

# Public Document Pack



## Cambridge City Council

### DEVELOPMENT PLAN SCRUTINY SUB-COMMITTEE

**To:** **Scrutiny Sub Committee Members:** Councillors Sargeant (Chair), Gawthrop (Vice-Chair), Avery, Baigent, Bick and Smart

**Alternates :** Councillors Bird and Nethsingha

**Executive Councillor for Planning Policy and Transport:** Councillor Blencowe

*Despatched: Wednesday, 19 July 2017*

**Date:** Thursday, 27 July 2017

**Time:** 4.30 pm

**Venue:** Committee Room 1 & 2, The Guildhall, Market Square, Cambridge, CB2 3QJ

**Contact:** Democratic Services

**Direct Dial:** 01223 457013

### AGENDA

#### 1 Apologies

To receive any apologies for absence.

#### 2 Declarations of Interest

Members are asked to declare at this stage any interests, which they may have in any of the following items on the agenda. If any member is unsure whether or not they should declare an interest on a particular matter, they are requested to seek advice from the Monitoring Officer **before** the meeting.

#### 3 Minutes (*Pages 5 - 14*)

To approve the minutes of the meeting on 22 March 2017

#### 4 Public Questions

- 5**      **Draft Land North of Cherry Hinton Supplementary Planning Document**  
*(Pages 15 - 152)*
  
- 6**      **Cambridge Local Plan Review: Modifications to Appendix M:  
Monitoring** *(Pages 153 - 308)*

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## **DEVELOPMENT PLAN SCRUTINY SUB-COMMITTEE**

22 March 2017

4.30 - 6.00 pm

**Present:** Councillors Sarris (Chair), Gawthrop (Vice-Chair), Avery, Bick, Smart and Blencowe (Executive Councillor)

Executive Councillor for Planning Policy and Transport: Councillor Blencowe

### **Officers:**

Urban Extensions Project Manager: Julian Sykes

Planning Policy Manager (Acting): Joanna Gilbert-Wooldridge

Planning Policy & Economic Development Officer: Stephen Miles

Planning Consultant: Ian Poole

Democratic Services Officer: Daniel Snowdon

<b>FOR THE INFORMATION OF THE COUNCIL</b>
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### **16/78/DPSSC Apologies**

Apologies were received from Councillor Baigent, Councillor Sargeant attended as an alternate.

### **16/79/DPSSC Declarations of Interest**

None

### **16/80/DPSSC Minutes**

The minutes of 25 January 2017 were agreed as a correct record

### **16/81/DPSSC Public Questions**

Mr Edward Leigh, representing the South Petersfield Residents Association addressed the Committee and questioned whether the Supplementary Planning Document (SPD) represented a Masterplan for the area as it was insufficiently aspirational and visionary. The site presented, Mr Leigh stated, a rare opportunity to develop an award-winning reference site that delivered the very best examples of urban and landscape design, architecture, affordable housing, integrated community place and sustainability. Mr Leigh drew

attention to the highly prescriptive land allocation and the poorly utilised public space in St Matthew's Gardens, emphasising the requirement for integrated public space which the Petersfield area lacked. The 40% affordable housing quota should be more aspiration and Mr Leigh questioned whether a Community Land Trust Model had been considered.

In response, the Executive Councillor for Planning, Policy and Transport Councillor Kevin Blencowe highlighted the public consultations that had taken place in the form of workshops and formal consultation. From the consultation work a large number of ideas had been incorporated into the SPD. Councillor Blencowe explained that the SPD was not at the design stage and further public consultation would take place upon the detailed designs when planning applications were made. The SPD provided guidance for how the site would be developed.

Mr Leigh in response requested clarification of whether the SPD was the Masterplan for the area, whether the document represented the final stage prior to tendering. In conclusion Mr Leigh emphasised that wide consultation was not the way to achieve something that was visionary and aspirational and could have a detrimental effect on plans

The Executive Councillor confirmed that in the absence of a Masterplan the SPD represented the Masterplan. There would be considerable further work prior to detailed plans being submitted which would be scrutinised by Members. The Council would be looking for high quality standards of design and it was the role of Members and officers to ensure that high standards were maintained.

## **16/82/DPSSC Neighbourhood Planning – Application and designation of a Neighbourhood Area and Forum for South Newnham**

### **Matter for Decision**

To consider and comment before decision by the Executive Councillor for Planning Policy and Transport.

### **Decision of Executive Councillor for Planning Policy and Transport**

- To approve the designation of the South Newnham Neighbourhood Area, as identified in Appendix A of the officer report; and

- To approve the designation of the South Newnham Neighbourhood Forum as the appropriate body for the preparation of a neighbourhood plan for the South Newnham Neighbourhood Area.

### **Reasons for the Decision**

As set out in the Officer's report.

### **Any Alternative Options Considered and Rejected**

Not applicable.

### **Scrutiny Considerations**

The Committee received a report from the Council's Planning Consultant.

The Committee made the following comments in response to the report:

- i. Questioned whether the Neighbourhood area would have the equivalent status of a Parish Council with regard to planning matters and be a statutory consultee.
- ii. Questioned the cost neutrality of the proposed Neighbourhood Area as discretionary support provided by the Council.
- iii. Queried what happened in the event of the Forum being dissolved.
- iv. Clarified the relationship between the Forum and the overarching Local Plan.
- v. Expressed concern regarding the possible resulting inequality that may arise from South Newnham being in a stronger position for having a Neighbourhood Area than other parts of the City that did not.
- vi. Confirmed that the Government grants available would be sufficient to cover the support costs to the Council.

The Council's Planning Consultant said the following in response to Members questions:

- i. Confirmed that once designated the Forum would become a statutory consultee on planning applications and could submit responses.
- ii. Explained that an initial grant available to the Council of £5k could be applied for and a further £20k grant would become available following a referendum.
- iii. Explained that upon the dissolution of the Forum provisions existed within the regulations for a new forum to be set up. The voluntary nature of the Neighbourhood Area was emphasised by officers with an advisory and support role for the Planning Authority.

- iv. Drew attention to Neighbourhood Areas that had been created in London where the distinctiveness of areas had been enhanced as a result. A key role of the Council was to ensure the creation of a neighbourhood plan that would be adopted following a referendum was created.
- v. Explained that regardless that neighbourhood plan added to the the overarching Local Plan and Nation Planning Policy Framework remained in place and that other parts of Cambridge would not be disadvantaged as a result.

The Committee unanimously resolved to endorse the recommendations.

The Executive Councillor approved the recommendations.

### **Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)**

No conflicts of interest were declared by the Executive Councillor.

### **16/83/DPSSC Mill Road Depot Draft Planning and Development Brief**

#### **Matter for Decision**

To consider and comment before decision by the Executive Councillor for Planning Policy and Transport.

#### **Decision of Executive Councillor**

- To agree the responses to the representations received during public consultation and the consequential amendments proposed to the Mill Road Depot Planning and Development Brief (Appendices B and C);
- To approve the Mill Road Depot Planning and Development Brief (Appendix D) in anticipation of the adoption of the Local Plan, and to agree that it should be carried forward for adoption as a Supplementary Planning Document at the same time as the Local Plan.

#### **Reason for Decision**

As set out in the Officer's report.

#### **Any Alternative Options Considered and Rejected**

Not applicable.

#### **Scrutiny Considerations**



The Committee received a report from the Urban Extensions Project Manager.

Members noted the amendment sheet circulated in advance of the meeting.

The Committee made the following comments in response to the report:

- i. Drew attention to the garages located at the rear of the site that appeared to limit the sites potential and how it integrated with the wider area. Also questioned how they became a parameter and how the SPD could be amended to address the garages.
- ii. Highlighted the provision of community spaces within paragraph 4.5.6 of the Supplementary Planning Document (SPD) requesting that they be properly integrated within the development and the wording of the paragraph be amended to ensure their connectivity with established developments to the north of the site
- iii. Queried the ownership of the library building and the status of its tenancy agreement with the current building occupiers. Also sought clarification on the projected level of car parking for the area.
- iv. Highlighted the importance of delivering more housing and the importance of the provision of open spaces within the development that were centrally located and drew people into the site and were easily travelled to.

It was proposed by Councillor Bick and seconded by Councillor Avery to defer the adoption of the SPD until a report had been submitted regarding the status of the garages, their potential development and its implications. During discussion of the amendment, Members commented that due to the ownership of the site there were issues that needed to be clarified in the future, but they should not delay the adoption of the SPD. On being put to the vote the amendment was lost, 2 votes in favour 4 against.

The Urban Extensions Project Manager said the following in response to Members questions:

- i. Explained that the SPD was intended to be a flexible document. The garages were subject in some cases to long leases and discussions would continue regarding their status but there was not an immediate opportunity to take them on board. The Executive Councillor confirmed that several owners of the garages wished to retain ownership and that made it difficult to incorporate the land.
- ii. With respect to paragraph 4.5.6 of the SPD, acknowledged the needs of the community to north, but highlighted the importance of not being too

constrained on the provision of community facilities as there was a balance to be achieved and flexibility is needed to aid delivery.

- iii. Explained the SPD was a design framework that supported the Local Plan and its policies. The City Council as landowner would appoint architects that would develop a more detailed Masterplan for the area.
- iv. Confirmed that car parking provision would be determined as part of the detailed design stage. The overall goal though was to reduce the level of available car parking in the area and support more sustainable transport modes.
- v. Explained that the library building was subject to negotiations with the tenants and its owners (Cambridgeshire County Council).

The Committee resolved 5 votes in favour, 0 against and 1 abstention to endorse the recommendations.

The Executive Councillor approved the recommendations.

### **Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)**

No conflicts of interest were declared by the Executive Councillor.

### **16/84/DPSSC Housing White Paper - Consultation Response to Government**

#### **Matter for Decision**

To consider and comment before decision by the Executive Councillor for Planning Policy and Transport.

#### **Decision of Executive Councillor for Planning Policy and Transport**

- To agree the comments set out in the consultation response attached to the officer report and that these are submitted to the Government as Cambridge City and South Cambridgeshire District Councils' formal response to the consultation.
- To agree that any subsequent changes to the consultation response as a result of the South Cambridgeshire District Planning Portfolio Holder meeting be agreed with the Executive Councillor for Planning Policy and Transport, Chair and Spokes prior to submission.

#### **Reasons for the Decision**

As set out in the Officer's report.

### **Any Alternative Options Considered and Rejected**

Not applicable.

### **Scrutiny Considerations**

The Committee received a report from the Planning Policy and Economic Development Officer.

The Committee made the following comments in response to the report:

- i. Highlighted that the demand for new housing was only met when local authorities were building them. Without the ability for local authorities to borrow and utilise receipts then it would be difficult to achieve the uplift in housing construction required in Cambridge to meet demand.
- ii. Drew attention to the implication that within the White Paper that Planning Authorities were responsible for the current status of the housing market when government policies such as Right to Buy and developers purchasing land but delaying development, a practice known as 'land-banking' had a far greater impact upon the housing market.
- iii. Clarified paragraph 3.3, bullet points 1 and 4 of the officer report, questioning whether the agreement of all local authorities was required in respect of the allocation of strategic sites and the level of residential allocations in local plans.
- iv. Questioned the amount of time and resources had been used in compiling the consultation response.

The Planning Policy and Economic Development Officer said the following in response to Members questions:

- i. Confirmed that the Department for Communities and Local Government (DCLG) confirmed, following the publication of the report that bullet point 4 of the report referred to residential allocations and that DCLG had not clarified bullet point 1.
- ii. Explained that in compiling the consultation response, 15 officers across 2 Councils had input which took considerable time in reading the consultation and formulating responses.

The Committee resolved 4 in favour, 0 against, with 2 abstentions to endorse the recommendations.

The Executive Councillor approved the recommendations.

## **Conflicts of Interest Declared by the Executive Councillor (and any Dispensations Granted)**

No conflicts of interest were declared by the Executive Councillor.

### **16/85/DPSSC Briefing Note on Short Term Lets**

The Committee was presented a briefing note following a request from Councillor Bick following its presentation at West Central Area Committee on 9 March 2017.

During discussion Members made the following comments:

- i. Questioned how it was being determined that contraventions of planning permission had occurred
- ii. Queried whether there was still time for amendments to the Local Plan to be made.
- iii. Highlighted the impact on housing supply if it was being eroded by conversion into visitor accommodation and the need for it to be properly planned for and questioned how soon criteria for enforcement would be arrived at.
- iv. Suggested that who was liable to pay Council Tax on a property and whether commercial waste collection was in operation from a property could be criteria for assessing the usage of premises.

The Planning Policy Manager (Acting) said the following in response to Members questions:

- i. Informed Members that there were currently 4 cases where contravention notices had been issued and 6 further cases were being processed. The Planning Policy Manager (Acting) explained further that if a person accommodated visitors as lodgers then a material change of use may not have occurred but if a property was let for differing periods of time then a change may have occurred. A judgement also had to be made regarding whether harm had been caused. Discussions were taking place within the Planning Service with regard to the impact on the Local Plan, the development of an enforcement assessment tool and whether the impact upon housing supply should be included within the Strategic Housing Market Assessment.
- ii. Confirmed that hearing sessions had not yet taken place as part of the Examination in Public relating to visitor accommodation. Legal advice had been received that it may be appropriate to submit changes to the Local Plan.

- iii. Explained that while exact timescales for the development of assessment criteria were could not be provided, they were a high priority for officers.
- iv. Confirmed that payment of Council Tax and refuse collection arrangements would be added to the assessment criteria.

The meeting ended at 6.00 pm

**CHAIR**

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To: Executive Councillor for Planning Policy and Transport

Report by: Planning Policy & Economic Development Officer

Relevant scrutiny committee: Development Plan Scrutiny Sub Committee 27/7/2017

Wards affected: Abbey Ward and Cherry Hinton Ward

### **Land North of Cherry Hinton DRAFT SUPPLEMENTARY PLANNING DOCUMENT (SPD)**

Not a Key Decision

#### **1. Executive summary**

- 1.1 The draft Cambridge Local Plan 2014: Proposed Submission (as amended) allocates Land North of Cherry Hinton for residential-led development under Policy 12: Cambridge East. The site extends into South Cambridgeshire and the draft South Cambridgeshire Local Plan, similarly allocates their part of the site for residential-led development under Policy SS/3: Cambridge East. The Councils, as the Local Planning Authorities, have been working in partnership with local stakeholders to prepare an SPD that looks at how this residential-led allocation can be delivered successfully. The work has been guided by input from local stakeholders, including residents groups, local Councillors and other interest groups, at a series of workshops. The SPD will help guide the development of the area and will provide greater certainty and detail to support delivery of the site.
- 1.2 The draft Land North of Cherry Hinton SPD (Appendix A) has been produced for public consultation. The document outlines the aspirations for the area, as well as the key issues, constraints and opportunities that will influence how new development will take place. Detailed local and stakeholder consultation has taken place which has helped inform the drafting of the SPD. The statement of consultation for the draft development framework SPD is set out in Appendix B to this committee report.
- 1.3 An eight week public consultation is proposed to take place commencing in August 2017. The statutory minimum period for consultation on an SPD is six weeks, as this consultation period runs over the summer holidays it is proposed that it is extended to run for eight weeks so as to allow everyone an opportunity to respond.

#### **2. Recommendations**

- 2.1 This report is being submitted to the Development Plan Scrutiny Sub-Committee for prior consideration and comment before decision by the Executive Councillor for Planning Policy and Transport.

- 2.2 The Executive Councillor is recommended:
- a) To agree the content of the draft Land North of Cherry Hinton SPD (Appendix A);
  - b) To agree that if any amendments are necessary, these should be agreed by the Executive Councillor in consultation with Chair and Spokes of Development Plan Scrutiny Sub Committee;
  - c) To approve the draft SPD for public consultation to commence in August 2017;
  - d) To approve the consultation arrangements as set out in paragraphs 3.9 to 3.11 and the proposed schedule of consultees in Appendix B.

### 3. Background

- 3.1 The site is located between Airport Way and Cambridge Airport, north of Coldham's Lane and site comprises 47ha in area. The largest part of the site is currently in agricultural use with the western-most areas forming part of the Airport land. The site is part of a larger site that is allocated for development in the Cambridge East Area Action Plan, and this smaller part of the site is proposed to continue to be allocated within the emerging Cambridge and South Cambridgeshire Local Plans for residential development with a primary school secondary school, a local centre with community hub, open space and a spine road connecting Coldham's Lane with Cherry Hinton Road.
- 3.2 The City and District Council as the Local Planning Authorities has been working in partnership with Cambridgeshire County Council, the landowners and local interest groups to consider ways to deliver development on site in a successful manner. In preparing the draft SPD, a workshop took place on 9 March 2017, and the comments provided at this workshop proved valuable in helping shape the document prior to a second workshop that was held on 7 April. Comments from both workshops have been instrumental in the development of the SPD. An event record for these workshops has been produced and can be found at Appendix C.
- 3.3 A full summary of the points made by the workshop participants can be found in the statement of consultation at Appendix B. Some of these points are pulled out below:
- Spine Road – strong desire to avoid rat running;
  - Cycling – consensus that cycle routes could play an important role in minimising traffic through the development and providing sustainable access to key destinations and local facilities;
  - Secondary school should be placed carefully in relation to transport routes, possibly on the edge of development;
  - Allotments – should be located between the built development and existing village;
  - There should be a clear green edge with Teversham;
  - Airport – felt to be an interesting view;
  - Character – a mix of styles are found in Cherry Hinton; and
  - Height – 4/5 story maximum.
- 3.4 The draft Land North of Cherry Hinton SPD (Appendix A) includes the following key sections:
1. Introduction
  2. Planning Policy Context



3. The Site and Surrounding Area
4. Vision and Key Principles
5. Framework Principles and Masterplan

3.5 Some key diagrams of note from the draft SPD are shown below:

- Two options setting out the route for the main spine road through the development (Appendix A, Figures 41 & 42, draft SPD page 49)



Figure 41: Primary street option A



Figure 42: Primary street option B

- Indicative pedestrian and cycle routes through the site (Appendix A, Figure 44, draft SPD page 51)



Figure 44: Indicative pedestrian and cycle routes

- Indicative landscape framework plan (Appendix A, Figure 50, draft SPD page 63)

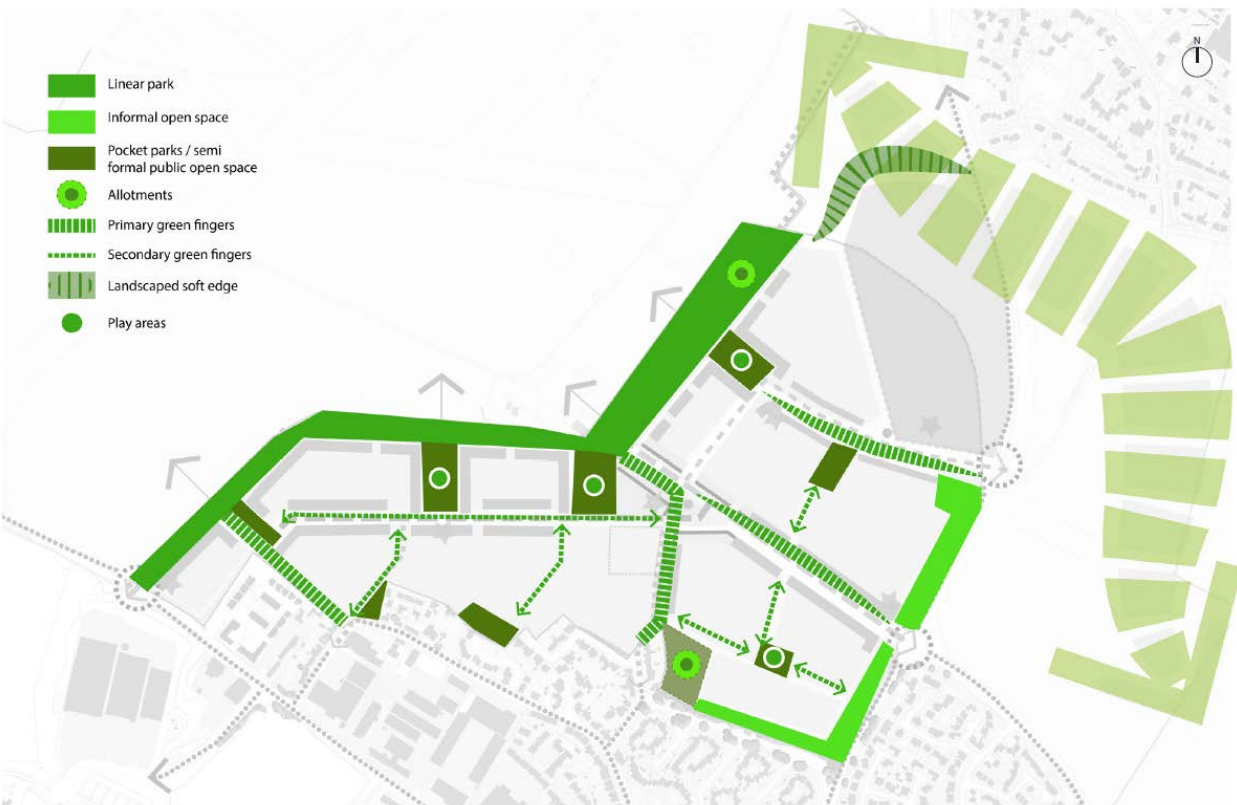


Figure 50: Indicative landscape framework plan

- Indicative building heights plan (Appendix A, Figure 51, draft SPD page 70)



Figure 51: Indicative building heights strategy

- 3.6 One of the key questions the consultation is asking for views on the best route for a spine road through the site. The two access points for this spine road have been determined by: ensuring there is a large enough gap between the access for the Western Home scheme (adjacent to Hatherdene Close) and access to the site; and using the existing roundabout at the Cherry Hinton Road / Gazelle Way junction. The consultation is then asking for people's views on whether it should run along the northern boundary of the site or through the centre of the site. Page 49 of the SPD (see Appendix A) sets out the advantages and disadvantages of each of these options.
- 3.7 The consultation also notes the fact that there is also a possibility to introduce a bus gate along the spine road to prevent private motor vehicles passing all the way through the site.
- 3.8 The indicative building heights strategy seeks to have lower density development along the southern portion of the site, adjacent to Cherry Hinton, and increasing density northwards through the site. The highest density development will be around the Local Centre and main activity zone. This strategy will allow the site to deliver the dwellings required to meet Cambridge's (and South Cambridgeshire's) housing need, while integrating well with edge of the urban area and the surrounding airport and countryside.

### Consultation Arrangements

- 3.9 The statement of consultation for the draft development framework SPD is set out in Appendix B. It is proposed that a public consultation takes place running from 7 August for eight weeks to 2 October 2017. The statutory minimum period for

consultation on an SPD is six weeks, as this consultation period runs over the summer holidays it is proposed that it is extended to run for eight weeks so as to allow everyone an opportunity to respond.

3.10 In line with the Councils' adopted Statements of Community Involvement, the proposed consultation arrangements will be as follows:

- Letters / e-mails including consultation details to be sent to statutory and general consultees.
- The draft SPD to be made available to view at the following locations:
  - Online on the council's website:
  - <https://www.cambridge.gov.uk/land-north-of-cherry-hinton-spd>
  - At the council's Customer Service Centre at Mandela House, 4 Regent Street, Cambridge, CB2 1BY from 9am-5.15pm Monday to Friday.
  - South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA;
  - At Cherry Hinton Library.
- An [online consultation system](#) will be available on the Council's website in order for people to respond directly via the internet. Hard copies of the response form will be made available at the Council's Customer Service Centre for those who do not have access to the internet.
- Two exhibitions will be held in the local area during the course of the consultation. The date and location of which will be agreed at a later date, however it is intended to have one towards the start of the consultation process and one in September, when schools are back. Once arranged, the events will be advertised locally.

3.11 Sustainability Appraisals and Habitats Regulations Assessment Screening Reports have been carried out and consulted upon for the draft Cambridge Local Plan 2014 and the draft South Cambridgeshire Local Plan. These consultations took place between 19 July and 30 September 2013. These documents, along with other supporting documents will also be made available to view during this consultation. As the draft SPD supports the draft Cambridge Local Plan and draft South Cambridgeshire Local Plan, there is no further need to undertake a separate Sustainability Appraisal or Habitats Regulations Assessment for this document, although screening reports have been completed and will be made available during the consultation.

## **Next Steps**

3.12 The representations received will then be used to help guide the development of the draft SPD and will be reported along with the final version of the development framework.

3.13 The document will be adopted by the Councils as an SPD at the same time as, or shortly after, they adopt their respective Local Plans. It cannot be adopted before the Local Plans are adopted as it is the Local Plans that provides the policy basis for this site's designation as a residential-led allocation.

## **4. Implications**

### **Financial Implications**

- 4.1 There are no significant financial issues arising from the preparation of this SPD. Project and staffing resources are already committed through the budget and service plan process. Funding for consultation is allowed for in existing consultation budgets.

### **Staffing Implications**

- 4.2 There are no direct staffing implications arising from this report. The development of the SPD is already included in existing work plans.

### **Equality and Poverty Implications**

- 4.3 The SPD, once adopted, will have a positive impact by providing houses and infrastructure to meet Cambridge's needs.

### **Environmental Implications**

- 4.4 The development of Land North of Cherry Hinton as set out in the SPD will provide new open spaces and recreation uses, it will take into account impacts from and on flooding and will be designed to a high standard. It should also enable the development of energy efficient buildings as well as the inclusion of renewable and low carbon energy generation.

### **Consultation**

- 4.5 Consultation arrangements are set out in other parts of this report and are consistent with the Council's Code of best practice on consultation and community engagement and Statement of Community Involvement 2013.

### **Community Safety**

- 4.6 There are no direct community safety implications arising from this report.

## **5. Background papers**

- 5.1 These background papers were used in the preparation of this report:
- Cambridge Local Plan 2014: Proposed Submission (as amended)  
<https://www.cambridge.gov.uk/local-plan-review>
  - South Cambridgeshire Proposed Submission Local Plan (as amended)  
<https://www.scambs.gov.uk/localplan>
  - Cambridge City Council – Statement of Community Involvement:  
[https://www.cambridge.gov.uk/sites/default/files/documents/Statement\\_of\\_Community\\_Involvement.pdf](https://www.cambridge.gov.uk/sites/default/files/documents/Statement_of_Community_Involvement.pdf)
  - South Cambridgeshire Statement of Community Involvement  
<https://www.scambs.gov.uk/content/statement-community-involvement>
  - Land North of Cheery Hinton SPD background documents can be found at  
<https://www.cambridge.gov.uk/land-north-of-cherry-hinton-spd>

These documents include:

- o Habitats Regulations Assessment Screening Report;
- o Sustainability Appraisal Screening Report;
- o Land North of Cherry Hinton Statement of Consultation;
- o Land North of Cherry Hinton Workshop Events Record;
- o Land North of Cherry Hinton Equalities Impact Assessment

## 6. Appendices

- Appendix A: Land North of Cherry Hinton Supplementary Planning Document (Draft)
- Appendix B: Land North of Cherry Hinton SPD Statement of Consultation
- Appendix C: Land North of Cherry Hinton Workshop Event Record

## 7. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

Author's Name: Stephen Miles  
Author's Phone Number: 01223 457371  
Author's Email: [stephen.miles@cambridge.gov.uk](mailto:stephen.miles@cambridge.gov.uk)

# LAND NORTH OF CHERRY HINTON

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SUPPLEMENTARY PLANNING DOCUMENT

July 2017





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# LAND NORTH OF CHERRY HINTON

## 01 INTRODUCTION

Overview of the Site  
Purpose of the development framework  
Structure of the development brief  
Achieving a high quality development

## 02 PLANNING POLICY CONTEXT

Introduction  
Local plan policies  
Green belt

## 03 THE SITE AND SURROUNDING AREA

Surrounding areas and adjacent uses  
Transport and movement  
Historic use and growth  
Services and facilities in Cambridge  
Local facilities  
Green infrastructure  
Open spaces and recreation  
Ecology  
Designations  
Historic growth and urban grain  
Neighbourhood context analysis  
The Site

## 04 VISION AND KEY PRINCIPLES

Concept

## 05 FRAMEWORK PRINCIPLES AND MASTERPLAN

Development principles  
Summary of consultation  
Movement  
Open space and recreation  
Land uses  
Housing  
Character  
Sustainability  
Planning obligations

## APPENDIX 1: GLOSSARY OF KEY TERMS

## APPENDIX 2: LIST OF FIGURES

# 01 INTRODUCTION

## Overview of the Site

1.1 The Land North of Cherry Hinton (LNCH) is located between Airport Way and Cambridge Airport, north of Coldhams Lane.

1.2 LNCH comprises 47ha in area. The largest part of the site is currently in agricultural use with the western-most areas comprising part of the airport land. The site has been allocated for new housing supported by the emerging Local Plans and the Cambridge East Area Action Plan (AAP). LNCH presents an opportunity to assist in meeting the demand for housing in South Cambridgeshire.

1.3 The surrounding area is predominately characterised by residential neighbourhoods of Cherry Hinton to the south, Teversham to the north and Cambridge to the west. The remaining land of Cambridge Airport borders the western boundary, with agricultural land to the immediate north. An industrial estate lies to the south of the site within Cherry Hinton. It is recognised, in principle, that residential-led development of the land adjoining the airport can now come forward without prejudicing Marshall's Aerospace business operations at Cambridge Airport. Where necessary, appropriate mitigation of environmental and health impacts will be required

within any proposal to ensure future residents are provided with a satisfactory living environment.

## Purpose of the development framework

1.4 This Supplementary Planning Document (SPD) is a planning guidance document which will support policy in both the draft Cambridge City Local Plan and the draft South Cambridgeshire District Local Plan. SPDs fall within one of two categories: the first relates to guidance supporting a city or district-wide objective; the second is guidance for a specific site or area development brief including framework master plans. This SPD falls within the second category.

1.5 This document will form a material consideration to be taken into account by Cambridge City Council and South Cambridgeshire District Council who, together with Cambridgeshire County Council, appoint members of the Joint Development Control Committee (JDCC) to determine major applications on the fringes of the City. The JDCC will determine the eventual planning application for LNCH.

1.6 This SPD has been prepared in line with the requirements of the Town and Country Planning (Local Planning) (England) Regulations 2012.

## Structure of the development brief

1.7 The SPD is structured as follows:

- Chapter 1 provides an introduction to the document and illustrates the process for achieving a high quality development.
- Chapter 2 provides an overview of the planning policy context.
- Chapter 3 provides an analysis of the site and the wider area.
- Chapter 4 sets out the vision for the site.
- Chapter 5 sets out the framework principles for achieving the vision and masterplan.



Site boundary  
Administrative boundary

South Cambridgeshire District Council

Cambridge City Council

Cambridge North Railway Station

Cambridge

Page 27

A14

A1303

Airport Way

A1134

Airport

Teversham

SITE

Cambridge Railway Station

Cherry Hinton

Fulbourn

Figure 1: Site location



Progress of the document preparation

Page 28

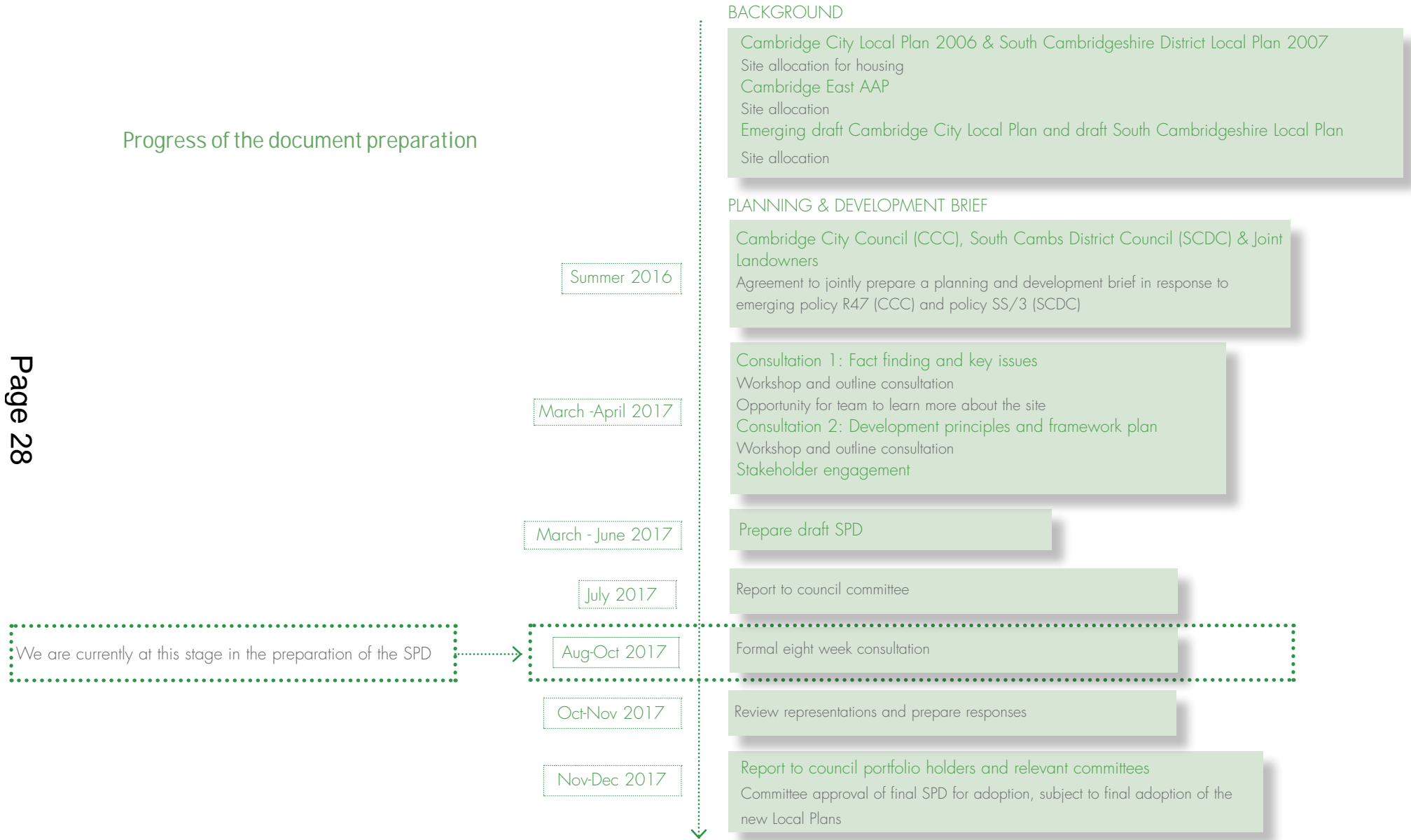


Figure 2: Progress of document preparation

Site boundary



Cherry Hinton

Teversham

SITE

Airport Way



Figure 3: Aerial view of site location

## Achieving a high quality development

The Land North of Cherry Hinton will be a vibrant, high-quality and distinctive extension to the existing settlement, reflecting and enhancing the special character of the surrounding area, whilst working in synergy with Cambridge as a whole.

1.8 The vision will be realised through the following process, for which this SPD forms the first step. The initial vision and development principles outlined within this SPD should be built upon and strengthened through this process to establish a compelling narrative for the new neighbourhood with a strong identity.

### Stage 1: SPD

1.9 SPDs articulate and provide more detailed guidance on the policies in the Local Plan and form part of a process that ensures the delivery of a high quality development. SPDs will provide an overview of the site, its constraints and opportunities, and will set out an initial vision, the framework principles and framework master plan.

### Stage 2: Outline planning application

1.10 An outline planning application will build upon the vision and objectives set out in the SPD and will include a suite of technical assessments, defined at Environmental Impact Assessment (EIA) scoping stage. The illustrative master plan will provide details on certain aspects of the proposal to demonstrate technical feasibility, as well as setting out the strategic vision for the site.

1.11 An outline planning application enables the principle of development to be agreed while conditioning “reserved matters” for subsequent approval. A series of parameter plans forming part of the outline application will guide the development and help deliver the vision.

### Stage 3: Design code

1.12 A design code will set rules for the design of the new development and will provide a tool to achieve the objectives and characters set out in the outline proposals. Design codes will typically follow an outline planning application and require approval prior to submission of the reserved matters. Design codes will typically comprise the following:

- The nature and purpose of the document and the planning context
- Summary of the local context, and the characteristics and constraints that have influenced the master plan and design code
- Comprehensive design guidelines and coding for the master plan area including, among others, density and building heights, spatial arrangement and block types, building types and materials palette.

### Stage 4: Reserved matters

1.13 Detailed design development proposals at reserved matters stage will deal with some or all of the outstanding details of the outline application proposal, focusing on compliance with design code and outline parameters in respect to layout, scale, appearance, access and landscaping.

# 02 PLANNING POLICY CONTEXT

## Introduction

**2.1** The land included within this SPD falls within two local authorities: Cambridge City and South Cambridgeshire District.

**2.2** The Cambridge East Area Action Plan (AAP) was adopted in February 2008 with an objective to *“create a new and distinctive sustainable community on the eastern edge of Cambridge which will enhance the special character of the city and its setting and is connected to the rest of the city by high quality public transport and non-motorised modes of transport.”* (Objective B/a, page 5). This plan was based on the assumption that the airport would relocate operations away from the area in the medium term. The document identified three areas that form Cambridge East:

- Cambridge Airport
- Land North of Newmarket Road, and
- Land North of Cherry Hinton.

**2.3** The document sets out aspirations for the area and objectives in terms of creating district and local centres, housing, employment, leisure and community facilities, and guiding principles relating to landscape, biodiversity, water strategy and sustainability. The overall AAP concept diagram is included in figure 4.

**2.4** The document represents a long term vision for the area, however since its publication there have been a number of changes in circumstance, both local and national, including an announcement from Marshall’s of its intentions to remain in Cambridge for the foreseeable future.

**2.5** In November 2016 planning permission was granted at Land North of Newmarket Road for up to 1,300 homes, primary school, food store, community facilities, open space, landscaping and associated infrastructure and other development (S/2682/13/OL and 13/1837/OUT and identified as Phase 1 in the AAP). To the south of this site, Marshall as operators of Cambridge Airport, has committed to continuing airport operations for the foreseeable future.

**2.6** In addition, national and local policy has evolved, and new local plans are currently being prepared for both Cambridge City Council and South Cambridgeshire District Council. The plans were submitted jointly to the Secretary of State in March 2014 for independent examination. As part of the examination, a number of hearing sessions have taken place from 2014 to 2017.

**2.7** Except as superseded by the emerging new Local Plans of both Council’s, the AAP remains an important consideration in regard to the development of Land North of Cherry Hinton.



## Local plan policies

2.8 In the emerging Cambridge Local Plan Proposed Modifications (2016) consultation, Land North of Cherry Hinton (R47) is allocated for approximately 780 dwellings during the plan period, along with adjoining land allocated in policy SS/3 of the emerging South Cambridgeshire Local Plan (2016) for approximately 420 dwellings.

2.9 Proposals for residential development will be supported if:

*“acceptable mitigation of environmental and health impacts (including noise) from the airport can be provided; and*

- *A masterplan is submitted for the development of site R47 and adjoining land in South Cambridgeshire which safeguards the appropriate future development of the wider safeguarded land; and*
- *the continued authorised use of Cambridge Airport does not pose a safety risk”.*

2.10 The master plan should make *“provision for a primary and secondary school, a local centre with a community hub, open space and a spine road connecting Coldham’s Lane with Cherry Hinton Road.”*

2.11 In addition, *“the rest of the Cambridge East site is safeguarded for longer term development beyond 2031. Development on safeguarded land will only occur once the site becomes available and following a review of both this plan and the Cambridge East Area Action Plan.*

2.12 *The policy replaces Policies CE/3 and CE/35 of the Cambridge East AAP. All other policies in the Cambridge East AAP are retained.”* (Modifications PM/SC/3/A PM/CC/3/A from South Cambs DC and Cambridge CC Schedule of proposed modifications, March 2016 respectively).

2.13 This SPD is a planning guidance document which will support policy in the draft Cambridge Local Plan (CCC) and make reference to the South Cambridgeshire District Council (SCDC). This SPD provides guidance for a specific site through the evolution of the associated framework master plan, referring to modified proposed policies within the emerging local plans.

2.14 Long term transport strategy (LTTS)

2.15 Cambridgeshire County Council adopted the Long Term Transport Statement (LTTS) in July 2015. It was prepared collaboratively with district and neighbouring authorities.

2.16 The LTTS supports sustainable growth across Cambridgeshire to 2031, encourages sustainable transport modes and efficient use of the network, and seeks to reduce the need to travel and the impact of transport on the environment.

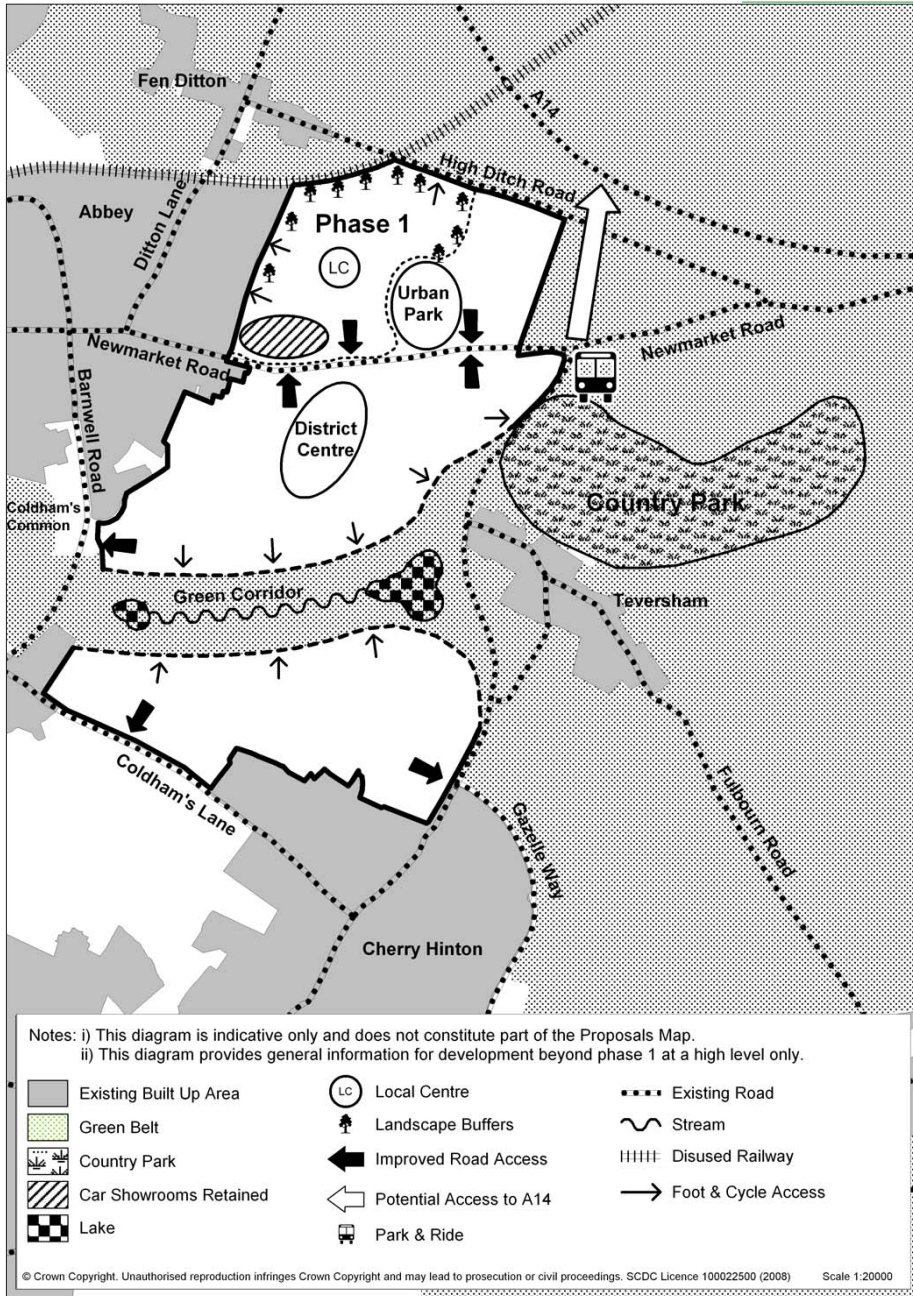


Figure 4: Cambridge East AAP concept diagram

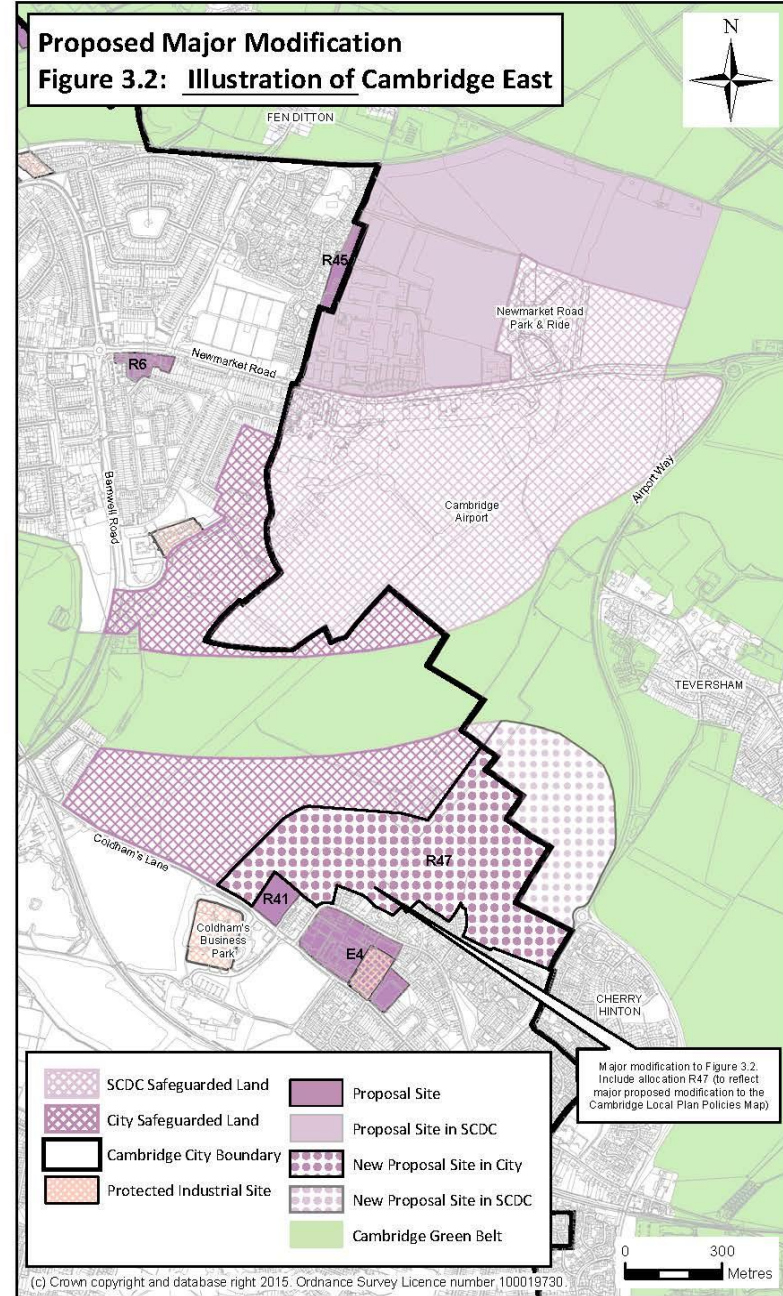


Figure 5: Cambridge Local Plan Modifications (March 2016)

## Green Belt

2.17 The area to the north of the site is Green Belt.

2.18 Both the Cambridge and South Cambs Local Plan (respective submission drafts), state that the established purposes of the Cambridge Green Belt are to:

- Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
- Maintain and enhance the quality of this setting; and
- Prevent communities in the environs of Cambridge from merging into one another and with the city. (para 2.29) (policy 12 (R47)).

2.19 The policy for Land East of Cambridge notes that the land has been taken out of the green belt, but reiterates that *“the corridor of Green Belt running from Coldham’s Common to Teversham will remain as Green Belt”* (modification PM/SL/3/B).

2.20 The SPD does not include land in the Green Belt for built development. However there may be a requirement for the playing fields associated with the school to be located in Green Belt land. As per the modification proposed to the Cambridge Local Plan, development in the Green Belt will only be approved in accordance with green belt Policy in the National Planning Policy Framework (CLP policy 4).

2.21 As stated in the proposed modification to CLP policy 12 (Cambridge East) *“As an exception to policy CE/6 of the Cambridge East AAP, the secondary school need not be included in the local centre”* (para 3.18). *In common with practice elsewhere around Cambridge and in line with national policy on Green Belt, it will be acceptable for school playing fields to be located in the retained Green Belt”* (para 3.18).

## 03 THE SITE AND SURROUNDING AREA

### Surrounding areas and adjacent uses

3.1 The site is located on the eastern fringe of Cambridge (see figure 6), to the north of Cherry Hinton and adjacent to both residential and non-residential uses, bordering dwellings along Teversham Drift, March Lane and Church End to the south, Cambridge Airport and associated land to the west and north, and Cherry Hinton Road / Airport Way to the east, with agricultural land and the village of Teversham just beyond. The remaining area to the north of the site is in agricultural use.

3.2 Allocated site R41 is located immediately adjacent to the site, along Coldham's Lane. Planning consent at this site was obtained in February 2017 for:

3.3 *'Reserved matters application pursuant to outline approval 14/0028/OUT, as varied by application 16/0970/S73, for the erection of 57 dwellings including 10 No. 1-bed and 19 No. 2-bed apartments together with 20 No. 3-bed and 8 No. 4-bedroom dwellings, open space, car parking and circulation space.'*





Cambridge

SITE

Teversham

Cherry Hinton

Fulbourn

Figure 6: Site context



## Transport and movement

3.4 The site is adjacent to two major roads connecting it to Cherry Hinton and nearby villages, as well as to the centre of Cambridge.

3.5 There are a number of bus stops within close proximity of the site, as shown in figure 7. Bus stops along Coldham's Lane are served twice daily by the in and outbound no. 17, service which connects Newmarket, Fulbourn and Teversham with Cambridge at the start and end of the working day. The Citi 1 service from the Cherry Hinton Road bus stops provides frequent services (every 10 minutes) connecting Cambridge to Addenbrookes, Cherry Hinton and Fulbourn.

3.6 LNCH is approximately 2.5km from Cambridge Rail Station, which provides regular services to London within approximately 1 hour, and to other nearby settlements. Further, the site is in easy reach of the new Cambridge North rail station, approximately 5.6km to the north west.

3.7 As shown in figure 8, a public right of way (PRoW) runs north-south through the site, linking Cherry Hinton to Teversham. The footpath is accessed from March Lane, leading through to the north-west corner of the site.

3.8 Traffic free cycle routes run along the Tins cycle route and adjacent to the site, via Airport Way. A number of other on- and off-road cycle-ways run through Cherry Hinton and into Cambridge.

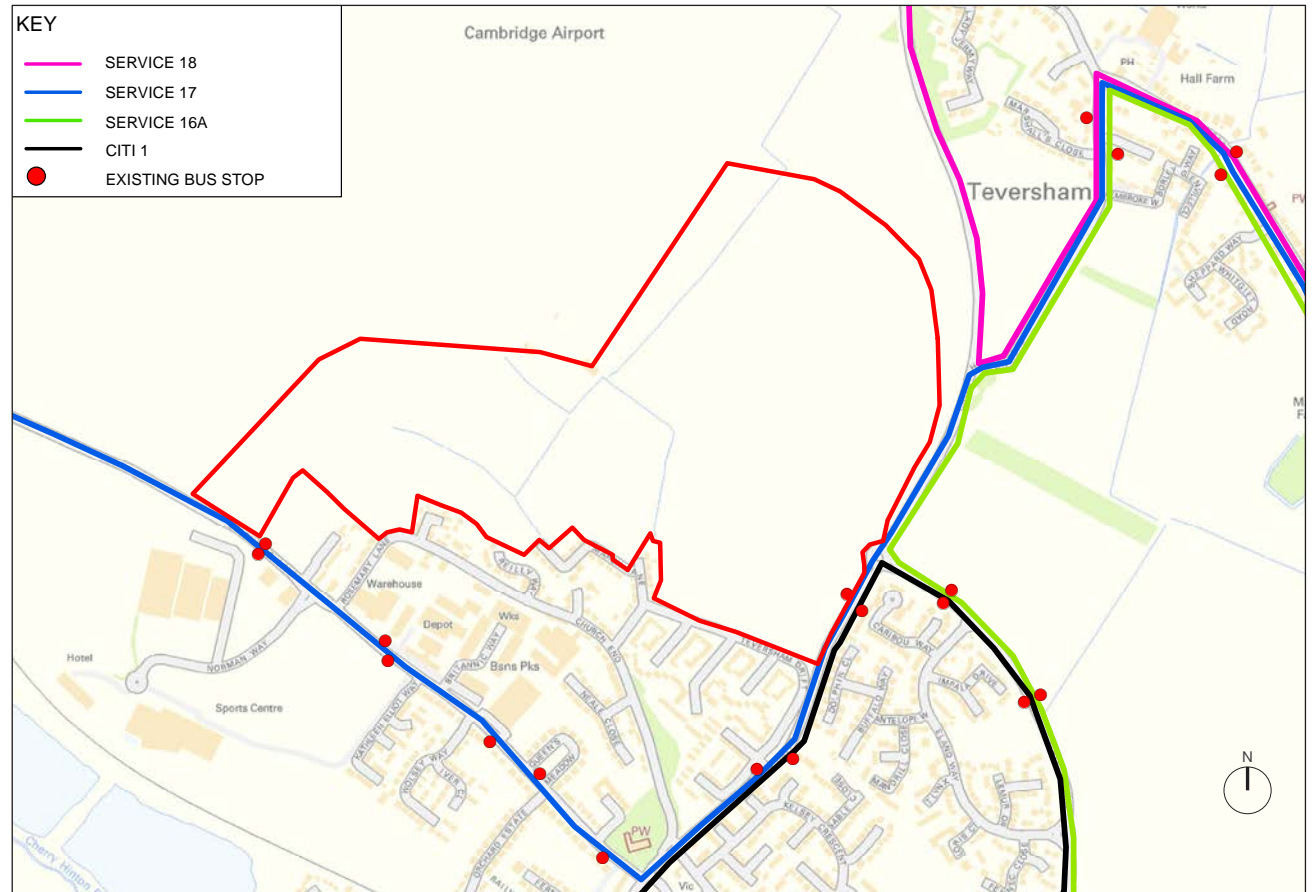


Figure 7: Existing bus network

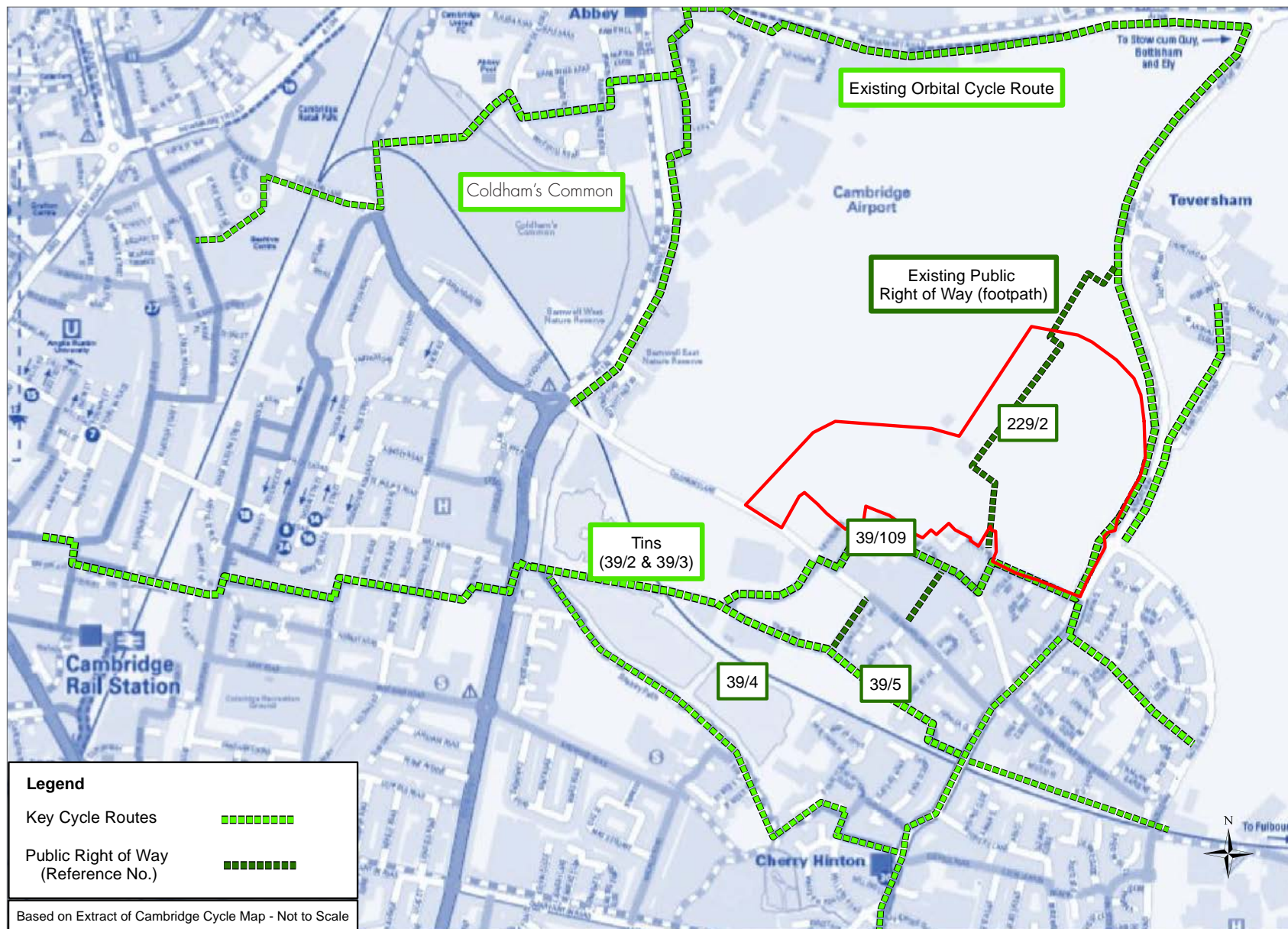


Figure 8: Existing Public Rights of Way

## Services and facilities in Cambridge

3.9 The site is located approximately 5km east of Cambridge city centre, which has a good provision of services and facilities, including convenience and comparison retail stores and restaurants (see figure 9).

3.10 There are a number of primary and secondary schools and higher and further education establishments across Cambridge, including the University of Cambridge and Anglia Ruskin University.

3.11 The city also benefits from a number of employment, research and business centres, including the Cambridge Science Park.

3.12 Cambridge city centre offers a good public transport network, including a number of bus services and Cambridge and Cambridge North railway stations, providing direct links to London.

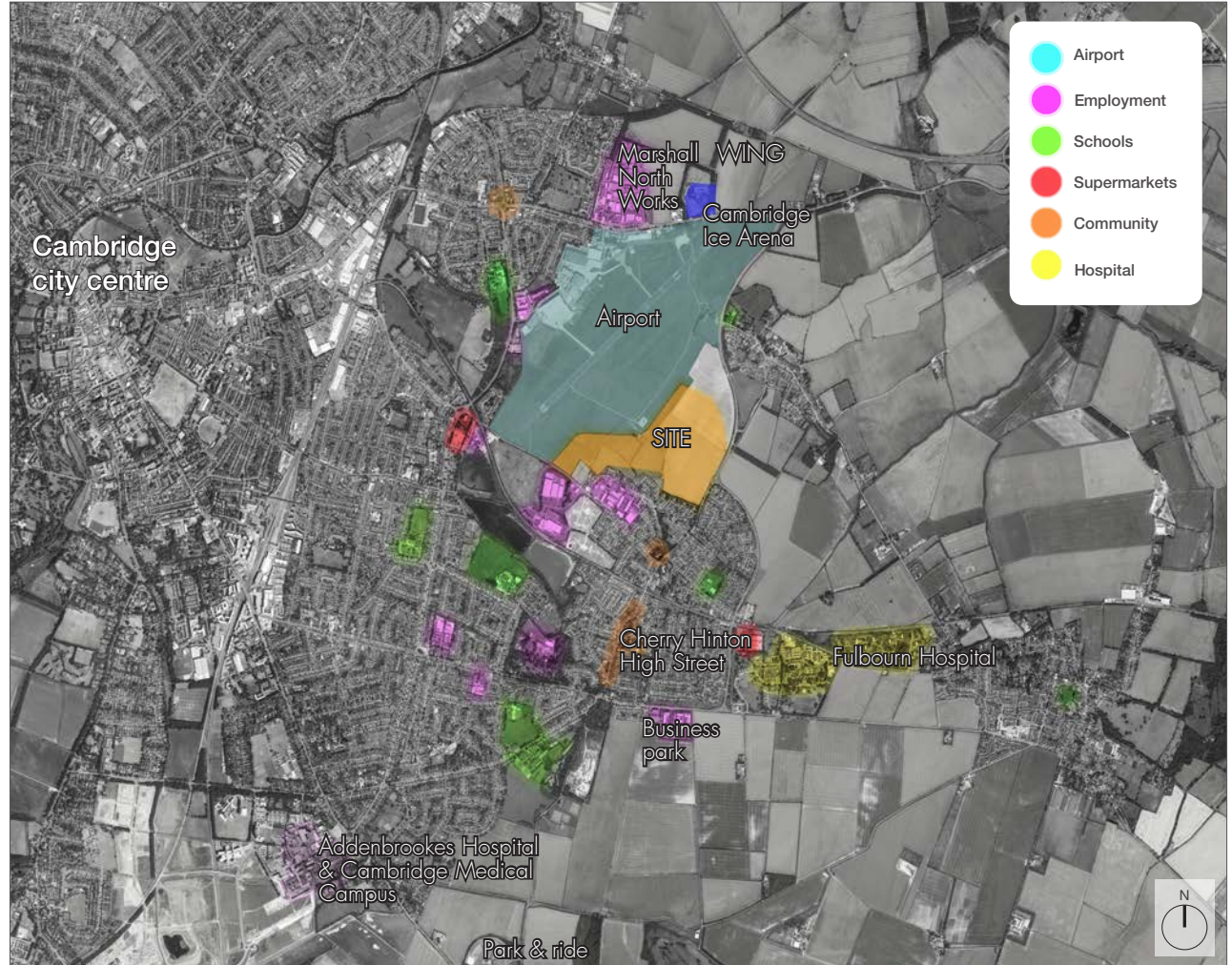


Figure 9: Cambridge East Facilities



## Local facilities

3.13 LNCH is located approximately 1 km north of Cherry Hinton village centre. The majority of facilities available within Cherry Hinton can be reached by foot, bike or by public transport within a reasonable time frame.

















- Page 41
-  Cambridge Airport
  -  Cherry Hinton Doctors Surgery
  -  Fulbourn Hospital (mental health care facility)
  -  Employment, Industrial Estate, Business Park
  -  Education, school
  -  Large scale retail
  -  Small scale retail
  -  Cherry Hinton High Street
  -  Church
  -  Village centre
  -  Library
  -  Restaurant, pub
  -  Hotel
  -  Playground
  -  Leisure centre
  -  Allotments



Figure 10: Local facilities

## Education

**3.14** There are a number of state funded primary and secondary schools in the area, covering the villages of Cherry Hinton and Teversham. The new primary school at the Land North of Newmarket Road will also be within a reasonable walking distance.

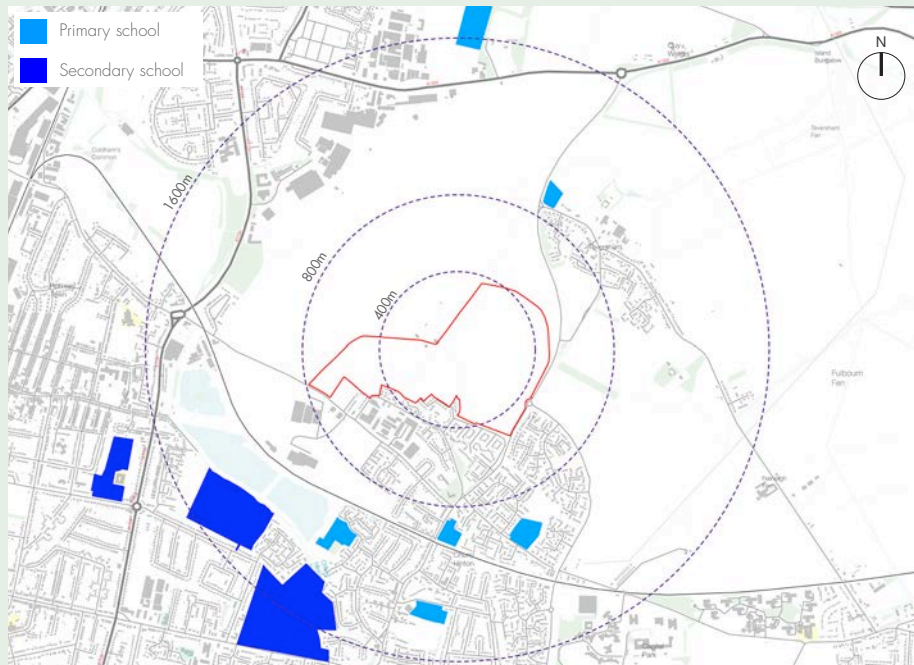


Figure 11: Education facilities

## Retail

**3.15** There are a number of convenience and comparison retail stores within the local area, including local facilities at Cherry Hinton, which also include a number of restaurants, a bakery and a pharmacy.



Figure 12: Retail facilities

Note: Distance of facilities from the centre of the Site are shown at 400m, 800m and 1600m (which broadly relate to a 5, 10 and 20 minute walk distances). These walking times are subject to the directness of the route available and therefore can be longer.

### Hospitals and doctors

3.16 The site is located within easy reach of the Cherry Hinton Doctor's Surgery, Brookfields Health Centre and Fulbourn Hospital. In addition, Addenbrooke's Hospital is located approximately 4km south west of the site.

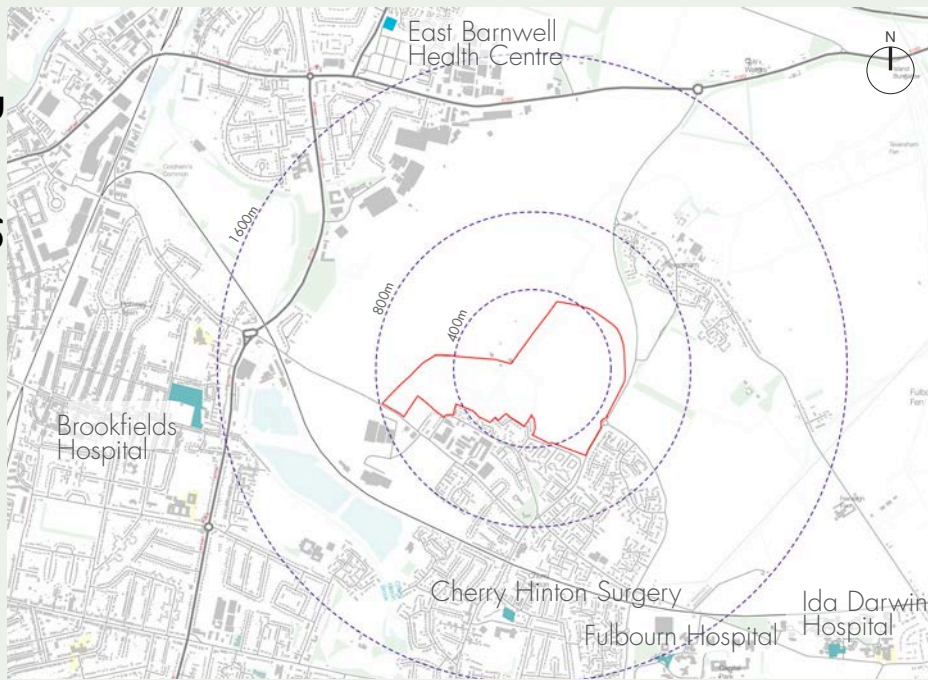


Figure 13: Medical facilities

### Public transport connections

3.17 Existing bus stops are located on Cherry Hinton Road and Coldham's Lane, which provide connection to Cherry Hinton and the surrounding areas. Cambridge station is located approximately 2.5km from the site. The Babraham Road Park and Ride is located approximately 4.3 km south of the site.

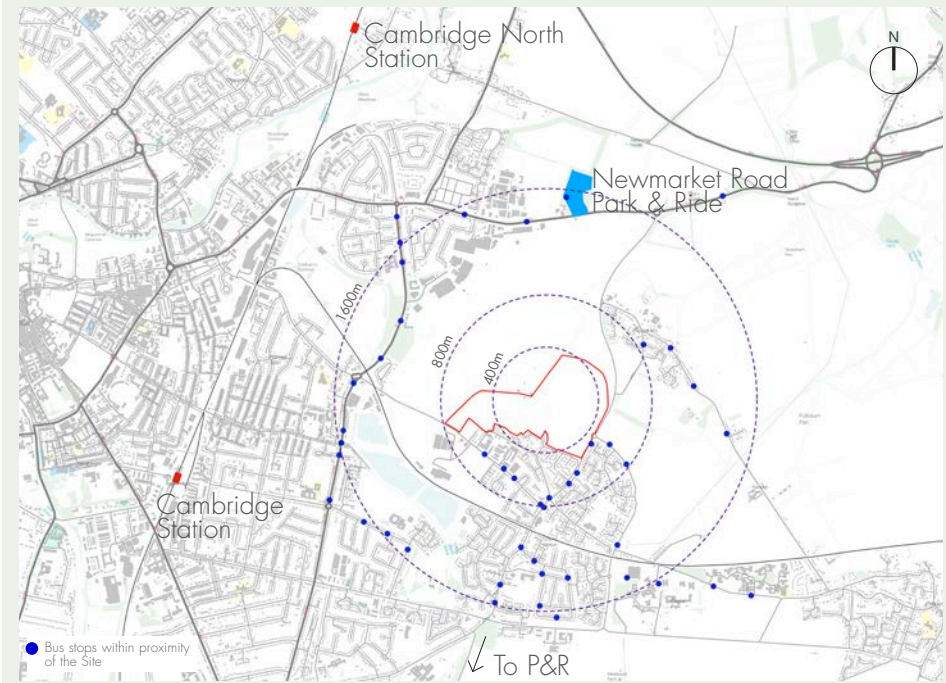


Figure 14: Public transport connections

## Green infrastructure

### Landscape framework

3.18 The site lies within a transitional landscape, situated between urban areas of Cambridge city and Cambridge Airport, and the wider rural landscape of South Cambridgeshire. In general, the landscape of the wider area is characterised by relatively low lying land, comprising a variety of land uses, including arable and pastoral fields, roads and settlements.

3.19 The immediate surroundings of the site are characterised by a relatively flat agricultural landscape, with field boundary hedgerows and a number of trees within them. The site itself is relatively void of vegetation (see figure 15).

3.20 The hedgerow and buffer tree planted strip between the residential development directly to the south of the site is a City Wildlife Site. Hedges either side of Airport Way are County Wildlife Sites. In addition, the road verge along Airport Way has Protected Road Verge status.

### Drainage features

3.21 Appropriate sustainable drainage features should be incorporated into the landscape framework to mitigate potential surface water flooding. Such features have the added benefit of enhancing biodiversity and recreational amenity. Development

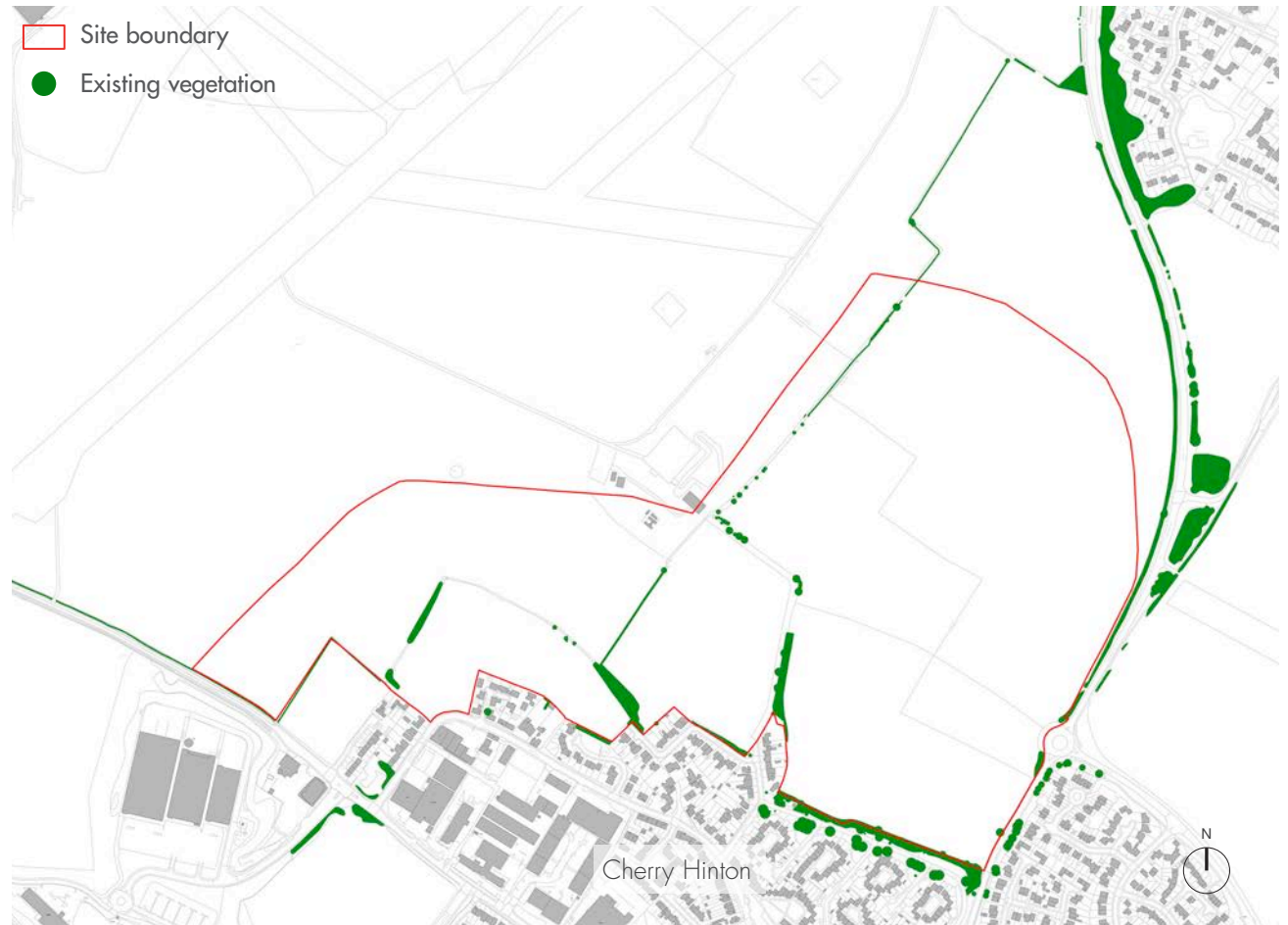


Figure 15: Existing vegetation

generated surface water discharge rates should not exceed existing greenfield discharge rates from the site with onsite attenuation provided to mitigate risk to the

wider catchment.

### 3.22 Open spaces & recreation

3.23 There are a number of public open spaces within close proximity of the site (see figure 16), including the following:

- Church End Green (approximately 0.3km from LNCH)
- Cherry Hinton recreation ground and park (approximately 1.2km from LNCH)

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3.24 Cherry Hinton Hall and Park (approximately 2km from LNCH)

- The Plains playing field to be provided as part of the Wing development (approximately 2.8km from LNCH)
- Coldham's Common (approximately 3km from LNCH)
- Cambridge parks including Parker's Piece, Jesus Green, and Midsummer Common (all within 5km of LNCH)
- Wandlebury Country Park (approximately 5.9km from LNCH)

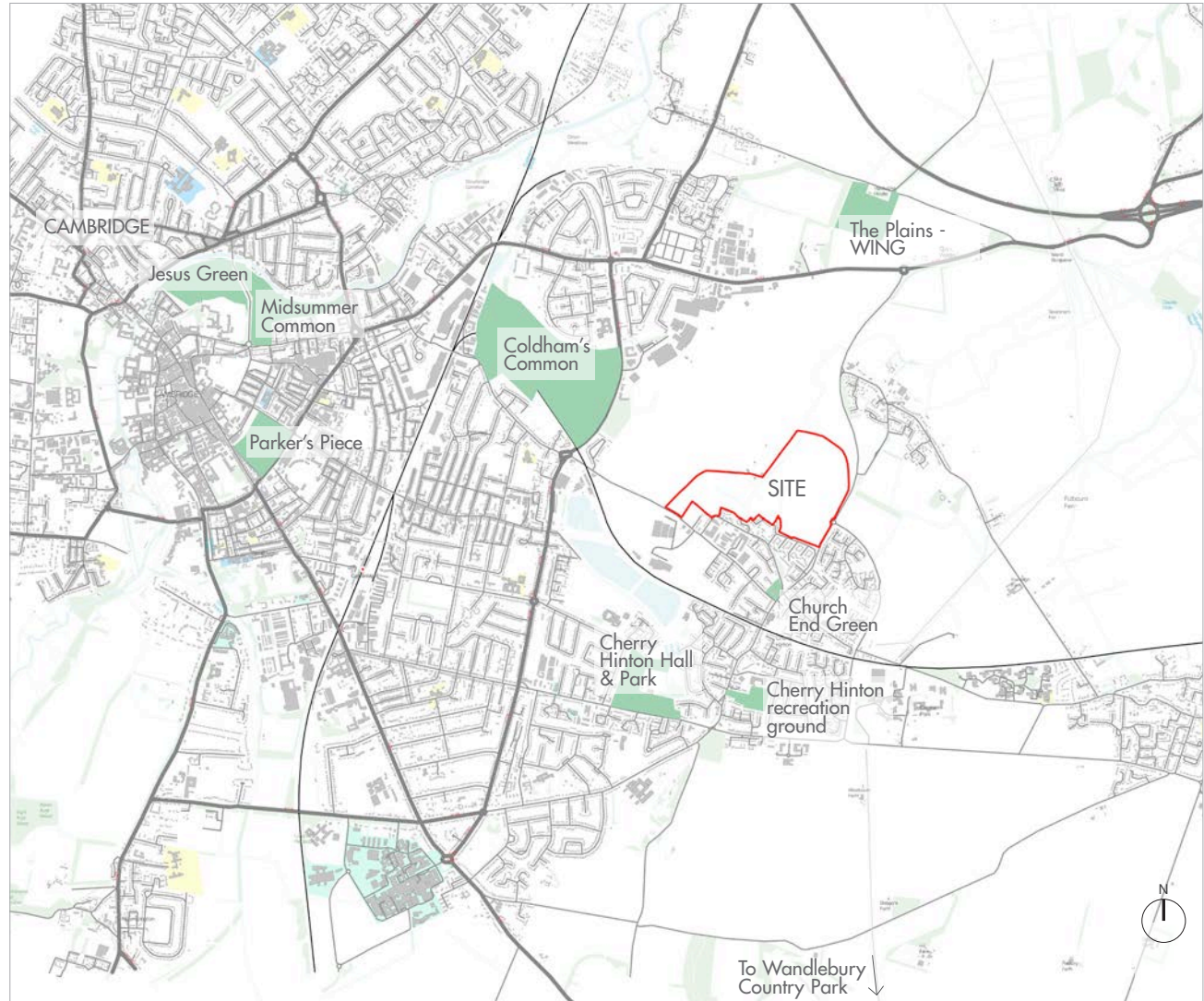


Figure 16: Location of open spaces

## Ecology

3.25 Ecological surveys have been undertaken within the site. These include an extended Phase 1 habitat survey (see figure 17) and survey work for protected species (water vole and bats) and birds.

3.26 The site supports arable fields, and semi-improved and improved grassland. A combination of hedgerows, ditches and trees are present on field and site boundaries. The semi-improved and improved grassland, and the field margin habitats are assessed to be of low ecological value. The hedgerows within the site, a Habitat of Principal Importance, are of ecological value. Water vole, a Species of Principal Importance, is present within the drainage ditches.

3.27 Three non-statutory designated sites are present on the site boundaries:

- Airport Way RSV County Wildlife Site (CWS) is located along the eastern site boundary. The CWS includes the road verges and associated hedgerows/scrub on Airport Way. It is of interest for its population of perennial flax, a nationally scarce plant.
- Teversham Drift Hedgerow City Wildlife Site (CiWS) forms part of the south site boundary.
- Teversham Protected Road Verge (PRV) forms part of the east site boundary. The PRV includes the road verges and associated hedgerows/scrub on Airport way and Cherry Hinton Road. It is of interest for the quality of the grassland habitat present in the road verge.



Figure 17: Extended Phase 1 Habitat Survey results plan

### Local statutory and non-statutory designations

3.28 There are no statutory or local landscape designations that cover the site, as shown in figure 18.

3.29 There are a number of listed buildings to the south of the site, within Cherry Hinton, including The Red Lion pub (grade II listed), Cherry Hinton Hall (grade II listed) and the grade I listed St Andrew's Church. Teversham village to the north of the site, also contains a number of listed buildings including the grade II\* listed Church of All Saints. In addition, the Marshall Airport Control and Office Building located north of the site is grade II listed.










3.30 There are no conservation areas immediately adjacent to the site.

3.31 The moated site at Manor Farm located some 650m east of the site is a scheduled Ancient monument. The settlement by Caudle Corner Farm, approximately 1.6km south east of the site is also a designated scheduled monument.

3.32 The site falls within an area where archaeological assets have previously been identified. Preliminary archaeological investigations have taken place; reporting of the findings will determine whether areas of detailed excavation are required.

3.33 Teversham Drift City Wildlife Site lies between the site and existing settlement.

3.34 In addition to the above, there are also a number of non-designated heritage assets within proximity of the site which contribute to the character of the area.

- |   |  |  |
|---|--|--|
|  Site boundary       |  Local nature reserve |  Green belt           |
|  Listed buildings    |  Flood zone 2         |  County Wildlife Site |
|  Scheduled monuments |  Flood zone 3         |  City Wildlife Site   |

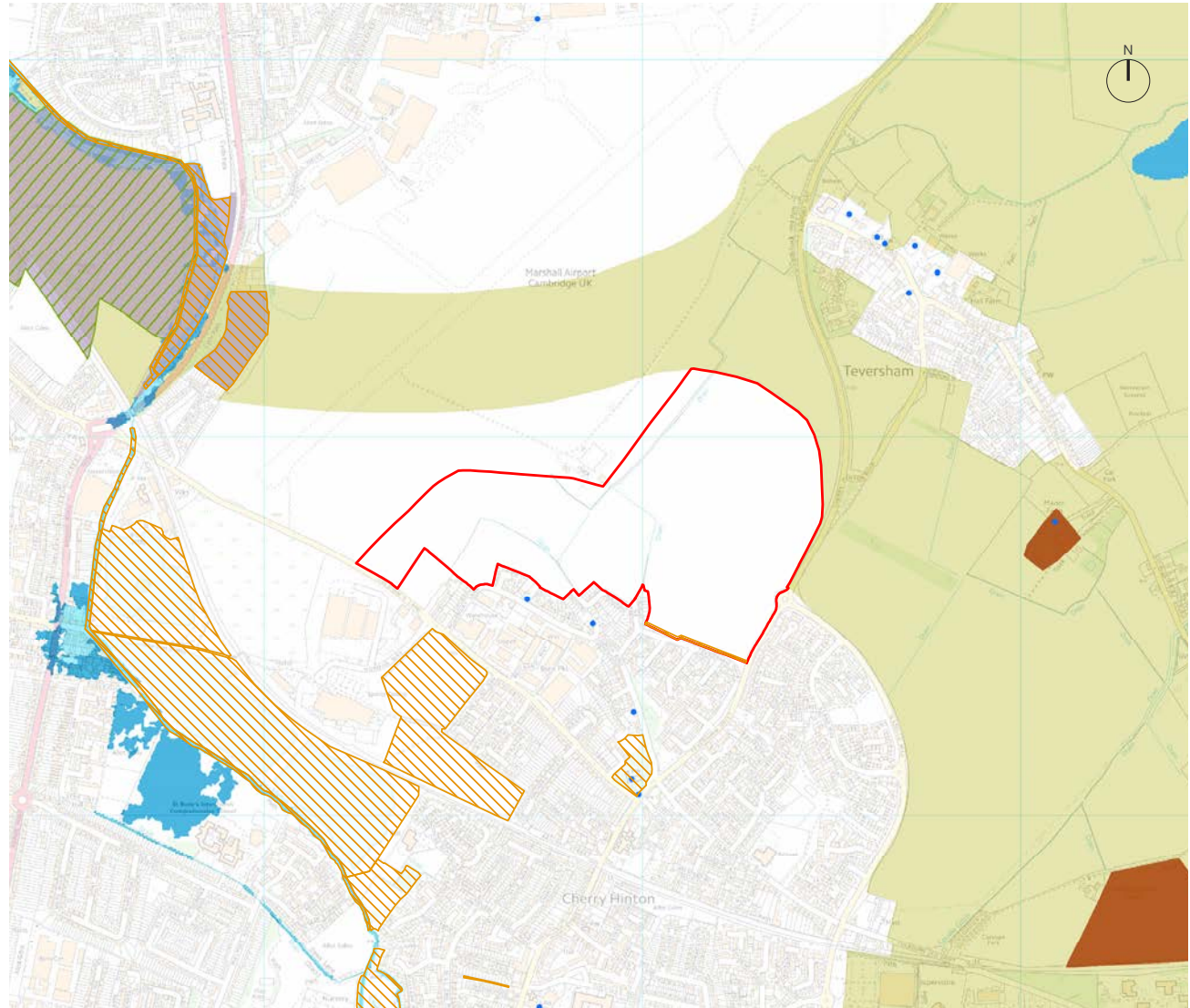


Figure 18: Designations

## Historic growth and urban grain

3.35 The site has historically been used for agricultural purposes. The maps below show the growth of the area immediately surrounding the site and illustrate the growth of Cherry Hinton from a small village parish in the late 1800s to its current compact suburban form. The footpath extending through from March Lane to the existing ditch on the site should be retained, together with the historic hedgerow which is still present on the site.

3.36 The historic core of Cherry Hinton is organised along the high street, with later phases of development extending out from this core. Thus the built form in the locality originates from different periods and features different styles and scales. There is no single morphology that is characteristic of the area.

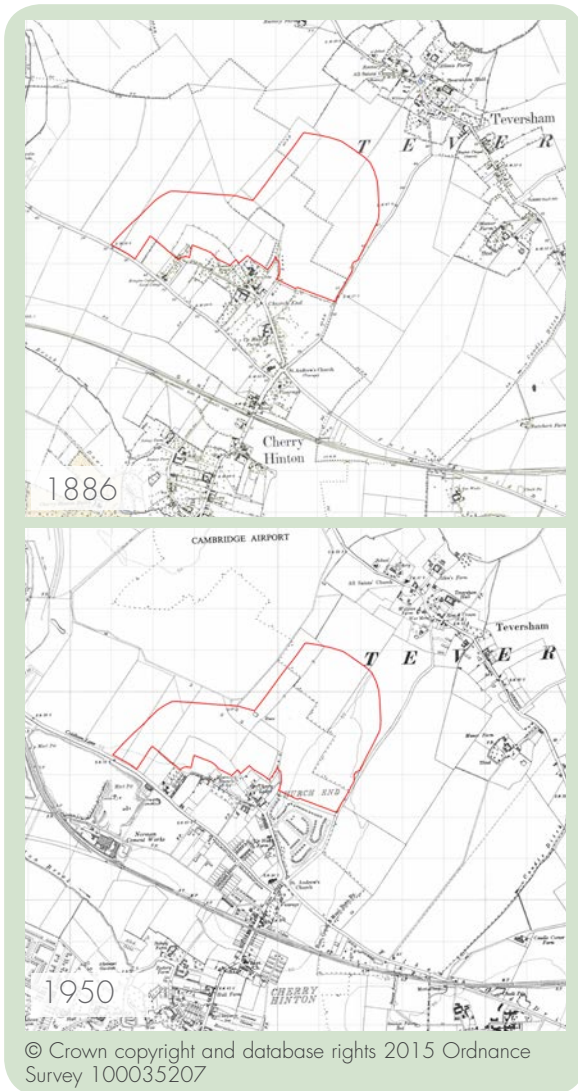


Figure 19: Current urban grain - figure ground plan



## Neighbourhood context analysis

3.37 A study of the existing features and trends apparent within Cherry Hinton will help inform the emerging development principles and design concepts for LNCH.

3.38 The following pages detail the key characteristics of Cherry Hinton, followed by a short summary and conclusion of the key findings used to inform the development principles set out in section 5.

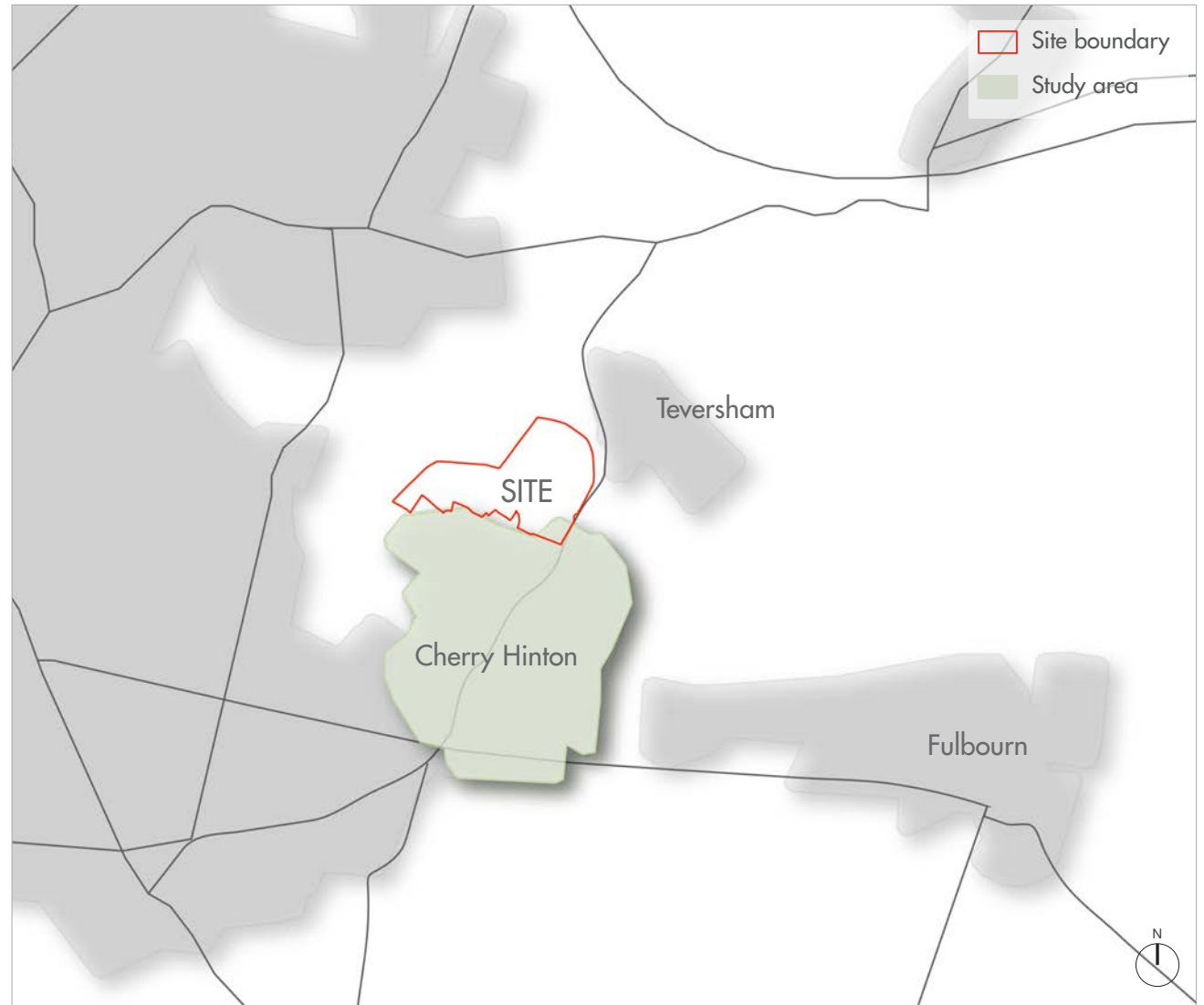


Figure 20: Settlement study area

## Cherry Hinton characteristics

### Urban form and grain

3.39 Cherry Hinton village is located immediately south of the site and 4 miles east of Cambridge city centre.

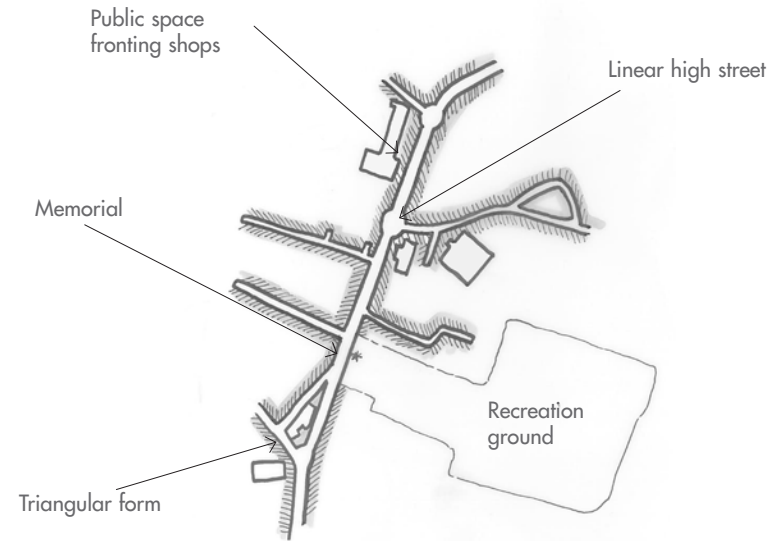
3.40 The residential areas of Cherry Hinton largely comprise a mix of 2-3 storey semi-detached, terraced and detached dwellings with pitched roofs. 'Traditional' streets with detached housing and rear gardens are the most common typology, although in the immediate vicinity of the site (Teversham Drift) housing is arranged around internal courtyards.

3.41 The historic morphology shows clear plot layouts with buildings fronting main streets; the later additions of the 60s and 70s along Teversham Drift are 'Radburn' type layouts, characterised by back gardens facing the streets, and the fronts of houses facing each other across communal gardens.

### Village centre

3.42 The village centre comprises a linear high street running north - south through the village. The southern end of the high street is characterised by a triangular form.

3.43 The village comprises a mix of uses including The Red Lion pub, St Andrew's Church, village hall and sports centre, and a range of shops.



## Open spaces

**3.44** Cherry Hinton has a good range of open spaces, including Cherry Hinton Hall and Park, the recreation grounds, allotment provision and a range of natural and semi-natural green spaces. The quality of natural and semi-natural green spaces varies, with evidence of a lack of maintenance.



Figure 21: Cherry Hinton open spaces

## Key features and materials

**3.45** Analysis of Cherry Hinton identified the following key features:

- Mix of semi-detached, terraced and detached dwellings
- Predominately red brick buildings with some render and textured brick on traditional properties and cladding on contemporary dwellings
- Chimneys on dwellings along 'traditional' streets
- Mix of boundary treatments, predominately brick walls along traditional streets and low level fencing or hedgerows fronting more contemporary dwellings
- Mature cherry trees are characteristic of the village
- Triangular form to southern end of village centre.





## Neighbourhood analysis - summary of key findings

**3.46** Findings from the analysis should be taken into consideration in the development of design proposals for the site.

**3.47** Key findings from the analysis are detailed below. The key precedents to apply to LNCH to ensure a high-quality development that is reflective of the local area include the following:

- Triangular openings to key spaces
- Mix of materials, predominately brick with cladding details
- Chimneys on dwellings to add interest to roofscape. Chimneys should form a functional role in the design
- Predominately linear street patterns
- Mix of low level hedging and brick wall boundary treatments.

### Density & mixed-use

- Varied densities with lower densities adjoining the Site
- Mixed use located along village centre approach
- Varied building heights and plot widths but 2/3 storey residential buildings predominate

### Urban form

- Detached housing and 'traditional' streets most common
- Large front gardens to many residential dwellings
- Internal courtyards

### Village centres

- Street widening to create triangular forms
- Historic buildings in core areas create attractive vistas and play an important role in the public realm

### Vernacular

- Mix of architectural styles; contemporary architecture can be found toward the edge of Cherry Hinton
- Traditional housing typically characterised by brick wall boundaries; contemporary dwellings with low level hedgerow / small front lawn boundary treatment
- Chimneys on traditional housing; no chimneys on contemporary dwellings

### Residential street pattern

- Linear street pattern with some curved residential roads
- Some streets characterised by Radburn-style layouts
- Core of village is defined by a connected street pattern centred on the linear high street

### Landscape & open space

- Cherry trees are a common feature of Cherry Hinton
- Limited public open space in vicinity of the site

## The site

3.48 The following pages set out the site's constraints and opportunities.

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Figure 22: Photo location plan

## Site images

① Existing ditch and vegetated bank



② Northern boundary adjacent to airport along which PROW (No. 109) runs



③ View of site from Church End



④ Airport boundary



⑤ View south east towards, Cherry Hinton Road



⑥ View of site from Cherry Hinton Road



## Edges

### Southern edge - residential use

3.49 The southern edge of the site is predominately characterised by residential streets and dwellings.

3.50 The southern edge includes the Teversham Drift City Wildlife Site. This narrow wooded buffer strip screens the edge of the developed village from the green belt / wider area and will continue to play a role in buffering the existing developments from the new. The buffer strip will remain a City Wildlife Site and should be protected and enhanced.



Figure 23: View of residential street adjacent to site



Figure 24: View along March Lane



### Western edge - Cambridge Airport and Green Belt

**3.51** Cambridge Airport land borders the site to the west. The airport land is characterised by regularly mown grass and open views across to the airport and city beyond.

**3.52** The openness of the Green Belt land should be retained in order to prevent coalescence with Teversham.



Figure 25: View across Airport from public footpath

### Eastern edge - Cherry Hinton Road / Airport Way

**3.53** The east of the site is contained by Cherry Hinton Road and Airport Way, connecting the Site to Cherry Hinton, Teversham, Cambridge and the A14.

**3.54** Visual and noise screening should be incorporated along this edge as well as opportunities for enhancing wildlife.



Figure 26: View into site from Airport Way

### Green belt

**3.55** The area immediately north of the site is within a green belt corridor. As noted on page 11, the green belt purposes seek to preserve the character of Cambridge, maintain and enhance the quality of this setting, and prevent coalescence of communities. Proposals should ensure no impact on the openness of Green Belt land to the north of the site, which has been retained to prevent coalescence with Teversham.

### Safeguarded land

**3.56** The area immediately west of the site has been identified as having long term potential for further housing development outside of the draft Local Plan time frame and in accordance with the spatial strategy set out in the Cambridge East AAP.



Figure 27: Green Belt land



Figure 28: Safeguarded land

## Topography

**3.57** The site is in a generally low lying area, which is typical of this part of Cambridge and Cherry Hinton. The site is located some 2km north of the Magog Hills, which lie just south of Cherry Hinton. There are some changes in levels across the site. Within the south eastern portion of the site, there is a distinct ridge which falls away in all directions. At its highest point, the ridge is approximately 5 metres above the general site levels.

## Flooding

**3.58** The site falls within Flood Zone 1, and is therefore at low risk from fluvial flooding. The site is at risk from surface water flooding, instances of surface water flooding are known to have occurred in the area immediately adjacent the existing drainage ditches within the site.

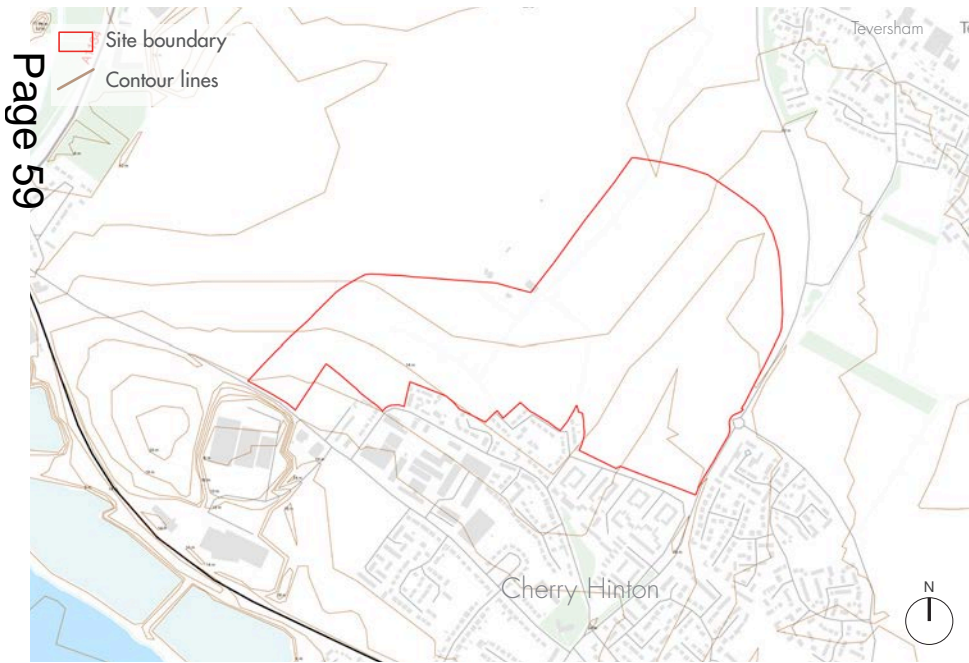


Figure 29: Site topography

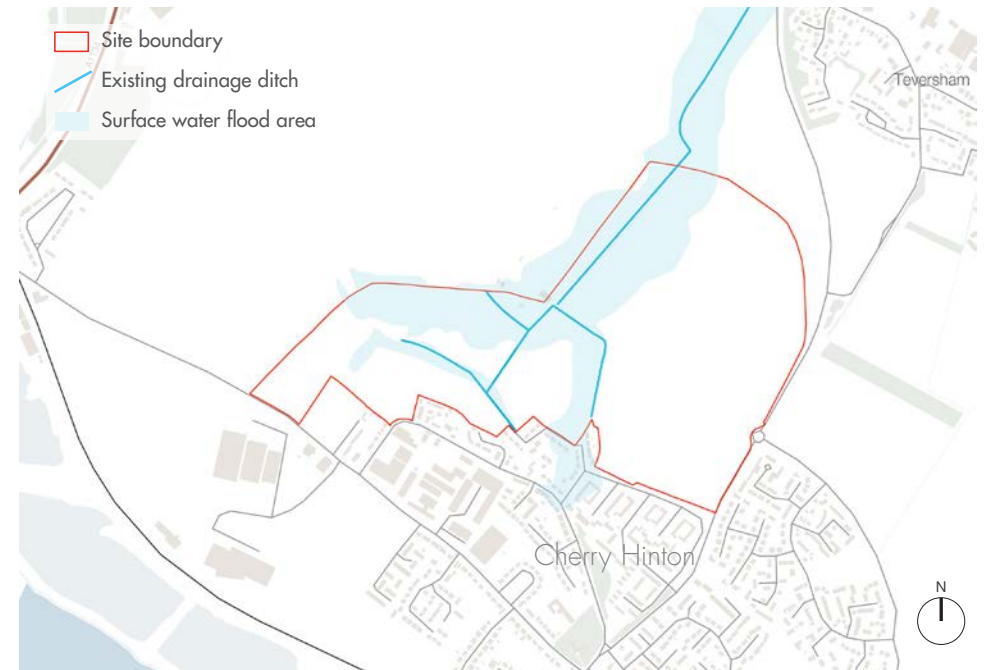


Figure 30: Existing ditch

## Vegetation

3.59 There is a lack of existing vegetation within the site.

3.60 Due to the location of the site adjacent to the International Airport, any future landscaping scheme should ensure bird populations that pose a threat to the airfield are discouraged; other farmland birds should be encouraged as mitigation for loss of farmland.

## Public footpath

3.61 A public footpath (Cambridgeshire County Council path no. 109) runs north-south through the site, providing a footpath link from Cherry Hinton to Teversham. This footpath link should be retained.



Figure 31: Existing vegetation



Figure 32: Existing public footpath

## Access

**3.62** There is currently no vehicular access to the site, given it is in use for agricultural purposes and, in part, airport land. Agricultural vehicles access the site via Airport Way. Gated entrances exist via Rosemary Lane and March Lane into the airport land. Pedestrian access to the land is limited to the public footpath which crosses the site.



Figure 33: Existing site access

## Utilities

**3.63** An Intermediate Pressure Gas Main currently runs through the southern half of the site. There is potential to re-route the gas main and associated restrictions on building around it to ensure the route of the pipe is compatible with the development principles of the site, as part of an integrated design solution.

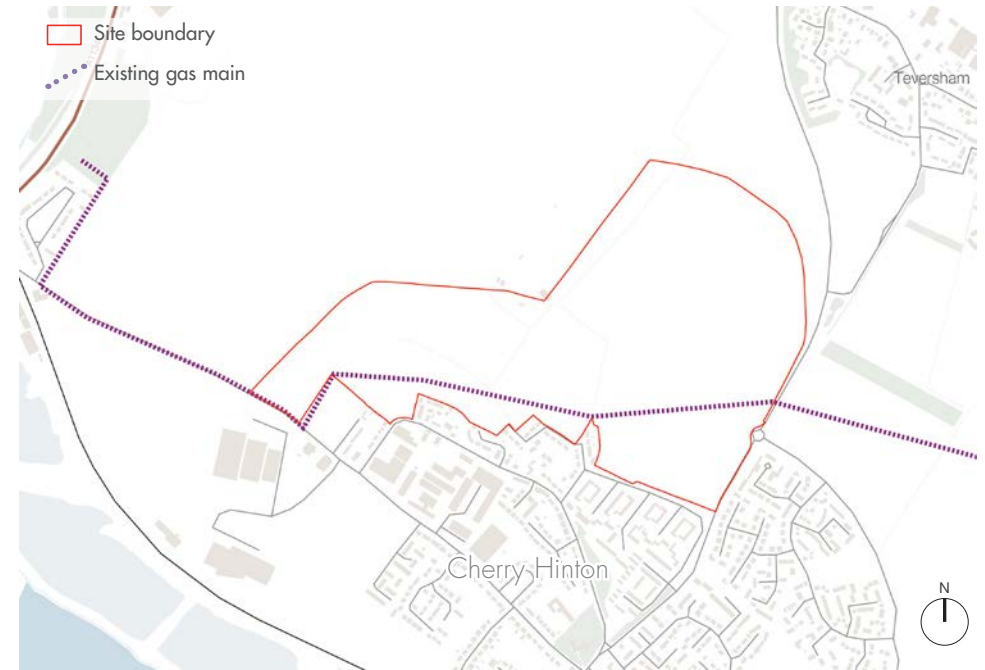


Figure 34: Existing gas main

## Air quality

**3.64** Both local authorities have declared Air Quality Management Areas (AQMAs) for exceedances of air quality objectives. See figure 35.

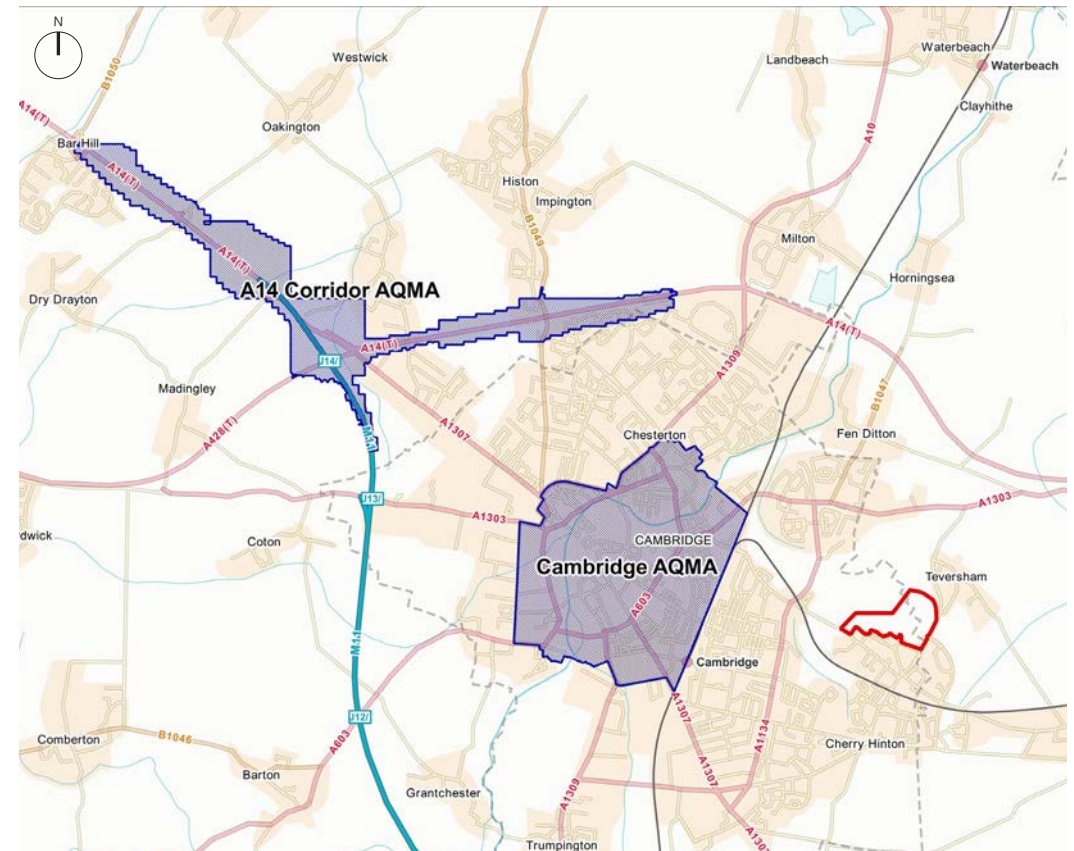
**3.65** Air quality conditions at the site will be affected by a range of local emission sources, including those from local road traffic. Activities at Cambridge Airport will give rise to emissions of air pollutants, and possibly odour, which could have an effect on air quality across the site.

**3.66** The construction and operation of the proposed development has the potential to affect local air quality at existing residential properties, including those within the AQMAs. Key considerations for air quality include the following:

- Presence of AQMA's
- Potential impact on air quality within the AQMA
- Need to mitigate so the development does not have an adverse impact upon air quality within the AQMA's.
- Mitigation at the construction phase to minimise impact on the local air quality for existing residential properties
- Mitigation at the operational phases of the development to minimise impact on the local air quality not only on existing residential properties but also proposed residential properties
- Appropriate mitigation measures should be incorporated in the development proposals to avoid or lessen potential impacts.

## Ground conditions

**3.67** Preliminary ground investigation works undertaken to date on-site have identified some potential localised soil contamination which is associated with current and historical land uses. As it stands, the principle of the development take into account these potential areas of contamination and, where possible, locates more sensitive land uses away from them accordingly.



**Figure 35: Air Quality Management Areas**

**3.68** Further detailed ground investigation works will be undertaken to better define the exact extent of any contamination on-site and provide remediation techniques and mitigation measures where necessary to facilitate the development.

## Noise

3.69 It is accepted that the site is adjacent to an airport and that noise is a key consideration. The allocated area is affected by both airport and other external noise (i.e. road traffic).

3.70 Under the process of Environmental Impact Assessment (EIA), the applicants' will be required to prepare a Noise Assessment submitted as part of the outline planning application. This should consider existing noise levels at and around the site from a range of sources (e.g. road and rail) and also specific activities at Cambridge Airport (e.g. take offs and landings, taxiing aircraft, and aircraft engine testing). It will be necessary in each case to make a prediction of noise impact upon the proposed development area, and where necessary to identify mitigation to achieve satisfactory levels of noise, both internally and for relevant amenity areas.

3.71 Mitigation may include consideration of the development layout, building orientation and building heights, positioning of sensitive land uses or open spaces, as well as the design and acoustic insulation of properties (where appropriate).

3.72 In taking the decision to allocate the site for development, the Council took into account noise evidence prepared by an expert noise consultant, which demonstrates on a preliminary basis that noise effects are expected to be within acceptable ranges and can be dealt with through normal design measures (see figure 36). The EIA process and detailed noise assessment will need to develop this further in support of a planning application, to the satisfaction of the Local Planning Authority.

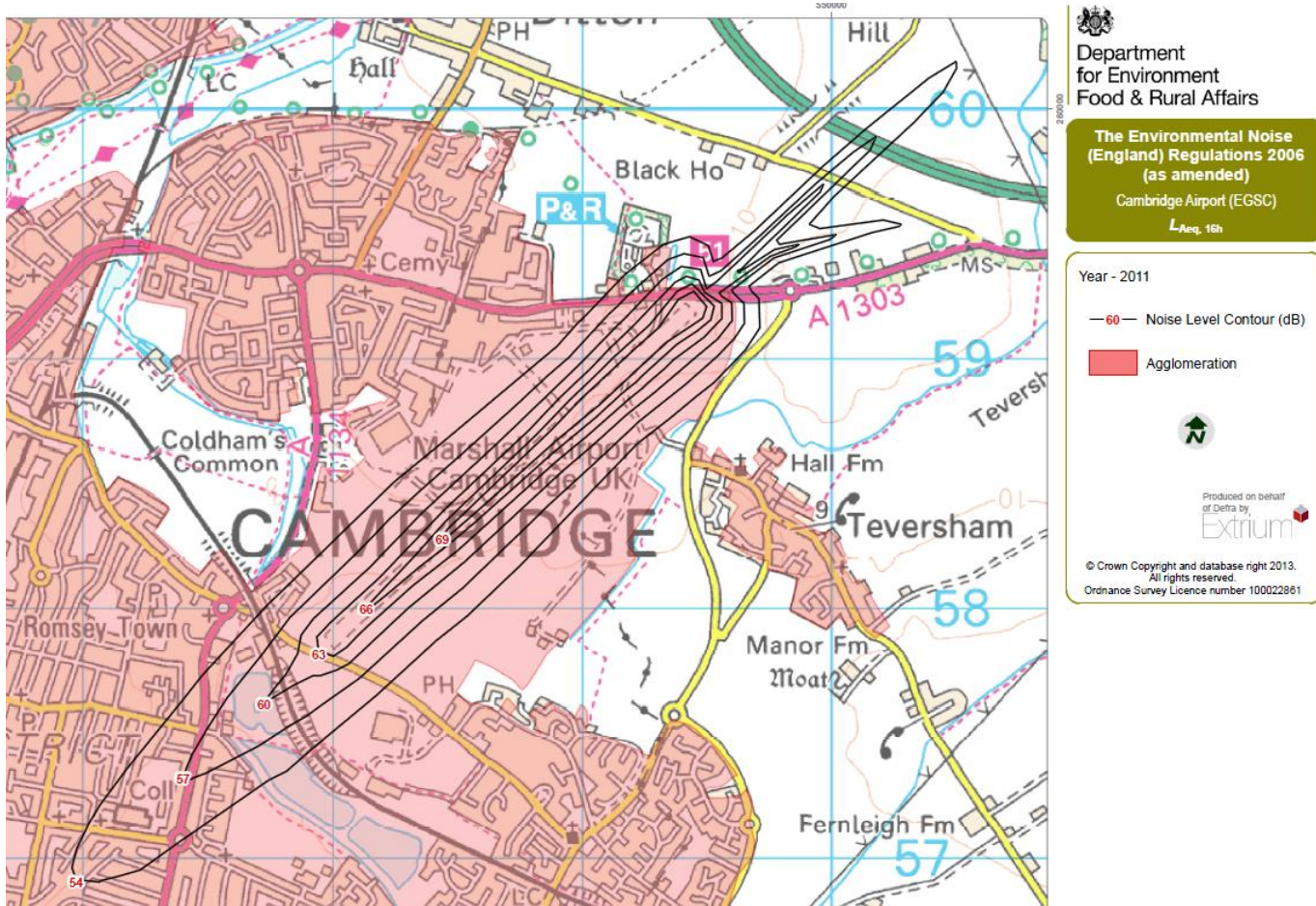


Figure 36: Noise contour plan (extract from Cambridge Airport Noise Action Plan, 2014-2019)

## Airport safety

### Primary surveillance radar

**3.73** The airport radar is a key tool to allow Air Traffic Control to safely manage the airspace near to the airport. The current location of the airport radar, and its associated safeguarding criteria, imposes height restrictions across the site to ensure the radar remains fully effective and to maintain aircraft safety. The radar in its current position would limit building heights and compromise the capacity of the site to deliver housing and other uses. The radar will need to be relocated to allow the development to proceed.

### Fire training ground (FTG)

**3.74** The airport fire crews must be fully drilled and ready to respond to a potential incident on the airfield. Training is currently delivered on site, using the airport's Fire Training Ground located adjacent to the western boundary of the site. It is recognised that fire training in close proximity to new development may cause concerns for new residents. Marshall has committed to ceasing activity at the current fire training ground to allow the development to proceed. It is anticipated that a S106 agreement will place a positive obligation on Marshall to cease use of the fire training ground before first occupation of homes, thus protecting the amenity of future residents. Preliminary enquiries suggest that it would be viable to undertake training of the Airport

Fire Crew at alternative third party airport locations. At the current time, there are no proposals to relocate the facility within the Airport site.

### Navigational aids

**3.75** The airport uses a range of other airport navigational aids to safely manage aircraft arrivals and departures. The potential impacts of the development on all airport infrastructure will need to be assessed on an ongoing basis to influence the design, and to ensure navigational aids are appropriately calibrated as development comes forward.

### Other airport constraints

**3.76** As the site is located adjacent to Cambridge Airport, there are other constraints that apply. These are not ultimate constraints to the development, but will have an impact on the form of the development and the design of open space. Industry guidance and best practice on matters such as lighting, landscaping, drainage and construction management will be applied to ensure structures are not built in locations that create safety risks, and to ensure design solutions and maintenance regimes are put in place to proactively manage potential risks to aircraft. These constraints are set out in Safeguarding of Aerodromes Advice Notes, published by the Airport Operators Association, as follows:

- AN02 Lighting
- AN03 Potential Bird Hazards from Amenity Landscaping and Building Design
- AN06 Potential Bird Hazards from Sustainable Urban Drainage Schemes
- AN08 Potential Bird Hazards from Building Design.

**3.77** In addition, the following airport constraints have been considered:

- Obstacle Limitation Surfaces - height restrictions associated with the airport's runways
- Public Safety Zones - areas that are protected from development in the interests of public safety, which are located at the runway ends and thus are not impacted by the proposed development
- Navigation Equipment - the continued safe operation of the airport's navigational equipment in accordance with CAA Guidance Note CAP670: Air Traffic Services Safety Requirements
- Instrumental Landing System (Localiser)
- VHF Direction Finder
- Distance Measuring Equipment.



## Summary of constraints

3.78 Whilst not an exhaustive list, the following constraints should be taken into account when developing design proposals for LNCH:

- Green belt boundary
- Retention of public footpath
- Protected grass verge along Airport Way
- City Wildlife Site along Teversham Drift (hedgerow)
- Retention of existing vegetation where appropriate
- Surface water flooding and the incorporation of a Sustainable Urban Drainage System
- Gas pipe and easement
- Response to noise from the Airport / GRE and traffic along Airport Way / Cherry Hinton Road
- Protection of the amenity of residential dwellings immediately bordering the site
- Limited height under Coldham's Lane Bridge.




Figure 37: Summary of site constraints

# 04 VISION

**4.1** Analysis of the site and surrounding area has informed the overarching vision for LNCH. The vision for LNCH reflects the Cambridgeshire Quality Charter for Growth which promotes planned growth of sustainable and vibrant new communities in accordance with four themes: Community, Character, Connectivity and Climate.



**4.2** The Land to the North of Cherry Hinton will be a vibrant, high-quality and distinctive extension to the existing settlement, reflecting and enhancing the special character of the surrounding area, whilst working in synergy with Cambridge as a whole. It will be an integrated and well-connected neighbourhood that is in harmony with its natural setting. Design cues taken from the surrounding area will create a unique neighbourhood that will include a distinctive entrance to Cherry Hinton, a transition from rural to urban, a celebration of views across the airport, and the incorporation of existing pedestrian and cycle links.

**Community**




**3.3** A vibrant and liveable community with a provision of a mix of tenure and social infrastructure.

- Provide open spaces, formal play and community facilities
- Encourage social interaction and a sense of belonging
- Create a strong green framework
- New, centrally located centre







**Character**




**3.4** An attractive extension to Cherry Hinton inspired by the unique characteristics of the existing settlement and surrounding area. Distinctive entrance into Cherry Hinton.

- High quality landscape framework comprising native plants including cherry trees and enhancing the countryside setting
- Celebrate of views across the airport and outwards to the countryside
- Materials palette comprising brick with cladding details








**Connectivity**



**3.5** A community with strong connections to Cherry Hinton and the surrounding neighbourhoods and the city. Encouraging sustainable travel choices through the incorporation of cycle links and access to public transport links.

- Sustainable connections across site and beyond
- Safe and direct routes
- Access to public transport links
- Access to services and facilities within Cherry Hinton and Cambridge city centre
- Walkable neighbourhood
- Clear hierarchy of streets

**Climate**



**3.6** In harmony with existing and historic landscape features, protecting and enhancing environmental qualities of the surrounding area. Promoting a low carbon lifestyle.

- Incorporate the existing countryside walk into a linear park
- Support biodiversity and protect existing habitats of value
- Utilise energy efficient technologies
- Be adaptable to our changing climate







- Key
- Existing settlements
  - Green belt
  - Proposed residential
  - Proposed green corridors
  - Proposed schools
  - Proposed local centre



Cambridge Airport

A1134

Cambridge

Teversham

To City Centre  
Page 67

Cherry Hinton

Fulbourn

Figure 38: Concept plan

# 05 FRAMEWORK PRINCIPLES AND MASTERPLAN

## Overview

5.1 This chapter provides planning and design guidance on how the development principles will be used to guide future planning applications.

5.2 The main guiding principles are defined in a series of parameter drawings with supporting text. These are supported by a range of illustrative drawings which depict how the principles could be realised to create a high quality development.

5.3 As well as following the planning and design guidance set out in this SPD, any future planning applications should comply with extant policies contained within the Cambridge East AAP, the Cambridge Local Plan (2006) and South Cambridgeshire Core Strategy (2007) and their replacements, which are currently the subject of examination.

5.4 This chapter is structured as follows:

- Summary of consultation to date
- Movement
- Environmental considerations and sustainability
- Landscape and open space
- Land uses
- Character and form
- Environmental considerations and sustainability
- Planning obligations
- Overview of key development principles

## Summary of consultation to date: SPD workshops

5.5 The principles set out in this section have been informed by consultation events and feedback. A summary of the key findings are provided below. Findings have informed the development principles set out on the following pages.

5.6 A number of key stakeholders were identified and included neighbourhood groups, local councillors and key councillors from Cambridge City Council and South Cambridgeshire District Council.

5.7 Two stakeholder workshops were held in preparation for the drafting of the SPD:

- Workshop 1. Key stakeholders were informed that the Site was being brought forward as part of the local plan and were invited to attend a Planning Workshop. The workshop was held at St. Andrew's Church Centre on 9th March 2017.
- Workshop 2. Having reviewed and input feedback, key stakeholders were invited to a follow up planning workshop. The workshop was held on 7th April 2017 at St. Andrew's Church Centre.

### Movement and transport:

- Spine Road - strong desire to avoid rat running
- Concern over congestion caused by development
- Cycling - consensus that cycle routes could play an important role in minimising traffic through the development and providing sustainable access to key destinations and local facilities
- Public transport - lack of bus transport in the village
- Footpaths - questions raised over the future of the footpath through the site

### Social infrastructure:

- Primary school should be located near the local centre
- Secondary school should be placed carefully in relation to transport routes, possibly on the edge of development
- Allotments - should be located between the built development and existing village
- Community facilities - extra would be needed; a square or open space could hold community events
- Local centre ingredients - suggestions included a pub, shop, greengrocer, library, pharmacy, cafe, charity shops, community space, health centre, faith space, hotel, meeting rooms

### Landscape and environment:

- Buffer zone between the development site and airport land should be lined with vegetation
- There should be a clear green edge with Teversham
- Airport - felt to be an interesting view
- Green space should integrate recreational opportunities and should maintain views to countryside
- Urban edge - careful thought should be given to the interaction of the urban edge with the countryside

### Placemaking and character:

- Character - a mix of styles are found in Cherry Hinton
- Density - view that apartments should not extend beyond 4/5 storeys; higher density could be close to transport interchanges
- Mixed-use considered a positive

### Housing:

- Open spaces should be prioritised over gardens
- Height - 4/5 storey maximum

## Movement

5.8 The development of a transport and movement strategy for the site relies on the relationship of several key components. It is important that these work together to encourage walking, cycling and the use of public transport as the most desirable modes of travel.

5.9 The components considered in this section are:

- Access and primary routes
- Primary street options
- Cycle and pedestrian movement
- Public transport
- Cars and parking

5.10 Relevant planning policies include CEAAP (Cambridge East Area Action Plan 2008) policy CE/10 (road infrastructure), policy CE/11 (alternative modes and parking), CLP (Cambridge Local Plan 2014) policy 80 (Supporting sustainable access), CLP policy 81 (mitigating transport impact), and SCLP (Proposed Submission South Cambridge Local Plan 2013) policy TI/2 (Planning for sustainable transport) prioritise sustainable travel methods, and seek to ensure development mitigates transport impacts.

5.11 The movement strategy, as illustrated in figure 39, capitalises on the unique opportunity that the location of the site offers in the east of Cambridge, promoting sustainable travel for existing and future residents in the area. Three key principles that are incorporated in the strategy include:

- Reducing the need to travel by car within the development through offering excellent permeability within the site for pedestrians, cyclists and public transport.

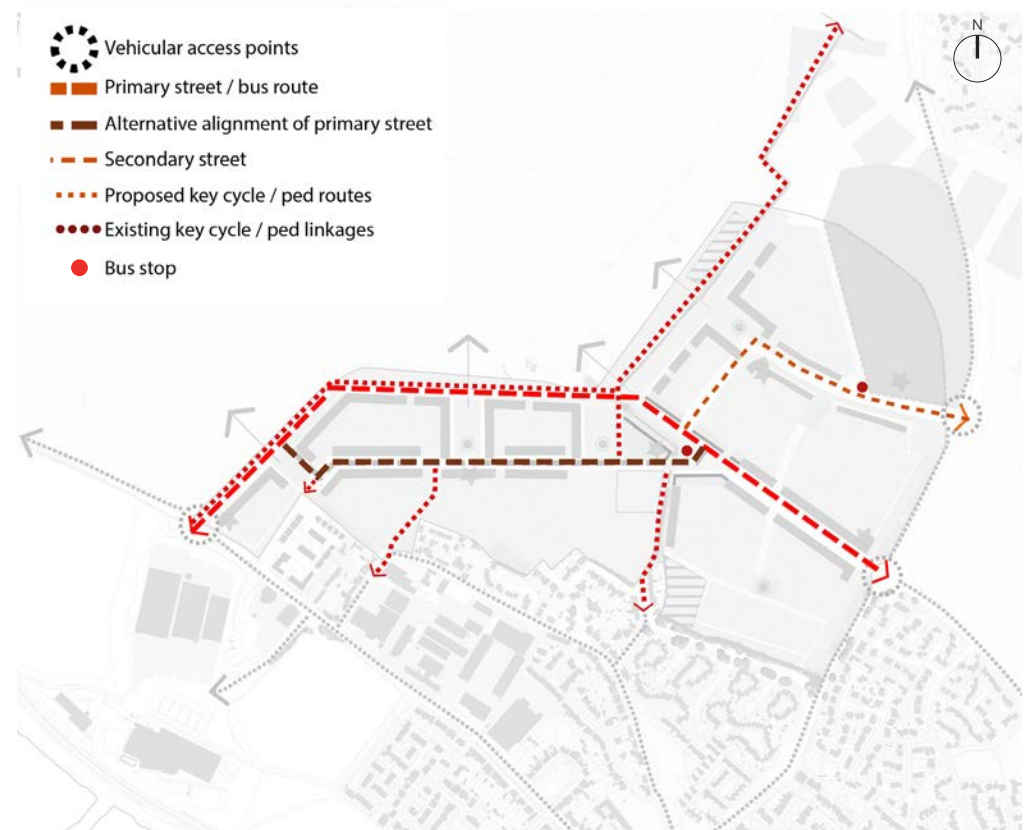


Figure 39: Overview of movement strategy

- Encouraging journeys on foot and by bicycle through providing direct connections to important routes off-site including Cherry Hinton High Street, Airport Way, Coldham's Lane and the Tins route.
- Encouraging travel by bus by ensuring main routes within the site accommodate buses and are designed to maximise the number of residents located within walking distance of a regular service.

## Access and primary routes

5.12 As shown in figure 40, vehicular access to the site will be from Coldhams Lane and Cherry Hinton Road / Airport Way, as required by CLP policy 12 (R47) and SCDC policy SS/3.

5.13 Any future planning application will need to demonstrate appropriate capacity at each of the access junctions for all vehicles, including emergency and refuse vehicles, travelling to and from the site through provision of a Transport Assessment. This assessment should also consider the development impacts on the local highway network (including Cherry Hinton Road and Coldhams Lane), and local junctions (Goldhams Lane / High Street, Coldham's Lane / Barnwell Drive).

5.14 Developers will be encouraged to incorporate a traffic calmed environment using street design and intersecting cross routes to create a natural reduction in speeds. Shared surface environments should be employed. The spine road speed limit should be agreed with Highways Development Control however a design speed of below 20mph is considered most appropriate.

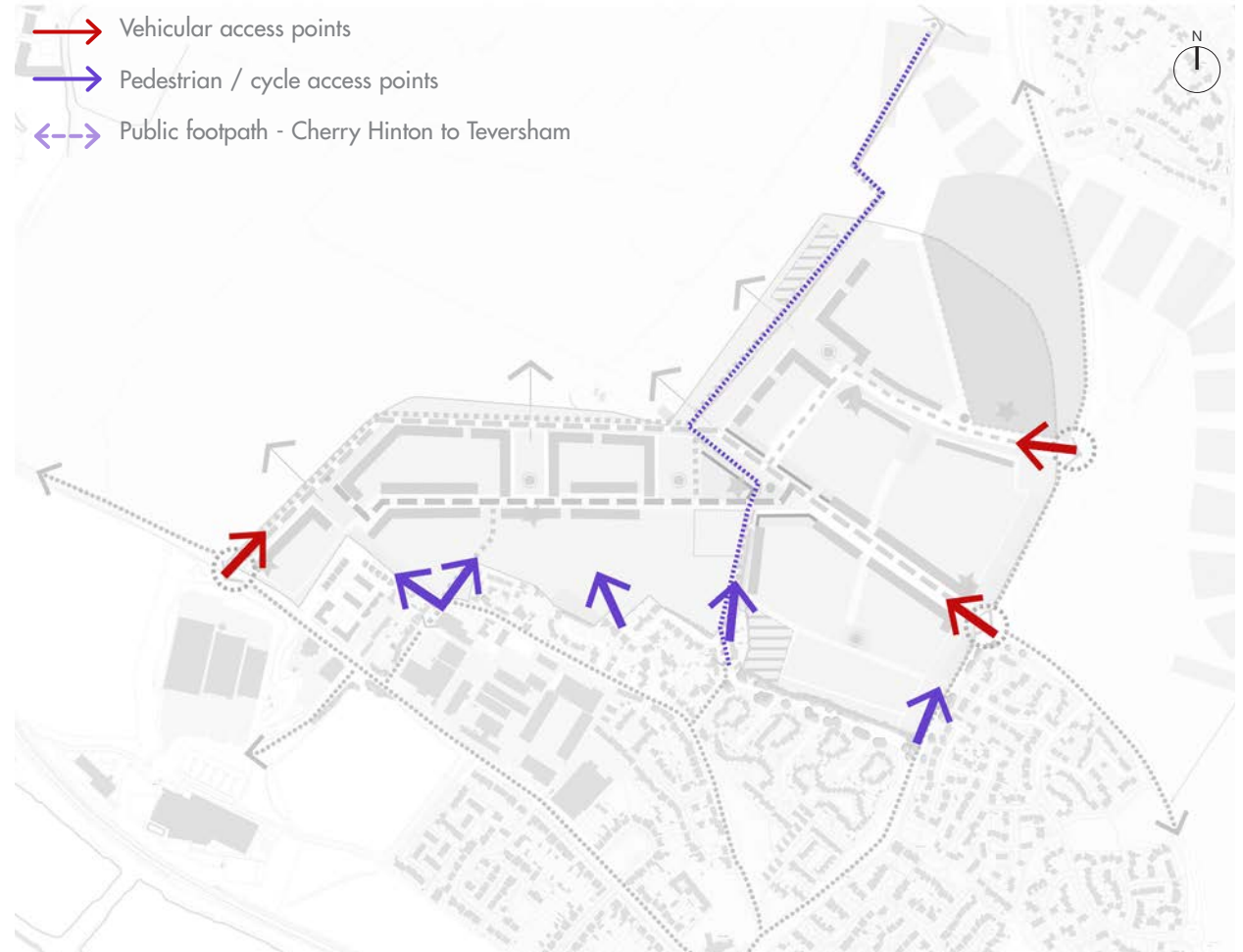


Figure 40: Connectivity

## Primary routes

**5.15** As set out in part 3 of policy 12, the master plan for site R47, 'will make provision for a primary and secondary school, a local centre with community hub, open space and a spine road connecting Coldham's Lane with Cherry Hinton Road. Vehicular access to the site will only be permitted via the new spine road unless needed for emergency access'.

**5.16** There has been discussion through the initial technical work and stakeholder workshops on the route, form and function of the spine road. Two primary street options are presented which show different ways that the spine road could form a flexible primary route through the site. The requirements of the final spine road design will be determined by CCC and local authorities through the planning application process.

**5.17** Consideration should be given to landscape when deciding on the design of primary routes in order to ensure the usability of open spaces within the site.

**5.18** Elements to consider include, but are not restricted to, the following:

- The visual impact of the design
- Impact on drainage
- The amenity value of adjoining open spaces
- Impact on residential amenity
- The location of the relocated gas main.

## Main vehicular access points to the Site

**5.19** Weston Homes have obtained planning permission for up to 57 homes on land at Hatherdene Close, near to the western access into the Site. The Weston Homes development will become the immediate eastern boundary to the site in this location. Housing proposed on this site will be accessed via a new priority junction from Coldham's Lane and in order to maximise spacing between the two junctions, the Coldham's Lane access to the Land North of Cherry Hinton site is required to be located to the west of the site boundary, on Coldhams Lane. Local design guidance recommends minimum spacing between junctions on the same side of the road, to ensure that the visibility splays at each of the junctions do not interfere and result in safety issues. The visibility splays agreed for the Weston Homes site were 4.5m x 120m and therefore the location of the access to the far west of the boundary seeks to reduce the potential for impact on the Weston Homes visibility splay.

**5.20** The County Council has recommended that the main access from the eastern side of the site is to be from the existing roundabout at the Cherry Hinton Road / Gazelle Way. This is due to the fact that the existing roundabout already requires vehicles to slow down and presents an opportunity for a main access point that has the least impact on vehicular movements as well as keeping this access point within the urban area of the city.

**5.21** There are as such two options for a spine road connecting these two main access points. The first of these options (Option A adjacent) runs the main spine road through the site along the northern boundary of the site; the second brings the main spine road away from the northern boundary and through the heart of the site (Option B adjacent).



## Primary street options

### Option A

**5.22** A spine road which runs through the local centre of the site and continues along the northern perimeter allowing the provision of direct, traffic free or low traffic cycle and pedestrian routes through the central belt of the site.



Figure 41: Primary street option A

#### Advantages

- Allows for a traffic calmed / free central spine through residential areas
- Aids in reducing the noise impact on residential areas by keeping noise generating activities along the airport edge, with a landscape park buffer to the residential blocks
- Opportunity to integrate the new gas main along the footpaths and verges, keeping landscaped areas and parks free from constraint

#### Disadvantages

- Requires a thoughtful design considerations for traffic calming, to ensure it does not turn into a bypass peripheral route
- Requires consideration of landscape design to achieve high quality park and open spaces

### Option B

**5.23** A spine road which runs through the centre of the site allowing the provision of traffic-free cycle and pedestrian routes along the perimeter of the site rather than through the centre.



Figure 42: Primary street option B

#### Advantages

- Places the primary vehicular movement through the centre of the development
- Allows traffic free landscape edge and cycle pedestrian movement along the airport edge

#### Disadvantages

- Requires careful considerations of density and building heights along the primary street due to proximity to the existing residential edge

## Cycle and pedestrian movement - potential links

5.25 Proposals for the site should be as permeable for cyclists and pedestrians as possible, exploring potential connections to the wider strategic cycle networks surrounding the site such as the Chisholm Trail and the existing Airport path as well as connections on foot to local facilities. Proposals will be required to demonstrate an appropriate walking and cycling strategy in terms of the site, and acknowledge the wider walking and cycling journeys which interface with it.

5.26 On-site, direct routes should be provided between areas of housing and community facilities. Local cycle and pedestrian only connections will be encouraged on the site. Pedestrian and cycle connections will also be accommodated on primary and secondary routes. Proposals should incorporate openings and cut throughs for cyclists and pedestrians where possible.

5.27 Cycle routes should be well integrated into the proposals and utilise the green corridors and low order less trafficked streets. Off road cycle links within the site that are shared by cyclists and pedestrians should be at least 3.5m wide.

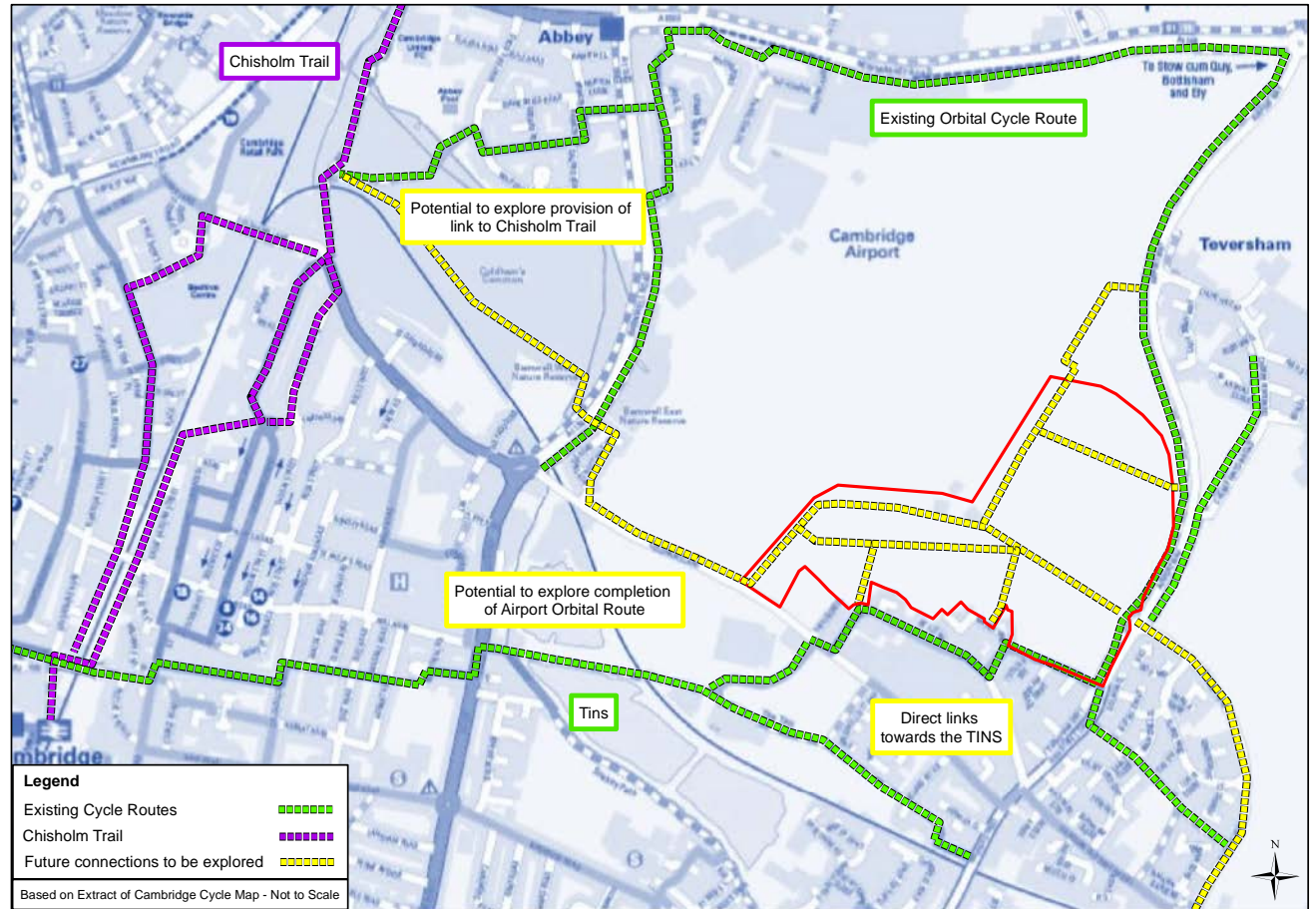


Figure 43: Potential wider cycle connections

5.28 Proposals should make full provision of the existing public right of way running south-north through the site, connecting Cherry Hinton to Teversham.

5.29 Pedestrian and cycle connections should be delivered by the proposals to facilitate both local and more strategic movements between the site, existing communities and key local services.

5.30 In response to consultation feedback, safe cycle and pedestrian linkages through the development with minimum interaction with vehicular traffic should be encouraged.



Figure 44: Indicative pedestrian and cycle routes

## Central spine cycle options

5.31 There is the opportunity to provide a dedicated cycle and pedestrian route through the site. Based on the two options for the primary street route, this dedicated network could come forward as shown in figure 45. Guidance contained with Making Space for Cycling 2014 should be followed when developing proposals for the cycle route.

5.32 Options for the primary street include:

- A wholly segregated cycle route is available on the northern boundary of the site for cyclists, providing a completely segregated route between Airport Way and Coldham's Lane.
- There is also a central spine within the development which will be a pedestrian / cycle priority link, with limited or no access for vehicles. The design and arrangement of the blocks around this central spine seek to reduce the volumes of turning traffic potentially conflicting with cyclists.
- External pedestrian and cycle connections are also provided from this central spine through the site to the south, linking with the Tins route and to the east to Cherry Hinton High Street, including access to the existing bus stop which is served by the Citi 1.



Safe and attractive cycle routes (Southern Fringe, Cambridge)

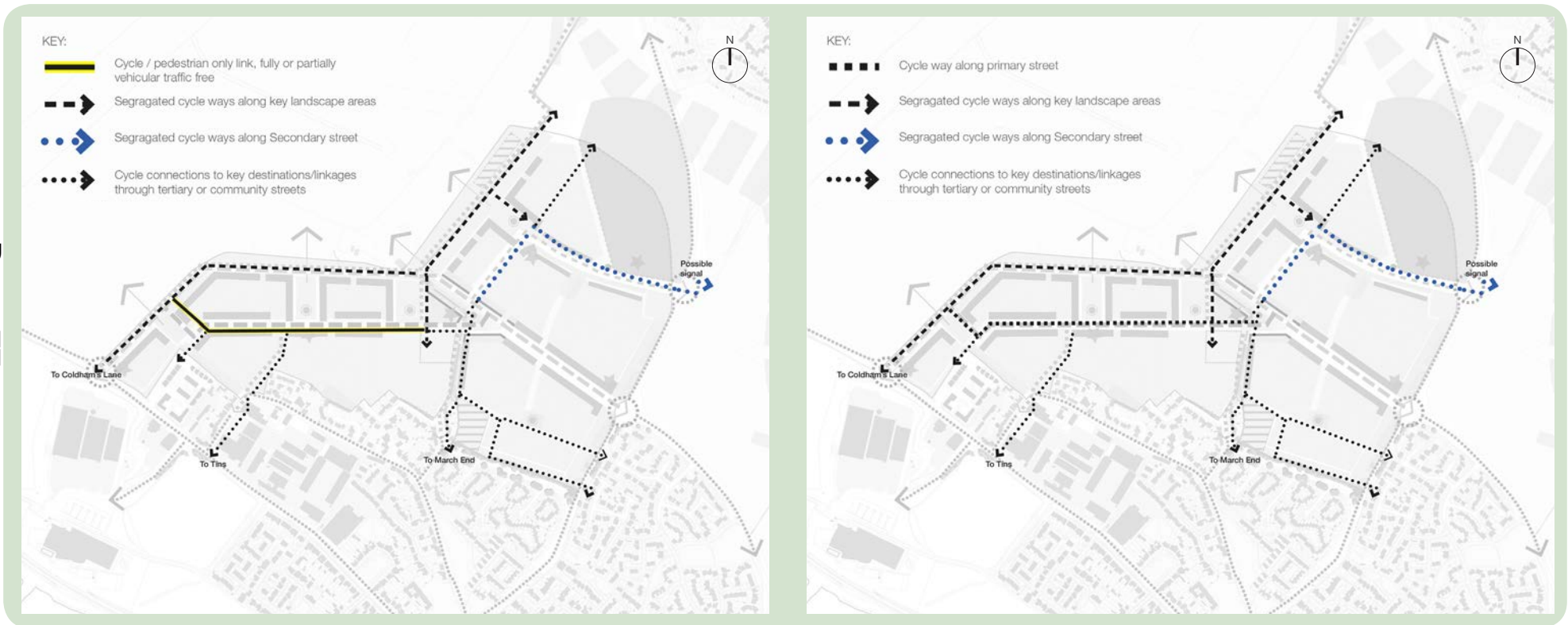


Figure 45: Central spine cycle options

## Public transport

5.33 Any strategy for public transport must be led by the County Council, in partnership with the local authorities, bus companies and developers. The proposed public transport strategy for the site will build upon the existing network.

5.34 Proposals will provide well-connected, high quality pedestrian and cycle routes that connect with the public transport network to help make sustainable travel modes more attractive than use of the private car. The majority of the development should aim to be no more than a 5 minute or 400m walk to bus stops. Figure 46 illustrates how the bus route could come forward.

5.35 Any planning application will be accompanied by a public transport strategy, setting out how the site will be served by public transport. Consideration should be given to the restricted height of Coldham's Lane Bridge.

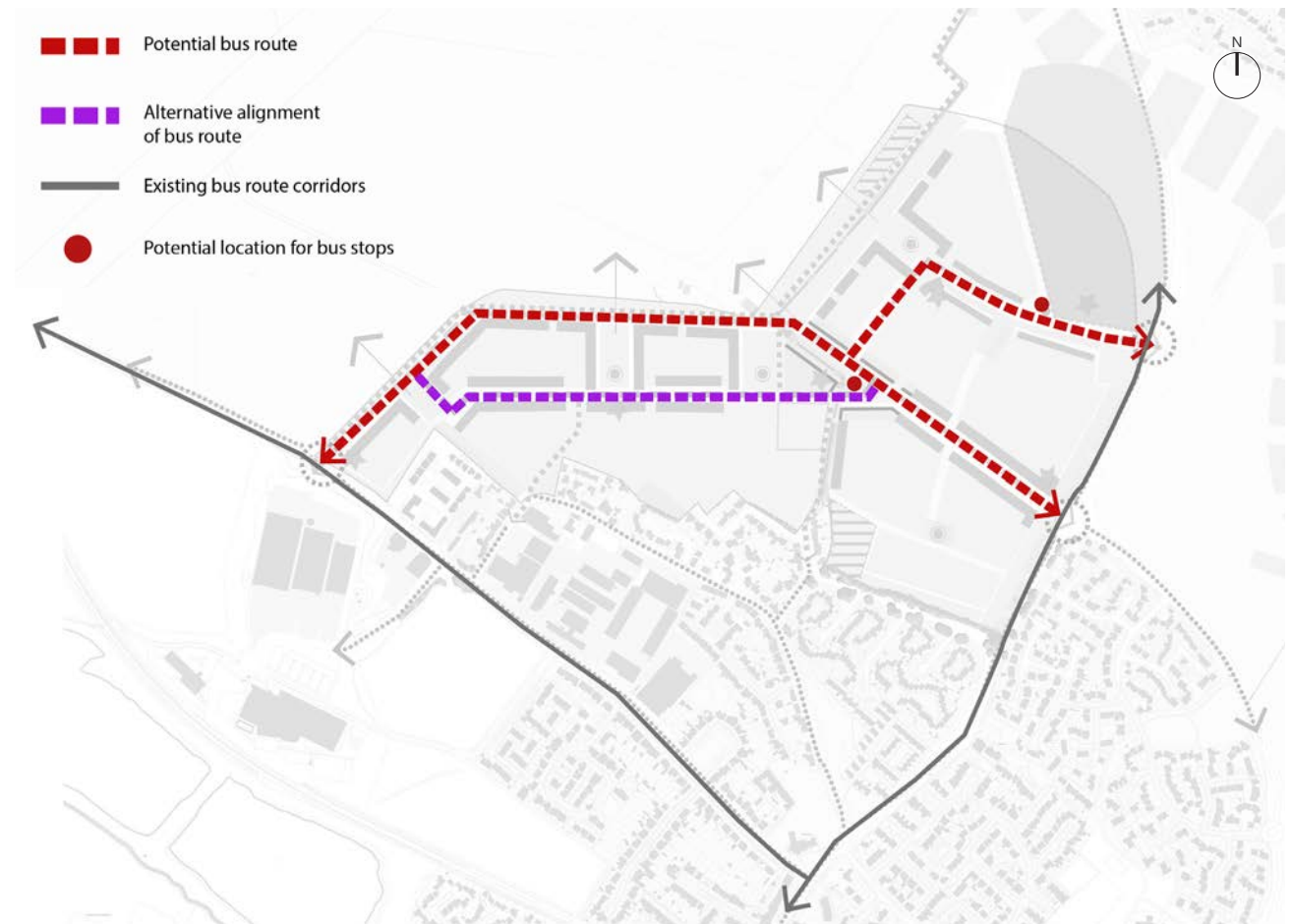


Figure 46: Indicative bus route

## Car parking

5.36 Proposals should accord with Cambridge City Council's parking standards, which are expressed as maximum standards in line with national guidance and the council's sustainability aims, and with CEAAP policy CE/11 (alternative modes and parking), CLP policy 82 (parking management) and SCLP policy T1/3 (parking provision), which seek to ensure appropriate parking provision for new developments for motor vehicles and cycles.

5.37 Car parking should be designed to minimise impact on the urban form. The majority of car parking spaces should be provided 'on plot' with parking courts avoided.

5.38 Facilities for electric charge points should be incorporated into design proposals with consideration given for provision of EV charge points (In line with policy 35 of the National Planning Policy Framework (NPPF)).



Integral parking along streets creates a high quality streetscene

## Cycle parking

5.39 Safe and secure cycle parking should be provided and should accord with both Cambridge City Council and South Cambs District Council's policy requirements and cycle parking guidelines, following guidance contained with the Cambridge Cycle Parking Guide February 2010. Cycle parking should be considered early in the design process with an emphasis on Sheffield stands or within garages where appropriate.



Well designed cycle parking in public realm (Sheffield stands)

## ENVIRONMENTAL CONSIDERATIONS & SUSTAINABILITY SITE-WIDE SUSTAINABILITY

**5.40** The development plan policies of relevance are CEAAP policy CE/25 (sustainable building and materials), CE/26 (noise), CE/27 (air quality), CE/28 (an exemplar in sustainability), CLP policy 27 (carbon reduction, community energy networks, sustainable design and construction), policy 33 (contaminated land), policy 34 (light pollution control), policy 35 (protection from noise and vibration), policy 36 (air quality, odour and dust), and SCLP policy CC/1 mitigation and adaptation to climate change), CC/4 (sustainable design and construction), and CC/6 (construction methods).

**5.41** Creating a sustainable development should be a priority underpinning the development of the Land North of Cherry Hinton. An integrated and site-wide approach should be employed to address the environmental, social and economic principles of sustainable design and construction. Development should seek to comply with all essential design considerations set out in the Sustainable Design and Construction SPD (June 2007), or as superseded, and should be strongly encouraged to adopt the recommended design considerations where appropriate.

**5.42** As the site is within an area of water stress, a key priority for development is to promote water efficiency and water-sensitive design. All dwellings should seek to limit internal potable water consumption to 110 litres/person/day through measures such as low- / dual-flush toilets, using flow restrictors on basin taps, smaller capacity baths and low-flow showers. Opportunities for incorporating rainwater harvesting systems for irrigation purposes, as well as greywater recycling systems, should also be explored.

**5.43** Promoters of development should prepare a Sustainability Statement that proposes strategies for addressing the relevant sustainability criteria including water conservation, urban design, biodiversity, pollution and sustainable drainage.

### Energy, carbon reduction and adaption to climate change

**5.44** Development should be designed and built in accordance with the energy hierarchy of:

1. Reducing energy demand in the first instance through careful consideration of site layout and by adopting a “fabric-first” approach to building design;
2. Using energy efficiently by, for example, using highly efficient systems to provide space heating and hot water and, where appropriate, heat recovery technologies; and
3. Only then supplying clean, renewable and low carbon energy to seek to meet the council’s 10% on-site energy target, where it is appropriate to do so. Where renewable and low carbon technologies are proposed, applicants should demonstrate that potential adverse impacts on the environment will be reduced as far as possible.

**5.45** Development should demonstrate how adaptability will be built in so that future building occupants, particularly the vulnerable, are not exposed to unnecessary risks associated with the East of England’s changing climate. Proposals should consider options to reduce potential overheating and reliance on

air condition systems in accordance with the following cooling hierarchy of:

1. Reducing internal heat generation through energy-efficient design;
2. Reducing the amount of heat entering a building in summer through measures such as orientation, shading, albedo, fenestration, insulation and, where appropriate, green roofs and walls;
3. Managing heat within the building, e.g. through use of thermal mass and consideration of window sizes;
4. Passive ventilation;
5. Mechanical ventilation;
6. Only then considering cooling systems (using low carbon options).

**5.46** Planning applications should be supported by an Energy Statement outlining the proposed strategy for conforming with the energy and cooling hierarchies outlined above.

### Air quality

**5.47** Air quality should be considered at the design stage, with consideration given to mitigating emissions at the site wide level. Development should comply with best practice guidance set out in the IAQM Land Use Planning & Development Control: Planning for Air Quality (2017), or as superseded. Consideration should be given to the following (please note the below list is not exhaustive):



- Combustion Emissions - Consideration should be given at an early stage to the method of energy provision in the context of its impact on air quality including location of combustion emissions away from receptors through well cited vents or chimney stacks; scale of delivery e.g. district heating or CHP; height of chimney stacks in relation to dispersion and corresponding design constraints
- Incorporate facilities for electric charge points - Consideration should be given for provision of EV charge points across all appropriate land uses.
- Design should ensure there are no 'street canyons' which could inhibit effective pollution dispersion and lead to future air quality problems.

## Energy

5.48 The relevant policies are CEEAP policy CE/24 (energy), CLP policy 29 (renewable and low carbon generation), and SCLP policy CC/2 (renewable and low carbon energy), and CC/3 (renewable and low carbon energy in new developments).

5.49 The development at LNCH will be designed and built in accordance with the energy hierarchy of reducing energy demand in the first instance (Be Lean), using energy efficiently (Be Clean) and, only then, supplying clean renewable and low carbon energy, where it is appropriate to do so (Be Green). The energy hierarchy is illustrated in figure 47.

5.50 Any planning application(s) for development will be supported by an Energy Statement presenting passive energy demand reduction measures adopted in the masterplan, options for further reducing demand through building designs, and options for efficiently supplying heating and cooling to buildings. The Statement(s) will include a preliminary feasibility study identifying opportunities for incorporating building-integrated or standalone renewable and low carbon technologies and, where appropriate, opportunities for 'exemplar' energy efficiency projects and consideration of smart grid approaches.

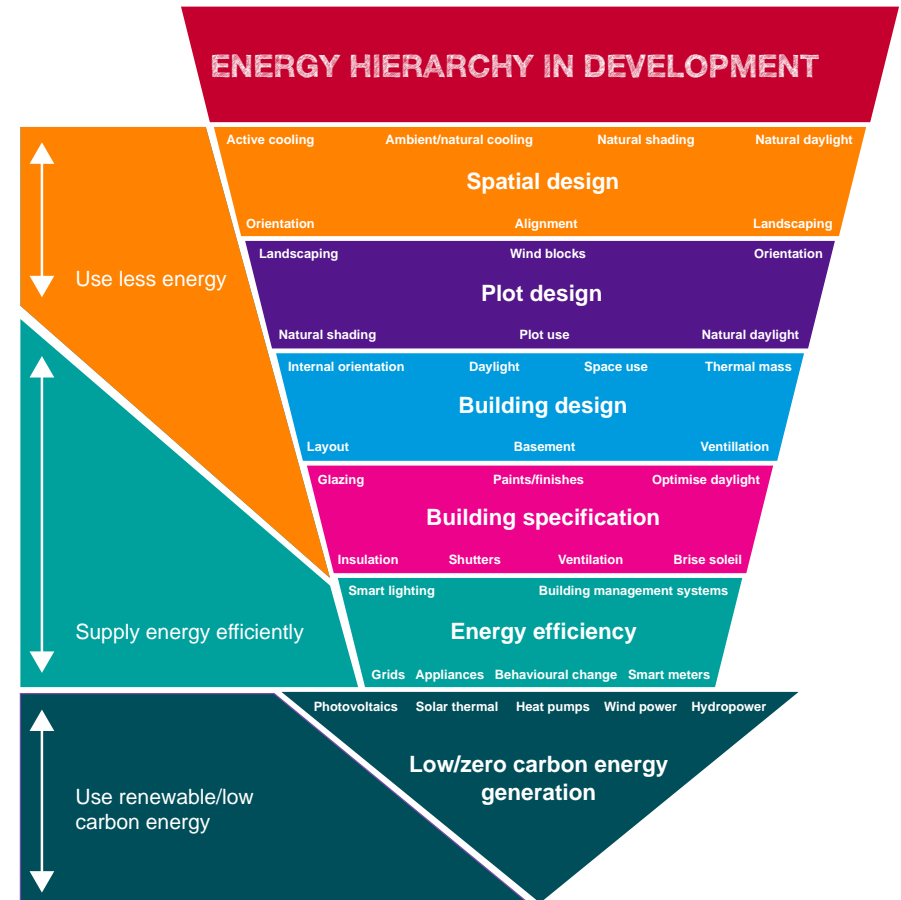


Figure 47: Energy Hierarchy

## Surface water drainage strategy

**5.51** The development plan policies of relevance are CLP policy 31 (integrated water management and water cycle), policy 32 (flood risk), and SCLP policy CC/7 (water quality), CC/8 (sustainable drainage systems), and CC/9 (managing flood risk). In addition the emerging flood risk and drainage design will follow best practice and planning regulations, including the Cambridge Flood and Water Supplementary Planning Document (SPD) 2016 which aims to guide the approach taken to manage flood risk and the water environment as part of new development proposals. Sustainable drainage must be considered early in the planning process in order to integrate it into the design.

### Flood Risk and existing watercourses

**5.52** The Environment Agency's (EA) flood risk maps show the site as low risk for fluvial flooding, but with some areas as potentially at risk of flooding from surface water. Fluvial flooding is typically defined as flooding caused by water in rivers rising above bank levels, while surface water flooding is flooding caused by heavy rainfall running off land and ponding in areas of low topography, as it flows towards a watercourse or land drain. In reality, flooding is often caused by both sources of flood water combining together.

**5.53** Modelling of the current surface water flood risk illustrated at the site is currently being undertaken to provide more confidence in the flood extents and

to inform the site layout and master planning process. This follows the planning principles of making space for water and placing the most vulnerable land uses in areas of lowest flood risk. Flood compensatory works are proposed at the site to allow for areas currently shown within the surface water flood risk extent to be incorporated within the emerging masterplan. The form of the flood compensation areas will be designed in agreement with the approving authorities and ensure there is no detriment to offsite areas. These areas will be visually in keeping with the current landscape.

### Sustainable surface water drainage strategy

**5.54** The proposed surface water drainage strategy for the site is being developed and informed by the existing site constraints and hydrological catchments. The surface water drainage will be carefully developed to address the proposed landscape and visual requirements, identified during the baseline analysis for the project. Sustainable drainage will be considered at the outset of the outline planning application process in order to fully integrate the proposed Sustainable drainage into the development proposals.

**5.55** The proposed development will include a comprehensive Sustainable Drainage System (SuDS) which will play an integral part of the green infrastructure (GI) for the project. The proposed SuDS seeks to deliver long term mitigation by attenuating and treating the development generated surface water runoff and where possible provide betterment. The SuDS

will be designed so it will integrate within the wider landscape proposals and will provide opportunities, where possible, to enhance biodiversity and recreation facilities.

**5.56** As well as providing a drainage function, the SuDS will also form an important part of the project's biodiversity strategy. The proposed SuDS features will be designed so that they maximise opportunities for habitat creation and wildlife. This will include the introduction of appropriate native planting.

**5.57** The prevailing surface water strategy to be adopted is a network of on-site planted and unplanted channels and urban rills which will provide attenuation and water quality treatment. Other strategic attenuation areas will also be required, including features such as linear dry swales and landscaped detention areas, providing dual use facilities such as play areas / recreational space in order to provide the necessary storage for extreme rainfall events and overland flow storage. Upstream on plot drainage solutions such as bio-retention planters and permeable paving will also provide pre-treatment for hard standing surfaces such as parking areas. Roof runoff, where feasible, will outfall directly into smaller on plot urban rill arrangements, bio-retention planters, porous paving or rainwater gardens. Piped networks will still be appropriate in some areas of the site due to the gradients which prevent the use of open channels and rills. The incorporation of large permanent open water features, attractive to wildfowl,

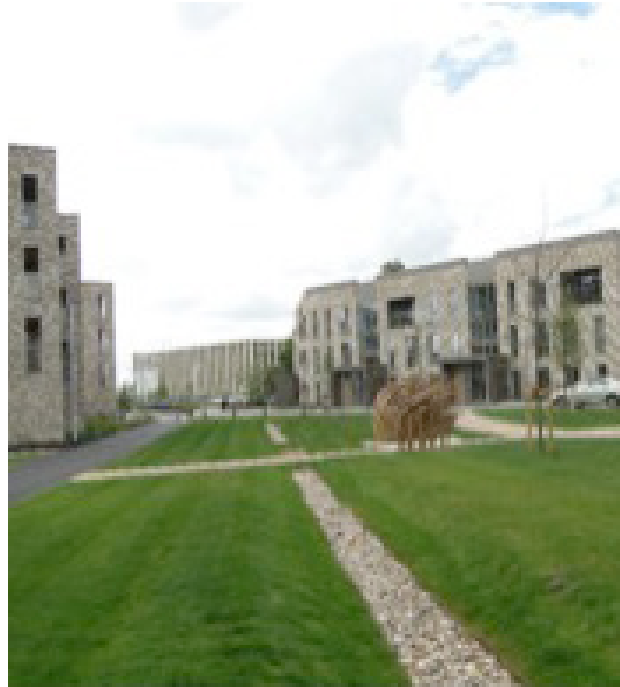
will be discouraged in order to avoid the risk of bird strike. It should also be noted that proposals for below ground attenuation will be considered as a last resort.

**5.58** Due to the site's close proximity to Cambridge Airport, the SuDS will need to be designed to take into account the risks from bird strike. Therefore, ongoing discussions are being undertaken with the aviation authorities to ensure the proposed SuDS is designed in accordance with best practice.

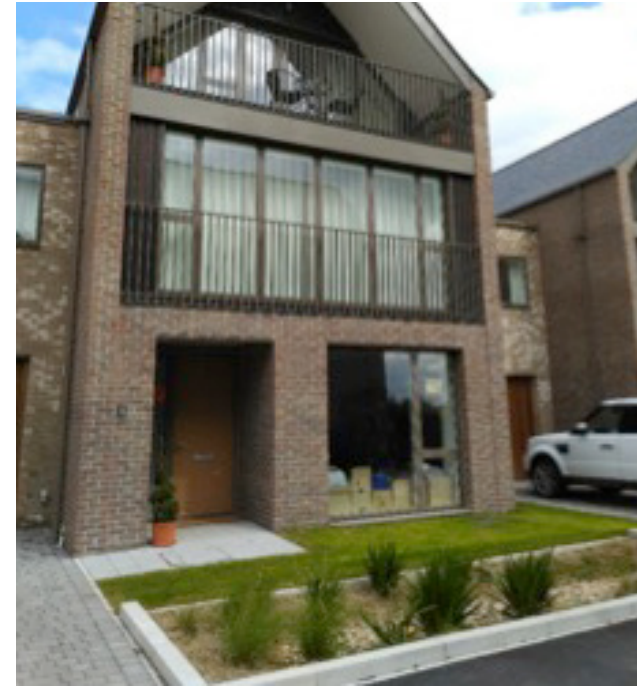
**5.59** High groundwater levels and some isolated areas of soil contamination (subject to confirmation) may potentially exist in parts of the site, this will need to be considered and any results used to inform the emerging drainage strategy.

## Foul Water Drainage

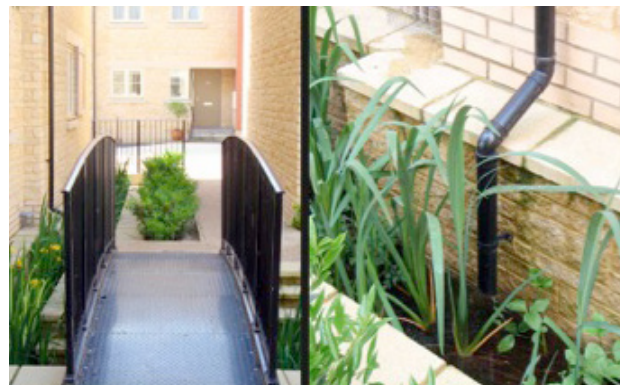
**5.60** Foul water drainage will discharge from the development to a local foul public sewer. This will be subject to agreed discharge rates with Anglian Water and is likely to require the presence of pumping station/s within the proposed development. Previous discussions with Anglian Water, as part of the pre-application process, indicates foul storage will be required. The storage can either be provided within the site boundary or at a local pumping station. Ongoing consultation with Anglian Water will be undertaken to ensure the development proposal meets their requirements.



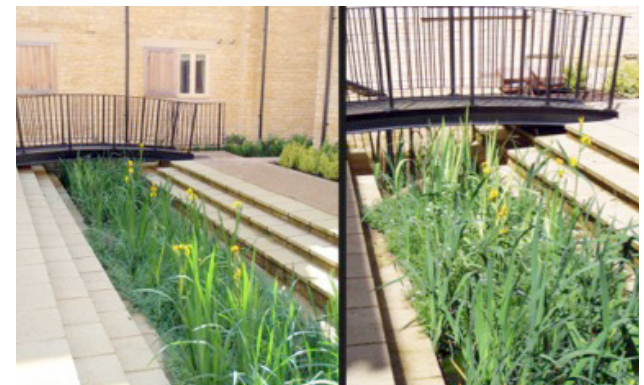
Dry swale, Bell School Cambridge



Bio-retention planter, Bell School Cambridge



Planted urban conveyance rills (Robert Bray Assoc.)



Planted urban conveyance rills (Robert Bray Assoc.)



Figure 48: Sustainable drainage strategy

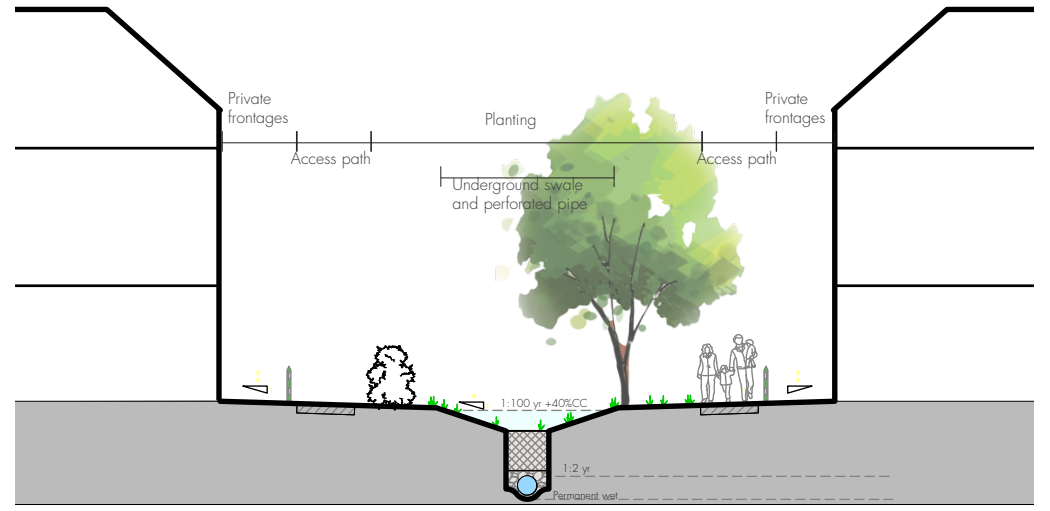
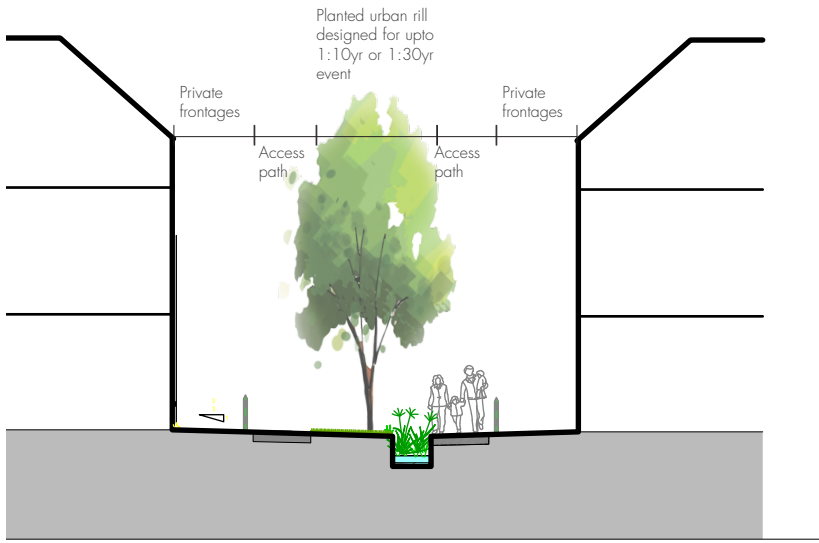
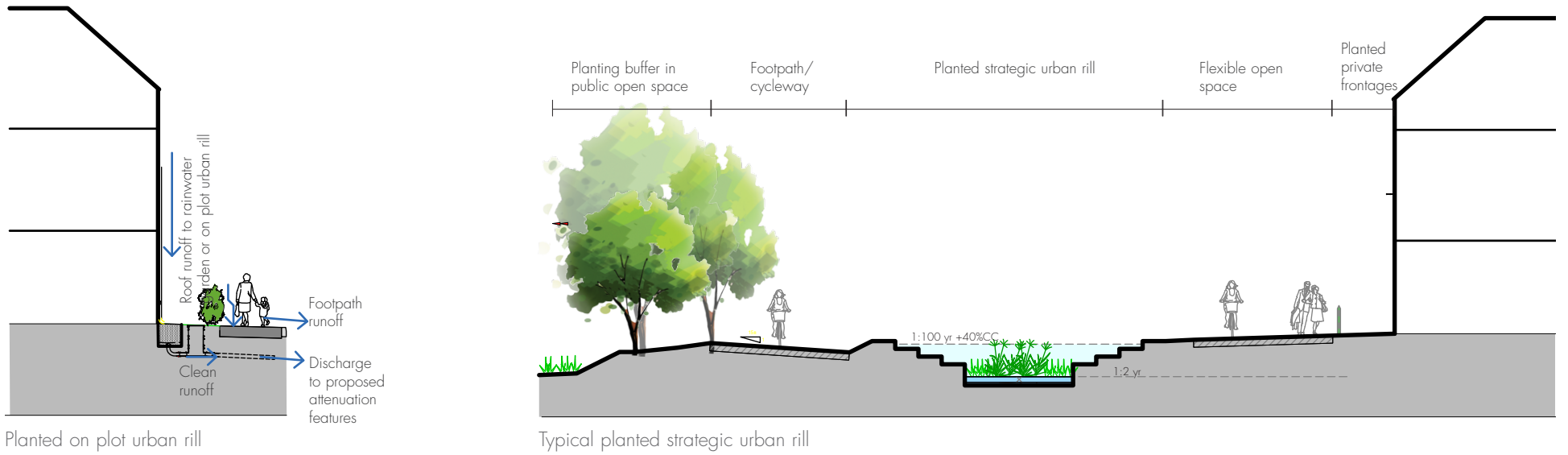


Figure 49: Typical SuDS sections illustrating a range of range of attenuation features

## LANDSCAPE AND OPEN SPACE

**5.61** The development of the site provides the opportunity to create an attractive green framework of public open spaces and wildlife habitats and to encourage sustainable lifestyles. The landscape strategy should be built around the existing landscape and will provide greenways, formal and natural play, pocket parks and allotments in line with policy requirements.

**5.62** This section considers the following:

- Open spaces and recreation
- Trees
- Ecology

**5.63** The relevant policies in the emerging development plans are CEAAP policy CE/20 (public open space and sports provision), CE/21 (countryside recreation), CLP policy 55 (responding to context), policy 56 (creating successful places), policy 59 (designing landscape and the public realm), policy 68 (open space and recreation provision through new development), SCLP policy HQ/1 (design principles), policy NH/2 (protecting and enhancing landscape character), policy NH/6 (green infrastructure), NH.7policy NH/8 (mitigating the impact of development in and adjoining the green belt), policy NH/12 (local green space), and policy SC/7 (outdoor play space, informal open space and new developments), SC/8 (open space standards).

## General strategy

**5.64** Development should seek to ensure an optimum distribution of open space so that all residents enjoy proximity and easy access to open space without having to overcome barriers to movement, such as major roads. Figure 50 and table 1 illustrate how open space could be provided across the site.

**5.65** The accessibility of open spaces and play areas will have a direct impact on their functional success. More accessible spaces usually tend to attract a greater level and range of activities, thereby increasing levels of natural surveillance that can help deter anti-social behaviour and potentially reduce the need for repair.

**5.66** A mix of spaces will be required to meet recreation needs. A balanced approach will be required to resolve potential conflicting demands, for example demands between natural, tranquil spaces and those for children's play. Open spaces should be connected through the incorporation of street trees and SuDS features.

## Public realm

**5.67** The development framework plan establishes a series of key nodal public spaces along the main routes. These are important to provide a strong sense of place. Principal among these will be the local centre which is intended to be a busy public space where the community congregate. This square should be designed based on a shared space philosophy and be of the highest quality.

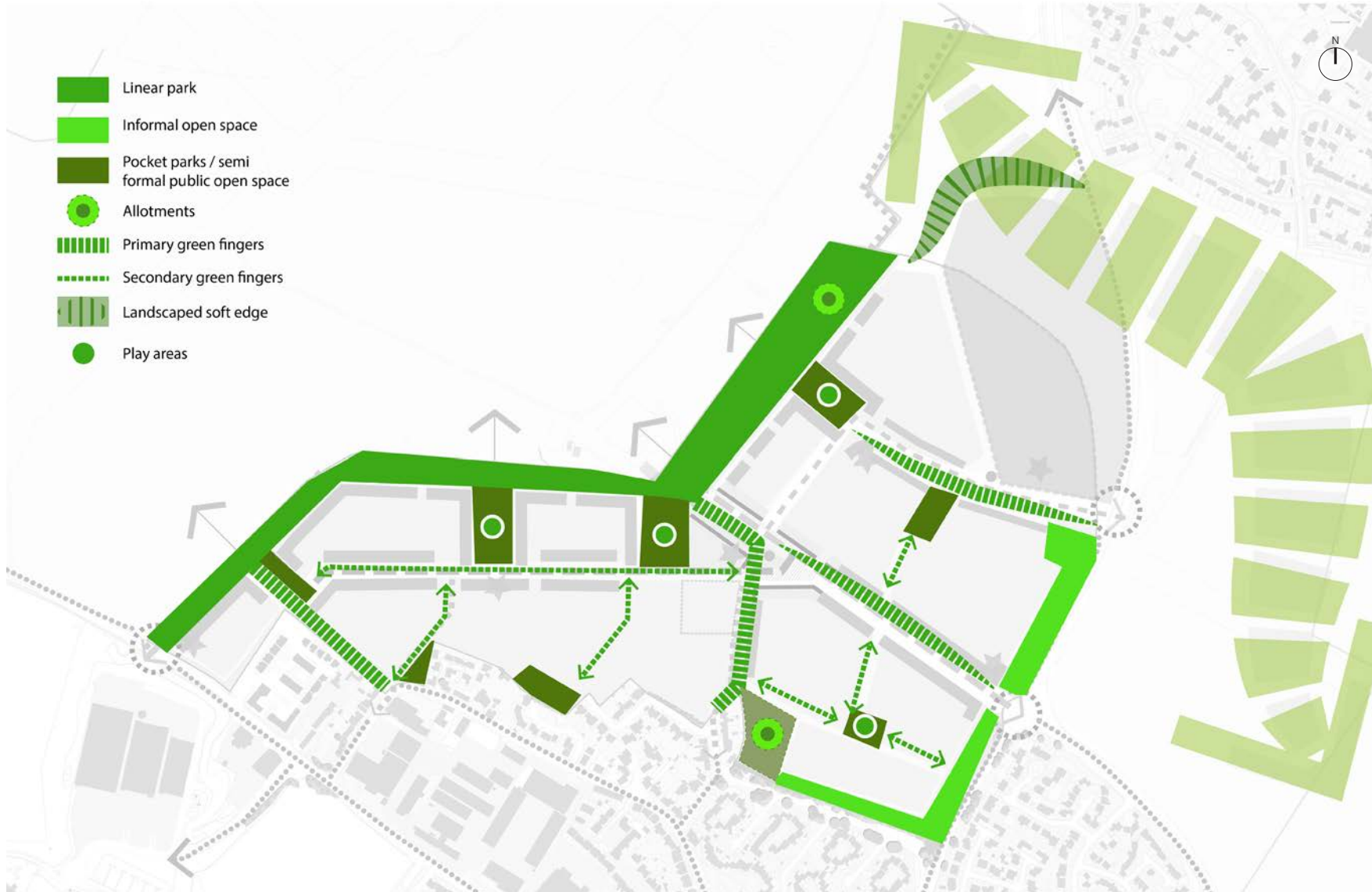


Figure 50: Indicative landscape framework plan







	Precedent	Description
Linear park		<ul style="list-style-type: none"> <li>• Informal open space provides a green setting</li> <li>• Semi-natural in character with opportunity for tree planting and well maintained edges</li> <li>• Pedestrian cycle access along corridor</li> <li>• Buffer between residential dwellings and airport land</li> </ul>
Green fingers		<ul style="list-style-type: none"> <li>• Informal open space provides a green setting</li> <li>• Semi-natural in character with opportunity for tree planting</li> <li>• Linking green spaces across site and connecting residents to linear park</li> </ul>
Pocket parks		<ul style="list-style-type: none"> <li>• Designed to provide usable open space</li> <li>• Informal in appearance</li> <li>• Use of native trees, shrub planting and low hedging, with amenity grass</li> <li>• Opportunity for informal, natural play spaces and neighbourhood meeting areas</li> </ul>
SuDS (incl. Dry swales and bio-retention planters)		<ul style="list-style-type: none"> <li>• Provides a green setting</li> <li>• Provides mitigation of surface water flooding</li> <li>• Ensures landscaping permeates through the site as a whole</li> </ul>
Street trees		<ul style="list-style-type: none"> <li>• Provide a green setting</li> <li>• Use of native trees</li> </ul>
Allotments		<ul style="list-style-type: none"> <li>• Important to local identity</li> <li>• Informal in appearance</li> <li>• Use of native trees, limited shrub planting and low hedging, with amenity grass</li> </ul>

Table 1: Green infrastructure



## Open space and recreation

**5.68** The relevant planning policies are CEEAP policy CE/20 (public open space and sports provision), CLP policy 68 (open space and recreation provision through new development), SCLP SC/7 (outdoor play space, informal open space and new developments), and SC/8 (open space standards).

**5.69** The integration of semi-natural habitats within new developments lies at the heart of much current thinking on urban nature conservation. The extension of this concept to form wildlife corridors, green grids or networks has added benefits where these include public open spaces and green routes providing alternative green recreational routes for pedestrians and cyclists.

**5.70** Development of the site will include a green corridor and series of smaller linked green spaces, comprising an informal linear park, play space and allotments. As well as reinforcing the city-wide green network, connected open spaces can play an important part in helping to integrate new development into the existing area. Green spaces will be linked by street trees and SuDS features.

**5.71** Development of the site should ensure that an adequate level and mix of recreation space is provided to serve the new community. This provision should be of a high and durable quality, designed

to ensure they are accessible, well-connected and integrated with new and existing communities. They should also encourage healthy lifestyles and the use of sustainable travel modes, such as cycling.

### Open space requirements

**5.72** Table 2 outlines the public open space (POS) requirements based on the emerging policy position as set out in Cambridge City Council Proposed Submission July 2014 (Policy 68 requires open space provision as per table 1.1 Open space and recreation standards from Appendix 1).

**5.73** This table sets out the requirements, resultant land take, based on 1200 units, using the agreed population multipliers.

Type	Policy standard hectares per 1000 population	Multiplier 2.3/1000
Informal open space	2.2	6.07 ha
Allotments	0.4	1.10 ha
Outdoor sports facilities	1.2	3.31 ha
Indoor sports facilities	1 sports hall per 13,000 people. 1 swimming pool per 50,000 people	N/A
Children and teenagers play space	0.3	0.83 ha
<b>Total</b>	<b>4.1</b>	<b>11.30 ha</b>

Table 2: Open space provision requirements

**5.74** It must be demonstrated through the detailed design that open space located adjacent to the primary street is of a high quality.

### Formal sports provision

**5.75** Provision may be made for formal sports pitches in part through community access to pitches and facilities at the secondary school, and / or via improvements to existing facilities in Cherry Hinton. Final provision of sports pitches should be decided in consultation with the relevant stakeholders and will be secured through the planning application process.

**5.76** The full benefits and requirements of open space and recreation are documented in further guidance published by the city council in 2014, including Open Space and Recreation Strategy, Parks for Cambridge People and Cambridge Sports Strategy.

### Play space and sports provision

**5.77** Children's play space for a range of ages should be provided within the development. It is estimated that approximately 0.8ha of equipped play space / outdoor provision would be required on site. It is anticipated that this will comprise a minimum of two local equipped areas of play (LEAP) and one neighbourhood equipped area of play (NEAP). Local areas for play (LAPs) will be dealt with at a later stage as part of the outline planning application.

## Informal open space

**5.78** Some informal open space should be provided within the new built-up areas, for example, green access corridors, informal kick-about areas and small buffer areas adjacent to equipped areas of play. The majority of provision is likely to be located along the green corridor, which should include approximately 6ha of natural green space.

## Allotments

**5.79** Allotments should be provided in close proximity to overlooking homes and be accessible for new and existing residents. The likely requirement for the provision of allotments across the site is approximately 1.1ha, although the exact extent will be determined as part of the outline planning application.

## Trees

**5.80** Existing trees are an important factor on development sites and a material consideration in the UK planning system. There are a number of trees on the site alongside the PRoV. These should be retained and incorporated into landscape proposals where possible.

**5.81** Trees play an important role in the public realm and in enhancing existing landscape features. Street trees should be planted along streets and within public open spaces. Species should be selected to establish a sense of hierarchy through the streets and spaces, with larger trees on key routes and spaces.

## Ecology

**5.82** Three non-statutory designated ecological sites are present on the site boundaries:

- Airport Way RSV County Wildlife Site (CWS) is located along the eastern boundary. The CWS includes the road verges and associated hedgerows/scrub on Airport way. It is of interest for its population of perennial flax, a nationally scarce plant
- Teversham Drift Hedgerow City Wildlife Site (CiWS) forms part of the south boundary
- Teversham Protected Road Verge (PRV) forms part of the east boundary. The PRV includes the road verges and associated hedgerows/scrub on Airport Way and Cherry Hinton Road. It is of interest for the quality of the grassland habitat present in the road verge.

**5.83** Design measures to minimise impacts of the development on these features are as follows:

- Retention and protection of hedgerows during construction where possible; planting of additional hedgerow using a diverse species mix to achieve net enhancement of this habitat resource
- Retention and protection of non-statutory designated sites on the boundaries of the site during construction through the use of buffer zones and the provision of adjacent public open space. Creation of species-rich grassland to achieve net enhancement of this habitat resource
- Retention of drainage ditches with a buffer to avoid impacts on water vole and enhancement of water vole habitat (creation of pools and re-profiling of drainage ditches, and provision of SUDs features)
- Retention and enhancement of habitat features, such as hedgerows and ditches, suitable for bats. Using a lighting scheme which avoids illumination of these retained habitat features. The incorporation of bat roosting features in buildings within the proposed development.

## LAND USES

### Housing

**5.84** The relevant policies in the development plan are CEAAP policy CE/7 (Cambridge East housing), CLP policy 45 (affordable housing and dwelling mix), policy 50 (residential space standards), policy 51 (lifetime homes and lifetime neighbourhoods), SCLP H/7 (housing density), policy H/8 (housing mix), policy H/9 (affordable housing), and H/11 (residential spaces standards for market housing).

**5.85** In line with the allocation, the primary land use will be residential housing. LNCH has capacity for up to 1,200 homes during the local plan period to 2031.

**5.86** Based on initial capacity studies the 1,200 residential units are likely to comprises a mix of 35% apartments and 65% houses, although the exact mix is flexible and will be informed by consideration of the housing market dynamics and evolving urban character.

**5.87** The average overall net housing density proposed for the site will be 40-50 dwellings per hectare (dph). Lower densities will be located on the southern edge of the site adjacent to the existing settlement, with density increasing northwards. The higher densities will focussed around the local centre and main activity zone.

**5.88** The site is suitable for a range of housing typologies. A wide choice, type and mix of housing will be provided to meet the needs of different groups in the community, including families with children, older people and people with disabilities. This will assist the creation of a sustainable, mixed community within the site. The site may provide specific homes for the elderly depending on market demand.

**5.89** The affordable housing policies require a minimum of 40% to be delivered on the site. Developments should include a mix of dwelling sizes, types and tenures to meet projected future household needs within Cambridge. The development will be tenure blind with the affordable homes integrated with market housing and not identified through location, segregation or the appearance of buildings.

**5.90** Dwellings will be designed to provide future occupiers with efficient internal layouts, room sizes and access to the private amenity space. Dwellings will aim to provide adaptability and flexibility.

### Education

**5.91** The relevant policies are CEAAP CE/9 (community services), CLP policy 74 (education facilities), and SCLP policy SC/4 (meeting community needs).

**5.92** The site allocation requires provision of a primary school and secondary school. The primary school should be located within close proximity of other community facilities. The secondary school should be located close to the edge of the development and within relation to key transport routes.

**5.93** In respect of the new primary school, provision should be made for a 2 form entry (FE) primary school and 2.3 hectares to serve the needs of the community.

**5.94** To ensure the secondary school is educationally and financially viable and to serve the wider needs of Cambridge, it will need to be a minimum of 6 FE. The final site size will be determined through further detailed planning and negotiation.

**5.95** The preferred locations for the primary and secondary schools are shown indicatively on figure 31. The design of the school buildings will be expected to perform a positive role within the urban environment.

## Community & other non-residential uses

5.96 The relevant development plan policies for community uses are CEAAP CE/9 (community services), CLP policy 73 (community, sports and leisure facilities), and SCLP policy SC/4 (meeting community needs).

5.97 Community facilities should be centrally located within the development site and within easy reach of all residents of the new community. The facilities should also be accessible for existing residents of Cherry Hinton. It is intended that the development will not compete with the Cherry Hinton High Street offer.

5.98 The local centre will reflect the needs of the likely future population whilst supplementing facilities already available within Cherry Hinton and should include a number of small local shops and a nursery, although the final provision of the social infrastructure has to be determined as part of any outline planning application.



## CHARACTER AND FORM

5.99 The relevant development plan policies are CLP policy 55 (responding to context), policy 56 (creating successful places), policy 57 (designing new buildings), policy 59 (designing the landscape and the public realm) and SCLP HQ/1 (design principles).

### Layout

5.100 The proposals for Land North of Cherry Hinton must create a clear identity that is cognisant of the 'village' character that existing residents of Cherry Hinton cherish. It will ensure placemaking is central to the layout, with the highest quality materials, architecture, landscape and public realm.

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5.101 Existing features of the site, including the distinctive topography, treed public right of way, historic hedgerow and attractive views across the airport and towards Teversham, should be woven into the layout to create a memorable and attractive new neighbourhood.

5.102 The initial vision and design principles outlined in this SPD will build upon and strengthened to establish a compelling narrative for the new neighbourhood with a strong identity.



Successful contemporary development at Cherry Hinton and Southern Fringe including Accordia, Ninewells and Abode

## Building heights and density

**5.103** Figure 51 shows an indicative building heights strategy for the site, setting out the broad principles. The final strategy will be agreed through the outline planning application and informed by further analysis and the local context.

**5.104** Based on the net residential area (including the local centre) of between 27 and 30 ha, the average overall net housing density proposed for the site will be 40-50 dwellings per hectare (dph). This excludes primary infrastructure such as public open space and the main street, along with non-residential land uses such as the primary and secondary schools. Lower densities will be located on the southern edge of the site adjacent to the existing settlement, with density increasing northwards across the site. The higher densities will be focussed around the local centre and main activity zone.

**5.105** A range of building and housing types should be provided across the site. This range of typologies will help create an integrated community, with homes suitable for a range of household types and sizes. Careful consideration should be given the landscape and visual impact of building heights across the site.

**5.106** New homes should maximise the benefit of solar orientation and outlook, whilst providing a robust street and block layout.



Figure 51: Indicative building heights strategy

**5.107** A range of building heights should be provided across the site and create visual interest and character. In broad terms, building heights should increase around the local centre and along key movement corridors. Building heights should respond

to the higher ridgeline, minimising the impact on long distance views. Building heights should ensure an appropriate edge to the green belt and take account of the potential to help mitigate airport noise.

## Street typologies

**5.108** Streets are to be designed to be safe and legible and must add to the richness of the built environment. For the primary street a number of options are currently shown, and the final configuration will be determined via the outline application. The primary street must be legible and be perceived as the main route through the scheme. Built form and elevational treatment should reflect its primary role, with a high proportion of the 3-4 storey dwellings along this route. The intended design speed limit is 20mph.

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**5.109** The majority of streets will be lower order in character, with reduced traffic speeds to slow traffic and encourage cycle and pedestrian movements.

**5.110** Tree planting along all streets will be fundamental to establishing a green setting to the housing, reflecting the local character of Cherry Hinton and connecting the green spaces and site with the surrounding area. A high proportion of smaller ornamental flowering trees should be used along lower order streets, with larger trees on primary routes focused within the open space and key public spaces.

## Utilities

**5.111** The gas main is intended to be realigned along the primary street. The detailed realignment will be subject to further evolution of the master plan principles and consultation with National Grid Gas (NGG).

**5.112** An appropriate easement for the realigned gas main should be incorporated into design proposals. This may be a negotiated easement of 3m either side of the gas main. An appropriate building proximity distance of 3m either side of the new gas main should also be incorporated in the design proposals, however any building must not impact the maintenance or access to the gas main.

**5.113** Any proposals to locate a feeder road over the new gas main would need to be agreed with NGG, as would proposals to lay of any future new utility services within the easement.



## DEVELOPMENT PRINCIPLES

5.114 Figure 52 illustrates the key development principles. The plan establishes a robust framework for development of LNCH. Figure 52 is shown for indicative purposes only, with the final layout to be agreed through the outline planning application.

### Constraints and challenges

- Mitigating significant additional traffic congestion in the immediate locality
- Noise intrusion from airport and Cherry Hinton Road
- Gas main crossing the site could compromise the layout unless diverted
- Protecting existing habitats of value
- Mitigating surface water flooding
- Providing safe pedestrian and cycle connections to existing facilities
- Retaining distinct 'village' character of Cherry Hinton
- Maintaining soft green edge to Teversham

### Opportunities

- Create an attractive new urban edge and memorable gateway to Cherry Hinton
- Improve cycle and pedestrian connections between Cherry Hinton and Teversham
- Integrate with the existing village and support local facilities
- Celebrate views across the airport
- Built form should positively respond to the distinct topography of the Site
- Create new civic square in central location
- Secondary school to serve wider community and aid integration
- Provide a new dedicated cycle/pedestrian link between Cherry Hinton Road and Coldhams Lane
- Use of the existing water course as a basis of a SuDS system to mitigate surface water flooding and as a basis for green corridors through the development

### Key development principles

- Provide safe and direct cycle routes between the settlements of Cherry Hinton and Teversham and between Coldhams Lane and Cherry Hinton Road
- A new, centrally located civic centre with local shops, community hall and primary school
- Incorporate a bus loop from Airport Way that passes through the local centre
- Celebrate views across the airport by designed vistas along greenways
- Play provision within the primary and secondary school should be available for community use outside of school hours
- Establish a strong green framework that includes greenways, formal and natural play, pocket parks and allotments
- Promote of low carbon principles and the integrate SuDS into the landscape
- Establish a linear nature park along the airport edge incorporating the existing countryside walk along the existing public footpath
- Create a clear hierarchy of streets which are attractive and safe routes for pedestrians and cyclists.



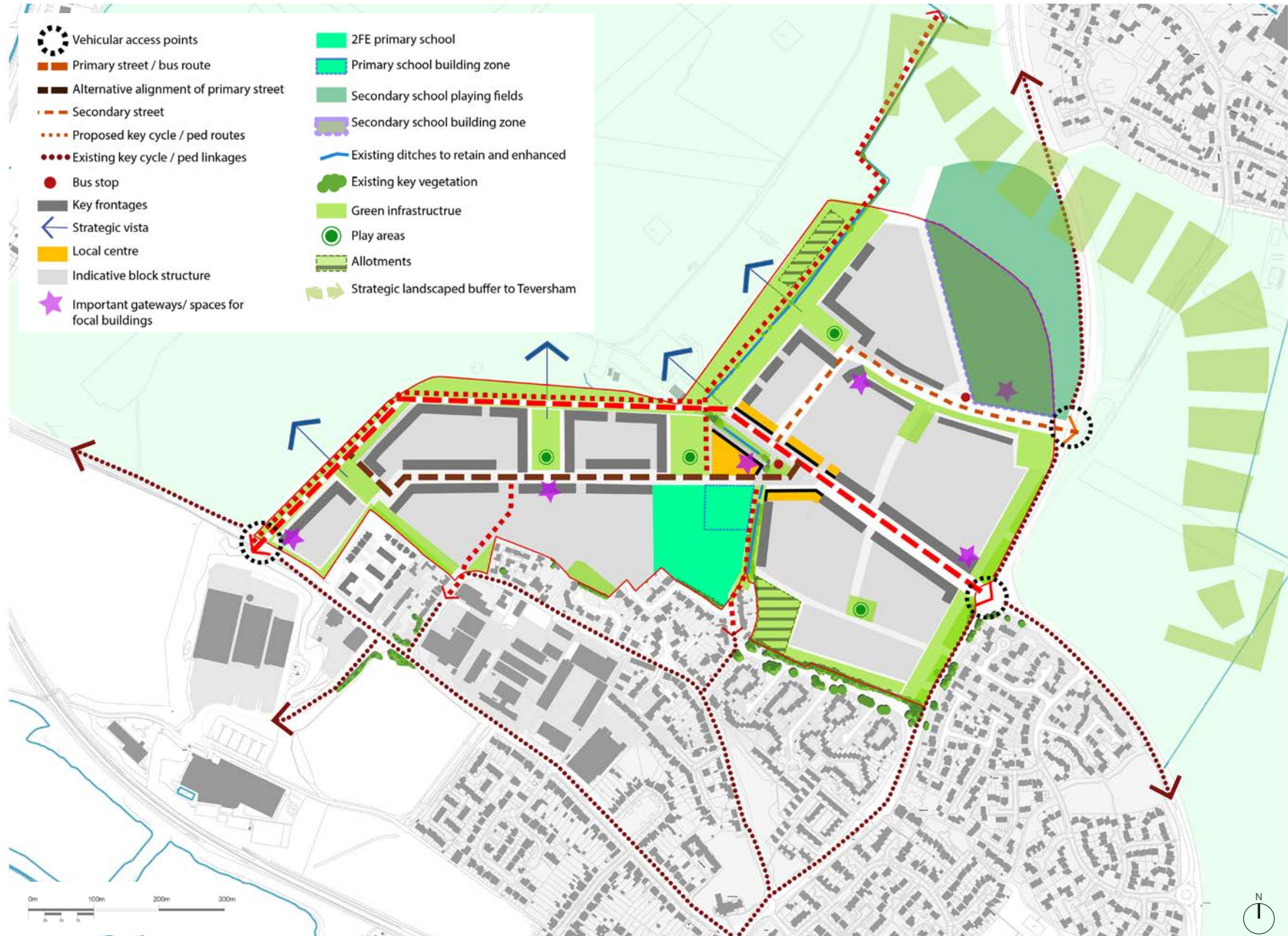


Figure 52: Indicative plan illustrating key development principles

## PLANNING OBLIGATIONS

### Introduction

**5.115** This section provides a general overview on the planning obligations framework and requirements for the development. At the time of finalising this SPD for public consultation purposes, the joint Cambridge City Council/ South Cambridgeshire District Council Local Plan process is ongoing, aiming for adoption in spring 2018. At present, there is no date scheduled for the Community Infrastructure Levy (CIL) hearing and the programme for this is currently under discussion with the Local Plan Inspector. In addition, the evolution of the outline applications is at a very early stage of development and a number of principles relating to key infrastructure requirements are still under discussion with the district councils, Cambridgeshire County Council and other public service stakeholders. This section therefore provides a starting point for establishing the planning obligations requirements for the development but this will be an iterative process which will be developed further, as the project progresses. Key documents that will inform the planning obligations requirements in more detail will include the outline planning application Environmental Statement and Transport Assessment; together with any work commissioned /carried out by the local authorities and other public service stakeholders and the outcomes of the public consultation on both the SPD and the outline application in due course. The schedule below is therefore not comprehensive or final but based upon the best information available at the present time.

**5.116** Given the likely timing of the submission of outline applications, towards the end of 2017, it is likely that this development will be considered under the S106 regime rather than the CIL regime but this will be formally confirmed by the district councils in due course. A particular consideration will be the extent of key on-site infrastructure such as the primary and secondary schools and community facilities which need a high level of certainty in terms of timing of delivery.

### Planning Policy Framework

#### National context

- CIL Regulations 2010 –introduced the three statutory tests against which all planning obligations requirements must be compliant namely: necessary to make the development acceptable in planning terms; directly related to the development; fairly and reasonably related in scale and kind to the development.
- National Planning Policy Framework (NPPF) 2012

#### Local Context

- Joint Cambridge East Area Action Plan (CEAAP) Adopted February 2008
- Cambridge Local Plan 2006

- SCDC Core Strategy 2007
- SCDC DC Policies DPD 2007
- Emerging Cambridge Local Plan 2014
- Emerging SCDC Local Plan 2014
- Cambridge City Council Affordable Housing SPD 2008
- Cambridge City Council Planning Obligations SPD 2010
- Cambridge City Council Sustainable Design and Construction SPD 2007
- Cambridgeshire Flood and Water adopted by SCDC in November 2016/ City Council has yet to formally adopt –has emerging SPD status 2016.

**5.117** Other topic-specific SPDs and guidance e.g. Public Art (2010), Open Space and Recreation Strategy 2010. CIL Regulations 2010 –introduced the three statutory tests against which all planning obligations requirements must be compliant namely: necessary to make the development acceptable in planning terms; directly related to the development; fairly and reasonably related in scale and kind to the development.

**5.118** Issues such as timing of delivery, triggers and amount of financial contributions where applicable will be considered as the pre-application process moves forward on the outline applications.

Category of Infrastructure	Requirements
Housing	Affordable Housing –on-site provision of 40% or more subject to viability ; affordable housing tenure split to be agreed in detail but starting point will be the requirements set out in the City Council’s Affordable Housing SPD
Education - secondary	Land (8ha) for and financial contributions (equivalent to maximum of 2FE) towards provision of 8 FE secondary school. Shared community use encouraged subject to further discussions. School to be delivered in 2 phases. Specification similar to Trumpington Community College
Education - primary	Land (2.3ha with potential to expand to 3ha) for and financial contributions towards provision of 2 FE primary school with 2no. early years classes (with potential to expand to 3FE) . Shared community use (not playing pitches) encouraged subject to further discussions. Specification similar to Wing primary school
Education - revenue	Any school revenue support requirements to be confirmed
Library / lifelong learning	Financial contributions towards improvements /expansion of existing library facilities within the Cherry Hinton area
Transport - strategic road network / capacity improvements	To be confirmed through Transport Assessment process
Transport –walking, cycling and equestrian	To be confirmed through Transport Assessment process
Transport –bus service and associated Passenger Transport strategy	To be confirmed through Transport Assessment process
Transport –travel plans	To be confirmed through Transport Assessment process
Highways –road junction, crossing and other local improvements	To be confirmed through Transport Assessment process
Community centre/hall	Likely to include provision of a community centre/hall on site – further discussions ongoing to confirm requirements
Faith provision	Will need to be addressed through consideration of community facilities requirements
Primary health care facilities	Financial contributions towards new GP facilities or improvements to /expansion of existing GP facilities off-site within Cherry Hinton area
Community development workers, youth and project workers, sports development worker	Financial contributions for an initial fixed period to support the early residential community
Community chest	Financial contribution to provide start up grants for community projects
Open space –outdoor sports facilities	Provision for/contributions towards outdoor sports facilities including playing pitches and other outdoor sports facilities; changing facilities. Likely to be a mixture of on-site provision and off-site contributions. There is scope to consider co-location of community sports pitches with the secondary school subject to further discussion. To note CEAAP position that co-located shared grass pitch provision does not count towards the open space standards
Open space –Indoor sports facilities	Provision for/contributions towards indoor sports facilities including sports hall and swimming –could be a mixture of on-site and off-site provision or contributions to off-site provision within the Cherry Hinton area

Category of Infrastructure	Requirements
Open space –allotments	On-site provision in accordance with the City Council’s open space standards
Open space- informal open space	On-site provision in accordance with the City Council’s open space standards
Open space –provision for children and teenagers	On-site provision in accordance with the City Council’s open space standards
Open space maintenance	Financial contributions will be sought for a 12 year maintenance period in the event that any open space facilities are agreed to be adopted by Cambridge City Council
Public realm including street trees and associated maintenance	Site-specific requirements to be identified through the outline pre-application process
Archaeology	Requirements to be identified through the EIA/outline pre-application process
Ecological mitigation /biodiversity enhancement	Requirements to be identified through the EIA/outline pre-application application process
Renewable energy	Strategy to be developed as part of the EIA/ outline pre-application process
Waste –strategic household waste recycling centre	Financial contributions towards new strategic facilities to be delivered off-site and procured by the County Council
Waste –individual household waste and recycling receptacles	Financial contributions or direct provision –to be confirmed as part of the outline application pre-application process
Local recycling facility	Requirements to be identified through the outline pre-application process
Air quality mitigation	Requirements to be identified through the EIA/outline planning application process
Sustainability (including sustainable drainage )	Requirements to be identified through the EIA/outline planning application process. Any bespoke sustainable drainage elements agreed to be adopted by Cambridge City Council will require a 25 year maintenance contribution
Utilities including electricity sub-stations , sewage pumping stations, Super-Fast Broadband installation, provision of sprinklers/fire hydrants	Requirements to be identified through the outline pre-application process
Public art	A site-wide public art strategy will need to be submitted as part of the outline application documentation , setting out the principles for public art provision, funding and delivery
S106 monitoring contributions	Financial contributions to provide for the monitoring of planning obligations
Local construction employment scheme/ apprenticeships	Requirements to be identified through the EIA/outline pre-application process
Other site specific requirements	To be identified through the EIA/outline pre-application process

## APPENDIX 1: GLOSSARY OF KEY TERMS

- Air Quality Management Areas: Any location within the boundaries of a Local Authority where the Air Quality Objectives are not likely to be achieved must be declared as an Air Quality Management Area (AQMA). The area may encompass just one or two streets, or it could be much bigger. The Local Authority is subsequently required to put together a plan to improve air quality in that area - a Local Air Quality Action Plan.
- Built form: Buildings and their structures.  
Cambridge Local Plan 2006: This is the currently adopted Local Plan which sets out the policies and proposals for developments within Cambridge up until 2016. It includes a number of detailed policies and allocations where the Council would like new development to occur.
- Cambridge Local Plan 2014 Proposed Submission: Provides the policies and proposals for accommodating future developments within Cambridge up until 2031. The Plan is currently the subject of an independent examination. If found sound, the Plan will be adopted and will at that point replace the 2006 Local Plan. At this stage, this emerging document is in draft form only. It includes a number of detailed policies and draft allocations setting out how and where the Council would like future development to occur.
- Character and Form: A combination of: the layout of buildings and streets; the height and appearance of the buildings; the amount and distribution of open space; and the density of a development.
- Concept plan: The concept design represents the initial response to the project brief.
- Development principles: A set of principles which underpin the redevelopment of the Mill Road Depot site.
- Density: Density is a method of measuring the intensity of development within a specified area. Density is calculated by dividing the number of homes by the site area in hectares.
- Design Code: A set of illustrated design rules and requirements which instruct and advise on the appearance, layout and form of development.
- Framework Plan: A plan used to illustrate how established development principles and site constraints have directly informed the design of the masterplan.
- Green Belt: A policy for controlling urban growth. The fundamental aim of green belt policy is to prevent urban sprawl by keeping land permanently open, and consequently the most important attribute of green belts is their openness.
- Green infrastructure: A strategically planned and delivered network comprising the broadest range of high quality green spaces and other environmental features.
- Ground run up enclosure: A three-sided, open top facility, able to accommodate an aircraft while maintenance mechanics conduct high-power engine run-up inspections.
- Hectare: An area of 10,000 square metres
- Legibility/Legible: The degree to which a place can be easily understood and navigated.
- Local Plan: Abbreviation used to describe the statutory plan adopted by the City Council.
- Mitigation: The purpose of mitigation is to avoid, reduce and where possible remedy or offset any significant negative (adverse) effects on the environment etc. arising from the proposed development.
- Parking Standards: Document setting out maximum

- permissible levels of car parking for various land uses, along with minimum levels of cycle parking.
- Planning Applications: There are two possible approaches for the submission of a planning application. An 'outline' application establishes the broad principles of a development and sets development parameters, with more detailed matters submitted later as 'Reserved Matters' applications. Alternatively, a 'full application' would provide all details of the proposed development at the outset.
  - Public Realm: The areas of city or town (whether publicly or privately owned) that are available, without charge for everyone to use or see, including streets, parks and open spaces.
  - Planning and Development Brief: A planning policy document to help guide the preparation and assessment of future planning applications for specific sites coming forward for redevelopment.
  - Planning obligations: an established and valuable mechanism for securing planning matters arising from a development proposal. They are commonly used to bring development in line with the objectives of sustainable development as articulated through the relevant local, regional and national planning policies.
  - Radburn layout: A concept for planned housing estates, based on a design that was originally used in Radburn, New Jersey, United States.
  - South Cambridgeshire District Council Core Strategy 2007: The Core Strategy Development Plan Document (DPD) sets out the overall approach to development in the district. It reflects the strategy in the Cambridgeshire & Peterborough Structure Plan 2003 with the focus on locating new development in the most sustainable locations, in this case close to Cambridge and in the proposed new town of Northstowe. These proposals are developed in detailed Area Action Plans. The emphasis of the new development is on housing, to help redress the current imbalance between jobs and houses.
  - Draft South Cambridgeshire District Local Plan: The Local Plan is a set of policies and land allocations that will guide the future of South Cambridgeshire district up to 2031.
  - Sustainability Appraisal (SA): Sustainability Appraisal (SA) is a compulsory requirement under the 2004 Planning and Compulsory Purchase Act and the 2001/42/ EEC European Directive. A process used to appraise planning policy documents in order to promote sustainable development. Social, environmental and economic aspects are all taken into consideration.
  - Sustainable Design and Construction SPD: This SPD provides guidance on the policies within the Cambridge Local Plan 2006 that relate to sustainability.
  - Sustainable Development: Sustainable Development is a broad term that encompasses many different aspects and issues from global to local level. Sustainable development can be described as 'Development, which meets the needs of the present without compromising the ability for the future generations to meet their own needs' (after the 1987 Report of the World Commission on Environment and Development – the Brundtland Commission).
  - Sustainable Urban Drainage Strategy (SuDS): Sustainable urban drainage systems control and slow down surface water run off by mimicking natural drainage process in built-up areas. These systems include: areas for surface water storage; areas for water to infiltrate the ground slowly; and systems for limiting water flow.
  - Supplementary Planning Document (SPD): SPDs were established as part of the Planning and Compulsory Purchase Act 2004 in United Kingdom law. They may cover a range of issues, be broadly thematic or site-specific.
  - Urban morphology: The study of the form of human settlements and the process of their formation and transformation.

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## **Land north of Cherry Hinton Draft Supplementary Planning Document (SPD)**

### **Statement of Consultation**

#### **Background**

The City Council and South Cambridgeshire District Council as the Local Planning Authorities have been developing a draft SPD in consultation with the local community, members of the city, district and county councils, land owners and other stakeholders since mid-2016. The purpose the document is to assist in delivering the objectives as set out in policy 12 (Cambridge East) of the Cambridge Local Plan 2014: Proposed Submission (as amended) and policy SS/3 (Cambridge East) of the South Cambridgeshire Proposed Submission Plan 2014 (as amended).

The draft SPD is structured in five chapters:

1. Introduction
2. Planning Policy Context
3. The Site and Surrounding Area
4. Vision and Key Principles
5. Framework Principles and Masterplan

#### **Preparation of the draft SPD**

The site is located between Airport Way and Cambridge Airport, north of Coldham's Lane. The site comprises 47ha in area. The largest part of the site is currently in agricultural use with the western-most areas forming part of the Airport land. The site is part of a larger site that is allocated for development in the Cambridge East Area Action Plan, and this smaller part of the site is proposed to continue to be allocated within the emerging Cambridge and South Cambridgeshire Local Plans for residential development with a primary school secondary school, a local centre with community hub, open space and a spine road connecting Coldham's Lane with Cherry Hinton Road.

The City and District Council as the Local Planning Authorities has been working in partnership with Cambridgeshire County Council, the landowners and local interest groups to consider ways to deliver development on site in a successful manner. In preparing the draft SPD, a workshop took place on 9 March 2017, and the comments provided at this workshop proved valuable in helping shape the document prior to a second workshop that was held on 7 April. Comments from both workshops have been instrumental in the development of the SPD. An event record for these workshops has been produced and will be made available on the Council's website (<https://www.cambridge.gov.uk/land-north-of-cherry-hinton-spd>).

The key findings from the workshops with stakeholders have informed the development principles and a summary of these findings is set out below:

Workshop 1: Key stakeholders were informed that the Site was being brought forward as part of the local plan and were invited to attend a Planning Workshop. The workshop was held at St Andrews Church Centre on 9 March 2017 and was attended by 27 people.

Workshop 2: Having reviewed and input feedback, key stakeholders were invited to a follow up planning workshop. The workshop was held on 7 April at St Andrews Church and was attended by 20 people.

#### Movement and transport:

- Spine Road – strong desire to avoid rat running;
- Concern over congestion caused by development;
- Cycling – consensus that cycle routes could play an important role in minimising traffic through the development and providing sustainable access to key destinations and local facilities;
- Public transport – lack of bus transport in the village; and
- Footpaths – questions raised over the future of the footpaths through the site.

#### Social infrastructure:

- Primary school should be located near the centre;
- Secondary school should be placed carefully in relation to transport routes, possibly on the edge of development;
- Allotments – should be located between the built development and existing village;
- Community facilities – extra would be needed; a square or open space could hold community events; and
- Local centre ingredients – suggestions included a pub, shop, greengrocer, library, pharmacy, café, charity shops, community space, health centre, faith space, hotel, meeting rooms.

#### Landscape and environment:

- Buffer zone between the development and airport land should be lined with vegetation;
- There should be a clear green edge with Teversham;
- Airport – felt to be an interesting view;
- Green space should integrate recreational opportunities and should maintain views to countryside; and
- Urban edge – careful thought should be given to the interaction of the urban edge with the countryside.

#### Placemaking and character:

- Character – a mix of styles are found in Cherry Hinton;
- Density – view that apartments should not extend beyond 4/5 storeys; higher density could be close to transport interchanges; and
- Mixed-use considered a positive

#### Housing:

- Open spaces should be prioritised over gardens; and
- Height – 4/5 story maximum.

The draft Land north of Cherry Hinton SPD has sought to address these comments constructively and creatively and balance the practical need of site delivery with the context of the local housing market and the Council's own objectives.

## **Consultation on the draft Development Framework SPD**

It is proposed that a public consultation takes place on the draft SPD for a period of eight weeks, this is longer than the statutory minimum of six weeks, but as the consultation begins in the summer holidays it is considered appropriate to extend the consultation period to allow people to comment. This will be held between 7 August and 2 October 2017.

A Sustainability Assessment and Habitats Regulations Assessment Screening Report have been carried out and consulted upon for the emerging Cambridge Local Plan 2014. This consultation took place between 19 July and 30 September 2013. These documents, along with other supporting documents will also be made available to view during this consultation. As the draft SPD supports the Cambridge Local Plan, there is no further need to undertake a separate Sustainability Appraisal or Habitats Regulations Assessment for this document, although a screening report has been completed and will be made available during the consultation.

### **Consultees**

The following organisations (below) will be directly notified of the draft Land north of Cherry Hinton (SPD) in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) via email, or post where no email address is available (individuals are not listed). It should be noted that other individuals and organisations will have also been contacted that do not appear on this list.

**SPECIFIC CONSULTATION BODIES:**<sup>1</sup> (overleaf)

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<sup>1</sup> Specific consultation bodies and duty to cooperate bodies required under the Town and Country Planning (Local Planning) (England) Regulations 2012 as amended

- Anglian Water
- British Gas
- BT Group Plc
- BT Openreach
- Cable and Wireless
- Cam Health
- Cambridge Fire and Rescue Service
- Cambridge University Hospital NHS Foundations Trust (Addenbrooke's)
- Cambridge Water Company
- Cambridgeshire and Peterborough Combined Authority
- Cambridgeshire Association to Commission Health
- Cambridgeshire Constabulary
- Cambridgeshire County Council
- Cambridgeshire Police and Crime Commissioner
- CATCH
- Civil Aviation Authority
- CTIL
- E.On Energy
- East Anglia Area Team CPC1
- EDF Energy
- EE
- Energetic Electricity Ltd
- Energetics Gas Limited
- Energy Assets Pipelines Ltd
- Environment Agency
- ES Pipelines Limited
- ESP Electricity
- Fulcrum Pipelines Limited
- Greater Cambridge Greater Peterborough Local Enterprise Partnership
- Greater Cambridge Partnership
- GTC Pipelines Ltd.
- Harlaxton Energy Networks Ltd

- Highways England
- Historic England
- Homes and Communities Agency
- Indigo Pipelines
- Marine Management Organisation
- MBNL
- Mobile Telephone Operators
- National Grid
- Natural England
- Network Rail
- NHS Cambridgeshire and Peterborough Clinical Commissioning Group
- NHS England
- NHS Property Services Ltd
- Npower Renewables
- Nuffield Hospital Cambridge
- Office of Rail Regulation
- Papworth NHS Trust
- Scottish & Southern Electric
- Scottish Power
- South Cambridgeshire District Council
- Southern Electric
- Sport England
- SSE
- The Coal Authority
- Three
- Transport for London
- UK Power Distribution Ltd
- UK Power networks
- Utility Assets
- Virgin Media

#### **COUNCILLORS**

- 42 x City Councillors
- 57 x South Cambridgeshire Councillors
- All County Councillors (City & South Cambs Wards)
- Fen Ditton Parish Council

- Teversham Parish Council
- Members of the Joint Strategic Transport and Spatial Planning Group

#### **COMMUNITY ORGANISATIONS**

- Abbey People
- Age Concern
- Cambridgeshire
- Cambridge Allotment Network
- Cambridge Association of Architects
- Cambridge Chamber of Commerce
- Cambridge Citizens
- Advice Bureau
- Cambridge Ethnic
- Community Forum
- Cambridge Federation of Residents' Associations
- Cherry Hinton Residents Association
- Cambridgeshire Older Peoples Enterprise (COPE)
- Disability
- Cambridgeshire
- The Church of England Ely Diocese
- Cambridge Past Present and Future
- Natural Cambridgeshire
- Your Local Enterprise Partnership
- Various developers and agents

#### **OTHERS**

- Cambridge Cycling
- Cambridgeshire Wildlife Trust
- Cambridgeshire Campaign for Better Transport
- Cherry Hinton High Street Surgery
- Mill Road Surgery

**Other methods of notification** include:

- a public notice in the Cambridge News;
- through the Council's webpages
- via Facebook: <https://www.facebook.com/camcitco>;
- twitter: <https://twitter.com/camcitco> and;
- the Council's Local Plan blog: <http://cambridgelocalplan.wordpress.com/>.
- At least two public exhibitions in the local area (dates and venues to be confirmed prior to public consultation, however it is intended to have one towards the start of the consultation process and one in September, when schools are back)

### **Consultation Methodology**

An eight-week consultation period for the draft Mitcham's Corner Planning and Development Brief SPD will take place from:

**9am on 7 August 2017 to 5pm on 2 October 2017**

The draft SPD and other relevant documents are available for inspection during the consultation period at the following locations:

- Online on the council's website:
- <https://www.cambridge.gov.uk/land-north-of-cherry-hinton-spd>
- At the council's Customer Service Centre at Mandela House, 4 Regent Street, Cambridge, CB2 1BY from 9am-5.15pm Monday to Friday.
- South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA;
- At Cherry Hinton Library.

The draft SPD will also be available for purchase from the Customer Service Centre (phone 01223 457000).

Comments can be made using:

- the online consultation system <http://cambridge.jdi-consult.net/localplan/> or; the printed response form which is available from Customer Service Centre (details above) or can be downloaded and filled in electronically by visiting <https://www.cambridge.gov.uk/land-north-of-cherry-hinton-spd>

Completed forms can be returned to:

- Planning Policy, Cambridge City Council, PO Box 700, Cambridge, CB1 0JH
- Planning Policy, South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA;
- Or emailed to [policysurveys@cambridge.gov.uk](mailto:policysurveys@cambridge.gov.uk)

Respondents can request to be notified of the adoption of the document.

Contact details for further information were also made available as follows:

- Tel: 01223 457000
- Email: [policysurveys@cambridge.gov.uk](mailto:policysurveys@cambridge.gov.uk)

### **Next steps**

After the close of consultation, the key issues raised will be considered by the Council and changes made to the draft SPD where appropriate.

The emerging Local Plans are still at the examination stage, which means that the Councils are unable to adopt the Land north of Cherry Hinton as an SPD until the Local Plans have been found sound and adopted. With this in mind, the planned adoption of the SPD will take place at the same time as the draft Cambridge Local Plan 2014 and the draft South Cambridgeshire Local Plan.

If changes to Local Plans' policies are made as part of the examination, the SPD will need to be updated to reflect these changes. For more information on the Local Plan examinations, visit: <https://www.cambridge.gov.uk/local-plan-review-examination> and <https://www.scambs.gov.uk/local-plan-examination>.

# **Land North of Cherry Hinton Supplementary Planning Document (SPD)**

## **Consultation Workshop Events Record (March & April 2017)**

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## **I. Introduction**

### ***1.1 Background***

Cambridge City Council and South Cambridgeshire District Council have prepared a Supplementary Planning Document (SPD), for the site known as Land North of Cherry Hinton, with assistance from Terence O'Rourke and Snapdragon Consulting. The 47-ha site sits across the border of Cambridge City Council and South Cambridgeshire District Council's (SCDC) authority areas.

The site forms part of a larger allocation of land in the adopted Cambridge East Area Action Plan (2008). It is identified as a site allocation for 1,200 homes in the emerging Cambridge and South Cambridgeshire Local Plans with 780 units earmarked for Cambridge and 420 in SCDC.

Landowners Marshall and The White Family agree the land is suitable for development and that proposals can be delivered while airport operations remain on the site owned by Marshall.

### ***1.2 Purpose and scope***

The purpose of the SPD is to provide planning guidance to developers wishing to prepare any future planning applications for the site, as well as assisting planning authority officers in assessing future applications.

The drafting of an SPD for the area presents an opportunity to ensure a masterplan is delivered for the area in a comprehensive and coordinated manner with all local stakeholders given the opportunity to be involved in the masterplanning of the site.

To this end, Snapdragon Consulting were appointed to plan, manage and deliver an inclusive stakeholder engagement programme around the preparation of this SPD. The purpose of this report is to provide a record of this community engagement and to present a record of the feedback and responses received so far.

### ***1.3 The Consultation Process***

Two stakeholder workshops were held in preparation for the drafting of the SPD:

- Workshop 1. Key stakeholders were informed that the site was being brought forward as part of the Local Plan and invited to attend Planning Workshop 1.
- Workshop 2. Having reviewed and input feedback, key stakeholders were invited to a follow up planning workshop.

The draft SPD has been submitted to the local authorities alongside this record of stakeholder engagement. The draft will now be the subject of a formal eight-week consultation process opened to the wider public by the local authorities.

## 2. SPD Stakeholder Workshop I

### 2.1 Stakeholders

Early in the consultation process, a number of key stakeholders were identified. These included neighbourhood groups, local councillors and key councillors from Cambridge City Council and South Cambridgeshire District Council.

The following stakeholders individuals and groups were identified and agreed in liaison with the local authorities:

- Cherry Hinton Residents Association
- Cherry Hinton Councillors (City and County)
- Cambridgeshire County Councillors from Coleridge ward
- City and County Councillors from Abbey Ward
- South Cambs Councillors for Teversham and Fulbourn
- Teversham Parish Council
- Fen Ditton Parish Council
- Cambridge Association of Architects
- Cambridge Past, Present and Future
- Cambridge Allotments
- CamCycle
- Abbey People
- Mill Road Surgery
- Leader of Cambridge City Council and SCDC
- All members of Joint Development Control Committee, Cambridge Fringes
- Cambridge Chamber of Commerce
- Cambridgeshire Wildlife Trust
- Cambridge Ahead

### 2.2 Promoting the Workshop

Each stakeholder group was written to personally to explain that Land North of Cherry Hinton is being brought forward as part of the Local Plan and to invite them to two planning workshops.

Telephone contact was also made with each group to ensure that a representative of each was informed and invited to attend. Not every group were able to send a delegate but each were given the opportunity.

The letter sent to stakeholders can be found in the appendice (a) to this document.

### 2.3 Workshop

#### 2.3.1 Format

The first workshop was held on 9 March 2017 at St Andrew's Church Centre, on the corner of Coldham's Lane and Cherry Hinton High Street. The event was attended by 27 people.

The consultant team facilitated the workshop but were introduced by Cambridge City Council officer, Stephen Miles, who provided a short presentation on the planning policy for the site.

Ben Lee, Director at Snapdragon Consulting, introduced the consultation process. Richard Burton, Director of Terence O'Rourke, provided a presentation on the site's opportunities and constraints.

After the presentations, facilitators led three groups in discussing the opportunities and constraints of the site.

### 2.3.2 Group Discussions (Morning)

Participants were allocated to three groups of nine so that stakeholder interests were divided between the three groups as evenly as possible.





Each group discussed four main topics:

- Movement and transport
- Social infrastructure (shops, employment, community facilities, schooling)
- Landscape and environment
- Placemaking and character

Comments were recorded in detail by a member of the consultant team and another member of each group noted a summary of comments on a flipchart. Another member of the group gave a short explanation of the group's comments at the end of the workshop.

### 2.3.3 Summary of Feedback

A full record of the discussions of each group can be found in the appendices (b), (c) and (d) of this report.

Below is a summary of all the comments made - across the three workshop groups - with some graphical representations below highlighting the topics most commented upon.

#### Movement and transport

- Spine Road – emerged as a key issue, especially for ward and parish councillors. There was a broad consensus that there should be a purpose-built road, but no consensus around where the access points should be and what, if any, restrictions should be placed on movement along the road. Most were against a through road. There was a strong desire to avoid rat-running.
- Congestion – there is significant congestion along the High Street, Coldham's Lane and Tins Bridge.
- Cycling – there was a consensus that cycle routes could play an important role in minimizing traffic through the development. Suggestion that there should be a separate cycling or pedestrian key route around or through the development, that could run parallel to a spine road.
- Public transport – the possibility of a new train station at Cherry Hinton was raised. One person suggested that the Park & Ride should be moved closer to Cherry Hinton. Others felt that there was a lack of bus transport available in the village.
- Footpaths – questions were raised over the future of a footpath through the site.

#### Social infrastructure

- Primary school – consensus that it should be in the local centre.
- Secondary school – should be placed carefully in relation to transport routes, possibly on the edge of the development.
- Allotments – broad consensus that these should be part of a 'buffer zone' between the development and the village.
- Community facilities – feeling from local councillors that current Cherry Hinton community centre is good, but extra would be needed. Teversham lacks facilities. Suggestion that a square or large open space could hold community events.
- Key ingredients of a local centre – suggestions included a pub, shop, Green Grocer, library, pharmacy, café, charity shops, community space, health centre, faith space, hotel and meeting rooms.

### Landscape and environment

- Buffer zone/bund – view that this should be lined with vegetation.
- Teversham green edge – felt that there should be a clear green edge with Teversham.
- Airport – felt to be an interesting view. A buffer zone around the airport could avoid using a brick wall.
- Green space – the site should include integrated recreational opportunities and should maintain views to the countryside.
- Urban edge – careful thought to be given to the interaction of the urban edge with the countryside.

### Placemaking and character

- Character – agreement that a mix of build styles are found in Cherry Hinton, which makes it a village of many parts.
- Affordable – desire for 40% affordable housing, and some homes allocated for locals. The integration of social and private housing was felt to be important.
- Density – suggested that this could be at the south of the development, near the local centre. View that apartments shouldn't extend beyond 4/5 storeys. There was a view that development should be lower towards the buffer zones and eastern edge. Also some thought that the view should be interesting in terms of building heights. Some thought that density could be close to transport interchanges.
- Mixed-use – this was felt to be positive, for instance with flats above shops or a pub.
- Names – view that they could be taken from existing local identities.

### Housing (type and design)

- Gardens – sense that open space should be prioritized over gardens.
- Height – four or five storeys could be the maximum.

### Phasing

- Priorities – could be the schools, the centre and cycle routes

#### *2.3.4 Afternoon discussions*

Following the initial discussion, participants convened for lunch before being divided into two groups for a second discussion in the afternoon. The purpose of the second discussion was to revisit the topics of the morning, having heard comments made by all the participants of the workshop in the morning.

The discussions were more informal and a mix of both officers and local stakeholders. A record of these discussions can be found in appendices (e) and (f).

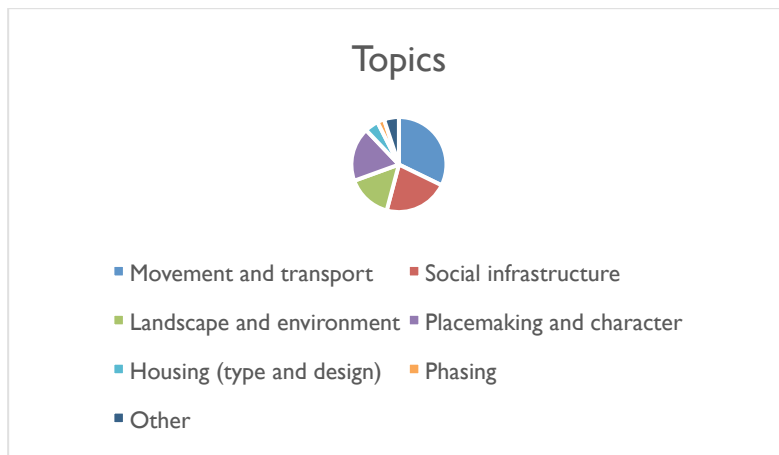
#### *2.3.5 Workshop 1 – key findings*

The workshop concentrated on the four key areas where it was considered important to establish a broad consensus on at this stage of the process.

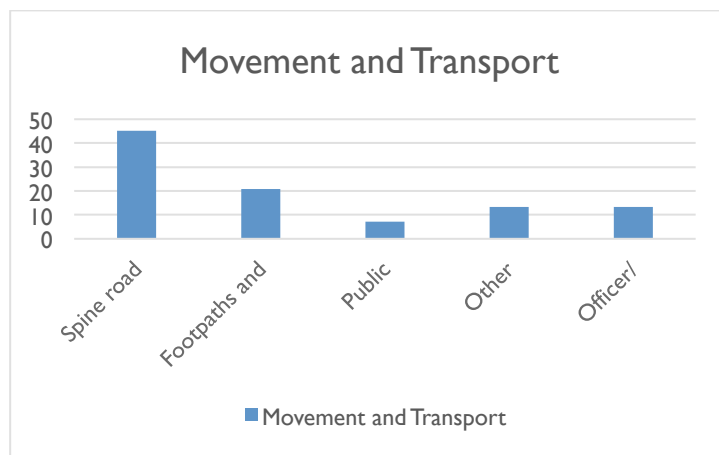
Although difficult to difficult to assimilate all the individual comments and views raised across the three discussions in the morning and the two group discussions in the afternoon, it was possible to identify some trends.

As you can see from the topics covered, the comments recorded were quite evenly spread. This was partly due to the way the discussions were facilitated – all four topic areas were given 15 minutes of discussion time – although participants were given the opportunity to take discussions in any direction of their choosing.

However, transport was the topic discussed in most depth by all three groups with 86 comments recorded in this area:



The most discussed area was the topic of whether there should be a spine road through the development:



It was agreed that the second workshop would focus more on the consultant team's work around a development framework and attendees were keen on the idea of responding to some clear ideas for how the site could be master planned, as opposed to continuing to talk about abstract ideas.

### 3. SPD Stakeholder Workshop 2

#### 3.1 Stakeholders

The same stakeholder groups were invited to the second workshop as the first and similar efforts were made to ensure that all groups were represented. The letter of invitation sent to stakeholders can be found in the appendix (g) to this document. Similar efforts were made to ensure a good attendance.

#### 3.2 Format

The second workshop was also held at St Andrew's Church Centre, on 7 April. The workshop was attended by 20 people. Many participants had attended the previous workshop, however there were a few who were new to the process. This time the participants were divided into two groups of 10.

The consultant team began the day with a briefing from Cambridgeshire County Council officer, David Allatt, on transport policy for the site. Snapdragon Consulting's Ben Lee provided a run-through of feedback from the first session. Terence O'Rourke Director, Richard Burton, then presented a Development Framework for the site with a clear explanation of how feedback from the first workshop helped to inform this work.

Two groups were then asked to discuss the framework. They were provided with maps of the proposals and tracing paper to help sketch out their ideas. The discussion was subdivided into four topics similar to the Workshop 1:

- Movement and transport
- Social infrastructure
- Landscape and green infrastructure
- Character

Following the discussion, a member of each group gave feedback to the rest of the participants, following which the workshop reached its conclusion.

#### 3.3 Feedback

Feedback was recorded carefully and a full record can be found in the appendices (h) and (i). A summary of comments can be found below.

#### Group 1

##### *Movement and transport*

- Connections into Cherry Hinton
- Coldhams Lane is key for cycling
- Shorter connection from Newmarket Road to Airport Way (Ped/Cycle)
- Improve Airport Way cycle route
- Reduce/avoid conflicts for cycles within site (segregation)
- Avoid over engineered junctions
- Norman Way junction for peds/cycles
- Spine road should:



- Ensure that impacts on village should not worsen or be connected for traffic – maybe close other routes
- Buses
- Direct route is better
- I7 route could be improved

#### *Social infrastructure*

- Faith space
  - More than a room – café?
- New health centre (replacement) on site and dentist
- Small food retail
- Primary school location?
  - Corner close to Cherry Hinton?
  - Or towards Coldhams Lane?
- Secondary school
  - Traditions of village college's – community uses/governance

#### *Landscape and green infrastructure*

- Sports facilities within school makes sense – overspec?
- Green space having to work 'very hard'
- Dog walkers
- Noise close to site not a particular problem
- Connections to other green spaces
- Drainage pressures and relationship to green space/topography
- Green space should provide for different ages
- Splitting allotments?
  - Issue for an association – economies lost & Whitehall manage it though
- Bio-diversity along ditch network

#### *Character*

- The Swifts is a good development – good for birds
- High density – energy efficient housing is a must
- Explore heights on edges and maintain views
- Roof lines – village close to Cherry Hinton but compromise towards City
- Pub – 100%
- Arcadia is good example
- Local centre: ped/cycle friendly – don't do last
- Self-build? – Good idea

## Group 2

### *Movement and transport*

- Cycles
  - Direct routes are most desired, there's a convenience
  - There should be segregation from the pedestrian routes
  - Secure parking
  - Safe routes to schools from wider catchment – Abbey, Teversham, Fulbourn
  - Cycle provision on Coldham's Lane
- Buses
  - Bus through the development is an improvement to using Coldham's Lane/Cherry Hinton High St. junction
  - The stop distance must be convenient
  - There aren't enough services along Coldham's Lane
- Spine road
  - 20 mph
  - Through for vehicles (Local Plan)
- Conclusions
  - The connection between the development and Cherry Hinton should be as porous as possible for pedestrians and cyclists.

### *Landscape and open space*

- Show existing vegetation on emerging plan – there are conflicts between open vistas to the airport and noise attenuation
- We need a permeable edge
- PRow is to be retained as a strategic feature. Drainage – how old are the ditches? Ecology.
- Play provision
  - Desire for teenage provision
  - Where should it be located?
  - Over-looked, security, natural surveillance
  - Don't duplicate elements within schools elsewhere
  - Play areas within the green spaces
  - Airport Way pollution against the school edge?
- Tree belts (existing and proposed)
  - Enhance the existing areas
  - Front load the green infrastructure
  - Maximise green infrastructure
  - Balance between density and green
- Parking
  - How to avoid parking on green verges etc?
  - Avoid pressures to convert green to parking
  - Regulation
  - Useable sizes of garages and parking spaces
  - Balance between convenience and strategy – electric car charging points

### *Social Infrastructure*

- Doctors surgery demand? Currently to serve Cherry Hinton
- The NHS would move rather than add provision
- Café (needs footfall)
- Pub/restaurant – conflicting views
- Speak to youth groups/ a wider cross-section of age groups
- Function Hall (not sport focused) – currently planned at library
- Will primary school location impact traffic as a result of the school run?
- Wide pavements with trees, seating, public art

### *Character*

- Secondary school should be a landmark building
- Tie in with Hatherdene Close frontages
- Allotments – 2 locations. Refer to Fisher’s Lane allotments as a case study.
- Airport Edge – built form can manage noise and guide views.
- Density profile with areas of varying densities
- Demographic housing profile
  - Mix of housing types
  - Life-time homes
  - Bungalows
  - Mixed community
  - No student accommodation
  - Nursery demand/ holiday club
- Character studies
  - Pitched roofs
  - Timber
  - Softer
  - Less urban
  - Avoid ‘lego’ blocks
  - ‘no prison blocks’
  - Use the slope to define design
  - Enduring quality

### *Other*

- Sustainability – maximum improvements on building regulations
- Desire for quality, well-designed development

## 4. Conclusion

The two SPD Stakeholder Workshops were a very useful exercise for the officer and consultant team.

There was also broad agreement from stakeholders that the workshops helped strengthen community relationships and build a solid grounding for further opportunities for engagement later in the planning process.

The first workshop was an opportunity for stakeholders to pose questions to the local authority and consultant team. The breadth of local knowledge in the room enabled the consultant team to harness personal experiences and confirm or dismiss working assumptions, as well as posing a list of technical questions to be answered through the team's ongoing technical assessments.

The sessions helped the team to not only better understand the site but also help shape its early thinking around the structure of the SPD. All comments made at the first workshop were analysed and considered by the consultant team as it drafted the Development Framework presented at the second workshop. Care was taken to ensure that the principles of the draft Development Framework were grounded in the comments and findings of the first stakeholder workshop.

Below can be found a list of the key development principles. In brackets are the number of times the desire for each principle to be established was mentioned by stakeholders in the planning workshops.

- Provide safe and direct cycle routes between the settlements of Cherry Hinton and Teversham and between Coldhams Lane and Cherry Hinton Road (10)
- Provide a distinctive entrance into Cherry Hinton, designed to provide a gradual transition from rural to urban and to enhance the countryside setting (13)
- Establish a new, centrally located civic centre with local shops, community hall and primary school (20)
- Incorporate a bus loop from Airport Way that passes through the local centre (3)
- Celebrate views across the airport by designed vistas along greenways (7)
- Formal play provision within the primary and secondary school should be available for community use outside of school hours (1)
- Establish a strong green framework that includes greenways, formal and natural play, pocket parks and allotments (6)
- Establish a linear nature park along the airport edge incorporating the existing countryside walk along the existing footpath (6)
- Create a clear hierarchy of streets which are attractive and safe routes for cyclists and pedestrians. (23)

These principles were presented to at the beginning of Stakeholder Workshop 2 and attendees to the workshop were asked to respond in detail to the proposed development framework. A summary of these comments can be found in section 3.3 and appendices (h) and (i) of this record.

The draft SPD has been carried out in close reference to comments made at this second workshop, a summary of which can be found on page 45 of the SPD. The document establishes framework design principles and a master plan to guide future development proposals at the site.



The SPD sets the following key development principles for the site (refer to page 72 of the SPD):

- Provide safe and direct cycle routes between the settlements of Cherry Hinton and Teversham and between Coldhams Lane and Cherry Hinton Road
- Provide a distinctive entrance into Cherry Hinton, designed to provide a gradual transition from rural to urban and to enhance the countryside setting
- Establish a new, centrally located civic centre with local shops, community hall and primary school
- Incorporate a bus loop from Airport Way that passes through the local centre
- Celebrate views across the airport by designed vistas along greenways
- Formal play provision within the primary and secondary school should be available for community use outside of school hours
- Establish a strong green framework that includes greenways, formal and natural play, pocket parks and allotments
- Establish a linear nature park along the airport edge incorporating the existing countryside walk along the existing footpath
- Create a clear hierarchy of streets which are attractive and safe route for cyclists and pedestrians

#### *Transport and movement*

- Reducing the need to travel by car within the development through offering excellent permeability within the Site for pedestrians, cyclists and public transport
- Encouraging journeys on foot and by bicycle through providing direct connections to important routes offsite including Cherry Hinton High Street, Airport Way, Coldhams Lane and the TINS route
- Encouraging travel by bus by ensuring the main routes within the Site accommodate buses and are designed to maximise the proportion of residents within walking distance of a regular service

#### *Open space and landscape*

- Ensuring an optimum distribution of open space so that all residents enjoy proximity and easy access
- Providing a mix of open space suitable to meet different recreational needs, including opportunities for formal and informal use

#### *Land uses*

- Capacity available for 1,200 homes with a mix of houses and apartments to be provided
- Primary and secondary education provision to be delivered
- Community facilities to be centrally located within the development. Uses to reflect the needs identified through consultation.

*Character and form*

- Produce a clear identity responsive to the village character of Cherry Hinton, taking into account existing features of the site, creating an attractive new neighbourhood.
- A range of building height and house types to be provided across the site. Lower heights closer to the existing settlement edge.
- Civic space at centre of development to provide strong sense of place

*Environmental considerations and sustainability*

- An integrated and site-wide approach should be employed to address the environmental, social and economic principles of sustainable development and construction
- Promote water efficiency and water-sensitive design
- Give consideration to air quality to mitigate emissions at the site wide level
- Reduce energy demand by designing and building in accordance with the energy hierarchy

## 5. Appendices

### a. Invitation letter to SPD Workshop I

Sharon Brown  
New Neighbourhoods Development Manager  
Cambridge City Council  
The Guildhall  
Market Hill  
Cambridge CB2 3QJ

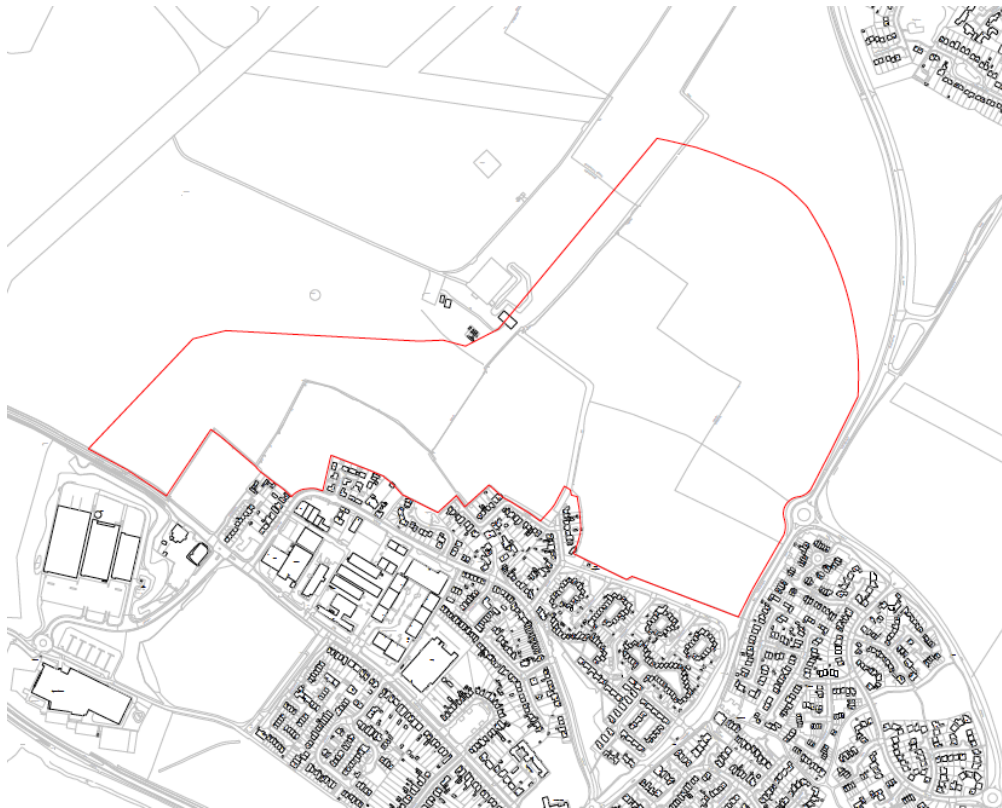
Address

February 28, 2017

Dear Sir or Madam,

#### **Re: Invitation to participate in a planning workshop on the future of land north of Cherry Hinton**

As part of the Local Plan 2014 process, a 44 hectare site north of Cherry Hinton has been identified by Cambridge City Council and South Cambridgeshire District Council (SCDC) as being suitable for new residential development. The site is shown here:



Note: Airport Way is the road that runs to the east of the site marked in red above



As a key stakeholder in this area on the edge of Cambridge, I wish to invite you to attend a Cambridge City Council / SCDC workshop of planning officers, local councillors, community groups, parish councils and other local and city-wide groups, to begin planning for this important strategic site.

The aim of the workshop is to utilise the range of local knowledge, expertise and experience to identify the site's constraints and opportunities and fulfil the potential to create an exciting new neighbourhood of Cherry Hinton.

The team of planners and designers working alongside the City Council, SCDC and the site's promoters - Marshall Group Properties and Endurance Estates - will lead the workshop, which will be a vital first step in master planning the site.

The workshop kicks off a programme of consultation that will ultimately lead to the approval of a Supplementary Planning Document (SPD) which will guide any future planning applications for the site.

Now is the time to get involved in this detailed planning process, so I strongly urge you to attend this workshop and participate throughout the process. Joining details for the first SPD workshop are below:

- **Venue:** St Andrews Church Centre, High Street, Cherry Hinton, Cambridge, CB1 3JR
- **Date:** Thursday, March 9<sup>th</sup> 2017
- **Time:** 9.30am-4pm

Further details of the workshop will be provided in advance of the event to all participants by email.

I would be grateful if you could respond by email or telephone to community consultation consultants, Snapdragon Consulting, the company facilitating the event behalf of the City Council and SCDC. Please confirm your attendance to Isobel Morris at [isobel@snapdragonconsulting.co.uk](mailto:isobel@snapdragonconsulting.co.uk) or 01223 803 884.

If you are part of a group, please feel free to send more than one representative but do let us know the names of those attending. Please note that a follow up workshop will be held in early April (date TBC).

Please note that I will be on leave from March 3-13 but if you have any questions or need further information then you can contact my colleague, Philippa Kelly, on [philippa.kelly@cambridge.gov.uk](mailto:philippa.kelly@cambridge.gov.uk) or 01223 457 434.

Yours sincerely

Sharon Brown

New Neighbourhoods Development Manager  
Cambridge City Council

## b. Workshop I – Record of Group A

### Movement and transport

#### Topic 1: Spine Road

- Cherry Hinton regards itself as a village. It mustn't be a rat-run. It is a rat-run now. Pedestrians and cyclists are not a problem. The spine road should be non-access.
- Presumably the spine road will be within the red line?
- Traffic will try to access the spine road.
- There is no extra capacity at the Coldham's Brook roundabout, next to the Sainsbury's on Coldham's Lane.
- This is a premature discussion, which should be more high level.
- Plans for the roads should be made first.
- Items such as schools have to be placed away from the main road so the placement of the road is important.

#### Topic 2: Footpath through the site

- There is a footpath running through the site which is heavily used. It has been repeatedly widened. What will you do with that footpath? Lots of people use it to walk their dogs. This will be an important issue.
- That footpath could possibly be rerouted. Could be a buffer to development.
- What could happen to the footpath?
- So there is a scope for looking at the future of that path and how it could be included.

#### Topic 3: Train Station

- In the past there was a train station in Cherry Hinton. There is some support for a new train station.

#### Topic 4: Buffer zone

- A buffer zone would be ideal on the Teversham edge. For instance, you could have 1 or 2 storey buildings at the northern end of the site. Whereas next to the airport site you could have the taller buildings.

#### Topic 5: Congestion

- Congestion on Coldham's Lane and on the High Street is a big issue, particularly at peak times. There is a fear that these streets will experience gridlock after the new development is built, as residents already complain about congestion. Can the new roads divert people away from the High Street? A diversion methods away from the High St would be helpful.
- We are aware of the issues, and need to see the assessments to get a better understanding.
- What can those measures be?
- Affordable housing will be the key to Cherry Hinton residents.
- So to summarise, we've identified concerns about existing roads and junctions.

#### Topic 6: Public transport and pedestrian/cycle routes

- Bus services are already overstretched. The Citi 1 and 3 bus services are good but services to Coldham's Lane are poor and infrequent.
- 20-25% of Cherry Hinton residents are commuting by bike into Cambridge. There is a Network Rail bridge at the edge of the site, which is a key route into the city for cyclists. Disabled access to the bridge is poor.
- That bridge needs to be widened but Network Rail don't want it to be widened due to the costs. The Anderson Group have shown willing to contribute to widening the bridge, could this development?
- You would need Network Rail's cooperation.

#### Topic 7: Congestion

- We should be making good use of the existing bypass. In the future, lots more people could

be working at an expanded Science Park at Fulbourn. We want people to go out towards the Newmarket Road Park and Ride or out towards Gazelle Way.

- Is that a consensus?
- No. There is a bottleneck through the village.
- There could be an access point for residents at the western edge of the development.
- The spine road was given a big thumbs up when consultation was done many years ago. It would be good to have cycle and pedestrian access from Teversham Drift but not cars.
- Congestion is not ideal on the High Street because it has schools on it. Why can't traffic be diverted around the back of the ARM site?
- That land is green belt.

### **Social infrastructure (shops, employment, community facilities, schooling)**

#### **Topic 1: Schools**

- The secondary school could be on the northern edge of the site.
- You don't want it to be too far to the edge because you increase the journeys to the site. There are plenty of existing primary schools. Perhaps the primary school should be close to the edge of the airport.
- The usual thinking would be that the primary school should be next to the centre of the village. The logical thinking is that it serves the development, so it makes sense to have it in the centre for child-friendly ease of access.
- On the other hand, then you need a development road so that you can have deliveries to the school and access for teachers. Not ideal. The access point will clog the area, but we don't want to use the existing infrastructure.
- The infrastructure used would be new.

#### **Topic 2: Village centre**

- How can we make it so that the new village centre doesn't compete with the current village centre?
- Adequate shops and parking amenities would take help to take pressure off the High Street.
- However, you don't want too many shops.
- Can we have an extra road to Sainsbury's, additional to Coldham's Lane, along the edge of the site?
- Community facilities are important. The community centre at Cherry Hinton is great. It is managed by volunteers. There could be capacity for the current management to oversee facilities in the new development, but this would need to be considered after the development is put in. An additional meeting area would be needed.
- Pubs have closed. Some people do like living near pubs. A pub at the bottom level of flats could be popular.
- So to summarise. We agree that a centrally located primary would be ideal and that pub facilities would be advantageous.

#### **Topic 3: What can the development bring to Cherry Hinton**

- A key feature of Cherry Hinton is the Hall grounds. There is a lot of open space.
- What about pharmacies and GPs?
- There are two chemists, one on the High Street and one on Love Lane. There are also charity shops and a baker's. There are two GP surgeries in the village. One is on Fisher's Lane and one is on the High Street.
- So we don't want to take away from the existing facilities viability.
- The village library is well used. We want it to stay open and be supported.
- There are no allotments at the northern/eastern end of the village. These are missing. An addition would help to give distance between the new development and the existing village, for instance they could be next to Marsh Lane.

## Landscape and environment

### Topic 1: Buffer zone

- Can you use the spoils to create a buffer zone between the airport and the development, like a bund?
- A boundary of trees would be very nice.
- It's important to know that vegetation could be a problem with the airport, as it would have to be run past the airport safeguarding team. The airport has an obligation to safeguard air passage.
- There is a footpath along the edge of Teversham Drift. Keep pedestrian access to the footpath.
- It's actually a nice view over the airport.
- Two other members agree.
- There will have to be a perimeter along the airport boundary.
- But it would be nice to be natural grass.
- If you block the view over the airport, it'll be a walled boundary. We don't want a brick wall. Actually, the vista over the airport is fine.

### Topic 2: Historic treeline

- It would be very nice to have a treeline through the centre of the site, where there was formerly a treeline.

### Topic 3: Open space

- What about multifunctional open spaces?
- Spaces like that help to get kids outside. Feature designing those spaces so that they don't impact noisily on nearby residents.
- Where would the secondary school playing fields go? They will be floodlit. You wouldn't necessarily want floodlights in this area, because it is a suburban/village site.
- Floodlights aren't a big issue, as there is a lot of existing light from the airport.
- There needs to be a connection from the development to the Anderson Group country park – via footpath/cycle path. Although the park will only happen if they can build houses.
- So to summarise, we agree that a green edge would be good. Mixed use spaces could be helpful. Bringing historic hedgerows and treelines and building on those existing features.
- On the southern edge, we need to keep that divide between the development and the existing village. We want a pedestrian and cycle access connection but not a route for cars.

## Placemaking and character

### Topic 1: Housing

- If people feel that the development could help them they'll be happier with it.
- The councillors should ask that a certain percentage of houses should be allocated to local residents. There are questions over the definition of affordable. A percentage of that should be allocated to local residents.

### Topic 2: Features of Cherry Hinton

- People like that it's a village. Although now, it has a sprawled effect. For local people, the boundaries between what area is in South Cambs and what is in the city council, parish and ward boundaries, are not nitpicking (strong sense of locational community). For instance, there are 800 new homes allocated for Cherry Hinton, but 400 allocated for South Cambs. This is important to local people.
- Local people accept that Cambridge has a big housing problem.
- Two others agree.
- There isn't a particular type of house in Cherry Hinton that's distinctive to the village.

<ul style="list-style-type: none"> <li>• So we have this question of how to keep it as a distinctive part of Cherry Hinton – how to avoid making a copy but not alien to the village either.</li> <li>• People need a sense of ownership.</li> <li>• There are some common traits to Cherry Hinton. Most homes are 1 or 2 storeys. There aren't many bungalows. Most of it is estate type development</li> </ul>
<p><b>Topic 3: Building height</b></p> <ul style="list-style-type: none"> <li>• The housing stock needs to include smaller homes like bungalows.</li> <li>• Make sure that the high rise is away from the existing village edge.</li> <li>• We don't want too many tall buildings.</li> <li>• The highest should be around 4 storeys.</li> <li>• Buildings should be single/2 storeys max. It's not an urban site.</li> <li>• Where could apartments go?</li> <li>• Lower homes could be on the ridge. Higher homes could be in the dip, around the Centre, near the bottom of the development.</li> <li>• To fit the new schools in, they will have to build up.</li> <li>• As we go through the process, we would try to identify the high density zones.</li> <li>• If you increase the density, you get more cars. Car parking will take away the character.</li> </ul>
<p><b>Topic 4: Access</b></p> <ul style="list-style-type: none"> <li>• The street and footpath network needs to be more accessible and helpful to cyclists and pedestrians to encourage people to use those routes. You want to be preventing direct routes that cars will use as shortcuts and ratruns.</li> <li>• Better bus transport would be ideal but I recognize that is out of our control.</li> <li>• A short route that goes directly into the ARM site from the bypass would be good because it would help to bypass the High Street.</li> </ul>

**General comments**

We need housing for young people. There is not enough healthcare provision generally, nor buses.
No consensus over the location of the spine road or how it could be accessed – whether it could be accessible to residents only, how that would be enforced.
Consensus that higher density buildings should be near the centre.
Consensus that the primary school should be near the centre.
Agreement over the indication on maps that the centre could be in the middle/towards the southern end of the development

**c. Workshop I - Record of Group B**

**Movement and transport**

<p><b>Topic 1: Spine Road</b></p> <ul style="list-style-type: none"> <li>• What is this road's quality and character? Will it be a through road? May allow other parts of Cherry Hinton to become less divided.</li> <li>• The context of the road is very important</li> </ul>
<p><b>Topic 2: Connections</b></p> <ul style="list-style-type: none"> <li>• Good cycling routes will reduce the traffic impact on Coldham's Lane</li> <li>• Removing congestion at Timms Bridge has been a hobby horse of mine for many years now</li> </ul>

<p>– it is a pinch point as the bridge is too narrow for pathways and no room for a cycle path</p> <ul style="list-style-type: none"> <li>• Coldham's Lane is a definite constraint on the site. The queues in the morning are ridiculous! Coldham's Lane needs to be dealt with first and then you can handle the extra traffic</li> <li>• The answer to this problem is buses. The constraint here is the bridge next to Sainsbury's.</li> <li>• The airport constrains development too. But you could get a cycle path around the runway</li> <li>• You need two accesses but how do you do it?</li> </ul>
<p><b>Topic 3: School traffic</b></p> <ul style="list-style-type: none"> <li>• Connecting the site to schools is important too. Just as many children from Abbey travel to Coleridge as Cherry Hinton children</li> </ul>
<p><b>Topic 4: Cycling routes</b></p> <ul style="list-style-type: none"> <li>• It's important to get the routes in early to that people form the correct habits</li> </ul>
<p><b>Topic 5: Key destinations</b></p> <ul style="list-style-type: none"> <li>• Cambridge city centre</li> <li>• Teversham</li> <li>• Retail parks</li> <li>• New station at Chesterton</li> </ul>

**Social infrastructure (shops, employment, community facilities, schooling)**

<p><b>Topic 1: Putting facilities in early</b></p> <ul style="list-style-type: none"> <li>• If you get these things in first then people start forming good habits</li> </ul>
<p><b>Topic 2: What works well in area already</b></p> <ul style="list-style-type: none"> <li>• Teversham lacks facilities but Fulbourn works well.</li> <li>• Teversham doesn't have a shop but anything like Fulbourn would work well for us. They have a co-op, a library, a pub, a grocer, drop in nursery but no café. The facilities are all clustered in the heart of the village</li> <li>• In Cherry Hinton there is a Tesco, library, charity shops but no café.</li> </ul>
<p><b>Topic 3: Location of village centre</b></p> <ul style="list-style-type: none"> <li>• Passing trade is overrated by small business owners so having it near Teversham Drift would be less useful than having all commercial buildings located in a village centre</li> <li>• Locating the facilities in the centre is more sustainable than locating them on the edge of the site</li> </ul>
<p><b>Topic 4: Healthcare</b></p> <ul style="list-style-type: none"> <li>• People go to salt Fulbourn to use doctors but it's difficult because the buses do not stop very often</li> <li>• What impacts will 1200 new homes have on these facilities?</li> </ul>
<p><b>Topic 5: Schools</b></p> <ul style="list-style-type: none"> <li>• There are four primary schools within walking distance of the site</li> <li>• The schools are all full. 1200 homes means you need new capacity. The key is the timing - you need to open at the correct time and have some flexibility</li> <li>• Where concerns about the two nearest schools being full</li> <li>• Some go to private schools to just drive down to Coldham's Lane into the centre of Cambridge</li> <li>• I am a governor at Fen Ditton Primary School and we're concerned that we will take all our children away</li> <li>• The academisation of schools is a big issue for us</li> </ul>
<p><b>Topic 6: Location of schools</b></p> <ul style="list-style-type: none"> <li>• At Teversham Parish Council are interested in taking space in the new school in the development</li> <li>• He has to have the primary school in the Middle with all the other facilities located nearby that way people can drop off and use them all</li> <li>• The primary school is part of the sensor but a secondary school is less dependent on the centre 50% of a secondary school is playing field</li> <li>• You have to decide whether it's going to be like Coleridge where the field has a relationship with the school or not - that's a core issue, what is the best model of locating school?</li> <li>• The site is defined - you can't control what is outside of the red line</li> </ul>

**Landscape and environment**

<p><b>Topic 1: Country Park</b></p> <ul style="list-style-type: none"> <li>• Could there be an informal access to a public open space to the north of the site</li> <li>• People in Cherry Hinton don't feel like they are in the city. Is a difficult sell to those types of people</li> <li>• We are trying to create a setting and gateway to the city</li> <li>• You had that in Trumpington. People feel like they've been subsumed into Cambridge</li> </ul>
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<p><b>Topic 2: Name</b></p> <ul style="list-style-type: none"> <li>Is it Cherry Hinton or another name? The problem we had in Trumpington was that people didn't like the name Clare Farm</li> </ul>
<p><b>Topic 3: Romsey Lakes</b></p> <ul style="list-style-type: none"> <li>Will there be accessed to Romsey Lakes from this site?</li> <li>The Lakes will always be there they won't be going anywhere</li> </ul>
<p><b>Topic 4: Play and Recreation</b></p> <ul style="list-style-type: none"> <li>There is a skatepark in Teversham connecting this to the existing villages is really important</li> <li>Cherry Hinton rec has lots of improved facilities including a play park and a skatepark</li> <li>Abbey pool is no distance away by bike</li> </ul>
<p><b>Topic 5: The edge</b></p> <ul style="list-style-type: none"> <li>The edge is with Cherry Hinton and it needs to be linked - you don't want to put up a trump style wall</li> </ul>
<p><b>Topic 6: Allotments</b></p> <ul style="list-style-type: none"> <li>Do not confuse allotments with other desirable provisions such as community Gardens</li> <li>Allotments should be close to houses not stuck in a country park</li> </ul>

**Placemaking and character**

<p><b>Topic 1: Housing</b></p> <ul style="list-style-type: none"> <li>There are a complete mixture of buildings in Cherry Hinton</li> <li>We don't want the whole site to be completely uniform we need a mixture of styles</li> <li>Sometimes when you are in Cherry Hinton of don't really know where you are</li> </ul>
<p><b>Topic 2: Examples of what works well in Cambridge</b></p> <ul style="list-style-type: none"> <li>In parts of Great Kneighton we have tenure blind development which is really quite impressive</li> </ul>
<p><b>Topic 3: Building height</b></p> <ul style="list-style-type: none"> <li>We are constrained by the airport</li> <li>You need density in the development for those people who need accessibility</li> <li>Flats above shops are ok</li> <li>You could have high densities along the spine Road</li> </ul>
<p><b>Topic 4: Phasing</b></p> <ul style="list-style-type: none"> <li>You can't put in all the shops on day 1</li> <li>It's going to take years</li> <li>Buildings need to adapt over time</li> <li>Teversham parish council will take space immediately</li> </ul>
<p><b>Topic 5: Churches</b></p> <ul style="list-style-type: none"> <li>You'll need to provide for a community we work with people regardless of the type of people they are</li> <li>When we were doing when we had an early conversation is hard for developers to sign up because you need to include every type of faith</li> <li>I've got a friend working in Trumpington and they are having a lot of success with building community there</li> </ul>



**General comments**

The relationship with the surrounding areas is key. In Trumpington it's easy to get the relationship right it's just a field but here you're right next to Cherry Hinton
How you deal with the community is key. People connections in the end will make that community happen
How the community works and safeguards the areas around the site is important
There needs to be connectivity with the Lakes and Abbey pool how are you pulling that together is the challenge
How will planning deliver these in a planning application
What is the heart of the development? Is there a through-route or is it a place of people drive past
You need to get the plans for cycling and walking into the development at an early stage. Developers often promise it off and comes too late for people to have a travel choice
The setting is interesting - do you want people to see it or not

**d. Workshop I – Record of Group C**

**Movement and transport**

**Topic 1: Important connections**

- Cycling footpath into the City?
- Cherry Hinton was a village and it's been absorbed.
- One fault from the presentation is that there is only one access point to the site.
- Explained the road proposals
- Cycle path lighting is important if people are to feel safe and use it.
- Park and Ride buses need to be free again otherwise it is taking away an opportunity
- Opportunity for better cycling links into the City from Teversham through the site.
- There is provision for public transport access to the site.

**Topic 2: Spine road**

- Can the link road be a cut through with traffic calming measures to put people off using it as a 'rat run'?
- No, people will still use it as that despite the traffic calming measures.
- What about introducing one way systems? Cherry Hinton Road should be.
- No, if that system is implemented, it means that the whole development will become very traffic focussed then.
- It is important to manage the peaks and troughs of traffic like on the A14 at the key junctions around the site.
- Haversage Road would be a good place for a cycling link to be installed.
- Could a future railway station be introduced to the area?
- There needs to be an improved link to Coldham's Lane.
- Can the Park and Ride site be moved nearer to the site?
- Yes, they are currently looking at moving the Newmarket Road site to South-East of the development.
- Consensus that a through road would become a bypass.
- The spine road is for residents only
- The nearby level crossing stops the traffic flow, especially in the peak hours.
- There will be approximately 0.4 car journeys per home.

**Topic 3: School traffic**

- How will people get to the site?

**Topic 4: Cycling**

- According to the last census, Cherry Hinton has the lowest cycling for a ward in the City. This needs to be improved.
- Teversham Parish Council have introduced cycle racks next to bus stops which has worked really well. This should be implemented on the new site in order to encourage the use of public transport.

**Social infrastructure (shops, employment, community facilities, schooling)**

**Topic 1: High street/local centre**

- Pharmacy provision is crucial
- There are several GP surgeries in the area who will need to be consulted – does it require another one?
- Pub?
- Independent local shops; butcher, baker etc.

**Topic 2: Sports facilities**

- Can the community centre share sports facilities with one of the schools?

**Topic 3: Schools**

- Has there been a consultation with the existing primary schools about the site?
- Teversham Primary School is currently undersubscribed, as is Fen Ditton and presumably

the new school on the Wing development.

- There is a need for a secondary school but worried about Teversham Primary School where there is room for expansion.
- By having the site of the secondary school on the eastern edge, it reduces traffic into the site itself.
- But, we want to encourage walking/cycling which it won't do if it is in that location.

### Landscape and environment

#### Topic 1: Buffer zones/edges

- Who will be in charge of cutting the trees/hedges?
- The trees that will be planted will be low maintenance but this will be looked at in more detail at a later stage as to whether it is the local Council or a Management Company.
- There needs to be a visual separation on the approach to the curved side of the site
- Where is the fringe of the site? Cherry Hinton used to have a fringe but not anymore. In 100 years, the fringe of the City will have moved further out again.
- Should be used to reduce the level of noise
- You could design the layout so that you see the Church spire in Teversham so it may also be nice to keep a view from Cherry Hinton maybe?
- Could there be a mini park?
- Allotments will be important, especially if there are plans for flats on the site.
- This is a great opportunity for vistas including the view over the airport.
- Could the Community Centre overlook the airfield?

### Placemaking and character

#### Topic 1: Affordable housing

- Will there be affordable homes on the site?
- It would be good if accommodation was provided for key workers. Cherry Hinton schools are struggling to find homes for their staff.

#### Topic 2: Place names

- Take cues for street names from existing local identities.

#### Topic 3: Identity

- Mass housebuilding doesn't help create identity. On the continent, it would be a case of buying a piece of land and build your own home in order to create a unique identity in terms of the house itself as well as the local area.

## e. Workshop I – Record of Group I (afternoon)

### Movement and transport

**Topic 1: Spine Road**

- We need a spine road around the development. The two access points are good. However, Church End and Marsh Lane are both currently ratruns. Need not to be used as access points to the development. Using these will make residents unhappy.
- The spine road should go around the outside.
- The policy expectation is that there will be a spine road. Currently the County Council have a position that the road can't be for everyone.
- Regarding the suggested route past Railway St. You can cycle on to Coldham's Lane. However, diversions could be ignored by drivers. You would need a (road) crossing to Church End.
- Possible suggestions for the spine road route were sketched out onto tracing paper over a map of the village.
- There was a strong consensus that trying to move the vehicles away from the development is key and that cycle and pedestrian passage should be encouraged.
- Can we have a one-way spine road into the High Street?
- Buses wouldn't be able to use that. If the spine road wasn't a through route, it could stop part way to the development. If you have free access at both ends you will have a ratrun.

**Topic 2: Connections to the hub of the development**

- The community centre and primary school should be in the centre of the development

**Topic 3: Cycle routes**

- Cycle way through the hub would be helpful. If the cycle and pedestrian routes meet into the hub but the spine road doesn't that would be pleasant for the centre atmosphere. There could be a parallel cycle route through the Green Way, parallel to the spine road. This would create a pleasant and direct cycle route. We should be keen to avoid the cycle route being used by cyclists.
- So there is a potential to make it more direct for cyclists and pedestrians than vehicles.

**Topic 4: Cycle route design**

- The route through wouldn't be a monotype – it'd be changing as you go through.

## Housing (type and design)

### Topic 1: Green edge

- So there is a consensus that we should have a green edge.
- Is there existing green infrastructure that we can preserve? For instance, the vista from Cherry Hinton. Could existing tree lines be kept? Keeping a gap between Airport Way and the development could be key so that you get a sense of coming into the development gradually.
- Allotments should go as part of the green buffer between the existing village and the development.

### Topic 2: Density distribution

- There should be lower density on the eastern ridge.
- Higher density could be near the current garages and David Lloyd's leisure centre site.

### Topic 3: Types of housing

- These need to be family houses. Not small flats that will lead to a transient population. Most of Cherry Hinton is 2 storey houses. There shouldn't be anything too blocky because that will be out of character. Apartments could be near the centre.

### Topic 4: Community facilities

- There is a concern that a transient population, which would be the result of lots of flats, wouldn't create a community.
- There should be a pub.
- The pub could have flats above. You also need a multifunctional and flexible community space because the City Council can't afford to build a new centre.
- Would current community management of the Cherry Hinton centre do it?
- Possibly. Not sure.
- Green spaces are usually managed by the City. However, with funding constraints on councils there's a possibility that these could be community managed?

## Phasing

### Topic 1: Where could the build start?

- Beginning with the primary school seems key. The hub seems key to starting the community.
- Parking at and near schools is an issue.
- If you put the school in the centre – it will be within 5 or 10 minutes' walk of anywhere in the development, which will encourage people to walk/cycle.

### Topic 2: School building

- Whom will be building the school and paying for that?
- There is an expectation that the development will need a primary school so it falls to the developers to pay for that.

### Topic 3: Phasing consensus

- So to summarise, do we have a consensus that phasing priorities will be 1) the primary, 2) the development hub, 3) cycle connections. (Broad consensus) And that actually, are we thinking with that 6m height change, do you want to celebrate that height change and make it more interesting rather than have it flat? (some broad agreement)

## Workshop 1 – Record of Group 2 (afternoon)

## Housing (type and design)

### Topic 1: Layout

- Garden in the middle of a square of houses, perhaps where the residents have a key to access it.
- Self-expression – how will residents express their identity in a shared space?
- Housing near the Church in Cherry Hinton had written in their deeds that they weren't allowed to put up fencing but they have. All rules for the new development need to be enforced.
- Great Kneighton is really bad with garden space. Get rid of personal gardens in favour of open space. Minimum of 2.9 acres will be required on the site.

### Topic 2: Building heights and aspects

- Don't build too high so that shade covers open space
- 4 stories high is about right. Some properties would then be able to see King's College in the distance.

### Topic 3: Environment

- Attenuation will lead the layout of the development.
- Swales can be nature areas?
- The landscape and nature will dictate the development.

## Social infrastructure (shops, employment, community facilities, schooling)

### Topic 1: High street/local centre

- Health centres – the NHS are moving towards providing larger health centres.
- WiFi connectivity will help people who work from home to come and spend time in the local area.
- Smaller retail units; butcher etc.
- Hotel? The Bell Language School means that there are plenty of short term students who need hotel rooms in the area. The hotels that are already there are regularly full.
- The primary school has to be near the centre so that parents/carers dropping children off will spend time in the area. The secondary school can be further away as students are old enough to walk. Plus they need larger playing fields.
- Don't want the whole area to be dormitories.
- A square where vents can be held.
- Cycle parking and hire.
- Put these near the public transport stops.

## Landscape and environment

### Topic 1: Spine road

- More than one primary route?
- Concerns about the noise from 747's taking off
- Will there be 2 roads into the development like at Great Kneighton?
- A perimeter route for businesses and a spine road for walking and cyclists plus one more for cars?
- It can't be a rat run, just for emergency access.

### Topic 2: Cycling

- Essential that cycling lanes are pleasant otherwise they won't be used.
- Dedicated cycle lane through the middle otherwise there is a safety issue with feeder roads.

## Placemaking and character

**Topic 1: Density**

- Put the majority of dense areas closest to the transport interchanges.
- Ask Cherry Hinton if they want the new site as an extension of their area or a separate new village.

**Topic 2: Timings and phasing**

- Start near the junction or Cherry Hinton?
- Location of secondary school is vital to phasing
- Cycle and walking routes need to be in on day 1
- County Council will forward fund the secondary school including £6 million from the Wing development so it is not a matter of waiting for homes to be built before a school will be established.
- By having several housebuilders on the scheme, it helps form an identity.

**f. Invitation letter to SPD Workshop 2**

Sharon Brown

New Neighbourhoods Development Manager  
Cambridge City Council  
The Guildhall  
Market Hill  
Cambridge CB2 3QJ

Address

March 23, 2017

Dear Sir or Madam,

**Re: Invitation to participate in second planning workshop in Cherry Hinton**

As you know, we held an initial planning workshop on the site known as Land North of Cherry Hinton at St Andrews Church, Cherry Hinton, on March 9.

As part of the Local Plan 2014 process, this 44-hectare site north of Cherry Hinton has been identified by Cambridge City Council and South Cambridgeshire District Council (SCDC) as being suitable for new residential development and supporting the joint Cambridge City Council and South Cambridgeshire District Council Local Plan.

I am pleased to invite you to another opportunity to get involved in the planning of this important site at a second event on Friday, April 7. The workshop will again be at St Andrew's Church.

This follow up event will build on the findings of the first workshop and will invite attendees to provide detailed comments on a Draft Framework for the site. There will also be a presentation by Cambridgeshire County Council on transport policy for the site.

I invite you to again join planning officers, local councillors, community groups, parish councils and other local and city-wide groups, to help us move further towards the formal drafting of a Supplementary Planning Document.

Your key conclusions from the first workshop were:

- **A Spine Road** – emerged as a key issue and there was a strong desire to avoid rat-running
- **Cycling** – there was a consensus that cycle routes could play an important role in minimising traffic through the development
- **Primary school** – consensus that it should be in the local centre
- **Secondary school** – should be placed carefully in relation to transport routes, possibly on the edge of the development
- **Allotments** – broad consensus that these should be part of a 'buffer zone' between the development and the village
- **Key ingredients of a local centre are:** a pub, shop, green grocer, library, pharmacy, café, charity shops, community space, health centre, faith space, hotel and meeting rooms



- **Character** – agreement that a mix of build styles are found in Cherry Hinton and these should be emulated in any new development

We look forward to you joining us again – or for the first time – to contribute to the evolving masterplan for the site.

Event details:

- **Venue:** St Andrews Church Centre, High Street, Cherry Hinton, Cambridge, CB1 3JR
- **Date:** Friday, April 7<sup>th</sup> 2017
- **Time:** 9.30am-1pm (lunch provided)

I would be grateful if you could respond by email or telephone to community consultation consultants, Snapdragon Consulting, the company facilitating the event behalf of the City Council and SCDC. Please confirm your attendance to Isobel Morris at [isobel@snapdragonconsulting.co.uk](mailto:isobel@snapdragonconsulting.co.uk) or 01223 803 884.

If you are part of a group, please feel free to send more than one representative but do let Isobel know the names of those attending.

Yours sincerely

Sharon Brown

New Neighbourhoods Development Manager  
Cambridge City Council

## g. Workshop 2 – Record of Group 1

### Movement and transport

**Topic 1: Cycle and pedestrian linkages**

- From a cyclists and pedestrians point of view the most direct route would be east – west. Catchment area for proposed schools – kids are cycling to Abbey and need a safe route to school.
- Depends how good the schools are whether they'll get kids from elsewhere.
- Nationally, people are looking at the school run.

**Topic 2: Public transport**

- You'd have a faster bus route.
- People don't want to walk to bus stops – they like them to be nearby. So those bus stops need to be easy for them to get to.
- These are just some suggestions
- You need to build more flexibility into the spine road then.
- We should be encouraging people to use the bus. What would be the ideal bus route? That needs to go in at the start.
- We should use any opportunity to speed up the buses.
- Which bus would it be?

**Topic 3: Addressing the spine road**

- The Local Plan states that vehicle access should be from Coldham's Lane and via Airport Way. The County Council area saying 'hmmm' and that they're not sure. But we don't want a through route – that won't be best for the people who live here now or the new people.
- The route should be there to serve people who live in the community. It's not there to make it easy for outsiders.
- The pedestrian access routes are broadly on the right track.
- The routes into the surrounding areas need to be as porous as possible.
- It would be great to have trees lining these routes.

**Landscape and environment**

**Topic 1: Framework**

- The hedgeway along Marsh Lane. Is that going? It should be kept.

**Topic 2: Play and recreation**

- We need to consider the security of the school. Would they really want teenagers hanging around at the end of the day?
- So surveillance would be key in these places.
- There has to be stuff for the kids. The rec is well used. It'd be good to recreate that.
- Take advantage of the space provided at the schools – that frees up space to be used for other things.
- So we need to getting the right balance in understanding the area.
- But if you build those houses and the main rec is down the village (that's problematic).
- The primary school can be a hub.
- The housing needs to be well served by green play areas – but other facilities could be in the schools. From what I'm hearing, we want to keep these green play areas.
- When is the school to be built?
- Just to clarify – will the school have its own ground?
- The playing fields will be in the green belt.
- But you've got Airport Way there. Having a school next to lots of traffic isn't a good thing.
- But you've got that at Queen Edith's. Just put lots of trees in.

**Topic 3: The tree belt**

- Put quickly maturing trees in now.
- The thing is, they have to be trees that don't attract many birds.

- It's the economic.....(Sic)
- My concern is – how do we make sure that we have nice green spaces and stop people from parking on green verges and we should be thinking about that now/
- Communal car parks would be great.
- Underground parking could keep cars out of site.
- If people can park outside their houses, they will.

### Social infrastructure (shops, employment, community facilities, schooling)

#### Topic 1: Key ingredients of a sustainable neighbourhood

- If you're looking – there could be demand for a dental surgery and pharmacy at the centre. A dentist could be very good.
- There has been talk of expansion at East Barnwell surgery.

#### Topic 2: Community space

- Café's are very popular
- You have to have a lot of footfall for cafés.
- We'll be trying to make sure that this space gets as much footfall as possible.
- What about a pub-restaurant – it's a big feature in most villages.
- I don't think a pub should be the heart of a village.
- I'm not saying that, but I'm saying there should be one in there. The Robin Hood is usually packed now. You could have one with housing on top.
- I agree. You also need to go out and speak to teenagers and find out what they want.
- Could the current community space in Cherry Hinton serve this development?
- We're working on getting that community space expanded – but that's 10 years down the line.
- So many parents drop their kids off by car. If the primary is in the centre, will there be enough space for traffic flow?
- The majority of them are on their bike.
- Not many of them are using their bikes in Cherry Hinton – they are going by car to the primaries.
- One thing, wider pavements are more welcoming. (General agreement).
- Some public art would be great.

### Character

#### Topic 1: Airport edge

- The airport edge gives a potential for something.
- It could be a viewing area.

#### Topic 2: Housing

- We could think about different demographics – eg. Bungalows for older people.
- So what you're saying is, we need a mix.
- All that is being built at the moment is 3 storeys.
- You need a range.
- A range of property types for a mixed community. You need everything from 1 bed flats up.
- You're not thinking student accommodation blocks??
- No, no, not here.
- There is a strong need for children's nurseries. Where you have young ones you can put older ones.
- They move up from nursery to primary. So it's good to have them together.
- Are there any developments you think work well? Are there any to look at?
- The lego look at Trumpington is awful.

- The new Cambridge vernacular is everywhere. Flat roofs etc, are getting old.
- You want it to be a bit softer than something like Nine Wells in Trumpington, because it's not urban.
- Whatever you do here, it's going to be different. We've got a mix already. So long as you don't bring a prison or anything....
- There's an opportunity to enhance the buildings.
- At a next stage, if we have input, it would be good to look at styles of housing that are possible, that won't be like Trumpington.
- We need to look at how to create a sense of community – is there a sense of safeness as you're walking around these places at night.
- Could we do a design competition for the housing?
- Do you have 1 developer, 1 architect? Or more, for difference.
- You don't want too many, that'll give a piecemeal effect. But a few is ok.
- Renewable energy and sustainability should be printing.
- Being adjacent to the airport, the glare from solar panels could bother places.
- There is an opportunity to aspire to a beacon of quality.
- Marshalls are going to be looking at it. They'll want it to be good.

### Topic 3: Character

- Your secondary school needs to be a landmark building as it's one of the key visual elements coming in from the east. It feels as though the western edge is almost tertiary. Because of the industrial area there, you might want to put your high density on that side.
- You might want to put it in the area where there's already 3 storeys.
- Stitching in the existing to the new.
- What about the allotments?
- I think the proposed location for the allotments is good.
- Allotments need to be a bit hidden.
- They could be there.
- This edge with the runway – do we want to keep the houses there low, or high to act as a barrier? Or low to give those further back a view.
- You could achieve a good view across the runway through a linear path but also use the buildings to manage noise etc.
- Some bits can only be 3 storey.
- When we look at it is, it's difficult to work out.
- Potentially towards the edges we could be scaling it down towards the existing developments.

### Conclusions

#### Topic 1: Movement and transport

- So we're in agreement that 1.) routes should be convenient, direct and permeable. 2.) Most of the connection points are nailed. 3.) There should be a segregation of pedestrian routes and secure parking. 4.) There should be cycling provision and improvements to Coldham's Lane.
- At the eastern edge – near Coldham's Lane – we need to connect the cycle lane existing to the park – to break through the existing edge.
- Access routes should be ever 50 metres.
- If you do that, what more does it achieve.
- (Consensus) The connections between the site and Cherry Hinton should be as porous as possible.
- (Consensus) We're agreed that we've got to be encouraging buses to go through the site.

- We will have a problem with traffic due to Andersons as well.
- (Consensus) 20 mph speed limit is best.
- That fits with city-wide policy.
- We have concerns about a new route. It can cause more problems in the long term.
- But on a scale like this....
- But Newmarket Road is struggling. If you create a new route, these routes get trips.
- But it's on a smaller scale. This is fairly residential.
- We've certainly got an opportunity to fix these problems.
- We're considering the people who already live here. That road needs to go around because it's better for them.
- A round spine road stops rat running.
- There's a clear preference for 2/4 options. One person - you've made your views very clear.

**Topic 2: Landscape and open spaces**

- So there is general support for the linear path. We agree that we should reinforce tree lines. The play spaces should be in appropriate spaces.

## Workshop 2 – Record of Group 2

### Movement and transport

#### Topic 1: Movement

- Cycling is crucial
- Coldhams Lane is important route to Sainsbury's
- Tins is only a good route for access to the town
- Could the City Deal help with funding on this scheme?
- Slightly moving Coldhams Lane for improved cycle lane is vital for this scheme
- Improvements can also be made to Norman Way/ Rosemary Lane
- Improve cycling facilities along Airport Way
- Must make whatever happens work for the existing local residents

#### Topic 2: Spine road

- March Lane is a sensible location
- Should help local residents, not hinder their existing journeys
- Connections with Cherry Hinton are crucial
- If the spine road is perfect, the problem just moves!
- Could close the other roads to through traffic and the spine road becomes the main road. (Cherry Hinton High Street)
- Need a dedicated cycle route, not just a thin gap at the side of the road
- Connection with Teversham?
- Road crossing facilities will be provided
- Number 17 bus route needed
- Every 15 minutes rather than the current twice daily service

#### Topic 3: Bus route

- Direct bus route is needed
- Stagecoach are already pulling services
- When the number 3 bus was taken away, it was devastating for older people
- Coldhams Lane too narrow for a bus lane?
- Yes

### Social infrastructure (shops, employment, community facilities, schooling)

#### General comments:

- A faith space should be provided. This space can then be used as a place to gather as well as providing community space
- The gym in Cherry Hinton is expensive and other areas are needed for hire by groups
- Mill Road Surgery would be interested in taking space on the new development for a new larger GP/health centre. At this stage, she doesn't know if a pharmacy would be provided as well
- A greengrocer shop would be good. All – small independent shops of this ilk
- Schools need to be close to the centre. Cllr Dryden has spoken to teachers in the area about this
- If two schools are in close proximity, they could end up taking children away from existing schools in the area
- Fundamentally, the primary school on the new scheme will serve the development so being in the middle makes sense
- Who provides the school?
- The County Council will
- Crucial who runs the school – individual rather than a chain etc.

## Landscape and environment

### General comments:

- Cricket pitch?
- Would the secondary school have a cricket pitch which could be used by the community?
- Looking into school sports facilities being open to the public out of school hours
- Over usage of fields is important to understand and develop in the planning stages
- This is dog walking territory
- The hedge makes it difficult to use the land so a linear path is the current thinking
- The “criss-cross” landscaping shown in the introductory slideshow won’t be used by cyclists who will instead use the roads as they will be more direct
- Will there be a noise issue from the airport?
- The buildings along the airport front should help with this
- The civic area should be more towards the south east
- The location is in relation to the schools
- What are the green squares?
- They would be open spaces
- Will there be allotments?
- If the allotments are put together, a community garden could also be included
- If the allotments are a larger site, it means that disabled spaces, toilets and a heated building could also be provided

## Housing (type and design)

### General comments:

- Pub!
- The Swifts is a good style of development and also good for birds (!)
- High density is better
- Crazy that Passivhaus’ aren’t being built.
- Agreed
- Mixed diversity? No real reaction to this
- When talking about views, presumably this includes the height of buildings
- Mixed diversity – no real reaction from the group
- When talking about views, presumably this includes the height of buildings
- Taller at the bottom of ridge and 2 ½ storey homes further away from the airport
- Hill developments in Cambridge have flat roofs. Is that something you would like to see or a more traditional village style?
- Village
- Arcadia is a good development layout.
- It won an award.
- They had a lot of trees on site already which has helped them
- Will there be self-builds on site? They add character to an area
- Style of the town centre?
- At the first exhibition, there was talk of open space for markets etc.
- This should be pedestrian only
- The centre is always the last thing to be built as shown at Clay Farm. Public transport is always left to the end to be connected up

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To: Executive Councillor for Planning Policy and Transport: Councillor Kevin Blencowe

Report by: Joint Director of Planning and Economic Development for Cambridge and South Cambridgeshire

Relevant scrutiny committee: Development Plan Scrutiny Sub-Committee 27 July 2017

Wards affected: All Wards

### **CAMBRIDGE LOCAL PLAN EXAMINATION – FURTHER PROPOSED MODIFICATIONS FOR APPENDIX M: MONITORING AND IMPLEMENTATION**

#### **Key Decision**

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#### **1. Executive summary**

- 1.1 The Cambridge and South Cambridgeshire Local Plans are currently being examined by independent Planning Inspectors. The Inspectors asked the Councils to review the monitoring framework and requirements set out in their respective Local Plans to ensure that the monitoring indicators were SMART (specific, measurable, achievable, relevant, and time-bound).
- 1.2 The Councils have worked together to review their monitoring requirements and indicators, and where appropriate have made their requirements and indicators consistent. Modifications are proposed in order to make the plan sound.
- 1.3 This report addresses the proposed modifications to *Appendix M: Monitoring & Implementation* of the emerging Cambridge Local Plan, which, if approved by the Executive Councillor for Planning Policy and Transport, would be submitted to the Planning Inspectors for consideration.

## 2. Recommendations

- 2.1 This report is being submitted to the Development Plan Scrutiny Sub- Committee for prior consideration and comment before decision by the Executive Councillor for Planning Policy and Transport.
- 2.2 The Executive Councillor for Planning Policy and Transport is recommended:
- To agree the proposed modifications to *Appendix M: Monitoring & Implementation* of the emerging Local Plan (Appendix A & B) for submission to the Inspectors examining the Local Plan;
  - To agree that delegated authority be given to the Joint Director of Planning and Economic Development to make any subsequent minor amendments and editing changes to Appendix M, in consultation with the Executive Councillor for Planning Policy and Transport, Chair and Spokes of Development Plan Scrutiny Sub Committee.

## 3. Background

- 3.1 Cambridge City Council and South Cambridgeshire District Councils submitted their respective Cambridge and South Cambridgeshire Local Plans for examination on 28 March 2014. Examination hearing sessions were held from November 2014 to July 2017.
- 3.2 At the joint examination hearing session for Matter 5: Infrastructure / Monitoring / Viability in November 2014, the Inspectors asked the Councils to review the monitoring framework and requirements set out in their respective Local Plans to ensure that the monitoring indicators were SMART (specific, measurable, achievable, relevant, and time-bound) so that their Local Plans could be found sound in relation to this issue.
- 3.3 In letters to the Inspectors in September 2016<sup>1</sup>, the Councils outlined that work on their respective monitoring frameworks was ongoing, and that they anticipated that any further proposed

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<sup>1</sup> <https://www.cambridge.gov.uk/post-submission-correspondence-with-the-inspector>

modifications arising from it would be submitted to the Inspectors by the end of February 2017. The subsequent examination programme meant that this timetable did not prove to be possible and it was agreed with the Inspectors via the Programme Officer that a later date for completion of this work would not affect the overall examination programme.

- 3.4 The Councils have worked together to review their monitoring frameworks and requirements, including the monitoring indicators. Where appropriate they have made the monitoring indicators consistent in order to align monitoring processes and reduce resource implications, as the Councils are moving towards a shared Greater Cambridge planning service and joint Local Plan. This review identified that proposed modifications are necessary to make the Cambridge Local Plan sound. The review has also highlighted that proposed modifications are also necessary to make the South Cambridgeshire Local Plan sound.
- 3.5 Subject to the agreement of Development Plan Scrutiny Sub Committee, the Cambridge Executive Councillor for Planning Policy and Transport and the South Cambridgeshire Planning Portfolio Holder, the Councils will jointly submit the modifications to their monitoring frameworks (Appendix A & B of this report for Cambridge specific modifications) and their associated audit trails (Appendix C) explaining the reasons for each of the modifications to the Planning Inspectors for consideration on 31 July 2017.

### **Cambridge Monitoring Modifications**

- 3.6 All 85 policies were specifically identified within the original Monitoring Appendix as requiring assessment. The requirements for these policies were then assessed based on SMART criteria definitions. SMART criteria requires that monitoring is specific, measurable, achievable, relevant and time bound.
- 3.7 At present, all policies within Cambridge Local Plan 2006 are monitored by counting how many times officers have used specific policies to inform planning application decisions. After data is gathered, annual meetings are held with Development Management to discuss if the usage of these policies appears reasonable and correct. Any potential policy implementation issues are discussed and, if required, officers implement effective solutions to address any policy ambiguity, issues or misuse. This

approach will not alter for the emerging Local Plan. All policy monitoring will be reported upon each year through the Council's Annual Monitoring Report.

- 3.8 Policies solely requiring monitoring via the above methodology are not considered SMART due to the lack of specific policy targets and triggers (to action a review of the policy due to underperformance) and are therefore proposed to be removed from the Appendix. Reasons for removal can be found in Appendix C. Additional text to explain this change and the continued commitment to monitor all policies through policy usage counts and discussion has been included in paragraph M.2 to M3 of the amended Monitoring Appendix (See Appendix A).
- 3.9 Further changes to the Monitoring Appendix were made based on the following findings:
- Some policy monitoring was not achievable due to lack of, or infrequency of data. This meant that the policy would not be considered measurable.
  - Some of the policies had monitoring requirements which were too onerous and required extensive time and resource. This meant that the monitoring would not be considered achievable.
  - Some monitoring requirements were too vague and would not provide usable evidence. This meant that the monitoring would not be considered specific or relevant.
  - Triggers to initiate the review of policies were not specific.
  - Some data was not specifically identified by source.
  - The timing of monitoring was not identified e.g. annually. This meant that the monitoring would not be considered time-bound.
- 3.10 In addition to the above amendments, the layout of the Monitoring Appendix was amended to separate each policy into a separate table to allow for ease of reading and headings were changed to reflect the move towards SMART monitoring and to ensure consistency between Cambridge City Council and South Cambridgeshire District Council monitoring indicators.
- 3.11 A final tracked changes and 'clean' version of the Monitoring Appendix can be found in Appendix A and B respectively.

3.12 A summary of the changes to the monitoring of policies can be found in Appendix C.

## **Next Steps**

3.13 Following consideration of this report by Development Plan Scrutiny Sub Committee and agreement by the Executive Councillor for Planning Policy and Transport, the report will be submitted to the Planning Inspectors alongside approved modifications to South Cambridgeshire District Council's monitoring Policy S/12: Phasing, Delivery and Monitoring on 31 July 2017. Subject to the Inspectors' approval and the examination timetable, it is likely that they will ask the Councils to undertake a consultation on all the proposed Post Submission Main Modifications in autumn/winter 2017.

## **4. Implications**

### **(a) Financial Implications**

There are no direct financial implications arising from this report. The costs of preparing the Local Plan has already been budgeted for and included in the budget.

### **(b) Staffing Implications (if not covered in Consultations Section)**

There are no direct staffing implications arising from this report. The review of the Local Plan has already been included in existing work plans.

### **(c) Equality and Poverty Implications**

There are no direct equal opportunity implications arising from this report. The Local Plan has been subject to an Equalities Impact Assessment, which demonstrates how potential equalities issues have been, and will be addressed.

### **(d) Environmental Implications**

The new Local Plan for Cambridge will assist in the delivery of high quality and sustainable new development along with protecting and enhancing the built and natural environments in the city. While national policy changes have had some impact on the level of ambition that can be included in the plan in relation to the reduction of carbon emissions from new housing developments, wider policies in the plan related to climate change and sustainable development mean that the plan should still overall have a positive climate change impact.

(e) **Procurement**

There are no direct procurement implications arising from this report.

(f) **Consultation and communication**

The consultation and communication arrangements for the Local Plan are consistent with the agreed Consultation and Community Engagement Strategy for the Local Plan Review, 2012 Regulations and the Council's Code of Best Practice on Consultation and Community Engagement.

(g) **Community Safety**

There are no direct community safety implications arising from this report.

## **5. Background papers**

The following background papers were used in the preparation of this report:

- National Planning Policy Framework:  
<https://www.gov.uk/government/publications/national-planning-policy-framework--2>
- National Planning Practice Guidance:  
<https://www.gov.uk/government/collections/planning-practice-guidance>
- Cambridge Local Plan 2014: Proposed Submission:

[https://www.cambridge.gov.uk/public/ldf/draft\\_submission/Full%20Plan/Full%20Draft%20Plan%20with%20title%20pages%20reduced%20size.pdf](https://www.cambridge.gov.uk/public/ldf/draft_submission/Full%20Plan/Full%20Draft%20Plan%20with%20title%20pages%20reduced%20size.pdf)

- Post-submission correspondence with the Inspector:  
<https://www.cambridge.gov.uk/post-submission-correspondence-with-the-inspector>

## 6. Appendices

- Appendix A: Amended Appendix M: Monitoring & Implementation (clean)
- Appendix B: Amended Appendix M: Monitoring & Implementation (track changes)
- Appendix C: Audit Trail

## 7. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

Author's Name: Frances Schulz  
Author's Phone Number: 01223 457175  
Author's Email: [Frances.schulz@cambridge.gov.uk](mailto:Frances.schulz@cambridge.gov.uk)

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## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

### APPENDIX M: MONITORING AND IMPLEMENTATION

- M.1 The role and importance of monitoring has long been recognised by the council as a vital part of the plan-making and review process. It enables feedback on the performance of policies and the physical effects they have on the city. Monitoring will be crucial to the successful delivery and implementation of the Cambridge Local Plan 2014, enabling the development of a comprehensive evidence base, which will in turn inform the preparation of policy documents. Monitoring will also provide a feedback loop mechanism, giving information about policy performance and highlighting policies that need to be replaced/amended.
- M.2 All policies will be monitored by counting how many times they have been used to inform decision making. Meetings will be held with Development Management to discuss if the usage of these policies appears reasonable and correct. Any potential policy implementation issues will also be discussed. The Council will work towards implementing effective solutions to address any policy ambiguity, issues or misuse.
- M.3 The following policies listed in the tables below have additional specific monitoring requirements to that mentioned above as more comprehensive data can be found to assess policy implementation. The indicators and triggers have been selected based on their appropriateness and the availability of the data. Indicators should be measured at the appropriate level for the policy and measured at a reasonable interval to allow for comprehensive monitoring. Where there may be issues obtaining the data at present (due to the need to create a new dataset), it is expected that this data will become available as soon as practicably possible. All indicators and progress of the policies will be monitored and recorded annually through the council's Annual Monitoring Report.
- M.4 The monitoring and implementation framework for the Cambridge Local Plan 2014 is outlined in the tables below. For each policy identified policy the table sets out:
- **Risks:** Identifies the risks if the policy is not delivered;
  - **What action will be taken?** In each case the Council will review the circumstances that led to the trigger being met, and then take action as identified within the text;
  - **Purpose:** Illustrates what the policy is trying to achieve;
  - **Delivery mechanism/partners:** Clarifies how the policy will be delivered and identifies any key partners or agencies that will be involved in the implementation of this policy;
  - **Target/Trigger:** Identifies a target and trigger that will instigate the review of the policy and the implementation of the aforementioned actions; dates reflect the end of monitoring years;
  - **Data Source, Frequency of Monitoring:** Demonstrates how the policy will be monitored, how often the indicators will be monitored and by what methodology.

## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

Section Two – The spatial strategy			
Policy 2 – Spatial strategy for the location of employment development			
<p><b>Risks (that the policy will not be delivered):</b></p> <ul style="list-style-type: none"> <li>• Pressure for new development outside urban area, areas of major change, opportunity areas and the city centre.</li> <li>• Lack of joint working between key stakeholders to develop identified employment locations.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</li> <li>• Seeking further engagement with developers and agents and other landowners, review supply of employment land across the city to see if overall target can be achieved.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
Ensuring employment proposals are focused on the urban area, areas of major change, opportunity areas and the city centre.	Through the development management process and working with relevant partners, such as the universities and the Greater Cambridge Greater Peterborough Local Enterprise Partnership.	<ul style="list-style-type: none"> <li>• Target: To deliver an increase of at least 12 hectares of employment land.</li> </ul> <p>Trigger: A net decrease in employment land based upon a five year period working back from the current financial monitoring year.</p> <ul style="list-style-type: none"> <li>• Target: To deliver a net increase of 22,100 jobs in the Cambridge Local Authority Area between 2011 and 2031.</li> <li>• Trigger: A net decrease in the number of jobs in the district over a rolling five year period.</li> </ul>	<ul style="list-style-type: none"> <li>• Monitored annually using business completions and commitments data produced by the Research &amp; Monitoring Team at Cambridgeshire County Council.</li> <li>• These figures will be taken from NOMIS employee jobs and jobs density.</li> </ul>

## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

Section Two – The spatial strategy			
Policy 3 – Spatial strategy for the location of residential development			
<p><b>Risks (that the policy will not be delivered):</b></p> <ul style="list-style-type: none"> <li>• Pressure for new development outside designated areas for housing (outside the urban area).</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</li> <li>• Seeking further engagement with developers and agents and other landowners to bring forward housing sites.</li> <li>• Reviewing housing land supply including housing targets and allocations.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring

## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

<p>Ensuring residential proposals are developed in urban areas in particular on the allocated housing sites including sites released from the Cambridge Green Belt at Worts' Causeway.</p> <p>Ensuring residential proposals are delivered consistent with development strategy for Greater Cambridge.</p>	<p>Through the development management process.</p>	<ul style="list-style-type: none"> <li>• Target: To deliver a net increase of 14,000 residential units in Cambridge between 2011 to 2031. Housing trajectory to demonstrate that this can be achieved.</li> </ul> <p>Trigger: Inability to demonstrate through the housing trajectory the delivery of 14,000 residential units between 2011 and 2031.</p> <ul style="list-style-type: none"> <li>• Target: To demonstrate a five year supply of housing land (plus relevant buffer) jointly with South Cambridgeshire District Council. Housing trajectory and accompanying five year supply calculations to show whether this can be demonstrated.</li> </ul> <p>Trigger: Inability to demonstrate a five year supply of housing land (plus relevant buffer) jointly with South Cambridgeshire District Council.</p> <ul style="list-style-type: none"> <li>• Target: To focus development within Cambridge, on the edge of Cambridge, at new settlements and within the more sustainable villages in South Cambridgeshire categorised as Rural Centres and Minor Rural Centres.</li> </ul> <p>Trigger: Contextual indicator, to provide information on the implementation of the development strategy against the development sequence, to inform the local plan review.</p>	<ul style="list-style-type: none"> <li>• Monitored annually via the council's joint annual housing trajectory using housing completions and commitments data produced by the Research &amp; Monitoring Team at Cambridgeshire County Council, and using housing trajectory questionnaires completed by landowners, developers or agents.</li> <li>• Monitored annually using Housing completions for Cambridge and South Cambridgeshire produced by Research &amp; Monitoring Team at Cambridgeshire County Council.</li> <li>• Data on dwellings completed in the countryside (outside of development frameworks) should identify rural exception sites, 'five year supply' sites and Neighbourhood Plan allocations separately from other dwellings completed in the countryside.</li> </ul>
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## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

Section Two – The spatial strategy			
Policy 4 – The Cambridge Green Belt			
<p><b>Risks (that the policy will not be delivered):</b></p> <ul style="list-style-type: none"> <li>• Pressure for new development in the Green Belt.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Seek further engagement with developers and agents and other landowners to identify why developers are not choosing to develop on brownfield land.</li> <li>• Review housing and employment land supply.</li> <li>• Review the development management process.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
Ensuring proposals comply with the Green Belt policy in the National Planning Policy Framework.	Through the development management process.	<ul style="list-style-type: none"> <li>• Target: To restrict inappropriate development in the Green Belt unless very special circumstances have been accepted that outweigh any harm caused.</li> </ul> <p>Trigger: One or more inappropriate developments permitted within the Green Belt in a year without very special circumstances having been justified.</p>	<ul style="list-style-type: none"> <li>• Data compiled annually using information submitted with planning applications and committee or delegated reports. Analysis of completions and commitments data for housing, business, retail and other uses produced by the Research &amp; Monitoring Team at Cambridgeshire County Council.</li> </ul>

Section Two – The spatial strategy			
Policy 5 – Strategic transport infrastructure			
<p><b>Risks (that the policy will not be delivered):</b></p> <ul style="list-style-type: none"> <li>• Pressure for new development that fails to adequately promote and support sustainable forms of transportation.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Seek further engagement with developers and agents, Cambridgeshire County Council and Greater Cambridge Partnership.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring

## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

<p>Ensuring: the delivery of suitable local and strategic transport schemes and greater pedestrian and cycle prioritisation.</p> <p>Ensuring sustainable transport and access to major employers, education and research clusters, hospitals, schools and colleges.</p> <p>Supporting the Transport Strategy for Cambridge and South Cambridgeshire and ensuring that growth is linked to the proposed city-wide 20mph zone.</p>	<p>Through the development management process and partnership working with relevant partners.</p>	<ul style="list-style-type: none"> <li>Target: To increase the proportion of journeys made by car, public transport, taxi, delivery vehicles and cycles.</li> <li>Target: To deliver schemes in the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC), the Local Transport Plan (LTP) (or successor documents) and City Deal Projects.</li> </ul>	<ul style="list-style-type: none"> <li>Annually, for monitoring purposes only. Data compiled using Cambridgeshire County Council's Annual Traffic Monitoring Report. Data is only recorded for one specific day during the year and therefore cannot provide an accurate picture of traffic flow and volume throughout the year.</li> <li>Annually, data obtained from Cambridgeshire County Council by monitoring of their Transport Infrastructure Projects Programme and the TSCSC and LTP. For monitoring purposes only.</li> </ul>
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### Section Two – The spatial strategy

#### Policy 6 – Hierarchy of centres and retail capacity

##### Risks:

- Non-delivery of comparison retail floorspace in the City Centre.

##### What action will be taken?

- Early engagement with developers and stakeholders. Revisit Development Management usage of policy. Consider need for provision of retail floorspace after 2022.

Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
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## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

<p>To ensure that retail and other town centre uses are being developed in centres and that developments are appropriate to the scale, character and function of the centre.</p> <p>Retail developments proposed outside centres must be subject to a retail impact assessment, where the proposed gross floorspace is greater than 2,500 sqm. A retail impact assessment may be required below this threshold where a proposal could have a cumulative impact or an impact on the role or health of nearby centres within the catchment of the proposal.</p> <p>Meeting identified capacity for comparison retail floorspace in the City Centre.</p>	<p>Through the development management process.</p>	<ul style="list-style-type: none"> <li>Target: To increase retail floorspace in the city from 2011 to 2022 by 14,141 sqm (net).</li> </ul> <p>Trigger: No progress towards a net increase in retail floorspace of 14,141 sqm, or net loss of retail floorspace.</p>	<ul style="list-style-type: none"> <li>Data monitored annually by recording the net increase in retail floorspace in the city from 1 April 2011 to current year measured against progress towards an increase of 14,141 square metres of net retail floorspace (by type) by 31 March 2022. Data to be evidenced using business completions and commitments data provided by the County Council's Research and Monitoring Team.</li> </ul>
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### Section Three - City Centre, areas of major change, opportunity areas and site specific proposals

#### Policy 9 – The City Centre

##### Risks:

- That developments in and outside the City Centre could have a detrimental effect on the vitality and vibrancy of the City Centre.

##### What action will be taken?

- Early engagement with developers and stakeholders.

Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
<p>Ensuring that development has a positive effect on the vitality and vibrancy of the City Centre.</p>	<p>Through the development management process and partnership working with relevant partners.</p>	<ul style="list-style-type: none"> <li>Target: Production of Spaces and Movement Supplementary Planning Document.</li> </ul> <p>Trigger: Spaces and Movement Supplementary Planning Document not adopted, or no progress towards adoption of the SPD by 31 March 2019.</p>	<ul style="list-style-type: none"> <li>To be evidenced through the completed SPD and relevant committee as noted in the council's Annual Monitoring Report. Further targets to be derived and monitored through the SPD.</li> </ul>

## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

Section Three - City Centre, areas of major change, opportunity areas and site specific proposals			
Policy 10 – Development in the City Centre Primary Shopping Area			
<p><b>Risks (that the policy will not be delivered):</b></p> <ul style="list-style-type: none"> <li>Pressure for new development that fails to support the vibrancy and vitality of the City Centre Primary Shopping Area.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Seek further engagement with developers and stakeholders.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
Ensuring that development has a positive effect on the City Centre Primary Shopping Area.	Through the development management process.	<ul style="list-style-type: none"> <li>Target: Retention of 70% A1 uses on primary shopping frontage unless adequate justification can be evidenced.</li> </ul> <p>Trigger: The proportion of retail (A1) uses in the primary shopping frontage falls below 70%.</p> <ul style="list-style-type: none"> <li>Target: Retention of 50% A1 uses on secondary shopping frontage unless adequate justification can be evidenced.</li> </ul> <p>Trigger: The proportion of retail (A1) uses in the Secondary Shopping Frontage falls below 50%.</p>	<ul style="list-style-type: none"> <li>Monitored through the assessment of planning applications and through the Council's occasional shopping survey.</li> </ul>

Section Three - City Centre, areas of major change, opportunity areas and site specific proposals			
Policy 11 – Fitzroy/Burleigh Street/Grafton Area of Major Change			
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Non-delivery and delays in implementation.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Discuss with stakeholders to identify issues and seek to resolve to bring forward development.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring



## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

<p>Delivery of the development by 2022 to ensure that the council meets its retail floorspace target set out in Policy 6, of which this site makes up a significant element.</p>	<p>Through the development management process and the submission of the relevant planning applications.</p>	<ul style="list-style-type: none"> <li>• Target: Delivery of up to 12,000 sqm of retail floorspace.</li> </ul> <p>Trigger: Lack of progress towards completed development by 31 March 2022 will trigger a review.</p> <ul style="list-style-type: none"> <li>• Target: To produce the Grafton Area Supplementary Planning Document,</li> </ul> <p>Trigger: Grafton Area Supplementary Planning Document not adopted, or no progress towards adoption of the SPD by 31 March 2019.</p>	<ul style="list-style-type: none"> <li>• Monitored annually using the council's retail completions and commitments data produced by the Research &amp; Monitoring Team at Cambridgeshire County Council.</li> <li>• To be evidenced through the completed SPD and relevant committee reports to be reported in the council's Annual Monitoring Report. Further targets to be derived and monitored through the SPD.</li> </ul>
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### Section Three - City Centre, areas of major change, opportunity areas and site specific proposals

#### Policy 12 – Cambridge East

**Risks:**

- Non-delivery.

**What action will be taken?**

- Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:
- Discussion with stakeholders to identify issues and seek to resolve to bring forward development.

Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
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## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

<p>Delivery of the development.</p>	<p>Through the development management process.</p>	<ul style="list-style-type: none"> <li>Target: Adoption of Cambridge East - Land North of Cherry Hinton Supplementary Planning Document by 31 March 2019.</li> </ul> <p>Trigger: No adoption or progress towards adoption of Cambridge East - Land North of Cherry Hinton Supplementary Planning Document by 31 March 2019.</p> <ul style="list-style-type: none"> <li>Target: Delivery of allocation R47 as specified by the Cambridge East - Land North of Cherry Hinton SPD for approximately 780 residential units.</li> </ul> <p>Trigger: Lack of progress in comparison with annually published housing trajectory.</p>	<ul style="list-style-type: none"> <li>Progress on delivery of SPD evidenced through relevant committee reports</li> </ul> <ul style="list-style-type: none"> <li>Monitored via data compiled using (i) planning applications and their committee or delegated reports, (ii) housing, business, retail and other use completions and commitments produced by Research &amp; Monitoring Team at Cambridgeshire County Council, and (iii) the housing trajectory including the questionnaires completed by landowners, developers or agents.</li> </ul>
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### Section Three - City Centre, areas of major change, opportunity areas and site specific proposals

#### Policy 14 – Cambridge Northern Fringe East and new railway station Area of Major Change

<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Non-delivery.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</li> <li>Discussion with stakeholders to identify issues and seek to resolve to bring forward development.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
<p>Delivery of the development.</p>	<p>Through the development management process.</p>	<ul style="list-style-type: none"> <li>Target: Adoption of Cambridge Northern Fringe East Area Action Plan.</li> </ul> <p>Trigger: Lack of Progress against agreed Local Development Scheme.</p>	<ul style="list-style-type: none"> <li>Review annually. Progress on delivery of Area Action Plan evidenced through relevant committee reports.</li> </ul>

## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

Section Three - City Centre, areas of major change, opportunity areas and site specific proposals			
Policy 15 – South of Coldham’s Lane			
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</li> <li>• Discussion with stakeholders to identify issues and seek to resolve to bring forward development.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
Delivery of the development.	Through the development management process.	<ul style="list-style-type: none"> <li>• Target: Adoption of South of Coldham’s Lane masterplan before a planning application is submitted.</li> </ul> <p>Trigger: Masterplan not adopted by 31 March 2021.</p> <ul style="list-style-type: none"> <li>• Target: Delivery of urban country park and appropriate development as defined in the masterplan.</li> </ul> <p>Trigger: Delay in delivery contrary to the masterplan.</p>	<ul style="list-style-type: none"> <li>• Review annually. Completion of the masterplan will be evidenced through its adoption.</li> <li>• To be evidenced through the completed masterplan and reported annually in the council’s Annual Monitoring Report using business and residential completions and commitments data provided by the County Council’s Research and Monitoring Team.</li> </ul>

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Section Three - City Centre, areas of major change, opportunity areas and site specific proposals			
Policy 16 – Cambridge Biomedical Campus (including Addenbrooke’s Hospital)			
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</li> <li>• Discussion with stakeholders to identify issues and seek to resolve to bring forward development.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
Delivery of the development.	Through the development management process.	<ul style="list-style-type: none"> <li>• Target: Delivery of allocation M15 as specified by the consented planning application (06/0796/OUT) and completion of the development. Target of up to 60,000 sqm of clinical research and treatment (D1) 130,000 sqm of biomedical and biotech research and development (B1(b)) 25,000 sqm of either clinical research and treatment (D1) or higher education or sui generis medical research institute uses.</li> </ul> <p>Trigger: Lack of substantial progress towards this target by 31 March 2021 will trigger a review policy.</p>	<ul style="list-style-type: none"> <li>• These figures will be monitored using business completions and commitments data produced by the Research &amp; Monitoring Team at Cambridgeshire County Council.</li> </ul>

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Section Three - City Centre, areas of major change, opportunity areas and site specific proposals			
Policy 17 – Southern Fringe Areas of Major Change			
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</li> <li>• Discussion with stakeholders to identify issues and seek to resolve to bring forward development.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
Delivery of the development.	Through the development management process.	<ul style="list-style-type: none"> <li>• Target: Progress towards housing provision as identified in Policy 17 and allocations R42 a, b, c and d, which includes up to 2,250 dwellings at Clay Farm; up to 600 at Trumpington Meadows; 286 at Glebe Farm and up to 347 at the Bell School Site.</li> </ul> <p>Trigger: Lack of Progress of allocations R42 a, b, c and d in comparison with annually published housing trajectory.</p>	<ul style="list-style-type: none"> <li>• These figures will be monitored via the council’s annual housing trajectory using housing completions and commitments data produced by the Research &amp; Monitoring Team at Cambridgeshire County Council, and using housing trajectory questionnaires completed by landowners, developers or agents.</li> </ul>

Section Three - City Centre, areas of major change, opportunity areas and site specific proposals			
Policy 18 – West Cambridge Area of Major Change			
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</li> <li>• Discussion with stakeholders to identify issues and seek to resolve to bring forward development.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring

## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

Delivery of the development	Through the development management process.	<ul style="list-style-type: none"> <li>Target: Approval of West Cambridge masterplan/outline planning permission by 31 March 2019.</li> </ul> <p>Trigger: Masterplan/outline planning permission not approved, or close to approval by 31 March 2019.</p> <ul style="list-style-type: none"> <li>Target: Delivery of allocation M13 as defined in the masterplan/outline planning permission.</li> </ul> <p>Trigger: Delay in delivery contrary to masterplan/outline planning permission deadlines.</p>	<ul style="list-style-type: none"> <li>Review annually. Completion of the masterplan/approval of outline planning permission will be evidenced through its adoption or approval of planning permission and the relevant council committees.</li> <li>To be evidenced through the completed masterplan/outline planning permission and reported annually in the council's Annual Monitoring Report using business and residential completions and commitments data provided by the County Council's Research and Monitoring Team.</li> </ul>
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### Section Three - City Centre, areas of major change, opportunity areas and site specific proposals

#### Policy 19 – Land between Huntingdon Road and Histon Road Area of Major Change

<b>Risks:</b> <ul style="list-style-type: none"> <li>Non-delivery.</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</li> <li>Discussion with stakeholders to identify issues and seek to resolve to bring forward development.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
Delivery of the development.	Through the development management process.	<ul style="list-style-type: none"> <li>Target: Progress towards housing provision as identified in Policy 19 and allocation R43 for up to 1,780 dwellings.</li> </ul> <p>Trigger: Lack of progress of allocation R43 in comparison with annually published housing trajectory.</p>	<ul style="list-style-type: none"> <li>Monitored via data compiled using (i) planning applications and their committee or delegated reports, (ii) housing, business, retail and other use completions and commitments produced by Research &amp; Monitoring Team at Cambridgeshire County Council, and (iii) the housing trajectory including the questionnaires completed by landowners, developers or agents.</li> </ul>

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Section Three - City Centre, areas of major change, opportunity areas and site specific proposals			
Policy 20 – Station Areas West and Clifton Road Area of Major Change			
<b>Risks:</b> <ul style="list-style-type: none"> <li>• Non-delivery.</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>• Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</li> <li>• Discussion with stakeholders to identify issues and seek to resolve to bring forward development.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
Delivery of the development.	Through the development management process.	<ul style="list-style-type: none"> <li>• Target: Progress towards mixed use development and principal land uses as identified in Policy 20 for allocations Station Area West (1) and (2) (allocations M14 and M44) and Clifton Road Area (allocation M2).</li> </ul> <p>Trigger: No progress towards submission of planning application for allocation M2 before 31 March 2020.</p> <p>Trigger: Non delivery of/or no progress towards completion of 331 residential units in comparison with annually published housing trajectory. Further monitoring of business and additional residential development through the approval of relevant planning applications for sites M44 and M14.</p>	<ul style="list-style-type: none"> <li>• These figures will be monitored via the council’s annual housing trajectory using housing completions and commitments data produced by the Research &amp; Monitoring Team at Cambridgeshire County Council, and using housing trajectory questionnaires completed by landowners, developers or agents.</li> </ul>

Section Three - City Centre, areas of major change, opportunity areas and site specific proposals			
Policy 21 – Mitcham’s Corner Opportunity Area			
<b>Risks:</b> <ul style="list-style-type: none"> <li>• Non-delivery.</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>• Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</li> <li>• Discussion with stakeholders to identify issues and seek to resolve to bring forward development.</li> </ul>			

## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
Ensuring that any projects which help deliver coordinated streetscape and public realm improvements are feasible, properly funded, effective and done to a high quality to help reinforce a strong sense of place for the area.	Through the development management process and through careful coordination of any transport analysis, design and project management of proposals.	<ul style="list-style-type: none"> <li>Target: Adoption of Mitcham’s Corner Development Framework SPD before a planning application is submitted.</li> </ul> <p>Trigger: Development Framework SPD not adopted by 31 March 2019.</p> <ul style="list-style-type: none"> <li>Target: Progress towards housing provision as identified in Policy 21 and allocation R4 for approximately 48 dwellings.</li> <li>Trigger: Lack of progress in comparison with annually published housing trajectory.</li> </ul>	<ul style="list-style-type: none"> <li>Review annually. Completion of the Development Framework SPD will be evidenced through its adoption and the relevant council committee.</li> <li>These figures will be monitored via the council’s annual housing trajectory using housing completions and commitments data produced by the Research &amp; Monitoring Team at Cambridgeshire County Council, and using housing trajectory questionnaires completed by landowners, developers or agents.</li> </ul>

### Section Three - City Centre, areas of major change, opportunity areas and site specific proposals

#### Policy 22 – Eastern Gate Opportunity Area

<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Non-delivery.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</li> <li>Discussion with stakeholders to identify issues and seek to resolve to bring forward development.</li> <li>Update the Eastern Gate Supplementary Planning Document.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring



## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

Delivery of the development.	Through the development management process.	<ul style="list-style-type: none"> <li>Target: To redevelop the identified 'Potential Development Sites' and improve the Eastern Gate Opportunity Area through the implementation of key projects as illustrated within Policy 22 (figure 3.9).</li> </ul> <p>Trigger: No progress towards the submission of a relevant planning application on any of the 'Potential Development Sites' by 31 March 2021.</p>	<ul style="list-style-type: none"> <li>To be reported annually in the council's Annual Monitoring Report using business and residential completions and commitments data provided by the County Council's Research and Monitoring Team to illustrate new completed and improved developments as set out in the Councils Eastern Gate SPD.</li> </ul>
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### Section Three - City Centre, areas of major change, opportunity areas and site specific proposals

#### Policy 23 – Mill Road Opportunity Area

**Risks:**

- Non-delivery.

**What action will be taken?**

- Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:
- Discussion with stakeholders to identify issues and seek to resolve to bring forward development. Discussions with Development Management to understand and address any issues pertaining to shop unit amalgamation.

Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
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<p>Delivery of Local Plan allocations R10, R21 and R9 and a series of coordinated streetscape and public realm improvements.</p>	<p>Through the development management process.</p>	<ul style="list-style-type: none"> <li>Target: Adoption of Mill Road Depot Planning and Development Brief SPD before a planning application is submitted.</li> </ul> <p>Trigger: Planning and Development Brief SPD not adopted or close to adoption by 31 March 2019.</p> <ul style="list-style-type: none"> <li>Progress towards housing provision as identified in Policy 23 and allocations R10 (for approximately 167 dwellings), R21 (for approximately 128 dwellings and up to 1 hectare employment floorspace) and R9 (for up to 49 dwellings).</li> </ul> <p>Trigger: Lack of progress in comparison with annually published housing trajectory.</p>	<ul style="list-style-type: none"> <li>Review annually. Completion of the Planning and Development Brief SPD will be evidenced through its adoption.</li> <li>These figures will be monitored via the council's annual housing trajectory using housing completions and commitments data produced by the Research &amp; Monitoring Team at Cambridgeshire County Council, and using housing trajectory questionnaires completed by landowners, developers or agents.</li> </ul>
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### Section Three - City Centre, areas of major change, opportunity areas and site specific proposals

#### Policy 24 – Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area

**Risks:**

- Non-delivery.

**What action will be taken?**

- Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:
- Discussion with stakeholders to identify issues and seek to resolve to bring forward development.

Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
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## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

<p>Ensuring that any projects which help deliver coordinated streetscape and public realm improvements are feasible, properly funded, effective and done to a high quality to help reinforce a strong sense of place for the area.</p>	<p>Through the development management process and through careful coordination of any transport analysis, design and project management of proposals.</p>	<ul style="list-style-type: none"> <li>Target: Progress towards development of sites M5 (20 residential units over 0.5 ha of employment) and E5 (1.4ha of employment uses) as identified in Policy 24.</li> </ul> <p>Trigger: Lack of progress in comparison with annually published housing trajectory.</p>	<ul style="list-style-type: none"> <li>To be reported annually in the council's Annual Monitoring Report using business and residential completions and commitments data provided by the County Council's Research and Monitoring Team.</li> </ul>
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### Section Three - City Centre, areas of major change, opportunity areas and site specific proposals

#### Policy 25 – Old Press/Mill Lane Opportunity Area

<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Non-delivery.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</li> <li>Discussion with stakeholders to identify issues and seek to resolve to bring forward development, or alternatively review the masterplan.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
<p>Ensuring that high quality development comes forward which will help reinforce a strong sense of place for the area and makes public realm and accessibility improvements.</p>	<p>Through the development management process.</p>	<ul style="list-style-type: none"> <li>Target: Approval of Old Press/Mill Lane masterplan/outline planning permission by 31 March 2021.</li> </ul> <p>Trigger: Masterplan/outline planning permission not approved, or close to approval by 31 March 2021.</p> <ul style="list-style-type: none"> <li>Target: Delivery of Old Press/Mill Lane as defined in the masterplan/outline planning permission and SPD.</li> </ul> <p>Trigger: Delay in delivery contrary to the masterplan/outline planning permission.</p>	<ul style="list-style-type: none"> <li>Review annually. Completion of the masterplan/approval of outline planning permission will be evidenced through its adoption or approval of planning permission.</li> <li>To be evidenced through the completed masterplan/outline planning permission and reported annually in the council's Annual Monitoring Report using completions and commitments data provided by the County Council's Research and Monitoring Team.</li> </ul>

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Section Three - City Centre, areas of major change, opportunity areas and site specific proposals			
Policy 26 – Site specific development opportunities			
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</li> <li>• Discussion with stakeholders to identify issues and seek to resolve to bring forward development.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
Delivery of the development.	Through the development management process.	<ul style="list-style-type: none"> <li>• Target: Progress of GB1 &amp; 2 towards the housing targets of 200 and 230 residential units.</li> </ul> <p>Trigger: Lack of progress in comparison with annually published housing trajectory</p> <ul style="list-style-type: none"> <li>• Progress of GB3 &amp; 4 towards the identified employment floorspace target of 25,193 sqm by the end of the plan period.</li> </ul> <p>Trigger: No progress towards the submission of a relevant planning applications by 31 March 2021.</p>	<ul style="list-style-type: none"> <li>• To be reported annually in the council’s Annual Monitoring Report using business and residential completions and commitments data provided by the County Council’s Research and Monitoring Team, and using housing trajectory questionnaires completed by landowners, developers or agents.</li> </ul>

## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

Section Four - Responding to climate change and managing resources			
Policy 27 – Carbon reduction, community energy networks, sustainable design and construction and water use			
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Developments (and the residents of new developments) are more vulnerable to the predicted impacts of our changing climate (e.g. higher temperatures, extreme weather events, flooding) if they are not designed to be resilient to these impacts</li> <li>• Continued increase in carbon emissions from new developments, exacerbating climate change</li> <li>• Increase in fuel and water poverty amongst Cambridge residents</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Engage with developers at an early stage in the design of new developments to ensure that the principles of sustainable design and construction are integrated</li> <li>• Development of further supplementary guidance and case studies of best practice</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring

## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

<p>How to ensure that the principles of sustainable design and construction are integrated into the design of new developments.</p> <p>How to ensure that all new developments are designed to help minimise carbon reductions and reduce potable water consumption.</p>	<p>Through the development management process through the submission of the following documents:</p> <ul style="list-style-type: none"> <li>• submission of a Sustainability Statement as part of the design and access statement;</li> <li>• submission of BREEAM pre-assessments;</li> <li>• Interim and Final BREEAM certification to be submitted to the local planning authority in order to discharge conditions;</li> <li>• submission of an energy strategy demonstrating energy and carbon savings and how these have been achieved using the hierarchical approach;</li> <li>• submission of water efficiency specification/water efficiency calculator to demonstrate compliance with water efficiency requirements.</li> </ul> <p>The following information would need to be submitted alongside any applications that fall within the Strategic District Heating Area:</p> <ul style="list-style-type: none"> <li>• Plans showing the pipe route and connection point to the wider network;</li> <li>• High level technical specification to enable compatibility to be checked;</li> <li>• Date of implementation and connection;</li> <li>• Details of financial contribution;</li> <li>• Feasibility and viability assessments; and</li> <li>• Energy Statement demonstrating carbon and energy savings.</li> </ul>	<ul style="list-style-type: none"> <li>• Target: An increase in the number of non-residential completions (where applicable) delivered at BREEAM 'very good'/'excellent' and maximum credits for water consumption.  Trigger: 50% or more non-compliant permissions.</li> <li>• Target: That all new dwellings permitted will be designed to achieve water consumption levels of 110 litres per person per day or less  Trigger: One or more residential completions that fail to achieve 110 litres per person per day water consumption.</li> <li>• Target: Production of Sustainable Design and Construction SPD including water efficiency guidance.  Trigger: Sustainable Design and Construction SPD not adopted or no progress towards adoption of the SPD by 31 March 2019.</li> <li>• Target: Connection of all schemes located within the strategic district heating area to district heating where available.  Trigger: If by 31 March 2021 the policy has not lead to the development of district heating networks the policy will be reviewed.</li> </ul>	<ul style="list-style-type: none"> <li>• Annually, via the creation of a BREEAM spreadsheet to track all non-residential applications through to discharge of condition.</li> <li>• Annually, via a BREEAM spreadsheet to track all non-residential applications through to discharge of condition.</li> <li>• To be evidenced through the adoption of the SPD and relevant committee as noted in the council's Annual Monitoring Report. Further targets to be derived and monitored through the SPD.</li> <li>• Annually monitoring the installation of CHP district heating networks through the monitoring of planning applications.</li> </ul>
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## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

Section Four - Responding to climate change and managing resources			
Policy 31 – Integrated water management and the water cycle			
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• If surface water runoff from new developments is not managed in an integrated way, the risk of surface water flooding will increase, both to the development itself and neighbouring properties/properties downstream of the development.</li> <li>• Pollutants in surface water run-off from new developments could enter rivers and other watercourses, damaging the ecology of those watercourses. Groundwater supplies could also become contaminated.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Early engagement with developers to ensure that the principles of an integrated surface water management are embedded into all development proposals.</li> <li>• Development of further supplementary guidance and case studies of best practice.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
To ensure that an integrated approach to surface water management is applied to all development proposals in order that flood risk is not increased elsewhere.	Applicants will be required to submit a drainage strategy as part of their planning application, outlining their approach.	<ul style="list-style-type: none"> <li>• Target: The adoption of a Flooding and Water SPD which will enforce the requirement for developers to submit a drainage strategy by 31 March 2019.</li> </ul> <p>Trigger: Non adoption or no progress towards the adoption of the Flooding and Water SPD by 31 March 2019.</p> <ul style="list-style-type: none"> <li>• Target: No planning permissions granted where the Environment Agency initially objected on water quality grounds without appropriate conditions.</li> </ul> <p>Trigger: One or more developments granted planning permission in a year against the advice of the Environment Agency, without appropriate conditions.</p>	<ul style="list-style-type: none"> <li>• Review annually. Completion of the SPD will be evidenced through its adoption and the relevant council committees.</li> <li>• Data to be collected annually from the Environment Agency’s dataset: Environment Agency objections to planning on the basis of water quality and information submitted with planning applications, delegated reports and conditions imposed on planning permissions.</li> </ul>

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Section Four - Responding to climate change and managing resources			
Policy 32 – Flood risk			
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Development could be at risk of flooding if it is located in an area defined as being at risk of flooding by the Environment Agency.</li> <li>• New development could increase the risk of flooding to areas and properties downstream of the development.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Early engagement with developers to ensure that flood risk is appropriately dealt with.</li> <li>• Development of further supplementary guidance and case studies of best practice.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
To ensure that new developments are not at risk of flooding and do not increase the risk of flooding to areas and properties downstream of the development.	Applicants will be required to submit an appropriate flood risk assessment as part of their planning application, outlining their approach.	<ul style="list-style-type: none"> <li>• Target: No planning permissions granted where the Environment Agency initially objected on flooding grounds without appropriate conditions and / or submission of a satisfactory flood risk assessment.</li> <li>• Trigger: One or more developments granted planning permission in a year against the advice of the Environment Agency, without appropriate conditions or a satisfactory flood risk assessment.</li> </ul>	<ul style="list-style-type: none"> <li>• Data to be collected annually from the Environment Agency’s dataset: Environment Agency objections to planning on the basis of flood risk and information submitted with planning applications, delegated reports and conditions imposed on planning permissions.</li> </ul>



## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

Section Four - Responding to climate change and managing resources			
Policy 36 – Air quality, odour and dust			
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Continuing degradation of air quality in Cambridge has the potential to cause significant public health issues.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with developers to ensure that development has the potential to impact on air quality mitigates any impact.</li> <li>Development of further supplementary guidance.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
<p>The need to ensure that new development proposals do not have a detrimental impact on air quality or cause additional pollution from odour and dust.</p>	<p>Developers of sites that are sensitive to pollution, and located close to existing air polluting or fume/odour generating sources will be required to submit a relevant assessment which shows the impact upon their development.</p> <p>Developers of sites that include sources of air pollution, including dust, fumes and odour will be required to submit a relevant assessment which shows the impact of their development.</p> <p>Developers of major sites, or sites within or adjacent to an air quality management area would be required to submit a dust risk assessment/management and/or an air quality assessment.</p>	<ul style="list-style-type: none"> <li>Target: To improve air quality especially within Air Quality Management Areas (AQMA).</li> <li>Trigger: Action would be triggered by an increase in air pollution within an AQMA and/or the designation of new air quality management areas.</li> </ul>	<ul style="list-style-type: none"> <li>Annually through the Air Quality Progress Report for Cambridge City Council in fulfilment of Part IV of the Environment Act 1995 (Local Air Quality Management).</li> </ul>

## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

Section Five – Supporting the Cambridge economy			
Policy 40 – Development and expansion of business space			
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>This policy replaces the long-standing policy of Selective Management of the Economy. The previous policy sought to restrict the occupation of new employment land to hi-tech businesses or businesses that served the local area, to ensure that there was sufficient land for the Cambridge Phenomenon to continue to flourish. Evidence is such that this is no longer needed, as there is a plentiful supply of land for research and development. However, when this restriction is removed will this continue to be the case, also will there continue to be the space for businesses that serve the hi-tech cluster?</li> <li>Any change of such a fundamental policy is likely to have consequences, the full implications of which cannot be foreseen now. For example, will the lifting of restrictions increase the rents on business space, harming entrants to the market?</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Review the change in policy through an in-depth study of the Cambridge economy.</li> <li>Discussion with developers and stakeholders.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
How to best support the Cambridge economy.	Through the development management process.	<ul style="list-style-type: none"> <li>Target: Increase in business floorspace by 70,000 sqm (net).</li> <li>Trigger: No progress towards a net increase of 70,000 sqm meters of business floorspace, or net loss of retail floorspace.</li> </ul>	<ul style="list-style-type: none"> <li>Data monitored annually by recording the increase in business floorspace in the city from 1 April 2011 to current year measured against progress towards an increase of 70,000 sqm of net business floorspace (by type) to 2031. Data to be evidenced using business completions and commitments data provided by Cambridgeshire County Council’s Research and Monitoring Team. Data will include B1 (a), B1 (b), B1(c), B2, B8 uses.</li> </ul>

## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

### Section Five – Supporting the Cambridge economy

#### Policy 41 –Protection of business space

**Risks:**

- Allowing the loss of too much business space, such that it harms the local economy.
- The policy being too strict such that sites are left empty and unused. N.B. care must be taken when considering this as it may be a function of other effects (e.g. the national economy) and not the policy.

**What action will be taken?**

- Seek further engagement with developers and agents.
- Review circumstances that led to trigger being met, and then take action as appropriate which may include review DM processes, and review relevant parts of the Local Plan.

Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
How to best support the Cambridge economy: ensure there is a sufficient supply of employment land.	Through the development management process.	<ul style="list-style-type: none"> <li>• Target: To limit the amount of employment land lost to non-employment uses.</li> </ul> <p>Trigger: Loss of 2 or more hectares of employment land to non-employment uses in a year.</p>	<ul style="list-style-type: none"> <li>• Data to be evidenced using business completions and commitments data provided by Cambridgeshire County Council’s Research and Monitoring Team. Data will include B1 (a), B1 (b), B1(c), B2, B8 uses.</li> </ul>

### Section Five – Supporting the Cambridge economy

#### Policy 43 –University faculty development

**Risks:**

- Insufficient supply of land to support the growth of the universities.

**What action will be taken?**

- Seek further engagement with the universities.

Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring

## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

Supporting the growth of the universities in Cambridge.	Through the development management process.	<ul style="list-style-type: none"> <li>Target: To progress development of specific sites mentioned in the policy including New Museums, Mill Lane/Old Press, Eastern Gateway or near East Road, West Cambridge and Cambridge Biomedical Campus against the relevant SPDs or planning permissions.</li> </ul> <p>Trigger: A lack of progress towards meeting SPD criteria within the plan period will trigger a review as will a lapse in planning permission.</p> <ul style="list-style-type: none"> <li>Target: To ensure there is sufficient land to support the growth of the Universities.</li> </ul>	<ul style="list-style-type: none"> <li>Annually, data to be evidenced using D1 completions and commitments data provided by Cambridgeshire County Council's Research and Monitoring Team.</li> <li>For monitoring purposes only. data may be incomplete and will therefore not provide an accurate picture of University faculty growth during the plan period. Analysis of policy usage and discussions with development management may raise issues that require further evidence gathering/discussion with the Universities.</li> </ul>
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### Section Six - Providing a balanced supply of housing

#### Policy 45 – Affordable housing and dwelling mix

**Risks:**

- Lack of delivery of affordable housing

**What action will be taken?**

- Review the policy approach and seek further engagement with developers and agents including further consideration of development viability in Cambridge.
- Review financial contributions within the Affordable Housing SPD.

Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
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## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

<p>Supporting the delivery of a range of affordable housing.</p> <p>Developments should include a balanced mix of dwelling sizes (measured by number of bedrooms), types and tenures to meet future household needs in Cambridge.</p>	<p>Through the development management process, with input on viability and type of housing provided by Strategic Housing and Planning Policy officers.</p>	<ul style="list-style-type: none"> <li>• Target: To deliver affordable housing on developments as set out in Policy 45 (and below) unless viability issues can be demonstrated.             <ul style="list-style-type: none"> <li>• 10% on 2 -9 units (net)</li> <li>• 25% on 10-14 units (net)</li> <li>• 40% on 15 or more units (net)</li> </ul> </li> </ul> <p>Trigger: Five or more developments that fail to provide affordable housing as set out in the policy in one year.</p> <ul style="list-style-type: none"> <li>• Target: To deliver a mix of housing to meet the needs of different groups in the community.</li> </ul> <p>Trigger: Contextual indicator, to provide information on the implementation of the policy.</p> <ul style="list-style-type: none"> <li>• Target: To increase the delivery of affordable housing to respond to the high level of need identified.</li> </ul> <p>Trigger: Contextual indicator, to provide information on the implementation of the policy.</p>	<ul style="list-style-type: none"> <li>• Monitored annually using housing completions and commitments data produced by the Research &amp; Monitoring Team at Cambridgeshire County Council.</li> </ul>
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## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

Section Six - Providing a balanced supply of housing			
Policy 46 – Development of student housing			
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Student accommodation is delivered in excess of the recognised need.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Review the policy approach and seek further engagement with developers, universities and colleges.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
Supporting the delivery of high quality student accommodation with no adverse impacts on the surrounding area	Through the development management process	<ul style="list-style-type: none"> <li>Target: To ensure student accommodation built meets the specific needs of a named institution or institutions.</li> </ul> <p>Trigger: Amount completed of student accommodation exceeds recognised need of 3,104 to 2026 as guided by the Assessment of Student Housing Demand and Supply for Cambridge City Council or successor document.</p>	<ul style="list-style-type: none"> <li>Data obtained annually from student accommodation completions and commitments data produced annually by Research &amp; Monitoring Team at Cambridgeshire County Council.</li> </ul>

Section Six - Providing a balanced supply of housing			
Policy 49 – Provision for Gypsies and Travellers			
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>No provision of permanent or transit pitches or emergency stopping places for Gypsies and Travellers is made.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Seek further engagement with neighbouring authorities, review evidence of need and engage with Gypsies and Travellers, developers and agents.</li> <li>Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:                             <ul style="list-style-type: none"> <li>Review Development Management processes.</li> <li>Review Needs Assessment</li> <li>Review of the Local Plan.</li> <li>Consider undertaking co-operation with other local authorities, including through duty to co-operate.</li> </ul> </li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring

## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

<p>Supports the development of pitch provision for Gypsies and Travellers where there is an identified need.</p> <p>Meeting the needs of those that meet the planning definition of gypsies and travellers and those that do not meet the definition but can demonstrate a cultural need for caravan accommodation.</p>	<p>Through the development management process and through engagement with neighbouring authorities.</p>	<ul style="list-style-type: none"> <li>Target: To monitor the number of caravans on unauthorised Gypsy &amp; Travellers sites.</li> </ul> <p>Trigger: Contextual indicator, to provide information on the implementation of the policy.</p> <ul style="list-style-type: none"> <li>Target: Sufficient sites coming forward to meet identified needs of those that meet the planning definition of gypsies and travellers and those that do not meet the definition but can demonstrate a cultural need for caravan accommodation.</li> </ul> <p>Trigger: Insufficient sites coming forward to meet identified needs of those that meet the planning definition of gypsies and travellers and those that do not meet the definition but can demonstrate a cultural need for caravan accommodation, assessed against the GTAA and ongoing monitoring by the local housing authority.</p>	<ul style="list-style-type: none"> <li>Annually, using the National caravan count which is carried out in January and July each year.</li> <li>Count of the number of pitches delivered in the monitoring year taken from completions data produced by Cambridgeshire County Council's Research and Monitoring Team.</li> </ul>
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### Section Six - Providing a balanced supply of housing

#### Policy 52 –Protecting garden land and the subdivision of existing dwelling plots

**Risks:**

- Sustained numbers of approved applications lead to the loss of significant amounts of amenity space, with associated negative impacts on biodiversity and quality of life etc.

**What action will be taken?**

- Seek early engagement with developers and agents.

Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
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## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

Supports residential development on garden land only where applications meet specific criteria.	Through the development management process	<ul style="list-style-type: none"> <li>Target: To ensure no subdivision of existing dwelling plots in order to provide further residential accommodation.</li> </ul> <p>Trigger: Subdivision of one or more existing plots unless justified through the specified criteria within Policy 52.</p>	<ul style="list-style-type: none"> <li>These figures will be monitored via the council's annual housing trajectory using housing completions and commitments data produced by the Research &amp; Monitoring Team at Cambridgeshire County Council.</li> </ul>
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### Section Six - Providing a balanced supply of housing

#### Policy 54 – Residential moorings

<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Sustained applications which lead to adverse impacts on amenity.</li> <li>Lack of provision for residential moorings.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with the residential boaters, Conservators of the River Cam and the council's Streets and Open Spaces Service.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
Supports the development of residential moorings, subject to the fulfilment of criteria.	Through the development management process.	<ul style="list-style-type: none"> <li>Target: Delivery of allocation RM1 as specified in Appendix B of the Cambridge Local Plan 2014.</li> </ul> <p>Trigger: No delivery of or progress towards the completion of residential moorings by 31 March 2026.</p>	<ul style="list-style-type: none"> <li>Monitored using (i) planning applications and committee or delegated reports, and (ii) housing completions and commitments produced by Research &amp; Monitoring Team at Cambridgeshire County Council.</li> </ul>

### Section Seven – Protecting and enhancing the character of Cambridge

#### Policy 62 – Local heritage assets

<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Loss of /harm to assets,</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Consider Article 4 directions. Promotion of list.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring



## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

Do decisions reflect the policy with regard to alteration or demolition?	Delivered through decisions on development applications by Members/Officers.	<ul style="list-style-type: none"> <li>Target: To retain local heritage assets.</li> </ul> <p>Trigger: No loss of local heritage assets.</p>	<ul style="list-style-type: none"> <li>Monitored annually and reported in the Council's Annual Monitoring Report using the Council's own dataset.</li> </ul>
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### Section Seven – Protecting and enhancing the character of Cambridge

#### Policy 67 – Protection of open space

<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Pressure for university and other institutions to expand overrides protection of protected open spaces.</li> <li>Value of protected open spaces is overridden by value of development proposals by Planning Inspectorate on appeal.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Continue to vigorously defend protected open spaces and seek alternative solution through design to minimise loss of protected open space.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
Ensuring that social and environmental gains are sought jointly and simultaneously through the planning system.	By taking a positive approach to decision making that reflects the presumption in favour of sustainable development contained in the NPPF.	<ul style="list-style-type: none"> <li>Target: Retention of protected open space within the Local Authority area unless appropriate mitigation can be implemented or justified.</li> </ul> <p>Trigger: Net loss of protected open spaces unless appropriate mitigation can be implemented or adequately justified.</p>	<ul style="list-style-type: none"> <li>To be monitored every four to five years through the update of the Open Space and Recreation data/Appendix C. Open space will be assessed by quantum and type.</li> <li>Additional specific strategies for different types of open spaces may also be commissioned on a four to five year basis.</li> </ul>

### Section Seven – Protecting and enhancing the character of Cambridge

#### Policy 68 – Open space and recreation provision through new development

<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Proposals that generate a contribution for open space provision fail to provide on-site open space provision especially in areas with an identified deficiency in public open space.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Provide robust policy reason for residential proposals providing on-site provision, especially in areas with an identified deficiency in public open space.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring

## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

<p>Ensuring that social and environmental gains are sought jointly and simultaneously through the planning system.</p>	<p>By taking a positive approach to decision-making that reflects the presumption in favour of sustainable development contained in the NPPF Specific delivery mechanism: adopted Open Space and Recreation Standards, adopted Open Space and Recreation Strategy.</p>	<ul style="list-style-type: none"> <li>Target: Net gain of protected open spaces through new development.</li> </ul> <p>Trigger: No net gain of open space through new developments.</p>	<ul style="list-style-type: none"> <li>To be monitored every four to five years through the update of the Open Space and Recreation data/Appendix C. Open space will be assessed by quantum and type.</li> <li>Additional specific strategies for different types of open spaces may also be commissioned on a four to five year basis.</li> </ul>
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### Section Seven – Protecting and enhancing the character of Cambridge

#### Policy 69 – Protection of biodiversity and geodiversity

**Risks:**

- Proposals granted planning consent that have an adverse effect on a site of local nature conservation importance.
- Proposals fail to take account of specific delivery documents related to sites of local nature conservation importance.

**What action will be taken?**

- Seek further engagement with developers and agents.

Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
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## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

<p>Ensuring that environmental gains are sought jointly and simultaneously through the planning system.</p>	<p>By taking a positive approach to decision making that reflects the presumption in favour of sustainable development contained in the NPPF Specific delivery mechanism: adopted Cambridgeshire Green Infrastructure Strategy, national and local habitat action plans (LHAPs) and national and local species action plans (LSAPs).</p>	<ul style="list-style-type: none"> <li>Target: No loss in the areas of local nature conservation importance as a result of new development where no mitigation has been provided.</li> </ul> <p>Trigger: Loss of areas of local nature importance as a result of new development where no mitigation has been provided.</p>	<ul style="list-style-type: none"> <li>Data obtained annually from the Cambridgeshire and Peterborough Environmental Records Centre and includes loss of areas of biodiversity importance by type e.g. Local Nature Reserves, County Wildlife Sites and City Wildlife Sites in hectares.</li> </ul>
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### Section Seven – Protecting and enhancing the character of Cambridge

#### Policy 70 – Protection of priority species and habitats

<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Proposals granted planning consent that have an adverse effect on priority species and habitats.</li> <li>Proposals fail to take account of specific delivery documents related to the protection of priority species and habitats.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Seek further engagement with developers and agents.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
<p>Ensuring that environmental gains are sought jointly and simultaneously through the planning system.</p>	<p>By taking a positive approach to decision-making that reflects the presumption in favour of sustainable development contained in the NPPF Specific delivery mechanism: adopted Cambridgeshire Local Biodiversity Action Plans.</p>	<ul style="list-style-type: none"> <li>Target: No loss land within SSSI as a result of new development where no mitigation has been provided. No deterioration of SSSI as a result of new development.</li> <li>Trigger: One or more new developments completed in a year within or adversely affecting a SSSI where no mitigation has been provided.</li> </ul>	<ul style="list-style-type: none"> <li>Data obtained annually from the Cambridgeshire and Peterborough Environmental Records Centre by hectares.</li> </ul>

## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

Section Eight – Services and local facilities			
Policy 72 – Development and change of use in district, local and neighbourhood centres			
<p><b>Risks (that the policy will not be delivered):</b></p> <ul style="list-style-type: none"> <li>Pressure for new development that fails to support the vibrancy and vitality of the district, local and neighbourhood centres.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Seek further engagement with developers and agents.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
Ensuring that the district, local and neighbourhood centres remain healthy with a suitable mix of uses and few vacancies.	Through the development management process.	<ul style="list-style-type: none"> <li>Target: To ensure that the proportion of retail (A1) uses in the district centres does not fall below 55%. Retention of an appropriate balance and mix of uses within Local and Neighbourhood Centres.</li> </ul> <p>Trigger: The proportion of retail (A1) uses in the district centre falls below 55%.</p>	<ul style="list-style-type: none"> <li>The health and composition of local and neighbourhood centres will be monitored through the assessment of planning applications and through the Council's occasional shopping survey.</li> </ul>

Section Eight – Services and local facilities			
Policy 73 – Community and leisure facilities			
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Limited opportunities for replacement facilities to provide either better or comparable facilities in highly accessible areas.</li> <li>Pressure for 'quick win' developments.</li> <li>Clarity and quality of evidence required for proposals that involve the loss of a facility.</li> <li>Lack of commitment from applicants to deliver a usable community space.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Ensure requirements for any replacement or proposed loss of a facility are clarified at the pre-application stage.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring

## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

Ensuring that economic, social and environmental gains are sought jointly and simultaneously through the planning system.	By taking a positive approach to decision-making that reflects the presumption in favour of sustainable development contained in the NPPF.	<ul style="list-style-type: none"> <li>Target: To deliver new types of community and/ or leisure facilities.</li> </ul> <p>Trigger: Contextual indicator, to provide information on the implementation of the policy.</p>	<ul style="list-style-type: none"> <li>Given the varied use classes of community facilities, the change in net floorspace for D1 and sui generis uses that fulfil a community or leisure use role will be monitored annually using completions and commitments data produced by the Research &amp; Monitoring Team at Cambridgeshire County Council.</li> </ul>
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### Section Eight – Services and local facilities

#### Policy 76 – Protection of public houses

<b>Risks:</b> <ul style="list-style-type: none"> <li>Pressure for ‘quick win’ developments</li> <li>Clarity and quality of evidence required for proposals that involve the loss of a public house.</li> <li>Limited awareness of incremental proposals affecting the long-term viability of a public house.</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>Ensure requirements for any on-site developments or proposed loss of a facility are clarified at the pre-application stage.</li> </ul>			
Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
Ensuring that economic, social and environmental gains are sought jointly and simultaneously through the planning system.	By taking a positive approach to decision-making that reflects the presumption in favour of sustainable development contained in the NPPF.	<ul style="list-style-type: none"> <li>Target: To retain public houses identified within Appendix C of the Cambridge Local Plan 2014.</li> </ul> <p>Trigger: Loss of one or more public houses from the safeguarded list where justification has not been provided as set out in Appendix K of the Cambridge Local Plan 2014.</p>	<ul style="list-style-type: none"> <li>Monitor and update the list of safeguarded sites biennially (Appendix C of the Cambridge Local Plan 2014) through local survey.</li> </ul>

### Section Eight – Services and local facilities

#### Policy 77 – Development and expansion of hotels

<b>Risks:</b> <ul style="list-style-type: none"> <li>Hotel needs not met (possible given the competition for land in Cambridge).</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>Seek further engagement with developers and agents.</li> </ul>			
Implementation issue	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring

## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

Support the growth of hotels to meet needs.	Through the development management process.	<ul style="list-style-type: none"> <li>Target: Development of up to 1,500 additional bedspaces, as identified in the Cambridge Hotel Futures Study or successor document.</li> </ul> <p>Trigger: Lack of progress towards target, or oversupply of additional bedspaces in comparison to identified target.</p> <ul style="list-style-type: none"> <li>Monitor the location of new hotels in line with the identified locations set out in Policy 77 and the requirements of National Town Centre Policy (NPPF, paragraph 24).</li> </ul>	<ul style="list-style-type: none"> <li>Annually monitor the increase in hotel accommodation by number of rooms, through a count of policy usage and an analysis of the associated planning applications.</li> <li>Annually, for monitoring purposes only to inform new evidence base creation.</li> </ul>
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### Section Eight – Services and local facilities

#### Policy 78 – Redevelopment or loss of hotels

<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Allowing the significant loss of hotels, such that it fails to support tourism in Cambridge.</li> <li>The policy being too strict, such that sites are left empty and unused. N.B. care must be taken when considering this, as it may be a function of other effects (e.g. the national economy) and not the policy.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Seek further engagement with developers and agents.</li> </ul>
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Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
How to best support the Cambridge tourist economy: ensure there is a sufficient supply of hotels.	Through the development management process.	<ul style="list-style-type: none"> <li>Target: To protect the loss of hotel accommodation.</li> </ul> <p>Trigger: Net loss of hotel accommodation over a five year period.</p>	<ul style="list-style-type: none"> <li>Annually monitor the net increase in hotel accommodation by number of rooms, through a count of policy usage and analysis of the associated planning applications. To be reported in the Council's Annual Monitoring Report.</li> </ul>

### Section Nine – Providing infrastructure to support development

#### Policy 85 – Infrastructure delivery, planning obligations and the Community Infrastructure Levy

<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>That the infrastructure necessary to support development is not being provided and provided in a timely fashion</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Negotiation with developers, review of SPD/charging schedule</li> </ul>
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## APPENDIX A: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (CLEAN)

Purpose	Delivery mechanism/partners	Target/Trigger	Data Source, Frequency of Monitoring
Ensuring the timely provision of infrastructure alongside new development.	<p>Planning obligations SPD.</p> <p>Community Infrastructure Levy Regulations 2010 (as amended).</p> <p>Cambridge Community Infrastructure Levy Charging Schedule.</p>	<ul style="list-style-type: none"> <li>Target: to secure sufficient infrastructure capacity to support and meet all the requirements arising from the new development.</li> </ul> <p>Trigger: Contextual indicator, to provide information on the implementation of the policy.</p>	<ul style="list-style-type: none"> <li>Annually for monitoring purposes only. Information on the process of collecting and spending developer contributions is available on the Council’s website.</li> <li>Requirements for the implementation and monitoring of CIL are detailed in the CIL Regulations. Once Cambridge City Council has adopted a CIL Charging Schedule, information on the collection and spending of monies will be included in the Annual Monitoring Report.</li> </ul>

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## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

NOTE: THE AMENDED LAYOUT OF THE MONITORING APPENDIX HAS NOT BEEN REFLECTED WITHIN THE TRACKED CHANGES DOCUMENT.

### APPENDIX M: MONITORING AND IMPLEMENTATION

#### Table M.1: Monitoring and implementation

- M.1 The role and importance of monitoring has long been recognised by the council as a vital part of the plan-making and review process. It enables feedback on the performance of policies and the physical effects they have on the city. Monitoring will be crucial to the successful delivery and implementation of the Cambridge Local Plan 2014, enabling the development of a comprehensive evidence base, which will in turn inform the preparation of policy documents. Monitoring will also provide a feedback loop mechanism, giving information about policy performance and highlighting policies that need to be replaced/amended.
- M.2 All policies will be monitored by counting how many times they have been used to inform decision making. Meetings will be held with Development Management to discuss if the usage of these policies appears reasonable and correct. Any potential policy implementation issues will also be discussed. The Council will work towards implementing effective solutions to address any policy ambiguity, issues or misuse.
- M.3 The following policies listed in the tables below have additional specific monitoring requirements to that mentioned above as more comprehensive data can be found to assess policy implementation. The indicators and triggers have been selected based on their appropriateness and the availability of the data. Indicators should be measured at the appropriate level for the policy and measured at a reasonable interval to allow for comprehensive monitoring. Where there may be issues obtaining the data at present (due to the need to create a new dataset), it is expected that this data will become available as soon as practicably possible. All indicators and progress of the policies will be monitored and recorded annually through the council's Annual Monitoring Report.
- M.4 The monitoring and implementation framework for the Cambridge Local Plan 2014 is outlined in the tables below. For each identified policy the table sets out:

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

- Risks: Identifies the risks if the policy is not delivered;
- What action will be taken? In each case the Council will review the circumstances that led to the trigger being met, and then take action as identified within the text;
- Purpose: Illustrates what the policy is trying to achieve;
- Delivery mechanism/partners: Clarifies how the policy will be delivered and identifies any key partners or agencies that will be involved in the implementation of this policy;
- Target/Trigger: Identifies a target and trigger that will instigate the review of the policy and the implementation of the aforementioned actions; dates reflect the end of monitoring years;
- Data Source, Frequency of Monitoring: Demonstrates how the policy will be monitored, how often the indicators will be monitored and by what methodology.

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Policy	<u>Purpose</u> <del>Implementation issue</del>	Delivery mechanism/partners	<u>Target</u> <del>Indicator</del> /trigger	<u>Data Source, Frequency of Monitoring</u> <del>Target/ timescale</del>
<b>Section Two – The spatial strategy</b>				
<b>Policy 1 –</b> Presumption in favour of sustainable development	Ensuring that economic, social and environmental gains are sought jointly and simultaneously through the planning system	By taking a positive approach to decision making that reflects the presumption in favour of sustainable development contained in the NPPF	<ul style="list-style-type: none"> <li>• Proportion of applications that are refused planning permission</li> <li>• Sustained levels of applications which fail to support the principles of sustainable development</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>
<p><b>Risks (that the policy will not be delivered):</b></p> <ul style="list-style-type: none"> <li>• Pressure for ‘quick win’ proposals</li> <li>• Lack of joint working between key stakeholders to find more sustainable outcomes</li> </ul> <p><b>What action will be taken?</b></p> <p>Seek further engagement with developers and agents regarding the need to implement sustainable development</p>				
<b>Policy 2 –</b> Spatial strategy for the location	Ensuring employment proposals are focused on the urban area, areas of major change,	Through the development management process and working with relevant partners, including the	<ul style="list-style-type: none"> <li>• Quantity of employment floorspace implemented on the designated areas</li> </ul>	<ul style="list-style-type: none"> <li>• Monitored annually using business completions and</li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
of employment development	opportunity areas and the City Centre	universities and the Greater Cambridge Greater Peterborough Local Enterprise Partnership	<p>for employment uses. This figure should be maximised</p> <ul style="list-style-type: none"> <li>• <u>Target: To deliver an increase of at least 12 hectares of employment land.</u></li> </ul> <p><u>Trigger: A net decrease in employment land based upon a five year period working back from the current financial monitoring year.</u></p> <ul style="list-style-type: none"> <li>• <u>Quantity of jobs in the city (net increase)</u></li> <li>• <u>Target: To deliver a net increase of 22,100 jobs in the Cambridge Local Authority Area between 2011 and 2031.</u></li> </ul> <p><u>Trigger: A net decrease in the number of jobs in the district over a rolling five year period.</u></p> <ul style="list-style-type: none"> <li>• <u>Sustained levels of applications outside</u></li> </ul>	<p><u>commitments data produced by the Research &amp; Monitoring Team at Cambridgeshire County Council.</u></p> <ul style="list-style-type: none"> <li>• <u>These figures will be taken from NOMIS employee jobs and jobs density. Annually</u></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>PurposeImplementation-issue</u>	Delivery mechanism/partners	<u>TargetIndicator /trigger</u>	<u>Data Source, Frequency of MonitoringTarget/ timescale</u>
			preferred locations for employment proposals.	
<p><b>Risks (that the policy will not be delivered):</b></p> <ul style="list-style-type: none"> <li>• Pressure for new development outside urban area, areas of major change, opportunity areas and the City Centre</li> <li>• Lack of joint working between key stakeholders to develop identified employment locations</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• <u>Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</u></li> <li>• <u>Seeking further engagement with developers and agents and other landowners, review supply of employment land across the city to see if overall target can be achieved.</u></li> </ul>				
<p><b>Policy 3 –</b> Spatial strategy for the location of residential development</p>	<p>Ensuring residential proposals are developed in urban areas in particular on the allocated housing sites including sites released from the Cambridge Green Belt at Worts' Causeway.</p> <p><u>Ensuring residential proposals are delivered consistent with development strategy for Greater Cambridge.</u></p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li>• <u>Number of residential units implemented on the designated areas for housing. This figure will be monitored against the house trajectory</u></li> <li>• <u>Target: To deliver a net increase of 14,000 residential units in Cambridge between 2011 to 2031. Housing trajectory to demonstrate that this can be achieved.</u></li> </ul> <p><u>Trigger: Inability to demonstrate through the housing trajectory the delivery of 14,000 residential units between 2011 and 2031.</u></p>	<ul style="list-style-type: none"> <li>• <u>Annually</u></li> <li>• <u>Monitored annually via the council's joint annual housing trajectory using housing completions and commitments data produced by the Research &amp; Monitoring Team at Cambridgeshire County Council, and using housing trajectory questionnaires completed by landowners, developers or agents.</u></li> </ul>

**APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)**

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
			<p>Sustained levels of applications outside preferred locations for housing proposals</p> <ul style="list-style-type: none"> <li>• <u>Target: To focus development within Cambridge, on the edge of Cambridge, at new settlements and within the more sustainable villages in South Cambridgeshire categorised as Rural Centres and Minor Rural Centres.</u></li> </ul> <p><u>Trigger: Contextual indicator, to provide information on the implementation of the development strategy against the development sequence, to inform the local plan review</u></p> <p><u>The delivery of housing deviates considerably from the council's housing trajectory</u></p>	<ul style="list-style-type: none"> <li>• <u>Monitored annually using Housing completions produced by Research &amp; Monitoring Team at Cambridgeshire County Council.</u></li> <li>• <u>Data on dwellings completed in the countryside (outside of</u></li> </ul>

**APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)**

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
			<ul style="list-style-type: none"> <li>• <u>Target: To demonstrate a five year supply of housing land (plus relevant buffer) jointly with South Cambridgeshire District Council . Housing trajectory and accompanying five year supply calculations to show whether this can be demonstrated.</u></li> <li><u>Trigger: Inability to demonstrate a five year supply of housing land (plus relevant buffer) jointly with South Cambridgeshire District Council .</u></li> </ul>	<u>development frameworks) should identify rural exception sites, 'five year supply' sites and Neighbourhood Plan allocations separately from other dwellings completed in the countryside.</u>
<p><b>Risks (that the policy will not be delivered):</b></p> <ul style="list-style-type: none"> <li>• Pressure for new development outside designated areas for housing (outside the urban area)</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• <u>Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</u></li> <li>• <u>Seeking further engagement with developers and agents and other landowners to bring forward housing sites.</u></li> <li>• <u>Reviewing housing land supply including housing targets and allocations.</u></li> </ul>				
<p><b>Policy 4 – The Cambridge Green Belt</b></p>	<p>Ensuring proposals comply with the Green Belt policy in the National Planning Policy Framework</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li>• <u>Non Green Belt compliant applications approved. Target: nil</u></li> <li>• <u>Sustained levels of non</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Annually</u></li> <li>• <u>Data compiled annually using information submitted with planning</u></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<del>Purpose</del> <del>Implementation</del> <del>issue</del>	Delivery mechanism/partners	<del>Target</del> <del>Indicator</del> /trigger	<del>Data Source, Frequency of</del> <del>Monitoring</del> <del>Target/</del> <del>timescale</del>
			<p><del>Green Belt compliant applications approved in the Green Belt</del></p> <ul style="list-style-type: none"> <li><del>Target: To restrict inappropriate development in the Green Belt unless very special circumstances have been accepted that outweigh any harm caused.</del></li> </ul> <p><del>Trigger: One or more inappropriate developments permitted within the Green Belt in a year without very special circumstances having been justified.</del></p>	<p><del>applications and committee or delegated reports. Analysis of completions and commitments data for housing, business, retail and other uses produced by the Research &amp; Monitoring Team at Cambridgeshire County Council.</del></p>
<p><b>Risks (that the policy will not be delivered):</b></p> <ul style="list-style-type: none"> <li>Pressure for new development in the Green Belt</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Seek further engagement with developers and agents and other landowners <u>to identify why developers are not choosing to develop on brownfield land.</u></li> <li><u>Review housing and employment land supply.</u></li> <li><u>Review the development management process.</u></li> </ul>				
<b>Policy 5 – Strategic transport infrastructure</b>	Ensuring: the delivery of suitable local and strategic transport schemes <u>and</u> ; greater pedestrian and cycle <u>prioritisation.</u> ; <u>Ensuring</u> sustainable transport	Through the development management process and partnership working with relevant partners	<ul style="list-style-type: none"> <li><del>Proportion of journeys made by car: target – to reduce</del></li> <li><del>Target: To increase the proportion of journeys</del></li> </ul>	<ul style="list-style-type: none"> <li><del>Annually, for monitoring purposes only. Data compiled using Cambridgeshire County Council’s Annual Traffic</del></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<del>Purpose</del> <del>Implementation</del> <del>issue</del>	Delivery mechanism/partners	<del>Target</del> <del>Indicator</del> /trigger	<del>Data Source, Frequency of Monitoring</del> <del>Target/ timescale</del>
	<p>and access to major employers, education and research clusters, hospitals, schools and colleges;</p> <p><del>sSupporting for</del> the Transport Strategy for Cambridge and South Cambridgeshire; <u>and ensuring that</u> growth is linked to the proposed city-wide 20mph zone; <del>;</del> <u>and reduced pressure on the air quality management area (AQMA) in the City Centre</u></p>		<p><u>made by car, public transport, taxi, delivery vehicles and cycles.</u></p> <ul style="list-style-type: none"> <li><u>Air quality in and outside AQMA: target – to improve especially within AQMA</u></li> <li><u>Target: To deliver schemes in the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC), the Local Transport Plan (LTP) (or successor documents) and City Deal Projects.</u></li> </ul>	<p><u>Monitoring Report. Data is only recorded for one specific day during the year and therefore cannot provide an accurate picture of traffic flow and volume throughout the year.</u></p> <ul style="list-style-type: none"> <li><u>Annually, data obtained from Cambridgeshire County Council by monitoring their Transport Infrastructure Projects Programme and the TSCSC and LTP. For monitoring purposes only.</u></li> </ul>
<p><b>Risks (that the policy will not be delivered):</b></p> <ul style="list-style-type: none"> <li>Pressure for new development that fails to adequately promote and support sustainable forms of transportation</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Seek further engagement with developers and agents, <u>Cambridgeshire County Council and Greater Cambridge Partnership.</u></li> </ul>				
<p><b>Policy 6 –</b> Hierarchy of centres and retail capacity</p>	<p>To ensure that retail and other centre uses are being developed in centres and that developments are appropriate to the scale, character and function of the centre</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li><u>The health and composition of the centres will be monitored by the annual shopping survey</u></li> <li><u>Target: To increase retail floorspace in the city from 2011 to 2022 by 14,141</u></li> </ul>	<ul style="list-style-type: none"> <li><u>Annually</u></li> <li><u>Data monitored annually by recording the net increase in retail floorspace in the city from 1 April 2011 to current year measured</u></li> </ul>



## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>Purpose</u> <del>Implementation issue</del>	Delivery mechanism/partners	<u>Target</u> <del>Indicator</del> /trigger	<u>Data Source, Frequency of Monitoring</u> <del>Target/ timescale</del>
	<p>Retail developments proposed outside centres must be subject to a retail impact assessment, where the proposed gross floorspace is greater than 2,500 sq m. A retail impact assessment may be required below this threshold where a proposal could have a cumulative impact or an impact on the role or health of nearby centres within the catchment of the proposal</p> <p>Meeting identified capacity for comparison retail floorspace in the City Centre</p>		<p><u>sqm (net).</u></p> <p><u>Trigger: No progress towards a net increase in retail floorspace of 14,141 sqm, or net loss of retail floorspace.</u></p> <ul style="list-style-type: none"> <li>● <del>Monitor number of applications where a retail impact assessment is required</del></li> <li>● <del>Monitor retail applications in the wider area which may affect the capacity for additional comparison goods in Cambridge. Associated with this monitor the need for the Retail and Leisure Study to be updated</del></li> </ul>	<p><u>against progress towards an increase of 14,141 square metres of net retail floorspace (by type) by 31 March 2022. Data to be evidenced using business completions and commitments data provided by the County Council’s Research and Monitoring Team.</u></p> <ul style="list-style-type: none"> <li>● <del>Annually</del></li> <li>● <del>Ongoing</del></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<del>Purpose</del> <del>Implementation</del> <del>issue</del>	Delivery mechanism/partners	<del>Target</del> <del>Indicator</del> /trigger	<del>Data Source, Frequency of Monitoring</del> <del>Target/ timescale</del>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery of comparison retail floorspace in the City Centre</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Early engagement with developers and stakeholders. <u>Revisit Development Management usage of policy. Consider need for provision of retail floorspace after 2022.</u></li> </ul>				
<del>Policy 7 – The River Cam</del>	<del>Ensuring that development (where applicable) has a positive contribution on the River Cam</del>	<del>Through the development management process and partnership working with relevant partners</del>	<ul style="list-style-type: none"> <li>• <del>Monitor applications which may affect the setting of the River Cam</del></li> <li>• Persistent number of proposals that do not comply with the policy</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>
<p><b><del>Risks (that the policy will not be delivered):</del></b></p> <ul style="list-style-type: none"> <li>• <del>Pressure for new development that fails to adequately support the setting and the quality of the River Cam</del></li> </ul> <p><b><del>What action will be taken?</del></b></p> <ul style="list-style-type: none"> <li>• <del>Seek further engagement with developers and agents</del></li> </ul>				
<del>Policy 8 – The setting of the city</del>	<del>To ensure that development proposals on the edge of the city conserve and enhance the setting of Cambridge</del>	<del>Through the development management process and the submission of design and access statements</del>	<ul style="list-style-type: none"> <li>• <del>The policy will be monitored by regular surveys to determine if the setting of the city is has been maintained or improved</del></li> <li>• Persistent number of proposals that do not comply with the policy</li> </ul>	<ul style="list-style-type: none"> <li>• As resources permit</li> </ul>
<p><b><del>Risks:</del></b></p> <ul style="list-style-type: none"> <li>• <del>That developments on the edge of the city, which do not take a sensitive approach to design, could have a detrimental impact on the setting of the city</del></li> </ul> <p><b><del>What action will be taken?</del></b></p> <ul style="list-style-type: none"> <li>• <del>Early engagement with developers</del></li> </ul>				
<del>Policy 9 – The</del>	<del>Ensuring that development has a</del>	<del>Through the development</del>	<ul style="list-style-type: none"> <li>• <del>The health and</del></li> </ul>	

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
City Centre	positive effect on the vitality and vibrancy of the City Centre	management process and partnership working with relevant partners	<p><del>composition of the City Centre will be monitored by the annual shopping survey</del></p> <ul style="list-style-type: none"> <li>● <del>The floorspace of proposals that deliver new types of retail units and leisure facilities will be monitored. Target: to maintain vitality and vibrancy of the City Centre</del></li> <li>● <del>The floorspace of proposals that involve the loss of retail uses and leisure facilities will also be monitored. Target: to maintain vitality and vibrancy of the City Centre</del></li> <li>● <u>Production of City Centre Public Realm Strategy Supplementary Planning Document</u></li> <li>● <u>Target: Production of Spaces and Movement Supplementary Planning Document.</u></li> </ul> <p><u>Trigger: Spaces and Movement Supplementary</u></p>	<ul style="list-style-type: none"> <li>● <u>To be evidenced through the completed SPD and relevant committee as noted in the council's Annual Monitoring Report. Further targets to be derived and monitored through the</u></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
			<u>Planning Document not adopted, or no progress towards adoption of the SPD by 31 March 2019.</u>	<u>SPD. Annually</u>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>That developments in and outside the City Centre could have a detrimental effect on the vitality and vibrancy of the City Centre</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with developers <u>and stakeholders.</u></li> </ul>				
<b>Policy 10 –</b> Development in the City Centre Primary Shopping Area	Ensuring that development has a positive effect on the City Centre Primary Shopping Area	Through the development management process	<ul style="list-style-type: none"> <li><del>The health and composition of the City Centre Primary Shopping Area will be monitored by the annual shopping survey</del></li> <li><del>The proportion of retail (A1) uses in the primary shopping frontage should not fall below 70 per cent</del></li> <li><del>Target: Retention of 70% A1 uses on primary shopping frontage unless adequate justification can be evidenced.</del></li> </ul> <p><u>Trigger: The proportion of retail (A1) uses in the primary shopping frontage falls below 70%.</u></p>	<ul style="list-style-type: none"> <li><u>Monitored through the assessment of planning applications and through the Council’s occasional shopping survey. Annually</u></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>PurposeImplementation-issue</u>	Delivery mechanism/partners	<u>TargetIndicator /trigger</u>	<u>Data Source, Frequency of MonitoringTarget/ timescale</u>
			<ul style="list-style-type: none"> <li><u>The proportion of retail (A1) uses in the Secondary Shopping Frontage should not fall below 50 per cent</u></li> <li><u>Target: Retention of 50% A1 uses on secondary shopping frontage unless adequate justification can be evidenced.</u></li> <li><u>Trigger: The proportion of retail (A1) uses in the Secondary Shopping Frontage falls below 50 %.</u></li> </ul>	
<p><b>Risks (that the policy will not be delivered):</b></p> <ul style="list-style-type: none"> <li>Pressure for new development that fails to support the vibrancy and vitality of the City Centre Primary Shopping Area</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Seek further engagement with developers and <u>stakeholdersagents</u></li> </ul>				
<b>Policy 11 –</b> Fitzroy/ Burleigh Street/Grafton Area of Major Change	Delivery of the development <u>by 2022 to ensure that the council meets its retail floorspace target set out in Policy 6, of which this site makes up a significant element.</u>	Through the development management process <u>and the submission of the relevant planning applications.</u>	<ul style="list-style-type: none"> <li><u>Quantum of development: the policy will be monitored through the processing of applications</u></li> <li><u>Target: Delivery of up to 12,000 sqm of retail floorspace.</u></li> </ul> <p><u>Trigger: Lack of progress towards completed development by 31 March</u></p>	<ul style="list-style-type: none"> <li><u>Annually</u></li> <li><u>End of the Development</u></li> <li><u>Monitored annually using the council's retail completions and commitments data produced by the Research &amp; Monitoring Team at Cambridgeshire</u></li> </ul>

**APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)**

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
			<p><u>2022 will trigger a review.</u></p> <ul style="list-style-type: none"> <li>• <u>Quality of development: the development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter</u></li> <li>• <u>Proposals are not delivered in line with trajectories</u></li> <li>• <u>Target: To produce the Grafton Area Supplementary Planning Document,</u>  <u>Trigger: Grafton Area Supplementary Planning Document not adopted, or no progress towards adoption of the SPD by 31 March 2019.</u></li> </ul>	<p><u>County Council.</u></p> <ul style="list-style-type: none"> <li>• <u>To be evidenced through the completed SPD and relevant committee reports to be reported in the council’s Annual Monitoring Report. Further targets to be derived and monitored through the SPD.</u></li> </ul>

**APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)**

Policy	<u>Purpose</u> <del>Implementation issue</del>	Delivery mechanism/partners	<u>Target</u> <del>Indicator</del> /trigger	<u>Data Source, Frequency of Monitoring</u> <del>Target/ timescale</del>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery <u>and delays in implementation.</u></li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• <u>Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</u></li> <li>• <u>Discussion</u> with stakeholders to identify issues and seek to resolve to bring forward development</li> </ul>				
<p><b>Policy 12 –</b> Cambridge East</p>	<p>Delivery of the development</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li>• <del>Quantum of development: the policy will be monitored through the processing of applications</del></li> <li>• <u>Target: Adoption of Cambridge East - Land North of Cherry Hinton Supplementary Planning Document by 31 March 2019.</u></li> </ul> <p><u>Trigger: No adoption or progress towards adoption of Cambridge East - Land North of Cherry Hinton Supplementary Planning Document by 31 March 2019.</u></p> <ul style="list-style-type: none"> <li>• <del>Quality of development: the development will be assessed through an appropriate quality measure such as a design</del></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Annually</u> <u>End of the development</u></li> <li>• <u>Progress on delivery of SPD evidenced through relevant committee reports</u></li> </ul>

**APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)**

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
			<p>panel or against the Quality Charter</p> <ul style="list-style-type: none"> <li>Proposals are not delivered in line with trajectories</li> <li>Target: Delivery of allocation R47 as specified by the Cambridge East - Land North of Cherry Hinton SPD for approximately 780 residential units.</li> </ul> <p>Trigger: Lack of progress in comparison with annually published housing trajectory</p>	<ul style="list-style-type: none"> <li>Monitored via data compiled using (i) planning applications and their committee or delegated reports, (ii) housing, business, retail and other use completions and commitments produced by Research &amp; Monitoring Team at Cambridgeshire County Council, and (iii) the housing trajectory including the questionnaires completed by landowners, developers or agents.</li> </ul>



## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	Purpose/Implementation issue	Delivery mechanism/partners	Target/Indicator /trigger	Data Source, Frequency of Monitoring/Target/ timescale
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• <u>Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</u></li> <li>• <u>Discussion with stakeholders to identify issues and seek to resolve to bring forward development.</u> Discuss with stakeholders to identify issues and seek to resolve to bring forward development</li> </ul>				
<p><b>Policy 13—</b> Areas of major change and opportunity areas—general principles</p>	<p>Ensuring that development proposals create well-planned places, particularly as part of pre-application discussions</p>	<p>Normally as part of assessments of a planning application by a range of council officers especially in development management, as well as stakeholders, including developers and their agents, design review panels and members when making decisions</p>	<ul style="list-style-type: none"> <li>• The policy will be monitored by how frequently the policy is used in the AMR and may be tested on appeal from time to time. Target should be to ensure all proposals are delivered in accordance with the general principles and achieve high quality outputs and outcomes</li> <li>• Pre-application stage negotiations with developers and their agents</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Disagreement on how the ‘general principles’ are to be implemented</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Detailed discussion and negotiation at key stages in the application process</li> </ul>				
<p><b>Policy 14 –</b> Northern Fringe East and <u>and</u></p>	<p>Delivery of the development</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li>• Quantum of development: the policy will be monitored through the</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> <li>• End of the development</li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
<p><u>new railway land surrounding Cambridge Science Park Station Area of Major Change</u></p>			<p>processing of applications</p> <ul style="list-style-type: none"> <li>• <u>Target: Adoption of Cambridge Northern Fringe East Area Action Plan.</u></li> </ul> <p><u>Trigger: Lack of Progress against agreed Local Development Scheme.</u></p> <ul style="list-style-type: none"> <li>• <u>Quality of development: the development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter</u></li> <li>• <u>Proposals are not delivered in line with trajectories</u></li> <li>•</li> </ul>	<ul style="list-style-type: none"> <li>• <u>Review annually. Progress on delivery of Area Action Plan evidenced through relevant committee reports.</u></li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• <u>Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</u></li> <li>• <u>Discussion with stakeholders to identify issues and seek to resolve to bring forward development. Discuss with stakeholders to identify issues and seek to resolve to bring forward development</u></li> </ul>				
Policy 15 –	Delivery of the development	Through the development	• <u>Quantum of development:</u>	• <u>Annually</u>

**APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)**

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
South of Coldham’s Lane		management process	<p>The policy will be monitored through the processing of applications</p> <ul style="list-style-type: none"> <li>• <u>Target: Adoption of South of Coldham’s Lane masterplan before a planning application is submitted.</u></li> </ul> <p><u>Trigger: Masterplan not adopted by 31 March 2021.</u></p> <ul style="list-style-type: none"> <li>• <u>Quality of development: the development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter</u></li> <li>• <u>Proposals are not delivered in line with trajectories</u></li> <li>• <u>Target: Delivery of urban country park and appropriate development as defined in the masterplan.</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>End of the development</u></li> <li>• <u>Review annually. Completion of the masterplan will be evidenced through it’s adoption.</u></li> <li>• <u>To be evidenced through the completed masterplan and reported annually in the council’s Annual Monitoring Report using business</u></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
			<u>Trigger: Delay in delivery contrary to the masterplan.</u>	<u>and residential completions and commitments data provided by the County Council's Research and Monitoring Team.</u>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• <u>Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</u></li> <li>• <u>Discussion with stakeholders to identify issues and seek to resolve to bring forward development.</u><del>Discuss with stakeholders to identify issues and seek to resolve to bring forward development</del></li> </ul>				
<p><b>Policy 16 – Cambridge Biomedical Campus (including Addenbrooke's Hospital)</b></p>	<p>Delivery of the development</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li>• <u>Quantum of development: the policy will be monitored through the processing of applications and counted through the council's Annual Monitoring Report</u></li> <li>• <u>Target: Delivery of allocation M15 as specified by the consented planning application (06/0796/OUT) and completion of the development. Target of up to 60,000 sqm of clinical research and treatment (D1) 130,000 sqm of biomedical and biotech</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Annually</u></li> <li>• <u>End of the development</u></li> <li>• <u>These figures will be monitored using business completions and commitments data produced by the Research &amp; Monitoring Team at Cambridgeshire County Council.</u></li> </ul>

**APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)**

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
			<p><u>research and development (B1(b)) 25,000 sqm of either clinical research and treatment (D1) or higher education or sui generis medical research institute uses.</u></p> <p><u>Trigger: Lack of substantial progress towards this target by 31 March 2021 will trigger a review policy.</u></p> <ul style="list-style-type: none"> <li>• <u>Quality of development: the development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter</u></li> <li>• <u>Proposals are not delivered in line with trajectories</u></li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• <u>Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</u></li> <li>• <u>Discussion with stakeholders to identify issues and seek to resolve to bring forward development. Discuss with stakeholders to identify issues and seek to resolve to bring forward development</u></li> </ul>				

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
<p><b>Policy 17 – Southern Fringe Areas of Major Change</b></p>	<p>Delivery of the development</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li>• <u>Quantum of development:</u> the policy will be monitored through the processing of applications</li> <li>• <u>Quality of development:</u> the development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter</li> <li>• <u>Proposals are not delivered in line with trajectories</u></li> <li>• <u>Target: Progress towards housing provision as identified in Policy 17 and allocations R42 a,b,c and d, which includes up to 2,250 dwellings at Clay Farm; up to 600 at Trumpington Meadows; 286 at Glebe Farm and up to 347 at the Bell School Site.</u></li> </ul> <p><u>Trigger: Lack of Progress of allocations R42 a, b, c and d in comparison with annually published housing</u></p>	<ul style="list-style-type: none"> <li>• <u>Annually</u></li> <li>• <u>End of the development</u></li> <li>• <u>These figures will be monitored via the council’s annual housing trajectory using housing completions and commitments data produced by the Research &amp; Monitoring Team at Cambridgeshire County Council, and using housing trajectory questionnaires completed by landowners, developers or agents</u></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
			<u>trajectory.</u>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• <u>Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</u></li> <li>• <u>Discussion with stakeholders to identify issues and seek to resolve to bring forward development.</u> Discuss with stakeholders to identify issues and seek to resolve to bring forward development</li> </ul>				
<b>Policy 18</b> –West Cambridge Area of Major Change	Delivery of the development	Through the development management process	<ul style="list-style-type: none"> <li>• <u>Quantum of development: the policy will be monitored through the processing of applications.</u></li> <li>• <u>Target: Approval of West Cambridge masterplan/outline planning permission by 31 March 2019.</u></li> </ul> <p><u>Trigger: Masterplan/outline planning permission not approved, or close to approval by 31 March 2019.</u></p> <ul style="list-style-type: none"> <li>• <u>Quality of Development: The development will be assessed through an appropriate quality measure such as a Design Panel or against the</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Annually</u></li> <li>• <u>End of the development</u></li> <li>• <u>Review annually. Completion of the masterplan/approval of outline planning permission will be evidenced through it's adoption or approval of planning permission and the relevant council committees.</u></li> </ul>

**APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)**

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
			<p>Quality Charter.</p> <ul style="list-style-type: none"> <li>Proposals are not delivered in line with trajectories.</li> <li>Target: Delivery of allocation M13 as defined in the masterplan/outline planning permission.</li> </ul> <p>Trigger: Delay in delivery contrary to masterplan/outline planning permission deadlines.</p>	<ul style="list-style-type: none"> <li>To be evidenced through the _____ completed masterplan/outline planning permission and reported annually in the council’s _____ Annual Monitoring Report using business and residential completions _____ and commitments _____ data provided by the County Council’s Research and Monitoring Team.</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</li> <li>Discussion with stakeholders to identify issues and seek to resolve to bring forward development.</li> </ul>				
<p><b>Policy 19 – NIAB 1 Area of Major Change Land between Huntingdon Road and</b></p>	<p>Delivery of the development</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li>Quantum of development: the policy will be monitored through the processing of applications</li> <li>Quality of development: the development will be</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> <li>End of the development</li> </ul>



**APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)**

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
<p><u>Histon Road Area of Major Change</u></p>			<p>assessed through an appropriate quality measure such as a design panel or against the Quality Charter</p> <ul style="list-style-type: none"> <li>Proposals are not delivered in line with trajectories</li> <li>Target: Progress towards housing provision as identified in Policy 19 and allocation R43 for up to 1,780 dwellings.</li> </ul> <p>Trigger: Lack of progress of allocation R43 in comparison with annually published housing trajectory.</p>	<ul style="list-style-type: none"> <li>Monitored via data compiled using (i) planning applications and their committee or delegated reports, (ii) housing, business, retail and other use completions and commitments produced by Research &amp; Monitoring Team at Cambridgeshire County Council, and (iii) the housing trajectory including the questionnaires completed by landowners, developers or agents.</li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>Purpose</u> <del>Implementation</del> <u>issue</u>	Delivery mechanism/partners	<u>Target</u> <del>Indicator</del> /trigger	<u>Data Source, Frequency of Monitoring</u> <del>Target/ timescale</del>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• <u>Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</u></li> <li>• <u>Discussion with stakeholders to identify issues and seek to resolve to bring forward development.</u> <del>Discuss with stakeholders to identify issues and seek to resolve to bring forward development</del></li> </ul>				
<p><b>Policy 20 –</b> Station Areas West and Clifton Road Area of Major Change</p>	<p>Delivery of the development</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li>• <del>Quantum of development: the policy will be monitored through the processing of applications</del></li> <li>• <del>Quality of development: the development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter</del></li> <li>• <del>Proposals are not delivered in line with trajectories</del></li> <li>• <u>Target: Progress towards mixed use development and principal land uses as identified in Policy 20 for allocations Station Area West (1) and (2) (allocations M14 and M44) and Clifton Road Area (allocation M2).</u></li> </ul>	<ul style="list-style-type: none"> <li>• <del>Annually</del></li> <li>• <del>End of the development</del></li> <li>• <u>These figures will be monitored via the council’s annual housing trajectory using housing completions and commitments data produced by the Research &amp; Monitoring Team at Cambridgeshire</u></li> </ul>

**APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)**

Policy	<u>Purpose/Implementation-issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/timescale</u>
			<p><u>Trigger: No progress towards submission of planning application for allocation M2 before 31 March 2020.</u></p> <p><u>Trigger: Non delivery of/or no progress towards completion of 331 residential units in comparison with annually published housing trajectory. Further monitoring of business and additional residential development through the approval of relevant planning applications for sites M44 and M14.</u></p>	<p><u>County Council, and using housing trajectory questionnaires completed by landowners, developers or agents.</u></p>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• <u>Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</u></li> <li>• <u>Discussion with stakeholders to identify issues and seek to resolve to bring forward development.</u> <del>Discuss with stakeholders to identify issues and seek to resolve to bring forward development</del></li> </ul>				
<b>Policy 21 – Mitcham’s Corner</b>	Ensuring that any projects which help deliver coordinated streetscape and public realm	Through the development management process and through careful coordination of any transport	<ul style="list-style-type: none"> <li>• <u>The policy will be monitored through the development management</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Annually</u></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
Opportunity Area	improvements are feasible, properly funded, effective and done to a high quality to help reinforce a strong sense of place for the area	analysis, design and project management of proposals	<p><del>process and monitoring of any planning obligations expenditure</del></p> <ul style="list-style-type: none"> <li>• <u>Target: Adoption of Mitcham’s Corner Development Framework SPD before a planning application is submitted.</u></li> </ul> <p><u>Trigger: Development Framework SPD not adopted by 31 March 2019.</u></p> <ul style="list-style-type: none"> <li>• <del>Proposals are not delivered in line with trajectories</del></li> <li>• <u>Target: Progress towards housing provision as identified in Policy 21 and allocation R4 for approximately 48 dwellings.</u></li> <li>• <u>Trigger: Lack of progress in comparison with annually published housing trajectory.</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Review annually. Completion of the Development Framework SPD will be evidenced through it’s adoption and the relevant council committee.</u></li> <li>• <u>These figures will be monitored via the council’s annual housing trajectory using housing completions and commitments data produced by the Research &amp; Monitoring Team at Cambridgeshire County Council, and using housing trajectory questionnaires</u></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
				<u>completed _____ by landowners, developers or agents.</u>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• <u>Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</u></li> <li>• <u>Discussion with stakeholders to identify issues and seek to resolve to bring forward development.</u> <del>Discuss with stakeholders to identify issues and seek to resolve to bring forward development</del></li> </ul>				
Policy 22 – Eastern Gate Opportunity Area	Delivery of the development	Through the development management process	<ul style="list-style-type: none"> <li>• <del>Quantum of development: the policy will be monitored through the processing of applications</del></li> <li>• <u>Target: To redevelop the identified 'Potential Development Sites' and improve the Eastern Gate Opportunity Area through the implementation of key projects as illustrated within Policy 22 (figure 3.9).</u></li> </ul> <p><u>Trigger: No progress towards the submission of a relevant planning application on any of the 'Potential Development Sites' by 31 March 2021.</u></p>	<ul style="list-style-type: none"> <li>• <del>Annually</del></li> <li>• <u>End of the development</u></li> <li>• <u>To be reported annually in the council's Annual Monitoring Report using business and residential completions and commitments data provided by the County Council's Research and Monitoring Team to illustrate new completed and improved developments as set out in the Councils Eastern Gate SPD.</u></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>PurposeImplementation-issue</u>	Delivery mechanism/partners	<u>TargetIndicator /trigger</u>	<u>Data Source, Frequency of MonitoringTarget/ timescale</u>
			<ul style="list-style-type: none"> <li>Quality of development: the policy will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter</li> <li>Proposals are not delivered in line with trajectories</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</li> <li>Discussion with stakeholders to identify issues and seek to resolve to bring forward development. Discuss with stakeholders to identify issues and seek to resolve to bring forward development. Update the Eastern Gate Supplementary Planning Document.</li> </ul>				
<p><b>Policy 23 –Mill Road Opportunity Area</b></p>	<p>Delivery of <del>the development</del> <u>Local Plan allocations R10, R21 and R9 and a series of coordinated streetscape and public realm improvements.</u></p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li><u>Quantum of development:</u> the policy will be monitored through the processing of applications</li> <li><u>Target:</u> Adoption of Mill Road Depot Planning and Development Brief SPD before a planning application is submitted.</li> </ul> <p>Trigger: <u>Planning and Development Brief SPD not adopted or close to adoption by 31 March</u></p>	<ul style="list-style-type: none"> <li><del>Annually</del></li> <li>End of the development</li> <li>Review annually. <u>Completion of the Planning and Development Brief SPD will be evidenced through it's adoption.</u></li> </ul>

**APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)**

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
			<p><u>2019.</u></p> <ul style="list-style-type: none"> <li>● <u>Quality of development:</u> The development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter</li> <li>● <u>Proposals are not delivered in line with trajectories</u></li> <li>● <u>Progress towards housing provision as identified in Policy 23 and allocations R10 (for approximately 167 dwellings), R21 (for approximately 128 dwellings and up to 1 hectare employment floorspace) and R9 (for up to 49 dwellings).</u></li> <li>● <u>Trigger: Lack of progress in comparison with annually published housing trajectory.</u></li> </ul>	<ul style="list-style-type: none"> <li>● <u>These figures will be monitored via the council’s annual housing trajectory using housing completions and commitments data produced by the Research &amp; Monitoring Team at Cambridgeshire County Council, and using housing trajectory questionnaires completed by landowners, developers or agents.</u></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>PurposeImplementation-issue</u>	Delivery mechanism/partners	<u>TargetIndicator /trigger</u>	<u>Data Source, Frequency of MonitoringTarget/ timescale</u>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• <u>Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</u></li> <li>• <u>Discussion with stakeholders to identify issues and seek to resolve to bring forward development.</u> <del>Discuss with stakeholders to identify issues and seek to resolve to bring forward development</del></li> </ul>				
<p><b>Policy 24 –</b> Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area</p>	<p>Ensuring that any projects which help deliver coordinated streetscape and public realm improvements are feasible, properly funded, effective and done to a high quality to help re-enforce a strong sense of place for the area</p>	<p>Through the development management process and through careful coordination of any transport analysis, design and project management of proposals</p>	<ul style="list-style-type: none"> <li>• <del>The policy will be monitored through the development management process and monitoring of any planning obligations expenditure</del></li> <li>• <del>Proposals are not delivered in line with trajectories</del></li> <li>• <u>Target: Progress towards development of sites M5 (20 residential units over 0.5 ha of employment) and E5 (1.4ha of employment uses) as identified in Policy 24.</u></li> </ul> <p><u>Trigger: Lack of progress in comparison with annually published housing trajectory.</u></p>	<ul style="list-style-type: none"> <li>• <u>Annually</u></li> <li>• <u>To be reported annually in the council’s Annual Monitoring Report using business and residential completions and commitments data provided by the County Council’s Research and Monitoring Team.</u></li> </ul>



## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• <u>Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</u></li> <li>• <u>Discussion with stakeholders to identify issues and seek to resolve to bring forward development.</u> <del>Discuss with stakeholders to identify issues and seek to resolve to bring forward development</del></li> </ul>				
<p><b>Policy 25 – Old Press/Mill Lane Opportunity Area</b></p>	<p>Ensuring that high quality development comes forward which will help reinforce a strong sense of place for the area and makes public realm and accessibility improvements</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li>• <del>The policy will be monitored through the processing of applications</del></li> <li>• <u>Target: Approval of Old Press/Mill Lane masterplan/outline planning permission by 31 March 2021.</u></li> <li><del>Trigger: Masterplan/outline planning permission not approved, or close to approval by 31 March 2021.</del></li> <li>• <del>The number of all housing and student housing completed will be monitored</del></li> <li>• <del>Proposals are not delivered in line with trajectories</del></li> <li>• <u>Target: Delivery of Old</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Annually</u></li> <li>• <u>Review annually. Completion of the masterplan/approval of outline planning permission will be evidenced through it's adoption or approval of planning permission.</u></li> <li>• <u>To be evidenced through</u></li> </ul>

**APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)**

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
			<p><u>Press/Mill Lane as defined in the masterplan/outline planning permission and SPD.</u></p> <p><u>Trigger: Delay in delivery contrary to the masterplan/outline planning permission.</u></p>	<p><u>the _____ completed masterplan/outline planning permission and reported annually in the council’s _____ Annual Monitoring Report using completions _____ and commitments _____ data provided by the County Council’s Research and Monitoring Team.</u></p>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• <u>Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</u></li> <li>• <u>Discussion with stakeholders to identify issues and seek to resolve to bring forward development, or alternatively review the masterplan.</u></li> </ul>				
<p><b>Policy 26 – Site specific development opportunities</b></p>	<p>Delivery of the development</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li>• <u>Quantum of development: the policy will be monitored through the processing of applications</u></li> <li>• <u>Quality of development: the development will be assessed through an appropriate quality measure such as a design panel or against the Quality Charter</u></li> <li>• <u>Proposals are not delivered in line with</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Annually</u></li> </ul>

**APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)**

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
			<p>trajectories</p> <ul style="list-style-type: none"> <li>• <u>Target: Progress of GB1 &amp; 2 towards the housing targets of 200 and 230 residential units.</u></li> </ul> <p><u>Trigger: Lack of progress in comparison with annually published housing trajectory.</u></p> <ul style="list-style-type: none"> <li>• <u>Progress of GB3 &amp; 4 towards the identified employment floorspace target of 25,193 sqm by the end of the plan period.</u></li> </ul> <p><u>Trigger: No progress towards the submission of a relevant planning applications by 31 March 2021.</u></p>	<ul style="list-style-type: none"> <li>• <u>To be reported annually in the council’s Annual Monitoring Report using business and residential completions and commitments data provided by the County Council’s Research and Monitoring Team , and using housing trajectory questionnaires completed by landowners, developers or agents.</u></li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Non-delivery</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• <u>Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:</u></li> <li>• <u>Discussion with stakeholders to identify issues and seek to resolve to bring forward development.</u> <del>Discuss with stakeholders to identify issues and seek to resolve to bring forward development</del></li> </ul>				
<p><b>Section Four – Responding to climate change and managing Resources</b></p>				

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
Policy 27 – Carbon reduction, community energy networks, sustainable design and construction and water use	<ul style="list-style-type: none"> <li>• How to ensure that the principles of sustainable design and construction are integrated into the design of new developments</li> <li>• How to ensure that all new developments are designed to help minimise carbon reductions and reduce potable water consumption</li> </ul>	<p>Through the development management process through the submission of the following documents:</p> <ul style="list-style-type: none"> <li>• submission of a Sustainability Statement as part of the design and access statement (DAS);</li> <li>• submission of <u>Code for Sustainable Homes and BREEAM pre-assessments</u>;</li> <li>• Interim and Final <u>Code for Sustainable Homes and BREEAM certification</u> to be submitted to the local planning authority in order to discharge conditions;</li> <li>• <u>submission of an energy strategy demonstrating energy and carbon savings and how these have been achieved using the hierarchical approach</u></li> <li>• <u>submission of water efficiency specification/water efficiency calculator to demonstrate compliance with water efficiency requirements</u></li> </ul>	<ul style="list-style-type: none"> <li>• <del>Number of housing completions delivered at Code Level 4 (or higher);</del></li> <li>• <del>Number of non-residential completions delivered at BREEAM ‘very good’/‘excellent’;</del></li> <li>• <del>Sustained high level of applications that are contrary to policy</del></li> <li>• <u>Target: An increase in the number of non-residential completions (where applicable) delivered at BREEAM ‘very good’/‘excellent’ and maximum credits for water consumption.</u></li> </ul> <p><u>Trigger: 50% or more non-compliant permissions.</u></p> <ul style="list-style-type: none"> <li>• <u>Target : That all new dwellings permitted will be designed to achieve water consumption levels of 110 litres per person per day or less</u></li> </ul>	<ul style="list-style-type: none"> <li>• <del>Annually.</del></li> <li>• <u>Annually, via the creation of a BREEAM spreadsheet to track all non-residential applications through to discharge of condition.</u></li> <li>• <u>Annually, via a BREEAM spreadsheet to track all non-residential applications through to discharge of condition.</u></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
		<p>The following information would need to be submitted alongside any applications that fall within the Strategic District Heating Area:</p> <ul style="list-style-type: none"> <li>• Plans showing the pipe route and connection point to the wider network;</li> <li>• High level technical specification to enable compatibility to be checked;</li> <li>• Date of implementation and connection;</li> <li>• Details of financial contribution;</li> <li>• Feasibility and viability assessments; and</li> <li>• Energy Statement demonstrating carbon and energy savings.</li> </ul>	<p><u>Trigger: One or more residential completions that fail to achieve 110 litres per person per day water consumption.</u></p> <ul style="list-style-type: none"> <li>• <u>Target: Production of Sustainable Design and Construction SPD including water efficiency guidance</u></li> </ul> <p><u>Trigger: Sustainable Design and Construction SPD not adopted or no progress towards adoption of the SPD by 31 March 2019.</u></p> <ul style="list-style-type: none"> <li>• <u>Target: Connection of all schemes located within the strategic district heating area to district heating where available.</u></li> </ul> <p><u>Trigger: If by 31 March 2021 the policy has not lead to the development of district heating networks the policy will be reviewed.</u></p>	<ul style="list-style-type: none"> <li>• <u>To be evidenced through the completion of the SPD and relevant committee as noted in the council’s Annual Monitoring Report. Further targets to be derived and monitored through the SPD.</u></li> <li>• <u>Annually monitoring the installation of CHP district heating networks through the monitoring of planning applications.</u></li> </ul>

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Policy	Purpose/Implementation issue	Delivery mechanism/partners	Target/Indicator /trigger	Data Source, Frequency of Monitoring/Target/ timescale
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Developments (and the residents of new developments) are more vulnerable to the predicted impacts of our changing climate (e.g. higher temperatures, extreme weather events, flooding) if they are not designed to be resilient to these impacts</li> <li>• Continued increase in carbon emissions from new developments, exacerbating climate change</li> <li>• Increase in fuel poverty amongst Cambridge residents</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Engage with developers at an early stage in the design of new developments to ensure that the principles of sustainable design and construction are integrated</li> <li>• Development of further supplementary guidance and case studies of best practice</li> </ul>				
<del>Policy 28 – Allowable solutions for zero-carbon development</del>	<del>How to assist developers with their obligations under national zero-carbon policy while at the same time ensuring that projects funded under allowable solutions benefit the Cambridgeshire economy and local residents</del>	<del>Links to the national verification and certification scheme proposed under the Zero-Carbon Hubs work</del>	<ul style="list-style-type: none"> <li>• Links to the verification and certification scheme proposed under the Zero Carbon Hubs work</li> <li>• Sustained high level of applications that are contrary to policy</li> <li>• Money generated from the allowable solutions framework (ASF) going out of the region to fund projects elsewhere in the country</li> </ul>	<ul style="list-style-type: none"> <li>• Annually from 2016</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• That without appropriate mechanisms in place, developers will not be able to meet their obligations under national zero-carbon obligation</li> <li>• Without a local energy fund, money generated in Cambridge will go into projects elsewhere in the country and as such will not be of direct benefit to the local economy and local residents</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Early engagement with developers to explain the benefits of the Cambridgeshire Community Energy Fund</li> </ul>				
<del>Policy 29 –</del>	<del>How to ensure that Cambridge</del>	<del>The following information would need</del>	<ul style="list-style-type: none"> <li>• Number of low carbon and</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

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Policy	<u>Purpose</u> <del>Implementation issue</del>	Delivery mechanism/partners	<u>Target</u> <del>Indicator</del> /trigger	<u>Data Source, Frequency of Monitoring</u> <del>Target/ timescale</del>
Renewable and low carbon energy generation	has a positive strategy for the greater deployment of renewable and low carbon energy generation, while at the same time minimising any negative impact on the environment	to be submitted for any planning applications involving renewable or low carbon energy generation: <ul style="list-style-type: none"> <li>● information within the design and access statement as to how the proposal responds to local context, including impacts on the historic environment;</li> <li>● drawings showing the location of energy generation equipment, including height of flues where required;</li> <li>● noise impact assessments where required;</li> <li>● air quality impact assessment for any development that has the potential to make air quality worse, by nature of its size, type or location</li> </ul>	renewable energy installations by type <ul style="list-style-type: none"> <li>● Total installed capacity of low carbon and renewable energy technologies by type</li> <li>● Sustained high level of applications that are contrary to policy</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>● Renewable or low carbon energy projects could be developed that have a detrimental impact on the environment, including the historic environment, public health and local amenity</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>● Early engagement with developers of renewable and low carbon energy proposals to ensure that all appropriate matters are considered and that appropriate mitigation measures are implemented where required</li> <li>● Reference to the renewable energy mapping undertaken as part of the Decarbonising Cambridge Study and Cambridgeshire Renewables Infrastructure Framework Study to ensure that only technologies that are technically viable in Cambridge are implemented</li> </ul>				

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<del>Purpose</del> <del>Implementation issue</del>	Delivery mechanism/partners	<del>Target</del> <del>Indicator</del> /trigger	<del>Data Source, Frequency of Monitoring</del> <del>Target/ timescale</del>
<del>Policy 30 – Energy efficiency improvements in existing dwellings</del>	<del>How to encourage residents to improve the energy efficiency of their homes when they undertake extensions requiring planning permission</del>	<del>See Figure 1 at the end of this table for the process by which the policy will be implemented</del>	<ul style="list-style-type: none"> <li><del>The policy will be monitored through the processing of applications to determine what proportion of household extensions result in energy efficiency improvements</del> Target: to reduce the proportion of people in fuel poverty, and to reduce city carbon consumption more generally</li> <li>Sustained high level of applications that are contrary to policy (i.e. no improvements to energy efficiency)</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Carbon emissions from the existing housing stock continue to rise, further exacerbating climate change</li> <li>Cases of fuel poverty continue to increase amongst Cambridge residents in the face of rising energy costs</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Promotion of the Council’s role in delivering the Green Deal</li> <li>Guidance for residents on how to implement the energy efficiency measures sought by the policy</li> </ul>				
<b>Policy 31 – Integrated water management and the water cycle</b>	To ensure that an integrated approach to surface water management is applied to all development proposals in order that flood risk is not increased elsewhere	Applicants will be required to submit a drainage strategy as part of their planning application, outlining their approach	<ul style="list-style-type: none"> <li><u>Target: The adoption of a Flooding and Water SPD which will enforce the requirement for developers to submit a drainage strategy by 31</u></li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> <li><u>Review annually. Completion of the SPD will be evidenced through it’s adoption and the relevant council</u></li> </ul>



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Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
			<p><u>March 2019.</u></p> <p><u>Trigger: Non adoption or no progress towards the adoption of the Flooding and Water SPD by 31 March 2019.</u></p> <ul style="list-style-type: none"> <li><u>Target : No planning permissions granted where the Environment Agency initially objected on water quality grounds without appropriate conditions.</u></li> </ul> <p><u>Trigger: One or more developments granted planning permission in a year against the advice of the Environment Agency, without appropriate conditions</u></p> <ul style="list-style-type: none"> <li><u>The policy will be monitored through the processing of applications</u></li> <li><u>Sustained high levels of applications that are contrary to policy</u></li> </ul>	<p><u>committees.</u></p> <ul style="list-style-type: none"> <li><u>Data to be collected annually from the Environment Agency’s dataset: Environment Agency objections to planning on the basis of water quality and information submitted with planning applications, delegated reports and conditions imposed on planning permissions.</u></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>PurposeImplementation-issue</u>	Delivery mechanism/partners	<u>TargetIndicator /trigger</u>	<u>Data Source, Frequency of MonitoringTarget/ timescale</u>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• If surface water runoff from new developments is not managed in an integrated way, the risk of surface water flooding will increase, both to the development itself and neighbouring properties/properties downstream of the development</li> <li>• Pollutants in surface water run-off from new developments could enter rivers and other watercourses, damaging the ecology of those watercourses. Groundwater supplies could also become contaminated</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Early engagement with developers to ensure that the principles of an integrated surface water management are embedded into all development proposals</li> <li>• Development of further supplementary guidance and case studies of best practice</li> </ul>				
<p><b>Policy 32 –</b> Flood risk</p>	<p>To ensure that new developments are not at risk of flooding and do not increase the risk of flooding to areas and properties downstream of the development</p>	<p>Applicants will be required to submit an appropriate flood risk assessment as part of their planning application, outlining their approach</p>	<ul style="list-style-type: none"> <li>• <del>The policy will be monitored through the processing of applications</del></li> <li>• <del>Sustained high levels of applications that are contrary to policy</del></li> <li>• <u>Target: No planning permissions granted where the Environment Agency initially objected on flooding grounds without appropriate conditions and / or submission of a satisfactory flood risk assessment.</u></li> </ul> <p><u>Trigger: One or more developments granted planning permission in a year against the advice of the Environment Agency,</u></p>	<ul style="list-style-type: none"> <li>• <u>Annually</u></li> <li>• <u>Data to be collected annually from the Environment Agency’s dataset: Environment Agency objections to planning on the basis of flood risk and information submitted with planning applications, delegated reports and conditions imposed on planning permissions.</u></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<del>Purpose</del> <del>Implementation</del> <del>issue</del>	Delivery mechanism/partners	<del>Target</del> <del>Indicator</del> /trigger	<del>Data Source, Frequency of Monitoring</del> <del>Target/ timescale</del>
			<del>without appropriate conditions or a satisfactory flood risk assessment.</del>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Development could be at risk of flooding if it is located in an area defined as being at risk of flooding by the Environment Agency</li> <li>New development could increase the risk of flooding to areas and properties downstream of the development</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with developers to ensure that flood risk is appropriately dealt with</li> <li>Development of further supplementary guidance and case studies of best practice</li> </ul>				
<del>Policy 33 – Contaminated land</del>	<ul style="list-style-type: none"> <li><del>To ensure that there will be no adverse health impacts from ground contamination resulting from existing/previous uses of sites</del></li> <li>There will be no adverse impacts, from ground contamination, to the surrounding occupiers and environment, caused by the development</li> </ul>	See Figure 2 at the end of this table for the process of implementing this policy	<ul style="list-style-type: none"> <li><del>The policy will be monitored through the processing of applications</del></li> <li>Sustained high levels of applications that are contrary to policy</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li><del>Public health could be put at risk if development were to take place on land that is not suitable and safe for the proposed use</del></li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li><del>Early engagement with developers to ensure that issues of contaminated land are dealt with early on in the application process</del></li> <li>Development of further supplementary guidance</li> </ul>				
<del>Policy 34 – Light pollution control</del>	To ensure that all new development is appropriately lit while minimising light pollution	Applicants will be required to submit the following information as part of their planning application: <ul style="list-style-type: none"> <li><del>an assessment of the need for</del></li> </ul>	<ul style="list-style-type: none"> <li><del>The policy will be monitored through the processing of applications</del></li> <li>Sustained high levels of</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

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Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
		<p>lighting—a statement setting out why a lighting scheme is required, the proposed users and the frequency and length of use in terms of hours of illumination;</p> <ul style="list-style-type: none"> <li>● a site survey showing the area to be lit relative to the surrounding area, the existing landscape features together with proposed landscape features to mitigate the impacts of the proposed lighting. This should be designed in accordance with the Institution of Lighting Engineers’ (ILE) <u>guidance on environmental zones</u>, depending on which one(s) are relevant; and the ILE Guidance notes for the reduction of obtrusive light; and</li> <li>● the design of the lighting proposed—a technical report prepared by a qualified lighting engineer or lighting company setting out the type of lights, performance, height</li> </ul>	<p>applications that are contrary to policy</p>	

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Policy	<u>PurposeImplementation-issue</u>	Delivery mechanism/partners	<u>TargetIndicator /trigger</u>	<u>Data Source, Frequency of MonitoringTarget/ timescale</u>
		<p>and spacing of lighting columns is required. The light levels to be achieved over the intended area, at the site boundaries and, for large schemes, 50m outside of the boundary of the site should be superimposed on the plan</p>		
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Light pollution can have adverse impacts on the visibility of the night sky, cause harm to residential amenity by disturbing peoples' sleep, cause disturbance to wildlife and presents a form of visual intrusion in the landscape</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with developers to ensure that light pollution is designed out of schemes, with reference to available best practice guidance</li> <li>The implementation of mitigation measures where appropriate will be required</li> </ul>				
<p><b>Policy 35 –</b> Protection of human health from noise and vibration</p>	<p>To ensure that development will not lead to significant adverse effects, including cumulative effects, on health and amenity from noise and vibration</p>	<p>Noise assessments will need to be submitted for the following types of application:</p> <ul style="list-style-type: none"> <li>major developments;</li> <li>sites which include noise-sensitive development located close to existing noise sources; and</li> <li>sites that include noisy activities or plant or activities that operate at unsocial hours</li> </ul>	<ul style="list-style-type: none"> <li>The policy will be monitored through the processing of applications</li> <li>Sustained high levels of applications that are contrary to policy</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

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Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Noise not only causes annoyance, but can also cause serious disturbance such as the loss of sleep. Research by the World Health Organisation has shown that noise can cause measurable health effects</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with developers to ensure that noise pollution is deal with early on in the application process</li> <li>The implementation of mitigation measures where appropriate will be required</li> </ul>				
<p><b>Policy 36</b> – Air quality, odour and dust</p>	<p>The need to ensure that new development proposals do not have a detrimental impact on air quality or cause additional pollution from odour and dust</p>	<p>Developers of sites that are sensitive to pollution, and located close to existing air polluting or fume/odour generating sources will be required to submit a relevant assessment which shows the impact upon their development</p> <p>Developers of sites that include sources of air pollution, including dust, fumes and odour will be required to submit a relevant assessment which shows the impact of their development</p> <p>Developers of major sites, or sites within or adjacent to an air quality management area would be required to submit a dust risk assessment/management and/or an air quality assessment.</p> <p><u>The process for determining the</u></p>	<ul style="list-style-type: none"> <li><u>Air quality in and outside AQMA. Target: to improve, especially within AQMA</u></li> <li><u>Target: To improve air quality especially within Air Quality Management Areas (AQMA).</u></li> </ul> <p><u>Trigger: A review of the policy would be triggered by an increase in air pollution within an AQMA and/or the designation of new air quality management areas.</u></p>	<ul style="list-style-type: none"> <li><u>Annually through the Air Quality Progress Report for Cambridge City Council in fulfilment of Part IV of the Environment Act 1995 (Local Air Quality Management). Annually</u></li> </ul>

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Policy	<del>Purpose</del> <del>Implementation issue</del>	Delivery mechanism/partners	<del>Target</del> <del>Indicator</del> /trigger	<del>Data Source, Frequency of Monitoring</del> <del>Target/ timescale</del>
		significance of air quality is outlined in Figure 3 at the end of this table		
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Continuing degradation of air quality in Cambridge has the potential to cause significant public health issues</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with developers to ensure that development that has the potential to impact on air quality mitigate any impact</li> <li>Development of further supplementary guidance</li> </ul>				
<del>Policy 37 – Cambridge Airport Public Safety Zone and Air Safeguarding Zones</del>	<del>To ensure that development will not lead to significant adverse effects on public safety and on the operational safety of the airport</del>	<del>Developers of sites within the zones will be required to show in their design and access statement how they have addressed the policy requirements in designing the development</del>	<ul style="list-style-type: none"> <li><del>Data is used as a constraint in planning applications</del></li> <li>Sustained level of applications that are approved contrary to policy</li> </ul>	<ul style="list-style-type: none"> <li><del>Where relevant</del> <ul style="list-style-type: none"> <li>Annually</li> </ul> </li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li><del>That without appropriate mechanisms in place, development will take place which impacts detrimentally on public safety and the safe operation of the airport</del></li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li><del>Early engagement with developers to explain the constraints and design development to avoid adverse impacts</del></li> </ul>				
<del>Policy 38 – Hazardous installations</del>	<del>To ensure that development will not lead to significant adverse effects on public safety and on the operational safety of hazardous installations and gas pipelines</del>	<del>Developers of sites within the buffer zones will be required to show in their design and access statement how they have addressed the policy requirements in designing the development</del>	<ul style="list-style-type: none"> <li><del>Data is used as a constraint in planning applications and the council will maintain a register of sites</del></li> <li><del>The policy will be monitored through the processing of applications</del></li> <li>Sustained numbers of developments proposed</li> </ul>	<ul style="list-style-type: none"> <li><del>Where relevant</del> <ul style="list-style-type: none"> <li>Annually</li> </ul> </li> </ul>

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Policy	Purpose/Implementation issue	Delivery mechanism/partners	Target/Indicator /trigger	Data Source, Frequency of Monitoring/Target/ timescale
			and approved within the buffer zones for hazardous installations and gas pipelines (as maintained as constraints data by the council)	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>That without appropriate mechanisms in place, development will take place which impacts detrimentally on public safety and the safe operation of hazardous installations, including high pressure gas pipelines</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with developers to explain the constraints and design development to avoid adverse impacts</li> </ul>				
<b>Policy 39 –</b> Mullard Radio Astronomy Observatory, Lord’s Bridge	To ensure that development does not impact detrimentally upon the effective operation of the observatory	Developers of sites within the zones will be required to show in their design and access statement how they have addressed the policy requirements in designing the development	<ul style="list-style-type: none"> <li>Data is used as a constraint in planning applications</li> <li>The policy will be monitored through the processing of applications</li> <li>Sustained numbers of developments proposed and approved within the consultation zones (as maintained as constraints data by the council)</li> </ul>	<ul style="list-style-type: none"> <li>Where relevant</li> <li>Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>That without appropriate mechanisms in place, development will take place which impacts detrimentally on the effective operation of the observatory</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with developers to explain the constraints and design development to avoid adverse impacts</li> </ul>				
<b>Section Five – Supporting the Cambridge economy</b>				
<b>Policy 40 –</b> Development	How to best support the Cambridge economy	Through the development management process	<ul style="list-style-type: none"> <li>Monitoring of new business space: amount of</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>



## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
and expansion of business space			<p>B1(a), B1(b), B1(c), B2, B8 and 'sui-generis' research in ha and sq m, including at the specific sites mentioned in the policy (county business completions)</p> <ul style="list-style-type: none"> <li>• <u>Target: Increase in business floorspace by 70,000 sqm (net).</u></li> </ul> <p><u>Trigger: No progress towards a net increase of 70,000 sqm meters of business floorspace, or net loss of retail floorspace.</u></p> <ul style="list-style-type: none"> <li>• <u>Sustained shortages of employment land, either research and development land or otherwise</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Data monitored annually by recording the increase in business floorspace in the city from 1 April 2011 to current year measured against progress towards an increase of 70,000 sqm of net business floorspace (by type) to 2031. Data to be evidenced using business completions and commitments data provided by Cambridgeshire County Council's Research and Monitoring Team. Data will include B1 (a), B1 (b), B1(c), B2, B8 uses.</u></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>This policy replaces the long-standing policy of Selective Management of the Economy. The previous policy sought to restrict the occupation of new employment land to hi-tech businesses or businesses that served the local area, to ensure that there was sufficient land for the Cambridge Phenomenon to continue to flourish. Evidence is such that this is no longer needed, as there is a plentiful supply of land for research and development. However, when this restriction is removed will this continue to be the case, also will there continue to be the space for businesses that serve the hi-tech cluster?</li> <li>Any change of such a fundamental policy is likely to have consequences, the full implications of which cannot be foreseen now. For example, will the lifting of restrictions increase the rents on business space, harming entrants to the market?</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li><u>Review the change in policy through an in-depth study of the Cambridge economy</u></li> <li><u>Discussion with developers and stakeholders.</u></li> </ul>				
<p><b>Policy 41 –</b> Protection of business space</p>	<p>How to best support the Cambridge economy: ensure there is a sufficient supply of employment land</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li><u>Monitoring of loss of business space: amount of B1(a), B1(b), B1(c), B2, B8 and sui generis research in ha and sq m, including within protected industrial sites (county business completions)</u></li> <li><u>Sustained shortages of employment land</u></li> <li><u>Target: To limit the amount of employment land lost to non-employment uses.</u></li> </ul> <p><u>Trigger: Loss of 2 or more hectares of employment land to non-employment uses in a year.</u></p>	<ul style="list-style-type: none"> <li><u>Annually</u></li> <li><u>Data to be evidenced using business completions and commitments data provided by Cambridgeshire County Council’s Research and Monitoring Team. Data will include B1 (a), B1 (b),</u></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<del>Purpose</del> <del>Implementation issue</del>	Delivery mechanism/partners	<del>Target</del> <del>Indicator</del> /trigger	<del>Data Source, Frequency of Monitoring</del> <del>Target/ timescale</del>
			<ul style="list-style-type: none"> <li><del>Sustained and numerous empty business units</del></li> </ul>	<del>B1(c), B2, B8 uses.</del>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Allowing the loss of too much business space, such that it harms the local economy</li> <li>The policy being too strict such that sites are left empty and unused. N.B. care must be taken when considering this as it may be a function of other effects (e.g. the national economy) and not the policy</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li><del>Seek further engagement with developers and agents</del></li> <li><del>Review circumstances that led to trigger being met, and then take action as appropriate which may include review DM processes, and review relevant parts of the Local Plan .</del></li> </ul>				
<del>Policy 42 – Connecting new developments to digital infrastructure</del>	<del>Connecting developments to high quality digital infrastructure</del>	<del>Through the development management process, developers will have to engage with broadband providers to ensure developments are connected to digital infrastructure from the outset</del>	<ul style="list-style-type: none"> <li><del>Percentage of planning permissions connected to high capacity broadband (monitored through the processing of applications)</del></li> <li><del>Sustained levels of applications where this policy has not been applied</del></li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li><del>Lack of joint working between key stakeholders, leading to lack of or late delivery</del></li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li><del>Seek further engagement with developers and agents</del></li> </ul>				
<del>Policy 43 – University faculty development</del>	<del>Supporting the growth of the universities in Cambridge</del>	<del>Through the development management process</del>	<ul style="list-style-type: none"> <li><del>Monitoring of new university faculty space: amount of faculty, research and university administrative development in ha and sq</del></li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

**APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)**

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
			<p>m, including the specific sites mentioned in the policy. Number of times policy used and amount of floorspace/ha</p> <ul style="list-style-type: none"> <li>• <u>Target: To progress development of specific sites mentioned in the policy including New Museums, Mill Lane/Old Press, Eastern Gateway or near East Road, West Cambridge and Cambridge Biomedical Campus against the relevant SPDs or planning permissions.</u></li> <li>• <u>Trigger: A lack of progress towards meeting SPD criteria within the plan period will trigger a review as will a lapse in planning permission.</u></li> <li>• <u>Sustained shortages of land for university faculty development</u></li> <li>• <u>Target: To ensure there is</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Annually, data to be evidenced using D1 completions and commitments data provided by Cambridgeshire County Council’s Research and Monitoring Team.</u></li> <li>• <u>For monitoring purposes</u></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>PurposeImplementation-issue</u>	Delivery mechanism/partners	<u>TargetIndicator /trigger</u>	<u>Data Source, Frequency of MonitoringTarget/ timescale</u>
			sufficient land to support the growth of the Universities.	only. data may be incomplete and will therefore not provide an accurate picture of University faculty growth during the plan period. Analysis of policy usage and discussions with development management may raise issues that require further evidence gathering/discussion with the Universities.
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Insufficient supply of land to support the growth of the universities</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Seek further engagement with the universities</li> </ul>				
<b>Policy 44</b> – Specialist colleges and language schools	Supporting the growth of specialist colleges and language schools where they seek to take care of the additional needs (e.g. housing) that they generate	Through the development management process. Developers will need to engage with providers of residential accommodation, social and amenity facilities where required	Monitoring of new specialist colleges: amount of floorspace for secretarial and tutorial colleges, language schools, pre-university foundation courses and crammer schools in ha and sq m. Number of times policy used and amount of	Annually

**APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)**

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
			floorspace/ha. Monitoring consequential residential accommodation, social and amenity facilities (monitored through the processing of applications) <ul style="list-style-type: none"> <li>• Sustained levels of applications where this policy has not been applied</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Lack of joint working between key stakeholders</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Seek further engagement with developers and agents</li> </ul>				
<p><b>Section Six – Providing a balanced supply of housing</b></p>				
<p><b>Policy 45 – Affordable housing and dwelling mix</b></p>	<p>Supporting the delivery of a range of affordable housing</p> <p><u>Developments should include a balanced mix of dwelling sizes (measured by number of bedrooms), types and tenures to meet future household needs in Cambridge</u></p>	<p>Through the development management process, with input on viability and type of housing provided by Strategic Housing and Planning Policy officers</p>	<ul style="list-style-type: none"> <li>• The policy will be monitored through the processing of applications</li> <li>• The number of affordable housing units delivered in the monitoring year</li> <li>• Target: To deliver affordable housing on developments as set out in Policy 45 and below unless viability issues can be demonstrated.                             <ul style="list-style-type: none"> <li>10% on 2 -9 units (net)</li> <li>25% on 10-14 units (net)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> <li>• Monitored annually using housing completions and commitments data produced by the Research &amp; Monitoring Team at Cambridgeshire County Council.</li> </ul>

**APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)**

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
			<p><u>40% on 15 or more units (net)</u></p> <p><u>Trigger: Five or more developments that fail to provide affordable housing as set out in the policy in one year.</u></p> <ul style="list-style-type: none"> <li><u>Target: To deliver a mix of housing to meet the needs of different groups in the community.</u></li> </ul> <p><u>Trigger: Contextual indicator, to provide information on the implementation of the policy.</u></p> <ul style="list-style-type: none"> <li><u>Target: To increase the delivery of affordable housing to respond to the high level of need identified.</u></li> </ul> <p><u>Trigger: Contextual indicator, to provide information on the</u></p>	

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
			<p><u>implementation of the policy.</u></p> <ul style="list-style-type: none"> <li>• <u>Sustained lack of delivery of affordable housing</u></li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Lack of delivery of affordable housing</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• <u>Review the policy approach and seek further engagement with developers and agents including further consideration of development viability in Cambridge.</u></li> <li>• <u>Review financial contributions within the Affordable Housing SPD.</u></li> </ul>				
<p><b>Policy 46 –</b> Development of student housing</p>	<p>Supporting the delivery of high quality student accommodation with no adverse impacts on the surrounding area</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li>• <u>The policy will be monitored through the processing of applications</u></li> <li>• <u>Sustained complaints to the council about student accommodation delivered under this policy</u></li> <li>• <u>Target: To ensure student accommodation built meets the specific needs of a named institution or institutions.</u></li> </ul> <p><u>Trigger: Amount completed of student accommodation exceeds recognised need of 3,104 to 2026 as guided by the</u></p>	<ul style="list-style-type: none"> <li>• <u>Annually</u></li> <li>• <u>Data obtained annually from student accommodation completions and commitments data produced annually by Research &amp; Monitoring Team at Cambridgeshire County Council.</u></li> </ul>



## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<del>Purpose</del> <del>Implementation issue</del>	Delivery mechanism/partners	<del>Target</del> <del>Indicator</del> /trigger	<del>Data Source, Frequency of Monitoring</del> <del>Target/ timescale</del>
			<u>Assessment of Student Housing Demand and Supply for Cambridge City Council or successor document.</u>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Student accommodation being delivered is of a poor quality and has significant adverse impacts on the surrounding area</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Review the policy approach and seek further engagement with developers, universities and colleges</li> </ul>				
<del>Policy 47 – Specialist housing</del>	<del>Supports the development of housing for vulnerable people where there is an identified need</del>	<del>Through the development management process, developers will need to show that they have given appropriate consideration to the level of need for the form of development in Cambridge. Given the presence of the county-wide Extra Care Commissioning Strategy, it is sensible to monitor for delivery of schemes to meet an identified need. In the case of housing for other vulnerable people, it is considered that these schemes can be very specialised and come forward only rarely</del>	<ul style="list-style-type: none"> <li><del>The policy will be monitored through the processing of applications</del></li> <li><del>The number of care home bedrooms and extra care units delivered in the monitoring year</del></li> <li><del>Sustained shortages of specialist accommodation.</del></li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li><del>Insufficient supply of accommodation to meet identified need</del></li> <li><del>Increase in unsustainable journeys due to vulnerable people having to be relocated out of the city to alternative accommodation in other districts</del></li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Seek further engagement with the County Council and developers</li> </ul>				
<del>Policy 48 –</del>	<del>Supports the development of</del>	<del>Through the development</del>	<ul style="list-style-type: none"> <li><del>The policy will be</del></li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
Housing in multiple occupation	housing in multiple occupation where specific criteria are met	management process. In some cases, applications may come forward due to licensing and enforcement processes	<p>monitored through the processing of applications.</p> <ul style="list-style-type: none"> <li>— Sustained shortages of housing in multiple occupation</li> <li>• Sustained number of complaints about the quality of housing in multiple occupation provided which required planning permission</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>— Insufficient supply of housing in multiple occupation to meet need</li> <li>— Poor quality housing in multiple occupation coming forward with adverse impacts on surrounding area</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Seek further engagement with developers and agents</li> </ul>				
<b>Policy 49 – Provision for Gypsies and Travellers</b>	<p>Supports the development of pitch provision for Gypsies and Travellers where there is an identified need</p> <p><u>Meeting the needs of those that meet the planning definition of gypsies and travellers and those that do not meet the definition but can demonstrate a cultural need for caravan accommodation.</u></p>	Through the development management process and through engagement with neighbouring authorities	<ul style="list-style-type: none"> <li>— The policy will be monitored through the processing of applications</li> <li>— The number of pitches delivered in the monitoring year</li> <li>• Sustained shortages of pitch provision for Gypsies and Travellers with associated sustained unauthorised encampments within the</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

**APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)**

Policy	<u>Purpose</u> <del>Implementation issue</del>	Delivery mechanism/partners	<u>Target</u> <del>Indicator</del> /trigger	<u>Data Source, Frequency of Monitoring</u> <del>Target/ timescale</del>
			<p>city</p> <ul style="list-style-type: none"> <li>• <u>Target: To reduce the number of caravans on unauthorised Gypsy &amp; Travellers sites.</u></li> </ul> <p><u>Trigger: Contextual indicator, to provide information on the implementation of the policy.</u></p> <ul style="list-style-type: none"> <li>• <u>Target: Sufficient sites coming forward to meet identified needs of those that meet the planning definition of gypsies and travellers and those that do not meet the definition but can demonstrate a cultural need for caravan accommodation.</u></li> </ul> <p><u>Trigger: Insufficient sites coming forward to meet identified needs of those that meet the planning definition of gypsies and travellers and those that</u></p>	<ul style="list-style-type: none"> <li>• <u>Annually, using the National caravan count which is carried out in January and July each year.</u></li> <li>• <u>Count of the number of pitches delivered in the monitoring year taken from completions data produced by Cambridgeshire County Council’s Research and Monitoring Team.</u></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<del>Purpose</del> <del>Implementation issue</del>	Delivery mechanism/partners	<del>Target</del> <del>Indicator</del> /trigger	<del>Data Source, Frequency of Monitoring</del> <del>Target/ timescale</del>
			do not meet the definition but can demonstrate a cultural need for caravan accommodation, assessed against the GTAA and ongoing monitoring by the local housing authority.	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>No provision of permanent or transit pitches or emergency stopping places for Gypsies and Travellers is made</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Seek further engagement with neighbouring authorities, review evidence of need and engage with developers and agents</li> <li>Review the circumstances that led to the trigger being met, and then take action as appropriate which may include:               <ul style="list-style-type: none"> <li>Review Development Management processes.</li> <li>Review Needs Assessment</li> <li>Review of the Local Plan.</li> <li>Consider undertaking co-operation with other local authorities, including through duty to co-operate.</li> </ul> </li> </ul>				
<del>Policy 50 – Residential space standards</del>	<del>Supports the delivery of homes with sufficient internal and external space to provide a good quality of amenity</del>	<del>Through the development management process</del>	<ul style="list-style-type: none"> <li>The policy will be monitored through the processing of applications</li> <li>Sustained number of applications coming forward which do not adhere to the policy</li> </ul>	<ul style="list-style-type: none"> <li>Per application and annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Development does not come forward due to space requirements</li> <li>Development comes forward without due regard to space standards</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with developers and agents</li> </ul>				

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>PurposeImplementation-issue</u>	Delivery mechanism/partners	<u>TargetIndicator /trigger</u>	<u>Data Source, Frequency of MonitoringTarget/ timescale</u>
<b>Policy 51 –</b> Lifetime Homes and Lifetime Neighbourhoods	Supports the delivery of the Lifetime Homes standards for all homes and the provision of a specified percentage of housing to meet Wheelchair Housing Design Standards.	Through the development management process	<ul style="list-style-type: none"> <li>• The policy will be monitored through the processing of applications</li> <li>• Sustained shortage of housing provided to meet Lifetime Homes and Wheelchair Housing Design Standards</li> </ul>	<ul style="list-style-type: none"> <li>• Per application and annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Insufficient supply of housing to meet Wheelchair Housing Design Standards</li> <li>• Sustained number of applications coming forward which fail to meet the policy’s requirements</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Early engagement with developers and agents</li> </ul>				
<b>Policy 52 –</b> Protecting garden land and the subdivision of existing dwelling plots	Supports residential development on garden land only where applications meet specific criteria	Through the development management process	<ul style="list-style-type: none"> <li>• The policy will be monitored through the processing of applications. All completions following planning applications for residential development on garden land will be monitored</li> <li>• Sustained numbers of applications approved which contravene the policy approach</li> <li>• Target: To ensure no subdivision of existing dwelling plots in order to provide further residential</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> <li>• These figures will be monitored via the council’s annual housing trajectory using housing</li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	Purpose/Implementation-issue	Delivery mechanism/partners	Target/Indicator /trigger	Data Source, Frequency of Monitoring/Target/timescale
			<p><u>accommodation.</u></p> <p>Trigger: Subdivision of one or more existing plots unless justified through the specified criteria within Policy 52.</p>	<p><u>completions and commitments data produced by the Research &amp; Monitoring Team at Cambridgeshire County Council.</u></p>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Sustained numbers of approved applications lead to the loss of significant amounts of amenity space, with associated negative impacts on biodiversity and quality of life etc</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Seek early engagement with developers and agents</li> </ul>				
<b>Policy 53 – Flat conversions</b>	Supports the development of flat conversions subject to the fulfilment of criteria	Through the development management process	<ul style="list-style-type: none"> <li>The policy will be monitored through the processing of applications. All completions following planning applications for flat conversions will be monitored</li> <li>Sustained applications which lead to adverse impacts on amenity</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Sustained numbers of approved applications lead to the loss of significant amounts of family housing and associated impacts on amenity and car parking</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Review policy approach</li> </ul>				
<b>Policy 54 – Residential moorings</b>	Supports the development of residential moorings, subject to the fulfilment of criteria	Through the development management process	<ul style="list-style-type: none"> <li>The policy will be monitored through the processing of applications.</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>PurposeImplementation-issue</u>	Delivery mechanism/partners	<u>TargetIndicator /trigger</u>	<u>Data Source, Frequency of MonitoringTarget/ timescale</u>
			<p>The number of moorings delivered under this policy in five year will be monitored</p> <ul style="list-style-type: none"> <li>• <u>Target: Delivery of allocation RM1 as specified in Appendix B of the Cambridge Local Plan 2014.</u></li> </ul> <p><u>Trigger: No delivery of or progress towards the completion of residential moorings by 31 March 2026.</u></p> <ul style="list-style-type: none"> <li>• <del>Sustained applications which lead to adverse impacts on amenity</del></li> <li>• <del>Sustained difficulties with unauthorised moorings in Cambridge</del></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Monitored via using (i) planning applications and committee or delegated reports, and (ii) housing completions and commitments produced by Research &amp; Monitoring Team at Cambridgeshire County Council.</u></li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Sustained applications which lead to adverse impacts on amenity</li> <li>• Lack of provision for residential moorings</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Early engagement with <u>with the residential boaters,</u> the Conservators of the River Cam <u>and the council's Streets and Open Spaces Service.</u></li> </ul>				
<b>Policy 55 –</b> Responding to	Ensuring that development proposals respond to their	Normally as part of assessments of a planning application by a range of	• <del>The policy will be monitored by how</del>	• <del>Annually</del>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	Purpose/Implementation issue	Delivery mechanism/partners	Target/Indicator /trigger	Data Source, Frequency of Monitoring/Target/ timescale
context	contexts e.g. surrounding built environment, particularly as part of pre-application discussions	council officers especially in development management, as well as stakeholders including developers and their agents, design review panels and members when making decisions	<p>frequently the policy is used in the AMR and may be tested on appeal from time to time. Target should be to ensure all proposals to respond their contexts</p> <ul style="list-style-type: none"> <li>Pre-application stage negotiations with developers and their agents</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Lack of agreement on what constitutes “context” with developers and their agents.</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Detailed discussion and negotiation at key stages in the application process.</li> </ul>				
<b>Policy 56 –</b> Creating successful places	Ensuring that development proposals create well-planned places, particularly as part of pre-application discussions	Normally as part of assessments of a planning application by a range of Council officers especially in development management, as well as stakeholders including developers and their agents, design review panels and members when making decisions	<ul style="list-style-type: none"> <li>The policy will be monitored by how frequently the policy is used in the AMR and may be tested on appeal from time to time. Target should be to ensure all proposals create successful places</li> <li>Pre-application stage negotiations with developers and their agents</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>



## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<del>Purpose</del> <del>Implementation</del> <del>issue</del>	Delivery mechanism/partners	<del>Target</del> <del>Indicator</del> /trigger	<del>Data Source, Frequency of Monitoring</del> <del>Target/ timescale</del>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Disagreement on what constitutes as “successful” place, particularly in relation to design matters</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Detailed discussion and negotiation at key stages in the application process.</li> </ul>				
<p><b>Policy 57 –</b> Designing new buildings</p>	<p>Ensuring that new buildings are designed to the highest possible level of quality</p>	<p>Normally as part of assessments of a planning application by a range of council officers especially in development management, as well as stakeholders including developers and their agents, design review panels and members when making decisions</p>	<ul style="list-style-type: none"> <li>The policy will be monitored by how frequently the policy is used in the AMR and may be tested on appeal from time to time. Target should be to ensure all buildings are designed to the highest level of quality</li> <li>Normally at pre-application stages and decision making stages</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Disagreement on what constitutes a well designed new building, particularly with architects and their clients</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Detailed discussion and negotiation at key stages in the application process</li> </ul>				
<p><b>Policy 58 –</b> Altering and extending existing buildings</p>	<p>Ensuring that alterations and extensions to buildings are done to a high standard of design</p>	<p>Normally as part of assessments of a planning application by a range of council officers especially in development management, as well as stakeholders including developers and their agents and members when making decisions</p>	<ul style="list-style-type: none"> <li>The policy will be monitored by how frequently the policy is used in the AMR and may be tested on appeal from time to time. Target should be to ensure all alterations and extensions to buildings are designed to the highest</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	Purpose/Implementation issue	Delivery mechanism/partners	Target/Indicator /trigger	Data Source, Frequency of Monitoring/Target/timescale
			<ul style="list-style-type: none"> <li>level of quality</li> <li>Normally at pre-application stages and decision making stages</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Disagreement on what constitutes a well designed alteration or extension to a building, particularly with architects and their clients</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Detailed discussion and negotiation at key stages in the application process</li> </ul>				
<p><b>Policy 59—</b> Designing landscape and the public realm</p>	<p>Ensuring that new landscape and public realm works as part of development proposals are designed to a high standard</p>	<p>Normally as part of assessments of a planning application by a range of council officers especially in development management, as well as stakeholders including developers and their agents, design review panels and members when making decisions</p>	<ul style="list-style-type: none"> <li>The policy will be monitored by how frequently the policy is used in the AMR and may be tested on appeal from time to time. Target should be to ensure all landscape and public realm works are designed to the highest level of quality</li> <li>Normally at pre-application stages and decision making stages</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Disagreement on what constitutes a well designed landscape or public realm, particularly with landscape architects and their clients</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Detailed discussion and negotiation at key stages in the application process</li> </ul>				
<p><b>Policy 60—</b>Tall buildings and the skyline in Cambridge</p>	<p>Ensuring that new buildings defined as ‘tall’ are appropriate in their immediate and wider townscape of the city. Ensuring</p>	<p>Normally as part of assessments of a planning application by a range of council officers especially in development management, as well as</p>	<ul style="list-style-type: none"> <li>The policy will be monitored by how frequently the policy is used in the AMR and may</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>PurposeImplementation-issue</u>	Delivery mechanism/partners	<u>TargetIndicator /trigger</u>	<u>Data Source, Frequency of MonitoringTarget/ timescale</u>
	that the assessment criteria in the policy is properly understood and applied	stakeholders including developers and their agents, design review panels and members when making decisions	be tested on appeal from time to time. Target should be to ensure any new tall buildings are appropriate, well designed and sustainable <ul style="list-style-type: none"> <li>• Normally at pre-application stages and decision making stages</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Disagreement on what constitutes a well designed landscape or public realm, particularly with landscape architects and their clients</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Detailed discussion and negotiation at key stages in the application process</li> </ul>				
<p><b>Policy 61 –</b> Conservation and enhancement of Cambridge’s historic environment</p>	Quality of applications and of post consent Implementation of works	Delivery via the development process (including pre-application) and the various partners involved	<ul style="list-style-type: none"> <li>• Conservation Officer and English Heritage positive recommendation on application proposals and discharge of conditions</li> <li>• Supportive appeal decisions</li> <li>• Consistently poor information submitted. Loss of /substantial harm to designated historic assets in spite of policy</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Lack of analysis of significance of assets. Lack of justification for works proposed. Harm to historic environment</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Query application registration requirements? Guidance on improving submitted material? Address implementation issues</li> </ul>				

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<del>Purpose</del> <del>Implementation</del> <del>issue</del>	Delivery mechanism/partners	<del>Target</del> <del>Indicator</del> /trigger	<del>Data Source, Frequency of Monitoring</del> <del>Target/ timescale</del>
<b>Policy 62</b> –Local heritage assets	Do decisions reflect the policy with regard to alteration or demolition?	Delivered through decisions on development applications by Members/Officers.	<ul style="list-style-type: none"> <li>• <del>Assets no longer justifying being on the list as a result of development</del></li> <li>• <del>Loss of local heritage assets</del></li> <li>• <del>Target: To retain local heritage assets.</del></li> </ul> <p><del>Trigger: No loss of local heritage assets</del></p>	<ul style="list-style-type: none"> <li>• <del>Annually</del></li> <li>• <del>Monitored annually and reported in the Council’s Annual Monitoring Report using the Council’s own dataset.</del></li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Loss of /harm to assets</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Consider Article 4 directions. Promotion of list.</li> </ul>				
<b>Policy 63</b> – Works to a heritage asset to address climate change	<del>Lack of assessment of existing fabric. Lack of monitoring of implemented measures</del>	<del>Delivered via Conservation Officer assessment of adequacy of information submitted with applications/conditions</del>	<ul style="list-style-type: none"> <li>• <del>Conservation Officer and English Heritage positive recommendations on application proposals</del></li> <li>• <del>Lack of post-construction monitoring information being submitted</del></li> </ul>	<ul style="list-style-type: none"> <li>• <del>Annually</del></li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• <del>Extent of monitoring of measures impact on historic fabric</del></li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• <del>Action to follow up conditions / remediation work</del></li> </ul>				
<b>Policy 64</b> – Shopfronts, signage and shop security	<del>Consistency with Shopfront Design Guide. Unauthorised work</del>	<del>Delivered through quality of applications proposals</del>	<ul style="list-style-type: none"> <li>• <del>Whether positive Officer recommendation on application proposals</del></li> <li>• <del>Loss of features</del></li> </ul>	<ul style="list-style-type: none"> <li>• <del>Annually</del></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<del>Purpose</del> <del>Implementation</del> <del>issue</del>	Delivery mechanism/partners	<del>Target</del> <del>Indicator</del> /trigger	<del>Data Source, Frequency of</del> <del>Monitoring</del> <del>Target</del> / <del>timescale</del>
measures			<ul style="list-style-type: none"> <li>Public perception</li> </ul>	
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Unauthorized work</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Enforcement</li> </ul>				
<b>Policy 65 –</b> Visual pollution	Ensuring that the character and setting of the city is not adversely impacted on by forms of visual pollution, including advertising, street furniture and signage	Through the development management process	<ul style="list-style-type: none"> <li>This will be monitored through the processing of applications and serving of enforcement notices</li> <li>Sustained applications which lead to adverse impacts on amenity and the character and setting of the public realm</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>An accumulation of street and building clutter leading to adverse impacts on amenity and the character and setting of the public realm</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with promoters of schemes</li> </ul>				
<b>Policy 66 –</b> Paving over front gardens	Ensuring that applications to pave over front gardens do not have a negative impact on drainage, the character of residential areas and biodiversity	Through the development management process. Applicants would need to submit a plan showing what paving is to be used and details of how it is to be drained. The smallest area of non permeable paving possible should be used	<ul style="list-style-type: none"> <li>This will be monitored through the processing of applications and serving of enforcement notices</li> <li>An increase in the number of enforcement notices served for failure to apply for planning permission</li> <li>An increase in surface water flooding in parts of the city</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• <del>That the gradual paving over of front gardens could lead to an increase in surface water flooding in parts of the city and subsequent pollution of watercourses and ground water supplies</del></li> <li>• <del>That the cumulative impact of the loss of front gardens could lead to a loss of the residential character of streets, giving rise to the loss of walls and other features that my have contributed positively to the character and appearance of an area</del></li> <li>• <del>That the loss of front garden habitats could lead to a net loss in biodiversity</del></li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• <del>Provide guidance for residents to encourage the use of permeable materials where front gardens are to be converted, and guidance on how to take a sensitive approach to provision of car parking in front gardens</del></li> </ul>				
<p><b>Policy 67 –</b> Protection of open space</p>	<p>Ensuring that social and environmental gains are sought jointly and simultaneously through the planning system</p>	<p>By taking a positive approach to decision making that reflects the presumption in favour of sustainable development contained in the NPPF</p>	<ul style="list-style-type: none"> <li>• <del>Proportion of applications that are granted planning permission involving the loss of protected open spaces. Target: to minimise</del></li> <li>• <del>Target: Retention of protected open space within the Local Authority area unless appropriate mitigation can be implemented or justified.</del></li> </ul> <p><del>Trigger: Net loss of protected open spaces unless appropriate mitigation can be implemented or adequately justified.</del></p>	<ul style="list-style-type: none"> <li>• <del>Annually</del></li> <li>• <del>To be monitored every four to five years through the update of the Open Space and Recreation data/Appendix C. Open space will be assessed by quantum and type.</del></li> <li>• <del>Additional specific strategies for different types of open spaces may also be commissioned on a four to five year basis.</del></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>PurposeImplementation-issue</u>	Delivery mechanism/partners	<u>TargetIndicator /trigger</u>	<u>Data Source, Frequency of MonitoringTarget/ timescale</u>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Pressure for university and other institutions to expand overrides protection of protected open spaces</li> <li>• Value of protected open spaces is overridden by value of development proposal by Planning Inspectorate on appeal</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Continue to vigorously defend protected open spaces and seek alternative solution through design to minimise loss of protected open space</li> </ul>				
<p><b>Policy 68 –</b> Open space and recreation provision through new development</p>	<p>Ensuring that social and environmental gains are sought jointly and simultaneously through the planning system</p>	<p>By taking a positive approach to decision-making that reflects the presumption in favour of sustainable development contained in the NPPF Specific delivery mechanism: adopted Open Space and Recreation Standards, adopted Open Space and Recreation Strategy</p>	<ul style="list-style-type: none"> <li>• <u>Proportion of applications that are granted planning permission which deliver public open space on-site.</u> <u>Target: to maximise</u></li> <li>• <u>Target: Net gain of protected open spaces through new development.</u></li> </ul> <p><u>Trigger: No net gain of open space through new developments.</u></p>	<ul style="list-style-type: none"> <li>• <u>Annually</u></li> <li>• <u>To be monitored every four to five years through the update of the Open Space and Recreation data/Appendix C. Open space will be assessed by quantum and type.</u></li> <li>• <u>Additional specific strategies for different types of open spaces may also be commissioned on a four to five year basis.</u></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Proposals that generate a contribution for open space provision fail to provide on-site open space provision especially in areas with an identified deficiency in public open space</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Provide robust policy reason for residential proposals providing on-site provision, especially in areas with an identified deficiency in public open space</li> </ul>				
<p><b>Policy 69 –</b> Protection of sites of local nature conservation importance</p>	<p>Ensuring that environmental gains are sought jointly and simultaneously through the planning system</p>	<p>By taking a positive approach to decision making that reflects the presumption in favour of sustainable development contained in the NPPF Specific delivery mechanism: adopted Cambridgeshire Green Infrastructure Strategy, national and local habitat action plans (LHAPs) and national and local species action plans (LSAPs)</p>	<ul style="list-style-type: none"> <li><del>Proportion of applications that are granted planning permission contrary to the advice of the Nature Conservation Officer.</del> Target: to maximise</li> <li>Target: No loss in the areas of local nature conservation importance as a result of new development where no mitigation has been provided.</li> </ul> <p>Trigger: Loss of areas of local nature importance as a result of new development where no mitigation has been provided.</p>	<ul style="list-style-type: none"> <li>Annually</li> <li>Data obtained annually from the Cambridgeshire and Peterborough Environmental Records Centre and includes loss of areas of biodiversity importance by type e.g. Local Nature Reserves, County Wildlife Sites and City Wildlife Sites in hectares.</li> </ul>



## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>PurposeImplementation-issue</u>	Delivery mechanism/partners	<u>TargetIndicator /trigger</u>	<u>Data Source, Frequency of MonitoringTarget/ timescale</u>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Proposals granted planning consent that have an adverse effect on a site of local nature conservation importance</li> <li>Proposals fail to take account of specific delivery documents related to sites of local nature conservation importance</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Seek further engagement with developers and agents</li> </ul>				
<p><b>Policy 70 –</b> Protection of priority species and habitats</p>	<p>Ensuring that environmental gains are sought jointly and simultaneously through the planning system</p>	<p>By taking a positive approach to decision-making that reflects the presumption in favour of sustainable development contained in the NPPF Specific delivery mechanism: adopted Cambridgeshire Local Biodiversity Action Plans</p>	<ul style="list-style-type: none"> <li><u>Proportion of applications that are granted planning permission contrary to the advice of the Nature Conservation Officer.</u> Target: to maximise</li> <li><u>Target: No loss land within SSSI as a result of new development where no mitigation has been provided. No deterioration of SSSI as a result of new development.</u></li> </ul> <p><u>Trigger: One or more new developments completed in a year within or adversely affecting a SSSI where no mitigation has been provided.</u></p>	<ul style="list-style-type: none"> <li><u>Annually</u></li> <li><u>Data obtained annually from the Cambridgeshire and Peterborough Environmental Records Centre by hectares.</u></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<del>Purpose</del> <del>Implementation</del> <del>issue</del>	Delivery mechanism/partners	<del>Target</del> <del>Indicator</del> /trigger	<del>Data Source, Frequency of Monitoring</del> <del>Target/ timescale</del>
<b>Risks:</b> <ul style="list-style-type: none"> <li>Proposals granted planning consent that have an adverse effect on priority species and habitats</li> <li>Proposals fail to take account of specific delivery documents related to the protection of priority species and habitats</li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li>Seek further engagement with developers and agents</li> </ul>				
<del>Policy 71 – Trees</del>	<del>Ensuring that environmental gains are sought jointly and simultaneously through the planning system</del>	<del>By taking a positive approach to decision making that reflects the presumption in favour of sustainable development contained in the NPPF</del> Specific delivery mechanism: adopted Tree Strategy	<ul style="list-style-type: none"> <li>The number of Tree Protection Orders granted will be monitored on an annual basis. The number of trees planted by the City Council will also be monitored</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<b>Risks:</b> <ul style="list-style-type: none"> <li><del>Proposals granted planning consent that have an adverse effect on trees</del></li> <li><del>Proposals fail to take account of documents related to development involving trees</del></li> </ul> <b>What action will be taken?</b> <ul style="list-style-type: none"> <li><del>Seek further engagement with developers and agents</del></li> </ul>				
<b>Section Eight – Services and local facilities</b>				
<del>Policy 72 – Development and change of use in district, local and neighbourhood centres</del>	<del>Ensuring that the district, local and neighbourhood centres remain healthy with a suitable mix of uses and few vacancies</del>	Through the development management process	<ul style="list-style-type: none"> <li><del>The health and composition of the district, local and neighbourhood centres will be monitored by the annual shopping survey.</del></li> <li><del>The proportion of retail (A1) uses in the district centres should not fall below 55 per cent</del></li> <li><del>Target: To ensure that the</del></li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

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Policy	<del>Purpose</del> <del>Implementation</del> <del>issue</del>	Delivery mechanism/partners	<del>Target</del> <del>Indicator</del> /trigger	Data Source, Frequency of <del>Monitoring</del> <del>Target</del> / <del>timescale</del>
			<p><u>proportion of retail (A1) uses in the district centres does not fall below 55%. Retention of an appropriate balance and mix of uses within Local and Neighbourhood Centres.</u></p> <p><u>Trigger: The proportion of retail (A1) uses in the district centre falls below 55%.</u></p>	<ul style="list-style-type: none"> <li>The <u>health and composition of local and neighbourhood centres will be monitored through the assessment of planning applications and through the Council's occasional shopping survey.</u></li> </ul>
<p><b>Risks (that the policy will not be delivered):</b></p> <ul style="list-style-type: none"> <li>Pressure for new development that fails to support the vibrancy and vitality of the district, local and neighbourhood centres</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Seek further engagement with developers and agents</li> </ul>				
<p><b>Policy 73 –</b> Community and leisure facilities</p>	<p>Ensuring that economic, social and environmental gains are sought jointly and simultaneously through the planning system</p>	<p>By taking a positive approach to decision-making that reflects the presumption in favour of sustainable development contained in the NPPF</p>	<ul style="list-style-type: none"> <li><del>Proposals that deliver new types of community and/or leisure facilities will be monitored. Given the varied use classes of community facilities, the change in net floorspace for D1 and sui generis uses that fulfil a community or leisure use role will be monitored</del></li> <li><u>Target: To deliver new</u></li> </ul>	<ul style="list-style-type: none"> <li><u>Annually</u></li> <li><u>Given the varied use</u></li> </ul>

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Policy	<del>Purpose</del> <del>Implementation</del> <del>issue</del>	Delivery mechanism/partners	<del>Target</del> <del>Indicator</del> /trigger	<del>Data Source, Frequency of Monitoring</del> <del>Target/ timescale</del>
			<p><u>types of community and/ or leisure facilities.</u></p> <p><u>Trigger: Contextual indicator, to provide information on the implementation of the policy.</u></p> <p><u>Proposals involving the loss of community and/ or leisure facilities will be monitored</u></p>	<p><u>classes of community facilities, the change in net floorspace for D1 and sui generis uses that fulfil a community or leisure use role will be monitored annually using completions and commitments data produced by the Research &amp; Monitoring Team at Cambridgeshire County Council.</u></p>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Limited opportunities for replacement facilities to provide either better or comparable facilities in highly accessible areas</li> <li>Pressure for ‘quick win’ developments</li> <li>Clarity and quality of evidence required for proposals that involve the loss of a facility</li> <li>Lack of commitment from applicants to deliver a usable community space</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Ensure requirements for any replacement or proposed loss of a facility are clarified at the pre-application stage</li> </ul>				
<del>Policy 74 – Education facilities</del>	<del>Ensuring that social gains are sought jointly and simultaneously through the planning system</del>	<del>By taking a positive approach to decision-making that reflects the presumption in favour of sustainable development contained in the NPPF</del>	<ul style="list-style-type: none"> <li>The number of new education facilities granted planning permission will be monitored</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li><del>Limited opportunities for new/replacement facilities to provide either better or comparable facilities in highly accessible areas</del></li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li><del>Seek further engagement with the local children’s services authority (Cambridgeshire County Council) and developers</del></li> </ul>				

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Policy	<del>Purpose</del> <del>Implementation</del> <del>issue</del>	Delivery mechanism/partners	<del>Target</del> <del>Indicator</del> /trigger	<del>Data Source, Frequency of Monitoring</del> <del>Target/ timescale</del>
<del>Policy 75 – Healthcare facilities</del>	<del>Ensuring that social gains are sought jointly and simultaneously through the planning system</del>	<del>By taking a positive approach to decision-making that reflects the presumption in favour of sustainable development contained in the NPPF</del>	<del>• The number of new healthcare facilities granted planning permission will be monitored</del>	<del>• Annually</del>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li><del>• Pressure for ‘quick win’ developments</del></li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li><del>• Seek further engagement with the local commissioning groups and developers</del></li> </ul>				
<del>Policy 76 – Protection of public houses</del>	<del>Ensuring that economic, social and environmental gains are sought jointly and simultaneously through the planning system</del>	<del>By taking a positive approach to decision-making that reflects the presumption in favour of sustainable development contained in the NPPF</del>	<del>• Monitor the number of public houses that are operating as a pub in March. The list of safeguarded sites will also be updated. If new public houses are established then these should be assessed for inclusion. Similarly, where development has occurred on a safeguarded site that prevents return to public house use (e.g. where a public house has been demolished and replaced with residential flats) then this site would be removed from the list of safeguard sites. It should be noted</del>	<del>• Annually</del>

**APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)**

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
			<p>that a safeguarded site with unimplemented planning permission would not be removed from the list of safeguarded sites until the planning consent has been implemented</p> <ul style="list-style-type: none"> <li>• <u>Sustained loss of safeguarded public houses/public house sites</u></li> <li>• <u>Target: To retain public houses identified within Appendix C of the Cambridge Local Plan 2014.</u></li> </ul> <p><u>Trigger: Loss of one or more public houses from the safeguarded list where justification has not been provided as set out in Appendix K of the Cambridge Local Plan 2014.</u></p>	<ul style="list-style-type: none"> <li>• <u>Monitor and update the list of safeguarded sites biennially (Appendix C of the Cambridge Local Plan 2014) through local survey.</u></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Pressure for ‘quick win’ developments</li> <li>• Clarity and quality of evidence required for proposals that involve the loss of a public house</li> <li>• Limited awareness of incremental proposals affecting the long-term viability of a public house</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Ensure requirements for any on-site developments or proposed loss of a facility are clarified at the pre-application stage</li> </ul>				
<p><b>Policy 77 –</b> Development and expansion of hotels</p>	<p>Support the growth of hotels to meet needs</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li>• <del>Monitoring of new hotels, including aparthotels and serviced apartments: amount in ha and sq m, including the specific sites mentioned in the policy (county business completions)</del></li> <li>• <u>Target: Development of up to 1,500 additional bedspaces, as identified in the Cambridge Hotel Futures Study or successor document.</u></li> </ul> <p><u>Trigger: Lack of progress towards target, or oversupply of additional bedspaces in comparison to identified target.</u></p> <ul style="list-style-type: none"> <li>• <del>For serviced hotels and serviced apartments, also</del></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Annually</u></li> <li>• <u>Annually monitor the increase in hotel accommodation by number of rooms, through a count of policy usage and an analysis of the associated planning applications.</u></li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
			<p>monitoring affordable housing provision (monitored through the processing of applications)</p> <ul style="list-style-type: none"> <li>• <u>Sustained shortages of hotels</u></li> <li>• <u>Monitor the location of new hotels in line with the identified locations set out in Policy 77 and the requirements of National Town Centre Policy (NPPE, paragraph 24).</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Annually, for monitoring purposes only to inform new evidence base creation.</u></li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>• Hotel needs not met (possible given the competition for land in Cambridge).</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Seek further engagement with developers and agents.</li> </ul>				
<p><b>Policy 78 –</b> Redevelopment or loss of hotels</p>	<p>How to best support the Cambridge tourist economy: ensure there is a sufficient supply of hotels</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li>• <u>Monitoring of redevelopment of hotels in the city centre: amount of floorspace gained / lost in ha and sq m (county business completions)</u></li> <li>• <u>Sustained shortages of hotels</u></li> <li>• <u>Sustained and numerous empty hotels</u></li> <li>• <u>Target: To protect the loss</u></li> </ul>	<ul style="list-style-type: none"> <li>• <u>Annually</u></li> <li>• <u>Annually monitor the net</u></li> </ul>



## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	Purpose/Implementation issue	Delivery mechanism/partners	Target/Indicator /trigger	Data Source, Frequency of Monitoring/Target/ timescale
			<p>of hotel accommodation.</p> <p>Trigger: Net loss of hotel accommodation over a five year period.</p>	<p>increase in hotel accommodation by number of rooms, through a count of policy usage and analysis of the associated planning applications. To be reported in the Council's Annual Monitoring Report.</p>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Allowing the loss of too many hotels, such that it fails to support tourism in Cambridge</li> <li>The policy being too strict, such that sites are left empty and unused. N.B. care must be taken when considering this, as it may be a function of other effects (e.g. the national economy) and not the policy</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Seek further engagement with developers and agents</li> </ul>				
<p><b>Policy 79 –</b> Visitor attractions</p>	<p>How to best support the Cambridge tourist economy: manage new visitor attractions</p>	<p>Through the development management process</p>	<ul style="list-style-type: none"> <li>Monitoring of new visitor attractions: amount of floorspace gained / lost in ha and sq m (City Council Annual Monitoring Report /policy monitoring)</li> <li>Lack of applications for new / enhanced visitor attractions</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Failing to diversify visitor attraction offer</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Seek further engagement with developers and agents</li> </ul>				

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	PurposeImplementation-issue	Delivery mechanism/partners	TargetIndicator /trigger	Data Source, Frequency of MonitoringTarget/timescale
<b>Section Nine – Providing infrastructure to support development</b>				
<b>Policy 80 –</b> Supporting sustainable access to development	To ensure that new development in Cambridge is accessible to all, and promotes sustainable modes of travel primarily	Through the development management process and in conjunction with the highways authority	<ul style="list-style-type: none"> <li>Implemented and monitored through the processing of planning applications. The policy usage will be monitored</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>Infrastructure costs for developments in areas of low existing accessibility likely to be significant, potentially impacting on viability of some smaller developments</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Policies are strongly linked to those within the emerging County Council Transport Strategy for Cambridge and South Cambridgeshire (TSCSC)</li> </ul>				
<b>Policy 81 –</b> Mitigating the transport impact of development	To negate or reduce the transport related impacts of new development	Through the development management process and in conjunction with the highways authority.	<ul style="list-style-type: none"> <li>Implemented and monitored through the processing of planning applications. The policy usage will be monitored</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>If the policy doesn't work, the cumulative transport impacts of a development could be worse than the existing conditions</li> <li>For example, in some instances, the impacts of developments could be more significant than predicted in transport modelling (and any transport assessment carried out prior to approval being given). This could mean any mitigation measures proposed at the outset are insufficient</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Policies are strongly linked to those within the emerging County Council Transport Strategy for Cambridge and South Cambridgeshire (TSCSC)</li> </ul>				
<b>Policy 82 –</b> Parking management	<p>To promote cycling by providing the adequate provision and quality of cycle parking</p> <p>To ensure a balance between providing enough car parking spaces to prevent indiscriminate</p>	Through the development management process and in conjunction with the highways authority	<ul style="list-style-type: none"> <li>Implemented and monitored through the processing of planning applications. The policy usage will be monitored</li> </ul>	<ul style="list-style-type: none"> <li>Annually</li> </ul>

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

Policy	<del>Purpose</del> <del>Implementation</del> <del>issue</del>	Delivery mechanism/partners	<del>Target</del> <del>Indicator</del> /trigger	<del>Data Source, Frequency of</del> <del>Monitoring</del> <del>Target/</del> <del>timescale</del>
	street parking in the surrounding area while not making car travel a more convenient mode than walking, cycling and public transport			
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>— The policy favours minimising car parking and under provision can lead to negative impacts on surrounding streets if the street management in the area is not sufficient. This requires good cooperation with the highways authority</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Policies are strongly linked to those within the emerging County Council Transport Strategy for Cambridge and South Cambridgeshire (TSCSC)</li> </ul>				
<del>Policy 83—</del> Aviation development	To ensure that development at Cambridge Airport takes place without having a detrimental impact on residential amenity and the wider environment	Through the development management process	<ul style="list-style-type: none"> <li>• The policy will be monitored through the processing of applications</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>— Inappropriate levels of development at Cambridge Airport could have negative impacts on the environment and the quality of life of local residents</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>• Early engagement with Cambridge Airport</li> </ul>				
<del>Policy 84—</del> Telecommunications	Ensuring that applications for telecommunications development are appropriately sited giving consideration to mast and site sharing, do not cause interference to other equipment, and minimise visual impact	Through the development management process	<ul style="list-style-type: none"> <li>• The policy will be monitored through the processing of applications</li> <li>• A sustained number of developments that are contrary to policy</li> </ul>	<ul style="list-style-type: none"> <li>• Annually</li> </ul>

**APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)**

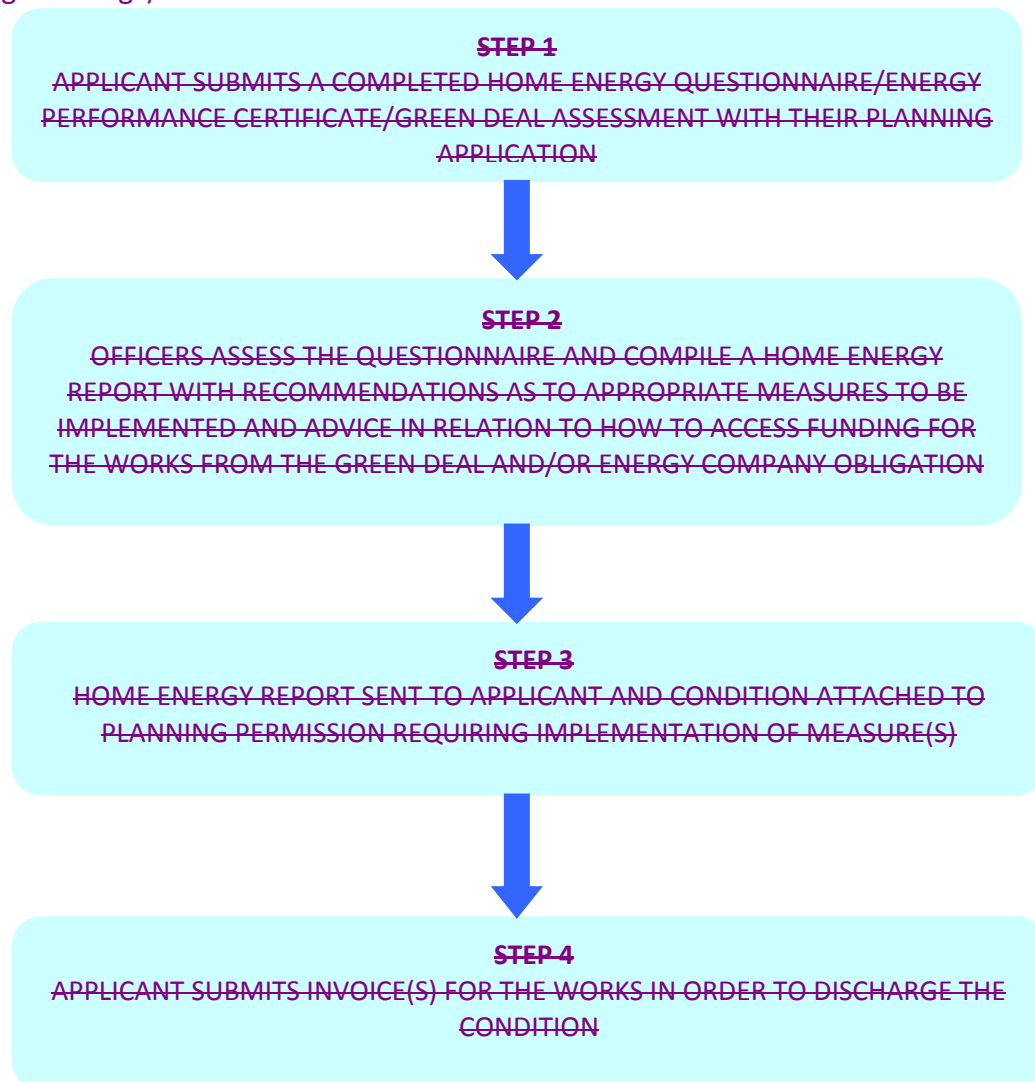
Policy	<u>Purpose</u> <del>Implementation</del> <u>issue</u>	Delivery mechanism/partners	<u>Target</u> <del>Indicator</del> /trigger	<u>Data Source, Frequency of Monitoring</u> <del>Target/ timescale</del>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>That inappropriately-sited telecommunications equipment could have a detrimental impact on the character and setting of the city</li> <li>That inappropriately-sited telecommunications equipment could have a negative impact on radar equipment associated with the safe operation of Cambridge Airport, the Mullard Radio Astronomy Observatory and other electrical equipment operated in the national interest</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Early engagement with developers</li> </ul>				
<p><b>Policy 85 –</b> Infrastructure delivery, planning obligations and the Community Infrastructure Levy</p>	<p>Ensuring the timely provision of infrastructure alongside new development</p>	<p>Planning obligations SPD  Community Infrastructure Levy Regulations 2010 (as amended)  Cambridge Community Infrastructure Levy Charging Schedule</p>	<ul style="list-style-type: none"> <li>Information on the process of collecting and spending developer contributions is available on the Council's website</li> <li>Requirements for the implementation and monitoring of CIL are laid out in detail in the CIL Regulations</li> <li>A sustained number of developments that do not provide the infrastructure necessary to support them</li> <li><u>Target: to secure sufficient infrastructure capacity to support and meet all the requirements arising from the new development.</u></li> </ul> <p><u>Trigger: Contextual indicator, to provide information on the</u></p>	<ul style="list-style-type: none"> <li>Annually</li> <li><u>Annually for monitoring purposes only. Information on the process of collecting and spending developer contributions is available on the Council's website.</u></li> </ul>

**APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)**

Policy	<u>Purpose/Implementation issue</u>	Delivery mechanism/partners	<u>Target/Indicator /trigger</u>	<u>Data Source, Frequency of Monitoring/Target/ timescale</u>
			<u>implementation of the policy.</u>	<ul style="list-style-type: none"> <li><u>Requirements for the implementation and monitoring of CIL are detailed in the CIL Regulations. Once Cambridge City Council has adopted a CIL Charging Schedule, information on the collection and spending of monies will be included in the Annual Monitoring Report.</u></li> </ul>
<p><b>Risks:</b></p> <ul style="list-style-type: none"> <li>That the infrastructure necessary to support development is not being provided and provided in a timely fashion</li> </ul> <p><b>What action will be taken?</b></p> <ul style="list-style-type: none"> <li>Negotiation with developers, review of SPD/charging schedule</li> </ul>				

## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

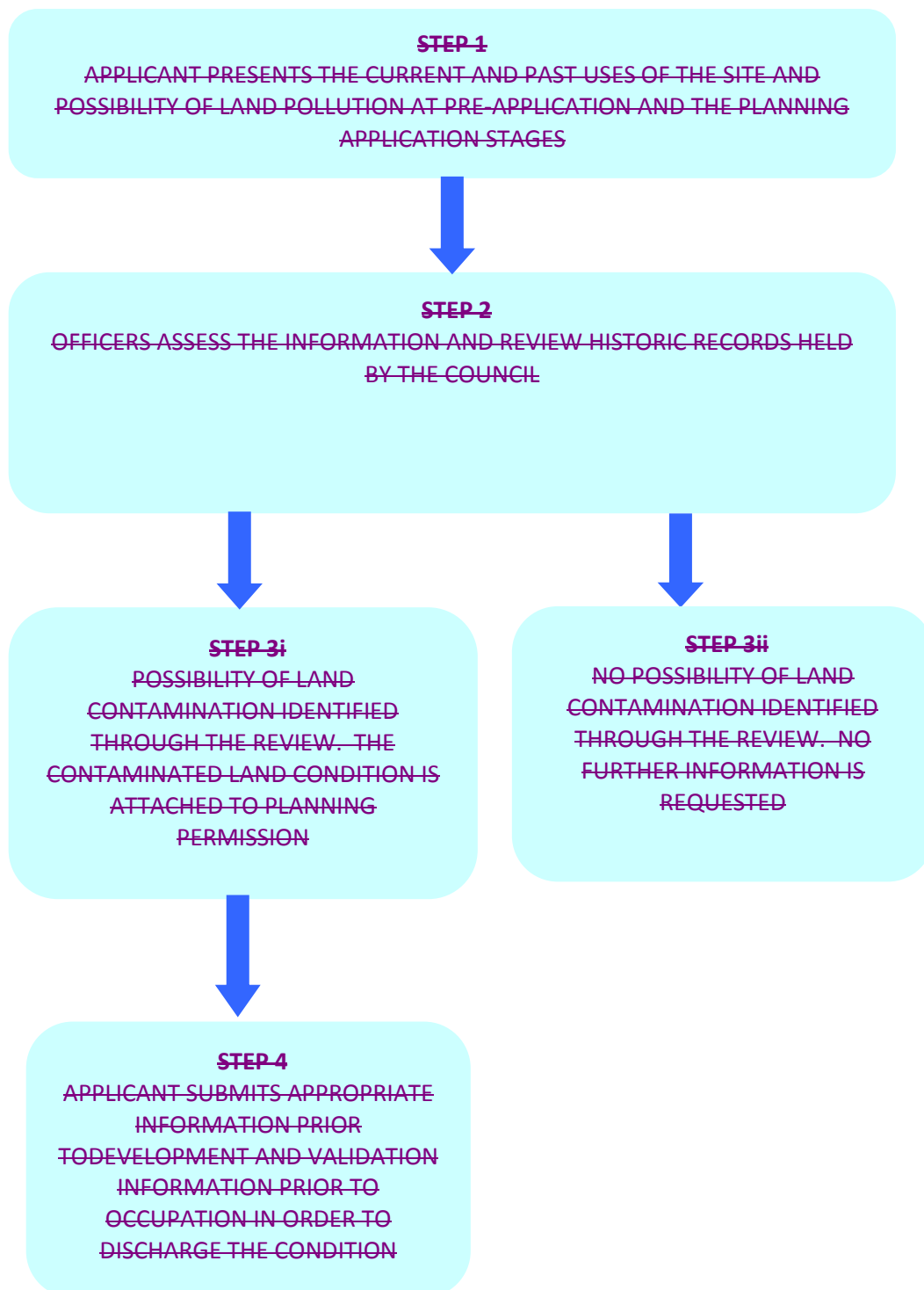
**Figure M.1:** Process for implementing Policy 30 (Energy efficiency improvements in existing dwellings)



This process could change, for example if the Council were to purchase software that allows residents to generate their own energy report – they would then submit this energy report with their application and the Council would place a condition the improvements. Software is currently being investigated by officers and could be linked to our role in the Green Deal.

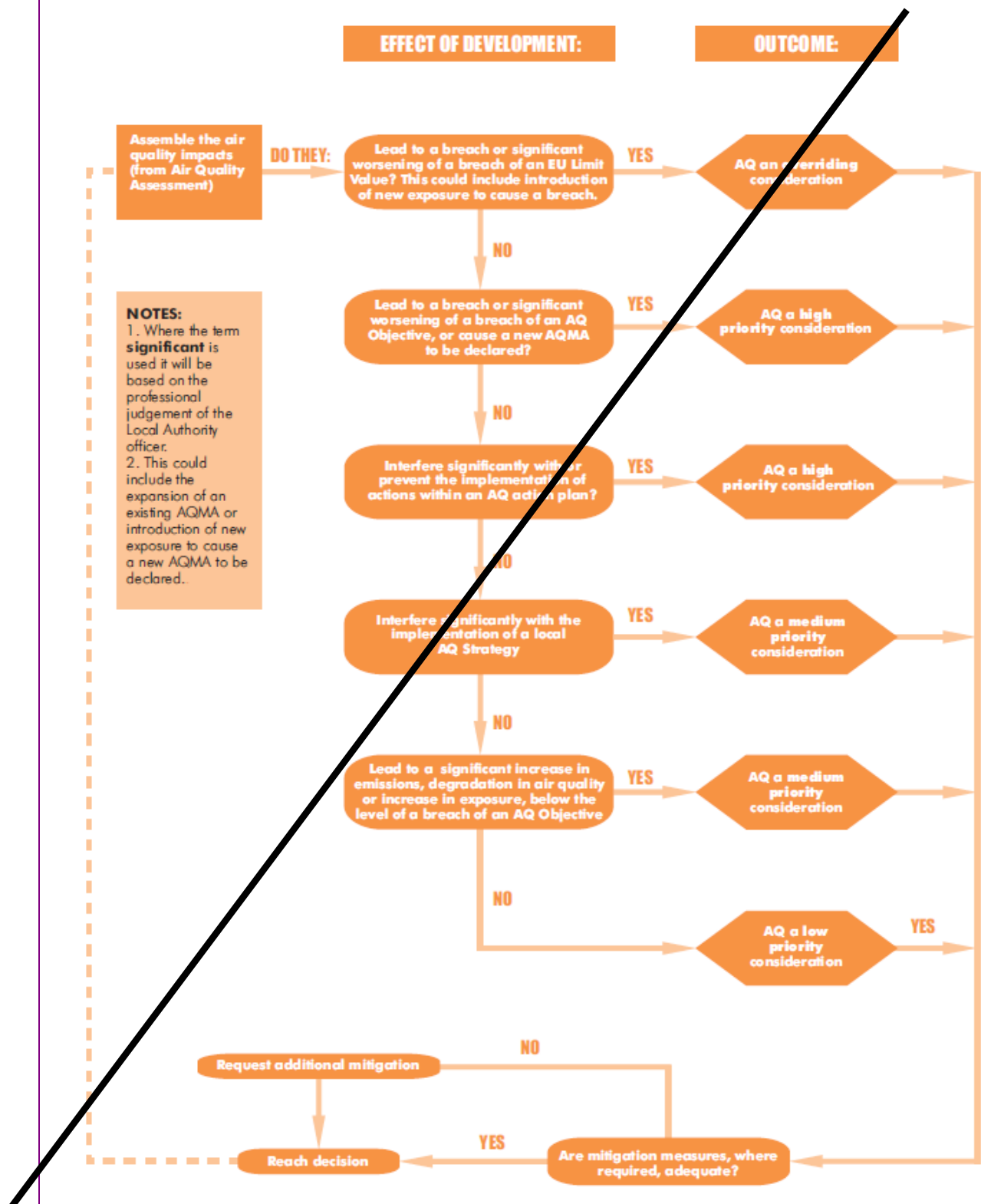
## APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

**Figure M.2:** Process for implementing Policy 33 (Contaminated land)



# APPENDIX B: AMENDED APPENDIX M: MONITORING AND IMPLEMENTATION (TRACKED CHANGES)

**Figure M.3:** Process for determining significance of air quality, based on NSCA guidance





## Appendix C: Audit Trail

The table below explains the reasoning for each proposed modification to *Appendix M: Monitoring and Implementation* of the emerging Cambridge Local Plan and reflects the content of proposed post-submission modifications to policies submitted to the Inspectors for consideration.

Policy	Summary of Proposed Modifications	Justification for Proposed Modifications	Equivalent SCDC Monitoring Indicator <sup>1</sup>
Paragraphs M.1 to M.4	Explanatory text added.	To explain the purpose and methodology behind the appendix.	
Policy 1: The presumption in favour of sustainable development	Deleted as the monitoring is not considered SMART.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.  There is sufficient monitoring of other policies in place to build an accurate picture concerning growth and development in Cambridge for example: Policies 2, 3, 4, 5 and 6.	
Policy 2: Spatial strategy for the location of employment development	Amended to provide more specific targets including number of jobs and timescales. Triggers, data sources and timing of data collection/monitoring added for clarity. Clarification of action.	Implementation of smarter monitoring.  The modifications proposed ensure that the indicator, targets and triggers are consistent (where possible) across both the Cambridge and South Cambridgeshire Local Plans.	M33 & M6
Policy 3: Spatial strategy for the location of residential development	Amended to provide more specific targets including housing delivery targets, timescales and reference to the five year land supply. Triggers, data sources and timing of data collection/monitoring added for clarity.  Clarification and addition of action.  Additional text added to the 'purpose' column to reflect the joined up nature of the Cambridge and South	Implementation of smarter monitoring. Additional text added to the 'purpose' column to reflect the joined up nature of the Cambridge and South Cambridgeshire Local Plans and development strategies, this is accompanied by an additional joint indicator.  The modifications proposed ensure that the indicator, targets and triggers are consistent (where possible) across both the Cambridge and South Cambridgeshire Local Plans.	M1 & M2

<sup>1</sup> South Cambridgeshire District Council monitoring indicators

Policy	Summary of Proposed Modifications	Justification for Proposed Modifications	Equivalent SCDC Monitoring Indicator <sup>1</sup>
	Cambridgeshire Local Plans and development strategies including relevant targets, triggers and data source. This is reflective of SCDC indicator M2.		
Policy 4: The Cambridge Green Belt	Amended to provide more specific targets including reference to the number of developments granted consent in the Green Belt. Triggers, data sources and timing of data collection/monitoring added for clarity. Clarification and addition of action.	Implementation of smarter monitoring.  The modifications proposed ensure that the indicator, targets and triggers are consistent (where possible) across both the Cambridge and South Cambridgeshire Local Plans.	M17
Policy 5: Strategic transport infrastructure	Modification to <i>Purpose</i> for clarity. Amended to provide detail regarding journey targets. Addition of reference to the Transport Strategy for Cambridge and South Cambridgeshire, Local Transport Plan and City Deal projects. Data sources and timing of data collection/monitoring added for clarity. Removal of air quality monitoring as this is monitored under Policy 36. Clarification of action to include implementation bodies such as Cambridgeshire County Council.	Due to the nature of the data, triggers cannot be attributed to the policy. Therefore the data will be used for monitoring purposes only.	
Policy 6: Hierarchy of centres and retail capacity	Amended to provide more specific targets including reference to the quantity of retail floorspace. Triggers, data sources and timing of data collection/monitoring clarified. Extra detail added to 'what action will be taken' to identify what future actions are required.	The implementation of specific floorspace targets allows for smarter monitoring.  Indicator differs to that of South Cambridgeshire District Council as Cambridge City Council has a specific floorspace target.	M37
Policy 7: The River Cam	Deleted as the monitoring is not considered SMART.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.  Ensuring that development (where applicable) has a positive contribution on the River Cam will be assessed through the development management process and discussed with Planning Policy officers.	

Policy	Summary of Proposed Modifications	Justification for Proposed Modifications	Equivalent SCDC Monitoring Indicator <sup>1</sup>
Policy 8: Setting of the city	Deleted as the monitoring is not considered SMART.	<p>Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.</p> <p>Ensuring that development (where applicable) has a positive contribution to the setting of the city will be assessed through the development management process and the submission of design and access statements.</p>	
Policy 9: The City Centre	<p>Amended to provide more specific targets including specific reference to the development of the Spaces and Movement SPD (working title of the City Centre Public Realm Strategy Supplementary Planning Document).</p> <p>Triggers, dates and information regarding how the progress of the SPD will be monitored has also been included.</p> <p>Removal of floorspace monitoring.</p>	<p>Implementation of smarter monitoring.</p> <p>Floorspace monitoring is included in policies 6 and 11 and therefore considered to be duplicating other policy monitoring requirements.</p>	
Policy 10: Development in the City Centre Primary Shopping Area	Amended to provide more specific targets and triggers relating to the percentage of A1 uses on primary and secondary shopping frontage. Data sources and timing of data collection/monitoring clarified.	Implementation of smarter monitoring. Clarification regarding trigger mechanisms for percentages of A1 uses.	
Policy 11: Fitzroy/Burleigh Street/Grafton Area of Major Change	<p>Clarification of action.</p> <p>Amended to provide more specific targets and triggers in relation to retail floorspace targets. Inclusion of targets and triggers to monitor the progress towards the development of a Grafton Area Supplementary Planning Document that will guide development.</p> <p>Removal of reference to the design panel.</p> <p>Data sources and timing of data collection/monitoring</p>	<p>Implementation of smarter monitoring through the inclusion of specific targets.</p> <p>Removal of reference to the design panel as this cannot be monitored using SMART criteria and is considered to be procedural.</p>	

Policy	Summary of Proposed Modifications	Justification for Proposed Modifications	Equivalent SCDC Monitoring Indicator <sup>1</sup>
Policy 12: Cambridge East	<p>clarified.</p> <p>Amended to provide more specific targets and triggers in relation to the production of the Land North of Cherry Hinton Supplementary Planning Document and delivery of allocation R47.</p> <p>Data sources and timing of data collection/monitoring clarified.</p> <p>Clarification of Action.</p>	<p>Implementation of smarter monitoring with policy specific criteria including production of a Supplementary Planning Document to guide development and progress towards the resulting allocation R47.</p> <p>The modifications proposed ensure that the indicator, targets and triggers are consistent (where possible) across both the Cambridge and South Cambridgeshire Local Plans.</p>	M7
Policy 13: Areas of major change and opportunity areas – general principles	Deleted as the monitoring is not considered SMART.	<p>Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.</p> <p>Ensuring development has a positive contribution to areas of major change and opportunity areas will be assessed through policies 14 to 25.</p>	
Policy 14: Cambridge Northern Fringe East and new railway Station Area of Major Change	<p>Amended to provide targets and triggers in relation to production of the Cambridge Northern Fringe East Area Action Plan.</p> <p>Removal of reference to the design panel.</p> <p>Data sources and timing of data collection/monitoring clarified.</p> <p>Clarification of Action.</p>	<p>Implementation of smarter monitoring with policy specific criteria including production of an Area Action Plan to guide development.</p> <p>Removal of reference to the design panel as this cannot be monitored using SMART criteria and is considered to be procedural.</p> <p>The modifications proposed ensure that the indicator, targets and triggers are consistent (where possible) across both the Cambridge and South Cambridgeshire Local Plans.</p>	M7
Policy 15: South of Coldham's Lane Area of Major Change	<p>Amended to provide more specific targets and triggers in relation to production of the South of Coldham's Lane Masterplan and delivery of urban country park.</p> <p>Removal of reference to the design panel.</p>	Implementation of smarter monitoring with policy specific criteria including production of a Masterplan to guide development and progress towards the development of the associated urban country park.	

Policy	Summary of Proposed Modifications	Justification for Proposed Modifications	Equivalent SCDC Monitoring Indicator <sup>1</sup>
	<p>Data sources and timing of data collection/monitoring clarified.</p> <p>Clarification of Action.</p>	<p>Removal of reference to the design panel as this cannot be monitored using SMART criteria and is considered to be procedural.</p> <p>Target dates identified through current progress of site.</p>	
<p>Policy 16: Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change</p>	<p>Amended to provide more specific targets and triggers in relation to the outline planning application which will guide development of the Area of Major Change.</p> <p>Removal of reference to the design panel.</p> <p>Data sources and timing of data collection/monitoring clarified.</p> <p>Clarification of Action.</p>	<p>Implementation of smarter monitoring with policy specific criteria including progress towards the completion of the associated outline planning application which will guide development.</p> <p>Removal of reference to the design panel as this cannot be monitored using SMART criteria and is considered to be procedural.</p> <p>Target dates identified through current progress of site.</p>	
<p>Policy 17: Southern Fringe Areas of Major Change</p>	<p>Amended to provide more specific targets and triggers in related allocations which will guide development of the Area of Major Change.</p> <p>Removal of reference to the design panel.</p> <p>Data sources and timing of data collection/monitoring clarified.</p> <p>Clarification of Action.</p>	<p>Implementation of smarter monitoring with policy specific criteria including progress towards the completion of the associated housing allocations which will guide development.</p> <p>Removal of reference to the design panel as this cannot be monitored using SMART criteria and is considered to be procedural.</p> <p>Target dates identified through current progress of site as noted in the Council's annual housing trajectory.</p>	
<p>Policy 18: West Cambridge Area of Major Change</p>	<p>Amended to provide more specific targets and triggers in relation to the outline planning application/masterplan and associated allocation which will guide development of the Area of Major Change.</p> <p>Removal of reference to the design panel.</p>	<p>Implementation of smarter monitoring with policy specific criteria including progress towards the completion of the associated outline planning application/masterplan and associated allocation which will guide development.</p> <p>Removal of reference to the design panel as this cannot be monitored using SMART criteria and is considered to be</p>	

Policy	Summary of Proposed Modifications	Justification for Proposed Modifications	Equivalent SCDC Monitoring Indicator <sup>1</sup>
	<p>Data sources and timing of data collection/monitoring clarified.</p> <p>Clarification of Action.</p>	<p>procedural.</p> <p>Target dates identified through current progress of site</p>	
<p>Policy 19: Land between Huntingdon Road and Histon Road Area of Major Change</p>	<p>Amended to provide more specific targets and triggers in related allocation R43 which will guide development of the Area of Major Change.</p> <p>Removal of reference to the design panel.</p> <p>Data sources and timing of data collection/monitoring clarified.</p> <p>Clarification of Action.</p>	<p>Implementation of smarter monitoring with policy specific criteria including progress towards the completion of the associated housing allocation which will guide development.</p> <p>Removal of reference to the design panel as this cannot be monitored using SMART criteria and is considered to be procedural.</p> <p>Target dates identified through current progress of site as noted in the Council's annual housing trajectory.</p> <p>The modifications proposed ensure that the indicator, targets and triggers are consistent (where possible) across both the Cambridge and South Cambridgeshire Local Plans.</p>	M7
<p>Policy 20: Station Areas West and Clifton Road Area of Major Change</p>	<p>Amended to provide more specific targets and triggers in related allocations M14, M44 and M2 which will guide development of the Area of Major Change.</p> <p>Removal of reference to the design panel.</p> <p>Data sources and timing of data collection/monitoring clarified.</p> <p>Clarification of Action.</p>	<p>Implementation of smarter monitoring with policy specific criteria including progress towards the completion of the associated allocations which will guide development.</p> <p>Removal of reference to the design panel as this cannot be monitored using SMART criteria and is considered to be procedural.</p> <p>Target dates identified through current progress of site as noted in the Council's annual housing trajectory.</p>	
<p>Policy 21: Mitcham's Corner Opportunity Area</p>	<p>Amended to provide more specific targets and triggers in relation to the production of the Mitcham's Corner Supplementary Planning Document and delivery of associated allocation R4 which will guide development in</p>	<p>Implementation of smarter monitoring with policy specific criteria including production of a Supplementary Planning Document to guide development and progress towards the resulting allocation R4.</p>	

Policy	Summary of Proposed Modifications	Justification for Proposed Modifications	Equivalent SCDC Monitoring Indicator <sup>1</sup>
	<p>the area.</p> <p>Data sources and timing of data collection/monitoring clarified.</p> <p>Clarification of Action.</p>		
Policy 22: Eastern Gate Opportunity Area	<p>Amended to provide more specific reference to the delivery of potential development sites and key projects identified within the policy.</p> <p>Removal of reference to the design panel.</p> <p>Data sources and timing of data collection/monitoring clarified.</p> <p>Clarification of Action.</p>	<p>Implementation of smarter monitoring with policy specific criteria including monitoring the progress of key sites and projects.</p> <p>Removal of reference to the design panel as this cannot be monitored using SMART criteria and is considered to be procedural.</p> <p>Target dates identified through current progress of sites within the opportunity area as noted in the Council's annual housing trajectory.</p>	
Policy 23: Mill Road Opportunity Area	<p>Amended to provide more specific targets and triggers in relation to the production of the Mill Road Planning and Development Brief Supplementary Planning Document and delivery of associated allocations R10, R12 and R21 which will guide development in the area.</p> <p>Removal of reference to the design panel.</p> <p>Data sources and timing of data collection/monitoring clarified.</p> <p>Clarification of Action.</p>	<p>Implementation of smarter monitoring with policy specific criteria including production of a Supplementary Planning Document to guide development and progress towards the associated allocations R10, R12 and R21.</p> <p>Removal of reference to the design panel as this cannot be monitored using SMART criteria and is considered to be procedural.</p> <p>Target dates identified through current progress of sites within the opportunity area as noted in the Council's annual housing trajectory.</p>	
Policy 24: Cambridge Railway Station, Hills Road Corridor to the	Amended to provide more specific targets and triggers in relation to the delivery of associated allocations M5 and E5 which will guide development in the area.	Implementation of smarter monitoring with policy specific criteria including delivery targets for allocations M5 and E5.	

Policy	Summary of Proposed Modifications	Justification for Proposed Modifications	Equivalent SCDC Monitoring Indicator <sup>1</sup>
City Centre Opportunity Area	<p>Data sources and timing of data collection/monitoring clarified.</p> <p>Clarification of Action.</p>	<p>Target dates ascertained by identifying most reasonable timescale for the submission of a planning application in order for sites to be delivered before the end of the plan period.</p>	
Policy 25: Old Press/Mill Lane Opportunity Area	<p>Amended to provide more specific targets and triggers in relation to the outline planning application/masterplan which will guide development of the Opportunity Area.</p> <p>Removal of reference to the 'number of all housing and student housing completed'.</p> <p>Data sources and timing of data collection/monitoring clarified.</p> <p>Clarification of action.</p>	<p>Implementation of smarter monitoring with policy specific criteria including progress towards the completion of the associated outline planning application/masterplan.</p> <p>Target dates identified through current progress towards outline planning application/masterplan.</p> <p>Removal of reference to the number of 'all housing and student housing completed', this is non-specific to the policy. Housing completions will be monitored through the Council's annual housing trajectory and student completions through policy 46.</p>	
Policy 26: Site specific development opportunities	<p>Amended to provide more specific targets and triggers in relation to allocations GB1, GB2, GB3 and GB4 which are mentioned specifically in the policy.</p> <p>Data sources and timing of data collection/monitoring clarified.</p>	<p>Implementation of smarter monitoring with policy specific criteria including progress towards housing and business allocations.</p> <p>Target dates identified through current progress of sites as noted in the Council's annual housing trajectory and through officer consultation.</p>	
Policy 27: Carbon reduction, community energy networks, sustainable design and construction, and water use	<p>Amended to provide more specific targets and triggers in relation to BREEAM standards water consumption targets, production of a Sustainable Design and Construction SPD and district heating networks, which are referred to in the policy.</p> <p>Data sources and timing of data collection/monitoring clarified.</p>	<p>Implementation of smarter monitoring with policy specific criteria including BREEAM standards water consumption targets, production of an SPD and district heating networks.</p> <p>SPD target dates identified through current progress of the document in consultation with planning policy officers.</p> <p>Water consumption triggers and targets are consistent with SCDC Monitoring Indicators. BREEAM indicators differ slightly to that of SCDC due to monitoring methodologies.</p>	M13 M14



Policy	Summary of Proposed Modifications	Justification for Proposed Modifications	Equivalent SCDC Monitoring Indicator <sup>1</sup>
	Clarification of Action.		
Policy 28: Allowable solutions for zero carbon development	Deleted as the monitoring is not considered SMART and data difficult to obtain.	<p>Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.</p> <p>Further consultation with the Council's Senior Sustainability Officer will also be undertaken to ascertain specialist opinion and advice.</p>	
Policy 29: Renewable and low carbon energy generation	Deleted as the monitoring is not considered SMART and data is inconsistent/difficult to obtain.	<p>There are difficulties in monitoring the actual performance of installed renewable energy technologies post completion of sites. As a result, it is unclear whether schemes being implemented are generating the levels of renewable energy that were modelled at the planning application stage, and there can be a considerable difference between predicted generation and installed generation. In addition, many domestic scale renewable energy installations do not require planning permission, and as such it may not be possible to gain a true picture of renewable energy generation in the local authority area.</p>	
Policy 30: Energy-efficiency improvements in existing dwellings	Deleted as the monitoring is not considered SMART and data difficult to obtain due to resourcing issues.	<p>Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.</p> <p>Further consultation with the Council's Senior Sustainability Officer will also be undertaken to ascertain specialist opinion and advice.</p>	
Policy 31: Integrated water management and the water cycle	Amended to provide more specific targets and triggers including reference to the development of the Flooding and Water SPD to assist in policy delivery and more specific reference to non-compliant planning permissions.	Implementation of smarter monitoring with policy specific criteria including production of a Supplementary Planning Document to inform development and more specific reference and monitoring of non-compliant planning permissions through data supplied by the Environment Agency.	M11a

<b>Policy</b>	<b>Summary of Proposed Modifications</b>	<b>Justification for Proposed Modifications</b>	<b>Equivalent SCDC Monitoring Indicator<sup>1</sup></b>
	Data sources and timing of data collection/monitoring clarified.	The modifications proposed ensure that the indicator, targets and triggers are consistent (where possible) across both the Cambridge and South Cambridgeshire Local Plans.	
Policy 32: Flood risk	Amended to provide more specific targets and triggers including reference to more specific reference to non-compliant planning permissions.  Data sources and timing of data collection/monitoring clarified.	Implementation of smarter monitoring with policy specific criteria including specific reference and monitoring of non-compliant planning permissions through data supplied by the Environment Agency.  The modifications proposed ensure that the indicator, targets and triggers are consistent (where possible) across both the Cambridge and South Cambridgeshire Local Plans.	M12
Policy 33: Contaminated land	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.	
Policy 34: Light pollution control	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.	
Policy 35: Protection of human health from noise and vibration	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.	
Policy 36: Air quality, odour and dust	Amended to provide more specific targets and triggers in relation to Air Quality Management Areas, data sources and timing of data collection/monitoring.  Deletion of reference to Figure 3.	Implementation of smarter monitoring and more measurable targets enables a review of the policy if new AQMA are designated.  Deletion of reference to Figure 3. This information will be monitored as part of the development management process.	
Policy 37: Cambridge	Deleted as the monitoring is not considered SMART and	Monitoring will be undertaken through policy usage counts and	

<b>Policy</b>	<b>Summary of Proposed Modifications</b>	<b>Justification for Proposed Modifications</b>	<b>Equivalent SCDC Monitoring Indicator<sup>1</sup></b>
Airport Public Safety Zone and Air Safeguarding Zones	focuses on development management implementation of the policy.	discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.	
Policy 38: Hazardous installations	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.	
Policy 39: Mullard Radio Astronomy Observatory, Lord's Bridge	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.	
Policy 40: Development and expansion of business space	Amended to provide more specific targets including business floorspace targets. Triggers, data sources and timing of data collection/monitoring added for clarity.  Additional action added.	Implementation of smarter monitoring by assessing progress towards the floorspace requirements as identified within the policy.  Additional action added to illustrate developer and stakeholder engagement.	
Policy 41: Protection of business space	Amended to provide more specific targets and trigger in relation to the loss of business floorspace. Data sources and timing of data collection/monitoring clarified.  Removal of reference to vacant business units due to lack of readily available data.	Implementation of smarter monitoring.  The trigger is based on historic data that for the majority of years less than 2 ha of employment land has been lost to non-employment uses. However, there are some years that have seen a significant loss of employment land, well in excess of 2 ha. In these years, this loss of employment land tends to be the result of the redevelopment of the site for housing development, as allocated in the or Local Plan.	M35
Policy 42: Connecting new developments to digital infrastructure	Deleted as the monitoring is not considered SMART and data difficult to obtain.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.	
Policy 43: University	Amended to provide more specific targets, triggers, data	Implementation of smarter monitoring through the identification	

Policy	Summary of Proposed Modifications	Justification for Proposed Modifications	Equivalent SCDC Monitoring Indicator <sup>1</sup>
development	sources and timing of data collection/monitoring in relation to specific sites and supplementary planning documents as identified within the policy, including: New Museums, Mill Lane/Old Press, Eastern Gateway or near East Road, West Cambridge and Cambridge Biomedical Campus.	of site specific aims and objectives allows the implementation of the policy to be more effectively monitored.	
Policy 44: Specialist colleges and language Schools	Deleted as the monitoring is not considered SMART and data is inconsistent/difficult to obtain.	Data difficult to consistently obtain, as such it may not be possible to gain a true picture of specialist colleges and language schools in the area. Data could be obtained through the commissioning of a further evidence base if policy usage figures and discussions with Development Management raise concerns.	
Policy 45: Affordable housing and dwelling mix	<p>Amended to provide more specific targets, triggers, data sources and timing of data collection/monitoring regarding affordable housing percentages</p> <p>Additional action inserted.</p> <p>New targets and triggers relating to housing mix and affordable housing delivery to streamline joint objectives with SCDC and additional text in purpose to match.</p>	<p>Implementation of smarter monitoring through the use of policy specific targets for affordable housing percentages.</p> <p>Additional action inserted to reflect viability review mechanisms.</p> <p>New targets and triggers introduced to reflect SCDC indicators M23 and M25 to ensure consistency of approach.</p>	M32 M23 M25
Policy 46: Development of student housing	Amended to provide more specific targets, triggers, data sources and timing of data collection/monitoring in relation to student accommodation completions.	Implementation of smarter monitoring to reflect the Assessment of Student Housing Demand and Supply for Cambridge City Council or successor document to ensure appropriate evidence based monitoring.	
Policy 47: Specialist housing	Deleted as the monitoring is not considered SMART and data is inconsistent/difficult to obtain.	<p>Data incomplete and difficult to distinguish types of specialist housing, as such it may not be possible to gain a true picture of specialist housing in the area.</p> <p>Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary. Applications for specialist housing will be identified by the number of times that a policy has been used.</p>	

<b>Policy</b>	<b>Summary of Proposed Modifications</b>	<b>Justification for Proposed Modifications</b>	<b>Equivalent SCDC Monitoring Indicator<sup>1</sup></b>
Policy 48: Housing in multiple occupation	Deleted as the monitoring is not considered SMART and data is inconsistent/difficult to obtain.	There is no specific target that can be allocated to this policy. Data can be obtained through Cambridgeshire County Council's Housing Completions and Commitments data, but major concerns will more likely to be obtained through policy usage figures, discussions with Development Management and Housing Services. Applications for specialist housing will be identified by the number of times that a policy has been used to guide discussion.	
Policy 49: Provision for Gypsies and Travellers	Amended to provide more specific targets, triggers, data sources and timing of data collection/monitoring to identify the number of pitches required.  Addition of additional indicator to reflect monitoring of unauthorised Gypsy and Traveller Sites.	Implementation of smarter monitoring to reflect the number of pitches required through evidence based assessment.  Addition of additional indicator to reflect monitoring of unauthorised Gypsy and Traveller Sites and to reflect South Cambridgeshire District Council monitoring requirements.  The modifications proposed ensure that the indicator, targets and triggers are consistent (where possible) across both the Cambridge and South Cambridgeshire Local Plans.	M27 M28
Policy 50: Residential space standards	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.	
Policy 51: Accessible Homes	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy and building control regulation.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.	
Policy 52: Protecting garden land and the subdivision of existing dwelling plots	Amended to provide more specific targets, triggers, data sources and timing of data collection/monitoring in relation to the sub-division of existing plots.	Implementation of smarter monitoring to include clarity of targets and data collection methodology.	
Policy 53: Flat	Deleted as the monitoring is not considered SMART and	Monitoring will be undertaken through policy usage counts and	

<b>Policy</b>	<b>Summary of Proposed Modifications</b>	<b>Justification for Proposed Modifications</b>	<b>Equivalent SCDC Monitoring Indicator<sup>1</sup></b>
conversions	focuses on development management implementation of the policy and building control regulation.	discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary. Applications will be identified through the number of times the policy was used to guide discussion.	
Policy 54: Residential moorings	Amended to provide more specific targets and triggers in relation to the delivery of associated allocation RM1 which will guide development in the area.  Data sources and timing of data collection/monitoring clarified.	Implementation of smarter monitoring with policy specific criteria including delivery targets for allocation RM1.  Target dates ascertained by identifying most reasonable timescale for the submission of a planning application in order for the site to be delivered before the end of the plan period.  The modifications proposed ensure that the indicator, targets and triggers are consistent (where possible) across both the Cambridge and South Cambridgeshire Local Plans.	M30
Policy 55: Responding to context	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.	
Policy 56: Creating successful places	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.	
Policy 57: Designing new buildings	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.	
Policy 58: Altering and extending existing buildings	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring	

<b>Policy</b>	<b>Summary of Proposed Modifications</b>	<b>Justification for Proposed Modifications</b>	<b>Equivalent SCDC Monitoring Indicator<sup>1</sup></b>
		Report and action taken where necessary.	
Policy 59: Designing landscape and the public realm	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.	
Policy 60: Tall buildings and the skyline in Cambridge	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.	
Policy 61: Conservation and enhancement of Cambridge's historic environment	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy.	Monitoring will be undertaken through policy usage counts and discussion with development management and conservation officers. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.  Conservation Officers and English Heritage will assess and monitor application proposals and discharge of conditions	
Policy 62: Local heritage assets	Amended to provide more specific targets, triggers, data sources and timing of data collection/monitoring in relation to local heritage assets.	Implementation of smarter monitoring, the Council holds a list of local heritage assets that will be updated on an annual basis to illustrate progress towards, or deviation from the target. Reasons behind any changes will be identified in the Council's Annual Monitoring Report.	
Policy 63: Works to a heritage asset to address climate change	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.	
Policy 64: Shopfronts, signage and shop security measures	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring	

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		Report and action taken where necessary.	
Policy 65: Visual pollution	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.	
Policy 66: Paving over front gardens	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy.	Data would only be obtained if non-compliance with the policy is reported to the Council; therefore the data will not be able to provide a true picture of the impacts on non-compliance.  Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.	
Policy 67: Protection of open space	Amended to provide more specific targets, triggers, data sources and timing of data collection/monitoring of protected open space.	Implementation of smarter monitoring with policy specific criteria including specific reference to monitoring methodology and Open Space and Recreation data compiled every four/five years by Council officers. The commissioning of additional specific strategies have also been identified which would add further evidence to inform open space protection and quantity.  Indicator differs to that of South Cambridgeshire District Council due to variations in data collection methodology.	M40
Policy 68: Open space and recreation provision through new development	Amended to provide more specific targets, triggers, data sources and timing of data collection/monitoring of protected open space.	Implementation of smarter monitoring with policy specific criteria including specific reference to monitoring methodology and Open Space and Recreation data compiled every four/five years by Council officers. The commissioning of additional specific strategies have also been identified which would add further evidence to inform open space protection and quantity.  Indicator differs to that of South Cambridgeshire District Council due to variations in data collection methodology.	M41
Policy 69: Protection of sites of biodiversity and geodiversity	Amended to provide more specific targets, triggers, data sources and timing of data collection/monitoring in relation to areas of local nature conservation importance.	Implementation of smarter monitoring with reference to data collection source and methodology obtained through the Cambridgeshire and Peterborough Records Centre and	M20



<b>Policy</b>	<b>Summary of Proposed Modifications</b>	<b>Justification for Proposed Modifications</b>	<b>Equivalent SCDC Monitoring Indicator<sup>1</sup></b>
importance		<p>specific conservation area types.</p> <p>The modifications proposed ensure that the indicator, targets and triggers are consistent (where possible) across both the Cambridge and South Cambridgeshire Local Plans.</p>	
Policy 70: Protection of priority species and habitats	Amended to provide more specific targets, triggers, data sources and timing of data collection/monitoring in relation to the condition or loss of SSSIs.	<p>Implementation of smarter monitoring with reference to data collection source and methodology obtained through the Cambridgeshire and Peterborough Records Centre and SSSI status.</p> <p>Indicator differs to South Cambridgeshire indicator as the Cambridge Local Authority Area does not contain any internationally important nature conservation areas.</p>	M16
Policy 71: Trees	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy and actions undertaken by Arboriculture Officers.	There is no specific target that can be allocated to this policy. Major concerns will more likely to be obtained through policy usage figures, discussions with Development Management and Arboriculture Officers.	
Policy 72: Development and change of use in district, local and neighbourhood centres	Amended to provide clarity regarding targets, triggers, data sources and timing of data collection/monitoring.	Implementation of smarter monitoring through clarification of use class targets and triggers to measure the health of the district centres. Reference to the Council's shopping survey allows for assessment of the policy and provides additional qualitative data in relation to the general 'health' of district centres. The survey includes an assessment of public realm.	
Policy 73: Community, sports and leisure facilities	Amended to provide more specific targets, triggers, data sources and timing of data collection/monitoring regarding community and leisure facilities and D1 uses.	<p>Implementation of smarter monitoring through reference to specific use classes. A net loss in D1 or sui generis may be investigated to analyse trends in growth or loss of community, sports and leisure facilities, local officer knowledge will provide context for any variations in annual data.</p> <p>Monitoring of use types differ to that of South Cambridgeshire District Council due to the difference in facilities referenced within the policies.</p>	M40
Policy 74: Education facilities	Deleted as the monitoring is not considered SMART and focuses on development management implementation of	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and	

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	the policy.	findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.  Further discussion with Cambridgeshire County Council will inform any issues raised through the application of this policy.	
Policy 75: Healthcare facilities	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.  Further discussion with the relevant health authority will inform any issues raised through the application of this policy.	
Policy 76: Protection of public houses	Amended to provide more specific targets, triggers, data sources and timing of data collection/monitoring in relation to public houses including a specific target regarding loss of public houses.	Implementation of smarter monitoring with policy specific criteria including loss of public houses and reference to the update of Appendix C of the Local Plan to ensure more effective assessment of the 'health' of public houses in Cambridge.	
Policy 77: Development and expansion of hotels	Amended to provide more specific targets, triggers, data sources and timing of data collection/monitoring.	Implementation of smarter monitoring in relation to the proposed policy and the number of bedspaces required, as reflected in the council's evidence base document: Cambridge Hotel Futures Study.	
Policy 78: Redevelopment or loss of hotels	Amended to provide more specific targets, triggers, data sources and timing of data collection/monitoring.	Implementation of smarter monitoring in relation to the proposed policy and a net loss of visitor accommodation.	
Policy 79: Visitor attractions	Deleted as the monitoring is not considered SMART and data is inconsistent/difficult to obtain.	There is no specific target that can be allocated to this policy. Major concerns will more likely to be obtained through policy usage figures, discussions with Development Management and Arboriculture Officers.	
Policy 80: Supporting sustainable access to development	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.	
Policy 81: Mitigating the transport impact of	Deleted as the monitoring is not considered SMART and focuses on development management implementation of	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and	

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development	the policy.	findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.	
Policy 82: Parking management	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.	
Policy 83: Aviation development	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.	
Policy 84: Telecommunications	Deleted as the monitoring is not considered SMART and focuses on development management implementation of the policy.	Monitoring will be undertaken through policy usage counts and discussion with development management. Policy usage and findings will be reported in the Council's Annual Monitoring Report and action taken where necessary.	
Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy	Data source, usage and frequency of monitoring clarified in final column, including where to find monitoring information and related regulations.	The modifications proposed ensure that the indicator, targets and triggers are consistent (where possible) across both the Cambridge and South Cambridgeshire Local Plans.	M42
Figure M.1	Deleted	Monitoring requirement for parent policy (Policy 30) removed. This information will be found in the Sustainable Design and Construction SPD once adopted.	
Figure M.2	Deleted	Monitoring requirement for parent policy (Policy 33) removed. This information will be found in the Sustainable Design and Construction SPD once adopted.	
Figure M.3	Deleted	Not relevant for monitoring purposes. This information will be found in the Sustainable Design and Construction SPD once adopted.	

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