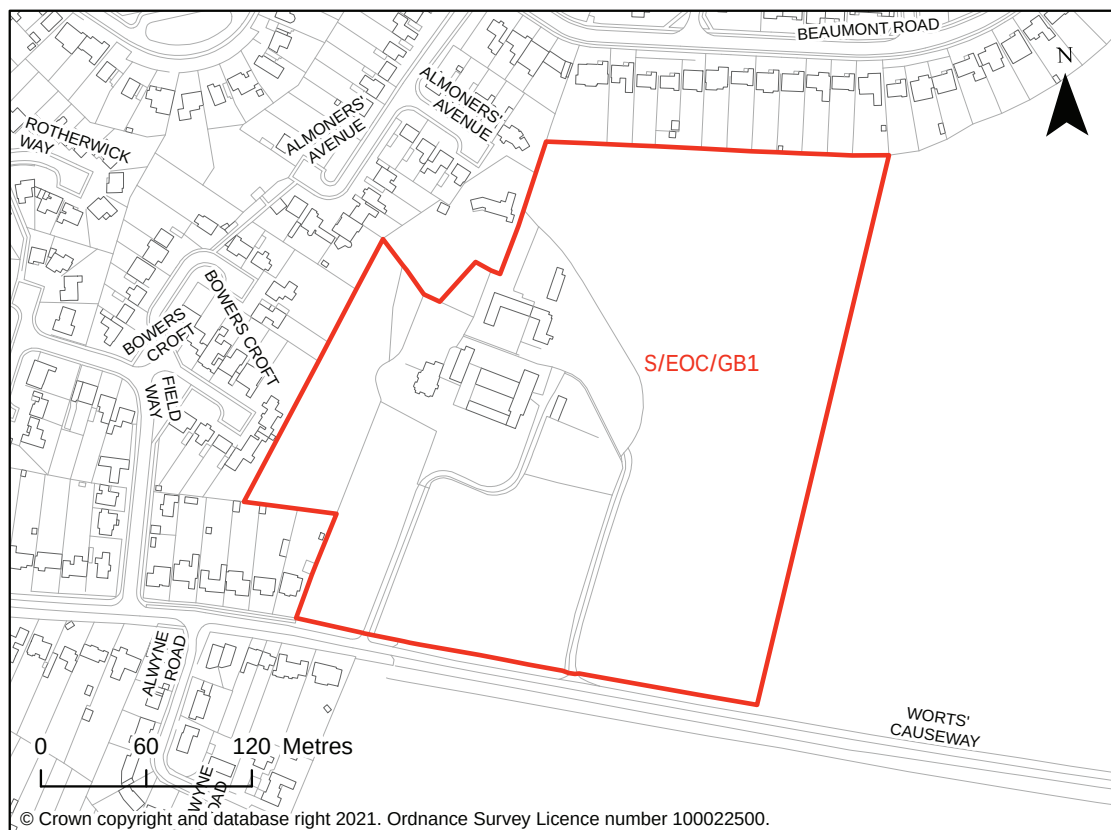
S/CBC/Policy E/2: Cambridge Biomedical Campus Extension



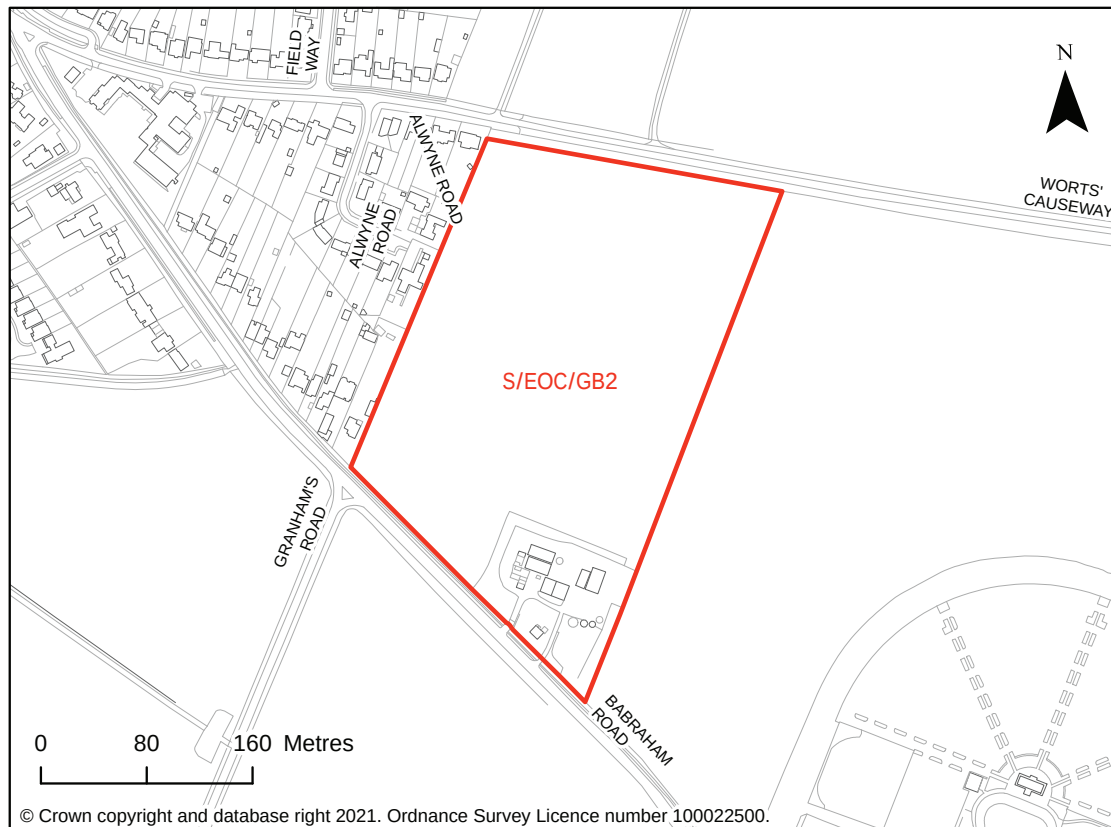
S/EOC/R43: Land between Huntingdon Road and Histon Road (Darwin Green)



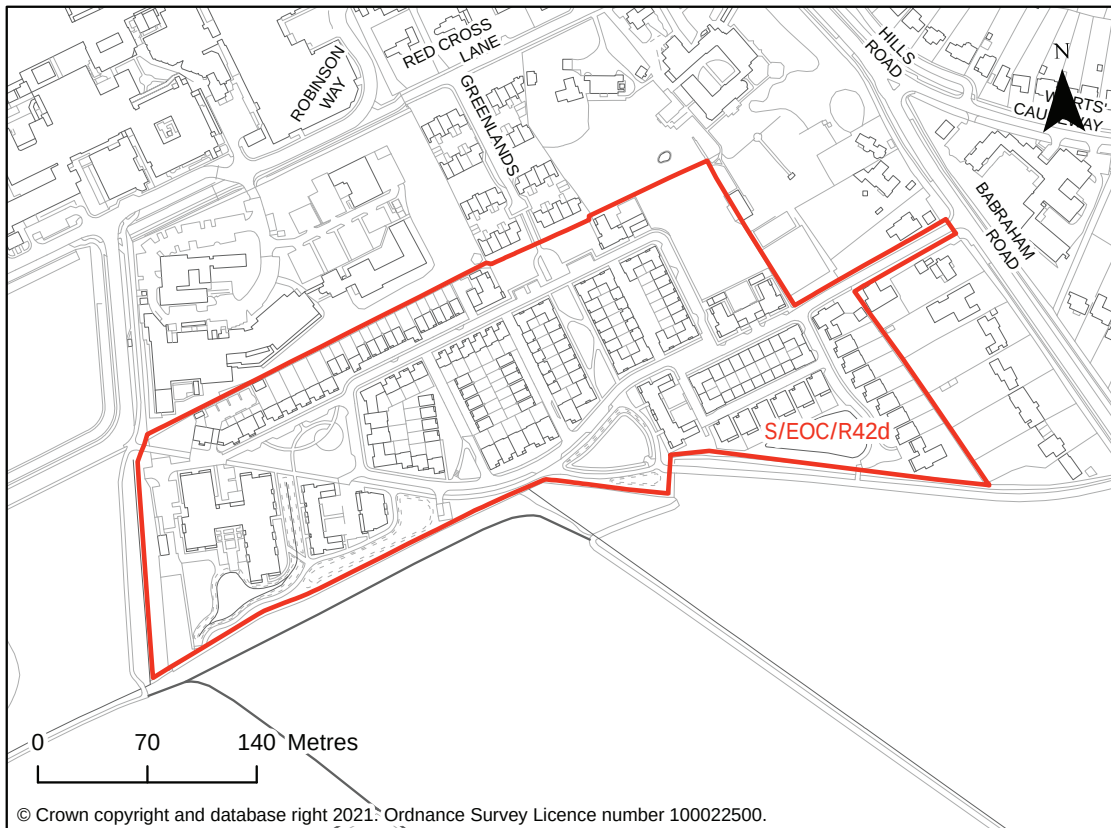
S/EOC/SS/2: Land between Huntingdon Road and Histon Road (Darwin Green 2/3)



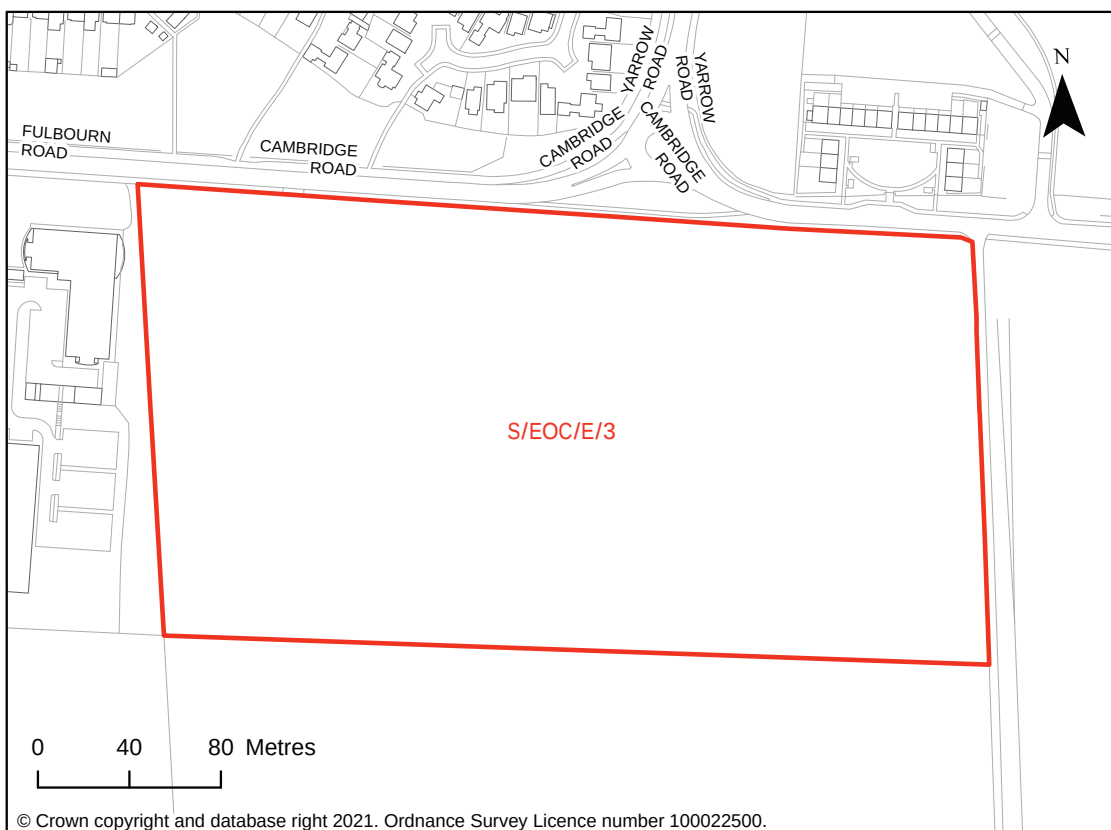
S/EOC/GB1: Land north of Worts' Causeway



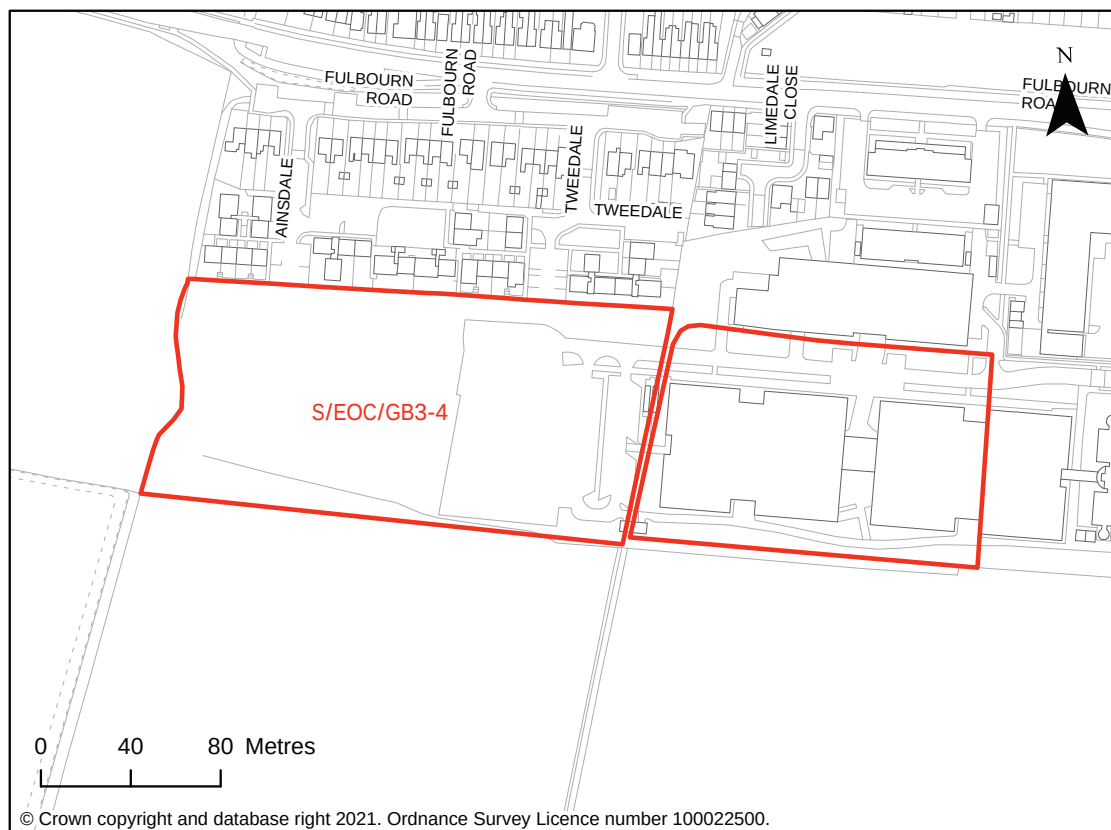
S/EOC/GB2: Land south of Worts' Causeway



S/EOC/R42d: Bell School, Babraham Road

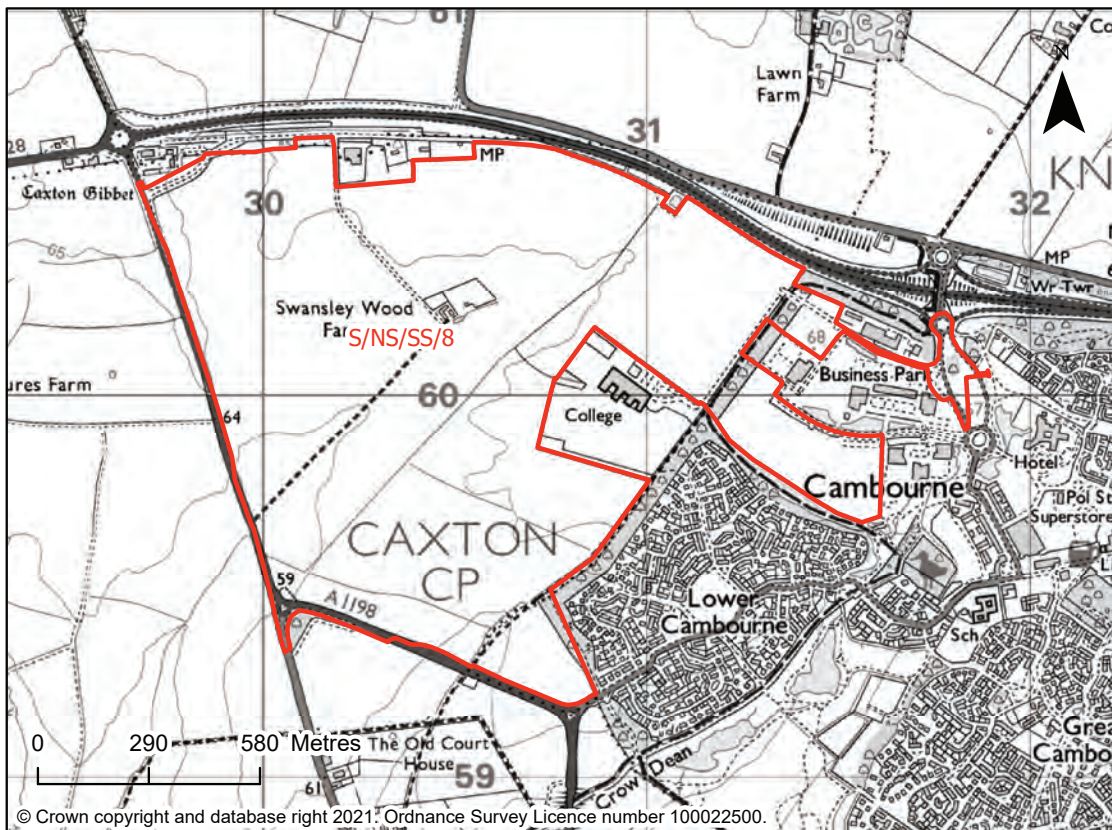


S/EOC/E/3: Fulbourn Road East

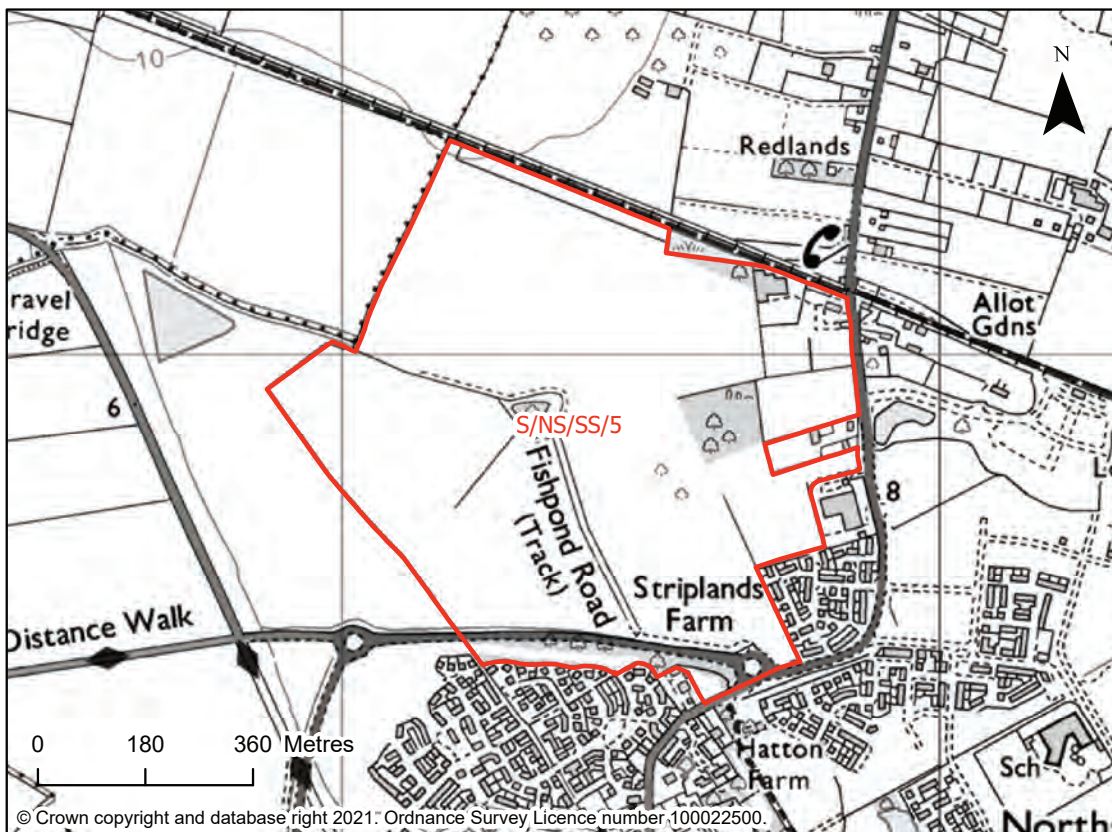


S/EOC/GB3 & GB4: Fulbourn Road, West 1 & 2

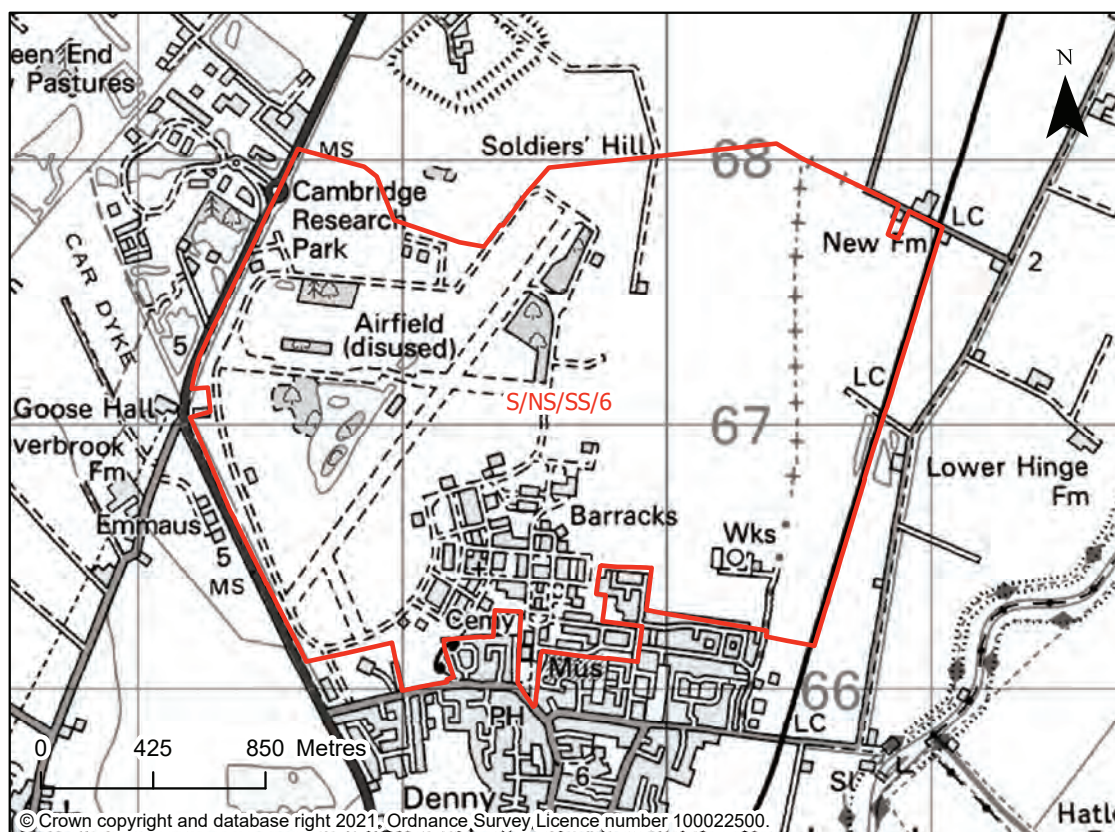
New settlements



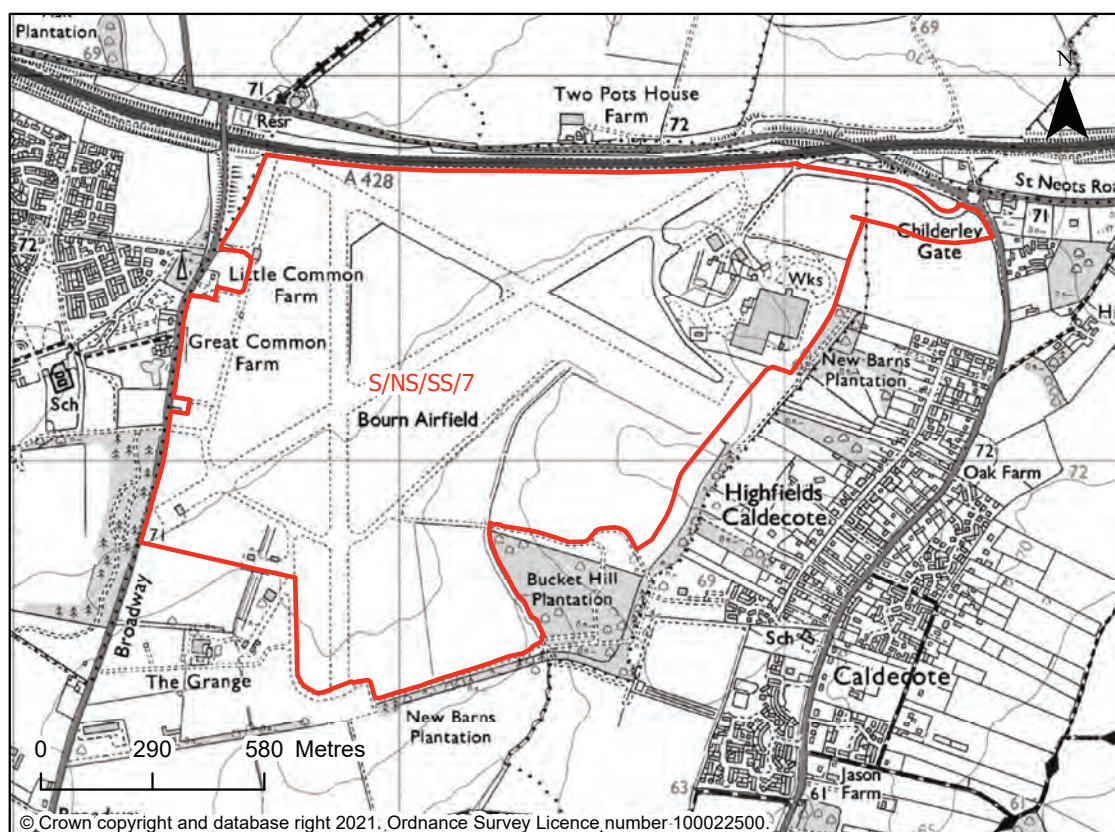
S/NS/SS/8 Cambourne West



S/NS/NS/3-SS/5 Northstowe

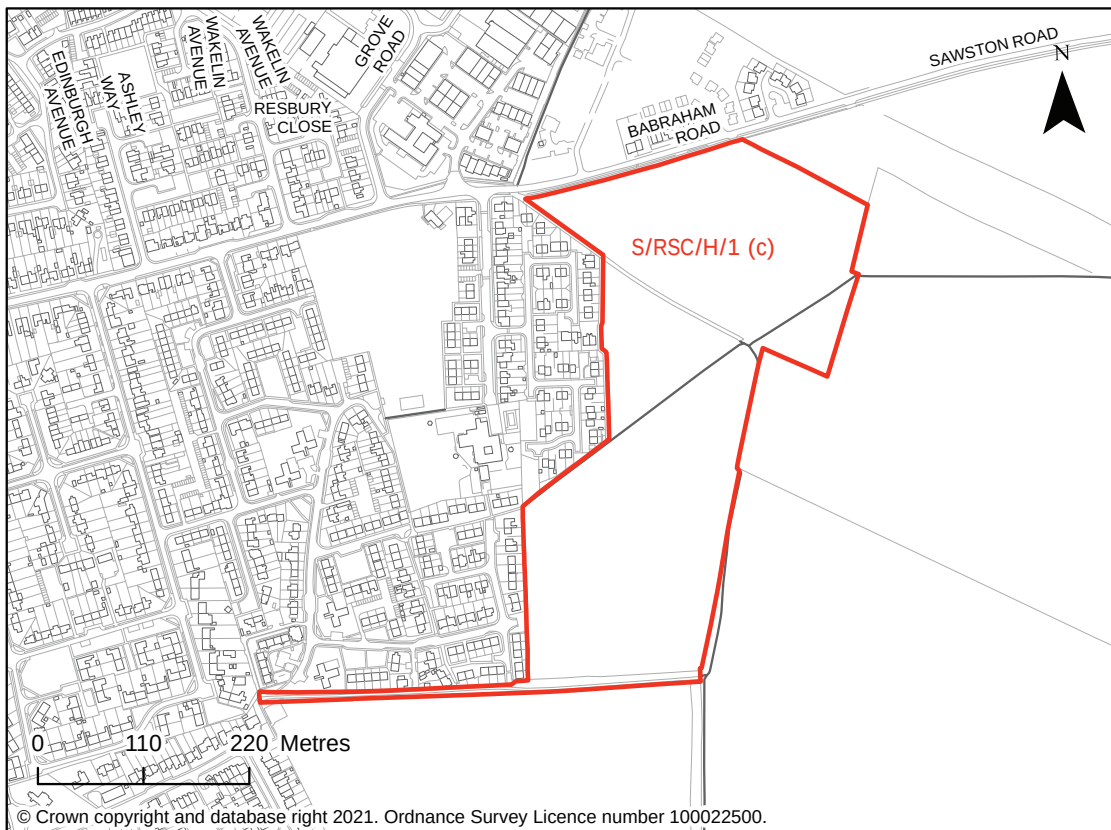


S/NS/SS/6 Land north of Waterbeach

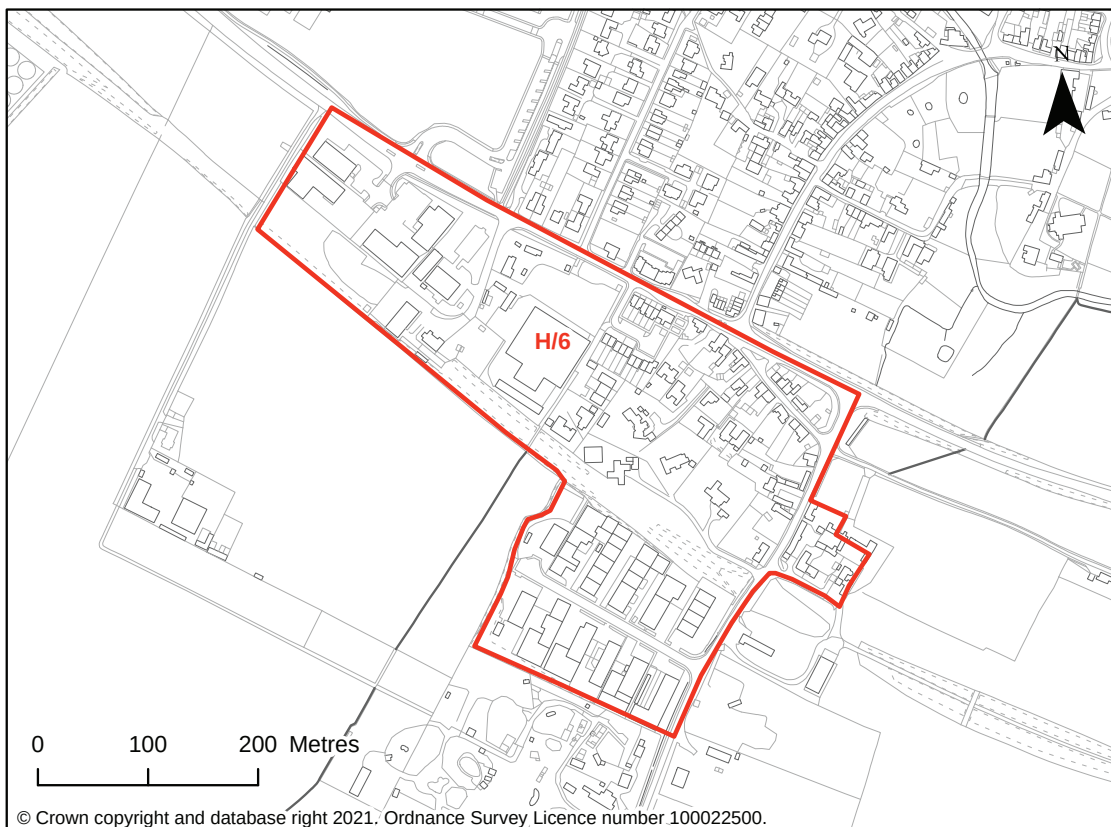


S/NS/SS/7 Bourn Airfield

Rural southern cluster

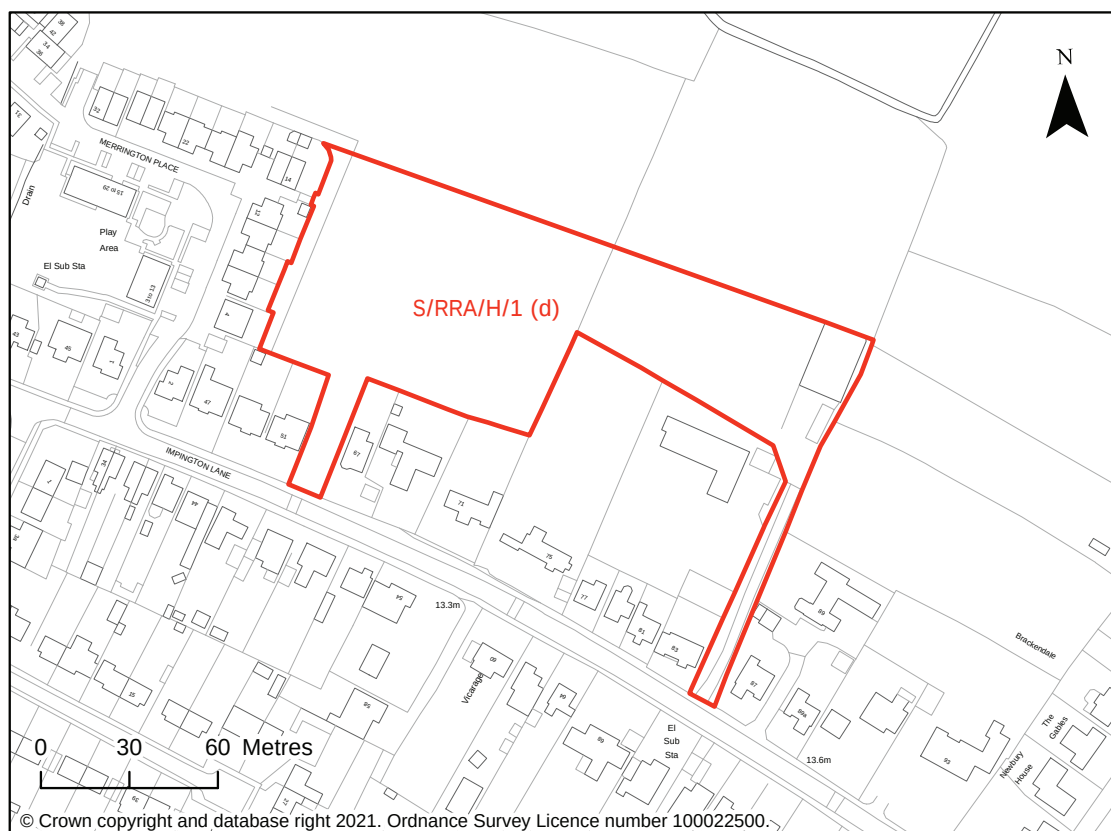


S/RSC/H/1(c) - Land south of Babraham Road, Sawston

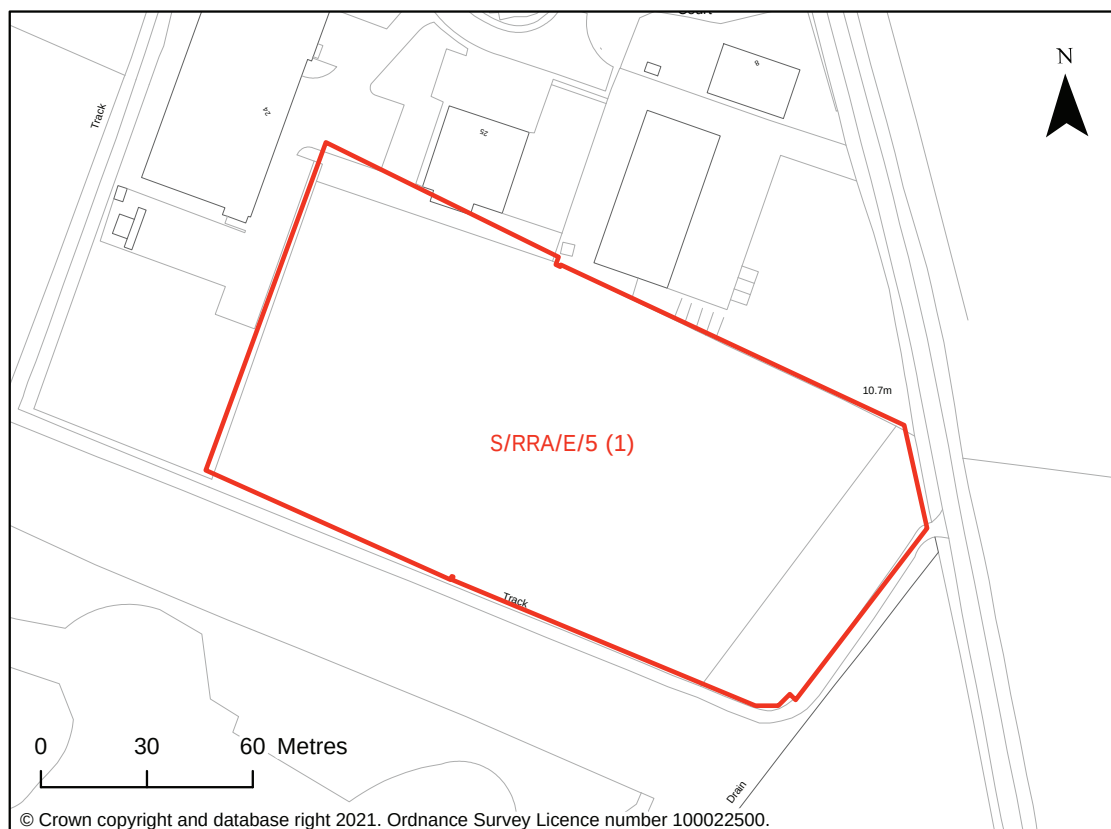


S/SCP/H/6 - South of A1307, Linton

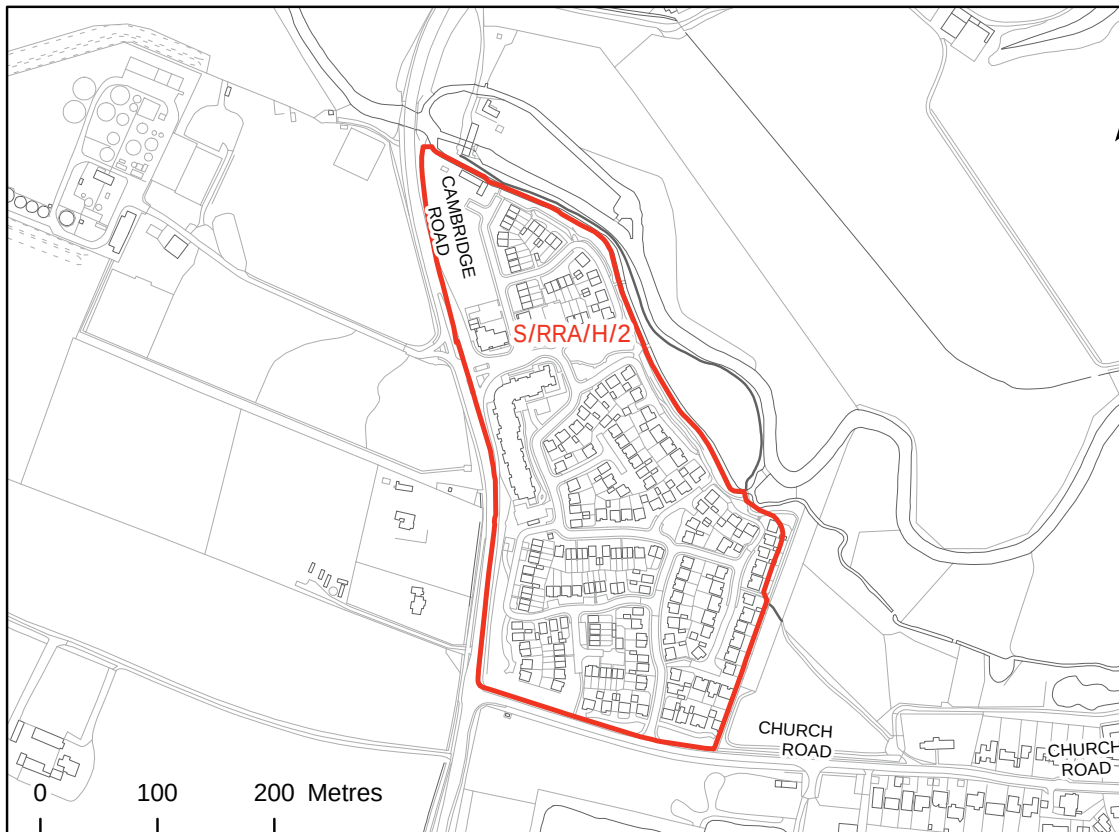
Rest of the rural area



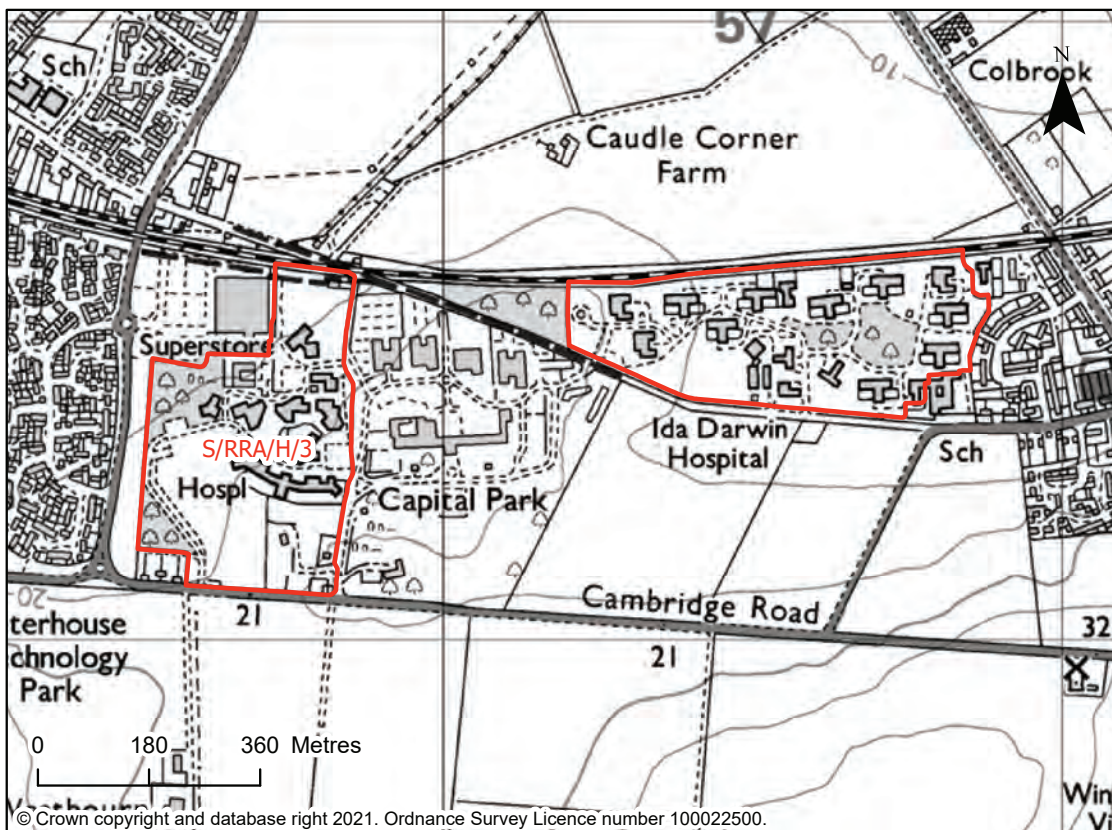
S/RR/H/1 (d): Land north of Impington Lane, Histon & Impington



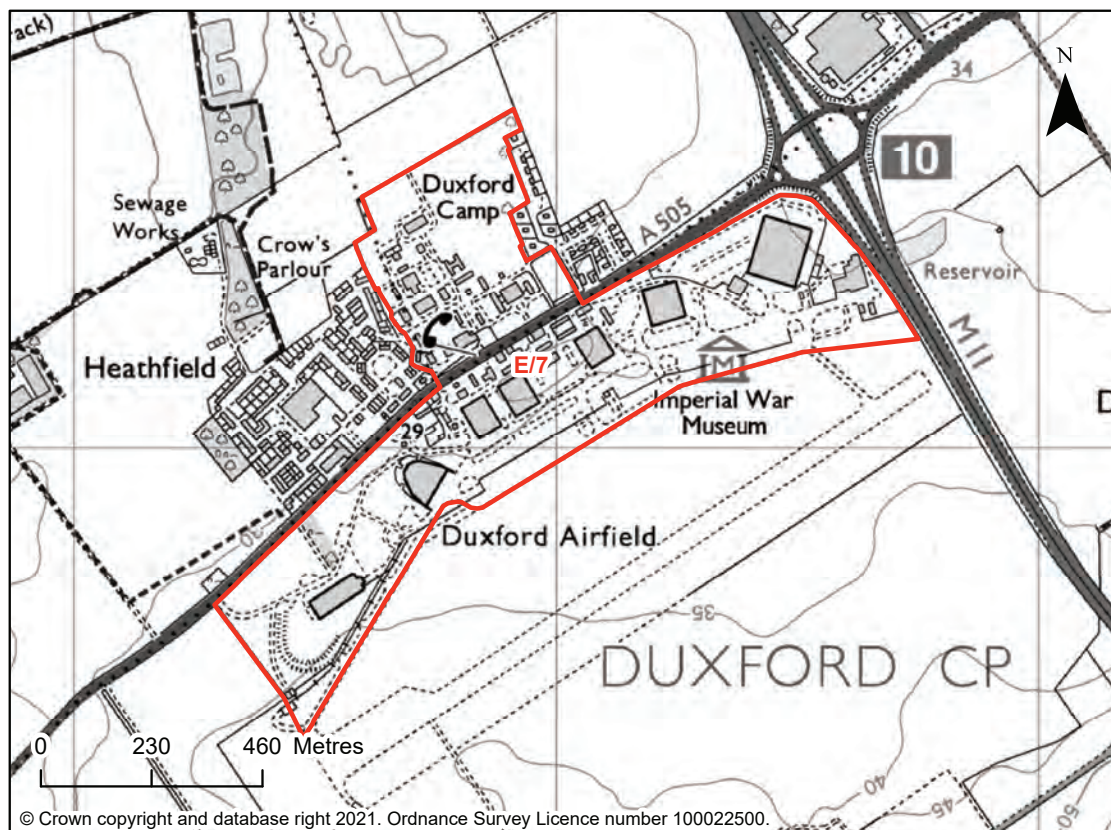
S/RR/E/5(1): Norman Way, Over (1.7 ha.)



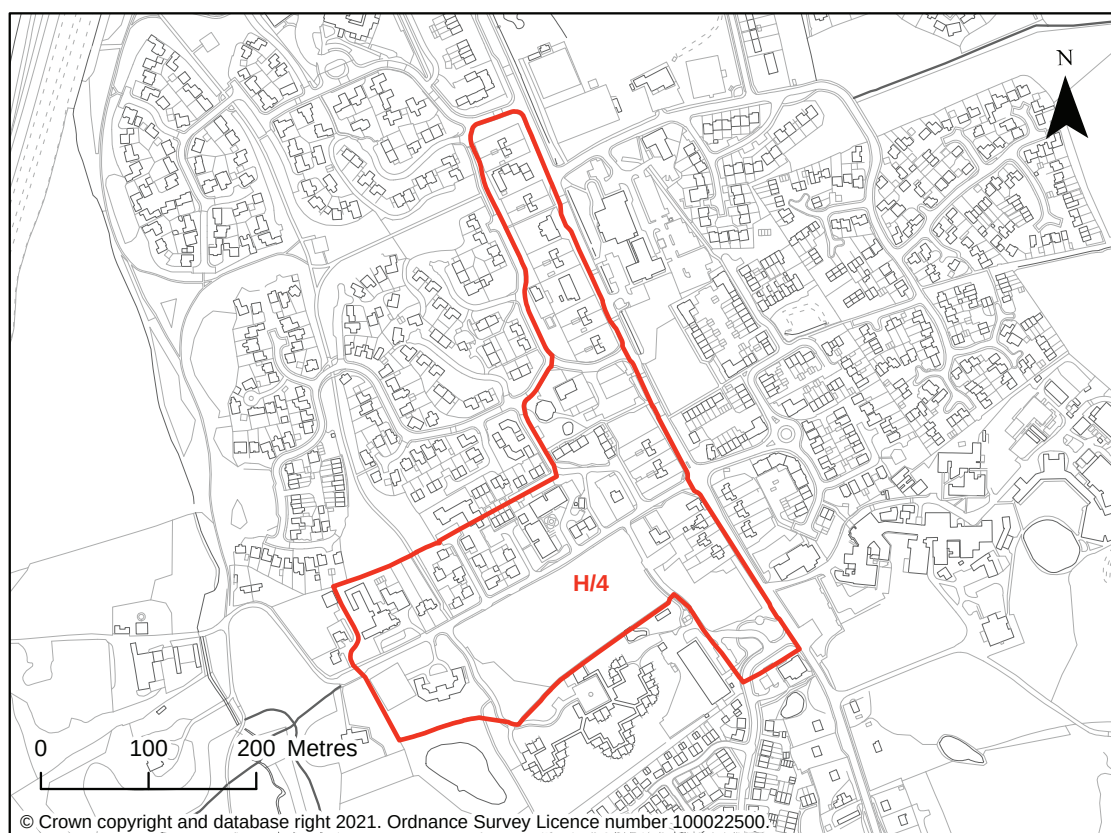
S/RR/H/2: Bayer CropScience Site, Hauxton



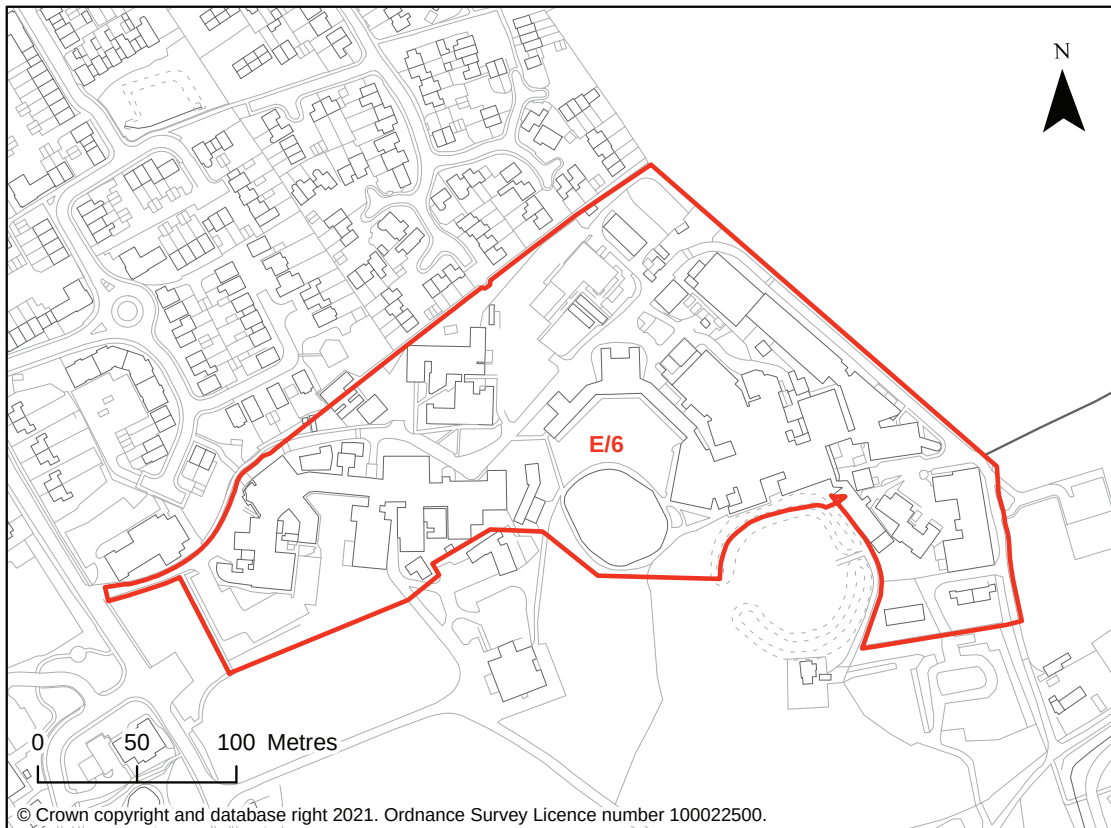
S/RR/H/3: Fulbourn and Ida Darwin Hospitals



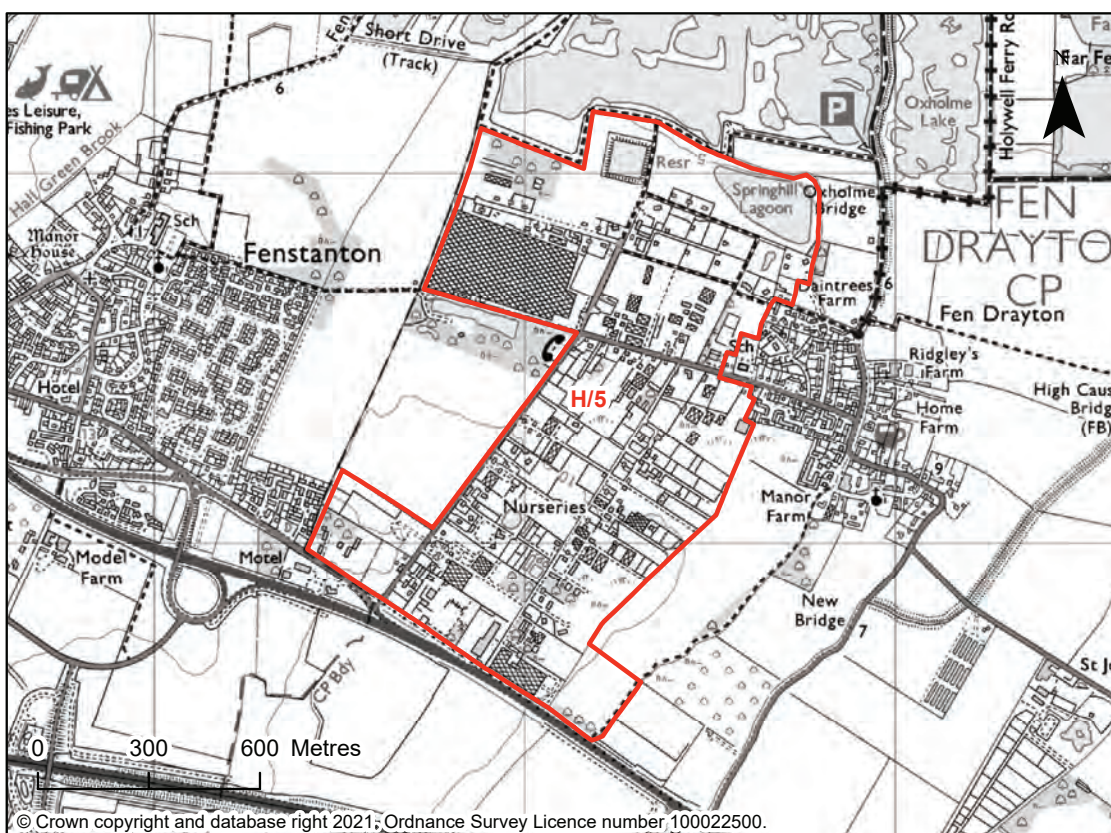
S/RRP/E/7: Imperial War Museum, Duxford



S/RRP/H/4: Papworth Everard West Central



S/RRP/E/6: Papworth Hospital



S/RRP/H/5: Fen Drayton Former Land Settlement Association Estate

Appendix 2: Glossary

Adopted 2018 Local Plans: The current Local Plans in Cambridge and South Cambridgeshire were adopted in 2018, and can be viewed on the Councils' websites:

Cambridge Local Plan 2018: <https://www.cambridge.gov.uk/local-plan-2018>

South Cambridgeshire Local Plan 2018: <https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/>

The adopted 2018 local plans set out the vision and strategy for the area over a length of time and provide the basis for decisions on planning applications. Local Plans can be adopted after they have been through a plan making process involving consultation and examination in public.

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.

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 essential for local workers). Eligibility is determined using local incomes and local house prices.

Air Quality Management Area (AQMA): Air Quality Management Areas are designated in areas where there are recorded exceedances of the national objectives for annual mean nitrogen dioxide and daily mean particulate matter (PM10). To improve air quality an Air Quality Action Plan (AQAP) is prepared which identifies practical, feasible and cost-effective measures that can be implemented.

Amenity: Element of a location or neighbourhood that helps to make it attractive or enjoyable for residents and visitors.

Apart-hotel: Self-contained hotel accommodation (C1 Use Class) that provides short-term occupancy purchased at a nightly rate with no deposit against damages. This will usually include concierge and room service, and include formal procedures for checking in and out.

Area action plan (AAP): A local plan document setting out policy and proposals for a specific area.

Areas of major change: Set out opportunities for redevelopment or improvement within the city centre itself or at the edge of the city centre.

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: Is 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.

Brownfield land: See 'Previously Developed Land'.

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 contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock 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.

Building Regulations: The Building Regulations 2010 cover the construction and extension of buildings, providing the minimum standards for design, construction and alterations to virtually every building. Building regulations approval is different from planning permission and you might need both for your project.

Building Research Establishment Environmental Assessment Method (BREEAM): 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'.

Cambridgeshire & Peterborough Combined Authority: 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 held to account by several committees made up of representatives from partner local authorities. The Authority

is led by Mayor, Dr Nik Johnson, who was elected on 10th May 2021.

www.cambridgeshirepeterborough-ca.gov.uk

Cambridgeshire and Peterborough Minerals and Waste Plan: The Minerals and Waste Local Plan sets the framework for all minerals and waste developments, adopted by Cambridgeshire County and Peterborough City Councils. There is also an adopted Policies Map, which shows allocated sites and areas of search for future minerals and waste facilities, and safeguarding areas for existing and future facilities.

Car Barn: A multi-storey car park which is positioned on the edge of a district/ neighbourhood in order to reduce the number of vehicles using residential streets. Can be designed so that they complement their local environment.

Car Club: Car club is a membership scheme that offers people use of a car on a pay-as-you-go basis.

Carbon sink: A carbon sink is anything that absorbs more carbon from the atmosphere than it releases – for example, plants, the ocean and soil.

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'.

Climate change adaptation: Adapting to life in a changing climate involves adjusting to actual or expected future climate. The goal is to reduce our vulnerability to the harmful effects of climate change (like sea-level encroachment, more intense extreme weather events or food insecurity).

Climate change mitigation: Action to reduce the impact of human activity on the climate system, 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.

Connectivity: 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, e.g. 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.

Conservation Area: Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. You can

find more information on the Councils' websites:

Cambridge: <https://www.cambridge.gov.uk/conservation-areas>

South Cambridgeshire: <https://www.scambs.gov.uk/planning/natural-historic-and-built-environment/historic-environment/conservation-areas/>

Construction Environmental Management Plan (CEMP): Outlines how a construction project will avoid, minimise or mitigate effects on the environment and surrounding area. 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.

Consultation Statement: Document which provides information about the consultation undertaken and how feedback has been taken into account in preparing the Local Plan. It is updated at each stage of plan making.

County Wildlife Site (CWS): A non-statutory designation for sites of local importance for nature conservation interest.

Delivery hubs: Delivery hubs help consolidate deliveries into a smaller number of vehicles which can help reduce vehicle traffic and enable the onwards last mile delivery by cargo-bike or electric vehicle.

Densification: Making more efficient use of land, through intensive use of brownfield land, building taller buildings, building on existing residential back gardens or in-between existing buildings, or redeveloping underused sites at higher densities.

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.

Design Code: 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.

Development: This refers to development in its widest sense, including buildings, and 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 and therefore underpins 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.

District heat networks: District heating is a system 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.

Downcycling: Downcycling is a recycling practice that involves breaking an item down into its component elements or materials. Once the constituent elements or materials are recovered, they are reused if possible but usually as a lower-value product.

Duty to Cooperate Compliance Statement and Statement of Common Ground: A legal duty to cooperate on plan making, to ensure we have fully engaged with relevant organisations and considered strategic cross-boundary matters. The engagement we've completed to consider these strategic issues is set out in our Duty to Cooperate Statement of Compliance, and our current position on each substantive issue is set out in our draft Statement of Common Ground.

East West Rail: 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. Further information is available on the East West Rail company website: <https://eastwestrail.co.uk/>

Energy 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.

Established Employment Areas in the Countryside: Business parks located in the rural areas of South Cambridgeshire, outside the Green Belt.

Exception sites: An exception site is a site that provides affordable housing in perpetuity, provided within or adjoining a rural settlement, as an exception to normal planning policy. Rural exception sites will be allowed in the Green Belt only when it can be demonstrated that non Green Belt alternative sites are not available.

First Conversation (Issues and Options): The first stage in preparing the Greater Cambridge Local Plan, also known as Issues and Options. It set out issues under seven themes, and posed a series of questions about how they should be addressed in the new Local Plan.

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;
- 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; and,
- d) after the discount has been applied, the first sale must be at a price no higher than £250,000.

First Proposals (Preferred Options): Also known as Preferred Options, this stage follows Issues and Options as the next major step in preparing the Greater Cambridge Local Plan. It sets out the preferred approach to the level of growth that should be planned for, and where it should be planned, as well as the proposed approach for policies that will be included in the draft Greater Cambridge Local Plan.

Futureproofing: Ensuring that designs are adaptable and take account of expected future changes.

Greater Cambridge: The combined areas of Cambridge District and South Cambridgeshire District Councils.

Greater Cambridge Local Plan: Refers to the join Local Plan being prepared for the Greater Cambridge area by Cambridge City Council and South Cambridgeshire District Council.

Greater Cambridge Partnership (GCP): 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. Further information can be found in their webpage: <https://www.greatercambridge.org.uk/>

Green Belt: A statutory designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped, the Green

Belt has five purposes: 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: Green Infrastructure is a multi-functional network of public green spaces and routes, landscapes, biodiversity and heritage. It includes a wide range of elements such as country parks, wildlife habitats, rights of way, commons and greens, nature reserves, waterways and bodies of water, and historic landscapes and monuments.

Grow-on space: Premises suitable for small growing businesses.

Health Impact Assessment (HIA): A tool to appraise both positive (e.g. creation of new jobs) and negative (e.g. generation of pollution) 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. These unintended effects may be good or bad for people's health. An HIA is usually forward-looking (prospective) and done at a time when it is possible to change the proposed development if necessary, e.g. at the masterplanning stage.

Healthy New Towns: Healthy 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. They should have safe and easy access to a network of open spaces which meet their recreational needs to enhance health and wellbeing, as well as welcoming easily accessible communal spaces which provide opportunities for social interaction.

Heat Island: Urban areas experience higher temperatures than their surrounding rural areas because of human activities. Materials such as tarmac and stone used in construction of buildings and roads store heat from the sun during the day and release it during the night.

Heritage assets: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).

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: Means 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 density nor does it translate to high-rise development.

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. (Source: NPPF)

Houses in multiple occupation (HMO): An HMO, depending on the number of occupants, is classed as either: a 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. This falls into use class C4 under the Town and Country Planning (Use Classes) Order 2010; or a larger HMO – This is when there are more than six unrelated individuals sharing basic amenities such as a kitchen or bathroom. 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.

Impact Risk Zones: A GIS tool developed by Natural England to make a rapid initial assessment of the potential risks to Sites of Special Scientific Importance (SSSIs) posed by development proposals.

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: 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.

Infrastructure Delivery Plan: This will identify the infrastructure that is needed, when it is needed, and how much it costs.

Listed Building: 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 on-line 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.

Local Development Scheme: A document which sets out the timetable for the local development documents that the local planning authority will be producing. The current version is the Greater Cambridge Local Development Scheme 2020.

Local Nature Reserve (LNR): Reserves with wildlife or geological features that are of special interest locally.

Local Plan: Short form for the Greater Cambridge Local Plan, which sets out policies to guide the future development of Greater Cambridge. It also sets out where future development will take place, and identifies land for new housing, community facilities, shops and employment. It is the key document used to determine planning applications for new development in the Greater Cambridge area.

Local Planning Authority (LPA): The public authority whose duty it is to carry out specific planning functions for a particular area; in Greater Cambridge this is Cambridge City Council and South Cambridgeshire District Council.

Low Emission Strategy: A Low Emission Strategy provides a package of measures to help mitigate the transport impacts of development. The primary aim is to accelerate the uptake of low emission fuels and technologies in and around the development site.

Low Emission Zone: A low-emission zone is a defined area where access by some polluting vehicles is restricted or deterred with the aim of improving air quality. This may favour vehicles such as alternative fuel vehicles, hybrid electric vehicles, plug-in hybrids, and zero-emission vehicles such as all-electric vehicles.

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.

Master plan: 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 use: A meanwhile use can be described as a situation where a vacant site or underused building is used for a duration of time before it is turned into a more permanent end state, taking advantage of a short window of opportunity. Examples of meanwhile uses include pop-up shops and cafes, creative workspace and exhibitions, short-term office units, temporary community meeting places and facilities and temporary housing.

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. Micro-mobility devices include bicycles, E-bikes, electric scooters, electric skateboards, shared bicycles, and electric pedal assisted (pedelec) bicycles.

Mixed use developments: Development comprising two or more uses as part of the same scheme (e.g. 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 as a Service (MaaS): Mobility as a Service (MaaS) integrates various forms of transport services into a single mobility service accessible on demand. For the user, MaaS can offer a single application to provide access to mobility (such as public transport, ride-, car- or bike-sharing, taxi or car rental) with a single payment channel instead of multiple ticketing and payment operations. It is designed to help users meet their mobility needs and solve the inconvenient parts of individual journeys.

National Planning Policy Framework (NPPF): This document sets out national planning policies for England and how these are expected to be applied. The policies in the NPPF must be taken into account when preparing Local Plans. www.gov.uk/government/publications/national-planning-policy-framework--2

National Planning Practice Guidance (NPPG): The Government's Planning practice guidance to support the NPPF. www.gov.uk/government/collections/planning-practice-guidance

Neighbourhood Plan: A plan prepared by a Parish Council or neighbourhood forum for a particular neighbourhood area. They must be consistent with the strategic policies in the current suite of Local Plan documents.

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.

North East Cambridge Area Action Plan: A joint plan being developed by the Councils for development of the area west of the new Cambridge North train station, together with Cambridge Science Park. Further information can be found on the Councils website: <https://www.cambridge.gov.uk/north-east-cambridge-area-action-plan>

Objectively Assessed Need (OAN): The National Planning Policy Framework requires that local planning authorities identify objectively assessed housing need (the OAN), and that Local Plans translate those needs into land provision targets. Like all parts of the plan, such housing targets should be informed by robust and proportionate evidence.

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.

Opportunity Areas: Provide opportunities to enable development that can reinforce and create character and identity in key corridors and centres of the city, often through associated public realm improvements. Given the opportunity nature of these sites they do not include any particular levels of development and are not counted towards meeting our needs.

Outline Planning Permission / Approval: Outline planning permission is much less detailed than full planning permission. By applying for it, you are asking the local planning authority to agree to the principle of development – with the specifics (called “reserved matters”) put aside until later.

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.

Permitted Development Rights: Permitted development rights are a national grant of planning permission which allow certain building works and changes of use to be carried out without having to make a planning application. Permitted development rights are subject to conditions and limitations to control impacts and to protect local amenity.

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.

Policy Area: Policy outlining planning requirements for a specific area or site. This can include allocation for certain types of development or imposing restrictions for particular types of uses.

Previously developed land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This 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 Build to Rent: 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 contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control.

Productivity: Being able to produce or provide goods and services.

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. (Source: ODPM in *Living Places: Caring for Quality* (January 2004)).

Registered Provider: Registered Provider means a provider of Affordable Housing which is designated in the register maintained by the Homes and Communities Agency. The statutory register of social housing providers lists private (non-profit and profit-making) providers and local authority providers. Most non-profit providers are also known as housing associations.

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.

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 or custom build: The terms 'self-build' and 'custom build' are used where individuals or groups are involved in creating their own home. Community-led projects can also be defined as self-build. Self-build projects are defined as those where someone directly organises the design and construction of their own home. Custom build homes are where you work with a developer as an individual or a group to help deliver your own home. The

developer may help to find a plot, manage the construction and arrange the finance for your new home. This is more of a hands-off approach but your home will be tailored to match your individual requirements.

Skyline: An outline of land and buildings defined against the sky: the skyline of the city.

Small and medium-sized enterprises (SMEs): The UK government definition of SMEs encompasses small (less than 50 employees and an annual turnover under €10 million) and medium-sized (less than 250 employees and an annual turnover under €50 million) businesses. Micro enterprises have less than 10 employees and an annual turnover under €2 million.

Smart energy grid: A smart grid 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.

Smart technology: The Smart Cambridge project defines what makes a smart city on their website: Digital technology underpins almost every aspect of modern living across work, travel, leisure and health. Smart cities technology builds on this, using digital connectivity and data in innovative ways to address city challenges in four key areas:

- Transport: making travel easier, reducing congestion, and exploring intelligent mobility
- Environment: managing our water, energy, air quality and waste
- Healthcare: catering for an ageing population and providing public health
- Smart living: improving the quality of life for communities in and around the city.

Southern Cluster: A knowledge-based cluster of businesses in technology, biotechnology and service providers, located to the south of Cambridge between the M11 and the A1307.

Stakeholder: A person, group or organisation that has interest in planning for the area.

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: <https://www.gov.uk/guidance/housing-and-economic-development-needs-assessments>

Start-up: The early stage of a new business.

Suitable Alternative Natural Greenspace standards (SANGs): SANG is the name given to greenspace that is of a quality and type suitable for use as mitigation to offset the impact of new residential development on European protected Natura 2000 sites; Special Protection Areas (SPAs) and Special Areas of Conservation (SACs). The purpose of SANG

is to provide an alternative greenspace to attract residents of new developments away from the protected and vulnerable sites.

Sustainability Appraisal (SA): Prepared alongside the draft 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 that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable drainage systems (SuDs): Development normally reduces the amount of water that can infiltrate into the ground and increases surface water run-off due to the amount of hard surfacing used. Sustainable drainage systems control surface water run-off by mimicking natural drainage 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.

Total Energy Use Intensity (TEUI): Provides a measure of a building's total energy use per square metre of building area per year (kWh/m²/yr).

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.

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 General Permitted Development Order also allows some changes from one use class to another without the need for planning permission.

Walkable (neighbourhood): Areas typically based on 400m (five-minute walking time) catchments. The Urban Design Compendium (2000) Paragraph 3.1.2 describes the principles of 'The Walkable Neighbourhood', describing what facilities should be within a five- and ten-minute walk from home.

Whole Life Carbon Assessment (WLC): The carbon emissions resulting from the materials, construction and the use of a building over its entire life, including its demolition and disposal. A WLC assessment provides a true picture of a building's carbon impact on the environment.

Windfall development: Sites which have not been specifically identified as available for development in the Local Plan. They normally comprise previously developed sites that have unexpectedly become available.

Zero carbon development: Zero carbon development is development that results in no net emissions of carbon dioxide into the atmosphere.

Appendix 3: Details and **sources of figures used in** infographics

Climate change infographic

- Based upon 2018 Climate Projections UK Weather will change by 2070:
 - Winter rainfall: +35%
 - Warmer Winters: +4.2C
 - Summer rainfall: -47%
 - Warmer Summers: +5.4C
- <https://www.metoffice.gov.uk/research/approach/collaboration/ukcp/index>

Biodiversity and green space infographic

- 1 Special Area of Conservation (source: Natural England)
- 56 Sites of Special Scientific Interest (source: Natural England)
- 68 ancient woodlands (source: Natural England)
- 222 priority species (source: Cambridgeshire and Peterborough Environmental Records Centre - Species Data 2021)
- 19 Local Nature Reserves (Cambridgeshire and Peterborough Environmental Records Centre - Species Data 2021)
- 132 County Wildlife sites and 49 City Wildlife sites (Cambridgeshire and Peterborough Environmental Records Centre - Species Data 2021)
- (source: adopted Local Plans Policies Maps 2018)
- Tree cover in Greater Cambridge = 12.5% (Source: GB Ward Canopy Cover [WebMap \(arcgis.com\)](#))

Wellbeing and social inclusion infographic

- Population aged 16-64 qualified to at least Level 2 or higher (83.8% Cambridge, 88% South Cambs, compared to 78.2% nationally): well qualified population (Nomis – Labour Market Profiles, Jan 2020 – Dec 2020, <https://www.nomisweb.co.uk/>).
- Average life expectancy within Cambridge is slightly above the national average, being 81 for males and 83.6 for females. Life expectancy is 11.6 years lower for men

and 11.6 years lower for women in the most deprived areas of Cambridge than in the least deprived areas. Average life expectancy within South Cambridgeshire is slightly above the national average, 82.8 for males and 85.7 for females. (source: Public Health England (2019) Profiles for Cambridge and South Cambridgeshire)

- Index of multiple deprivation: South Cambs 16th least deprived, Cambridge 107th least deprived out of 317 English Local Authorities (source: Ministry of Housing, Communities and Local Government - English indices of deprivation 2019
<https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019>)
- Aging population - proportion of those aged over 65 significantly increasing, especially within South Cambridgeshire. (% Population 65 and over Cambridge 2018 12.8% 2041 18.2%, South Cambs 2018 19.4% 2041 26.5%) (source: ONS Population Estimates 2018 – published on Cambridgeshire Insight <https://cambridgeshireinsight.org.uk/>)
- 12.3% of households experience fuel poverty in Greater Cambridge (14.4% in England) (source: Fuel Poverty Statistics 2019 Office for National Statistics
<https://www.gov.uk/government/collections/fuel-poverty-statistics>)

Great Places infographic

- Listed Building entries = 3,524 (source: Greater Cambridge Shared Planning, 2021)
- Conservation Areas = 102 (source: Greater Cambridge Shared Planning, 2021)
- 11 RIBA Award-winning projects in 2019 (source: RIBA
<https://www.architecture.com/awards-and-competitions-landing-page/awards>)
- Greater Cambridge Shared Planning Design Review Panels carry out 34 design reviews per year on average (source: Greater Cambridge Shared Planning, 2021).

Jobs infographic

- A globally significant knowledge intensive economy that provides around 40% of employment in Greater Cambridge. Around 48,400 people are employed by the more than 2,850 knowledge intensive firms in the area, which have combined annual revenue of over £14 billion (source: Cambridge Ahead Cambridge Cluster Insights 2019-2020)
- Number of patents per 100,000 people in Cambridge, 308.7, the highest in the UK (source: Centre for Cities, City Monitor, 2019)
- 13,595 active businesses in Greater Cambridge (source: Nomis Official Labour Market Statistics 2020 www.nomisweb.co.uk/)
- Income and employment: disparities between wards in the north and east of the city and rest of Greater Cambridge (claimant count as a proportion of residents aged 16-64: Kings Hedges 8.6%, Newnham and Castle 0.8%, in May 2021) (source: Claimant Count Data May 2021 from the Office for National Statistics (www.nomisweb.co.uk/))

- Cambridge Tourism Economy: £848m accounting for 22% of employment in Cambridge. In 2018, there were over 8.2m (8,268,200) trips to Cambridge (21% visiting friends and family locally). (source: Economic Impact of Tourism Cambridge – 2018, Destination Research Ltd)

Homes infographic

- Number of Homes in Greater Cambridge: 124,389 at 31 March 2020 (Source: Live tables on dwelling stock (published July 2021) - Table 100 Number of dwellings by tenure and district, Ministry of Housing, Communities and Local Government, <https://www.gov.uk/government/statistical-data-sets/live-tables-on-dwelling-stock-including-vacants>)
- Average house prices: £503,579 for Cambridge, £431,012 for South Cambs, and £346,121 for England at March 2021 (Source: Housing Market Bulletin (Edition 49) - Table 5 Average house prices based on sales only, Housing Board for Cambridgeshire, Peterborough and West Suffolk, <https://cambridgeshireinsight.org.uk/wp-content/uploads/2021/06/hmb-49-june-2021.pdf>)
- Median monthly rent for a 2 bed home: £1,250 for Cambridge, £950 for South Cambs, and £700 for England at April 2020-March 2021 (Source: Private rental market summary statistics in England (published June 2021) - Table 2.4 Summary of 'Two Bedrooms' monthly rents by administrative area, Office of National Statistics, <https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/privaterentalmarketsummarystatisticsinengland>)
- Lower quartile house price to income ratio: 13.3 for Cambridge, 10.8 for South Cambs, and 7.2 for England at 2020 (Source: House price to workplace-based earnings ratio (published March 2021) - Table 2c Ratio of lower quartile house price to lower quartile gross annual workplace-based earnings by country and region and Table 6c Ratio of lower quartile house price to lower quartile gross annual workplace-based earnings by local authority district, Office of National Statistics, <https://www.ons.gov.uk/peoplepopulationandcommunity/housing/datasets/ratioofhousepricetoworkplacebasedearningslowerquartileandmedian>)

Infrastructure infographic

- Around 202,233 vehicles cross the outer boundary of Cambridge in either direction every day (This is the number of motor vehicles crossing the radial cordon into and out of Cambridge City. This is monitored annually, usually on the first Wednesday of October between 7am and 7pm and counts motor vehicles, cycles and pedestrians at the points on the map on page 8 of the traffic monitoring report Source: Traffic Monitoring Report 2019 Cambridgeshire County Council <https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/roads-and-pathways/road-traffic-data/>)

- 32% of Journeys to work in Cambridge made by Bike
(Source: Nomis Method of Travel to Work Statistics, Census 2011 <https://www.nomisweb.co.uk/query/construct/summary.asp?reset=yes&mode=construct&dataset=568&version=0&anal=1&initset=1>))
- Around 50% of Cambridge residents cycle at least once a week – this is the highest level in England. Around 25% of South Cambridgeshire residents cycle at least once a week – the fifth highest in England. (source: Greater Cambridge Partnership, the Big Conversation)
- Of people who work in Cambridge, 40% live in Cambridge, 28% live in South Cambs (source: Travel to work data, 2011 Census, Office for National Statistics - Local Transport Plan evidence Base Report paragraph 2.75, Cambridgeshire and Peterborough Combined Authority <https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/transport/local-transport-plan/LTP.pdf>)
- In South Cambridgeshire only 22% of residents are within 30 minutes of walking or public transport access of a town centre (source: Local Transport Plan paragraph 1.96, Cambridgeshire and Peterborough Combined Authority LTP.pdf (<https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/transport/local-transport-plan/LTP.pdf>))
- Greater Cambridge Partnership has committed to achieving a reduction in car traffic of more than 20% by 2031 in Cambridge (The reduction in motor vehicles of 10-15% is against the 2011 baseline with subsequent growth this equates to a reduction of more than 20% based on 2018 flows)
- 9 new schools have been delivered in Greater Cambridge in last 10 years, and 5 new schools currently planned, with a possible additional 5 dependent on need (source: Cambridgeshire Research Group 2019)
- Need for electricity grid capacity projected to triple to support economic growth (source: Greater Cambridge Partnership - Local Network Analysis. Final Report - February 2019)

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