



Cambridge City Council Planning and Transport Scrutiny Committee

Date: Tuesday, 28 September 2021

Time: 5.30 pm

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

Contact: democratic.services@cambridge.gov.uk, tel:01223 457000

Agenda

- 1 Apologies for Absence
- 2 Declarations of Interest
- 3 Minutes (Pages 5 - 26)
- 4 Public Questions

Decisions for the Executive Councillor for Planning Policy and Transport

- 5 Greater Cambridge Local Plan: Preferred Options (Regulation 18) – For consultation (Pages 27 - 44)
- 5a Appendix A: Greater Cambridge Local Plan: First Proposals (Preferred Options)
Appendices B - J can be found at the link below:
<https://democracy.cambridge.gov.uk/ieListDocuments.aspx?CId=475&MId=3973&Ver=4> (Pages 45 - 396)
- 6 Creating a vision for the Oxford-Cambridge Arc - response to consultation and OxCam ARC Environmental Principles (Pages 397 - 432)
- 7 To Note Record of Urgent Decision Taken by the Executive Councillor for Planning Policy and Transport
- 7a **** ROD Cambridge South Station Consultation Response (Pages 433 - 434)
- 7b *** ROD Local Cycling and Walking Infrastructure (LCWIP) (Pages 435 - 440)

7c

***ROD Joint Response to the Bedford Borough Council Draft Plan (Regulation 18) Strategy Options and Draft Policies consultation

(Pages 441 - 446)

Planning and Transport Scrutiny Committee Members: D. Baigent (Chair), S. Smith (Vice-Chair), Bick, Bond, S. Davies, Gawthrope Wood, Page-Croft, Pounds, Sargeant and Scutt

Alternates: Bennett, Bird, O'Reilly and Porrer

Executive Councillor: Thornburrow (Executive Councillor for Planning Policy and Transport)

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PLANNING AND TRANSPORT SCRUTINY COMMITTEE29 June 2021
5.30 - 7.25 pm

Present: Councillors D. Baigent (Chair), S. Smith (Vice-Chair), Bick, Bond, S. Davies, Gawthrope Wood, Page-Croft, Pounds, Sargeant and Scutt

Executive Councillor for Planning Policy and Transport: Councillor Thornburrow

Officers:

Assistant Director: Sharon Brown

Head of New Communities: Jane Green

Head of Human Resources: Deborah Simpson

Corporate Business & Executive Support Manager: Sharon Line

Principal Urban Designer: Joanne Preston

Built Environment Team Leader: Monteiro Trovine

Natural Environment Team leader: John Cornell

Committee Manager: Claire Tunnicliffe

FOR THE INFORMATION OF THE COUNCIL**21/22PnT Apologies for Absence**

No apologies were received.

21/23PnT Minutes

The minutes of the meeting held on 23 March 2021 were approved as a correct record and signed by the Chair.

21/24PnT Declarations of Interest

| Name | Item | Interest |
|--------------------|-------------|--|
| Councillor Baigent | All | Personal: Member of Cambridge Cycle Campaign |

21/25PnT Public Questions

Committee Manager's note: Those public questions not read out in the public meeting received a response post meeting as shown in the minutes from the relevant officer.

Question 1:

Under section 62B of the Town and Country Planning Act 1990, both houses of Parliament have approved a document entitled Improving Planning Performance, which sets forth the legally binding performance criteria and reporting standards that all local planning authorities in England must meet.

How long has Greater Cambridge Planning been aware that the planning performance returns submitted by the planning service to the Ministry of Housing, Communities and Local Government (MHCLG) are materially inaccurate and do not comply with the legally binding reporting standards approved by Parliament, and what measures, if any, has the planning service taken to correct these errors?

The Chair advised a response from the Executive Councillor would be placed in the minutes, which is as follows:

The Shared Planning Services approach to reporting the Councils' performance on planning and related applications was reviewed by the Shared Internal Audit Service earlier this year. That investigation followed a similar representation from you to members of South Cambridgeshire District Council (SCDC) and focused on Quarter 2 of 2020. Following a three month investigation, the Shared Internal Audit Service found the formula used to calculate performance and returns to be correct but recognised the difference between the advice of the Planning Advisory Service, the extant legislation concerning application processing and the governments subsequent performance standards calculation set out in the approved document. The review also identified a small number of cases where the Local Planning Authority (LPA) did not appear to have a complete record of the applicant's agreement to the extension of time. The findings of that review were reported to SCDC Scrutiny and Overview Committee on 20 April 2021 by the Shared Head of Internal Audit.

Following the internal audit report, and in line with the recommendations in the review, the Shared Planning Service has audited all available records (including former planning officer emails) to determine cases where no written agreement to an extension of time was available for the file. As a result of that review, it has submitted a revised return to MHCLG which recognised the 13

cases (out of 296 decisions) where a written record of the agreement of the applicant could not be located. The service has also revised its procedures for reporting applications “in time” (to address the concerns expressed by yourself at that time) and introduced a procedure note to standardise the process of seeking and recording extensions of time within the Councils planning system.

Question 2:

Members of the Committee may be aware of an outline planning application for the development of the land South of Coldhams Lane. The planning application details the development of a B8 last mile logistic hub through the middle of a residential area. The development would be served exclusively by Coldhams Lane with two approaches:

- i. Through Barnwell Road - which has a low bridge restricting movement of HGV to 4.2m high max.**
- ii. Through the village centre of Cherry Hinton passing by or close to three primary schools and a Grade 1 listed 13th century Church.**

The developer established the roads feeding the proposed development site were at capacity today and cannot accept more traffic and would remain at capacity by 2025 when the sites are planned to open.

The developer also established through their environment study the following heavy vehicles (HV) traffic increases would be achieved on the roads surrounding the development site by 2025 (when they open) because of the development:

- i. Coldhams Lane (east of Norman Way 1000% increase to average 231 HV / 24hours**
- ii. Cherry Hinton High Street 200% increase to average 99 HV / 24hours**
- iii. Teversham Drift 68% increase to average 361 HV / 24hours**
- iv. Barnwell Road 526% increase to average 526 HV / 24hours**

The developer concluded the economic benefit of such a development will “constitutes a negligible magnitude of change to the local economy, which along with a medium sensitive baseline results in a long term permanent beneficial impact of insignificant effect for the regional economy.”

Does the committee agree that any last mile logistic delivery hub, with a significant impact on the traffic and the life of the residents, is better placed outside of the urban areas and adjacent to double carriage A roads and motorways to minimise the HV traffic impact on the surrounding residents?

Would the committee agree when any project has insignificant economic (and likely negative) impact on the local and regional economy balanced against the:

- i. Significant additional stress and cost to maintain Cambridge and the surrounding area's transport infrastructure.**
- ii. compounded by the significant increase in pollution (particle, noise and light) as a consequence of the logistic hub, that such development is not in the best interest of Cambridge residents?**

The Chair thanked the member of the public for attending the meeting. He then explained a response would not be given to the questions, as although general, they were very close to a live planning application and therefore felt it was outside of the scope of Planning & Transport Scrutiny Committee.

Question 3:

The Draft Biodiversity Strategy puts much emphasis on the role of Country Parks in contributing to biodiversity “net gain” and doubling nature, along with other non-statutory designated sites such as City Wildlife Sites. However, there is little indication in the Biodiversity Supplementary Planning Document of the measures needed to manage sites such as these, as well as potential new ones, so that long-term biodiversity protection and recovery is assured. Such sites are often fully or partially owned by developers, which leads to uncertainty about their future (some City Wildlife Sites have been irreparably damaged in the past) and an insecure funding basis (sites may have to be managed to generate income at the expense of the wildlife they protect). Should not some thought be given to developing measures for such sites, to ensure their financial stability and appropriate management in perpetuity, with clear and strong guidance given to developers so that they fully understand their responsibilities in relation to such areas?

Response from the Natural Environment Team Leader post meeting:

The above question was not entirely relevant to the Biodiversity Supplementary Planning Document (BSPD) as the BSPD did not introduce new regulations, this was not what SPDs did. The SPD guides users through existing legislation, amplifying and interpreting this, but not adding anything new. New policies, such as those indicated in the above question, could be developed through the forthcoming consultation of the new Local Plan. As such, officers would encourage early engagement with this process so that

members of the public could have their say about the kinds of biodiversity policies that they would want to see put in place.

Question 4:

Can the Council state how they intend to comply with the potential new Environment Bill Duty on Local Authorities given the Supplementary Planning Document (SPD) is not underpinned by any obvious strategic assessment or any meaningful monitoring approach- for instance there is no basic data presented about whether Local Wildlife Sites exist or not?

"The Natural Environment and Rural Communities Act 2006 placed a duty on public authorities to 'have regard' to conserving biodiversity in the exercise of their functions.

The Environment Bill will strengthen the duty to cover the enhancement, as well as the conservation, of biodiversity. It will require public authorities to actively carry out strategic assessments of the actions they can take to enhance and conserve biodiversity. Greater Cambridge will be required to report on the actions they took to comply with the new duty.

The Cambridge SPD has no evidence of a strategic approach to conserving and enhancing biodiversity and does not mention how monitoring will take place. The present evidence of the approach is not conservation or enhancement but the opposite. At least four Local Wildlife Sites have been recently damaged by development; two have been destroyed and another two are allocated for industrial development on Coldhams Lane. Four of the sites damaged or destroyed because of actions by local authority sponsored development.

There is no evidence that basic protection is being applied to the core of the Cambridge ecological network let alone that Greater Cambridge can comply with the new duty.

How can developers or planners identify the threats (or opportunities) to the ecological network in Cambridge that need to be addressed when they don't even know how many Local Wildlife Sites have been damaged or destroyed, nor what specific threats they face?

The above question is not entirely relevant to the Biodiversity Supplementary Planning Document (BSPD) as the BSPD does not introduce new regulations, because this is not what SPDs do. The SPD guides users through existing legislation, amplifying and interpreting this, but not adding anything new. New policies, such as those indicated

in the above question, could be developed through the forthcoming consultation of the new Local Plan. As such, we would encourage early engagement with this process so that members of the public can have their say about the kinds of biodiversity policies that they would want to see put in place.

The Council will await the publication of the final version of the Environment Bill / Act before commenting on how it intends to meet new requirements set out in that Bill, as guidance from UK Government will likely be included and this is not available.

Response from the Natural Environment Team Leader post meeting:

The above question is not entirely relevant to the Biodiversity Supplementary Planning Document (BSPD) as the BSPD does not introduce new regulations, because this is not what SPDs do. The SPD guides users through existing legislation, amplifying and interpreting this, but not adding anything new. New policies, such as those indicated in the above question, could be developed through the forthcoming consultation of the new Local Plan. As such, we would encourage early engagement with this process so that members of the public can have their say about the kinds of biodiversity policies that they would want to see put in place.

The Council will await the publication of the final version of the Environment Bill / Act before commenting on how it intends to meet new requirements set out in that Bill, as guidance from UK Government will likely be included and this is not available.

Question 5:

Officers at Cambridge City Council have acknowledged that breaches of planning conditions have taken place at 291 Hills Road application 17/1372/FUL and that the protected trees on the site have been unlawfully damaged by the developer, but it appears that they have allowed illegal works to continue on the site without protecting the trees or taking remedial action. Residents have written to the council's enforcement officer but have received no response.

The approved plans listed in the decision notice for application 17/1372/FUL specified that vertical sheet piling was to be used and that all excavation work was to be conducted with equipment operated from within the footprint of the building. Those terms of the decision go to the heart of the permission and the damage done to the protected trees on the site that were to be retained.

If permission has been given to start work to remediate damage to the trees due to the unauthorised excavations, then the works are again in breach of the planning permission. The work that is currently going on at the site is the continuation of the building work which had been suspended because of several breaches of planning conditions.

Cambridge City Council does not publish enforcement data, but this is a shared planning service, we can therefore assume that the trend is the same as for South Cambridgeshire which has seen a significant drop in planning enforcement action.

There are similar concerns about biodiversity and regulation and planning enforcement being expressed all over the city. How will the proposed Biodiversity SPD address these concerns?

The Council is promoting a tree canopy project. It asks residents to adopt trees and water them, yet it appears that it is not taking action to protect the city's existing stock of trees and biodiversity.

How can you have a Biodiversity SPD which talks about doubling nature if basic planning conditions to protect trees and biodiversity are not being enforced on site? Especially as it also appears to be common practice for developers to employ their own consultants to check that planning conditions are being enforced?

The Executive Councillor for Planning Policy and Transport advised she would like to thank those residents who alerted the Council to the alleged breaches on Hills Road. Planning and Enforcement Officers could not continually inspect building and construction sites all day every day, to ensure that conditions were being adhered to. Officers had investigated on site. It had been agreed all works would cease for several weeks, unauthorised entrances and routes closed, and structures removed from the root protection areas. New details for remediation works had been submitted by the developer's project arboriculturist relating to tree protection. These had been reviewed and work permitted to start in the middle of the site away from the trees whilst remedial work was being organised.

The site would continually be monitored by the project arboriculturist and the council's enforcement officers. Considering any enforcement action, the local planning authority would always consider the national planning policy framework (NPPF) and if there was a clear public interest.

The City Council currently did not have a biodiversity SPD. The guidance on policy was currently case by the case. A draft biodiversity SPD being developed would go out to consultation introducing new standardised guidance

for developers, sign posting existing legislation and current communication clearer.

Would speak with officers regarding the publication of publishing enforcement data.

The member of the public made the following supplementary statement: When a large amount of time had been taken to consider a planning application, and the issues that surrounded that application, such as the surrounding neighbourhoods, places that residents respected, the trees, gardens and valued outdoor space, then witnessing very little result in ensuring protection, it was hard not be cynical about what the Council were proposing for biodiversity.

Questioned how the Council expected residents to buy into the tree canopy project, to water and protect a tree, look after the local biodiversity when they were witnessing what was happening locally to the existing trees and biodiversity.

In response the Executive Councillor stated in her experiences as an architect, she believed it was the responsibility of the applicant (or architect or consultant, if instructed) to ensure that conditions were being met. The developer had acknowledged inadequate monitoring of the conditions and had taken measures for improvement.

Question 6:

The City Council's Chalk Stream Report is only mentioned as a background report for the discussion of the draft Biodiversity SPD and would ask what was the reason for this? Given the threats highlighted in the report and concerns raised by Friends of the Cam (supported by such organisations as Cambridge Labour Party Environment Forum (CLEF), CPRE (Campaign for the Protection of Rural England), Friends of the Earth), and the escalated complaint against Greater Cambridge Planning Service about unanswered questions regarding unsustainable growth, water and sewage not been included in today's discussion on the Biodiversity SPD item as shown in the link below, the matter required consideration:

<https://www.friendsofthecam.org/content/complaint-against-cambridge-planning-escalated>

Furthermore, the SPD did not reference that Natural Cambridgeshire was taking a lead on strategy for the Biodiversity SPD. On the Natural Cambridgeshire website there reports which referenced doubling nature,

a net gain off setting policy to mitigate building 1,000,000 houses along Oxford to Cambridge Arc by 2050.

There was no mention in any of the City Council's biodiversity documentation this strategy is about mitigating a very high level of development. There has been no opportunity for residents to give their opinion on this matter. Would ask what the Committee's views were on this subject?

The Executive Councillor thanked the public speaker for their comments. The SPD that would be considered by the Planning and Transport Committee was related to the SCDC's SPD and updated in line with the Local Plan and current legislation. It did not relate to any proposals or consultation for the next Local Plan (Greater Cambridge Local Plan) and therefore did not reference future development which there would be public consultation on.

The member of the public made the following supplementary statement: The SPD mentioned 'Cambridge Nature Network' and asked if it was correct that a priority list of landscapes would be devised for the Nature Network Plan and that Environmental Land Management Schemes would be funded by net gain off setting.

The Natural Environment Team Leader acknowledged the importance of the Chalk Stream Report and understood the significance of the aquifer, the state of the river and chalk stream. However, the draft SPD was looking at the existing policies, there was currently no place to look at new regulations. The document was guidance for existing national and local plan policies. New policies could not be created through this SPD.

Work had begun on the new Local Plan which permitted opportunities for public engagement and consultation to engage with officers highlighting the importance of aquifer and chalk streams matters.

While the Council supported the notion of doubling nature, this was an aspiration and could be quantified. The Council would use this concept to do more and improve biodiversity.

Question 7:

Welcome the aim of having up to date, robust and clear guidance on biodiversity matters. Although in planning terms this does seem to be related to new developments which impact on the existing green spaces

that are under increased pressure. There has been an increase in visitors of Grantchester Meadows and consideration needs to be given to making safe access and the same time increasing biodiversity. The vast majority visiting the meadows do so on foot or bike, but to get to the meadows they must navigate the footpath by Skaters' Meadow. On weekends and particularly hot days the area is chaotic with too many vehicles reversing in and out of the small area. There has been one accident and the dangers are obvious, other factors are the stress it brings to residents, particularly the elderly, those with mobility issues or with young children. It is known that green spaces are important for reducing stress so it would be important to make this area a stress-free environment.

Residents and Friends Groups have looked after the trees and planted wildflowers on the verges which are trashed by vehicles and bikes. Lawyers for Cambridgeshire County Council have recently established that the area is legally a footpath and therefore illegal for vehicles to park on.

There is a proposal to install bollards to prevent vehicle access and to make the footpath safe for pedestrians and cyclists. This is in line with the City Council and South Cambridgeshire District Council to address climate change by supporting active modes of travel, with the guidance of the SPD to protect and enhancing biodiversity in Greater Cambridge. To ensure safe access to existing green spaces and enhancing biodiversity wherever possible is as important as giving guidance on these issues for new developments.

Would the Council support Cambridgeshire County Council in closing the footpath to vehicles and support residents to rewild the verges and increase biodiversity there?

The Executive Councillor for Planning and Transport acknowledged the effort that residents had gone to, to improve biodiversity. Was aware that the area was shown as free parking on some websites and that camper vans had parked in the area for weeks at a time, so appreciated the difficulties that residents were faced with. The County Council's Highways and Transport Committee would consider the matter of the bollards on July 27. If it were agreed that the bollards should be installed it would be appropriate to ensure the right width of path was established. As the City Council did not have ownership of any of the area could not commit to any funding.

The efforts of the residents should be celebrated to improve biodiversity and would welcome feedback if biodiversity had increased if the bollards were installed.

The member of the public made the following supplementary statement: The footpath had been legally recognised, and safety of pedestrians was a priority. Unless the bollards were installed it was not possible to make the area more biodiverse. Would appreciate the City Councils support for the County Council to put the bollards in.

The Executive Councillor suggested it may be possible for a Ward Councillor to apply for an Environmental Improvement Grant to assist with rewilding of the footpath. The City Council could also assist with volunteers.

Question 8:

According to the Environment Agency (EA), in the Cambridge and South Cambs areas,

"The Anglian River Basin Management Plan (<https://www.gov.uk/government/publications/anglian-river-basin-district-river-basinmanagement-plan>) considered the status of all rivers and aquifers in the Region. This showed many waterbodies did not have the flow required to support the ecology and groundwater units not meeting good status." (see letter from EA, dated 7th August, attached)

A large tree needs up to 2000 litres of water per day when it is hot and sunny according to forestry commission data, attached. This water in the past will have come directly from the underlying chalk geology, as water moves upwards by capillary action, and tree roots tap directly into this supply. However, due to excessive abstraction to feed population growth, ground water levels have dropped and many trees, either on raised ground or those that are shorter rooted varieties such as cherries and silver birches are no longer able to access this water. Over the last 2 summers many trees, of all species, were showing signs of severe drought stress and the permanent damage is still visible today. Many trees died. A healthy water table is essential, not only to support the ecology of the rivers themselves, but all ecology

Local fauna rely on clean plentiful water in the environment for drinking. The development in Northstowe caused local ponds to dry up, depriving local fauna of drinking water. This is desertification.

What makes you think you can achieve any of your plans for increasing biodiversity if waterbodies cannot support the ecology? What are your plans to restore historic water levels in the Cam Chalk Aquifer and other

waterbodies, such as the ponds in Longstanton, South Cambs, and natural flows in Cam Valley Chalk Streams?

Response received from the Development Manager (Streets and Open Spaces) post meeting:

The City Council and Cambridge Water commissioned the Wildlife Trust and the Wild Trout Trust to assess the health of local chalk streams, including some outside Cambridge.

The report provides a brief overview of the main problems affecting each chalk stream, and the key opportunities to improve each one. It also identifies some potential projects for delivery with stakeholders and landowners.

The aim of the report is to start conversations about what needs to be done, where, and by whom. We want it to facilitate the funding and delivery of projects that will improve the streams' health and resilience, while the longer-term problem of low flows is addressed.

Almost all the watercourses in this report have at least one local person or group who know their river very well and will have more to add. The aim of this report is to start conversations about what needs to be done, where, and by who; and to facilitate funding and delivery of projects which improve the health of local chalk streams.

The report and potential projects are published on the City Council website <https://www.cambridge.gov.uk/chalk-streams>

Question 9:

Our question concerns the provision of biodiversity measures within planning conditions for new developments in the city. In the light of what we have learned during the pandemic about the importance to wellbeing of contact with nature within walkable distance, even the presence of mature trees has shown to reduce stress levels. Current provisions for green space in current and planned developments seem inadequate to meet the need. A new development with a pocket park is a development of manicured lawns, half a dozen newly established trees, heavily pruned shrubs visited by two magpies, passing groups of pigeons, the occasional bumble and the resident cat, this does not resemble anything natural. Nor does it support significant biodiversity, there is not even a hedgehog highway connecting to similar area connecting to a neighbouring estate.

Provision of some space for less manicured areas, hedgehog highways and insect hotels, amongst other options would go some way to

enhancing biodiversity within the city. Together with a firm commitment of retention to pre-existing tree covering and vegetation it might start to deliver an environment that best supports wellbeing.

This is particularly important in future developments such as the proposals for Romsey lakes, where the clearance of all existing vegetation and replanting with horticultural specimens seems likely to reduce biodiversity quite unnecessarily.

Can the requirement for existing vegetation to be retained as far as possible and additional provision for suitable encouragement to wildlife be made a planning provision for all new development.

Can the Council move to ensure that some land is set aside for this purpose in all future developments and the design includes consideration for such measures?

The Executive Councillor advised that the SPD would guide applicants with the information to meet conditions on existing and proposed biodiversity habitats.

All major applications were reviewed by the City Council's Biodiversity Officer. As principle, the City Council did try to ensure that existing vegetation was retained where possible and suitable habitat was included in all new developments. Species specific enhancement such as Hedgehog highways, swift boxes, log piles insect hotels were secured to most applications. Standards for open spaces and levels set required for biodiversity net gain would be reviewed as part of the next Local Plan.

The City Council routinely applied planning conditions for hedgehog highways and doorways for both multiple occupancies and single dwellings.

The City Council had looked at all the open spaces in Cambridge to identify areas that would not be cut and let those areas increase in biodiversity. Personally, would like to see areas of biodiversity double and then double again.

The member of the public made the following supplementary statement: I would suspect that many of the provisions which are requested are ignored. For example, there was no hedgehog highway on the estate they lived in even through it was requested so enforcement would help in such matters.

The Executive Councillor asked that she was advised outside of the meeting of the development and would investigate this matter.

Question 10:

I am particularly concerned about the phrase "doubling nature" which I see as contributing to greenwashing, so my question is:

Will the council repudiate as greenwashing the suggestion that the massive building programme in our area, including the OxCam Arc, with its embodied emissions and impact on the natural environment can in any way "double nature"?

Response from the Natural Environment Team Leader post meeting:

The term Doubling Nature originated from the Local Nature Partnership (LNP) and was taken up as an aspirational goal by the Council. While there is still some debate as to how to "double nature", the original vision was as much about improving the quality of existing degraded habitats as it was doubling any specific areas of land. As such, it should not be cynically described as "greenwashing", but as a genuine attempt to make a difference by improving both the quality and amount of natural habitats across Greater Cambridge.

21/26PnT Annual Report of 3C Building Control Service & Planning Shared Service 20/21

Matter for Decision

The report summarised the performance of the 3Cs Building Control Shared Service and the Greater Cambridge Shared Planning Service during 2020/21.

Decision of the Executive Councillor for Planning Policy and Transport.

- i. Noted the content of the report.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable

Scrutiny Considerations

The Chair advised that as the item had not been requested for scrutiny and debate the Committee would go straight to the vote.

The Committee

Resolved by 8 votes to 0 to note the report.

The Executive Councillor for Planning Policy and Transport approved the recommendation.

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

No conflicts of interest were declared by the Executive Councillor.

21/27PnT Review of the Design Review Service (Design and Conservation Panel in Cambridge City Council and the Design Enabling Panel in South Cambridgeshire District Council)

Matter for Decision

The Greater Cambridge Shared Planning Service (GCSP) committed to reviewing its design review service in its 2020/2021 Business Plan. Last year, GCSP appointed the independent expert Esther Kurland, from Urban Design Learning (UDL), to review the two panels.

The report sought approval for the proposed arrangements (including charges) which are informed by the recommendations of that review.

The proposal was to replace the two separate design review panels with a new single panel, operating in a consistent manner across Cambridge City Council and South Cambridgeshire District Council, with a common charging regime.

Decision of the Executive Councillor for Planning Policy and Transport

- i. Agreed the proposals to introduce the new design review service offer and charging schedule set out in the Officer's report for the Greater Cambridge Area from January 2022. Given that the report was also going to South Cambridgeshire District Council's Cabinet, delegated powers were sought should there be any minor changes made by that process to be delegated to the Joint Planning Director in consultation with the Executive Councillor for Planning Policy and Transport.
- ii. Agreed the proposals for Cambridge City Council to introduce interim changes to the Design and Conservation Panels terms of reference from July 2021 until the launch of the new design review panel. But discontinue the existing traffic light classification scheme only at a point when an alternative quick reference summary format had been agreed to

replace it, which is qualitative within a spectrum and indicative of progress made.

Reason for the Decision

As set out in the Officer's report.

Any Alternative Options Considered and Rejected

Not applicable

Scrutiny Considerations

The Committee considered a report from the Principal Urban Designer and Built Environment Team Leader.

In response to questions and comments from the Committee the Principal Urban Designer and Built Environment Team Leader said the following:

- i. Cambridge City Council was unusual that it did not charge for the Design Review service.
- ii. During the review process applicants and agents had indicated that they valued the services and would be willing to pay for a more professionalised service.
- iii. Most of the schemes reviewed were significant in scale and sensitivity and hence had the resources to pay for the review.
- iv. Cambridgeshire County Council geographic remit was broader than South Cambridgeshire District Council and the City Council.
- v. The new format was designed such that all the panels in this area operated in the same way.
- vi. Surveys and interviews undertaken with panel members. Included a representative from Past, Present and Future and Cambridge Architects Association. A recent meeting was also held with both organisations and the review was also advertised on the agent's forum inviting engagement direct with officers which they could respond to.
- vii. The separate community review panel referenced in the report was a specialised review service currently being promoted in different parts of the country, primarily in London. A decision would need to be made at an appropriate time as to who would lead on setting this up within the Greater Cambridge Planning Services.
- viii. Agreed that the first amendment could be taken forward.
- ix. With regard to the second amendment, there were lots of matters in terms of how the community design review worked in its broader sense as a tool; this was a concept that was new and further work was required

to take this forward, which didn't form the scope of this review. It needed to be considered on its own merits later.

The Head of New Communities said the following:

- i. Each department had a statement of community involvement which set out how each department engages with the community, which had recently been reviewed.
- ii. This first phase of the design review service was to look at professionalising the service, best practice and what users of the services had to say.
- iii. The review starts to look at how community's views are highlighted to the panel and would be looked at in detail during the second stage of the process.
- iv. No objection to the first amendment.
- v. The second amendment referred to an amount of work which was a major undertaking and more detailed work was required; this including looking at variety, talking to communities. Currently there was not the resources to do this, but it would be carried out when the statement of community involvement would be reviewed sometime next year and after the second stage of the process.

Councillor Bick proposed and Councillor Page Croft seconded the following amendments to the recommendation (additional text underlined, and deleted text struck through).

- ii. That the Committee recommend to the Executive Councillor for Planning Policy and Transport to agree the proposals for CCC to introduce interim changes to the DCP's terms of reference from July 2021 until the launch of the new design review panel. But discontinue the existing traffic light classification scheme only at a point when an alternative quick reference summary format has been agreed to replace it, which is qualitative within a spectrum and indicative of progress made.

The amendment was carried forward by 4 votes to 0.

- iii. That the committee recommend to the Executive Councillor for Planning Policy & Transport to agree to develop a community design review panel within Cambridge city to enable formative and qualitative input to planning applications without duplicating residents' rights to make representations at the determination stage

The amendment was lost by 6 votes to 4.

The Committee

The Committee unanimously endorsed the Officers recommendations as amended.

The Executive Councillor for Planning Policy and Transport approved the recommendations.

The Chair noted the comments from Councillor S Smith that Officers should be commended for their report.

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

No conflicts of interest were declared by the Executive Councillor

21/28PnT Review of Taxicard and Transport Initiatives

Matter for Decision

The report referred to several recommendations in relation to transport initiatives funded by Cambridge City Council and the Taxicard scheme.

A review of Cambridge City Council's Taxi card scheme had recently been carried out with the aim of increasing usage by its members, within the remit of providing a more flexible Taxicard scheme.

Decision of the Executive Councillor for Planning Policy and Transport.

- i. Noted the report and that a further report would come to the Planning and Transport Committee in January 2022, following the implementation of approved changes and the outcomes of the proposed reviews.
- ii. Approved the proposed changes to the Taxicard scheme for existing and new Taxicard members to operate from 1 October 2021, with a review during the first 6 months, as set out in section 3.3 of this report.
- iii. Approved the undertaking of review work in relation to the Council's Transport Initiatives, working with the Council's partners including the Greater Cambridge Partnership (GCP).
- iv. Noted there would be further consideration of where delegations and responsibility for policy decisions on transport initiatives should be placed.
- v. Approved the Head of Human Resources be given delegated authority, in liaison with the Executive Councillor for Planning Policy and Transport,

and consultation with the Chair and Spokes for Planning and Transport Scrutiny Committee, to make any changes that may be necessary to support the transport initiatives and schemes going forward, until such time as a wider decision around the policy and strategy decisions is agreed.

Reason 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 Head of Human Resources and the Corporate Business & Executive Support Manager.

In response to comments made by the Committee, the Head of Human Resources and the Corporate Business & Executive Support Manager said the following:

- i. In relation to the Taxi-card criteria this had been means tested, aimed at residents with disabilities who were in receipt of the higher care component of the disability living allowance and daily living enhanced personal independence payment.
- ii. The review undertaken was intended to increase the membership, providing a more flexible Taxi card scheme.
- iii. The scheme was still operating within budget.
- iv. Promotion of the scheme would be through Council magazines, local news and with disability groups.
- v. Noted the comment that it might be more beneficial to residents if the Dial-a-Ride could be more flexible.
- vi. There would be a further review of the Dial-a-Ride service.
- vii. Agreed that it would be beneficial for the Council to have a Transport Officer; had included in the proposals a review to be undertaken with external partners including the GCP who had the expertise in these areas.

The Committee

The Committee unanimously endorsed the Officers recommendations.

The Executive Councillor for Planning Policy and Transport 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.

21/29PnT Biodiversity Supplementary Planning Document**Matter for Decision**

The report referred to the new Biodiversity Supplementary Planning Document (BSPD) which had been drafted in consultation with Members and technical officers of the Greater Cambridge Shared Planning (GCSP) and headed toward public consultation prior to amendment and later proposed adoption by this Council and South Cambridgeshire District Council under the auspices of GCSP.

Once adopted, the SPD will provide guidance to users on how to meet the current policy requirements to protect and enhance biodiversity through the planning process as set out in existing Local Plan policy, and national legislation.

Decision of the Executive Councillor for Planning Policy and Transport.

- i. Approved the BSPD for public consultation phase to begin in July 2021.

Reason 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 Natural Environment Team Leader.

In response to comments made by the Committee the Natural Environment Team Leader said the following:

- i. For the public to acknowledge the prospects that could be gained for biodiversity through development it was important to recognise the net gain opportunities.
- ii. An SPD was to set out the detail of the planning document and was not full of aspirations; these aspirations could form part of the new local plan which was currently being developed through policies.
- iii. There had to be a balance of what could be achieved through current legislation and future ambitions when developing the SPD. It was hoped

this had been achieved but if it were felt that more could be done this could be looked at in future.

- iv. The SPD had been developed through national legislation, particularly the National Planning Policy Framework 2018 which was where measurable biodiversity net gain policy derives. The SPD also highlighted new policies which had come forward.
- v. As there was no current SPD, biodiversity matters were negotiated on a case by case basis.
- vi. Had been advised that in the forthcoming Environmental Bill there would be financial provision for delivery of biodiversity net gain which would be made available to local authorities at district level.
- vii. Confirmed that there were specific Cambridge City Councillors which officers had sought engagement on the outline SPD, these were the Executive Councillor for Planning Policy and Transport (Councillor Thornburrow) and the Chair of the Environment and Community Scrutiny Committee (Councillor H Davies).
- viii. The consultation period would run from 23 July and had been extended to mid-September due to the summer period.

The Head of New Communities said the following:

- i. The SPD had to meet certain regulations. But in addition, there was good practice currently undertaken with new developments around Cambridge. Officers would be looking at case studies on biodiversity over the next year to demonstrate those opportunities gained through biodiversity.
- ii. Through the consultation process members of the public had the opportunity to express their opinion but did not think there was enough time to include additional information on enforcement. However, comments from members of the public had been noted and would be looked at.

The Committee

The Committee unanimously endorsed the Officers recommendation.

The Executive Councillor for Planning Policy and Transport approved the recommendation.

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

No conflicts of interest were declared by the Executive Councillor.

21/30PnT To Note Record of Urgent Decision Taken

Before the Committee were asked to note the Record of Urgent Decisions taken, the Executive Councillor for Planning Policy and Transport wished to thank Councillor S. Davies on her consultation response regarding the ROD East West Rail Informal Consultation Stage - Consultation Response. She also wished to place her thanks on record for the work of former councillor Massey, as the Executive Councillor for Transport and Community Safety.

21/31PnT ROD Greater Cambridge Brownfield Register

The decision was noted.

21/32PnT ROD: Greater Cambridge Housing Trajectory and Five Year Housing Land Supply

The decision was noted.

21/33PnT ROD: Changes to the Current Planning System Consultation Response

The decision was noted.

21/34PnT ROD: Cambridge Re-signalling Project C3R Scheme Consultation Response

The decision was noted.

21/35PnT ROD: Joint Response to Uttlesford District Council's (Regulation 18) Local Plan issues and Options consultation

The decision was noted.

21/36PnT ROD East West Rail Informal Consultation Stage - Consultation Response

The decision was noted.

The meeting ended at 7.25 pm

CHAIR



Item

Greater Cambridge Local Plan: First Proposals (Preferred Options) (Regulation 18) – For consultation

To:

Councillor Katie Thornburrow, Executive Councillor for Planning Policy and Transport

Planning & Transport Scrutiny Committee 28 September 2021

Report by:

Stephen Kelly, Joint Director of Planning and Economic Development

Tel: 01223 457009 Email: stephen.kelly@greatercambridgeplanning.org

Wards affected:

All

Key Decision

1. Executive Summary

The First Proposals (Preferred Options) represents the next stage in the preparation of the Greater Cambridge Local Plan being jointly prepared by Cambridge City Council and South Cambridgeshire District Council. The proposed consultation document is supported by a suite of documents and evidence. The First Proposals responds to the First Conversation (Issues and Options) consultation that was undertaken in 2020. It includes: a vision and aims for the plan; the objectively assess needs for jobs and homes; the development strategy proposed for Greater Cambridge for the plan period 2020-2041 and beyond; new site allocations for housing, mixed use and employment development to meet the identified needs; and a suite of ambitious proposed policy approaches to provide a framework for development management decisions that respond to the overarching themes of climate change, biodiversity and green spaces, wellbeing and social inclusion, great places, jobs, homes and infrastructure. The First Proposals make clear that the proposed development strategy is contingent upon there being clear evidence that water supply challenges can be addressed before the plan moves to the draft plan stage. It is proposed that public consultation takes place between 1 November and 13 December 2021.

2. Recommendations

The Executive Councillor is recommended to:

1. Agree the Greater Cambridge Local Plan: First Proposals (preferred options) (Regulation 18) (Appendix A) for public consultation;
2. Note the First Proposals Sustainability Appraisal (Appendix B) and Habitats Regulations Assessment (Appendix C) and agree them as supporting documents to the First Proposals that will also be subject to public consultation;
3. Agree the following supporting documents to the public consultation:
 - (a) Topic papers for each theme (Appendix D)
 - (b) Statement of Consultation, including the Councils' consideration of and responses to representations received to the Issues and Options consultation 2020 (Appendix E);
 - (c) Duty to Cooperate Statement of Compliance (Appendix F);
 - (d) Draft Duty to Cooperate Statement of Common Ground (attached at Appendix G)
 - (e) Equalities Impact Assessment (Appendix H);
4. Agree the findings of the following background document that has informed the First Proposals and is proposed to accompany the public consultation:
 - (a) Housing and Economic Land Availability Assessment (Appendix I and errata at appendix J);
5. Note the findings of the following background documents that have informed the First Proposals and are proposed to accompany the public consultation (see Background documents to this report):
 - (a) Greater Cambridge Local Plan: First Conversation (issues and options) (Regulation 18) data release published September 2020
 - (b) Interim Evidence published in November 2020
 - (c) New Evidence published August 2021;
6. Agree that any subsequent material amendments be made by the Lead Member for Planning Policy in Cambridge City Council and South Cambridgeshire District Council, in consultation with respective Chairs and Spokes;
7. Agree that any subsequent minor amendments and editing changes that do not materially affect the content be delegated to the Joint Director of Planning and Economic Development in consultation with the Lead Member for Planning Policy in Cambridge City Council and South Cambridgeshire District Council, in consultation with respective Chairs and Spokes.

3. Background

The Greater Cambridge Local Plan is being jointly prepared by Cambridge City Council and South Cambridgeshire District Council. The timetable for the local plan was set out in the adopted Greater Cambridge Local Development Scheme (July 2020), which includes public consultation on the preferred options (under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012) taking place in summer/autumn 2021.

Several stages of public consultation and engagement have already taken place as set out in section 5 of this report and in the Consultation Statement for the First Proposals (preferred options) contained as Appendix E to this report. In particular consultation was undertaken on the First Conversation in early 2020, which set out issues and options for the plan for comment the responses from which as listed in the background documents in section 6, which includes a link to the Greater Cambridge Shared Planning website where they can be read in full. Stakeholder engagement was undertaken in autumn 2020 alongside the publication of a first tranche of interim evidence as well as options for growth levels in jobs and homes and also spatial development options.

Current stage

The First Proposals form the preferred options stage in the preparation of the Local Plan, for public consultation. This will enable the councils to receive comments on the proposed way forward for the plan before the Councils move to the next stage of a fully worked up draft Local Plan for consultation. These stages form part of the Regulation 18 stage of plan making, which is described as the 'preparation' stage of the plan and still offers the councils the opportunity to amend the plan in light of comments received. It precedes the formal stage of 'publication' of a local plan at Regulation 19 by which time the plan must be the plan that the councils intend to submit for independent examination.

The First Proposals are informed by the interim evidence and also a further tranche of evidence that is published alongside this report and listed either as appendices to this report in section 7 where they are prepared by council officers or where they will form supporting documents as part of the public consultation, or as background papers to this report in section 6 where they are documents prepared by others, mainly commissioned by the councils specifically to inform the local plan. The results of the First Conversation consultation has also been considered.

Local Plan Themes

The seven Themes identified for the Local Plan in the First Conversation have been carried forward into the First Proposals as the structure for the emerging plan, with the addition of a Strategy Theme at the start. The First Proposals are therefore structured around the following:

- Strategy
- Climate change
- Biodiversity and green spaces
- Wellbeing and social inclusion
- Great Places
- Jobs
- Homes
- Infrastructure

The First Proposals (Preferred Options) consultation document is contained in Appendix A to this report. A Topic Paper has been prepared for each Theme (see Appendix D) to provide more background and context for the proposals in the consultation document. The First Proposals set out the proposed policies to be included in the draft Local Plan, and provide information on what the policy will do, the proposed policy direction, information on why the policy is needed, the alternatives that were considered (which is a requirement of the Sustainability Appraisal that must accompany the plan, see Appendix B), lists the supporting topic paper and relevant evidence studies, and the existing policies that may exist in the adopted 2018 Local Plans.

Local Plan Vision

The vision for the new plan is proposed to be:

“We want Greater Cambridge to be a place where a big decrease in our climate impacts comes with a big increase in the quality of everyday life for all our communities. New development must reduce carbon emissions and reliance on the private car; create thriving neighbourhoods with the variety of jobs and homes we need; increase nature, wildlife and green spaces; and safeguard our unique heritage and landscapes.

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

The vision is supported by a series of aims, framed around the plan Themes.

Development Strategy

The Development Strategy for the plan starts by identifying the objectively assessed needs for Greater Cambridge for jobs and homes, which having regard to the findings of our evidence and our consideration of that in the context of national planning policy and guidance we have concluded is:

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

This is a higher number of homes than would be the case under the government's standard method for calculating the minimum number of homes, but reflects the most likely number of jobs to be provided in the area during the plan period 2020-2041 and all the homes to support them that are above the standard method. The standard method is rejected as it would not support the most likely forecast for future jobs. As such we do not consider that it represents our objectively assessed need. If we do not reflect the anticipated level of jobs growth, it would lead to increased commuting into the area (with consequent impacts on quality of life, wellbeing and carbon emissions objectives for the plan).

The First Proposals then confirm the intention to plan for a housing requirement that comprises the full objectively assessed need. It is also proposed to plan for an approximately 10% buffer to give some flexibility and greater confidence in delivering the number of homes required. There is already a substantial supply of housing committed in our current 2018 Local Plans and through planning permissions and windfalls totalling some 37,200 homes. This leaves some 11,600 homes to plan for in the new plan.

The proposed development strategy takes up opportunities to use brownfield land and responds to opportunities created by proposed major new infrastructure. It proposes a limited number of new sites in the most sustainable locations. The Strategy proposes:

Within the city of Cambridge our strategy proposes:

- North East Cambridge – a compact city district on brownfield land already identified for development, including a mix of jobs and homes;
- The University Innovation District centred on West Cambridge/Eddington – supporting the continued development of this area, including encouraging a mix of uses to create a vibrant campus;
- Smaller new sites for housing and employment well-integrated with existing neighbourhoods;

- Continuing existing sites and areas of major change allocated in the previous plan that we still expect to be delivered;
- Continuing existing opportunity areas and identifying new ones;
- Windfall development – an allowance for homes on unallocated land, which would be consistent with the other policy requirements in the Plan.

On the edge of Cambridge we propose:

- Cambridge East – a new mixed-use district on the existing safeguarded land at Cambridge Airport;
- Supporting the nationally important Cambridge Biomedical Campus, including through a limited release of land from the Green Belt;
- Using land more effectively at North West Cambridge through intensifying development within the existing boundary of the site;
- Continuing development at existing strategic sites allocated in previous plans, for example at Darwin Green.

For our new settlements, we propose:

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

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

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

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

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

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

New sites

The Call for Sites process led to 692 sites being submitted by landowners and site promoters for housing and employment development. These have been fully assessed in the Housing and Economic Land Availability Assessment (HELAA, see Appendix I and please note the addition of an errata at appendix J). Over 300 potential further sites were identified from other sources but screened out at an early stage, with 38 being added for full testing. A total of 730 sites were subject to full assessment in the HELAA. 19 new sites are actually proposed in the First Proposals – this is 3% of the total sites that were assessed.

Ensuring a deliverable plan – Water supply

It is really important that the plan we ultimately prepared and take forward meets the government's soundness tests, which include that it is 'positively prepared' which mean meeting objectively assessed needs where it is consistent with achieving sustainable development, and that it is 'effective' which means that it is deliverable over the plan period. Our evidence confirms the challenges that exist with sustainable water supply in this area identified in the interim evidence published in autumn 2020.

Water Resources East is currently preparing its Water Management Plan for the region to cover the period 2050, expected to be published for consultation in 2022. It is understood that this will include planning for significant new infrastructure in the form of a new Fenland reservoir, alongside other measures, to provide water supply that is designed to address both environmental and growth needs. However, on current timelines this will only be available to supply water from the mid 2030's. Until such new strategic resources are delivered, there are short/medium term risks that ongoing growth will cause further deterioration to the chalk aquifer and habitats in

the chalk streams which flow into Cambridge. The solutions could lie in measures such as sourcing more water from other locations that do not rely on the aquifer and seeking maximum efficiency in water use and further reducing wastage through leakage. This approach could have dual benefits in reducing pressures from existing development and meeting short/medium term risks until the mid 2030s.

However, until more is known about the proposals for water supply that will be contained in the new regional Water Management Plan, there remains some uncertainty whether water supplies can be provided in a way that is sufficient for the full objectively assessed needs to be able to be delivered in a sustainable way throughout the plan period. This is an issue for a much wider area than Greater Cambridge, but our plan is the first to confront the latest issues. Clearly the hope is that the water industry, supported by government, will set out its intentions for positively addressing this key infrastructure issue at an early point in the ongoing plan making process that provide confidence that adequate water supply will be available to support delivery of the preferred options, before the next stage of a full draft Local Plan. However, given the situation at the current time, the First Proposals is very clear that the proposed strategy is contingent upon evidence being available during the preparation of the new plan that demonstrates that a sustainable water supply will be provided to support the preferred option.

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

Policies to deliver on the plan's Theme

The First Proposals include a range of policies under each key Theme to provide a policy framework for planning applications to be determined. These include, for example, ambitious policies for net zero carbon buildings and water efficient new developments, policies to deliver improvements in biodiversity and new green infrastructure, healthy and inclusive new developments, a suite of policies to ensure great places through high quality design, policies to support a wide a diverse economy as well as the clusters of research & development and life science businesses, policies to secure affordable housing in new developments as well as a range in the types of housing to meet local needs, and policies to ensure transport to serve development is increasingly focused on reducing use of the private car and

maximising use of active travel by foot or cycle or by high quality public transport as well as a range of digital infrastructure.

Consideration of this report by the Joint Local Plan Advisory Group

The Joint Local Plan Advisory Group (JLPAG) on 8 September 2021 considered this report.

In response to the draft First Proposals and supporting documents, Members had made the following substantive comments:

- One member raised concern about the proposed design-led approach to density set out in policy H/HD Housing Density, which marks a change from the numerical approach in the adopted South Cambridgeshire Local Plan 2018.
- For policy S/CBC Cambridge Biomedical Campus, one member queried the role and boundary of the Area of Major Change area, which includes land proposed for green infrastructure enhancement.
- Various members noted and supported the ambitious policies in the Plan, some of which exceed existing minimum national government standards. Discussion took place about the benefits and risks of this.
- One member questioned the approach taken to identifying objectively assessed housing needs including linking it to employment forecasting, the robustness of which they questioned, and the balance of housing provision between Cambridge and South Cambridgeshire.
- One member noted the challenge that the First Proposals Plan is dependent on the delivery of nationally significant strategic infrastructure projects such as a reservoir and East West Rail, noting the need for the plan to be flexible, and the need to consider long term institutional and governance arrangements to deal with these more diverse infrastructure needs.
- For policy S/SCP/WHD Whittlesford Parkway Station Area, Whittlesford Bridge, one member sought clarity as to what development might be supported in this location.
- One member queried the approach to translating jobs to employment floorspace requirements, noting changing demand relating to COVID

Members of JLPAG recommended the following changes to the First Proposals Plan and supporting documents ahead of consultation:

- In the vision, add clarity to net zero statement
- For allocations, add clarify to the approach taken to identifying housing densities

- For relevant allocations, explain why the Councils might take a different view for this plan on sites rejected in previous rounds of plan-making
- For policy S/CBC Cambridge Biomedical Campus, consider how to make explanation of the various areas located within the allocation and Area of Major Change clearer
- For policy S/JH New Jobs and Homes and supporting explanation, consider clarity of message on derivation of housing numbers relating to employment forecasts and amplification of the methodology used.
- For maps and digital mapping, consider adding clarity regarding allocations crossing administrative boundaries, and review text to ensure consistency in referencing.

4. Implications

a) Financial Implications

The Local Plan budget identifies known and planned work in the preparation of each stage of the plan. Local plans are complex statutory documents and unforeseen issues can arise through preparation of the plan, including through evidence commissioned or prepared, responses to consultations and analysis of them. As such there is a need for the budget to be able to be responsive to such circumstances in order to prepare a plan that meets the soundness tests set out in the National Planning Policy Framework and ultimately is fit for independent public examination.

b) Staffing Implications

It is important that there is appropriate resourcing of the local plan through the ongoing stages of preparation.

c) Equality and Poverty Implications

The preferred options has been subject to an Equalities Impact Assessment (see Appendix H).

d) Net Zero Carbon, Climate Change and Environmental Implications

The Climate Change Rating Tool has not been applied, as the plan is subject to a more detailed Sustainability Appraisal / Strategic Environmental Assessment Process. The First Proposals have also been informed by the Net Zero Carbon Study. Policies are proposed which would require buildings to meet net zero carbon standards, including meeting their energy needs on site where possible. Transport is the biggest generator of carbon from new development, and the development strategy proposed seeks to focus development where there are opportunities for travel by active modes or public transport.

e) Procurement Implications

None

f) Community Safety Implications

The preferred options includes policies to ensure that future development provides a safe and healthy environment for local communities, including in terms of such issues as highway safety, noise, air quality and contaminated land.

5. Consultation and communication considerations

The local plan is accompanied by a Statement of Consultation at each stage in its preparation to set out what consultation has taken place in preparing the next version of the plan. The Consultation Statement for the First Proposals (preferred options) is contained as Appendix E to this report.

In summary the Greater Cambridge Local Plan has already been subject to several stages of public consultation and engagement. Workshops with a range of stakeholders were held in summer/autumn 2019 to understand key aspirations for each interest group through identification of challenges and opportunities. The First Conversation (issues and options) was subject to public consultation in early 2020 and the responses received have informed the preferred options document. Responses to the issues raised in representations are included in the Consultation Statement and by theme as appendices to each Topic Paper. Two Call for Sites were undertaken, in 2019 and as part of the First Conversation consultation. These have been addressed in the Housing and Economic Land Availability Assessment (see Appendix I). Further stakeholder engagement took place in autumn 2020 alongside publication of an interim tranche of evidence and consideration of a range of growth level options and spatial development options. A survey was also undertaken with Parish Councils and Residents Associations on the call for sites submissions seeking any local information they had on a range of technical issues.

The Local Plan First Proposals (preferred options) is proposed to be subject to public consultation to invite responses to these proposals from residents and businesses as well as stakeholders and other organisations.

Consultation is anticipated to be held 1 November to 13 December 2021. The consultation is anticipated to include the following:

- Digital first presentation of plan – learning from lessons from North East Cambridge Area Action Plan and the First Conversation consultations in 2020
- Local Plan First Proposals and all supporting information and evidence to be provided on the Greater Cambridge Planning website
- Webinars open to all

- Presentations at Area Committees, Parish Forums, Community Forums
- Targeted face to face (if possible, COVID-19 situation will continue to be monitored) sessions with key under-represented groups – young people, minority communities, lower income people, Gypsy and Traveller community
- A briefing pack and training for members to be able to facilitate their own meetings
- Survey-style comment format and ability to leave detailed technical comments
- Extensive publicity on social and traditional media
- Public Notice in the Cambridge Independent

6. Background papers

Background papers used in the preparation of this report can be seen on the Greater Cambridge Shared Planning website [Document library | Greater Cambridge Shared Planning \(greatercambridgeplanning.org\)](https://www.greatercambridgeplanning.org) or via individual links below:

Evidence base

Strategy

| Title and Author | Date published |
|---|-----------------------|
| Review & Economic Evidence Base Study (GL Hearn, with SQW, Cambridge Econometrics, and Icen Projects) | November 2020 |
| Housing and Employment Relationships Report (GL Hearn with Icen Projects, Justin Gardner and Cambridge Econometrics) | November 2020 |
| Housing Delivery Study for Greater Cambridge (AECOM) FINAL | September 2021 |
| Housing Delivery Study for Greater Cambridge – Interim Findings (AECOM), including strategic spatial options assessment | November 2020 |
| Transport Evidence Report - Preferred Options Update (Cambridgeshire County Council) | September 2021 |
| Existing Transport Conditions Report (Cambridgeshire County Council Transport Infrastructure Policy and Funding Team) | November 2020 |
| Strategic spatial options assessment: Strategic Heritage Impact Assessment - Supplement (Chris Blandford Associates) | August 2021 |
| Strategic spatial options assessment: Implications for carbon emissions - Supplement (Bioregional and Etude) | August 2021 |
| Strategic spatial options assessment: Integrated Water Management Study - Supplement (Stantec) | August 2021 |

| Title and Author | Date published |
|--|-----------------------|
| Strategic spatial options assessment Green Infrastructure Opportunity Mapping - Supplement (Land Use Consultants) | August 2021 |
| Strategic spatial options assessment: Habitats Regulations Assessment - Supplement (Land Use Consultants) | August 2021 |
| Strategic spatial options assessment: Landscape & Townscape - Supplement (Chris Blandford Associates) | August 2021 |
| Strategic spatial options appraisal: Employment - Supplement (GL Hearn, with SQW, Cambridge Econometrics, and Icen Projects) | August 2021 |
| Strategic spatial options assessment: Infrastructure Delivery Plan - Supplement (Stantec) | August 2021 |
| Development Strategy Options –Summary Report (Greater Cambridge Shared Planning Service) | November 2020 |
| Strategic spatial options for testing – methodology document (Greater Cambridge Shared Planning Service) | November 2020 |
| Strategic spatial options assessment: Implications for carbon emissions (Bioregional and Etude) | November 2020 |
| Strategic spatial options assessment: Integrated Water Management Study (Stantec) | November 2020 |
| Strategic spatial options assessment: Transport Evidence report (Cambridgeshire County Council Transport Infrastructure Policy and Funding Team) | November 2020 |
| Strategic spatial options assessment: Infrastructure Delivery Plan (Stantec) | November 2020 |
| Strategic spatial options assessment: Viability Assessment (Aspinall Verdi) | November 2020 |
| Strategic spatial options assessment: Sustainability Appraisal (Land Use Consultants) | November 2020 |
| Strategic spatial options assessment Green Infrastructure Opportunity Mapping (Land Use Consultants) | November 2020 |
| Strategic spatial options assessment: Habitats Regulations Assessment (Land Use Consultants) | November 2020 |
| Strategic spatial options assessment: Equalities Impact Assessment (Greater Cambridge Planning Service) | November 2020 |
| Strategic spatial options assessment: Landscape & Townscape (Chris Blandford Associates) | November 2020 |
| Strategic spatial options appraisal: Employment (GL Hearn, with SQW, Cambridge Econometrics, and Icen Projects) | November 2020 |

Climate Change

| Title and Author | Date published |
|---|-----------------------|
| Net Zero Carbon Evidence Base - Non Technical Summary (Bioregional, Etude and Currie & Brown) | August 2021 |
| Net Zero Carbon Study - Defining Net Zero Carbon (Bioregional, Etude and Currie & Brown) | August 2021 |
| Net Zero Carbon Study - Carbon Reduction Targets (Bioregional, Etude and Currie & Brown) | August 2021 |

| Title and Author | Date published |
|---|-----------------------|
| Net Zero Carbon Study - Policy Recommendations (Bioregional, Etude and Currie & Brown) | August 2021 |
| Net Zero Carbon Study - Technical Feasibility (Bioregional, Etude and Currie & Brown) | August 2021 |
| Net Zero Carbon Study - Cost Report (Bioregional, Etude and Currie & Brown) | August 2021 |
| Net Zero Carbon Study – Offsetting (Bioregional, Etude and Currie & Brown) | August 2021 |
| Cambridgeshire Renewables Infrastructure Framework (Cambridgeshire Horizons) | January 2012 |
| Integrated Water Management Study - Strategic Flood Risk Assessment (Stantec) (note appendices can be found in the Document Library) | August 2021 |
| Integrated Water Management Study - Outline Water Cycle Strategy (Stantec) | August 2021 |

Biodiversity and green spaces

| Title and Author | Date published |
|---|-----------------------|
| Greater Cambridge Landscape Character Assessment - Part A (Chris Blandford Associates) | August 2021 |
| Greater Cambridge Landscape Character Assessment - Part B (Chris Blandford Associates) | |
| Cambridge Green Belt Study (Land Use Consultants) (note appendices can be found in the Document Library) | August 2021 |
| Greater Cambridge Green Infrastructure Opportunity Mapping Recommendations (Land Use Consultants) | September 2021 |
| Greater Cambridge Green Infrastructure Opportunity Mapping Baseline Report (Land Use Consultants) | November 2020 |

Wellbeing and social inclusion

| Title and Author | Date published |
|-------------------------|-----------------------|
| No Specific documents | - |

Great places

| Title and Author | Date published |
|---|-----------------------|
| Cambridge Strategic Heritage Impact Assessment (Chris Blandford Associates) | August 2021 |

Jobs

| Title and Author | Date published |
|---|-----------------------|
| Greater Cambridge Retail and Leisure study – Baseline (Hatch Regeneris and Urban Shape) | August 2021 |
| Greater Cambridge Retail and Leisure - First Proposals Interim Findings (Hatch Regeneris and Urban Shape) | August 2021 |

| Title and Author | Date published |
|---|-----------------------|
| Greater Cambridge Creative Business and Cultural Production Workspace: Specifications and Practical Requirements Study (LDA Design) | August 2021 |
| Understanding demand for B8 premises across Greater Cambridge (WSP) | August 2021 |

Homes

| Title and Author | Date published |
|--|-----------------------|
| Cambridgeshire and West Suffolk Housing Needs of Specific Groups (GL Hearn) (DRAFT) | August 2021 |
| Housing Needs of Specific Groups - Addendum for Greater Cambridge (GL Hearn) (DRAFT) | August 2021 |
| Build to Rent Market in Greater Cambridge and West Suffolk (Savills) | June 2020 |
| Build to Rent Market Strategic Overview and Summary of Site-Specific Appraisals (Arc4) | March 2021 |
| North East Cambridge Market Demand Appraisal Build to Rent (Arc4) | March 2021 |
| Bourn Airfield Market Demand Appraisal Build to Rent (Arc4) | March 2021 |
| Northstowe Market Demand Appraisal Build to Rent (Arc4) | March 2021 |
| Waterbeach Market Demand Appraisal Build to Rent (Arc4) | March 2021 |
| Greater Cambridge Housing Strategy 2019-2023: Homes for Our Future and Annexes 1-8 (Cambridge City Council and South Cambridgeshire District Council) | April 2019 |
| Greater Cambridge Housing Strategy Annexe 9: Build to Rent (Cambridge City Council and South Cambridgeshire District Council) | June 2021 |
| Greater Cambridge Housing Strategy Annexe 10: Clustering and Distribution of Affordable Housing (Cambridge City Council and South Cambridgeshire District Council) | June 2021 |
| Greater Cambridge Housing Strategy Annexe 11: Setting of Affordable Rents (Cambridge City Council and South Cambridgeshire District Council) | June 2021 |

Infrastructure

| Title and Author | Date published |
|---|-----------------------|
| Greater Cambridge Local Plan Report: Viability Study (Aspinall Verdi) | August 2021 |
| Infrastructure Delivery Plan Interim Report (Stantec) | September 2021 |

First Conversation consultation results

| Title | Date published |
|---|----------------|
| First Conversation consultation and Call for Sites data release – summary report | September 2020 |
| Comments received via the GCSPS website | September 2020 |
| Comments received via the Opus 2 consult system and through email | September 2020 |
| Comments received via the Opus 2 consult system and through email (full records on our consultation site - scroll to question and use search icon to view comments) | September 2020 |

Call for Sites results

| Title | Date published |
|--|----------------|
| First Conversation consultation and Call for Sites data release – summary report | September 2020 |
| Site submissions (interactive map) | September 2020 |
| Map of sites submitted across the whole of Greater Cambridge | September 2020 |
| Map of sites submitted – Cambridge City | September 2020 |
| Site submissions | September 2020 |
| Site submissions (please see records for question 2 on our consultation site) | September 2020 |

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To inspect the background papers or if you have a query on the report contact, tel: 01954 713183, email: LocalPlan@greatercambridgeplanning.org

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First Proposals



This page to be completed at
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Tell us what you think

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

How to comment

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

The closing date for receipt of comments is Monday 13 December 2021 at 5pm.

If you are an individual and you want to tell us your personal views, either:

- Take our quick online survey via our website – this is anonymous, so we won't be able to follow up with you afterwards, and you will be limited in the word count for each answer. The survey doesn't cover every aspect of the plan – it is focused on the areas where your views will make the most difference to how the Plan develops.
- Login (or register if you haven't already) and comment on individual policies or site proposals via the digital version of the Plan on our consultation system. This allows you to leave longer comments and add attachments, and it means we can get in touch with you if we have any questions. For more about how to use this site, read our Help page.
- If you want to be kept up to date about the development of the Local Plan, please sign up. We hold your data securely and in line with our privacy policy.

If you represent a group, such as a parish council or residents association; if you represent a developer or landowner; or if you are a statutory consultee:

- Please login (or register if you haven't already) and comment on individual policies or site proposals via the digital version of the Plan on our consultation system. You can comment on as all or just some parts of the Plan, and you can add attachments. This means that we can get back in touch with you if we have questions about your comments.
- We would prefer it if you did not email us comments, as this can make it difficult for us to know what policy or site you are commenting on, and therefore how to take your comments into account. If you have difficulty using the online system, please let us know and we will be happy to assist.
- Please do not use the anonymous survey, because we may need to ask for more detail on your answers.

We will take all comments into account while developing the next version of the Plan, and we will report on this in the Consultation Statement which is updated at each stage. It is always the substance of comments that is considered, and not who submitted it, but comments need to be relevant to the Plan.

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

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

Join an event

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

Need help?

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

If you would like to read a paper copy of our proposals, these can be read at the following locations:

Locations for deposit copies will be added after the committee stage and in line with COVID-19 guidance applicable at the time.

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

1. About the Plan

1.1 What is the Greater Cambridge Local Plan?

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

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

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

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

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

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

1.2 How does it fit with other plans and strategies?

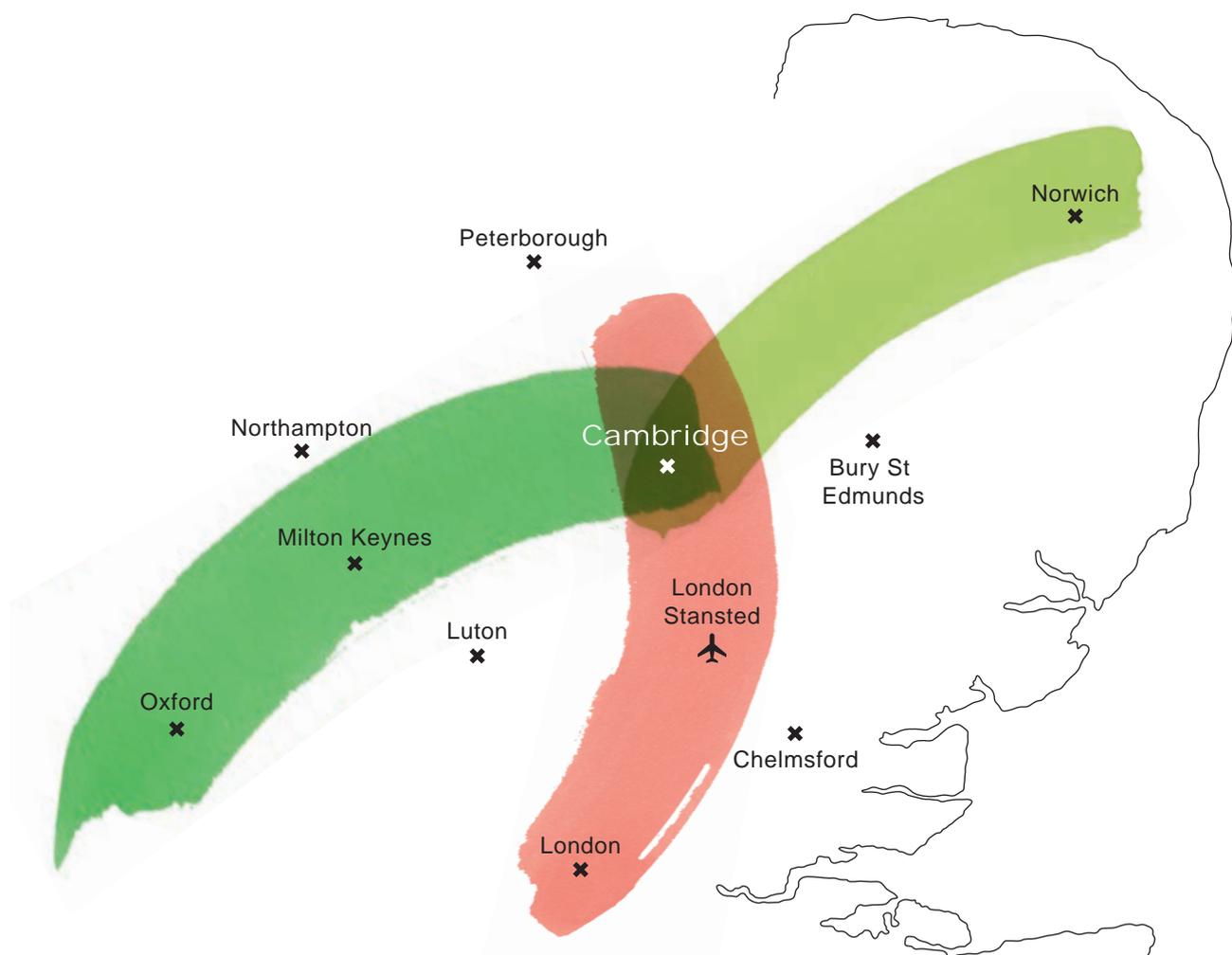


Figure 1: Greater Cambridge in the wider region

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

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

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



Figure 2: Greater Cambridge and its neighbouring local authorities

The OxCam Arc

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

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

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

National Planning Policy Framework.

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

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

1.3 Our plan-making journey

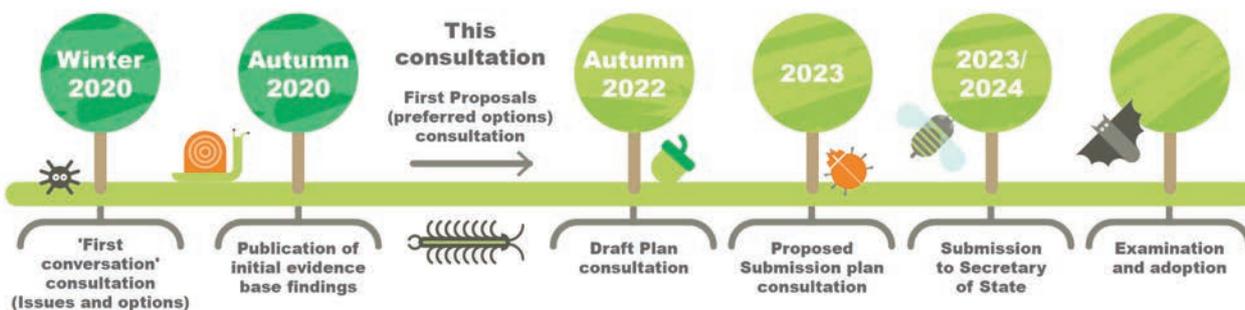


Figure 3: Timetable for the Greater Cambridge Local Plan

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

Our plan making journey started back in 2019 with a series of workshops with elected members, residents groups, landowners/developers, and other stakeholders about issues and themes that would be important to the Plan.

In early 2020 we held a six week public consultation called the First Conversation. This set out issues under seven themes, and posed a series of questions about how they should be addressed in the new Local Plan. During the consultation period, extensive outreach and communications activities took place in order to engage our communities as fully as possible. This includes using social media to spread awareness of the consultation, pop-up events across the area, and the Big Debate event that we held at the Cambridge Corn Exchange.

We received a large amount of feedback through the various communication channels. In July 2020 we published the feedback and comments we received, and the full results can be

found on the Greater Cambridge Shared Planning Service website. This included all the site suggested to us through the 'call for sites' which formed part of the consultation.

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

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

1.4 The purpose of the First Proposals (preferred options) stage

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

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

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

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

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

1.5 What happens after the First Proposals (preferred options) stage?

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

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

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

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

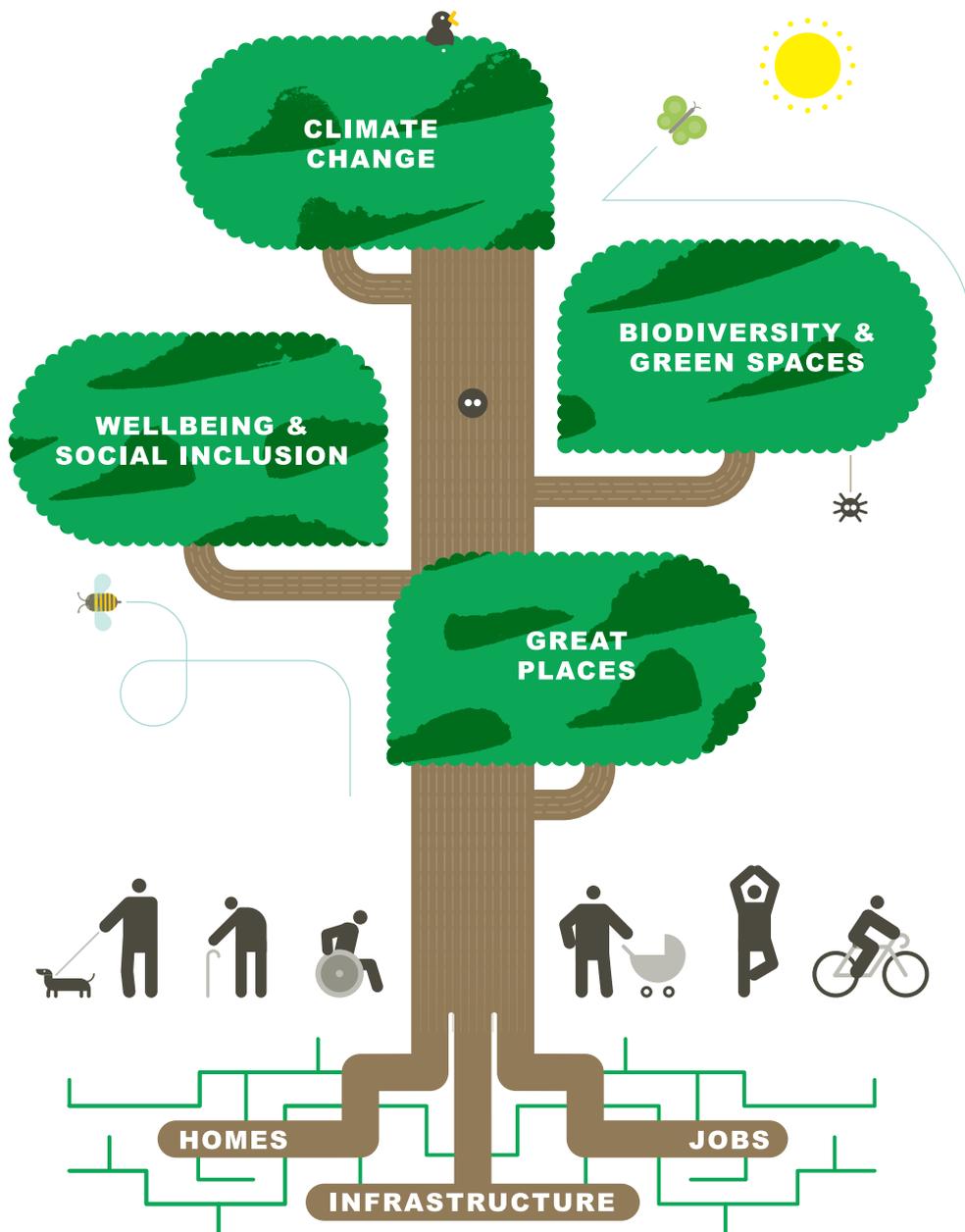
The later stages of the timetable may also depend on the timetable of the Development Consent Order proposals for the Cambridge Waste Water Treatment Plant Relocation Project. This is because we need to have evidence whether the North East Cambridge proposals (see Strategy, S/NEC) that form a key part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

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

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

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

1.6 The structure of the new Local Plan



Our Local Plan must provide a positive vision for the future of Greater Cambridge. The aim is simple: to ensure sustainable development. Sustainable development has three strands - social, economic and environmental. It means meeting the needs of the present population without compromising the ability of future generations to meet their own needs. To properly reflect the three strands of sustainable development, we must plan for homes, jobs and supporting infrastructure (transport, utilities, services and facilities) in the right places, alongside protecting and enhancing the environment. In order to achieve this, we will need to balance many competing priorities and issues.

In the First Conversation we proposed that the plan be structured around four 'big themes'

that will influence how homes, jobs and infrastructure are planned. We received lots of feedback on all of these, but the majority of respondents supported the approach. We therefore continue to use them to shape the plan.

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

1.7 Evidence informing the new Local Plan

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

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

A range of further evidence studies have now been published to accompany the First Proposals consultation. A full evidence list is included in appendix **XX** of this document.

Sustainability Appraisal

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

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

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

2. Greater Cambridge in 2041



Our vision

We want Greater Cambridge to be a place where a big decrease in our climate impacts comes with a big increase in the quality of everyday life for all our communities. New development must reduce carbon emissions and reliance on the private car; create thriving neighbourhoods with the variety of jobs and homes we need; increase nature, wildlife and green spaces; and safeguard our unique heritage and landscapes.

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

Our aims

Our aims for this plan are:

- Climate change: Help Greater Cambridge transition to net zero carbon by 2050, by ensuring that development is sited in places that help to limit carbon emissions, is designed to the highest achievable standards for energy and water use, and is resilient to current and future climate risks.
- Biodiversity and green spaces: Increase and improve our network of habitats

for wildlife, and green spaces for people, ensuring that development leaves the natural environment better than it was before.

- Wellbeing and social inclusion: Help people in Greater Cambridge to lead healthier and happier lives, ensuring that everyone benefits from the development of new homes and jobs.
- Great places: Sustain the unique character of Cambridge and South Cambridgeshire, and complement it with beautiful and distinctive development, creating a place where people want to live, work and play.
- Jobs: Encourage a flourishing and mixed economy in Greater Cambridge which includes a wide range of jobs, while maintaining our area's global reputation for innovation.
- Homes: Plan for enough housing to meet our needs, including significant quantities of housing that is affordable to rent and buy, and different kinds of homes to suit our diverse communities.
- Infrastructure: Plan for transport, water, energy and digital networks; and health, education and cultural facilities; in the right places and built at the right times to serve our growing communities.

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

2.1 How much development, and where?

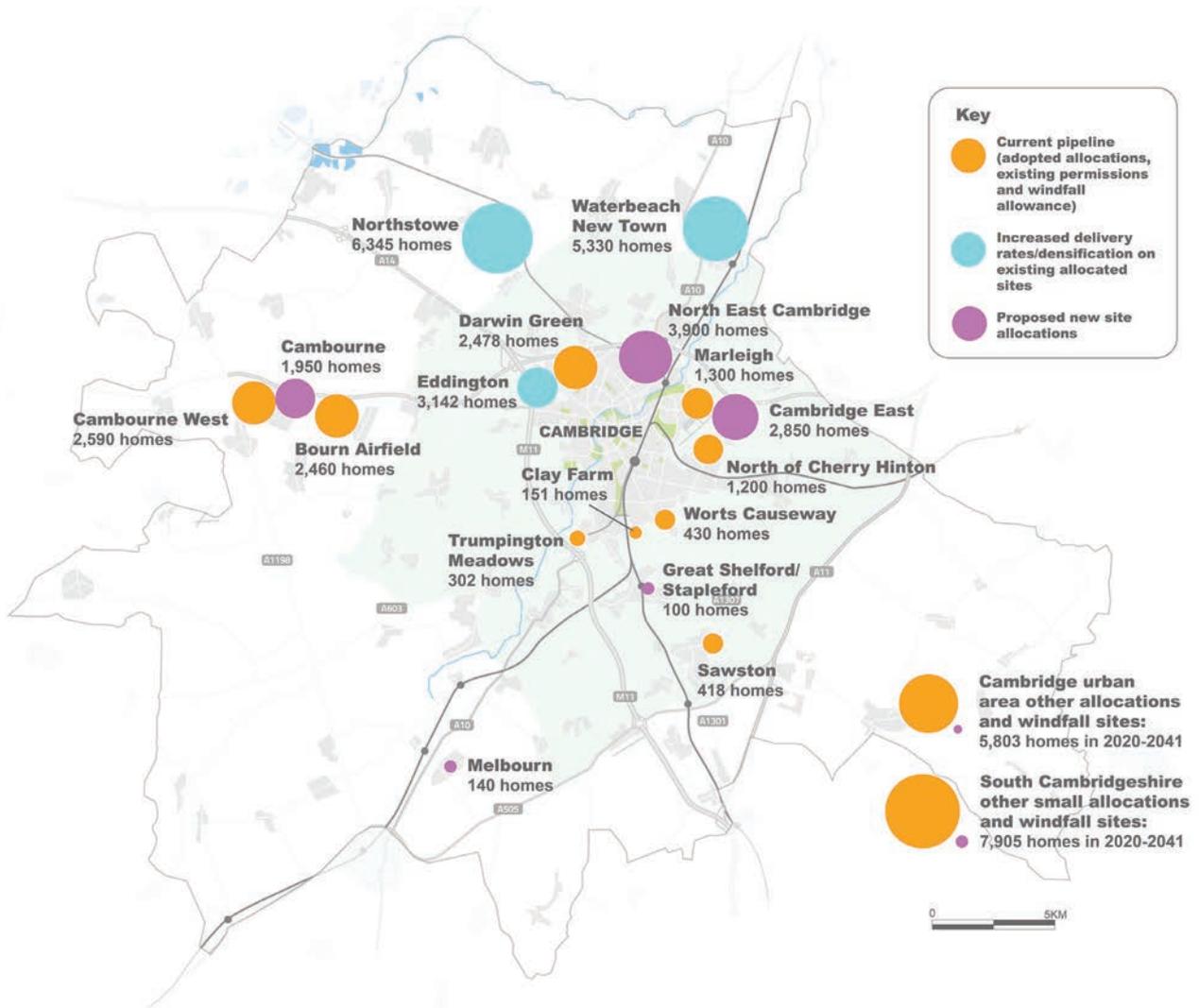


Figure 4: Illustrative map showing locations of proposed new development

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

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

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

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

Alongside this, we want our new towns to mature into great places to live and work, making the most of their existing and planned public transport links to Cambridge and other centres. In the case of Cambourne, East-West Rail means that it will be one of the best-connected places in our region, and whilst things like the location of the new station are yet to be resolved, we do think it can develop into a more substantial town with a more fully developed and lively centre.

We want our rural villages to continue to thrive and sustain their local services, but we don't want to encourage lots of new homes in places where car travel is the easiest or only way to get around. We therefore propose some development in and around larger villages that have good transport links and services, and to support important employment clusters. In smaller villages, we'll continue to support infill development and affordable housing on suitable sites, but we do not propose lots of village growth.

Policies in this section:

Policy S/JH: New jobs and homes

Policy S/DS: Development strategy

Policy S/SH: Settlement hierarchy

Policy S/DF: Development frameworks

Topic Paper

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

Greater Cambridge Local Plan: Topic paper 1: Strategy

Policy S/JH: New jobs and homes



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

What will this policy do?

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

Proposed policy direction

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

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

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

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

Why is this policy needed?

[National Planning Policy Framework paragraph 11](#) requires that plans should provide for objectively assessed needs for housing and other uses. This policy only deals with housing and employment needs. Policies within the other themes address the critical infrastructure required to support these homes and jobs, including utilities such as water and power (Policy CC/WE, I/EI), community, sports and leisure facilities (policy WS/CF), green infrastructure (policy BG/GI), open spaces (policy BG/EO), and other infrastructure including transport (policy I/ID).

Jobs and homes

For housing, [National Planning Policy Framework paragraph 60](#) says that Local Plans should support the Government's objective of significantly boosting the supply of homes, providing, as a minimum, the number of homes informed by a local housing need assessment, using the [standard method in national planning guidance](#). National guidance says that there will be circumstances where it is appropriate to consider whether actual housing need is higher than that indicated by the standard method.

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

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

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

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

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

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

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

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

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

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

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

Neighbourhood Plan housing targets

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

What consultation have we done on this issue?

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

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

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

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

What alternatives did we consider?

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

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

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

Greater Cambridge Housing & Employment Relationships Report, November 2020

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

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

Cambridge Local Plan 2018

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

Policy S/DS: Development strategy

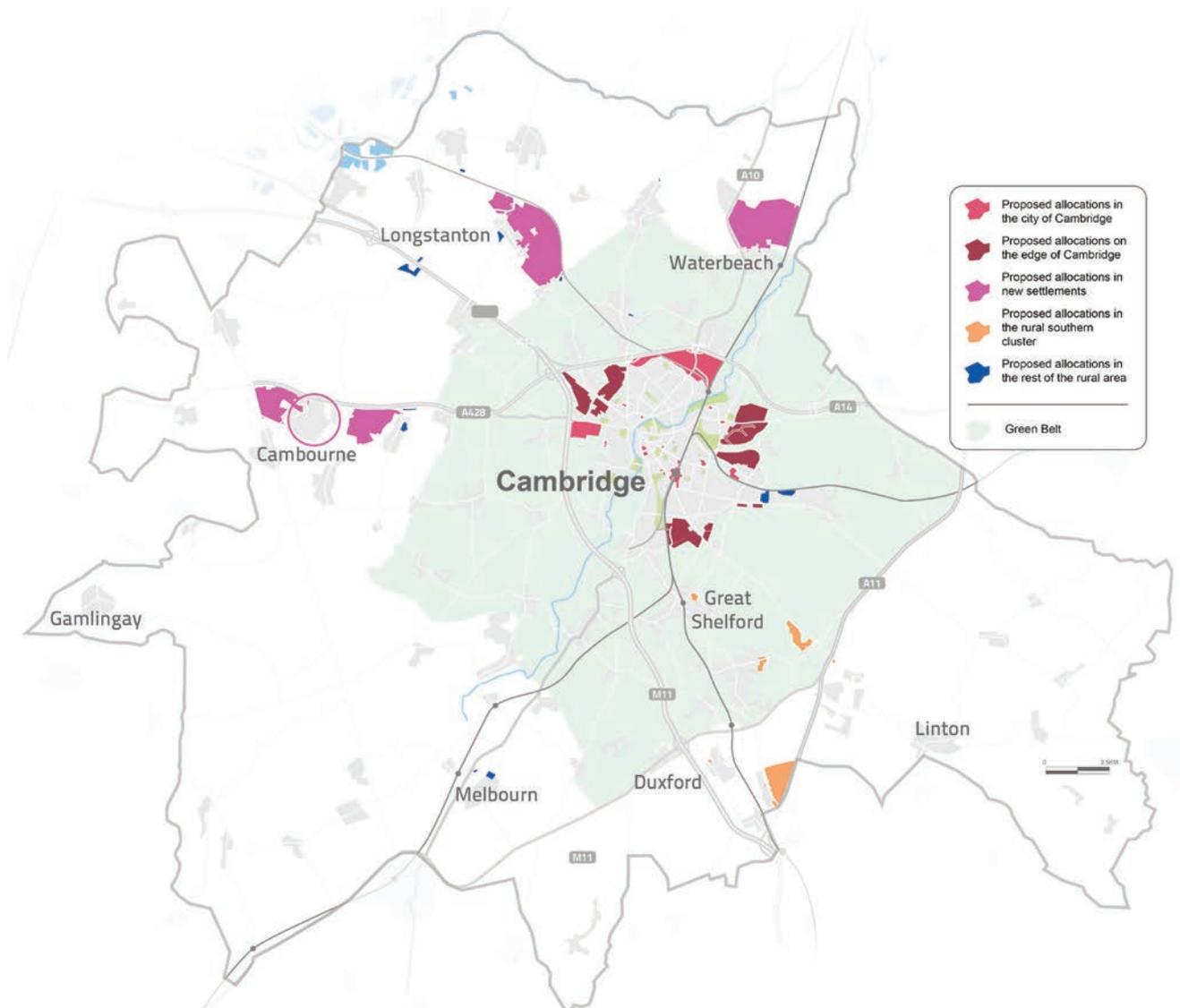


Figure 6: Map showing proposed sites to be included in the Plan

What will this policy do?

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

Proposed policy direction

The proposed development strategy for Greater Cambridge is to direct development to where it has the least climate impact, where active and public transport is the natural choice, where green infrastructure can be delivered alongside new development, and where jobs, services and facilities can be located near to where people live, whilst ensuring all

necessary utilities can be provided in a sustainable way. It also seeks to be realistic around the locational limits of some new jobs floorspace which is centred upon national and global economic clusters.

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

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

Within the city of Cambridge our strategy proposes:

- North East Cambridge – a compact city district on brownfield land already identified for development, including a mix of jobs and homes;
- The University Innovation District centred on West Cambridge/Eddington – supporting the continued development of this area, including encouraging a mix of uses to create a vibrant campus;
- Smaller new sites for housing and employment well-integrated with existing neighbourhoods;
- Continuing existing sites and areas of major change allocated in the previous plan that we still expect to be delivered;
- Continuing existing opportunity areas and identifying new ones;
- Windfall development – an allowance for homes on unallocated land, which would be consistent with the other policy requirements in the Plan.

On the edge of Cambridge we propose:

- Cambridge East – a new mixed-use district on the existing safeguarded land at Cambridge Airport;
- Supporting the nationally important Cambridge Biomedical Campus, including through a limited release of land from the Green Belt;
- Using land more effectively at North West Cambridge through intensifying development within the existing boundary of the site;
- Continuing development at existing strategic sites allocated in previous plans, for example at Darwin Green.

For our new settlements, we propose:

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

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

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

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

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

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

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

in the amount and type of employment land supply to help enable the Greater Cambridge economy to continue to flourish.

Why is this policy needed?

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

S/JH New Jobs and Homes identifies the needs over the plan period. It is then for the Councils to decide how to meet those needs and the amount of development to plan for. [National planning policy](#) requires us to ensure our plan is positively prepared and meets our identified housing needs. This includes meeting the government's Five-Year Housing Land Supply requirement throughout the plan period and also the Housing Delivery Test, which in turn look ahead at ensuring adequate future supply and backwards at past delivery. This is important as if we fail either of those tests at any point in the future, the Councils would have less control over development that comes forward in planning applications for sites that are not proposed in our plan. For homes, in order to give greater confidence in meeting our needs, and in line with good practice, we propose to plan for approximately 10% more homes than our objectively assessed needs, a total of around 48,840 homes.

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

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

Our adopted 2018 Local Plans, which identified a number of large sites for development on the edge of Cambridge, and major developments like Northstowe and the new town north of Waterbeach that will continue to build out for many years to come, including in some cases beyond the new plan period, mean that a large proportion of the development we need to plan for in the Greater Cambridge Local Plan has already been identified.

For jobs, we have a considerable amount of employment land already identified, and there is over 600,000 sqm of employment floorspace in our supply. However, this includes some

large employment sites, such as the Genome Campus, that are expected to continue to build out well beyond the new plan period in a similar way to identified land for new homes on some of the large sites. This has been the case over many years, even with the fast rate of growth in some of the key sectors in Greater Cambridge area recent years. Our employment evidence identifies that notwithstanding the overall level of employment land supply, there is a need for suitable new land to be identified to meet the employment needs of specific sectors – some of which have very specific locational requirements.

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



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

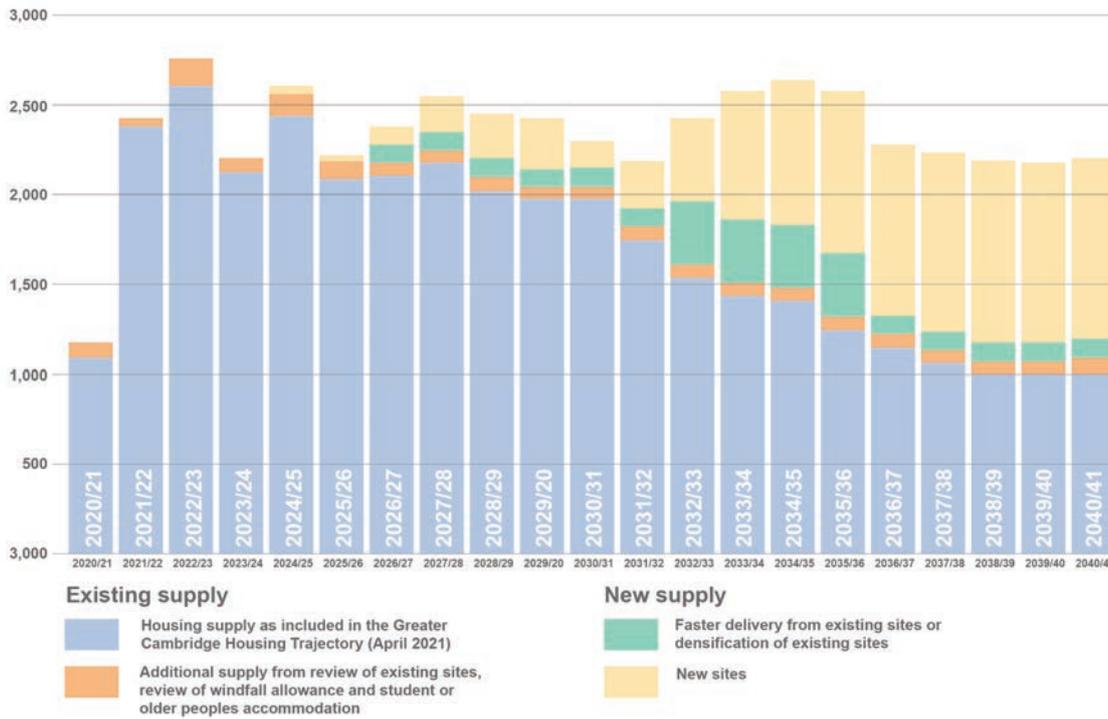


Figure 8: Graph showing proposed housing trajectory, 2020-2041

The Cambridge economy

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

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

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

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

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

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

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

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

Spatial strategy

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

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

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

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

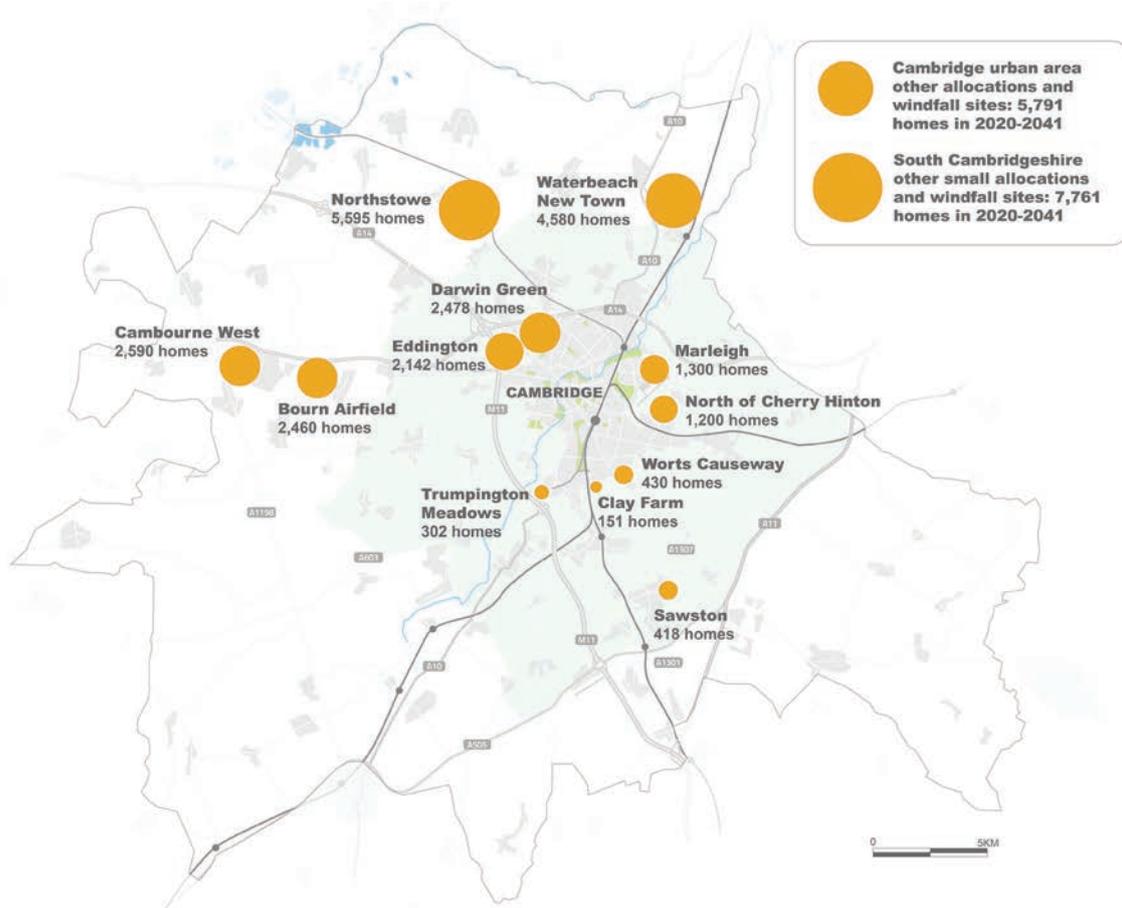


Figure 9: Location of currently consented and allocated development pipeline 2020-2041

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

Cambridge (both non-Green Belt and Green Belt land), new settlements and villages. We also identified four new development strategy choices not considered for previous plans, which form geographically focused hybrids of the previously identified sources of supply, comprising Public Transport Corridors, providing homes close to jobs in the research parks to the south of Cambridge, integrating development with planned infrastructure in the corridor to the west of Cambridge, and a hybrid involving release of land from the Green Belt. We reviewed the sustainability merits, opportunities and constraints for each of these nine potential strategy choices, considering evidence under each of our themes, as well as completing Sustainability Appraisal of them.

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

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

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

Our evidence and Sustainability Appraisal confirm that the urban area of Cambridge remains a highly sustainable broad location for additional homes and jobs, relating to its accessibility to existing jobs and services. A number of existing allocations are proposed for retention in this broad area. Beyond this, North East Cambridge provides the most significant development opportunity in this area. Given the very detailed assessment that informed the 2018 Cambridge Local Plan and that a number of allocations have yet to be implemented very limited new smaller allocations have been identified, whilst several new opportunity areas for regeneration have been identified alongside carrying forward those that have yet to come forward.

Our evidence shows that the edge of Cambridge could be a sustainable location for homes and jobs, being accessible to existing jobs and services, and if development is planned at sufficient scale this could also support new infrastructure. A number of existing allocations on the edge of Cambridge continue to be built out. Beyond this, on the edge of Cambridge outside the Green Belt, Cambridge East provides the most significant development opportunity in this area, comprising land at Cambridge Airport that was originally identified

for development in the 2003 Structure Plan and is safeguarded in the 2018 Local Plans for development should the site become available, which the landowner has now advised will be the case by 2030. There is also opportunity for additional homes within the built area of the existing site being built in North West Cambridge at Eddington.

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

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

We also have evidence that locating homes close to existing and proposed jobs at the cluster of research parks to the south of Cambridge would help reduce commuting and associated carbon emissions and congestion. We are supporting both jobs and homes growth in this area, through rolling forward a number of existing housing allocations, and by identifying new allocations, including for jobs at Babraham Research Campus, jobs and tied homes confirming the existing planning permission at Wellcome Genome Campus, and a number of housing sites at well-connected villages in the area.

Our evidence shows that our villages should play only a limited role in meeting future development needs to support delivery of a range of smaller sites and support the vitality of our villages. Alongside rolling forward a number of existing housing sites, we have identified a limited number of new sites for housing at our more sustainable villages.

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

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

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

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

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

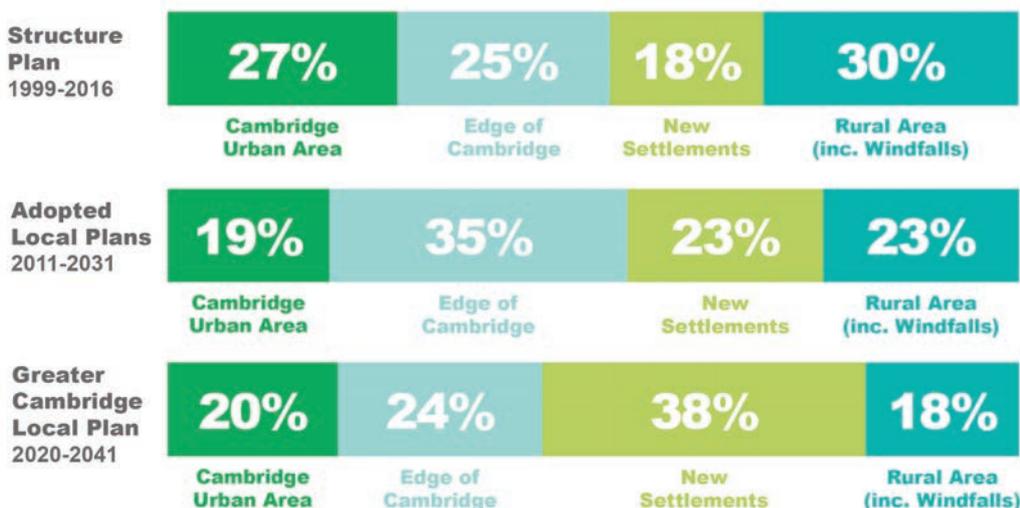


Figure 10: Distribution of growth in comparison to previous Local Plans

The new National Planning Policy Framework (July 2021) says that where a local plan includes proposals for new settlements, it should set a vision that looks further ahead than the normal 15 years from adoption of the plan, to at least 30 years. The development strategy contained in plans for the Greater Cambridge area over many years have contained new settlements, going back to the original proposals for Cambourne. Each past local plan has identified new settlements that will continue to build out well beyond the plan they were first identified in so having a vision that looks beyond the plan period is something that has long been part of plan making in this area. The new Local Plan supply for the plan period to 2041 contains 16,725 homes from new settlements in the adopted plans as well as around 2,000 from new proposals for an expanded Cambourne so approximately 19,000 in total. However, there will still be approaching 10,000 homes to build out beyond 2041, plus whatever may ultimately be identified at an expanded Cambourne. The proposed Local Plan vision reflects the important role of the four proposed new settlements for not only the plan period but also for the period to 2050. This will be kept under view during the plan making process, including how it relates to the government's emerging Oxford-Cambridge Arc Spatial Framework that will also plan for the period to 2050.

Ensuring a deliverable plan – water supply

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

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

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

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

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

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

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

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

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

Duty to Cooperate

In preparing our evidence informing the preferred strategy we have engaged with relevant organisations under the legal duty to cooperate on plan making, to ensure we have fully

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

Transport Strategy

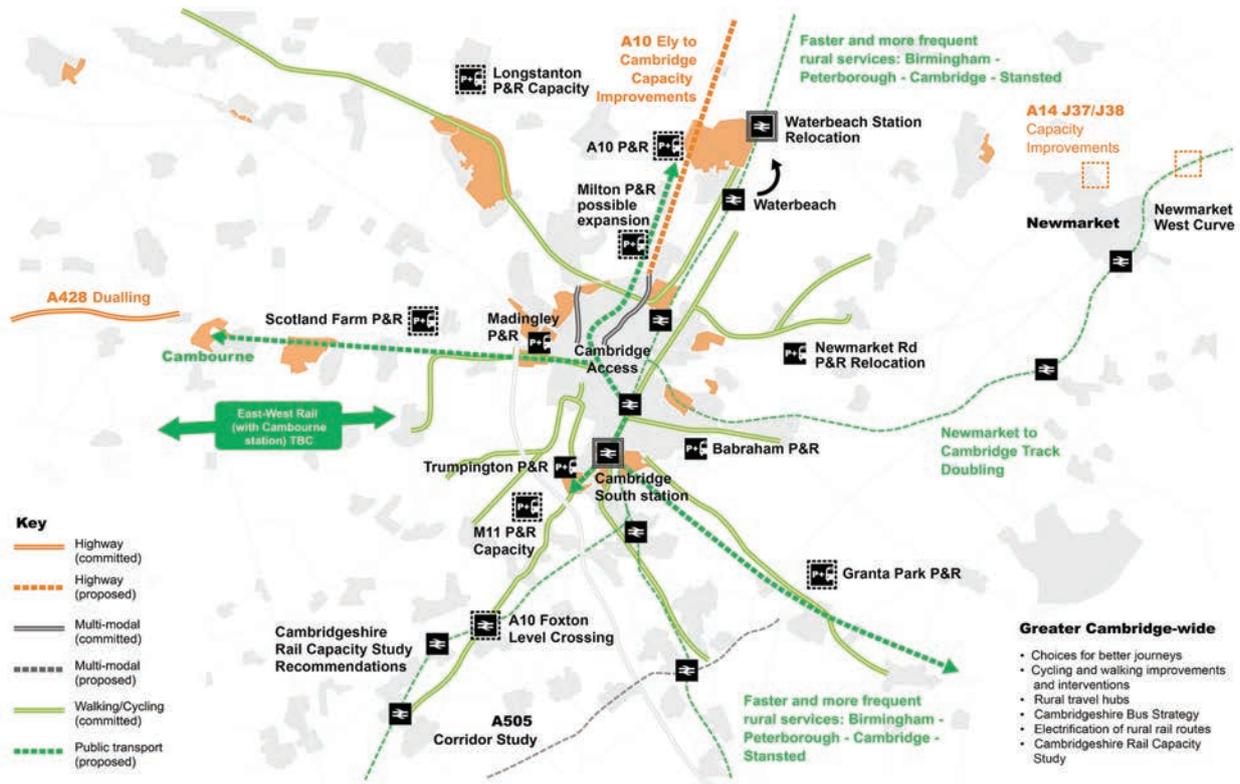


Figure 11: Map of existing and proposed major transport projects

There are a number of committed infrastructure proposals being progressed by transport bodies, including for example the Cambridgeshire and Peterborough Combined Authority, Greater Cambridge Partnership, Highways England and East West Rail Company, that will provide significant transport capacity to support the delivery of committed development. We are working together with these bodies to support delivery of these schemes, and with the Combined Authority as Local Transport Authority and Cambridgeshire County Council as Highways Authority in particular to progress our own Local Plan evidence.

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

What consultation have we done on this issue?

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

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

What alternatives did we consider?

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

As we developed our interim evidence, we initially identified 3 growth level options for homes and jobs and 2 further blended spatial strategies creating 8 spatial options. These were all tested so we considered 24 strategy options in our interim evidence published in November 2020, including a further Sustainability Appraisal.

As we moved towards identifying our preferred options, we identified our objectively assess

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

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

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

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

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

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

Supporting topic paper and evidence studies

Greater Cambridge Local Plan Topic Paper 1: Strategy

Greater Cambridge Local Plan Transport Evidence Report: Preferred Options

Greater Cambridge Local Plan: Duty to Cooperate Statement of Compliance

Greater Cambridge Local Plan: Draft Statement of Common Ground

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy S/6: The Development Strategy to 2031

Cambridge Local Plan 2018

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

Policy S/SH: Settlement hierarchy

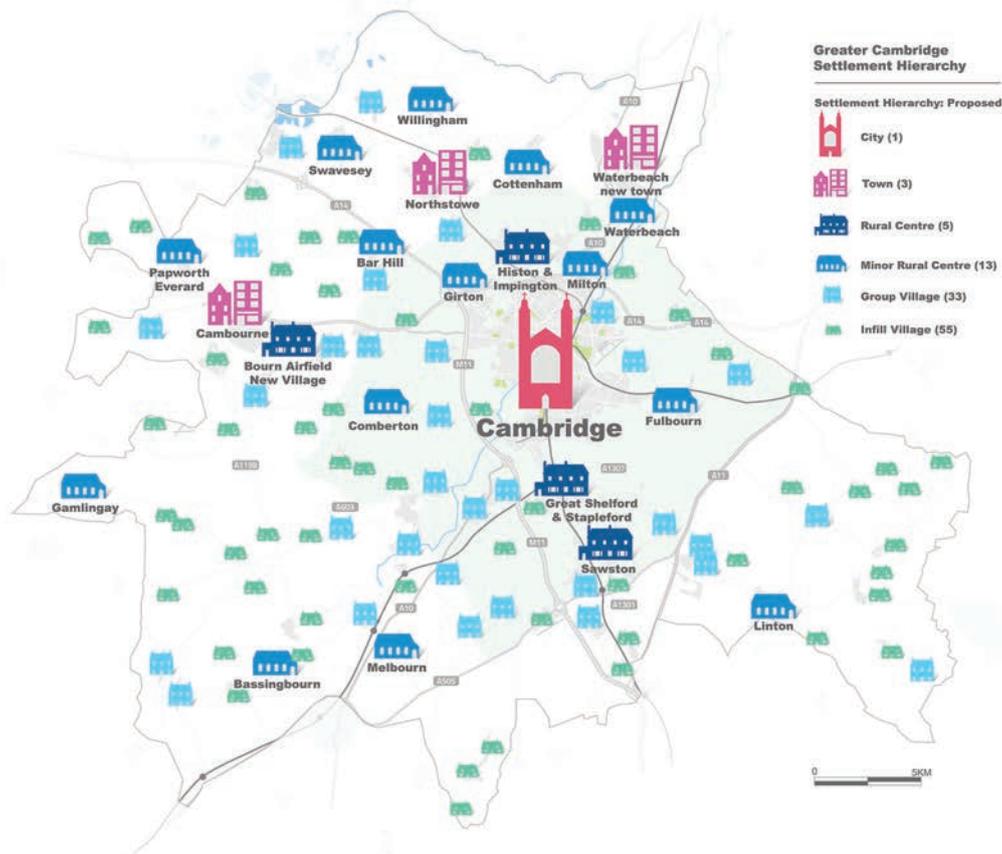


Figure 12: Map showing proposed settlement hierarchy

What will this policy do?

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

Proposed policy direction

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

- The Towns category should include Northstowe and Waterbeach new town, and should also include Cambourne

- Cottenham will be moved from a Rural Centre to a Minor Rural Centre
- Babraham is to be upgraded from an Infill Village to a Group Village.

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

Cambridge: No limit on individual scheme size.

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

Why is this policy needed?

The settlement hierarchy remains an important element of the sustainable development strategy, helping to direct housing to the most sustainable locations and control the level of windfall development that takes place in the least sustainable areas of Greater Cambridge, whilst enabling the recycling of land and delivering new homes to meet local housing needs.

An updated assessment of settlements has been carried out, informed by the level of services and facilities, education, public transport and employment available at each settlement. This showed that the positioning of settlements within the hierarchy remains appropriate, with the exception of three proposed changes:

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

This is a delicate balance between supporting housing development and the reuse of brownfield land, whilst avoiding unsustainable scales of development in areas where there is more limited access to services, facilities, and employment. Whilst there is a desire to provide flexibility to help meet housing needs, that has to be balanced with the evidence coming through our Net Zero Carbon Study (2021) that growth in smaller villages tends to generate higher levels of carbon than urban development. On balance, we think the indicative scheme sizes in the current policies remain appropriate, and they are proposed to be carried forward into the new local plan.

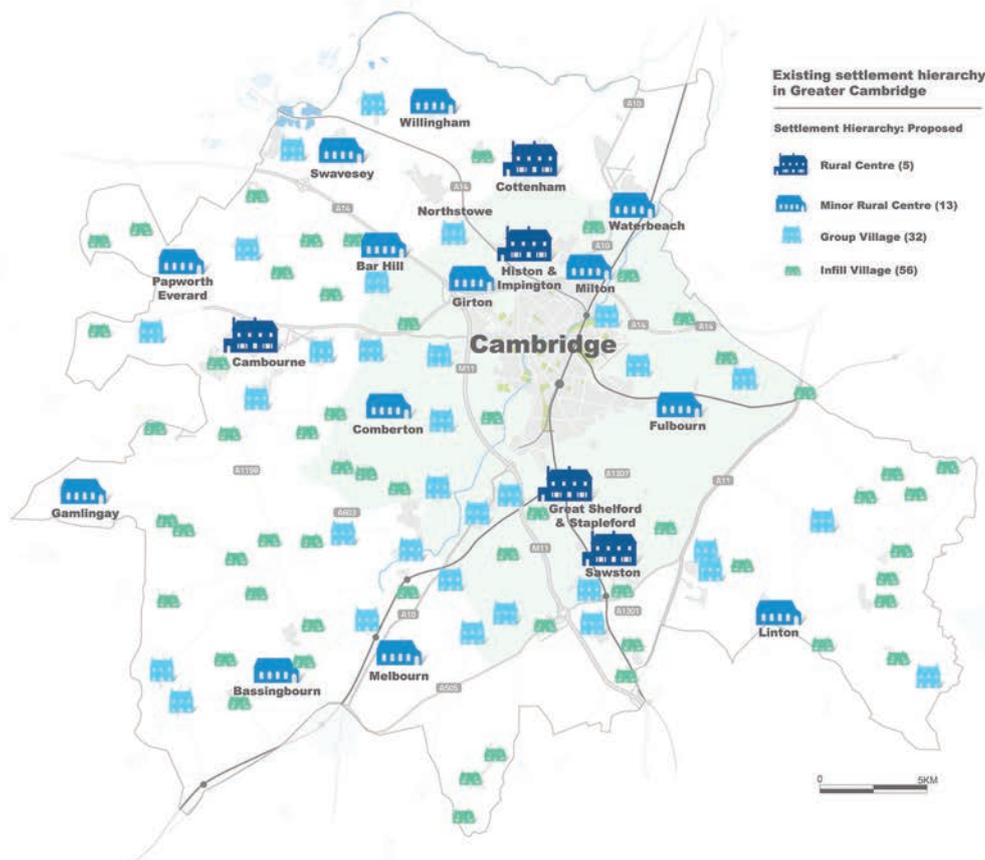


Figure 13: Map showing existing settlement hierarchy

What consultation have we done on this issue?

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

What alternatives did we consider?

Having no limits on the scale of individual developments for all settlements – rejected as it could lead to unsustainable levels of development in poorly served areas.

Supporting topic paper and evidence studies

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

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

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

Cambridge Local Plan 2018

- None

Policy S/SB: Settlement boundaries

What will this policy do?

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

Proposed policy direction

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

We propose that boundaries are defined to take into account the present extent of the built-up area as well as planned new development. Buildings associated with countryside uses, such as farm buildings, would not normally be included within a settlement boundary. Boundaries would not be defined around small clusters of houses or areas of scattered development where such buildings are isolated in open countryside or detached from the main concentration of buildings within Cambridge or a nearby village.

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

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

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

Why is this policy needed?

Settlement boundaries define where policies for the built-up areas of settlements give way to policies for the countryside. This is necessary to ensure that the countryside is protected from gradual encroachment, but in particular they help guard against incremental growth in unsustainable locations. An important element of the development strategy is to focus growth in the more sustainable locations of the area, and settlement boundaries help achieve this purpose.

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

What consultation have we done on this issue?

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

What alternatives did we consider?

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

Supporting topic paper and evidence studies

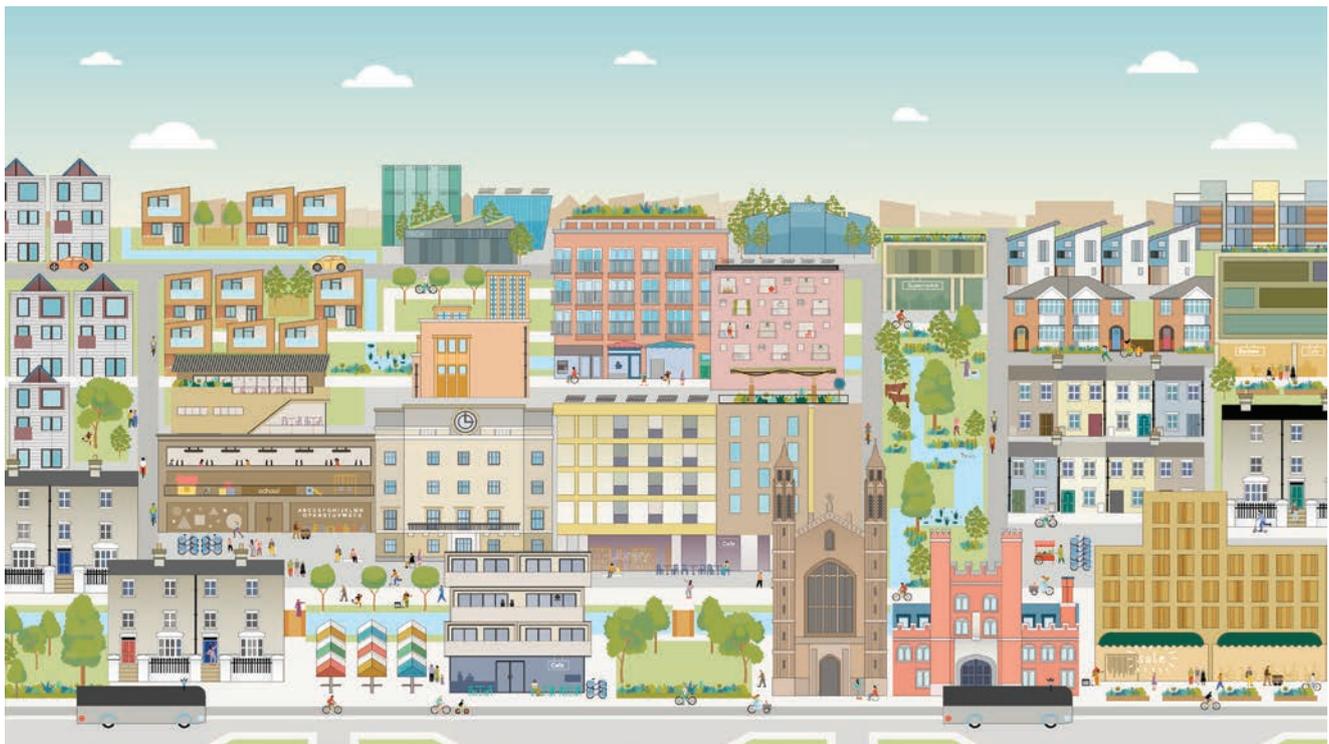
Greater Cambridge Local Plan: Topic Paper 1: Strategy

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy S/7: Development Framework

2.2 The city of Cambridge



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

How have the plan's themes influenced this?

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

What policies are we proposing?

Policy S/NEC: North East Cambridge

Policy S/WC: West Cambridge

Policy S/AMC: Areas of Major Change

Policy S/OA: Opportunity Areas in Cambridge

Policy S/C: Land allocations in Cambridge

Topic Paper

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

Greater Cambridge Local Plan: Topic Paper 1: Strategy

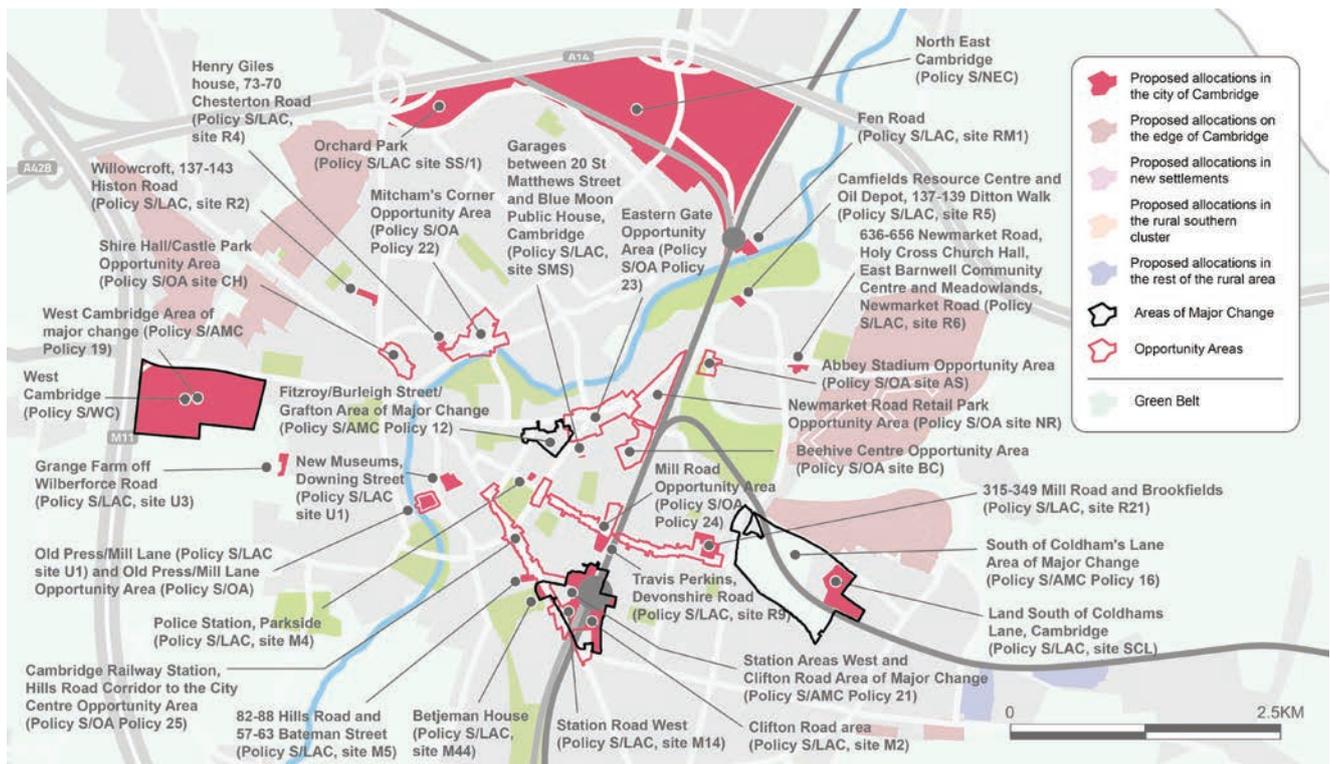


Figure 14: Map of proposed development sites, areas of major change and opportunity areas in the city of Cambridge

Policy S/NEC: North East Cambridge

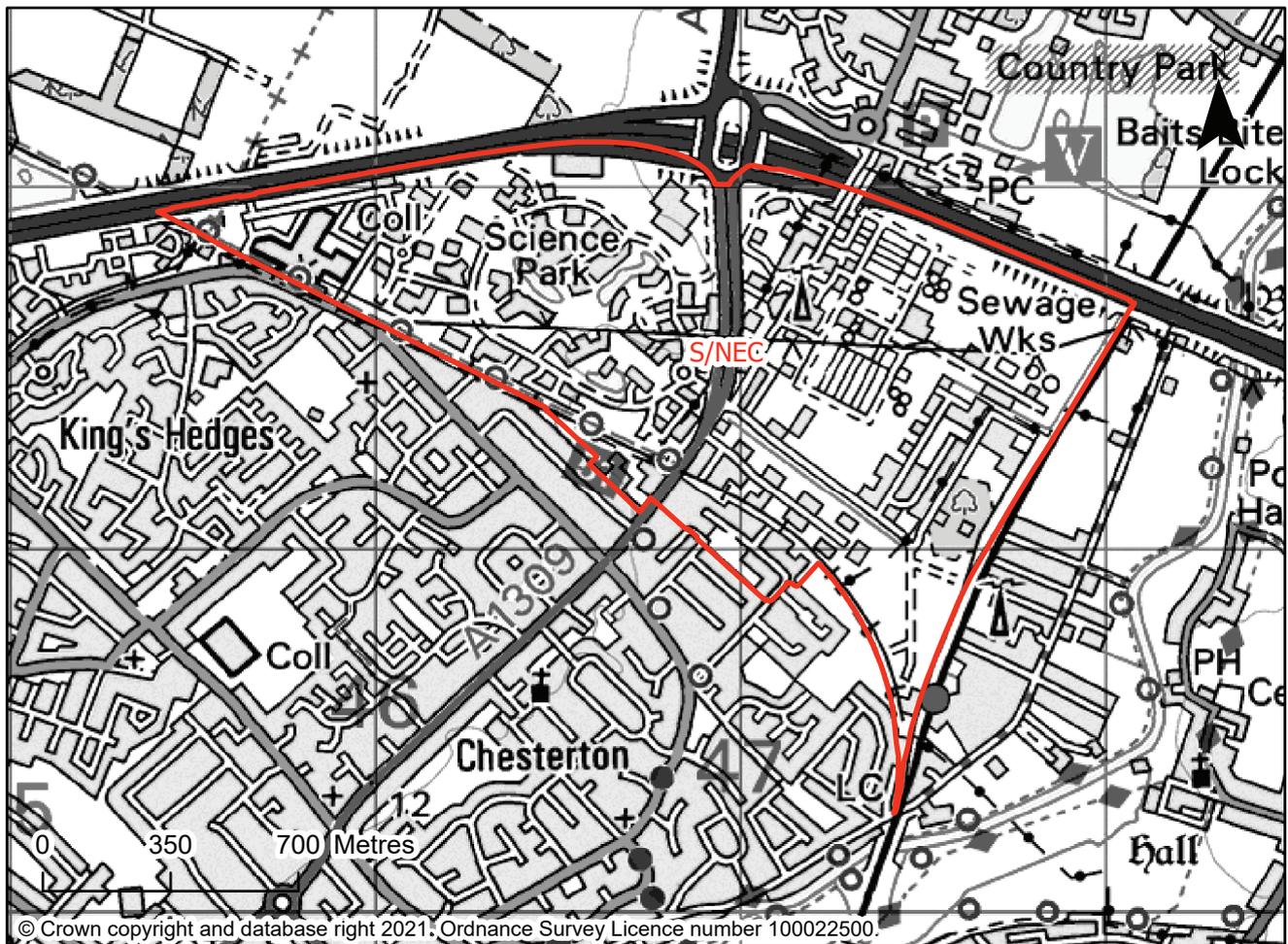


Figure 15: Map of proposed North East Cambridge policy area

What will this policy do?

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

Proposed policy direction

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

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

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

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

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

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

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

Cambridge Local Plan 2018:

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

South Cambridgeshire Local Plan 2018

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

Why is this policy needed?

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

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

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

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

What consultation have we done on this issue?

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

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

What alternatives did we consider?

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

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

Existing policies in adopted 2018 Local Plans

Cambridge Local Plan 2018

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

South Cambridgeshire Local Plan 2018

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

Policy S/WC: West Cambridge

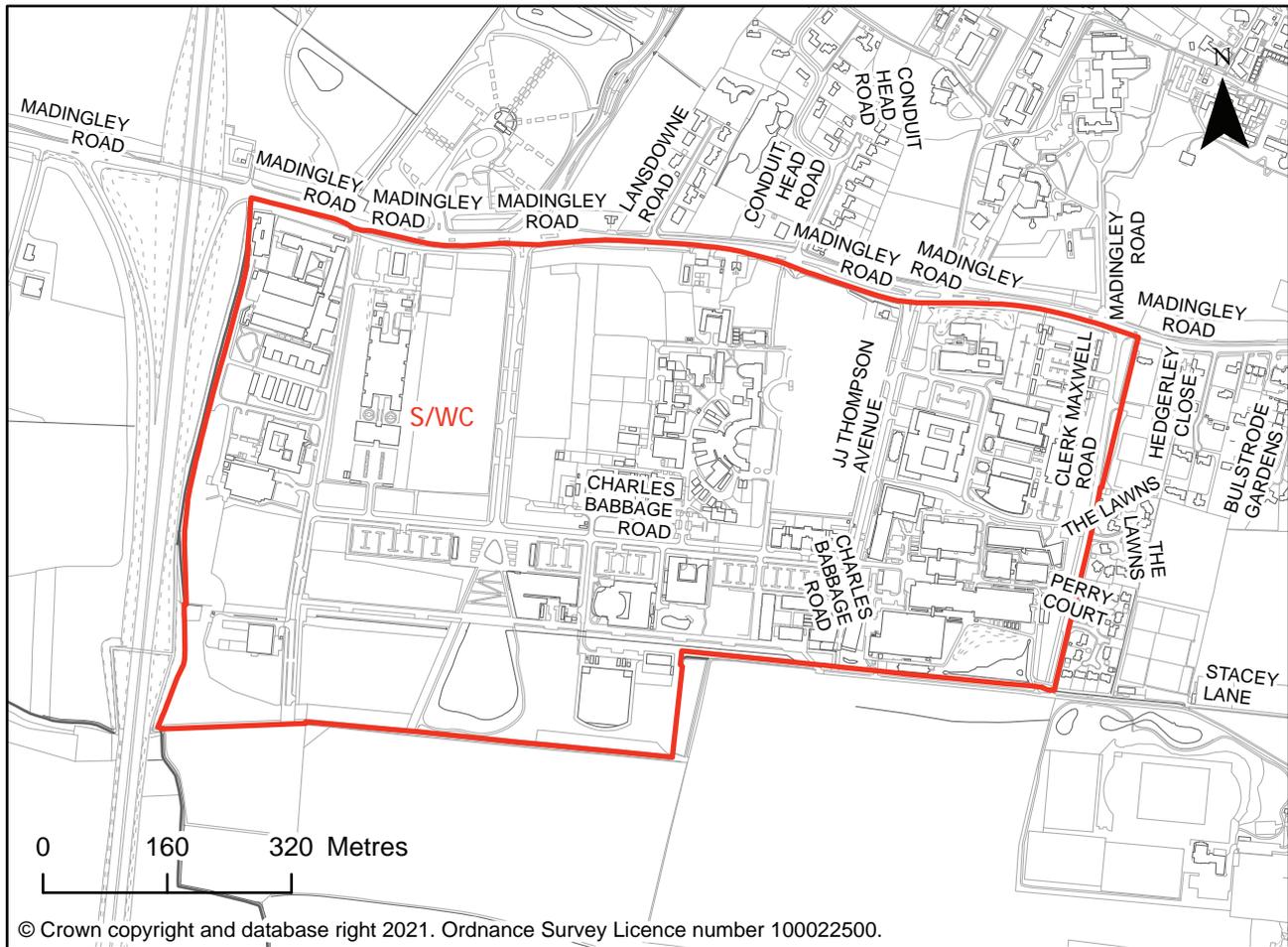


Figure 16: Map showing boundary of proposed West Cambridge policy area

What will this policy do?

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

Proposed policy direction

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

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

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

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

Why is this policy needed?

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

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

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

What consultation have we done on this issue?

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

What alternatives did we consider?

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

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

Existing policies in adopted 2018 Local Plans

Cambridge Local Plan 2018

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

Policy S/AMC: Areas of Major Change



Figure 17: Map showing proposed Areas of Major Change in the city of Cambridge

What will this policy do?

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

Proposed policy direction

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

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

- S/AMC/Policy 21: Station Areas West and Clifton Road
- S/AMC/Policy 12: Fitzroy/Burleigh Street/Grafton
- S/AMC/Policy 16: South of Coldham's Lane
- S/AMC/Policy 19: West Cambridge Area of Major Change - we will consider expansion of the Area to include Eddington as we prepare the draft plan.

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

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

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

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

Why is this policy needed?

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

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

What consultation have we done on this issue?

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

What alternatives did we consider?

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

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

Existing policies in adopted 2018 Local Plans

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

Policy S/OA: Opportunity Areas in Cambridge

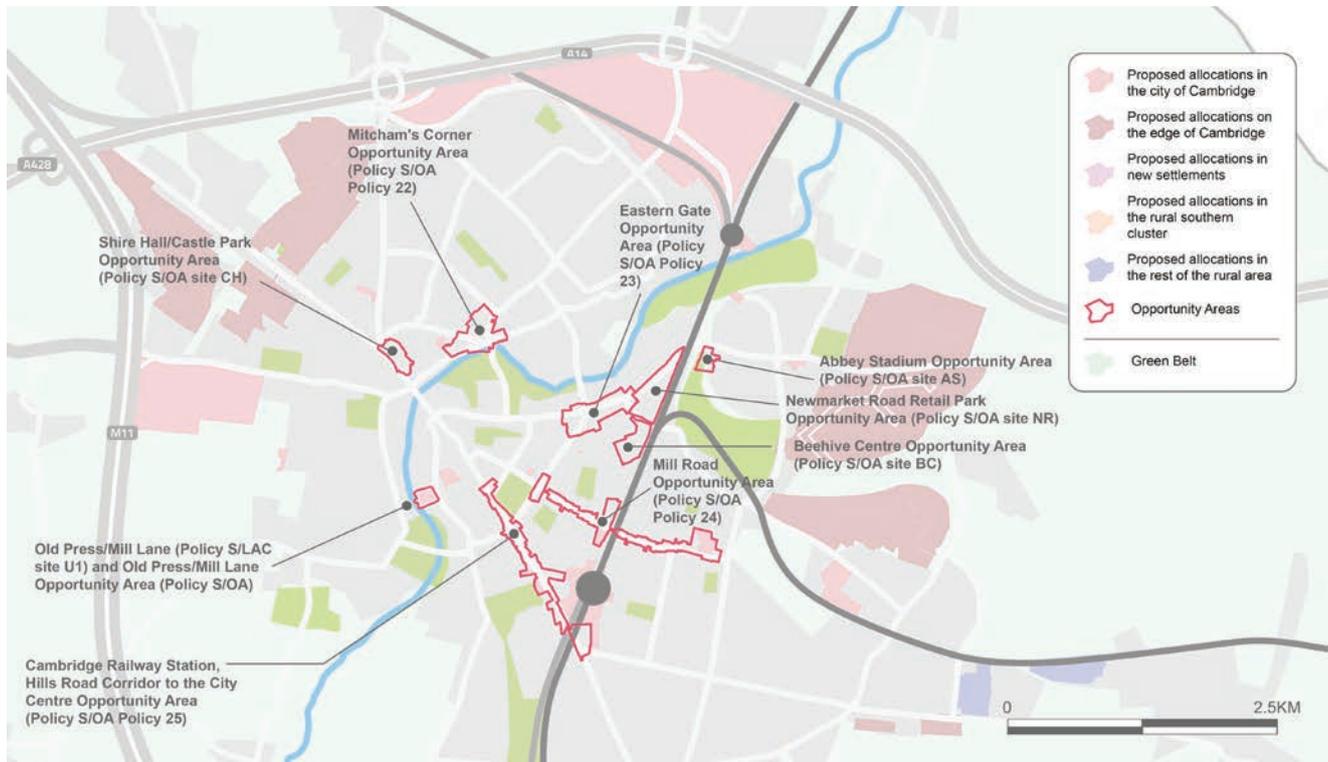


Figure 18: Map of proposed opportunity areas in the city of Cambridge

What will this policy do?

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

Proposed policy direction

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

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

New Opportunity Areas

S/OA/NR Newmarket Road Retail Park

S/OA/BC Beehive Centre

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

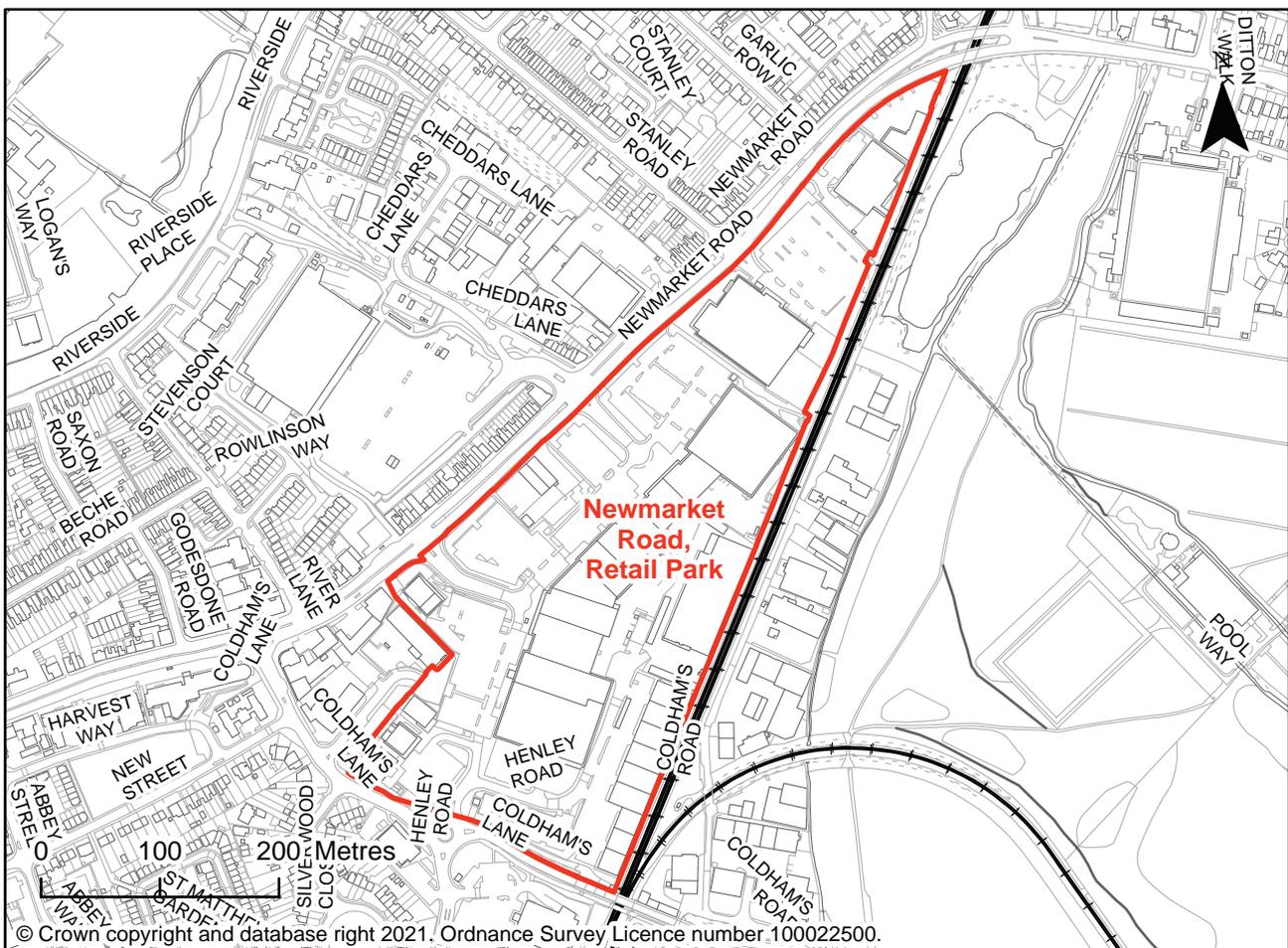


Figure 19: Map showing proposed new opportunity area at Newmarket Road

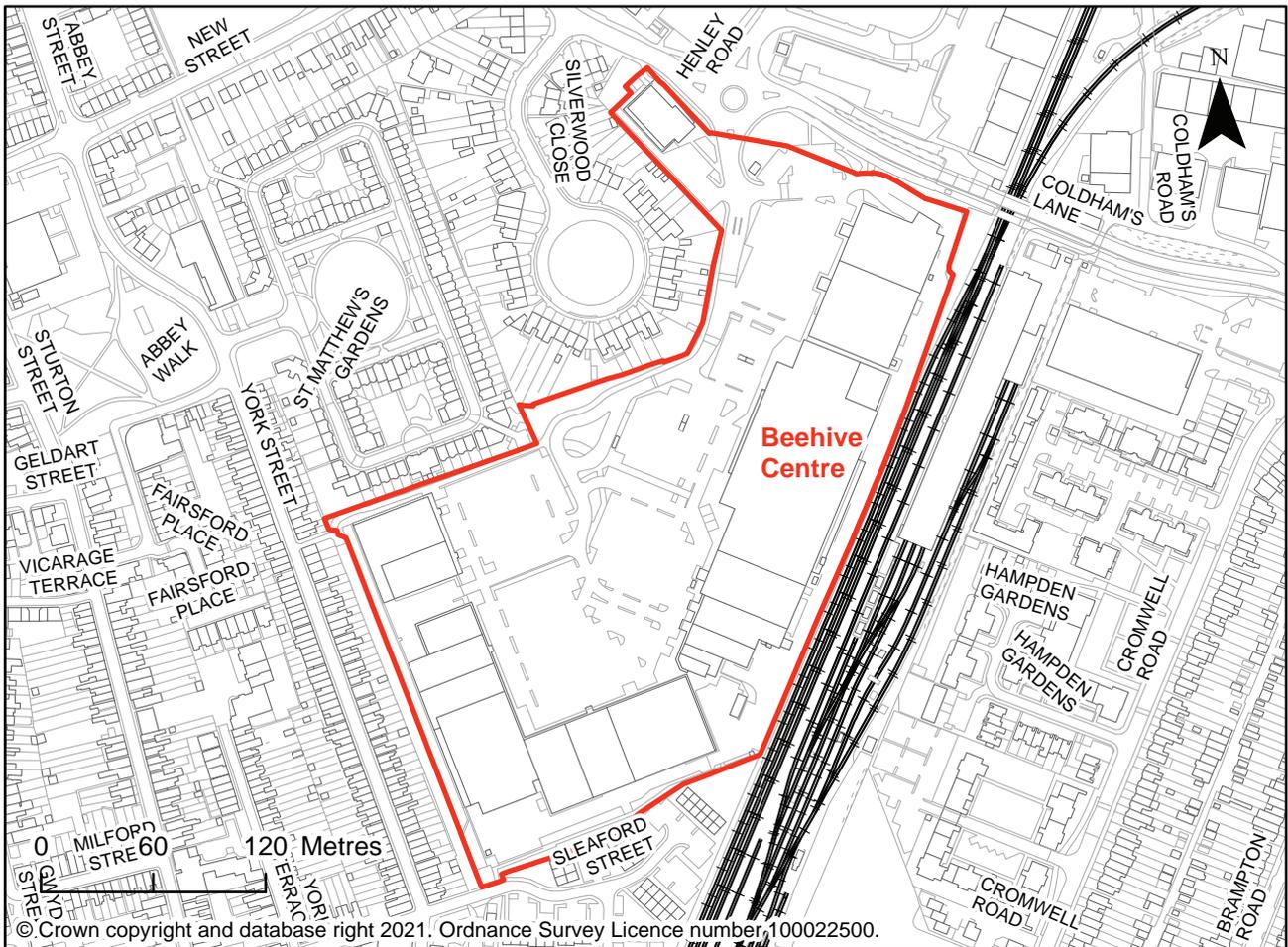


Figure 20: Map showing proposed new opportunity area at the Beehive Centre

S/OA/AS Abbey Stadium

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

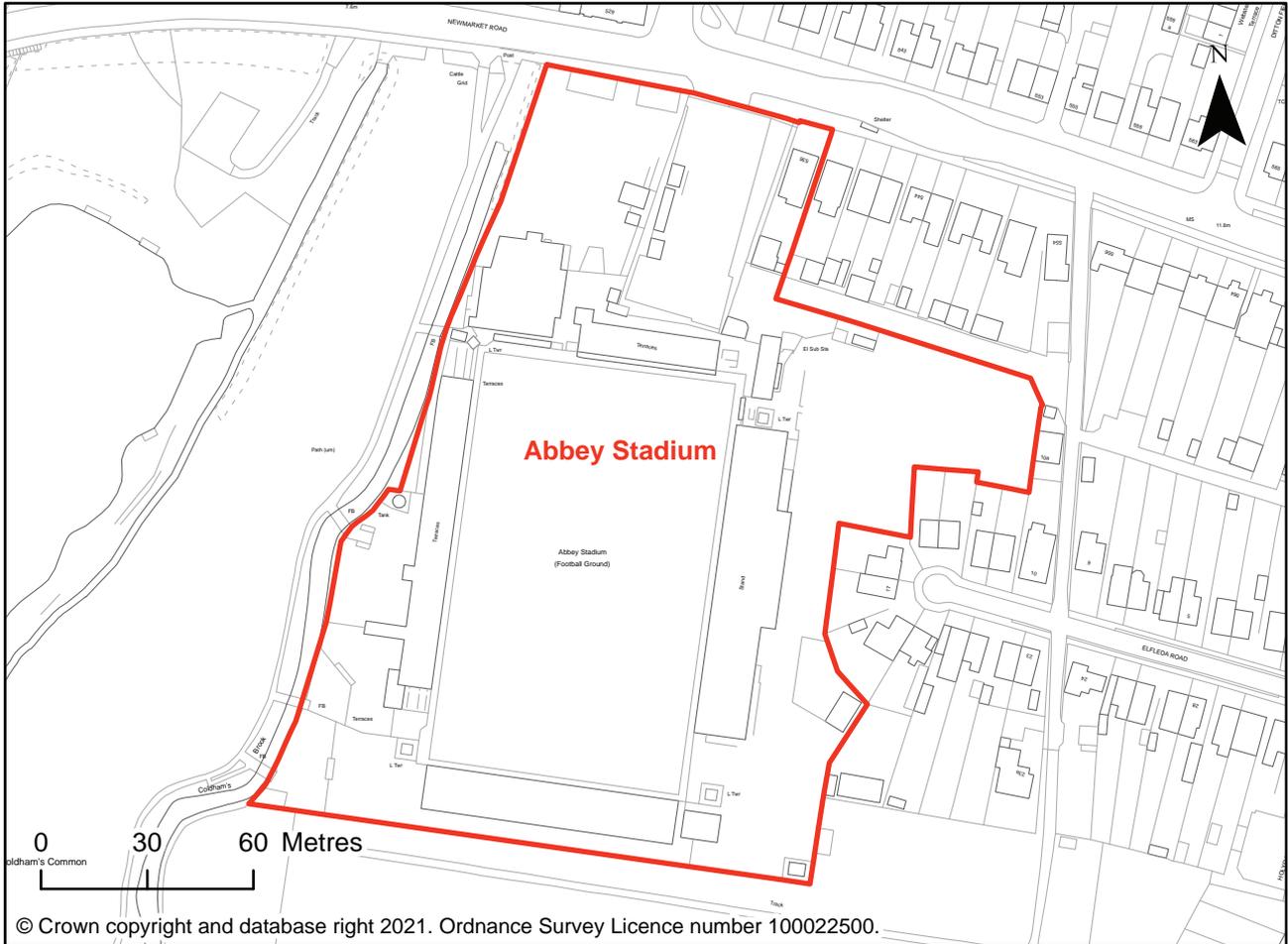


Figure 21: Map showing new proposed opportunity area at the Abbey Stadium

S/OA/CH Shire Hall/Castle Park

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

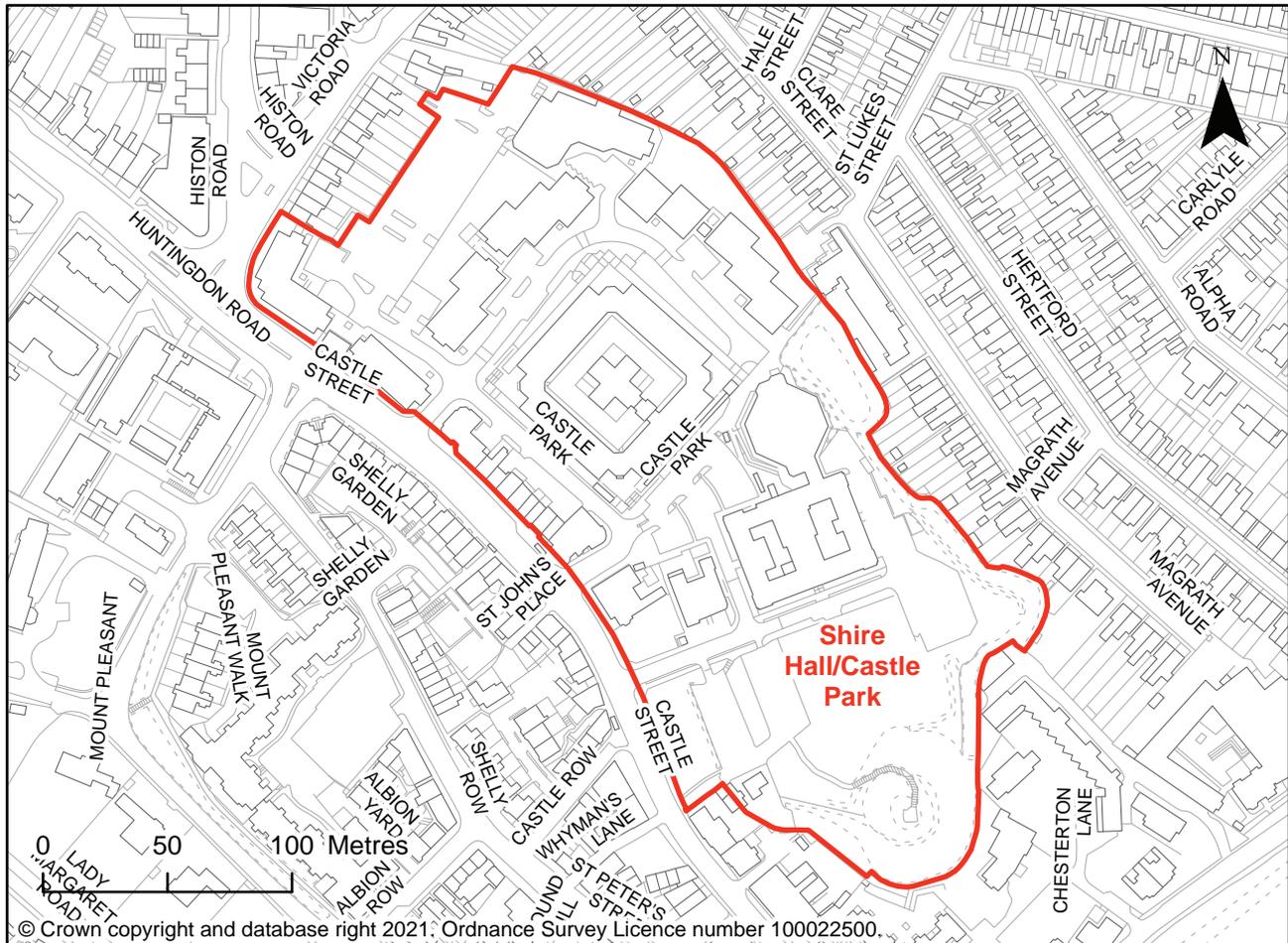


Figure 22: Map showing proposed new opportunity area at Shire Hall/Castle Park

Continuing existing Opportunity Areas

It is proposed to continue to identify the following areas:

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

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

Why is this policy needed?

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

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

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

What consultation have we done on this issue?

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

What alternatives did we consider?

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

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

Housing and Employment Land Availability Assessment (2021)

Appendix Urban Development Opportunity Area

Existing policies in adopted 2018 Local Plans

Cambridge Local Plan 2018

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

Policy S/LAC: Land allocations in Cambridge

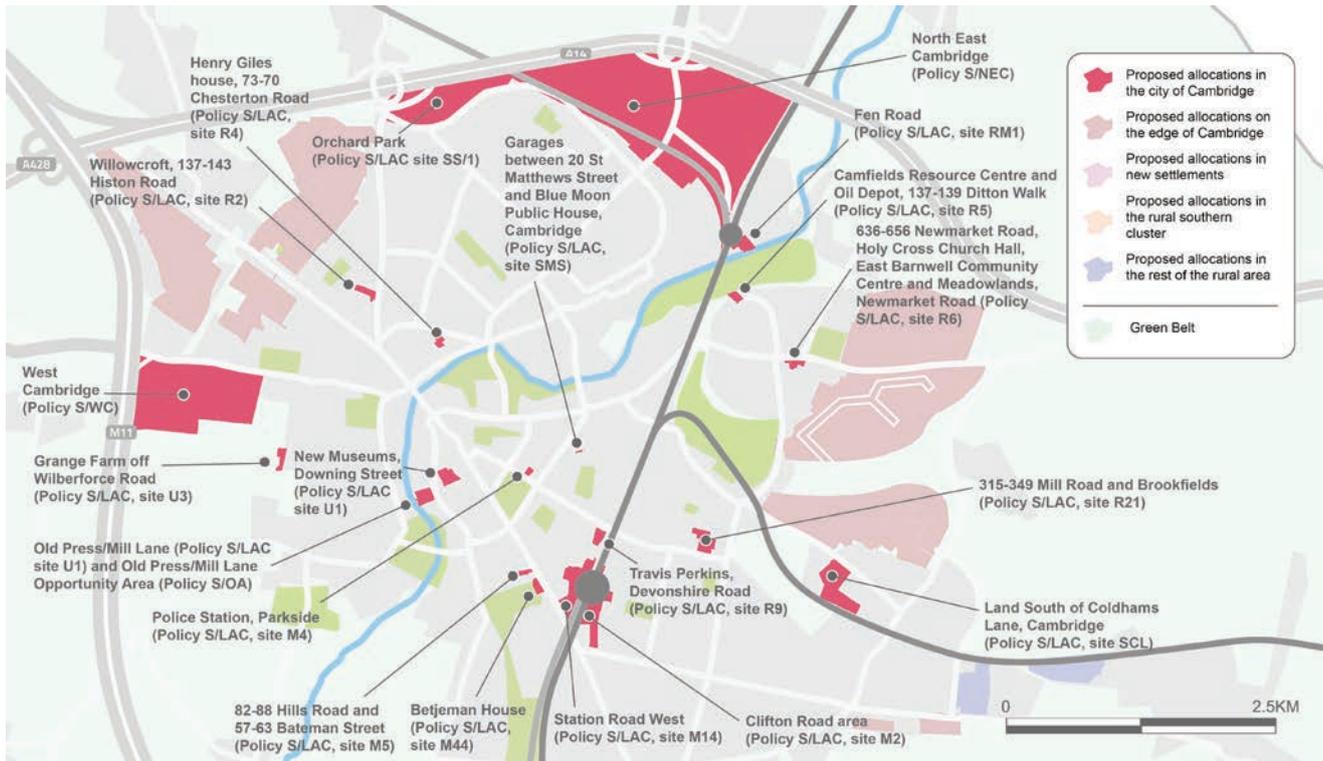


Figure 23: Map of proposed land allocations in the City of Cambridge

What will this policy do?

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

Proposed policy direction

New allocations

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

Housing

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

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

employment and public transport.

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

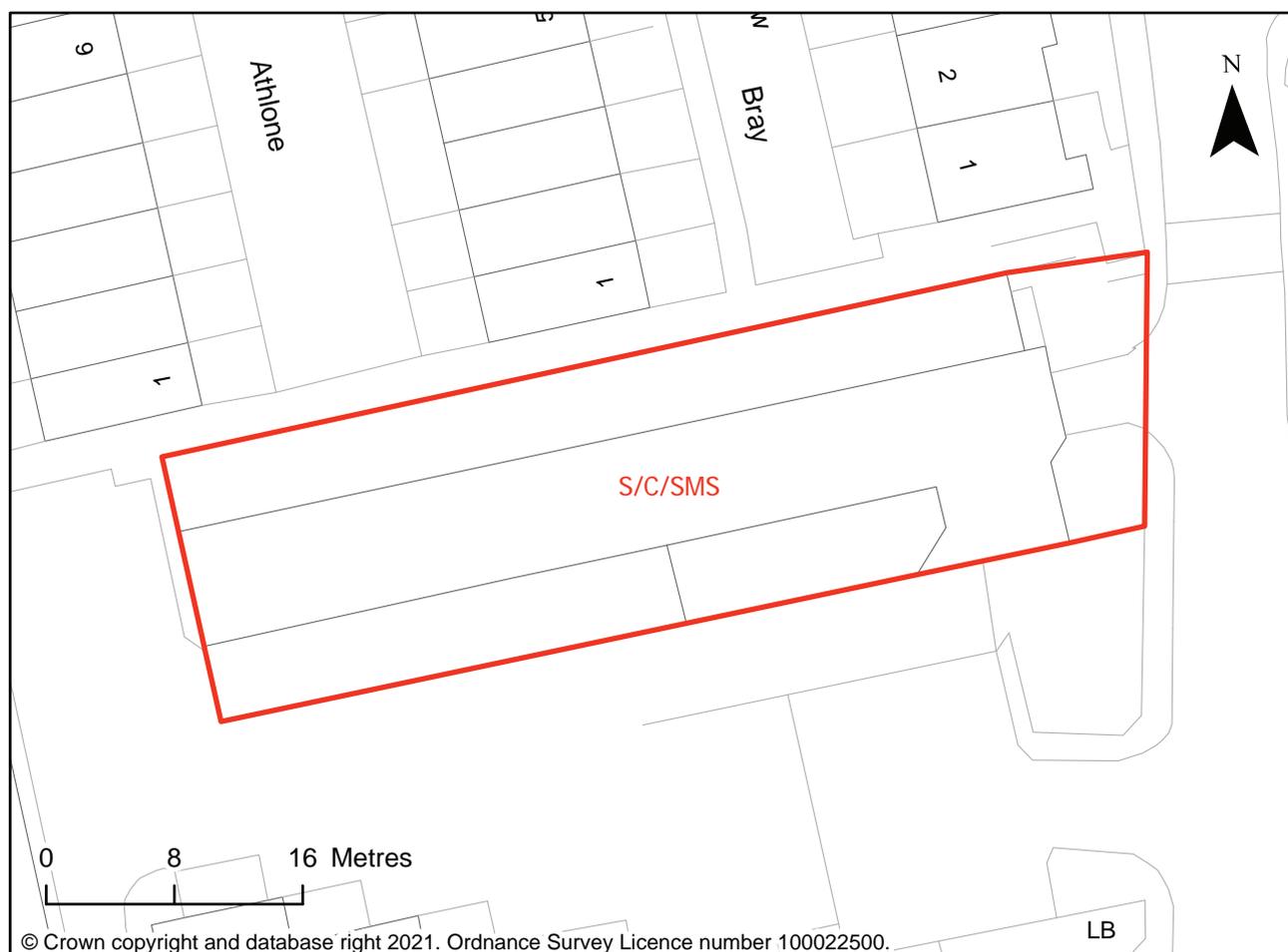


Figure 24: Map of proposed allocation S/C/SMS

Employment

S/C/SCL Land South of Coldhams Lane, Cambridge

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

importance. Any redevelopment of the eastern portion of the landfill sites will require ecological enhancement as part of any redevelopment on site and provision of enhanced wildlife habitat and publicly accessible open space on the western portion of the landfill sites.

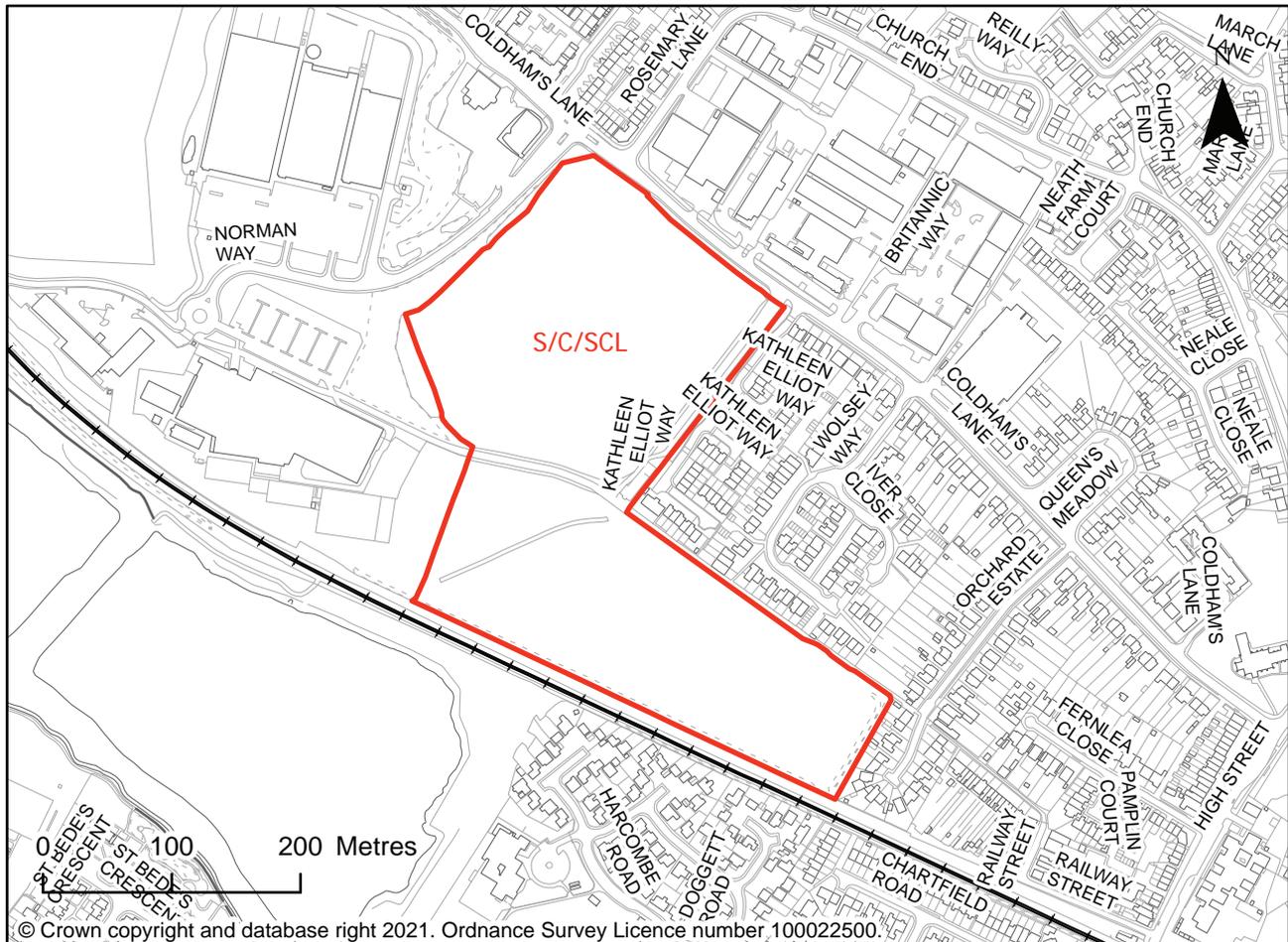


Figure 25: Map of proposed allocation S/C/SCL

Continuing existing allocations

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

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

Housing

- S/C/R2: Willowcroft, 137-143 Histon Road – with an amended boundary to exclude 149 and 149B Histon Road that are built and under construction, and a revised capacity of 110 dwellings for the remainder of this allocation.

- S/C/R4: Henry Giles House, 73-79 Chesterton Road – with an amended boundary to exclude Carlyle House as we have no evidence for its deliverability, and a revised capacity of 40 dwellings for remainder of the allocation based on guidance in the adopted Mitcham’s Corner Development Framework Supplementary Planning Document. A higher capacity of potentially around 80 dwellings is being considered to make best use of this site in the centre of Cambridge, subject to ensuring this would be consistent with a design led approach, and this will be considered further through the preparation of the draft Local Plan.
- S/C/R5: Camfields Resource Centre and Oil Depot, 137-139 Ditton Walk
- S/C/R6: 636-656 Newmarket Road, Holy Cross Church Hall, East Barnwell Community Centre and Meadowlands, Newmarket Road – however we have limited evidence that the site will still come forward at the moment, and therefore we will need to work with the landowners to gather this evidence to have greater certainty that this site will be brought forward for development by 2041 for it to be included in the draft Local Plan.
- S/C/R9: Travis Perkins, Devonshire Road – with a revised capacity of 60 dwellings.
- S/C/U3: Grange Farm off Wilberforce Road
- S/C/M4: Police Station, Parkside –the Building of Local Interest must be retained as part of the proposals for the redevelopment of the site for new homes.
- RM1 and Policy H/7: Fen Road – This site is identified in the adopted 2018 Local Plans to provide residential moorings for house boats. We will keep this under review when we consider how to meet the need identified for boat dwellers in the preparation of the draft Local Plan.

Mixed use

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

Allocations not proposed to be carried forward

Housing

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

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

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

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

Mixed Use

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

- M3: Michael Young Centre, Purbeck Road

Employment

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

- E4: Church End Industrial Estate, Rosemary Lane – this is an existing employment site

that it is important is protected for employment uses, therefore we consider it should be de-allocated but be included as a protected industrial site, as set out in J/PB: Protecting existing business space.

- E5: 1 and 7-11 Hills Road – the redevelopment of this site is not considered to be deliverable and therefore the Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) recommends that it is de-allocated.

Why is this policy needed?

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

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

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

What consultation have we done on this issue?

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

What alternatives did we consider?

We considered a range of alternative sites within the Cambridge urban area having regard to

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

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

Housing and Employment Land Availability Assessment (2021)

Greater Cambridge Housing Trajectory (April 2021)

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

Existing policies in adopted 2018 Local Plans

Cambridge Local Plan 2018

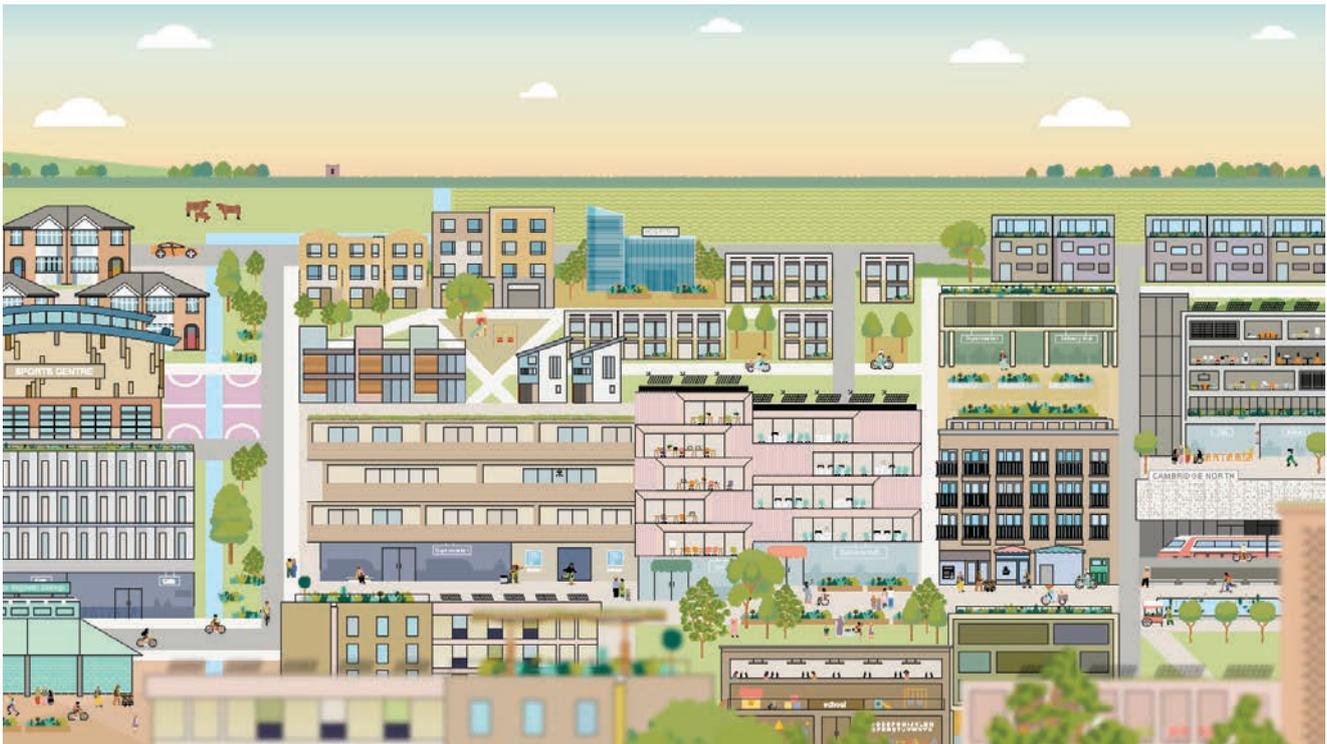
- Policy 27: Site specific development opportunities
- R1: 295 Histon Road
- R2: Willowcroft, 137-143 Histon Road
- R3: City Football Ground, Milton Road
- R4: Henry Giles House, 73-79 Chesterton Road
- R5: Camfields Resource Centre and Oil Depot, 137-139 Ditton Walk
- R6: 636-656 Newmarket Road, Holy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

- M14: Station Road West
- U1: Old Press/Mill Lane
- U2: New Museums, Downing Street
- U3: Grange Farm off Wilberforce Road
- RM1: Fen Road
- E4: Church End Industrial Estate, Rosemary Lane
- E5: 1 and 7-11 Hills Road

South Cambridgeshire Local Plan 2018

- Policy H/7: Residential Moorings

2.3 The edge of Cambridge



We want to complete the planned new neighbourhoods on the edge of Cambridge from previous plans as well as bringing forward new opportunities for sustainable developments, which successfully link the city to the countryside, and where active and public transport is the natural first choice. These should be lively, mixed-use areas to live and work, with local centres of community activity, and their design should enhance the setting of Cambridge in the landscape. We think that development around the edge of Cambridge should come with improved green and natural spaces which are accessible for everyone to enjoy, as part of an expanded network of green infrastructure across the area.

How have the themes influenced this?

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

What policies are we proposing?

S/CE Cambridge East

S/NWC North West Cambridge

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

S/EOC Other existing allocations on the edge of Cambridge

Topic Paper

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

Greater Cambridge Local Plan: Topic Paper 1: Strategy



Figure 26: Map of proposed development sites and areas of major change on the edge of Cambridge

Policy S/CE: Cambridge East

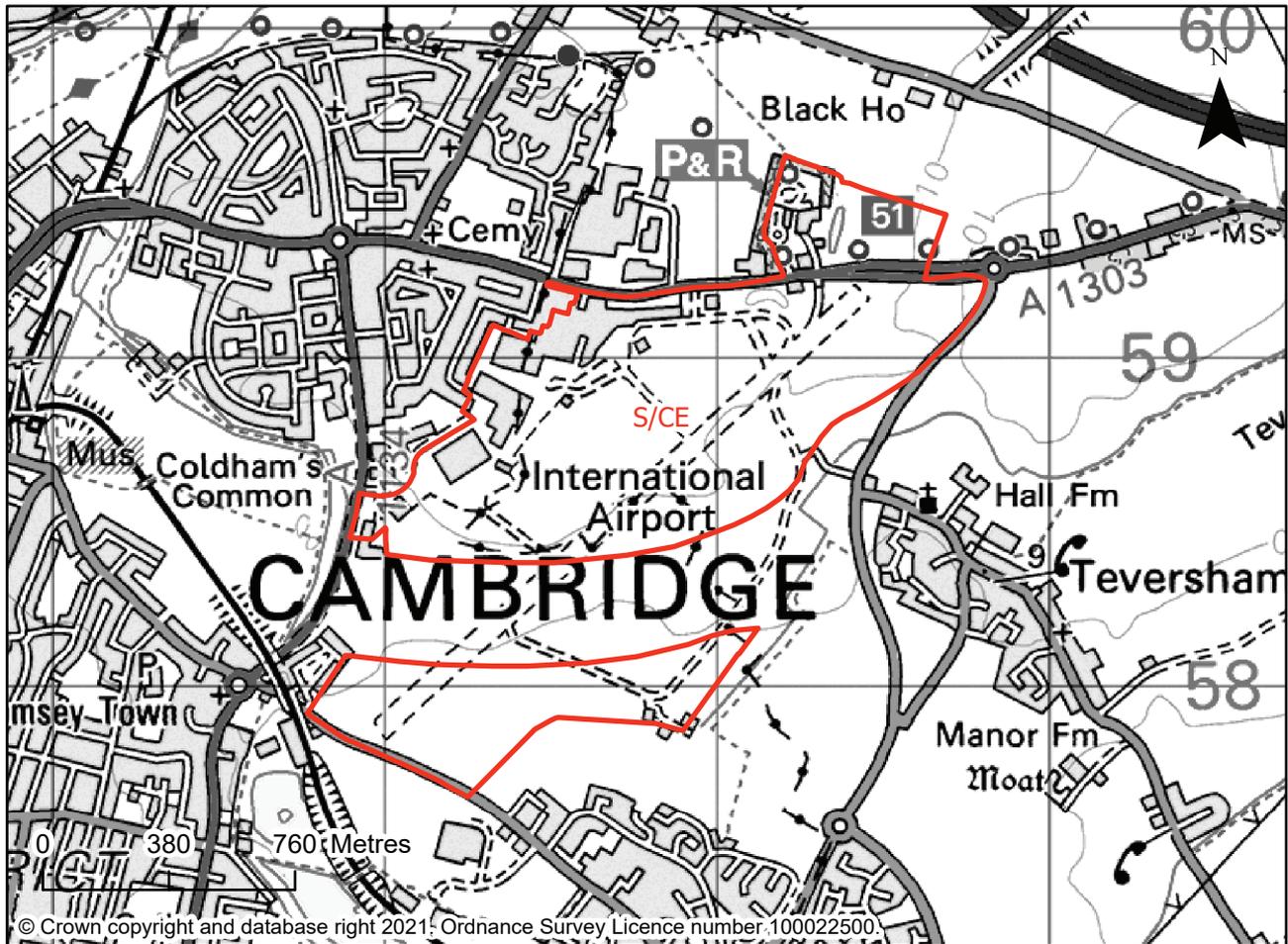


Figure 27: Map showing boundary of proposed Cambridge East allocation

What will this policy do?

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

Proposed policy direction

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

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

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

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

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

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

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

- S/CE/R47: Land north of Cherry Hinton within Cambridge)
- S/CE/SS/3(1a): Cambridge East (Land north of Newmarket Road within South Cambridgeshire)
- S/CE/SS/3(1b): Land north of Cherry Hinton within South Cambridgeshire

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

- R41: Land north of Coldham's Lane

Why is this policy needed?

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

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

The proposal to include the Airport as part of the strategy for the new plan would make good use of safeguarded land in the 2018 Local Plans that is also a brownfield site and is a good fit with a low carbon growth strategy. Delivery of homes and jobs would start post 2030 to follow relocation of Marshall's airside activities. Marshall proposed a larger site that would require land to be released from the Green Belt. The councils consider there are no

exceptional circumstances for releasing the land from the Green Belt, and that homes and jobs would not come forward in the plan period on the basis that that only part of the site is capable of coming forward by 2041 and that development should build out from the current edge of Cambridge.

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

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

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

What consultation have we done on this issue?

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

What alternatives did we consider?

1. To not allocate the site and instead carry forward the safeguarded land and more limited allocations in the adopted plans, but this was not preferred given the suitability of the safeguarded land, Marshall's have confirmed that the site will be available during the plan

period, and the evidence suggests that could fit with the themes and vision for the plan.

2. A larger land release reflecting the proposal by Marshall – This alternative is not the preferred approach, due to the level of harm to Green Belt and landscape that is not justified by exceptional circumstances or a need to meet housing or employment provision in the plan period.

Supporting topic paper and evidence studies

- Greater Cambridge Local Plan: Topic paper 1: Strategy

Existing policies in adopted 2018 Local Plans

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

Cambridge Local Plan 2018

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

South Cambridgeshire Local Plan 2018

- Policy SS/3: Cambridge East

Policy S/NWC: North West Cambridge

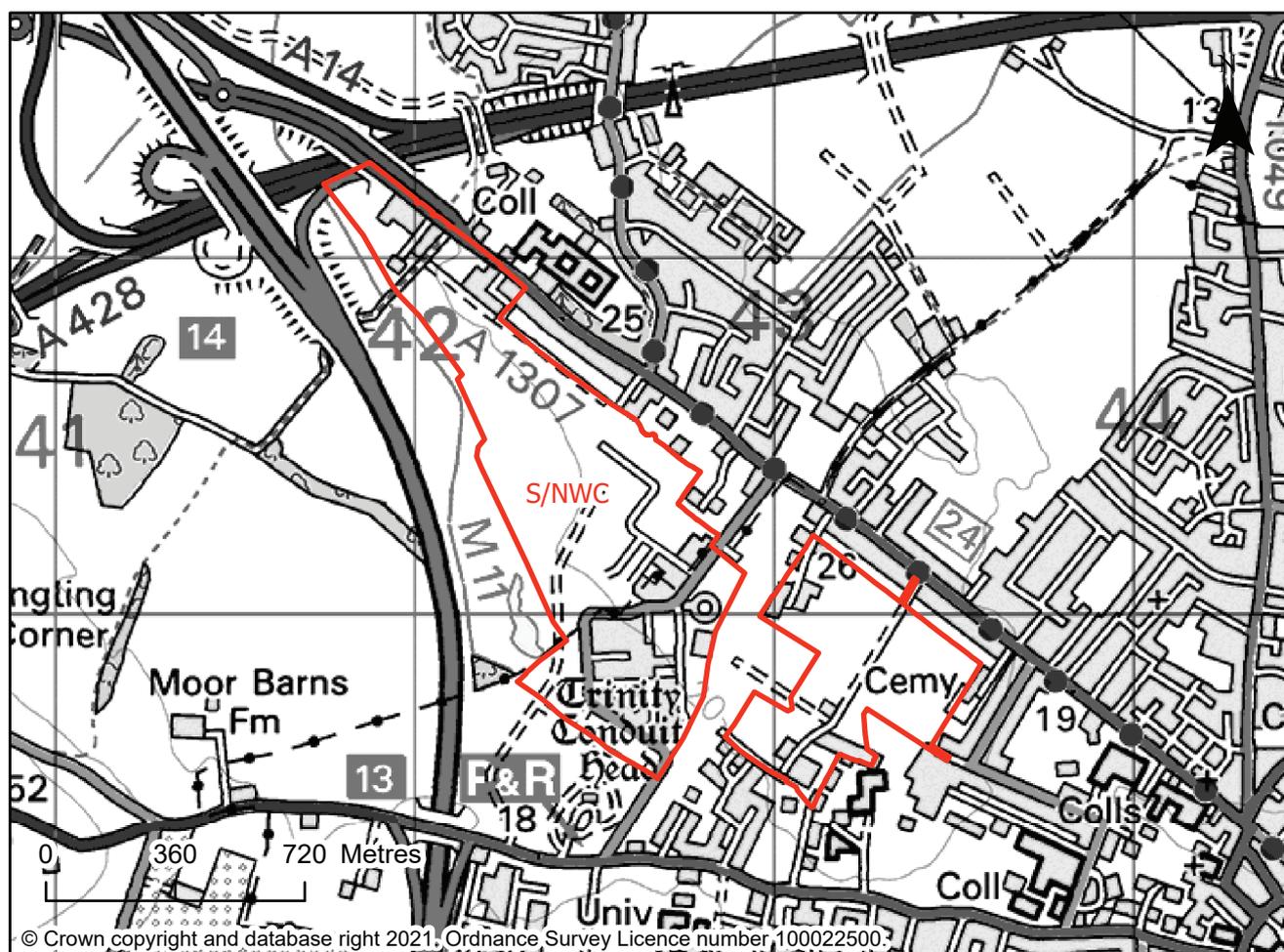


Figure 28: Map showing boundary of Policy S/NWC: North West Cambridge

What will this policy do?

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

Proposed policy direction

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

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

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

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

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

Why is this policy needed?

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

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

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

What consultation have we done on this issue?

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

What alternatives did we consider?

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

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

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

Housing and Employment Land Availability Assessment

Existing policies in adopted 2018 Local Plans

North West Cambridge Area Action Plan 2009

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

South Cambridgeshire Local Plan 2018 - None

Cambridge Local Plan 2018 - None

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

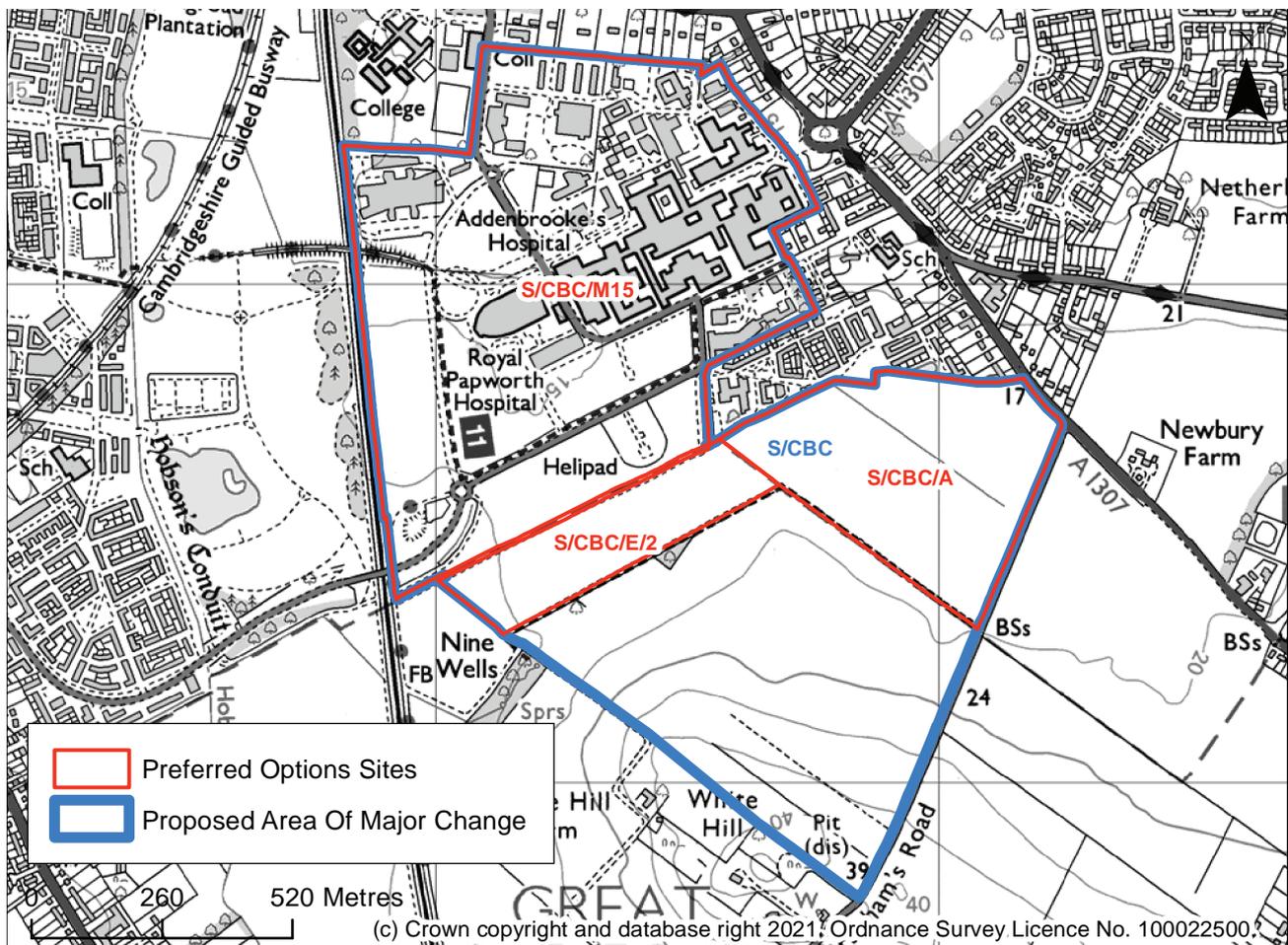


Figure 29: Map showing boundaries of proposed Cambridge Biomedical Campus allocations and area of major change.

What will this policy do?

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

Proposed policy direction

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

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

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

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

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

New allocations

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

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

Continuing existing allocations

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

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

Continuing and expanding an existing Area of Major Change

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

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

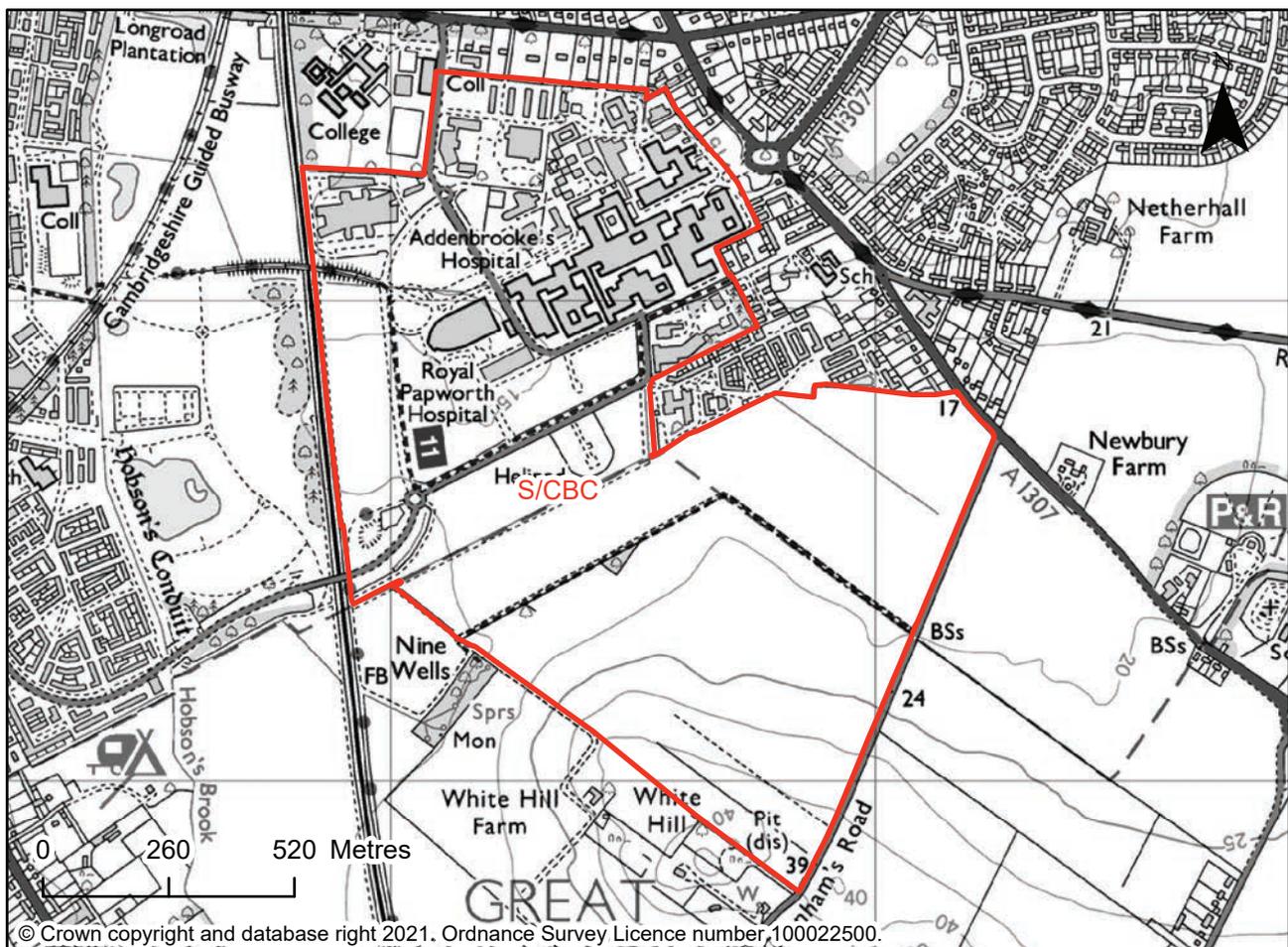


Figure 30: Map of proposed expanded Area of Major Change

Why is this policy needed?

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

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

National planning policy is clear that once established, Green Belt boundaries should only be altered in exceptional circumstances, where this is fully evidenced and justified, through the preparation or updating of plans. Given the national importance of the Campus in health, life-sciences and biotechnology, and the significant public investment into the area with the new Cambridge South Railway Station, it is considered that it may be possible to demonstrate a case for exceptional circumstances to release land from the Green Belt in this location, but this needs to be balanced with the existing supply of employment land in the area, and the impacts on the environment and how they can be mitigated.

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

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

It will be crucial that impacts are minimised by effective landscaping and the enhancement of green infrastructure south of the existing campus. National Planning policy requires that the impact of removing land from the Green Belt to be offset through compensatory improvements to the environmental quality and accessibility of remaining Green Belt land. There are opportunities immediately south of the campus and west of the potential Green Belt release, in the areas of Nine Wells and White Hill. This should include providing areas where public access is enhanced, but it must also include improvements to areas

where public access is restricted, which can help secure biodiversity net gain, providing connections between Nine Wells and the Gog Magog Hills. Development at the Campus is at the fringes of the Greater Cambridge Strategic Green Infrastructure Initiative 3: Gog Magog Hills and chalkland fringe (see BG/GI: Green Infrastructure).

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

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

The opportunities provided by the new Cambridge South Station to enhance public transport access to the Campus need to be maximised. An updated transport strategy for the site will be required. The outstanding public transport and active travel access available to the site mean that car access and parking should be reserved for those who need it most. A 'trip budget' approach needs to be applied, requiring a very high level of travel to the site by non-car modes.

What consultation have we done on this issue?

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

What alternatives did we consider?

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

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic Paper 1: Strategy

Housing and Employment Land Availability Assessment

Existing policies in adopted 2018 Local Plans

Cambridge Local Plan 2018

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

South Cambridgeshire Local Plan 2018

- Policy E/2: Cambridge Biomedical Campus Extension

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

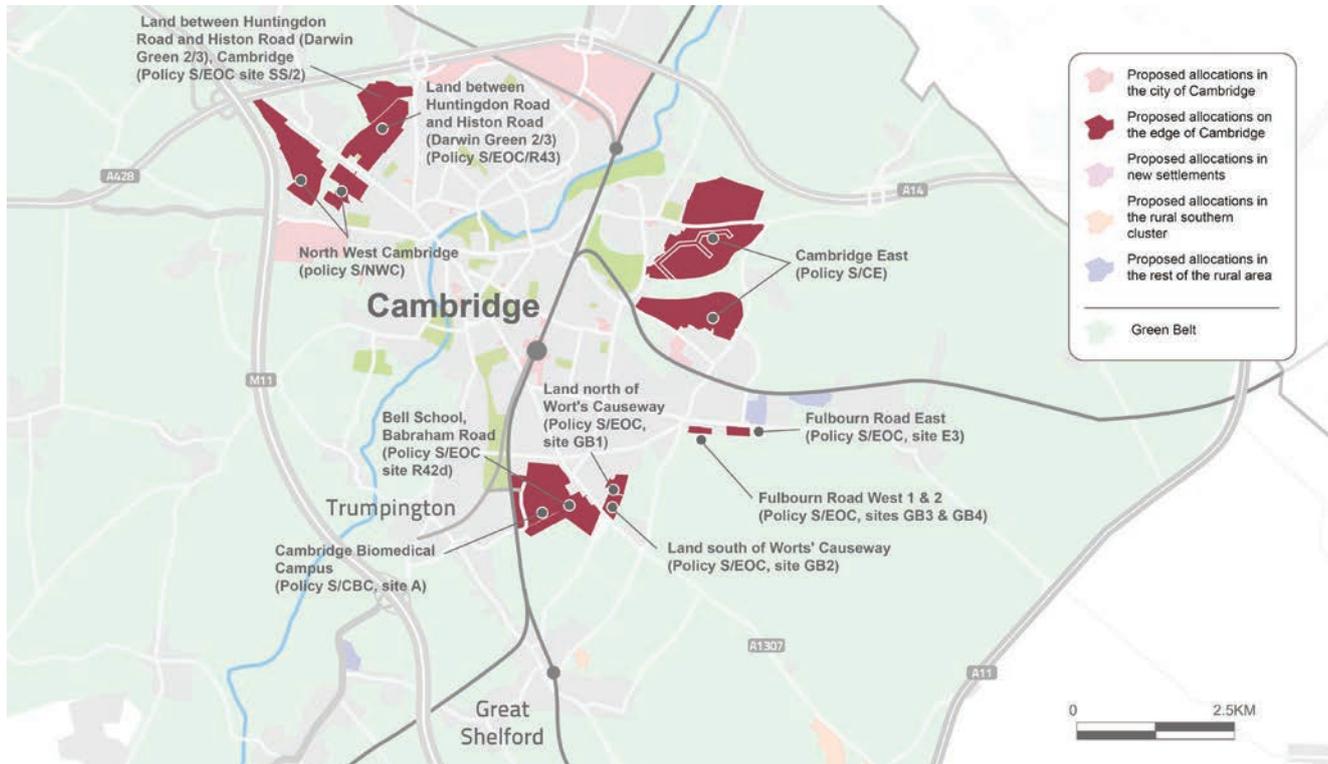


Figure 31: Map of other proposed allocations on the edge of Cambridge

What will this policy do?

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

Proposed policy direction

Continuing existing allocations

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

Housing

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

Employment

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

Allocations not proposed to be carried forward

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

Housing

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

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

Why is this policy needed?

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

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

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

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

What consultation have we done on this issue?

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

What alternatives did we consider?

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

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic Paper 1: Strategy

Existing policies in adopted 2018 Local Plans

Cambridge Local Plan 2018

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

South Cambridgeshire Local Plan 2018

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

Cambridge Southern Fringe Area Action Plan 2008

2.4 New settlements



We want our new towns to mature into great places to live and work, making the most of their existing and planned public transport links to Cambridge and other centres. Our towns should be real communities with their own distinctive identity, with the critical mass to support local businesses, services and facilities. In the case of Cambourne, East-West Rail means that it will be one of the best-connected places in the region, and we think it can develop into a more substantial town to better help meet these aspirations.

How have the themes influenced this?

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

What policies are we proposing?

S/CB: Cambourne

S/NS: Existing new settlements

Topic Paper

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

Greater Cambridge Local Plan: Topic Paper 1: Strategy

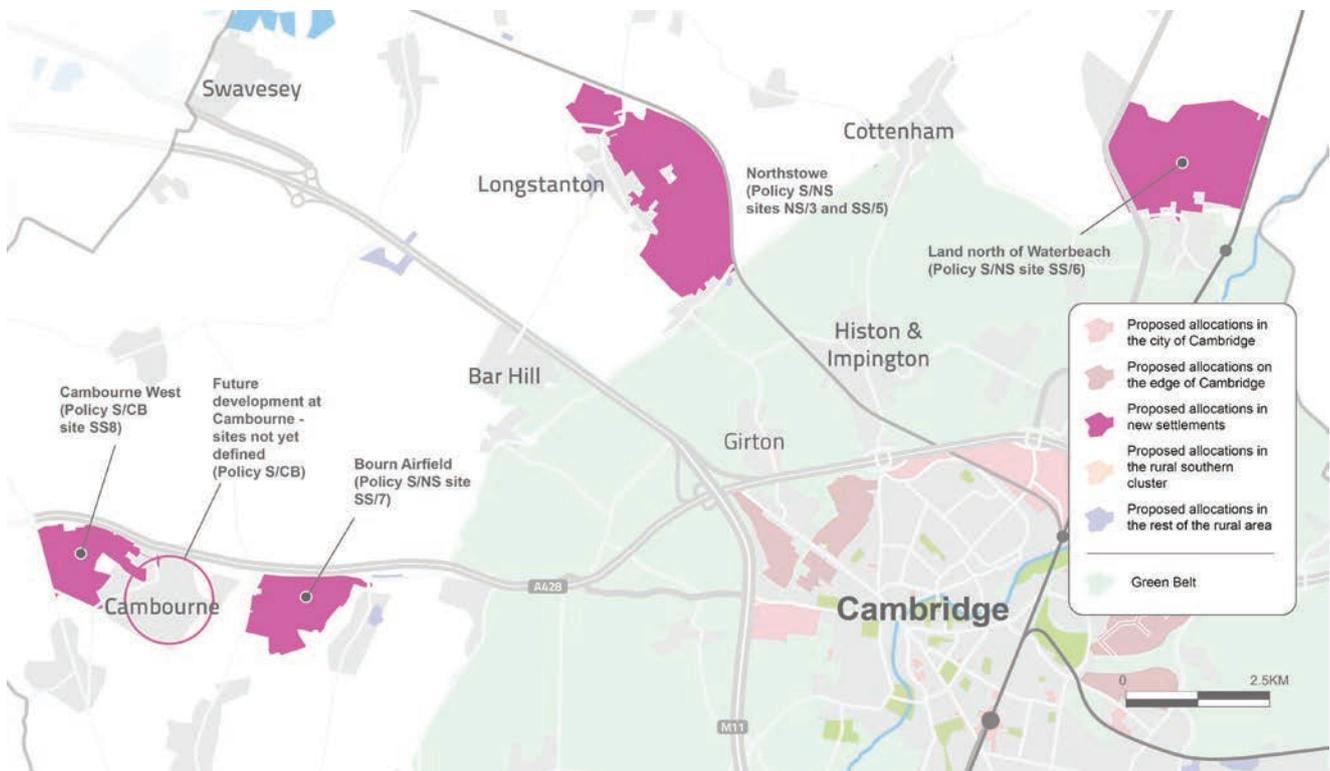


Figure 32: Map showing proposed development sites – new settlements

Policy S/CB: Cambourne

What will this policy do?

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

Proposed policy direction

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

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

Future development at Cambourne will need to consider:

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

enhancement opportunities such as woodland planting.

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

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

- SS/8: Cambourne West

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

Why is this policy needed?

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

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

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

National planning policy allows for longer term growth in plans to be identified as broad locations, where the exact quantity, locations and design will be defined through future plan reviews. Given that the East West Rail route and station location at Cambourne have yet to be confirmed, it is too early to identify a specific development area and amount of development.

What consultation have we done on this issue?

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

What alternatives did we consider?

No Policy – Rejected given significant opportunity that the new major infrastructure of East West Rail and a new station at Cambourne will provide.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy SS/8: Cambourne West

Policy S/NS: Existing new settlements

What will this policy do?

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

Proposed policy direction

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

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

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

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

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

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

Why is this policy needed?

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

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

What consultation have we done on this issue?

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

What alternatives did we consider?

No policy, rely on district wide policies for these areas – rejected, as it is considered that area specific detail needs to be included in the new plan.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

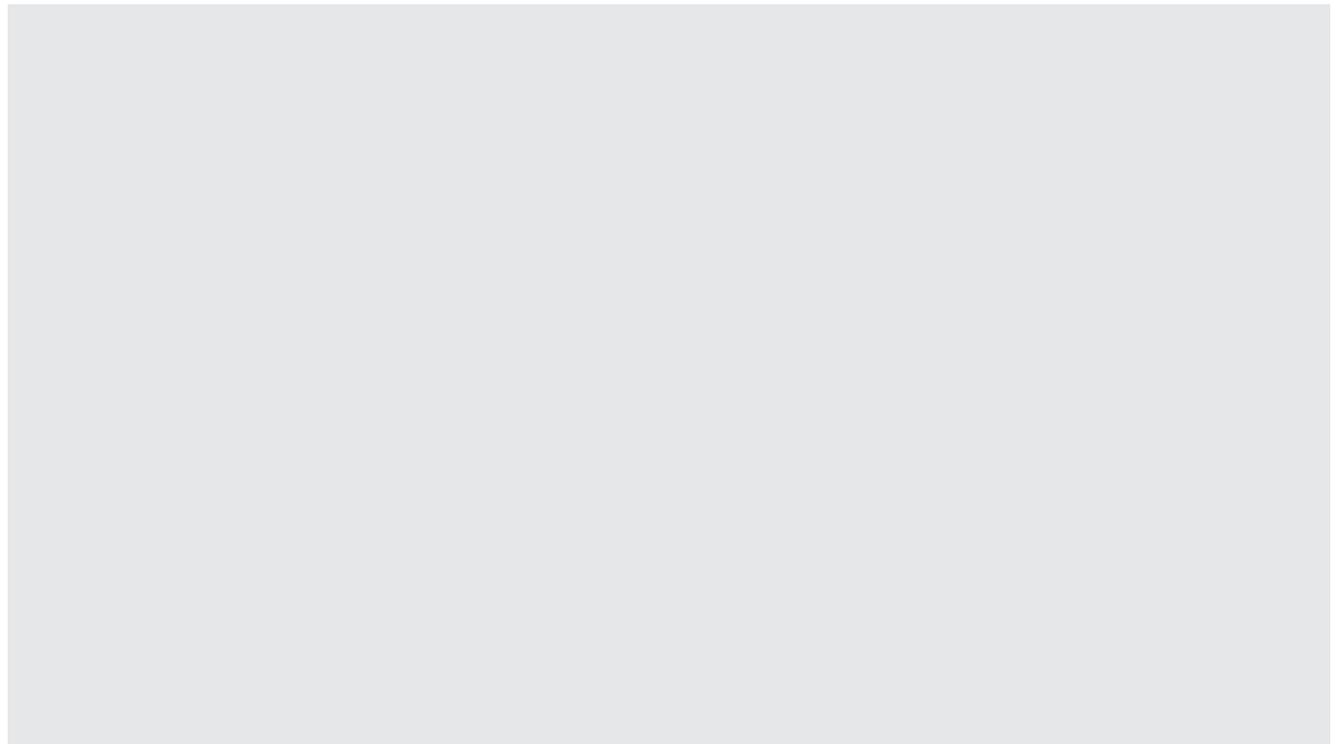
Existing policies in adopted 2018 Local Plans

Northstowe Area Action Plan 2007 (all policies)

South Cambridgeshire Local Plan 2018

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

2.5 The rural southern cluster



The south of Cambridge, between the M11 and the A1307, is home to a range of major business parks with world-leading facilities, and has some excellent and improving public transport links. We want to support this business cluster through ensuring that more business space is provided where needed, and through a limited amount of new housing in and around villages that are well-connected to jobs by public transport, cycling and walking facilities. We believe that a case can be made for exceptional circumstances to release some limited areas of green belt land here, as new development in this location will generate less carbon emissions from car use.

How have the themes influenced this?

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

What policies are we proposing?

S/GC: Genome Campus, Hinxton

S/BRC: Babraham Research Campus

S/RSC: Village allocations in the rural southern cluster

S/SCP: Policy areas in the rural southern cluster

Topic Paper

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

Greater Cambridge Local Plan: Topic Paper 1: Strategy



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

Policy S/GC Genome Campus, Hinxton

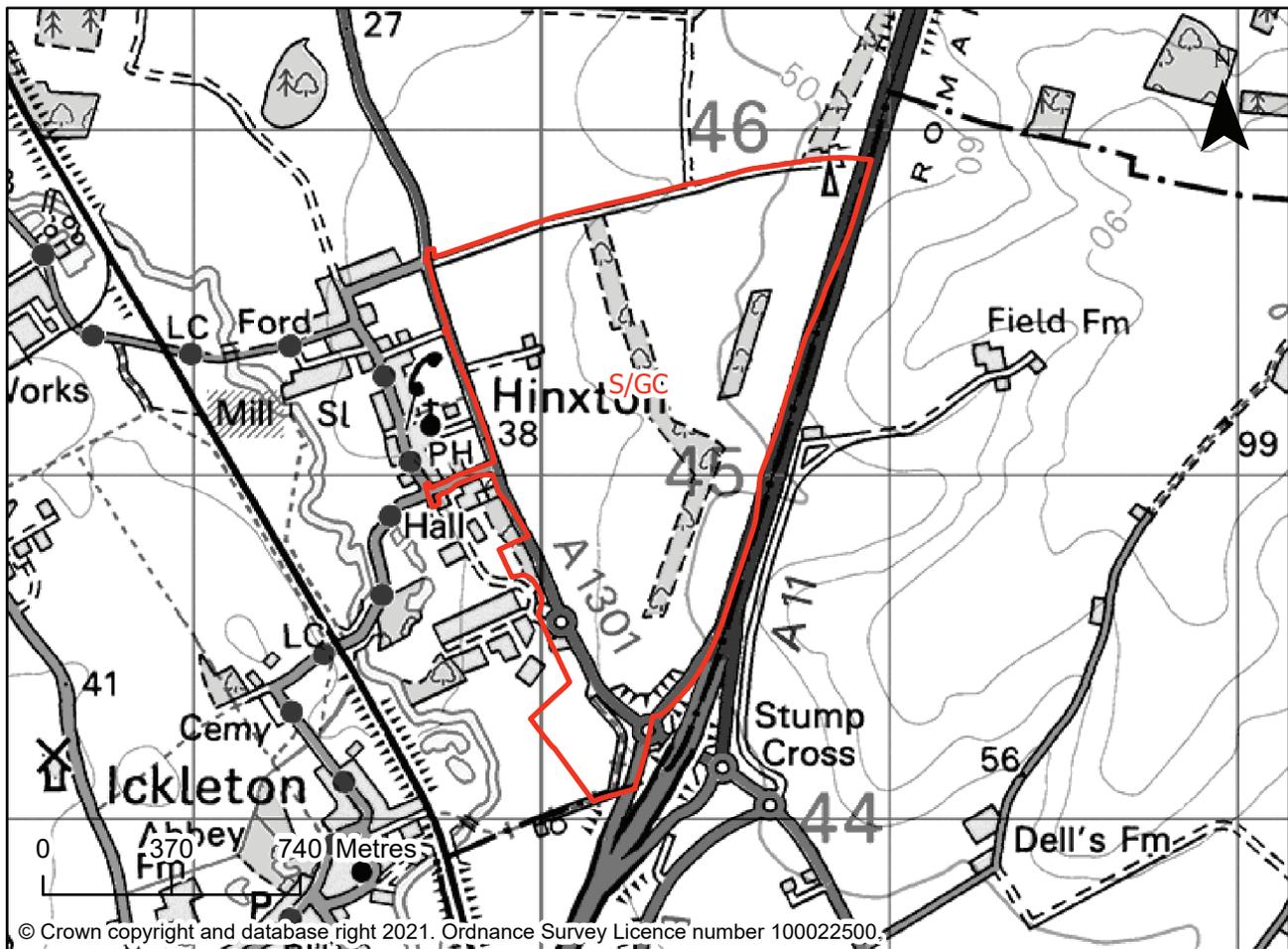


Figure 34: Map showing boundary of proposed special policy area

What will this policy do?

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

Proposed policy direction

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

The policy will include:

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

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

Why is this policy needed?

The Genome Campus, Hinxton is set within and adjacent to the estate of Hinxton Hall on 125-acres of landscaped parkland bordering the River Cam. The Campus is the world's leading centre for genomics research, having played a central role in the Human Genome Project (1990-2003), which read and recorded the complete sequence of DNA in an individual for the first time.

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

The existing site is recognised in the South Cambridgeshire Local Plan 2018 as an 'Established Employment Area in the Countryside'. However, given the scale and range of uses now permitted within the site, and as a major expansion to it, a new policy is needed. The planning permission for the development includes a range of requirements and criteria designed to recognise the unique nature of the site and ensure future uses support the primary role of the Genome Campus, and these will be used to inform the development of the new policy.

What consultation have we done on this issue?

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

What alternatives did we consider?

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

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy
Page 151

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- N/A (identified as an Established Employment area in the Countryside)

Cambridge Local Plan 2018 -

- N/A

Policy S/BRC Babraham Research Campus

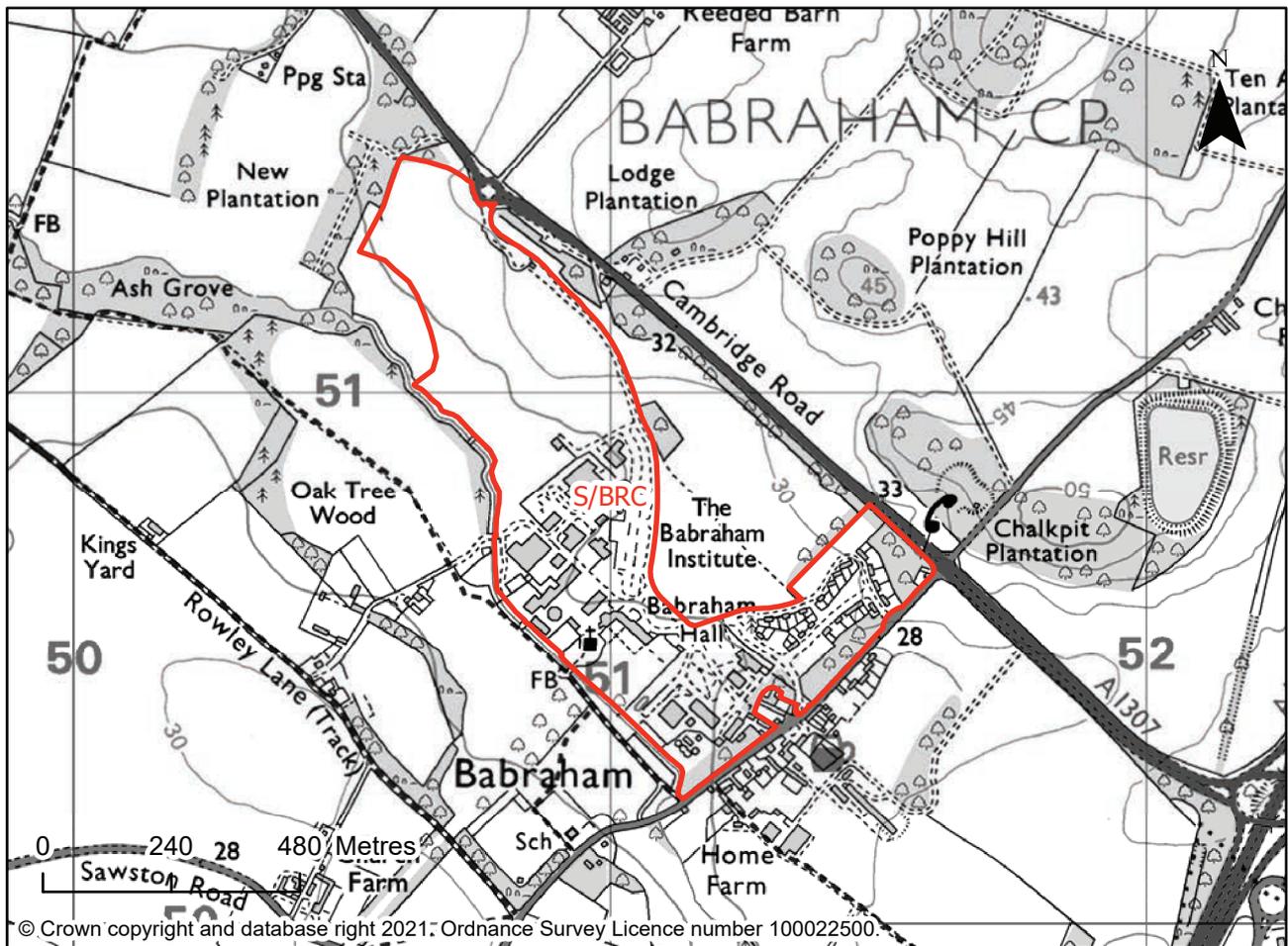


Figure 35: Map showing boundary of proposed policy area

What will this policy do?

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

Proposed policy direction

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

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

Why is this policy needed?

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

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

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

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

The Cambridge Green Belt Study (2021) identifies that the Campus makes a relatively limited contribution to Green Belt purposes, and the harm of its release would be low. The study highlights that harm could be ameliorated by the enhancement of existing hedgerows and woodland that forms the boundaries of the site, particularly to the east and west. This would also help ensure that development enhances existing landscape features, including parkland features, and is in keeping with the wider wooded character.

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

What consultation have we done on this issue?

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

What alternatives did we consider?

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

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- N/A

Cambridge Local Plan 2018

- N/A

Policy S/RSC: Village allocations in the Rural Southern Cluster



Figure 36: Map showing locations of proposed village allocations in the rural southern cluster

What will this policy do?

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

Proposed policy direction

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

New allocations

Housing

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

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

to Cambridge, and to Cambridge Biomedical Campus once the new Cambridge South station is open, providing the exceptional circumstances required for Green Belt release.

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

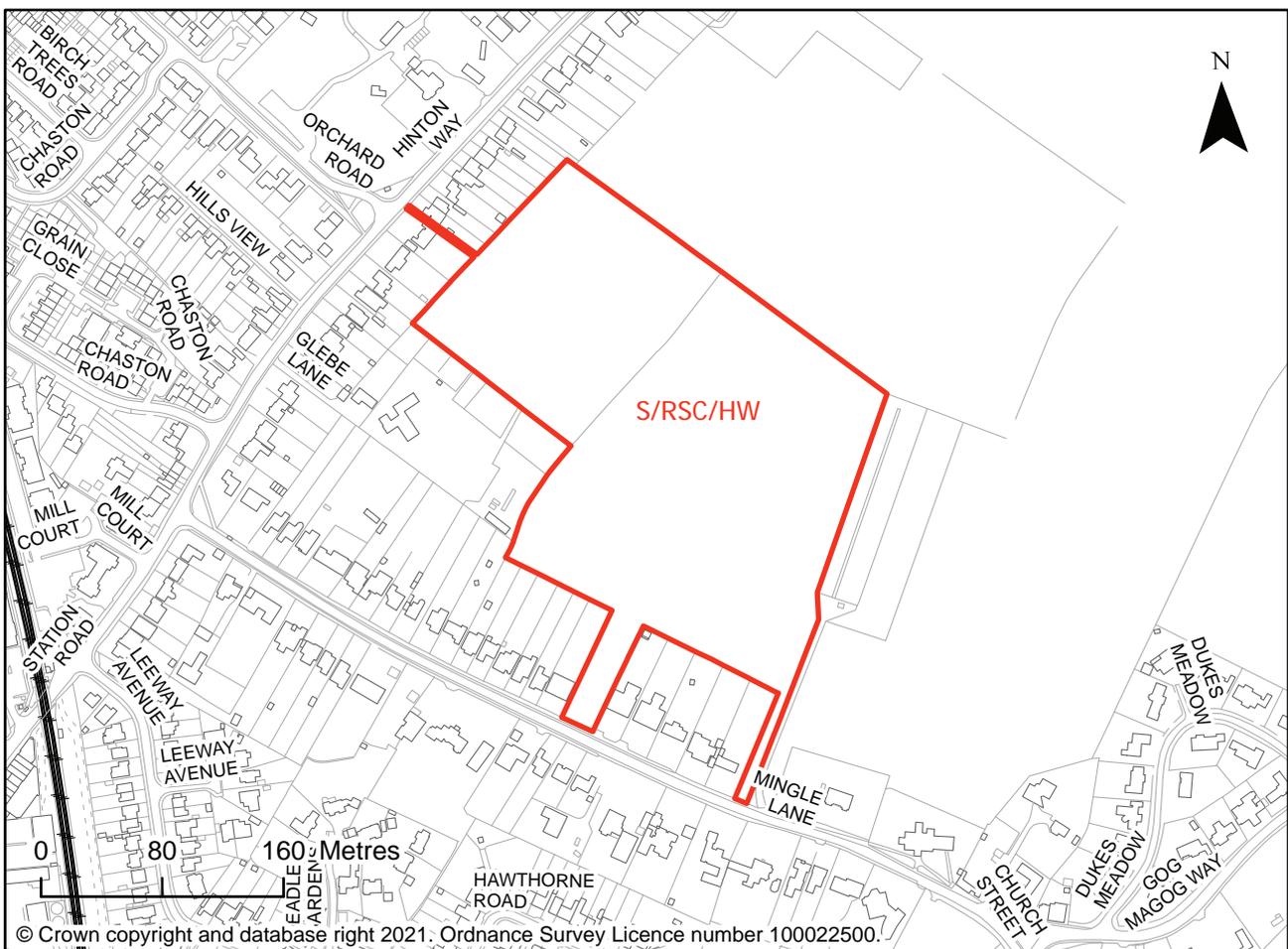


Figure 37: Map of proposed new allocation S/RSC/HW

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

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

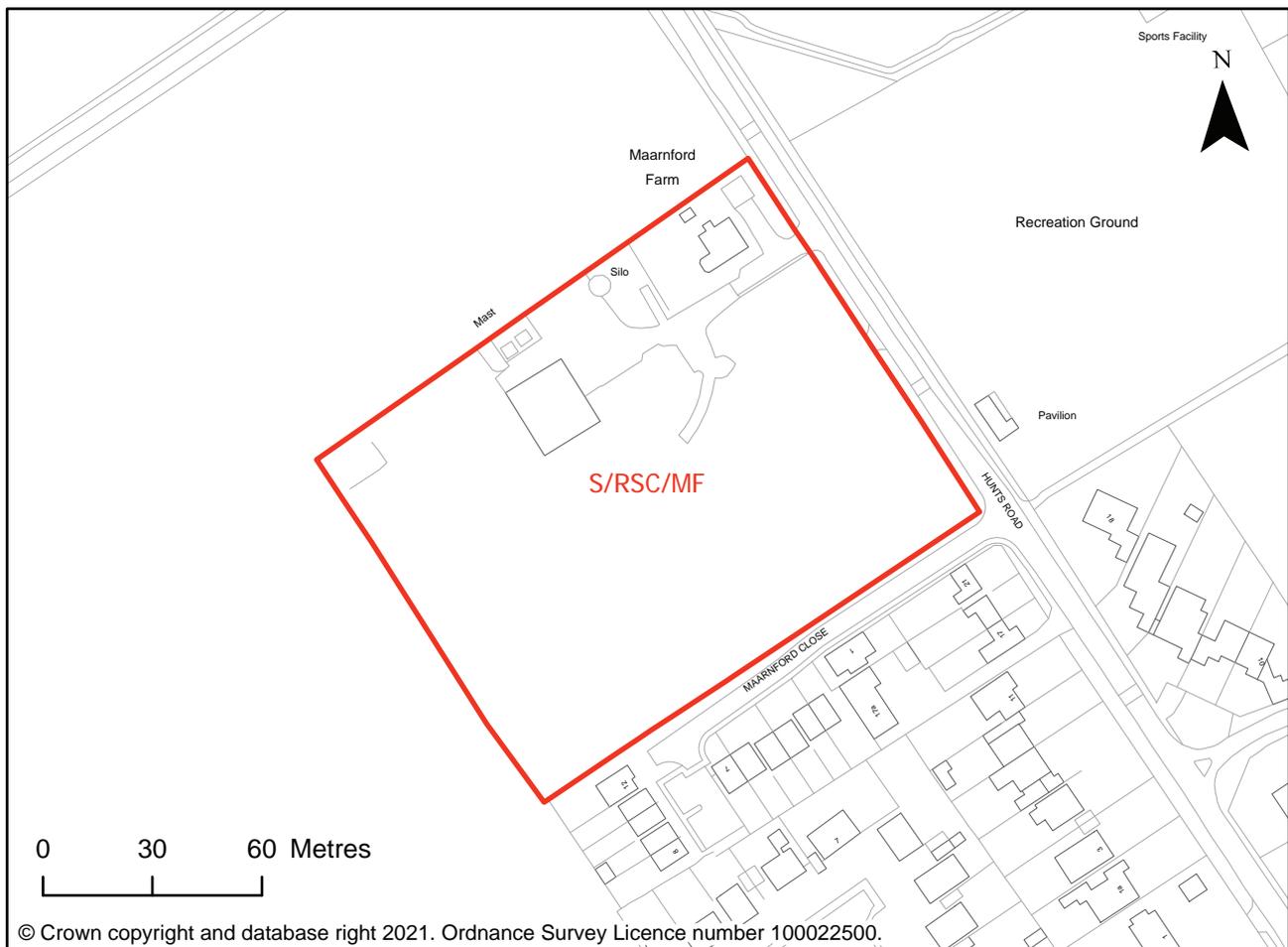


Figure 38: Map of proposed new allocation S/RSC/MF

Employment

S/RSC/CC Comfort Café, Fourwentways

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

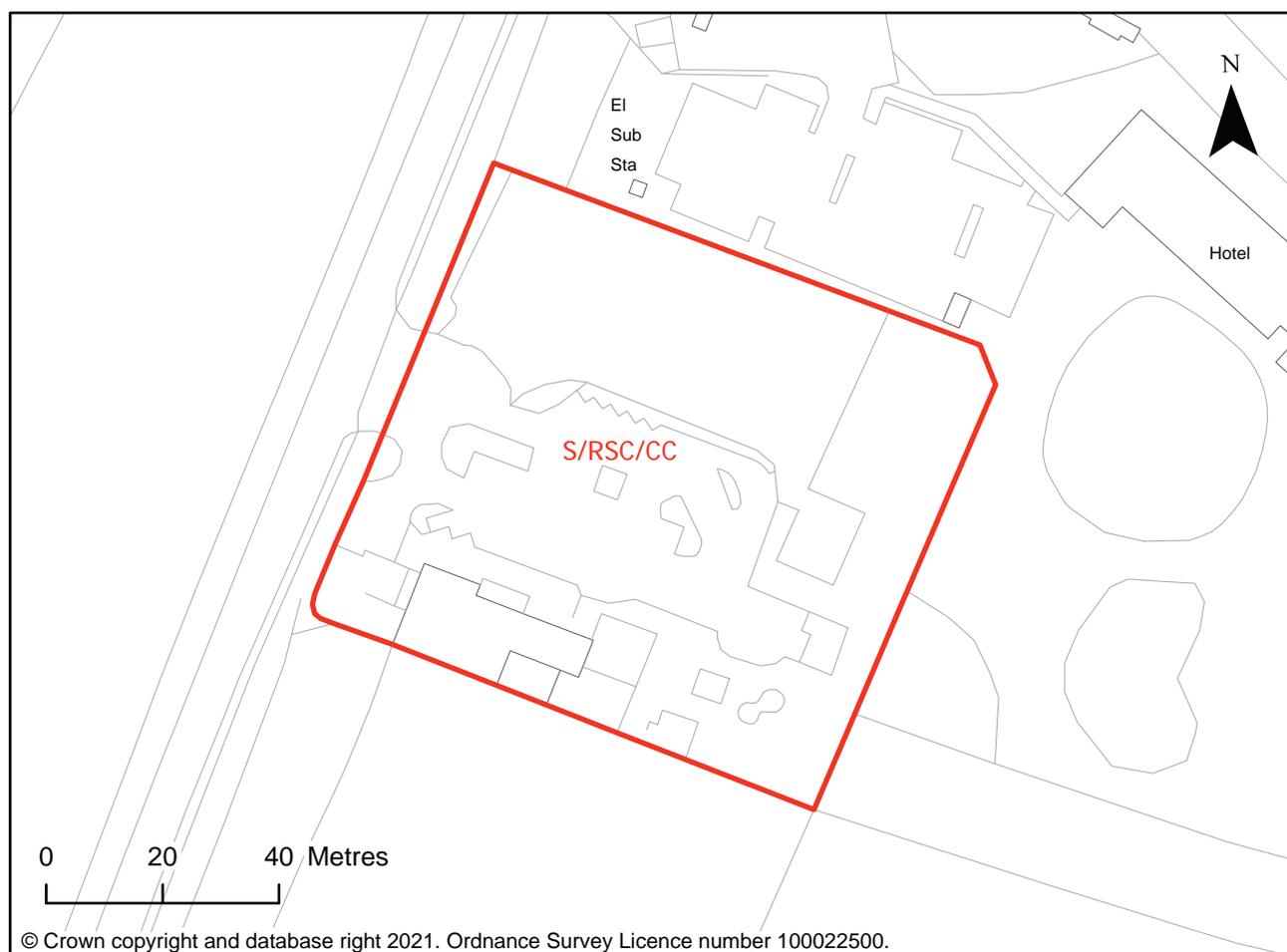


Figure 39: Map of proposed new allocation S/RSC/CC

Continuing existing allocations

Housing

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

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

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

Allocations not proposed to be carried forward

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

Housing

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

Employment

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

Why is this policy needed?

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

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

Most of these villages are located within Green Belt. The Councils consider that the carbon benefits of locating homes close to jobs in the research parks, where there are existing opportunities for very high quality sustainable travel, could provide the exceptional circumstances required to justify removing land from the Green Belt in this location but only if

considered alongside the environmental impacts.

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

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

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

What consultation have we done on this issue?

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

What alternatives did we consider?

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

Supporting topic paper and evidence studies

Greater Cambridge Housing & Employment Land Availability Assessment 2021

Greater Cambridge Local Plan Topic Paper 1: Strategy

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

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

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



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

What will this policy do?

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

Proposed policy direction

New policy area

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

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

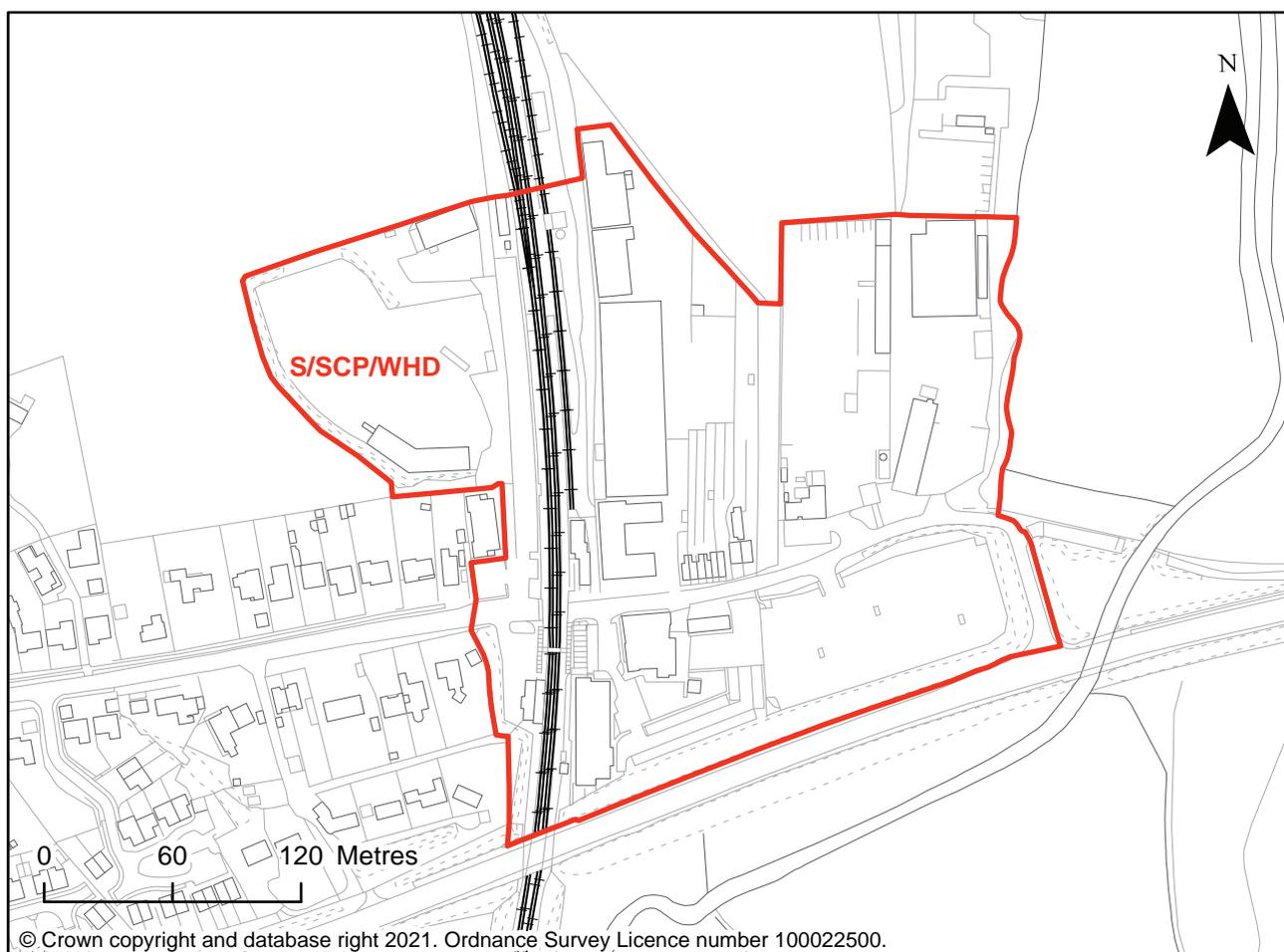


Figure 41: Map showing boundary of proposed policy area

Continuing existing policy area

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

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

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

Why is this policy needed?

Whittlesford Parkway Station Area, Whittlesford Bridge

Whittlesford Parkway Station has good connections to both Cambridge and London, is close to the southern cluster research and employment centres, and is predicted to see further growth in passengers in the coming years. The station area incorporates a range of existing uses including existing employment, a few homes, Whittlesford Highways Depot and Whittlesford Station Car Park.

In recent years, Greater Cambridge Partnership has explored potential transport infrastructure around the station and its surroundings to enable it to cater for future increased demand and to shift trips away from the car, via the [Greater Cambridge Partnership's Whittlesford Masterplanning Exercise](#). This exercise also included considering the potential for new employment and homes in this area. At its [meeting of 19 February 2020](#) the GCP Executive Board agreed to support a draft delivery plan for the Whittlesford Station Transport Investment Strategy as a basis for further engagement with key stakeholders.

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

South of A1307, Linton

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

What consultation have we done on this issue?

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

What alternatives did we consider?

Whittlesford Parkway Station Area, Whittlesford Bridge:

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

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

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

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

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/6: South of A1307, Linton

2.6 Rest of the rural area



We want our rural villages to continue to thrive and sustain their local services, but we don't want to encourage lots of new homes in places where car travel is the easiest or only way to get around. We therefore propose some development in and around villages that have good transport links and services, while in smaller villages, we propose that only small-scale infill development and affordable housing would be permitted. Any development in and around villages needs to be well-designed for the rural setting, with a strong relationship to landscape.

How have the themes influenced this?

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

What policies are we proposing?

S/RRA: Allocations in the rest of the rural area

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

Topic Paper

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

Greater Cambridge Local Plan: Topic Paper 1: Strategy

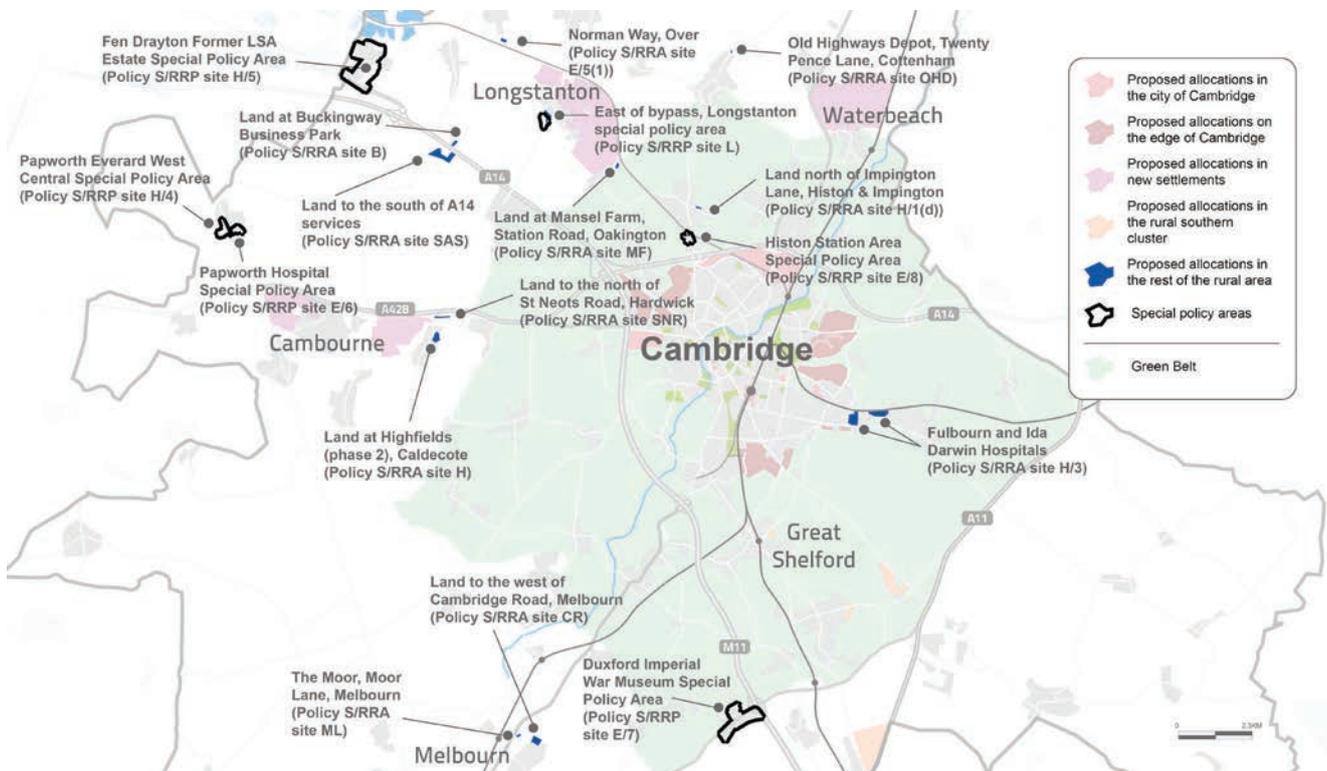


Figure 42: Map showing proposed development sites and special policy areas in the rest of the rural area

Policy S/RRA: Allocations in rest of the rural area

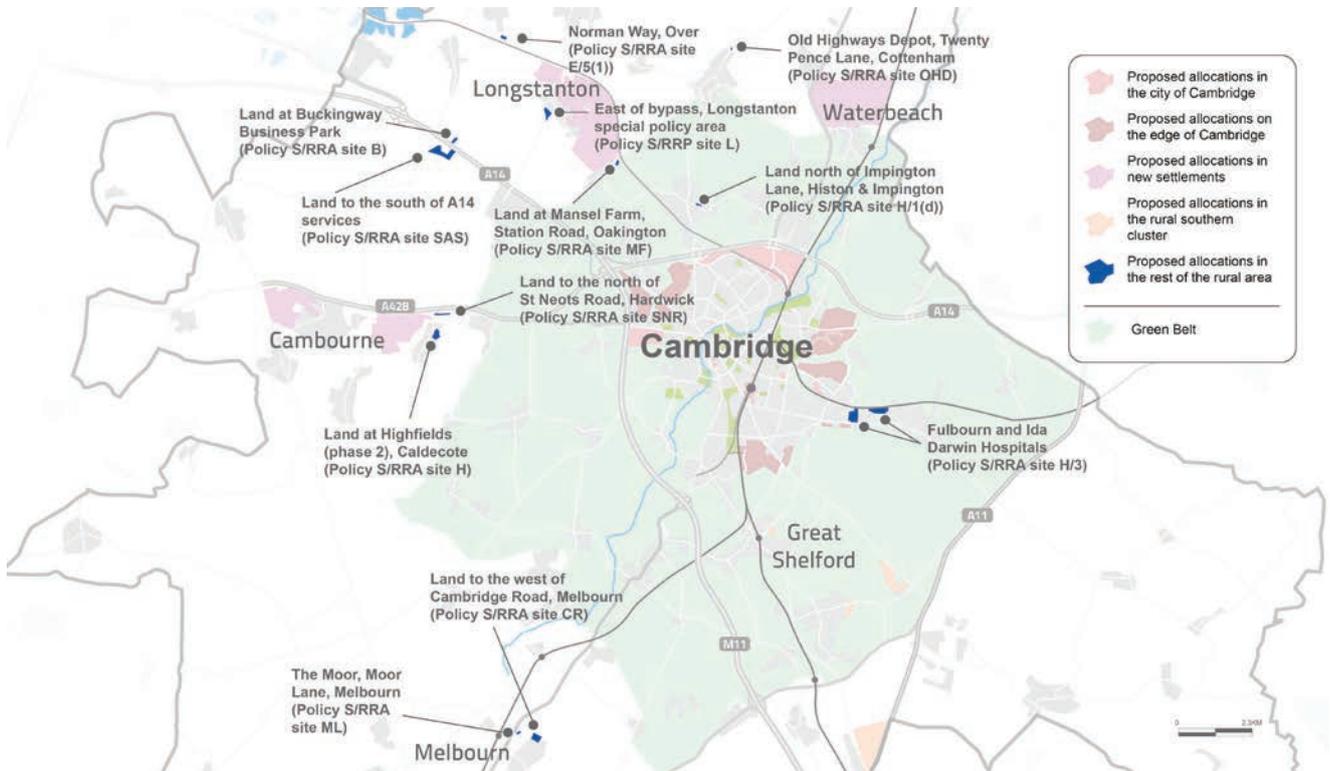


Figure 43: Map showing proposed allocations in the rest of the rural area

What will this policy do?

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

Proposed policy direction

The following allocations are proposed in or adjoining villages:

New allocations in the rest of the rural area

Housing

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

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

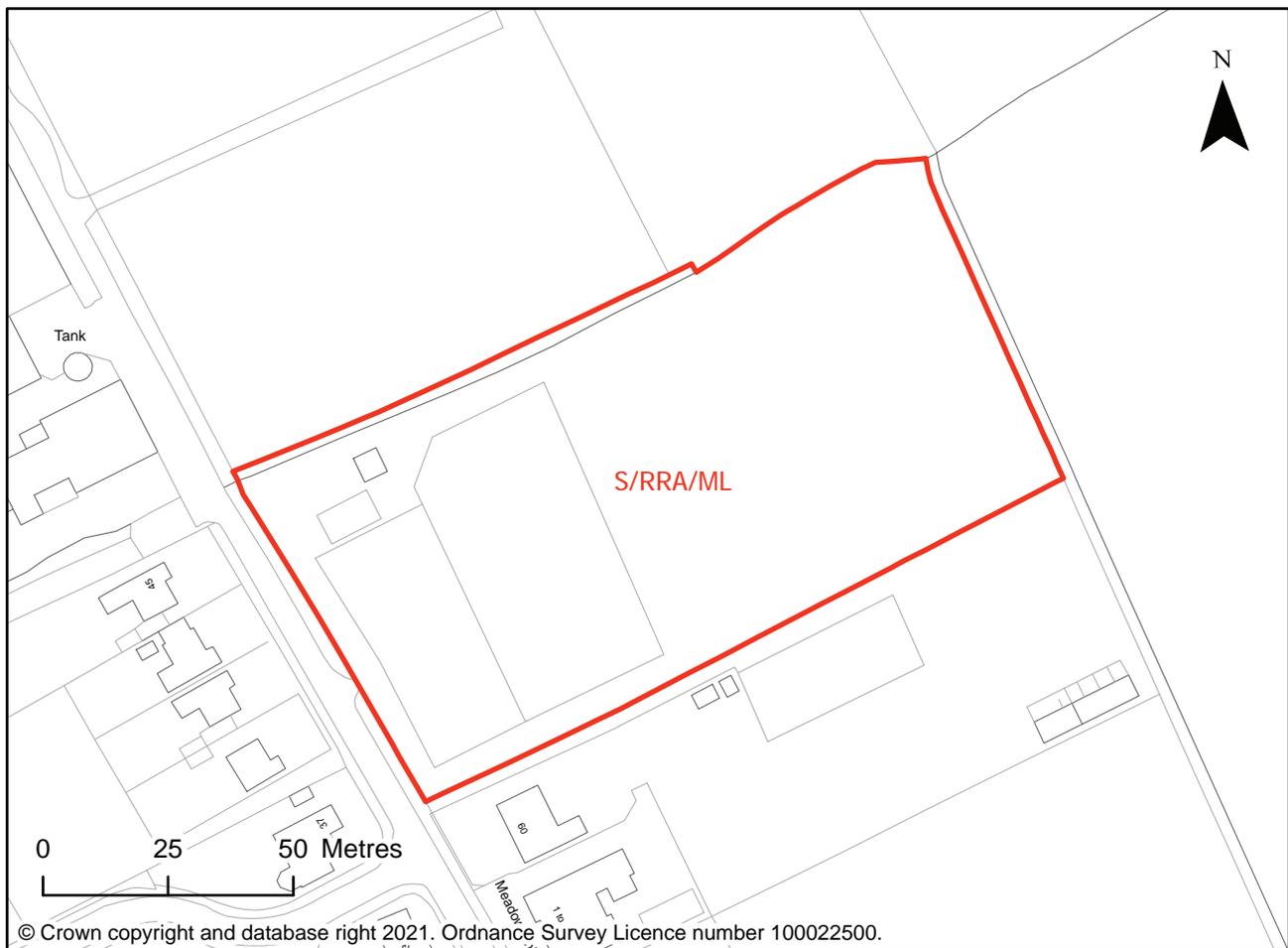


Figure 44: Map showing proposed new allocation S/RRA/ML

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

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



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

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

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

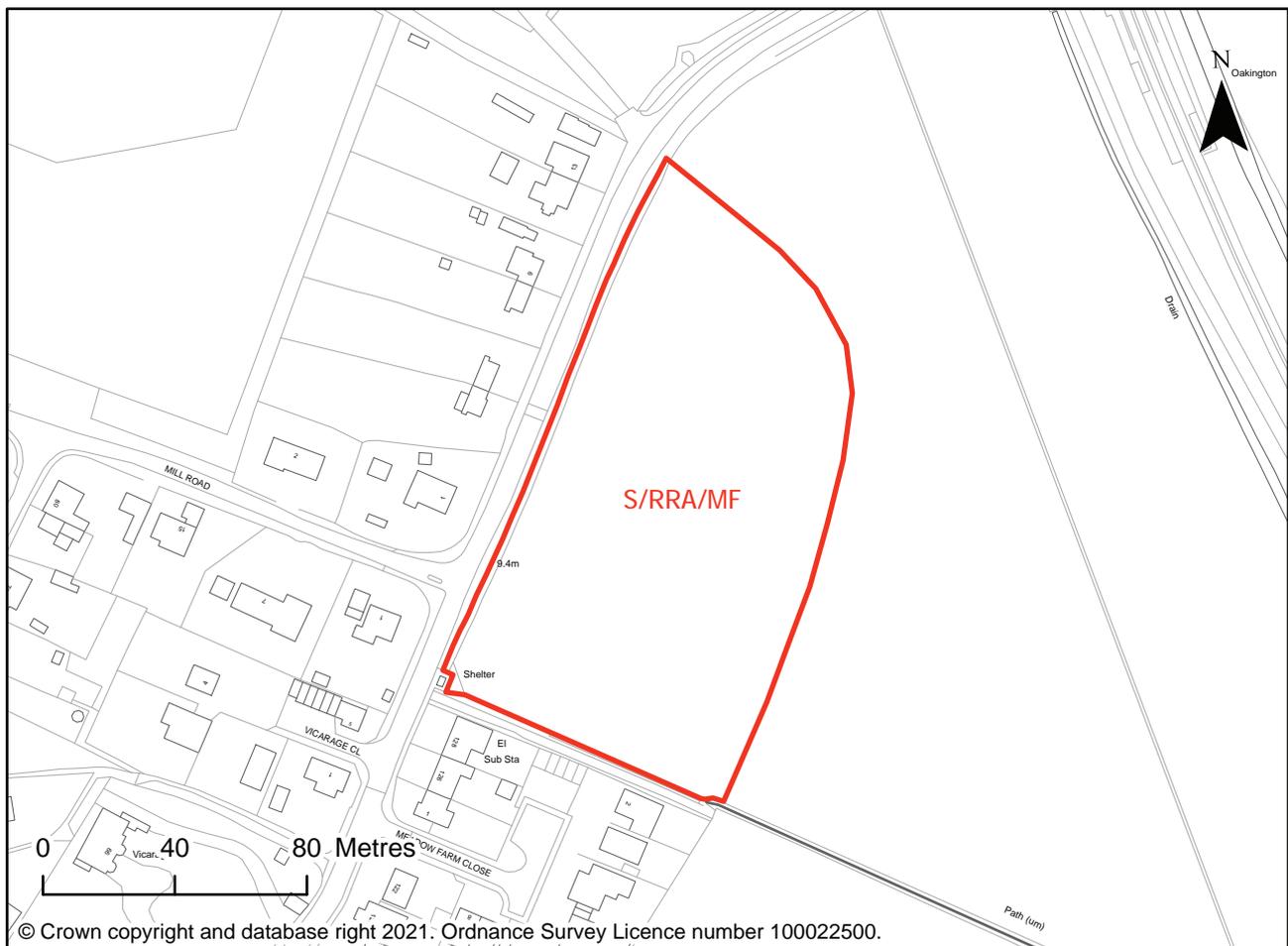


Figure 46: Map showing proposed new allocation S/RRA/MF Land at Mansel Farm, Station Road, Oakington

Mixed use

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

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

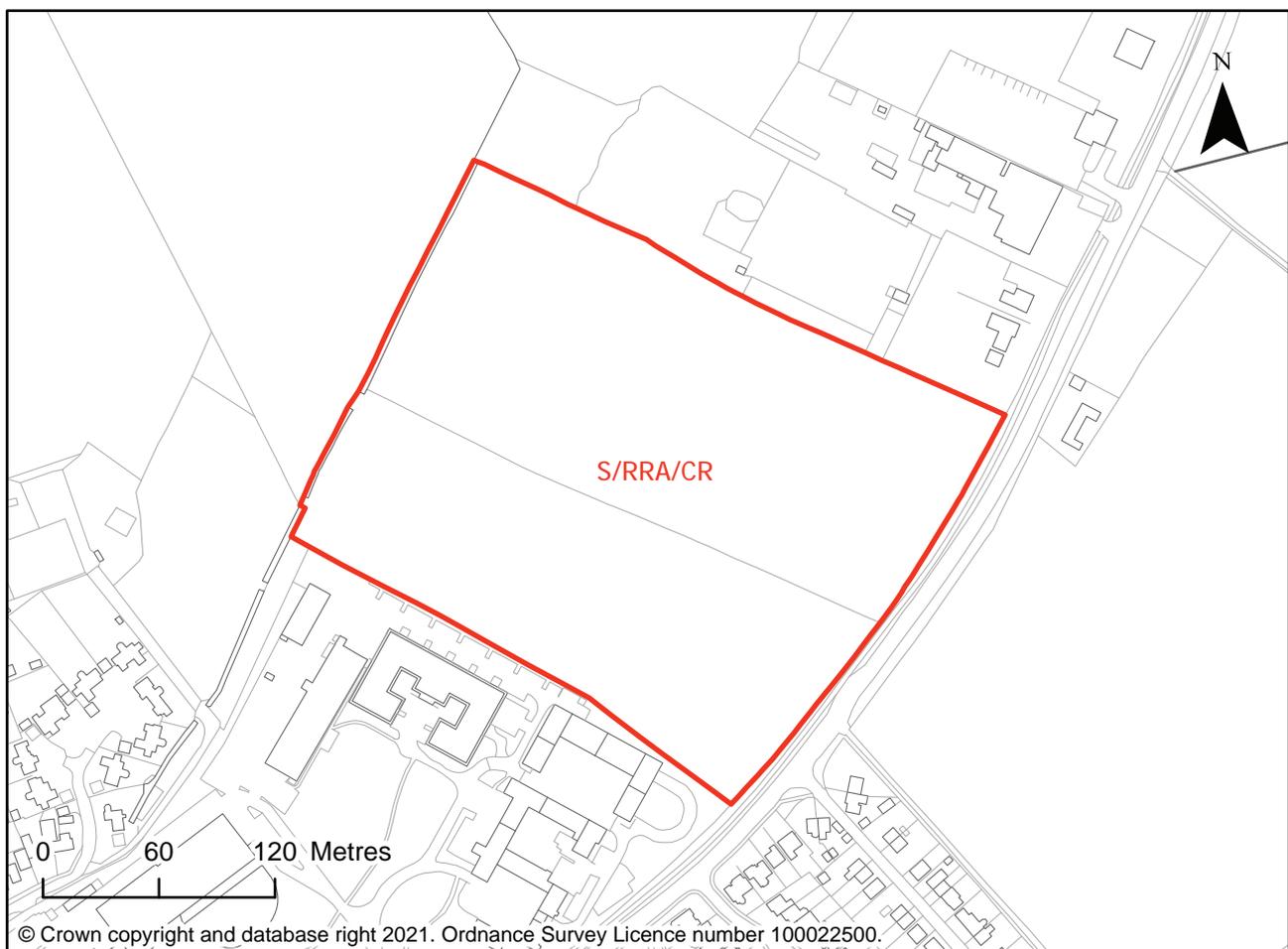


Figure 47: Map showing proposed new allocation S/RRA/CR

Employment

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

- Site area of 17.3 hectares
- Suitable for the following uses: Class B2 (General Industrial) or Class B8 (Storage or Distribution) providing a range of small and medium sized units.

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

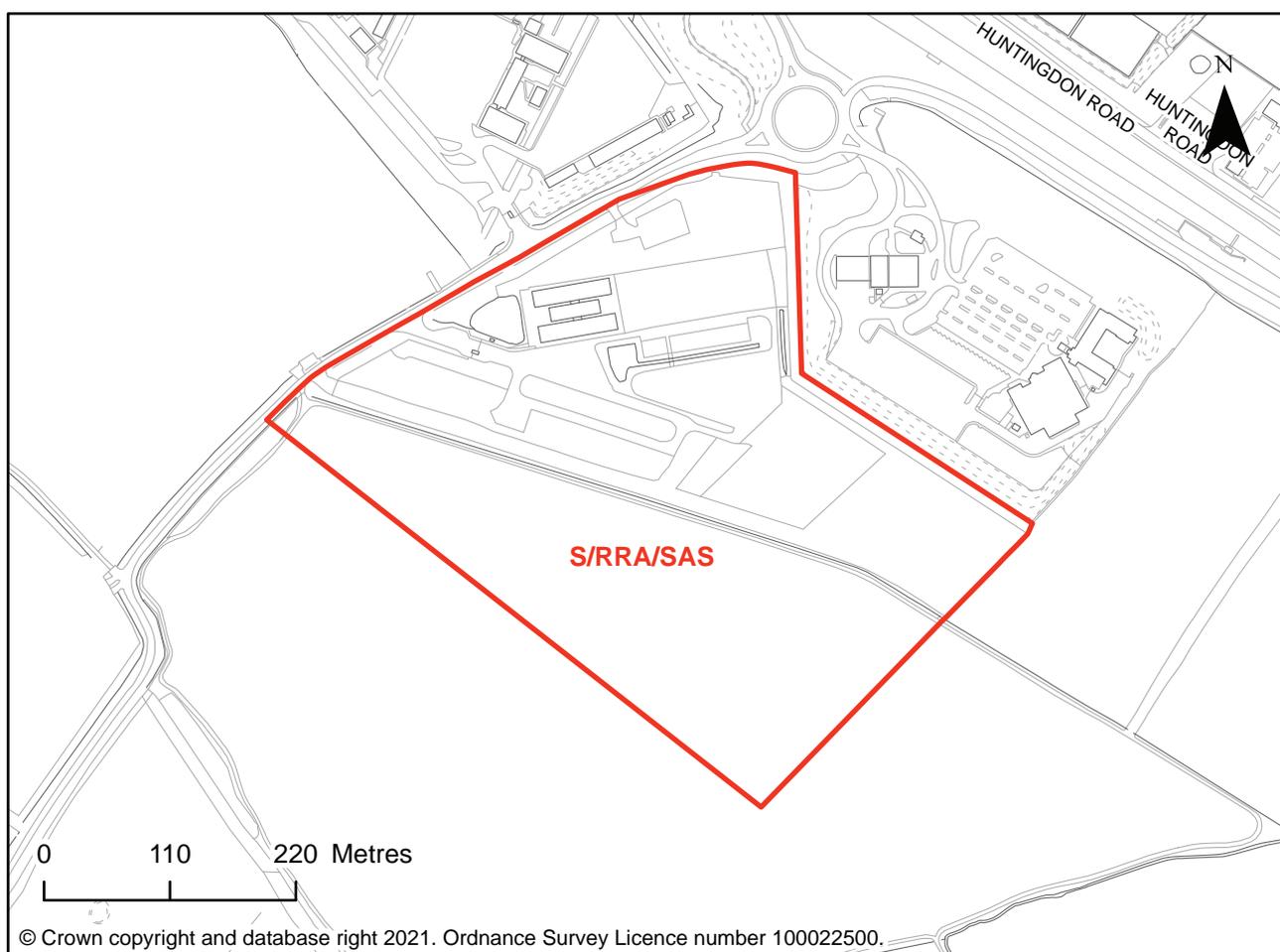


Figure 48: Map showing proposed new allocation S/RRA/SAS

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

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

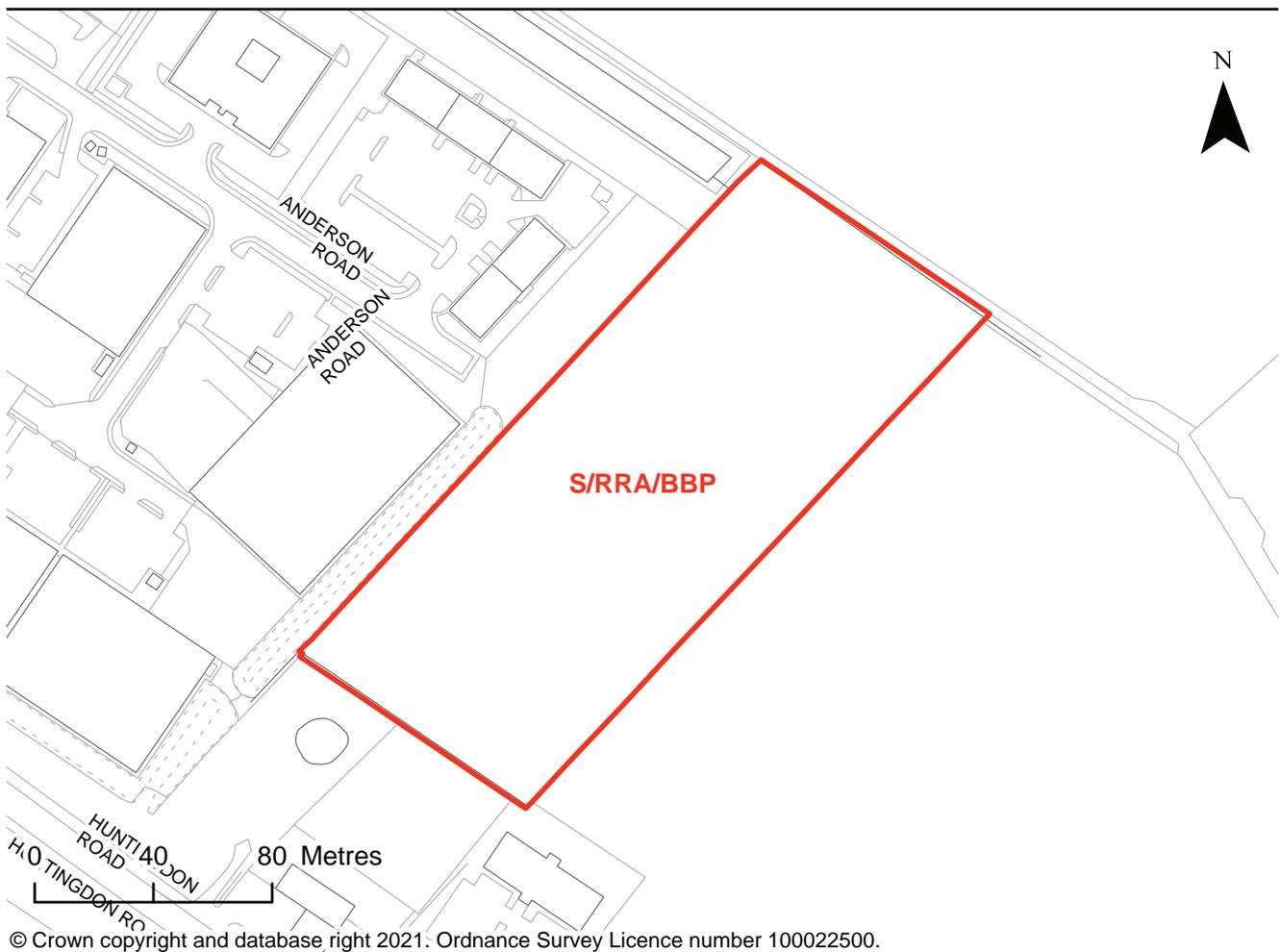


Figure 49: Map showing proposed new allocation S/RRA/BBP

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

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

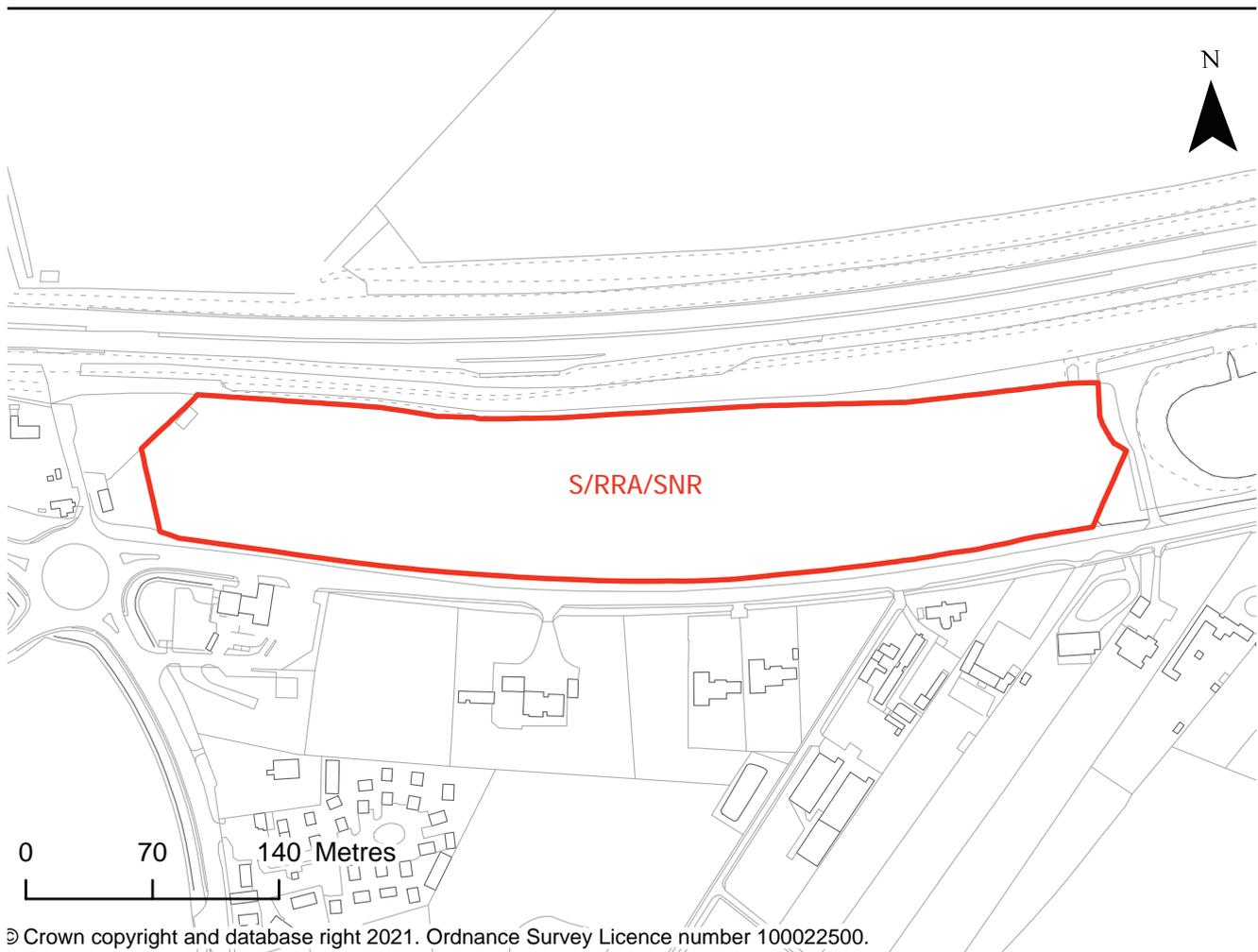


Figure 50: Map showing proposed new allocation S/RRA/SNR

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

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

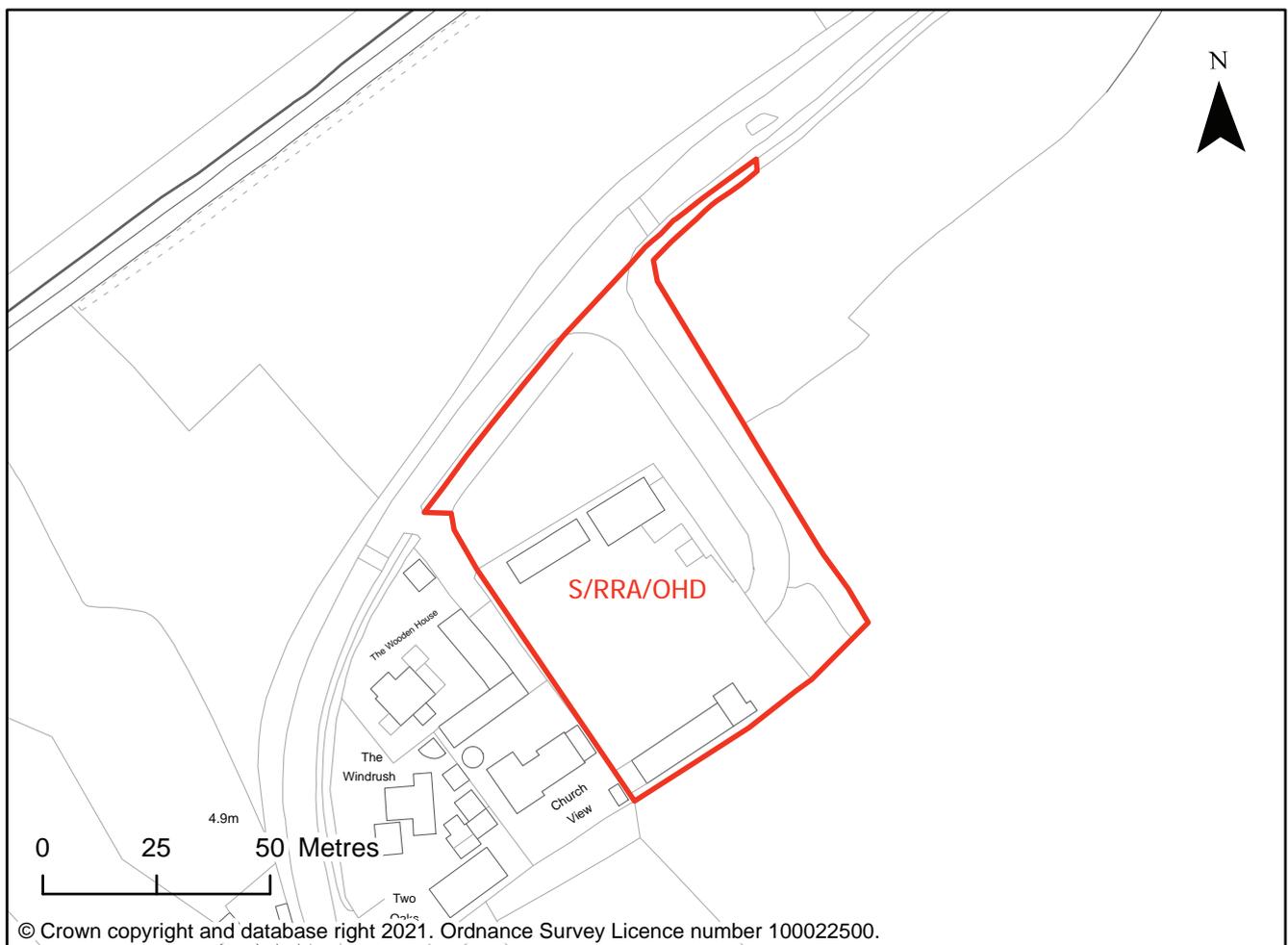


Figure 51: Map showing proposed new allocation S/RRA/OHD Old Highways Depot, Twenty Pence Lane, Cottenham

Continuing existing allocations

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

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

Housing

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

Employment

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

Mixed Use

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

Allocations not proposed to be carried forward

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

Housing

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

Employment

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

Why is this policy needed?

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

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

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

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

What consultation have we done on this issue?

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

What alternatives did we consider?

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

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 1: Strategy

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

Housing & Employment Land Availability Assessment (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

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

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

What will this policy do?

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

Proposed policy direction

New policy area

S/RRP/L: East of bypass, Longstanton

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

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

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

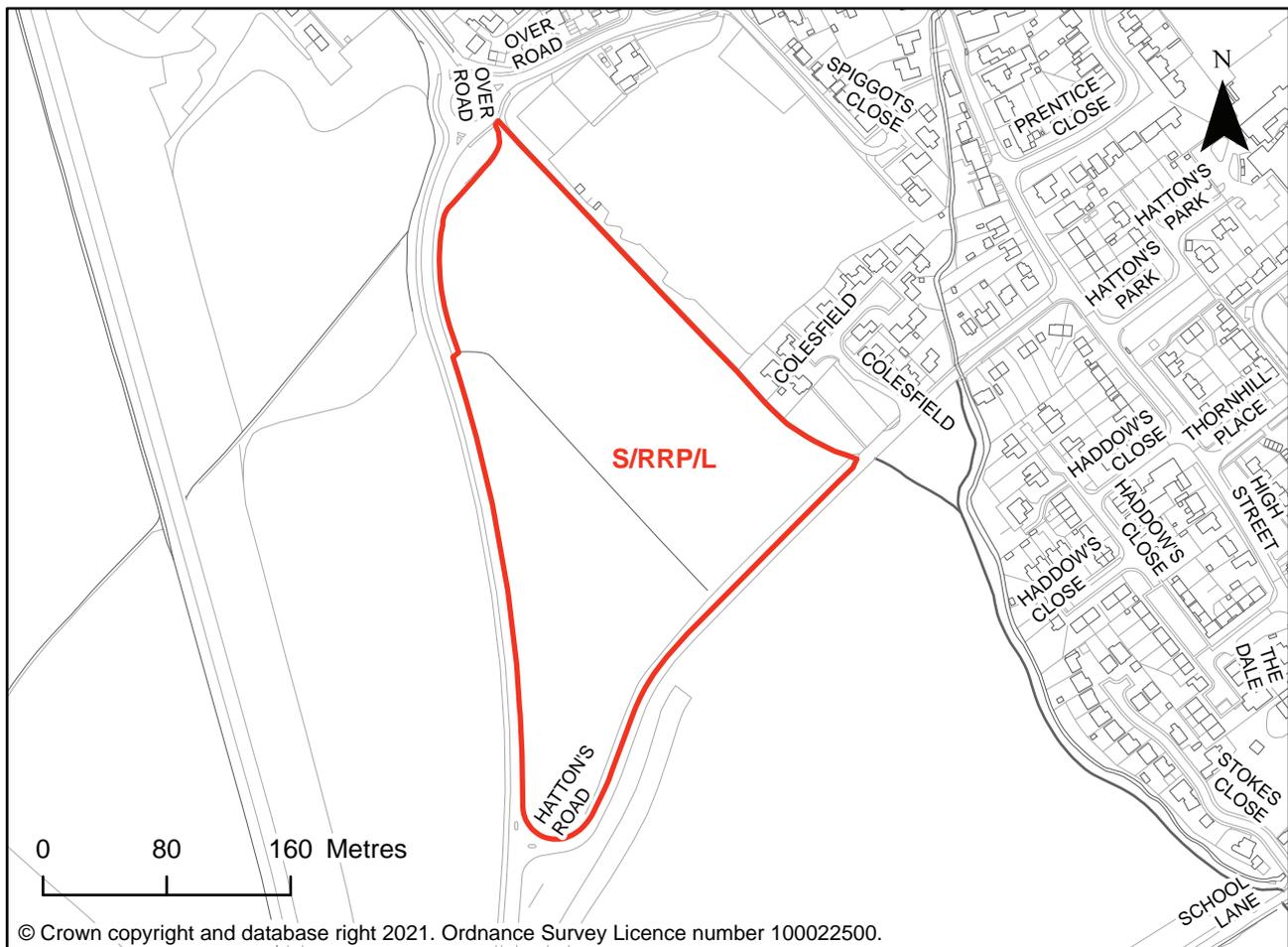


Figure 52: Map of proposed new special policy area S/RRP/L

Continuing existing policy areas

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

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

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

We propose to continue the policy approach in the South Cambridgeshire Local Plan 2018, which identifies the Imperial War Museum site at Duxford Airfield as a special case as a museum which is a major tourist / visitor attraction, educational and commercial facility. Proposals will be considered with regard to the particular needs and opportunities of the site and any proposals involving the use of the estate and its facilities for museum uses or non-museum uses must be complementary to the character, vitality and sustainability of the site as a branch of the Imperial War Museum.

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

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

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

S/RRP/E/6: Papworth Hospital

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

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

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

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

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

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

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

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

Why is this policy needed?

East of bypass, Longstanton

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

Imperial War Museum, Duxford

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

Papworth Everard West Central

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

Papworth Hospital

1. Having no policy – This alternative is not the preferred approach, as due to the scale of the now redundant site, a policy context is required.
2. Allocate hospital area for residential development – This alternative is not the preferred approach due to the desire to maintain employment levels in the village with the loss of the hospital.
3. Allocate hospital area for employment without the preference for healthcare uses – This alternative is not the preferred approach due to the opportunities provided by the current site, and local workforce.

Fen Drayton Former Land Settlement Association Estate

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

Mixed Use Development in Histon & Impington Station Area

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

What consultation have we done on this issue?

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

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

What alternatives did we consider?

Imperial War Museum, Duxford: No policy, and rely on normal policies elsewhere in the plan – rejected as the museum is of national importance, and needs an appropriate policy framework to enable its continued evolution.

Papworth Everard West Central: Not include a policy - rejected as there is a risk that without a policy that all proposals brought forward for the reuse or redevelopment of vacant buildings or land within the centre of the village will be for residential uses. It is important that the centre of the village includes a mix of uses including community and employment uses.

Papworth Hospital

- Having no policy – rejected due to the scale of the now redundant site, a policy context is required.
- Allocate hospital area for residential development – rejected due to the desire to maintain employment levels in the village with the loss of the hospital.
- Allocate hospital area for employment without the preference for healthcare uses – rejected due to the opportunities provided by the current site, and local workforce.

Fen Drayton Former Land Settlement Association Estate: No Policy – rejected as this would mean the area was addressed by normal countryside policies.

Mixed Use Development in Histon & Impington Station Area: Not include a policy - rejected as development of this area is still underway, and the approach is supported in the neighbourhood plan.

Supporting topic paper and evidence studies

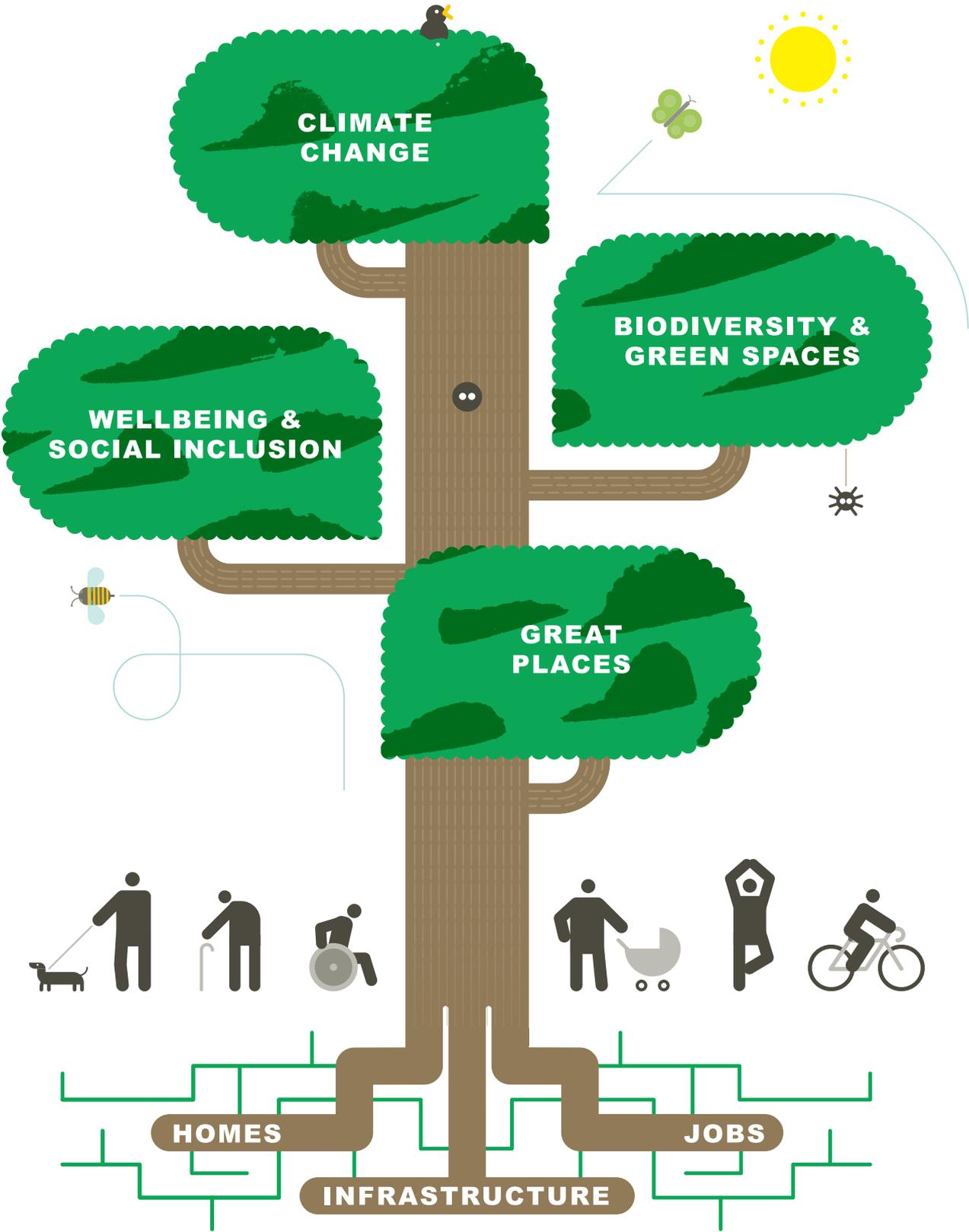
Greater Cambridge Local Plan: Topic paper 1: Strategy

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

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

3. The Plan Themes

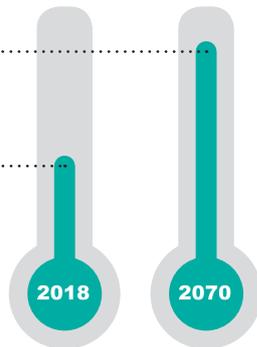


3.1 Climate Change

Winter

+4.2°C

Temperature
increase
by 2070



Rainfall
increase
by 2070

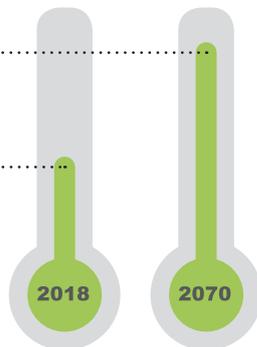
+35%



Summer

+5.4°C

Temperature
increase
by 2070



Rainfall
decrease
by 2070

-47%



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

Our aim for our climate change policies

Help Greater Cambridge transition to net zero carbon by 2050, by ensuring that development is sited in places that help to limit carbon emissions, is designed to the highest achievable standards for energy and water use, and is resilient to current and future climate risks.

How has this influenced the shape of the plan?

The UK has a legally binding requirement to achieve net zero carbon by 2050, with the recently adopted sixth carbon budget, which was translated into law in June 2021, requires 63% reduction in emissions from 2019 to 2035 (78% relative to 1990). Alongside the national carbon budget, the Tyndall Carbon Budget Reports can be used to identify area based carbon budgets. Using this methodology, our evidence base suggests a carbon budget for the Greater Cambridge of 11 million tonnes (MtCO₂) for the period 2020-2100. Achievement

of these budgets requires action across all sectors, including the built environment. In addition, Section 182 of the Planning Act places a legal duty on local planning authorities to ensure that their development plan documents include policy to secure the contribution of development and the use of land in the mitigation and adaptation of climate change.

Planning is not just concerned with buildings themselves but place making, and as such has the potential to be a powerful tool in the response to the climate emergency. Achieving net zero carbon status cuts across all elements of place making; not just how homes and buildings are designed and constructed, but also by ensuring new development is located where it is or can be served by low carbon transport links, like public transport, cycling and walking. Our spatial strategy has been informed by carbon assessment that highlights the impact that transport emissions can have, and promotes patterns of development that enable low carbon transport modes, shifting away from a reliance on private cars. Policies related to transport are covered in the infrastructure theme and include measures to support sustainable transport as well as the transition to low emissions vehicles.

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

How does this intersect with the other themes?

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

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

What policies are we proposing?

CC/NZ: Net zero carbon new buildings

CC/WE: Water efficiency in new developments

CC/DC: Designing for a changing climate

CC/FM: Flooding and integrated water management

CC/RE: Renewable energy projects and infrastructure

CC/CE: Reducing waste and supporting the circular economy

CC/CS: Supporting land-based carbon sequestration

Topic Paper

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

Greater Cambridge Local Plan: Topic paper 2: Climate Change

Policy CC/NZ: Net zero carbon new buildings

What will this policy do?

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

Proposed policy direction

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

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

Net Zero Carbon Buildings – operational emissions

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

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

Net Zero Carbon Buildings – construction

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

Why is this policy needed?

The UK has a legally binding requirement of net zero carbon by 2050. In June 2021, government adopted its sixth carbon budget, which forms part of the route map to achieve net zero carbon by 2050, 63% reduction in emissions from 2019 to 2035 (78% relative to 1990).

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

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

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

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

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

What consultation have we done on this issue?

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

What alternatives did we consider?

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

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 2: Climate Change

Greater Cambridge Net Zero Carbon Study (2021)

[LETI Embodied Carbon Primer](#)

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

[RIBA 2030 Climate Challenge](#)

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

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

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

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

Cambridge Local Plan 2018

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

Policy CC/WE: Water efficiency in new developments

What will this policy do?

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

Proposed policy direction

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

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

Why is this policy needed?

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

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

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

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

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

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

What consultation have we done on this issue?

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

What alternatives did we consider?

For residential:

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

For non-residential:

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

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

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 2: Climate Change

Greater Cambridge Integrated Water Management Study (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy CC/4: Water Efficiency

Cambridge Local Plan 2018

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

Policy CC/DC: Designing for a changing climate

What will this policy do?

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

Proposed policy direction

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

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

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

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

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

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

Why is this policy needed?

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

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

What consultation have we done on this issue?

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

What alternatives did we consider?

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

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 2: Climate Change

Greater Cambridge Net Zero Carbon Study (2021)

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

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

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

Existing policies in adopted 2018 Local Plans

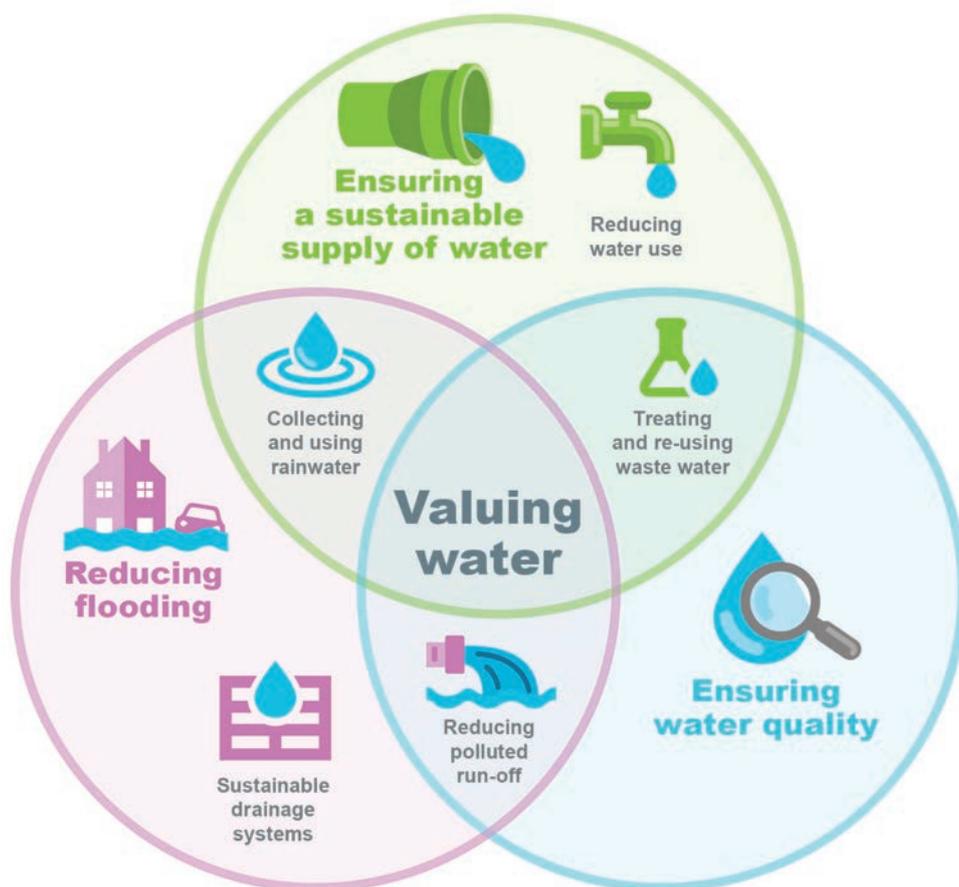
South Cambridgeshire Local Plan 2018

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

Cambridge Local Plan 2018

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

Policy CC/FM: Flooding and integrated water management



What will this policy do?

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

Proposed policy direction

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

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

Potential flood risk from developments will need to be fully addressed. The plan will set out the approach to runoff rates, including that peak runoff rate should be no greater for the developed site than it was for the undeveloped site.

Why is this policy needed?

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

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

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

What consultation have we done on this issue?

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

What alternatives did we consider?

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

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 2: Climate Change

Greater Cambridge Level 1 Strategic Flood Risk Assessment (2021)

Greater Cambridge Integrated Water Management Study (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

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

Cambridge Local Plan 2018

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

Policy CC/RE: Renewable energy projects and infrastructure

What will this policy do?

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

Proposed policy direction

The policy will:

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

Why is this policy needed?

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

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

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

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

What consultation have we done on this issue?

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

What alternatives did we consider?

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

generation to support this.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 2: Climate Change

Greater Cambridge Net Zero Carbon Study (2021)

[Cambridgeshire Renewables Infrastructure Framework](#)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

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

Cambridge Local Plan 2018

- Policy 29: Renewable and low carbon energy generation

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

What will this policy do?

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

Proposed policy direction

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

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

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

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

Why is this policy needed?

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

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

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

What consultation have we done on this issue?

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

What alternatives did we consider?

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

Supporting topic paper and evidence studies

Greater Cambridge Net Zero Carbon Study (2021)

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

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

Greater Cambridge Local Plan: Topic paper 2: Climate Change

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy CC/6: Construction Methods

Cambridge Local Plan 2018

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

Policy CC/CS: Supporting land-based carbon sequestration

What will this policy do?

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

Proposed policy direction

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

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

Why is this policy needed?

Land plays a significant role in climate objectives, acting as both a source of greenhouse gas emissions and a carbon sink. Peatlands in particular are an important store of carbon, while other habitats such as woodlands and grasslands also have a role to play, as indicated in latest research by Natural England. In South Cambridgeshire, peatland is located in the very north of the district, as identified on the Natural England peatland status maps. Alongside many other negative impacts, loss and degradation of natural habitats results in the direct loss of carbon stored within them. Our evidence, alongside the work of the Committee on Climate Change shows that even after all ambitious carbon reduction actions are taken, there will still be a proportion of 'residual' or unavoidable carbon emissions from the economy as a whole. Land based carbon sequestration, alongside technological means for removing carbon from the atmosphere, will have a role to play.

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

What consultation have we done on this issue?

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

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

What alternatives did we consider?

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

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 2: Climate Change

Greater Cambridge Net Zero Carbon Study (2021)

Greater Cambridge Green Infrastructure Opportunity Mapping Final Report (2021)

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

Existing policies in adopted 2018 Local Plans

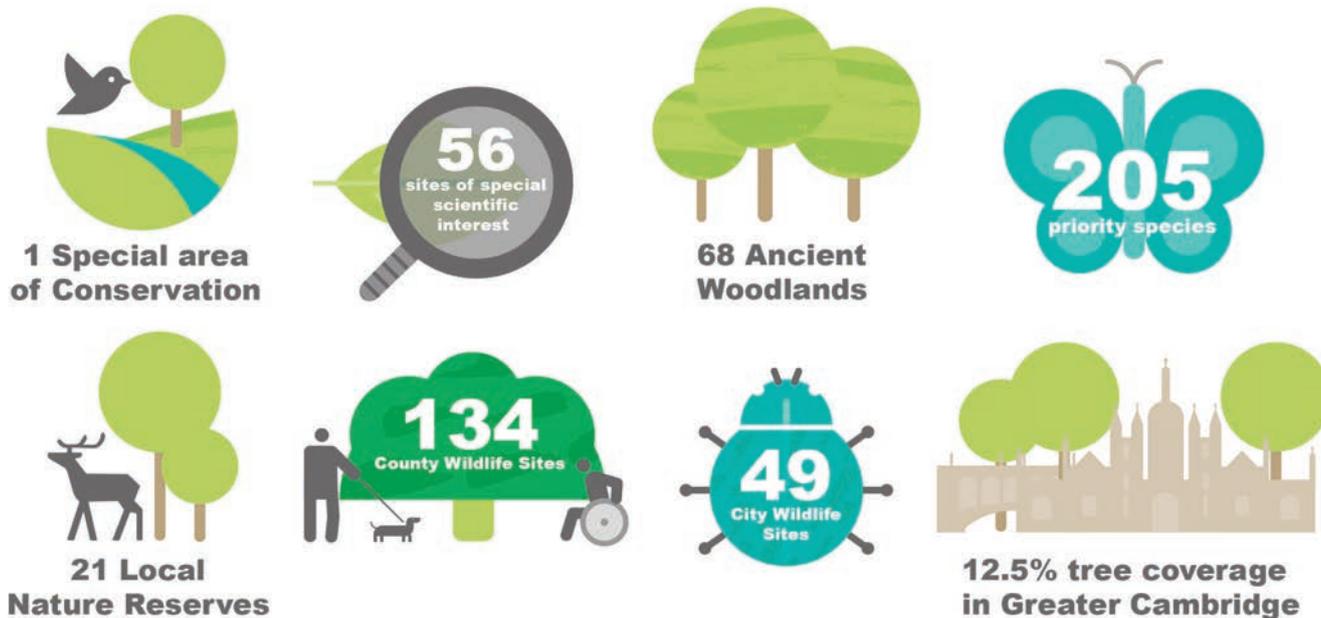
South Cambridgeshire Local Plan 2018

- Policy NH/3: Protecting agricultural land

Cambridge Local Plan 2018 -

- N/A

3.2 Biodiversity and Green Spaces



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

Our aim for our biodiversity and green spaces policies

- Increase and improve our network of habitats for wildlife, and green spaces for people, ensuring that development leaves the natural environment better than it was before.

How has this influenced the shape of the plan?

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

How does this intersect with the other themes?

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

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

What policies are we proposing?

Policy BG/BG: Biodiversity and geodiversity

Policy BG/GI: Green infrastructure

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

Policy BG/RC: River Corridors

Policy BG/PO: Protecting open spaces

Policy BG/EO: Providing and enhancing open spaces

Topic Paper

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

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

Policy BG/BG: Biodiversity and geodiversity

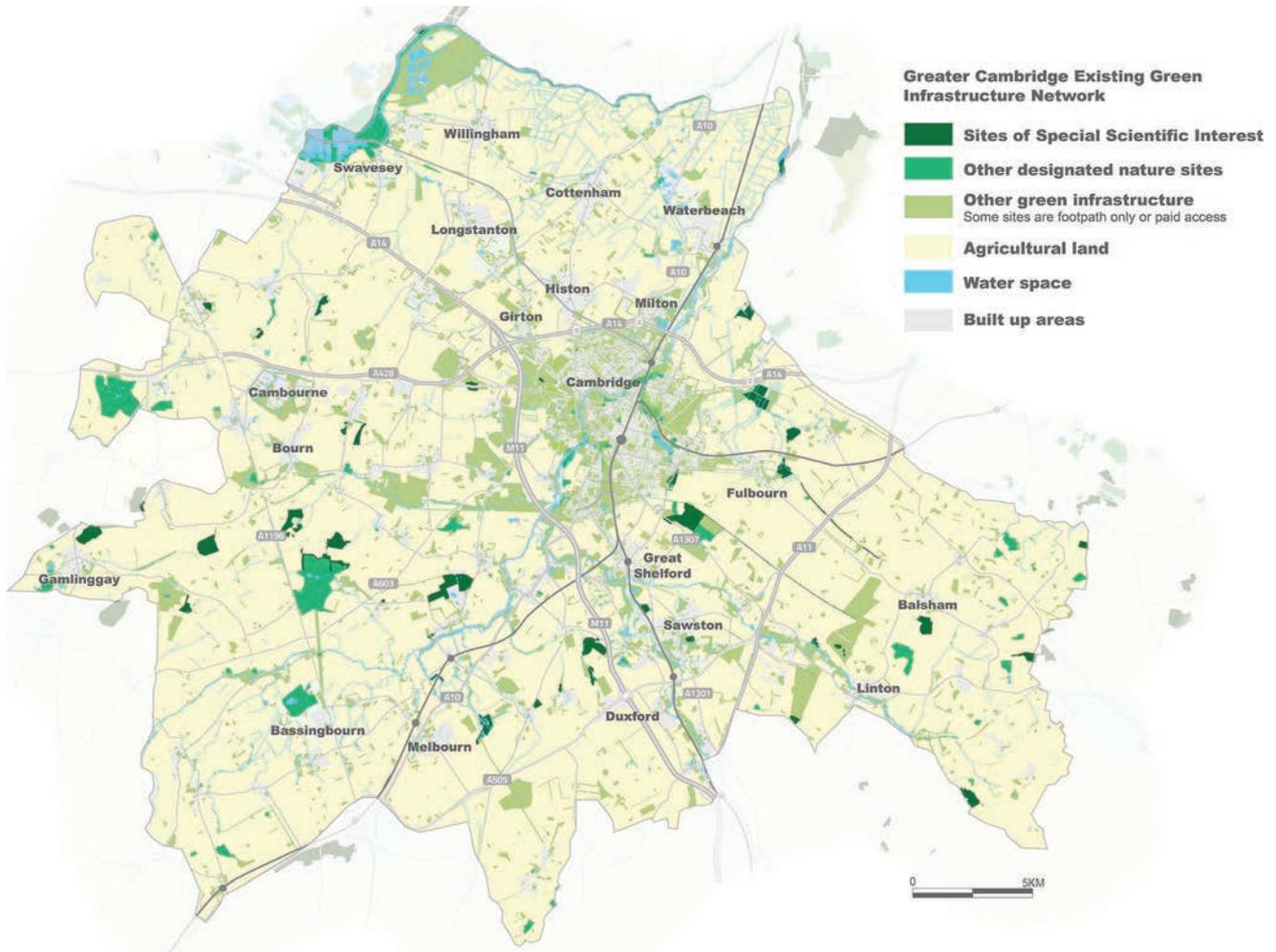


Figure 53: Map of existing nature sites and undesignated green infrastructure

What will this policy do?

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

Proposed policy direction

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

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

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

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

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

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

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

Why is this policy needed?

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

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

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

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

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

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

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

What consultation have we done on this issue?

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

What alternatives did we consider?

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

Supporting topic paper and evidence studies

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

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

Greater Cambridge Green Infrastructure Opportunity Mapping Final Report (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

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

Cambridge Local Plan 2018

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

Policy BG/GI: Green infrastructure

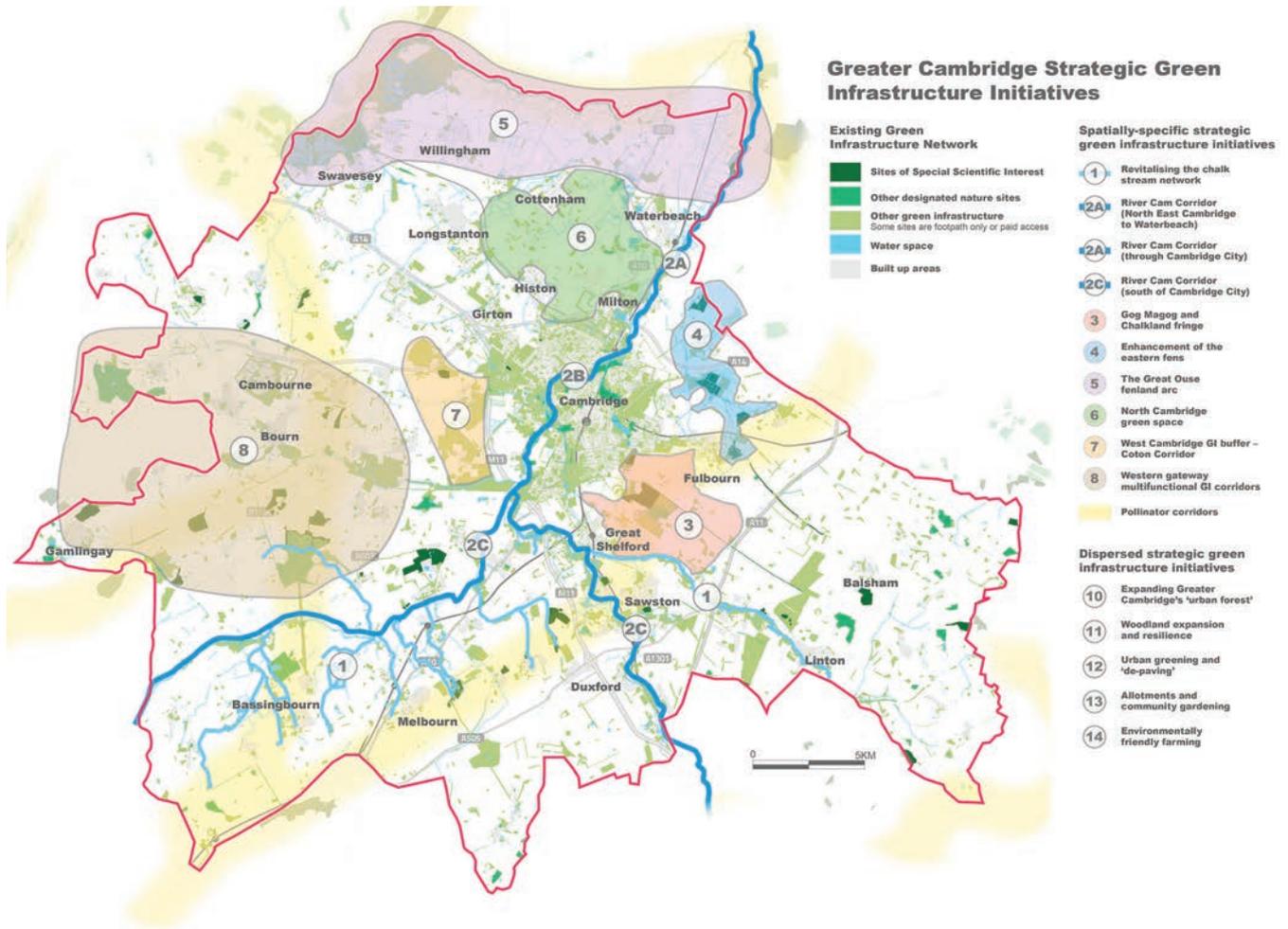


Figure 54: Map of proposed strategic green infrastructure initiatives

What will this policy do?

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

Proposed policy direction

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

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

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

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

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

- As an integral part of the development, so that it informs the overall development design, and so that natural features are retained in situ
- Across all phases of development
- To be successful for the lifetime of the development, including providing plans for management, maintenance and funding.

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

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

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

The list of strategic green infrastructure initiatives includes the following:

- 1: Revitalising the chalk stream network
- 2: Cam Valley Corridor
 - 2A: River Cam Corridor (North East Cambridge to Waterbeach)
 - 2B: River Cam Corridor (through Cambridge City)

- 2C: River Cam Corridor (south of Cambridge City)
- 3: Gog Magog Hills and chalkland fringe
- 4: Enhancement of the eastern fens
- 5: The Great Ouse fenland arc
- 6: A 'Green Lung' for North Cambridge
- 7: West Cambridge GI buffer - Coton Corridor
- 8: Western gateway multifunctional GI corridor
- Dispersed initiatives:
 - 9: Woodland expansion and resilience
 - 10: Expanding Greater Cambridge's 'urban forest'
 - 11: Pollinator corridors
 - 12: Urban greening and 'de-paving'
 - 13: Allotments and community gardening
- 14: Environmentally friendly farming

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

Why is this policy needed?

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

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

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

Drawing together these opportunities, challenges, and existing and proposed projects in the area, including responses to the Call for Green Space sites, the Greater Cambridge Green Infrastructure Opportunity Mapping Final Report (2021) identifies fourteen area-specific and dispersed long term priority enhancements to this network – described as strategic initiatives - helping to provide the wide-ranging benefits that green infrastructure brings as noted

above. Examples of initiatives supporting the councils' doubling nature ambitions include the enhancement of the Fens to the east of Cambridge and additional woodland planting in the Western Gateway close to Cambourne, while other initiatives are focused on providing green space for people to enjoy thereby relieving pressure on our nature sites, such as the proposed 'Green Lung' for North Cambridge, located between Northstowe, Waterbeach and the edge of Cambridge.

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

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

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

What consultation have we done on this issue?

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

What alternatives did we consider?

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

Supporting topic paper and evidence studies

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

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

Greater Cambridge Green Infrastructure Opportunity Mapping Final Report (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy NH/6: Green Infrastructure

Cambridge Local Plan 2018

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

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

What will this policy do?

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

Proposed policy direction

The policy will require development proposals to:

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

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

Why is this policy needed?

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

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

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

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

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

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

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

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

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

What consultation have we done on this issue?

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

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

What alternatives did we consider?

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

Supporting topic paper and evidence studies

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

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

Greater Cambridge Green Infrastructure Opportunity Mapping Final Report (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy NH/7 Ancient Woodlands and Veteran Trees

Cambridge Local Plan 2018

- Policy 71: Trees

Policy BG/RC: River corridors

What will this policy do?

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

Proposed policy direction

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

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

Why is this policy needed?

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

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

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

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

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

What consultation have we done on this issue?

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

What alternatives did we consider?

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

Supporting topic paper and evidence studies

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

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

Greater Cambridge Green Infrastructure Opportunity Mapping Final Report (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- N/A

Cambridge Local Plan 2018

- Policy 7: The River Cam

Policy BG/PO: Protecting open spaces

What will this policy do?

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

Proposed policy direction

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

Why is this policy needed?

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

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

Access to a range of open spaces for different activities, for all ages is an essential part of sustaining healthy communities, supporting the local environment, and encouraging social interaction with local people. We are developing evidence on open spaces, and this will accompany the draft plan.

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

What consultation have we done on this issue?

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

weather exercise areas for all ages in green spaces.

What alternatives did we consider?

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

Supporting topic paper and evidence studies

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

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

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

Cambridge Local Plan 2018

- Policy 67: Protection of open space

Policy BG/EO: Providing and enhancing open spaces

What will this policy do?

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

Proposed policy direction

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

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

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

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

Why is this policy needed?

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

Multifunctional spaces can help people to socialise and relax as well as encourage healthier

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

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

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

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

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

What consultation have we done on this issue?

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

What alternatives did we consider?

No policy – Not considered a reasonable alternative as this would not plan positively for the

provision of open space, which is required by national planning policy, and an important part of the vision for the area.

Supporting topic paper and evidence studies

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

Existing policies in adopted 2018 Local Plans

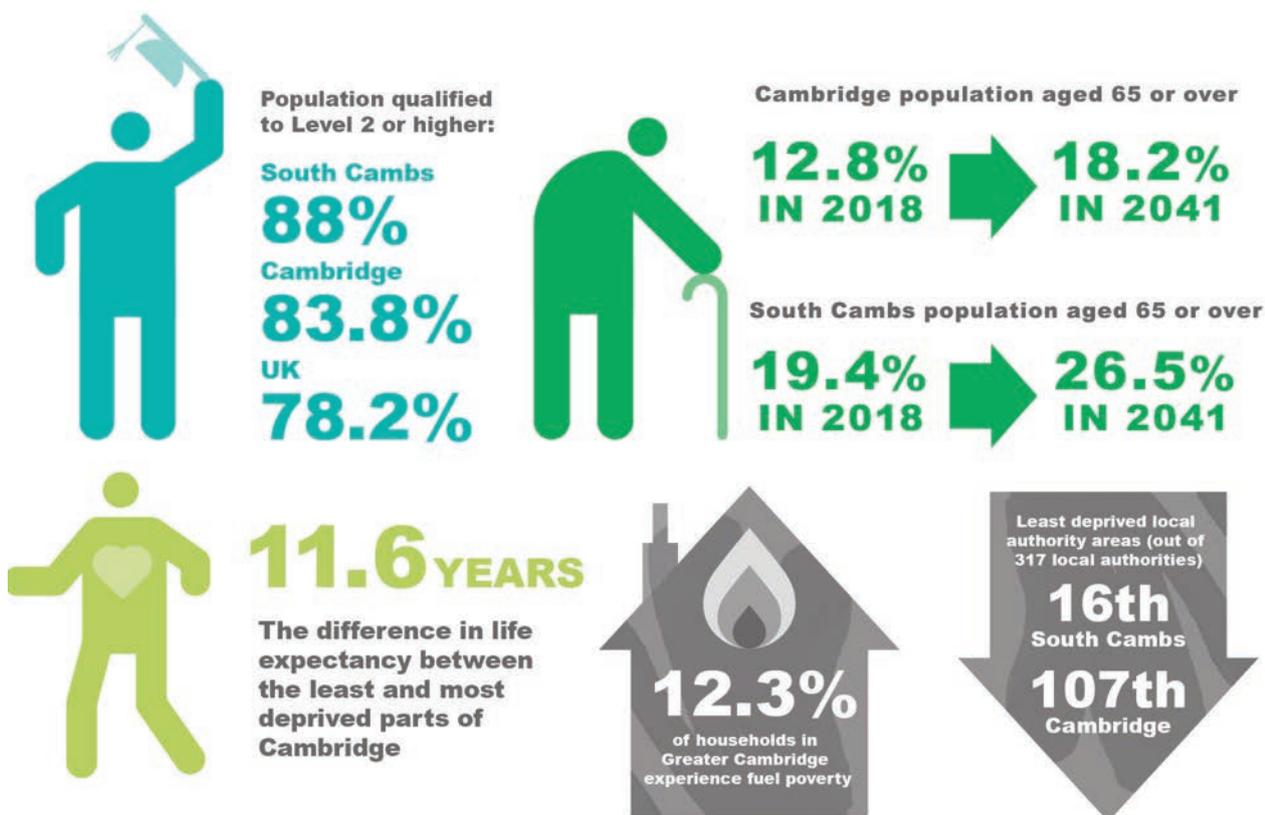
South Cambridgeshire Local Plan 2018

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

Cambridge Local Plan 2018

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

3.3 Wellbeing and social inclusion



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

Aim for our wellbeing and social inclusion policies:

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

How has this influenced the shape of the plan?

Wellbeing and social inclusion covers a wide range of issues, which can be encompassed by the concept of ‘good growth’. This has influenced a range of policy areas in the plan: providing good quality, affordable housing in accessible locations; providing good access

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

How does this intersect with the other themes?

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

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

Jobs – Includes proposals to deliver employment opportunities through development.

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

Infrastructure – Includes policy proposals related to sustainable travel, ensuring places are well connected and that active travel is supported.

What policies are we proposing?

WS/HD: Creating healthy new developments

WS/CF: Community, Sports, and Leisure Facilities

WS/MU: Meanwhile uses during long term redevelopments

WS/IO: Creating inclusive employment opportunities through new developments

WS/HS: Pollution, health and safety

Topic Paper

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

Greater Cambridge Local Plan: Topic paper 4: Wellbeing and Social Inclusion

Policy WS/HD: Creating healthy new developments

What will this policy do?

This policy will integrate health considerations into the planning and design of new development.

Proposed policy direction

We will seek to integrate health considerations into policies across the Plan. This would require health principles to be applied to new developments, drawing on the ten principles developed from the Healthy New Towns initiative.

Health Impact Assessments will be required to accompany planning applications (at a level of detail appropriate to the scale and nature of the application) with an updated approach to reflect good practice.

We also propose to explore a policy which restricts the development of new hot-food takeaway premises close to schools or leisure centres and limits the concentration of hot food takeaway premises in city, town, neighbourhood and village centres.

Why is this policy needed?

Place and space have a significant impact on health and wellbeing. The ability of individuals to lead healthy lifestyles is deeply influenced by the environment in which they live.

Cambridge City Council identifies improving health outcomes for people on low incomes as an element in addressing poverty and inequality in the City ([Cambridge Anti-Poverty Strategy 2020-2023](#)).

Good physical and mental health is related to good quality housing and developments, well designed street scenes, well laid out neighbourhoods, quality and efficiency in transport systems, opportunities to experience community, leisure and cultural services activities and access to green and open space.

Following on from lessons learnt at Cambourne and Orchard Park, Northstowe, a developing new town in South Cambridgeshire, became a demonstrator site in NHS England's Healthy New Towns (HNT) programme. Ten principles for creating healthy places were developed from the lessons learnt from all of the demonstrator sites in the programme:

1. Plan ahead collectively
2. Assess local health and care needs and assets
3. Connect, Involve and empower local people and communities
4. Create compact neighbourhoods
5. Maximise active travel

6. Inspire and enable healthy eating
7. Foster health in homes and buildings
8. Enable healthy play and leisure
9. Develop health services that help people stay well
10. Create integrated health and well-being centres.

Each principle includes a range of actions that councils and other key players in new developments can implement in order to create a healthy new place. Applying the principles will help to address the health and wellbeing of all new residents however it also creates an opportunity to address some of the health inequalities that are displayed locally.

Health Impact Assessment (HIA) is a method of considering the positive and negative impacts of development on the health of different groups in the population, in order to enhance the benefits and minimise any risks to health.

The HIA includes specifically a consideration of the differential impacts on different groups in the population, because certain groups are potentially more vulnerable to negative impacts from development such as those on a low income, people involved in the criminal justice system, minority ethnic groups, young, disabled (physically and learning) and elderly people.

The current [South Cambridgeshire Local Plan](#) (September 2018) included a requirement for HIAs to be submitted with planning applications subject to the size of the development. It is proposed to extend this policy across Greater Cambridge at a level of detail appropriate to the scale and nature of an application.

An area of concern in both Cambridge and South Cambridgeshire is the growth in obesity of local residents particularly in childhood. The 2018/19 [Joint Strategic Needs Assessment District Summary](#) (JSNA) (Cambridgeshire Insights) indicates that South Cambridgeshire has significantly lower levels of excess weight in children and adults, nevertheless, almost 25% of local children leaving primary school are overweight or obese. In Cambridge, a greater proportion of children have excess weight in the most deprived wards in Cambridge. 2017/18 data from Public Health England (PHE) reported in the Cambridge Anti-Poverty Strategy 2020-2023 shows that in King's Hedges Ward the proportion is over 35%.

Public Health England in its guidance on [Using the Planning System to Promote Healthy Weight Environments](#) (February 2020) describes how hot food takeaways within easy walking distance, provide a less healthy but often attractive and affordable food options for school pupils and could be a contributing factor to poor eating habits in children and counter healthy eating programmes within schools.

It also reports that studies have found that takeaway food outlets are often located in areas of higher socioeconomic deprivation. Their data on fast food outlets by local authority found that there is a strong association between deprivation and the density of fast food outlets, with more deprived areas having more fast food outlets per 100,000 population. If we take

this approach forward, we will need to identify which facilities it should apply to (for example which schools) an appropriate distance (400m has typically been applied in other areas), and what is considered to be an over concentration, based on local circumstances. The details will then be included in the draft Local Plan for consultation.

What consultation have we done on this issue?

In our First Conversation consultation, when we asked you how you think new developments should support healthy lifestyles, you raised a wide variety of issues such as the quantity, quality, affordability, accessibility and sustainability of housing, air quality, noise pollution, broadband availability, the need for formal and informal public social spaces, playgrounds and skateparks, sports facilities, swimming pools, allotments and communal gardens; and the importance of providing faith, health and community centres.

When asked about supporting healthy lifestyles, you also asked for a variety of green spaces. The need for low carbon development was also highlighted. There was support for sustainable travel from cycling and walking to public transport, and that some developments should be car free. You asked that we consider safety and accessibility by all ages and all abilities. You said employment, facilities and spaces need to be located close to or within places where people live. We should support healthy eating by reducing the number of fast food takeaways and promoting healthy, organic, eating. You wanted communities to be actively engaged both in organisation and participation of activities and inequalities between residents to be addressed.

What alternatives did we consider?

No policy – Not considered a reasonable alternative, as the health of communities is a fundamental issue planning must consider, and an important theme in the feedback we received.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 4: Wellbeing and Social Inclusion

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy SC/2: Health Impact Assessment

Cambridge Local Plan 2018

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

Policy WS/CF: Community, sports, and leisure facilities

What will this policy do?

This policy will set out what new community (including culture, education and healthcare), sports, and leisure facilities should be provided and sustained through new development. Open space is addressed separately by BG/EO.

Education in this policy relates to early years, primary, secondary and further education provision for all children and young people, including those with special educational needs and/or disabled people, where residential elements may form part of the provision.

Proposed policy direction

This policy will support the development of new facilities in appropriate locations where there is a local need for the facilities, and they are in close proximity to the people they will serve. They will also need to take account of what already exists in the area and should not undermine their long-term viability. New or replacement major facilities serving the city, or where appropriate the sub region, would need to follow the sequential approach to main town centre uses established by national planning policy, and be located in sustainable, accessible locations. Existing facilities and services will continue to be protected, where the loss would cause an unacceptable reduction in the quality, capacity or access in the locality. The loss of facilities will only be supported if they are either suitably replaced or it can be satisfactorily proven they are no longer needed.

The Local Plan will require appropriate community, cultural, education, sports and leisure provision to meet the needs generated by new developments. The scale and range of this provision or contribution will need to address a wide variety of needs, maximising access for all ages and abilities. These also need to reflect changing approaches to service delivery, for example with community hubs where a variety of different complementary services can be grouped together efficiently.

In large scale developments and new communities, community development strategies will be required, to explore how places will become communities, and how early residents will be supported. These strategies may include cultural and public art activities, to help bring together new communities at an early stage of their development and should help foster greater community interaction and place making. It is also important that social infrastructure, provided to support new residential developments is provided in both appropriate locations and a timely manner.

Why is this policy needed?

Community, cultural, education, sports and leisure services and facilities play an important role in making places vibrant, healthy and sustainable. These are important in both new and established settlements.

The provision of community and cultural facilities play a key role in the both the development and day-to-day life of local communities. They allow a broad range of local activities to be organised and hosted, encouraging greater social interaction between people including with those who might otherwise not talk to each other. These activities bring people together and create much more cohesive and resilient communities.

Easy access to good quality educational provision is important for supporting economic growth, developing strong sustainable communities, promoting economic prosperity and sustaining quality of life. Similarly, access to sports and leisure facilities/sites is important for encouraging and supporting people to follow healthy lifestyles as well as developing social cohesion and interaction. It is therefore important that new and replacement facilities support new and existing communities, respectively. These should also facilitate the growth of the area by providing sufficient capacity to accommodate community need and demand.

Policies are needed to ensure these facilities and services are delivered to support new development. Appropriate care is also needed to ensure new facilities do not undermine existing facilities. It is also equally important to ensure these are protected from loss to alternative uses, to support established settlements.

The Greater Cambridge Local Plan will be informed by a range of evidence on community facilities. The Infrastructure Delivery Plan will accompany the plan which will identify what facilities are needed, and how they will be funded. This will include provision for schools and health, and be prepared in consultation with service providers. Further details are provided in I/ID Infrastructure and Delivery in the Infrastructure theme. We will also be updating our evidence on specific issues related to community facilities, sport, and indoor facilities, and these will be available at the next stage of plan making.

What consultation have we done on this issue?

Some of the key feedback received during the First Conversation consultation included that the plan should require a range of facilities to be available. The timing was important, as people's needs should be met when they move into new developments. We should also consider where they are placed, as they should be easily accessible by walking and cycling. A wide range of types of facilities were referenced, including community rooms, meeting places, communal workspaces, through to art galleries and venues. Sport facilities were also important, including swimming pools. The importance of these spaces for social interaction was important, highlighted by isolation impacts of COVID-19. In terms of their delivery, we

should involve communities at the planning stages, and consider longer term issues of governance and maintenance.

What alternatives did we consider?

No policy, relying on national guidance – Not considered a reasonable alternative due to the need to respond to local issues and provide satisfactory provision to support development in a sustainable form.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 4: Wellbeing and Social Inclusion

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy SC/3: Protection of Village Services and Facilities
- Policy SC/4: Meeting Community Needs
- Policy SC/5: Community Healthcare Provision
- Policy SC/6: Indoor Community Facilities
- Policy SC/7: Outdoor Play Space, Informal Open Space and New Developments
- Policy TI/9: Education Facilities

Cambridge Local Plan 2018

- Policy 68: Open space and recreation provision through new development
- Policy 73: Community, sports and leisure facilities
- Policy 74: Education facilities
- Policy 75: Healthcare facilities

Policy WS/MU: Meanwhile uses during long term redevelopments

What will this policy do?

This policy will set out when and how meanwhile uses should be provided before and during development of major sites.

Proposed policy direction

This policy will seek meanwhile uses on vacant sites or in underused buildings as part of the phased development of major development sites and within other vacant sites and premises where a longer-term use is still being resolved. These meanwhile uses will support the local community and contribute to the vibrancy of the area as new communities develop.

Why is this policy needed?

A meanwhile use can be described as a situation where a site or building is used for a duration of time before it is turned into a more permanent end state, taking advantage of a short window of opportunity. Examples of meanwhile uses include pop-up shops and cafes, creative workspace and exhibitions, short-term office units, temporary community meeting places and facilities and temporary housing.

Some strategic developments can take years to complete. Providing temporary spaces, buildings and uses during the initial stages of the development can help provide opportunities for active uses throughout the redevelopment helping to develop a sense of community early on and helping the community to avoid 'new towns blues'.

Meanwhile use can also provide temporary uses in vacant and underused buildings while the longer use of these sites is still being resolved. For example, the use of vacant high street units for pop-up shops or cultural or creative uses can help to retain vitality and vibrancy in shopping areas while a longer-term use is being sought.

Meanwhile spaces can support early-stage businesses and local businesses requiring affordable space, such as those in the creative sector, to take the next step in the development of their businesses. They can also provide a pipeline of businesses that could then locate to permanent spaces within the development.

As a recent example locally, it is currently proposed to retain some of the existing buildings at the Waterbeach Barrack site for temporary uses while other parts of the development at Waterbeach New Town are being built out.

If we take this approach forward, we will need to consider how we encourage meanwhile

uses on major sites and other vacant sites and premises across the area. We could, for example, seek simply to encourage them or, require feasibility studies and, if feasible, meanwhile strategies to be submitted for phased major developments.

What consultation have we done on this issue?

Some of the key feedback received during the First Conversation consultation included:

- ensure that infrastructure, services and facilities are delivered as part of new developments and that temporary or smaller infrastructure should be provided to ensure there is infrastructure in place on occupation.
- provide spaces for the community as part of new developments.
- it is important to build in community meeting places where people who might not normally have an opportunity to meet each other can do.

What alternatives did we consider?

1. No policy – This alternative is not the preferred approach due to the need to help to develop a sense of community early on in major new developments to help to avoid ‘new town blues’, and the opportunities that meanwhile uses on other sites could provide.
2. Having a policy which only relates to phased development on major sites - This alternative is not the preferred approach as it would not take the opportunities provided by vacant sites.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 4: Wellbeing and Social Inclusion

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy SC/4: Meeting Community Needs

Cambridge Local Plan 2018

- Policy 41: Protection of Business Space

Policy WS/IO: Creating inclusive employment and business opportunities through new developments

What will this policy do?

This policy will set out how new developments should support the skills and training needs of local residents and provide opportunities for local businesses.

Proposed policy direction

It is proposed to require appropriately scaled developments to contribute to local training, skills and employment opportunities, for example apprenticeships, to help to ensure that the local community benefits from the development.

In addition, appropriately scaled developments would be required to provide access for local businesses to supply chain opportunities in various stages of development.

If we take this approach forward, we will need to define the threshold for appropriately scaled development, which we will do at the draft plan stage.

Why is this policy needed?

The [Cambridge Anti-Poverty Strategy 2020-2023](#) identifies that while a number of the indicators have improved since 2014, poverty remains a significant issue in Cambridge. The Strategy identifies a “hollowed out labour market” as a particular issue in the City where, due to the strength of the higher education, hi-tech and bio-tech sectors, the majority of jobs are in higher-skilled occupations. It states that this may limit the opportunities for people on low incomes to secure higher-paid occupations requiring intermediate level qualifications and skills.

South Cambridgeshire does not have the same level of inequalities as Cambridge. However, like rural areas across the country there will be pockets of deprivation that do not show up in deprivation indices because the nature of deprivation in rural areas is different to that in urban areas and because of the dispersed nature of rural deprivation.

[Skills and Training in the Construction Industry 2018](#) prepared by BMG Research Ltd from a commission by the Construction Industry Training Board (CITB) (2019) reports the results of a survey of over 1,300 businesses in the UK. Nearly half of employers that had tried to recruit skilled staff had experienced difficulties in filling the positions (47%). The most frequently cited cause of hard-to-fill vacancies was that applicants lack the skills required (73%), while not enough young people being trained in the construction industry was also a

significant cause (64%).

New developments can provide an opportunity to spread the benefits of development and address financial exclusion by providing opportunities to maximise skills development and employment opportunities for local people through, for example on-site apprenticeships and work experience. Given the scale of development planned in Greater Cambridge over the coming years, the policy will also help to provide a pool of skilled labour that will support development and reduce the need to bring in skills and labour.

Some examples of these types of requirements elsewhere are provided below.

In [Reading](#), contributions during the construction phase, in the form of either the implementation of an agreed Employment and Skills Plan or a financial contribution, are required from commercial and other uses of gross internal floor area of 1000m²/ 1ha or more and for residential developments of 10 units/ 0.5ha or more. End user phase contributions are required from all commercial/ employment generating uses of gross internal floor area of 1000m² or more.

In [Eastbourne](#), thresholds include all developments, including change of use, that create/ relate to 1,000 m² (gross). This also includes developments of strategic importance (for example, essential infrastructure, development identified in Council plans and strategy) and all of those that create 25+ jobs. For major residential developments the threshold is 10 or more gross units.

In Lancaster all developments of 20 or more residential units and / or 1,000m² of new commercial floorspace will be considered for their suitability to undertake an Employment and Skills Plan. However, there is flexibility in the [Employment and Skills Plans Supplementary Planning Document](#) (SPD), for example, where a development proposal that exceeds the threshold does not suit the application of Employment and Skills plans (for example the developer may already have an appropriate training scheme in place). The policy also states that the Council would not wish to seek to overburden development in accordance with the National Planning Policy Framework.

The planning permission for Urban & Civic's development at Waterbeach includes an obligation for the developers to submit a Jobs Brokerage Scheme for approval by the local authority. Initiated by Urban & Civic, the scheme includes how the developers will work with partners to provide opportunities for local employment, apprenticeships, training and development including work placements and work experience, and curriculum and careers activity with local colleges and schools.

Two of the area's described in more detail in the accompanying topic paper, Reading and Wandsworth, also require developers to make local businesses aware of tendering opportunities particularly during the construction phases of a development. This helps to support local businesses and their employees and the developers by enabling them to

develop a potentially more resilient local supply chain.

What consultation have we done on this issue?

Comments to the First Conversation included that the new Local Plan should seek to support the need of lower skilled workers in the area. There is a need to encourage more skilled and semi-skilled blue collar employment.

What alternatives did we consider?

No policy - This is not the preferred approach as it would not take the opportunities to respond to the skills issues identified in Greater Cambridge.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 4: Wellbeing and Social Inclusion

Existing policies in adopted 2018 Local Plans

None

Policy WS/HS: Pollution, health and safety

What will this policy do?

This policy will set out how development should take account of sources of pollution.

Proposed policy direction

We propose that this policy will require that development does not lead to or is subject to significant adverse effects as a result of noise, vibration, odour, light pollution. It will detail how land contamination should be considered, to ensure that the land is suitable for the end use.

Proposals will need to be appropriate for the air quality in the area, but also address their impacts on air quality (including requiring Air Quality Management strategies to be prepared where appropriate).

Policies will apply appropriate protection to and from Hazardous Installations. Planning applications for the development of hazardous installations/ pipelines and development close to hazardous sites or pipelines will be referred to the Health and Safety Executive and/or the Environment Agency.

Why is this policy needed?

National planning policy requires plans to prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability.

Planning policies are also required to address air quality, and seek opportunities to improve air quality or mitigate impacts. As well as considering the impacts of air quality on developments themselves, air quality management plans are secured to require mitigation measures to address the impacts of developments. A particular issue will be seeking to ensure there is no adverse effect on air quality in an air quality management areas (AQMA), which are currently in affect in the city centre and part of the A14.

What consultation have we done on this issue?

In the First Conversation we asked you about how we should achieve improvements in air quality. We received a variety of responses, many of which are addressed elsewhere in this consultation.

Issues raised included increases in tree planting, sustainable heating and energy generation, and provision of electric charging points for buses and private cars. You wanted to reduce

car use though encouraging sustainable transport, for example through the provision of safe, connected bus routes and cycle infrastructure. Locating homes close to existing development and employment areas and away from existing low air quality areas were suggested. There was support for other options to reduce car use including banning cars in Cambridge, congestion charging, supporting car sharing, reducing car parking in developments and in the city centre and restricting coaches, deliveries (at certain times) from the city centre and HGVs from residential areas. You highlighted the importance of digital infrastructure to enable home working to reduce the need to travel.

You would like use to monitor and set targets in terms of air pollution, potentially using Smart technology, with and make the information available publicly. Low emission zones in Air Quality Monitoring Areas were specifically suggested as well as extending clean air zones to residential areas.

What alternatives did we consider?

No Policy – Not considered a reasonable alternative as these are key planning issues that Local Plans need to address and reflect the vision for the plan to create healthy places.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 4: Wellbeing and Social Inclusion

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy SC/9: Lighting Proposals
- Policy SC/10: Noise Pollution
- Policy SC/11: Contaminated Land
- Policy SC/12: Air Quality
- Policy SC/13: Hazardous Installations
- Policy SC/14: Odour and Other Fugitive Emissions to Air

Cambridge Local Plan 2018

- Policy 33: Contaminated land
- Policy 34: Light pollution control
- Policy 35: Protection of human health and quality of life from noise and vibration
- Policy 36: Air quality, odour and dust
- Policy 38: Hazardous installations

3.4 Great Places

11 RIBA Award-winning buildings in 2019 (12% of the UK total)



102 conservation areas



3524 Listed Building entries



In response to the First Conversation consultation you told us that Greater Cambridge's Local Plan should ensure high quality design and make great places that people enjoy, by enhancing local landscapes and raising climate ambition, while sensitively responding to the historic environment.

Aim for our Great Places policies

Sustain the unique character of Cambridge and South Cambridgeshire, and complement it with beautiful and distinctive development, creating a place where people want to live, work and play.

How has this influenced the shape of the plan?

Maintaining and creating great places is crucial to sustaining the quality of the area for people who live, work, study in, and visit Greater Cambridge. Great places are valued and distinctive, accessible to all people and well-integrated with nature. Valuing place in this local plan aims to ensure that all residents' quality of life in Greater Cambridge's can be improved while enhancing the global excellence of its knowledge economy and the preservation of

the area's heritage assets. A place-centred approach can help meet the diverse needs of different communities to enable Greater Cambridge to retain and attract global talent and ensure that new development responds to local needs.

The local plan covers an area that is both urban and rural, and the proposed spatial strategy aims to support the individuality and distinctive qualities of Cambridge and the surrounding villages both large and small. Across each policy area proposed, the plan sets a priority for delivering high quality and well-designed places to enable new development that responds positively to the existing context and contributes to creating and maintaining high quality design of the natural and built environments that combine to form great places. Design quality that responds to community and climate needs, establishes new connections, preserves and enhances Greater Cambridge's character, heritage and natural assets will be key in reconciling Greater Cambridge's planned development and helping to meet the significant challenges of climate emergency and growing inequalities.

There are many different aspects that combine to help create the character and quality of places. Design matters will be informed by physical, social and economic considerations that together influence the quality of any proposal. Since 2008, the Councils have been using the Cambridgeshire Quality Charter for Growth to provide a clear and consistent basis for helping to secure a common expectation for the quality of our new developments. Themes covering the four 'C's' of Community, Connectivity, Climate and Character have been used to provide an understanding of what needs to be considered when creating and assessing high quality design. The overlaps between the themes are equally important and allow judgements to be made that go beyond pure 'aesthetic' considerations. Given the strong track record of delivering high quality design in the Greater Cambridge area, evidenced through award winning schemes and overall growth delivery, the themes from the Charter have been used to structure policies in the Great Places chapter. Such an approach is consistent with the National Planning Policy Framework, the National Design Guide, and National Model Design Code which identifies Climate, Character and Community as part of the identified ten characteristics of well-designed places.

How does this intersect with the other themes?

Great places are underpinned by all of the local plan's themes. A great place is somewhere that:

- reduces embodied and operational carbon requirements, and adapts over time to support low carbon lifestyles;
- nurtures biodiversity and the delivery of green spaces to enable nature to flourish;
- fosters wellbeing and inclusion by ensuring that all developments and public spaces are safe and accessible;
- supports a work life balance by enabling employment to be conveniently located to

residents;

- delivers homes to meet all people's needs and locates them conveniently to services and amenities; and
- ensures that infrastructure is delivered coherently in a way that is integrated with place.

What policies are we proposing?

GP/PP: People and place responsive design

GP/LC: Protection and enhancement of landscape character

GP/GB: Protection and enhancement of the Cambridge green belt

GP/QD: Achieving high quality development

GP/QP: Establishing high quality landscape and public realm

GP/HA: Conservation and enhancement of heritage assets

GP/CC: Adapting heritage assets to climate change

GP/PH: Protection of public houses

Topic Paper

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

Greater Cambridge Local Plan: Topic paper 5: Great Places

Policy GP/PP: People and place responsive design

What will this policy do?

This policy will set a strategic vision for achieving high quality design in Greater Cambridge for both urban and rural areas. This provides a clarity of expectation around understanding the context of development proposals – both in terms of impact on the place around them and the needs of users.

Proposed policy direction

The policy will require all applicants to demonstrate how their proposals sustain and enhance the unique qualities of the Greater Cambridge area and the subtleties in the different landscape and settlement forms. Greater Cambridge is a place of varied and subtle character, from the historic core of the City of Cambridge to emerging business clusters, the biodiverse fen landscapes to the north and rolling countryside to the south, the historic villages and new towns. The policy will require all planning applications to include a comprehensive design and access statement that address this context. Development proposals will be supported that:

Respond to Greater Cambridge's communities by:

- Identifying and responding positively to their context, including existing physical features and characteristics of natural, historic, social or local importance.
- Ensuring that proposals meet the principles of inclusive and healthy design, and in particular meet the needs of disabled people, the elderly and those with young children.
- Be designed to remove the threat or perceived threat of crime and improve community safety, especially those with protected characteristics under the Equality Act.
- Using community engagement to inform design decisions.

Improve Greater Cambridge's connectivity by:

- Being well connected to, and integrated with, the immediate locality and wider area including existing or planned social, environmental, and transport infrastructure.

Support the climate emergency response by:

- Being designed to be long lasting and low impact in delivery and maintenance.

Enhance the character of Greater Cambridge by:

- Have a positive impact on their setting in terms of location on the site, height and skyline, scale and form, townscape and landscape impacts and available views, to create a legacy of beautiful buildings and spaces in Greater Cambridge
- Use appropriate local characteristics to inform the siting, massing, scale, form, materials and landscape design of new development.
- Tall building proposals must be of exceptional quality and ensure that the character or appearance of Cambridge, as a city of spires and towers emerging above the established tree line, is maintained.

Why is this policy needed?

The National Planning Policy Framework, was recently updated to emphasise the importance of good design, and states that, 'The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.' Greater Cambridge has a strong track record of delivering well designed places with many award-winning schemes in Cambridge and South Cambridgeshire. Since 2008, the core themes covering Community, Connectivity, Climate and Character set out in the Cambridgeshire Quality Charter for Growth, have been used to clearly identify the expected quality of new developments.

Aiming for design excellence is crucial for all types of development, whether building or open space, regardless of tenure, use or ownership. Innovative, high quality design must be realised to ensure new development that respects and integrates existing character, assets and settings, while also constituting high quality architecture. This is a key factor for successful placemaking as well as a key challenge.

Changes to the national planning policy have recently introduced a National Design Guide and National Model Design Code. Local planning authorities should prepare area-based character assessments, local design guides or codes, consistent with these and tailored to the circumstances of the local area following community involvement to reflect local character and design preferences. The Councils have a range of design guidance already in place, ranging from guidance on tall buildings and skyline included in the Cambridge Local Plan, the South Cambridgeshire District Design guide, to individual village design guides. We will be considering how we update our guidance to reflect the new approaches introduced nationally.

To help meet this challenge, Greater Cambridge is establishing a Place and Design Quality Panel, formed from reviewing existing Design Review services at both Cambridge City Council and South Cambridgeshire District Councils, to support its aspirations to raise design quality across the local plan area, and has conducted a site typologies study to understand, protect, utilise and enhance the valued characteristics of different areas in the plan. These should ensure that the key aspects and qualities of the built form and varying contexts

across the Greater Cambridge.

What consultation have we done on this issue?

Some of the key feedback received during the First Conversation consultation included:

- that design is an important theme of the local plan
- ensuring that development is place specific and climate development.
- policies should allow imaginative and contemporary design
- recognising that the historic environment forms part of Great Places.
- consider issues like accessibility and connectivity
- apply the principles set out in the Cambridgeshire Quality Charter
- that we should not grant planning permission for poorly designed development.

What alternatives did we consider?

No policy – Not considered a reasonable alternative due to requirement for plans to set out a clear design vision and provide clarity about design expectations.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 5: Great Places

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018:

- Policy HQ/1: Design Principles

Cambridge Local Plan 2018

- Policy 55: Responding to context
- Policy 56: Creating successful places

Policy GP/LC: Protection and enhancement of landscape character

What will this policy do?

This policy will set out how development should address landscape character and features in Greater Cambridge.

Proposed policy direction

The Greater Cambridge Local Plan will require developments to:

- Respect, retain or enhance local landscape character (as set out in the Greater Cambridge Landscape Character Assessment).
- Fully consider cumulative effects of development and incremental change on landscape character.
- Retain and enhance landscape features within new developments
- Protect and enhance the setting of Cambridge, including the green corridors extending into the city and along the River Cam corridor, and strengthen or recreate the well-defined and vegetated edge of Cambridge, improve visual amenity and enhance biodiversity.
- Protect and enhance the setting of the villages in South Cambridgeshire and continue to protect identified Important Countryside Frontages.
- Protect important green gaps such as between Longstanton and Northstowe.

Why is this policy needed?

The Greater Cambridge landscape is varied with intimate river valleys, open fens, wooded claylands and ridges, and rolling chalk hills. Built around the banks of the River Cam, Cambridge is a distinctive and iconic historic University city.

The Local Plan needs to ensure the varied character of different parts of the area is properly considered in planning decisions. Developments should respond to the local landscape character and take opportunities for enhancement.

The new Greater Cambridge Landscape Character Assessment (2021) has looked in detail at the physical and human/cultural influences that have shaped the evolution and character of the landscape today. It has identified 33 different Landscape Character Areas with a distinct local identity and sense of place. Detailed information is provided about each, including the condition of the landscape, key sensitivities and guidance on landscape management and integrating development into the landscape.

New development can provide opportunities to enhance the landscape, such as improving the edges of settlements. The edges of Cambridge and the villages are an important area of

transition which require sensitive landscaping to protect the setting of the settlements and to provide a well-defined edge which respects townscape and the countryside beyond.

In many South Cambridgeshire villages there are locations where a strong countryside character penetrates into the village, or separates two parts of a village. These Important Countryside Frontages, identified in the South Cambridgeshire Local Plan 2018, are part of village character, and warrant continued protection. Other important green gaps in the landscape which should be protected and maintained will be identified in the policy.

What consultation have we done on this issue?

Responses to the First Conversation highlighted we should require developments to be in keeping with the landscape, informed by Landscape Character Assessments. We should include policies which seek to protect sensitive and valued landscapes.

The plan needs to consider the whole landscape associated with historic Cambridge and the River Cam. It should continue to retain significant green corridors through the urban areas and linking to an enhanced countryside beyond. Development proposals should consider their impact on views to and from the Greater Cambridge boundary, and on designated and undesignated heritage assets.

There is also scope to improve the landscape setting of some of the villages.

What alternatives did we consider?

No Policy – Not considered a reasonable alternative as policy guidance is needed to guide how landscape issues are addressed in planning decisions.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 5: Great Places

Greater Cambridge Landscape Character Assessment (2021)

Greater Cambridge Strategic Heritage Impact Assessment (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy NH/1 Conservation Area and Green Separation at Longstanton
- Policy NH/2: Protecting and Enhancing Landscape Character
- Policy NH/13: Important Countryside Frontages

Cambridge Local Plan 2018

- Policy 8: Setting of the city

Policy GP/GB: Protection and enhancement of the Cambridge Green Belt

What will this policy do?

This policy will set the framework for consideration of development proposals in the Green Belt.

Proposed policy direction

National planning policy places great importance on Green Belt and sets out specific requirements for how planning proposals in these areas should be considered. New development in the Green Belt will only be approved in accordance with Green Belt policy in the National Planning Policy Framework.

The Greater Cambridge Local Plan will include the established local purposes of the Cambridge Green Belt, which are to:

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

Enhancement of the Green Belt, such as for recreation and biodiversity, will also be supported.

Why is this policy needed?

The Cambridge Green Belt plays an important role in maintaining the special qualities of Cambridge as a historic city and the surrounding area.

Whilst national policy sets out the purposes of Green Belt, the Cambridge Green Belt has particular purposes, and was established to protect the historic city and its setting. The 'Cambridge Green Belt Purposes', were established by the Cambridgeshire and Peterborough Structure Plan (2003) and have been carried forward into subsequent Local Plans, including the most recent 2018 Local Plans. The Green Belt Assessment (2021) considered that these purposes were still relevant and they were used to assess the potential harm of new development.

National policy set out in the National Planning Policy Framework will be applied when considering proposals for development in the Green Belt. This establishes that some

forms of development are not inappropriate in the Green Belt, and where development is inappropriate it should not be approved except in very special circumstances.

National planning policy also requires local planning authorities to plan positively to enhance their beneficial use, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land. Such opportunities are being explored, in particular through the Green Infrastructure theme in this consultation.

What consultation have we done on this issue?

Much of the feedback received in the First Conversation in relation to the Green Belt was about whether it should be released for development or not. There was recognition of the value it provides, providing a setting for the historic city, but also providing open space. Whilst many expressed strong views that it should be protected, others highlighted the potential benefits in terms of sustainability of releasing land for development when compared to other locations. This is considered further in the Strategy section of this consultation.

What alternatives did we consider?

No policy– Not considered a reasonable alternative due to the need to provide a clear policy framework specific to the Cambridge Green Belt.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 5: Great Places

- Cambridge Green Belt Assessment (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018:

- Policy S/4: Cambridge Green Belt
- Policy NH/8: Mitigating the Impact of Development in and Adjoining the Green Belt
- Policy NH/9: Redevelopment of Previously Developed Sites and Infilling in the Green Belt
- Policy NH/10: Facilities for Recreation in the Green Belt

Cambridge Local Plan 2018

- Policy 4: The Cambridge Green Belt

Policy GP/QD: Achieving high quality development

What will this policy do?

This policy will set out our requirements for the design quality to be achieved by new developments, and alterations and extensions to existing development.

Proposed policy direction

This policy will require proposals to demonstrate how they meet the following expectations:

Designed with communities in mind:

- Ensure that buildings are orientated to provide natural surveillance and maximise opportunities to create active ground floor uses.
- Create active edges on to public space by locating appropriate uses, as well as entrances and windows of habitable rooms next to the street.
- Use design to minimise adverse impact on neighbouring buildings and spaces in terms of privacy and overlooking, sunlight and daylight, overshadowing and other micro climate considerations, artificial lighting, vibration, noise, fumes and odour, and other forms of pollution.
- Introduce mixed uses proposals in a way that can benefit all occupants where appropriate, avoiding the mixing of incompatible uses

Create local connections:

- Ensure building entrances and exits are convenient, safe and accessible for all users throughout the day and night, with lighting and security features successfully integrated into the design.

Are climate-positive:

- Create robust and adaptable building forms that can be successfully adapted and reused, extending their lifespan and reducing the carbon impacts of demolition
- Successfully integrate functional needs such as refuse, recycling, and bicycle parking does not negatively impact on the existing building or the amenity of neighbouring properties

Contribute and respond to local character:

- Provide a comprehensive design approach that achieves the successful integration of buildings, routes and spaces between buildings, topography, townscape and landscape.
- Create attractive and appropriately-scaled built frontages to positively enhance streets and/or public spaces in both urban and rural settings.
- Use materials and details that are of high quality, that will age well and be easy to maintain, and if an extension or alteration, reflect, or successfully contrast with, the existing building form, through the use of materials and architectural detailing.
- Ensure that development proposals successfully integrate functional aspects such as waste and recycling, bicycle parking and car parking.
- Any proposal for a structure that breaks the existing skyline and/or is significantly taller than the surrounding built form will need to demonstrate through visual assessment or appraisal with supporting accurate visual representations, how the proposals enhance the existing landscape and townscape and do not cause unacceptable impact on the historic environment. Major schemes should share a native 3-D file for assessment.

Why is this policy needed?

National planning policy emphasises the need to create a robust policy framework to achieve high quality design and this is supported through the National Planning Practice Guidance: Design: process and tools, and the National Design Guide. The Greater Cambridge area has a strong track record of delivering high quality design in new development and it is important that this continues. The Greater Cambridge Local Plan should seek to ensure buildings and places of high quality that can improve wellbeing today and be enduring so that they can be appreciated by future generations.

High quality design goes beyond a pure aesthetic response and includes more detailed matters such as functional design and assessment of impacts on setting and amenity. High quality design makes places that put people first, promote health and wellbeing and are welcoming, feel safe, are enjoyable and easy to use for everyone.

High quality building design is linked to context, in terms of appropriateness, and to place making in terms of how the proposed development will be sited. Without imposing architectural tastes or styles, it is important that a proposed development is considered in terms of site location, height, scale, form and proportions, along with materials and detailing. Where proposals constitute a 'tall building' because they break the skyline and/or are significantly taller than the surrounding built form, then further assessment of impact on setting and contribution to the wider context will be required. It is important that the policy achieves an approach that is both appropriate to urban and more rural contexts to cover redevelopment within existing contexts as well as development in emerging or new places being created in the wider Greater Cambridge area.

Materials to be used for new buildings should be suitable for their purpose and setting. The durability of materials and how they weather are important factors. All the necessary environmental services, plant, recycling and refuse storage, bicycle and car parking must be considered early in the design process and be successfully integrated into the development to form part of the overall design and not as an afterthought. Such features must be secure and located conveniently but unobtrusively.

What consultation have we done on this issue?

We received a wide range of views during the First Conversation consultation on measures needed to achieve high quality development. Comments included that:

- New developments should support better access requirements.
- Developments should include accessible facilities
- Low carbon lifestyles should be supported.
- The potential for planting and biodiversity should be maximised.
- Building standards should be improved
- High quality design in the new developments should be achieved
- Design should recognise climate change by maximising potential for latest methods of insulation, on-site water recycling and district heating.

What alternatives did we consider?

No policy – Not considered a reasonable alternative due to the need to respond to local design issues.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 5: Great Places

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy HQ/1: Design Principles
- Policy HQ/2: Public Art and New Development;

Cambridge Local Plan 2018

- Policy 55: Responding to context
- Policy 56: Creating successful places
- Policy 57: Designing new buildings
- Policy 60: Tall buildings and the skyline in Cambridge
- Policy 64: Shopfronts, signage and shop security measures
- Policy 66: Paving over front gardens

Policy GP/QP: Establishing high quality landscape and public realm

What will this policy do?

The policy will set out our requirements for the quality of design of landscape and public realm proposals.

Proposed policy direction

Developers will be required to demonstrate how their proposals meet the following expectations:

Enabling local communities:

- Ensure new and enhanced existing routes are designed inclusively, prioritising a pedestrian led movement hierarchy including generous and level footways that avoids street clutter.
- Include seating, drinking water fountains, shade and shelter, bicycle parking, street lighting, signage and public art, designed in a coordinated and needs-led approach which does not obstruct the public realm or create street clutter.
- Parking should not reduce the functionality of open spaces, and if on street should be inset in an expanded footway to allow pedestrian movements when not occupied.

Enhance connectivity:

- Ensure that new and existing public realm seamlessly connects, and that the quality and function of existing routes are enhanced.
- Establish streets and open spaces that are well defined, and which clearly demarcate public and private space.
- Create streets that respond to their levels of use while not allowing vehicular traffic to dominate.

Respond to climate:

- Be landscape led, by retaining and enhancing existing features including trees, natural habitats, boundary treatments and historic street furniture and/or surfaces that positively contribute to the quality and character of an area.
- Ensure species are selected that enhance biodiversity through the use of native planting and/or species capable of adapting to our changing climate.
- Integrate surface water management through design to enable pedestrian accessibility and planting, retaining existing natural features where possible, do not pave over front

gardens if this is compromised.

- Factor microclimate into design proposals and that public spaces receive adequate sunlight.

Integrate with local character

- Respond to its context and relate to the character and intended function of the spaces and surrounding buildings through the use of high quality and well detailed materials that are easily maintained.
- Ensure that the right growing conditions and future management regimes for landscape schemes are secured and implemented, and ensure that space for trees and other planting is incorporated that is appropriate to the scale of buildings.
- Provide appropriate types of open space whether in urban or more rural places that link into other sequences of existing or new landscape spaces and wider settings.

Why is this policy needed?

Public realm helps to define the character and experience of great places, whether within Cambridge or one of the surrounding villages, and it is crucial that these positive qualities are maintained into the future. The importance of creating and protecting high quality streets and other open spaces, both public and private, is a key part of adapting to climate change pressures, supporting biodiversity, and promoting active and healthy lifestyles. The spaces between, around and within buildings, streets, squares, parks and open spaces all play a key role in supporting public life and fostering social interaction. Greater Cambridge's landscape spaces and public realm are key to creating a sense of place and play an important role in enhancing communities' quality of life and health and wellbeing and can even play a role in boosting the local economy.

What consultation have we done on this issue?

In the First Conversation you told us that we should make accessible places that were not car dominated, and that supported moving around by walking and cycling. We should make places welcoming and safe, and we should incorporate community facilities and open spaces.

What alternatives did we consider?

No policy and relying on national guidance – Not considered a reasonable alternative due to the need to respond to local issues.

Supporting evidence studies and topic papers

Greater Cambridge Local Plan: Topic paper 5: Great Places

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018:

- Policy HQ/1: Design Principles

Cambridge Local Plan 2018

- Policy 65: Visual pollution
- Policy 59: Designing landscape and the public realm

Policy GP/HA: Conservation and enhancement of heritage assets

What will this policy do?

This policy will control development that involves or affects Greater Cambridge's historic buildings or structures and its historic places.

Proposed policy direction

Proposals affecting heritage assets will be considered in accordance with the guidance set out in the National Planning Policy Framework.

Recognising the important contribution heritage assets of various types make to Cambridge and South Cambridgeshire, the policy will require that proposals properly consider the historic environment and make a positive contribution to local character.

Development will be required to demonstrate how it preserves or enhances the significance of the heritage assets of the Greater Cambridge, their setting and the wider townscape, including views into, within and out of conservation areas.

The local plan will also continue to recognise the importance of local heritage assets (including buildings of local importance). We will include the criteria for the selection of these assets.

The policy will also require the appropriate treatment of archaeology.

Why is this policy needed?

Greater Cambridge's historic and natural environments define the character and setting of the City and rural areas, contributing significantly to quality of life and forming a very significant part of the backdrop to a successful and growing area. Greater Cambridge has a varied heritage, from the internationally recognised grandeur of King's College Chapel to the vernacular buildings of villages in the varied landscapes on the south Cambridgeshire countryside. The number of conservation areas is high, as is the number of grade I and grade II* listed buildings. Within the city of Cambridge there is an exceptional concentration of significant collegiate buildings around the arc of the River Cam. Open spaces such as the fens, commons, greens and The Backs are also key historic and green features of Greater Cambridge. There are a number of registered parks and gardens of special historic interest, including estates such as Wimpole, college grounds, and the Botanic Garden. The policy is needed to ensure the quality of all of this is protected and to ensure that environmental objectives are attained in the delivery of sustainable development.

To support plan making a Strategic Historic Impact Assessment (SHIA) has been

commissioned. This includes a baseline study of the setting of Cambridge, with a focus on identifying the key aspects of that setting and the character of the City that contribute to its significance as a historic place. This informed a strategic assessment of the growth strategy options considered which has informed the proposals in this consultation.

Consideration of heritage issues was an important criteria within the Housing and Employment Land Availability Assessment where potential sites were tested. It is intended to carry out a full Heritage Impact Assessment of sites at the Draft Local Plan stage.

Other policy approaches proposed in this consultation will help maintain the significance of Cambridge as an historic city via protection and enhancement of landscape character of Cambridge and the River Cam; the approach to tall buildings; progression of a Management Plan for the historic core.

What consultation have we done on this issue?

Responses to the First Conversation highlighted the importance of the historic environment in Greater Cambridge, from the historic core of Cambridge through to village Conservation areas. Development could provide opportunities to enhance the historic environment, but also that it must be carefully considered to ensure impacts are fully assessed. A strategy for protecting and enhancing the historic environment should be an important part of the plan.

What alternatives did we consider?

No policy, and relying on national guidance – Not considered a reasonable alternative due to the requirements to set out a strategy regarding heritage, and the need to respond to local issues.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 5: Great Places

Greater Cambridge Strategic Heritage Impact Assessment (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy NH/14: Heritage Assets

Cambridge Local Plan 2018

- Policy 61: Conservation and enhancement of Cambridge's historic environment
- Policy 62: Local heritage assets
- Policy 64: Shopfronts, signage and shop security measures

Policy GP/CC: Adapting heritage assets to climate change

What will this policy do?

This policy will set out how the environmental performance of heritage assets should be balanced against the need to protect and enhance the character and value of that asset.

Proposed policy direction

The policy will:

- Require retrofit works to be carried out in accordance with the BSI PAS 2035 framework and Historic England guidance for energy improvements to heritage assets.
- Require proposals to take a 'whole building' approach to undertaking works to heritage assets to enhance environmental performance;
- Support proposals which seek to undo the damage caused by previous inappropriate interventions (e.g. removal of cement render and replacement with breathable options).
- Give consideration to measures that will reduce carbon emissions and assist with adaptation to our changing climate (for example external shading or property level flood protection).

The plan will also direct residents to further guidance on how to approach works to older homes.

Why is this policy needed?

Our Net Zero Carbon Study 2021 shows that existing buildings account for one third of all greenhouse gas emissions in Greater Cambridge. While high energy efficiency standards have been introduced for new homes, we cannot meet our climate targets without reducing emissions and energy usage in all our homes. Improving energy efficiency is not only good for the climate, but it will also reduce your running costs, and increase the lifespan of your building.

Nationally, about 20% of our homes were built before 1919, using traditional timber-frame or solid wall construction methods and materials. Of this 20%, about 1% of homes in Cambridge and 3% in South Cambridgeshire are Listed Buildings. Maintaining the buildings we use is a powerful climate action as it 'locks in' the carbon used to build these in the first place. And while traditional buildings in general need to be part of the big push to improve residential efficiency across the board, in their own analysis the Committee on Climate Change have concluded that at least 90% of existing buildings in the UK should have energy

efficient retrofits for the UK to meet its zero carbon targets. This recognises that some buildings simply cannot be adapted to eliminate all emissions. However, there are things that can be done provided that the correct approach is taken. Policy is therefore needed to support owners of heritage assets to undertake sensitive works to address the performance of their buildings, in line with best practice guidance for heritage assets.

What consultation have we done on this issue?

Responses to the First Conversation highlighted the need to consider the adaptation of listed buildings to respond to climate change. We should support retrofit existing development, including heritage assets, for better energy efficiency, insulation, boilers and energy. We should provide guidance for retrofitting heritage assets.

What alternatives did we consider?

No policy – Not considered a reasonable alternative as given the scale of heritage assets in the area, and the challenge of climate change, a policy is needed.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 2: Climate Change

Greater Cambridge Local Plan: Topic paper 5: Great Places

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy NH/15: Heritage Assets and Adapting to Climate Change

Cambridge Local Plan 2018

- Policy 63: Works to a heritage asset to address climate change

Policy GP/PH: Protection of public houses

What will this policy do?

This policy will control development proposals involving the loss of public houses.

Proposed policy direction

Safeguard public houses, only allowing their loss to other uses where they are no longer needed within the community as a public house or other form of community facility, demonstrated by evidence of effective marketing and exploration of options to make it viable.

Support diversification of public house uses to help them remain viable, such as the use of part of a pub for another use that would support its viability while respecting the site's prevailing character.

Why is this policy needed?

Public houses are an important part of Greater Cambridge's communities. They help to foster social interaction and local community life in both urban and rural areas. They are often the hub of a neighbourhood, street or village and can provide a focal point for cultural and recreation activities.

Pubs also have an important part to play in the Greater Cambridge economy, not just for the direct and indirect jobs they provide in the pub supplies, food and brewing industries, but in supporting the area's main industries and quality of life by attracting and providing a meeting place for students, academics, scientists and entrepreneurs, and in attracting office workers, shoppers and tourists.

What consultation have we done on this issue?

Responses to the First Conversation consultation included support for new public houses to be provided in all new developments. This was received in response to our question about we might achieve 'good growth' that promotes wellbeing and social inclusion.

What alternatives did we consider?

No policy – This is not the preferred approach. The adopted local plan policies which protect public houses have reduced the loss of safeguarded public houses. If there was no future policy to safeguard these sites/uses, there is significant risk of additional losses.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 5: Great Places

Existing policies in adopted 2018 Local Plans

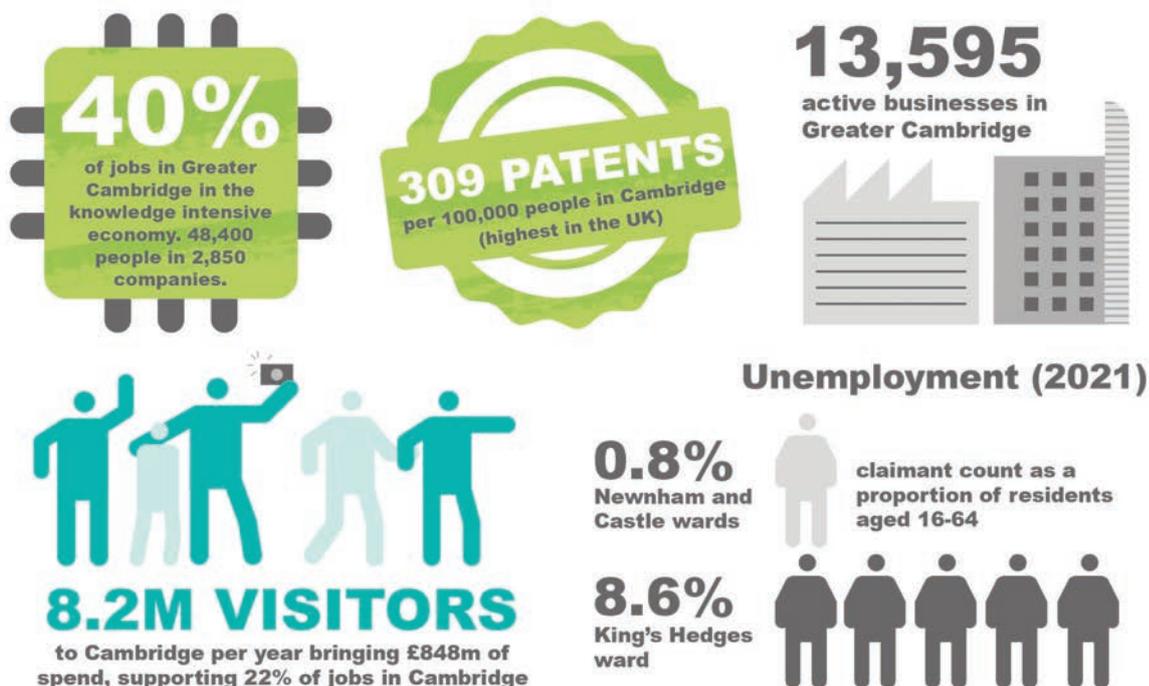
South Cambridgeshire Local Plan 2018

- Policy E/20: Tourist Accommodation
- Policy SC/3: Protection of Village Services and Facilities
- Policy SC/4: Meeting Community Needs.

Cambridge Local Plan 2018

- Policy 76: Protection of public houses

3.5 Jobs



In the First Conversation in 2020, you told us about the importance of the Cambridge economy and its high technology clusters. Many major site proposals were suggested, reflecting Cambridge’s strengths, but there was also concern about the scale of economic growth in the area. You highlighted that it was important that the area should have a range of jobs, and that these should be available close to where people live or can travel to sites without relying on cars. You also wanted us to support our high streets, and to help them diversify.

Aim for our jobs policies

Encourage a flourishing and mixed economy in Greater Cambridge which includes a wide range of jobs, while maintaining our area’s global reputation for innovation.

How has this influenced the shape of the plan?

In the Strategy section of this consultation we have explored the needs of the economy, and how they should be planned for. This includes identifying a range of sites to respond to the findings of the Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020). This includes supporting the needs of the high technology clusters that Cambridge is famous for, but also other sectors that are needed for the local area and to provide a variety of employment opportunities.

In the Jobs theme we set out policies that would be applied when considering planning applications for development. The proposals seek to support employment development in a

range of locations or a scale and type appropriate to the location. The proposals also seek to reflect how work is changing, by supporting remote working, and improving facilities on employment parks. They also explore how we could spread the benefits of development by including affordable workspace. Our town and village centres remain at the heart of our communities, but the way we are shopping is changing. We explore policies that can help them adapt.

How does this intersect with the other themes?

Great Places – supports delivery of high quality places, helping to create positive working environments

Wellbeing and social inclusion - creating healthy communities so people can thrive

Homes – deliver homes for people who work in the area

Infrastructure – providing to services facilities and transport the economy needs to work efficiently.

What policies are we proposing?

Policy J/NE: New Employment Development Proposals

Policy J/RE: Supporting the Rural Economy

Policy J/AL: Protecting the Best Agricultural Land

Policy J/PB: Protecting existing business space

Policy J/RW: Enabling Remote Working

Policy J/AW: Affordable Workspace and Creative Industries

Policy J/EP: Supporting a range of facilities in employment parks

Policy J/RC: Retail and Centres

Policy J/VA: Visitor Accommodation, Attractions and Facilities

Policy J/FD: Faculty Development and Specialist/Language Schools

Topic Paper

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

Greater Cambridge Local Plan: Topic paper 6: Jobs

Policy J/NE: New employment development proposals

What will this policy do?

This policy will set out the criteria that will determine whether proposals for employment development in urban areas, villages, and the countryside are acceptable.

Proposed policy direction

Employment development (classes E(g), B2 and B8) will be supported:

- In Cambridge at sites set out in the Strategy section of this consultation, and within appropriate mixed use areas of major change and opportunity areas. Other employment proposals to be considered on their merits where they are of an appropriate scale, character and accessible location.
- Within towns and villages, where it is of an appropriate scale and character to the location and scale of settlement. The policy would cover both new premises and the expansion of existing premises.
- Close to but outside settlement boundaries of villages subject to a number of criteria (described below).
- In defined 'established employment areas in the countryside' (listed below).
- In the countryside only where the expansion of existing businesses fulfils a number of criteria (described below).

Large scale national and regional warehousing and distribution centres will not be supported in Greater Cambridge.

Why is this policy needed?

National planning policy requires plans to help create the conditions in which businesses can invest, expand and adapt.

As set out in the Strategy section of this consultation, a range of key employment locations have been identified to support the Cambridge economy. However, there is a range of small employment sites scattered all over the City. Proposals for new employment development will be considered on their merits using the range of other policies that will be included in the plan.

Sensitive small-scale employment development can help sustain rural economies, and provide a wider range of employment opportunities for local residents. Providing jobs near to residents to reduce the need to travel was a key issue that was raised during the First

Conversation consultation and supports a number of the Plan's other Themes including climate change and social inclusion.

For developments within town and village settlement boundaries, scale and character are key to ensuring that the overall character of the settlement is maintained. For example, it would be expected that larger proposals are more likely to be considered favourably in towns and Rural Centres.

To support local employment opportunities the Local Plan can provide a degree of flexibility of the edges of villages. Development in these locations would be permitted (outside the Green Belt) subject to a number of criteria that include: evidence of the lack of availability of alternative sites and premises; previous development on the site (or evidence that there are no alternative suitably developed sites); there is a business case for a viable development; a named first occupant can be cited; the scale and character of the development are in keeping with the category and scale of the village and accessibility by cycle and foot.

The proposed approach to settlement boundaries (policy SS/SB) generally restricts uses in the countryside to those specifically that need to be there in order to restrict unsustainable forms of development. However, there is also a desire to support the rural economy and local job opportunities. There are many firms working in the rural areas of South Cambridgeshire away from settlements, and we want to continue to support them. Whilst in general new development in the countryside is restricted, there are circumstances (outside the Green Belt) where the expansion of these firms would be acceptable. The policy would define these circumstances through a series of criteria that include: evidence of the viability of the existing business and jobs growth; appropriateness of scale, location and appearance and evidence that these do not negatively impact on the countryside; the reuse of existing buildings where possible, a named first occupier and no significant adverse traffic impact.

Recognising that a number of business parks are located in the rural areas of South Cambridgeshire these key employment sites outside the green belt were identified in the Local Plan 2018 as 'Established Employment Areas in the Countryside'. It is proposed to continue this designation for the sites previously identified to support their continued evolution:

- Cambourne Business Park, Cambourne;
- Brookfields Business Estate / Park, Twentypence Road, Cottenham;
- Land at Hinxton Road, South of Duxford;
- Granta Park, Great Abington;
- Cambridge Research Park, Landbeach;
- Site to North of Cambridge Research Park, Landbeach;
- Daleshead Foods Ltd, Cambridge Road, Linton;
- Eternit site, Meldreth;
- Norman Way Industrial Estate, Over;

- Former Spicers site, Sawston;
- Buckingway Business Park, Swavesey;
- Convent Drive / Pembroke Avenue site, Waterbeach.

National Planning policy requires local planning authorities to plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries. The Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) explores the presence of clusters in the area, including their needs and opportunities, involving consultation with key stakeholders. In particular, the study highlights the presence of Life Sciences, ICT, Professional Services and Advanced Manufacturing.

The Strategy theme of this consultation proposes a range of sites and policies which are particularly suited to supporting the needs of clusters. These include significant opportunities at:

- North East Cambridge
- West Cambridge
- North West Cambridge
- Cambridge Biomedical Campus
- Welcome Trust Genome Campus
- Granta Park
- Babraham Research Campus
- New Towns at Northstowe and Waterbeach.

Cluster related employment is not restricted to these areas, and there are smaller concentrations, and individual firms both in Cambridge and the rural areas of South Cambridgeshire. Developments proposed to support clusters which meet the proposed policy requirements in J/NE would be supported, particularly where they include provision of a range of suitable units, including for start-ups, SMEs, and incubator units.

A need for additional space for warehousing and distribution (Use Class B8) was identified in the Greater Cambridge Employment Land and Economic Development Evidence Study (November 2020) and potential sites are proposed to be allocated (see the Strategy section of this consultation). However, whilst we need to meet the needs for local distribution, as a central location the area may be desirable to national distributors. Given the very high land take of this type of use, the local pressures on land supply for a range of uses, and the greenbelt location, it is proposed that the plan continues to not support large scale regional and national distribution proposals.

What consultation have we done on this issue?

As part of our First Conversation consultation we asked you about particular employment locations we should be focusing on, and were there specific locations important for different types of business or industry.

Sustainability was a key issue in many of the responses with requests that employment space be located close to where people live in order to reduce the need to travel and in locations with good public transport access and active travel opportunities. Specific examples included locating high density uses such as larger office premises close to rail stations and supporting development close to new infrastructure such as new East West Rail stations.

There was support for dispersing employment across Greater Cambridge including in new communities, existing (and new) clusters and employment sites, neighbourhood and village locations and on the edge of Cambridge. Where references were made to specific villages, they tended to be those with larger populations. There was preference for development on brownfield rather than greenfield land.

There were a range of specific proposals seeking for the plan to support high technology and life sciences sectors, in many cases by providing large scale new allocations, particularly focused on expanding existing locations.

For light industrial, industrial and warehousing and distribution uses close proximity to major road networks at the edge of villages or in close proximity to services and existing employment uses was suggested.

The general provision of a range of size of sites was recommended and there were specific suggestions for neighbourhood and village locations to include smaller flexible and co-working spaces as well as space on industrial estates and business parks. Within new or the expansion of existing communities, start-up and incubator space was suggested as well as a requirement that all new developments have some flexible employment space. There was also caution that business locations should not adversely impact residential areas in relation to visual and traffic impacts.

A range of alternative sites and locations were suggested and many of these were submitted in the call for sites. There were also objections to providing more employment space Greater Cambridge, and that further development should not be supported.

What alternatives did we consider?

No policy – Not considered a reasonable alternative as this would not provide adequate policy guidance, would fail to support the economy, including the rural economy.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 6: Jobs

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018:

- Policy E/9: Promotion of Clusters
- Policy E/11: Large Scale Warehousing and Distribution Centres
- Policy E/12: New Employment Development in Villages
- Policy E/13: New Employment Development on the Edges of Villages
- Policy E/16: Expansion of Existing Business in the Countryside
- Policy E/15: Established Employment Areas

Cambridge Local Plan 2018

- Policy 40: Development and expansion of business space

Policy J/RE: Supporting the rural economy

What will this policy do?

This policy will set out the approach to re-use and replacement of rural buildings, and proposals related to land-based enterprises.

Proposed policy direction

Support proposals for diversification schemes which enable continued operation of agricultural and other land based rural businesses particularly where they are engaged in sustainable land management or renewable / low carbon energy, where they are appropriate in scale to their location and, where possible, reuse existing buildings.

Support the re-use of rural buildings in the countryside for employment purposes, where they are of permanent and substantial construction and in keeping with their surroundings. Allow the replacement of such buildings where it would bring about environmental improvement and a more sustainable development.

Why is this policy needed?

It is important that the plan restricts the scale of development in the countryside where large scale development would be unsustainable. Rural buildings, such as farm buildings no longer needed for agriculture, provide opportunities for conversion for employment uses in the district, and provide a way of supporting the rural economy and making best use of an existing resource.

The plan also needs to support land-based businesses and farms to continue to thrive. To do this many have diversified into other business areas. They also need to continue to adapt to respond to climate change and to new Government funding schemes. It is important that diversification proposals are well founded in terms of effectively contributing to the agricultural business and the rural economy and integrating new activities into the environment and the rural scene.

What consultation have we done on this issue?

Diversification and the re-use of farm buildings were not addressed specifically in our First Conversation consultation. However, we did receive feedback that supported market gardening and farming, including to produce local food and reduce food miles.

What alternatives did we consider?

1. No policy – This is not the preferred approach, as not including a policy would not provide sufficient support land based businesses, or the re-use of buildings.
2. Greater flexibility for residential uses of rural buildings – This is not the preferred approach. Current policy requires buildings for be effectively marketed for employment first. Removing this preference would reduce the opportunities to support the rural economy and encourage residential development in the countryside where there is greater reliance on the private car to access everyday services.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 6: Jobs

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy E/17: Conversion or Replacement of Rural Buildings for Employment
- Policy E/18: Farm Diversification

Cambridge Local Plan 2018

- N/A

Policy J/AL: Protecting the best agricultural land

What will this policy do?

This policy will set out when and how development on agricultural land and soils should be controlled.

Proposed policy direction

Restrict development which would lead to the irreversible loss of the best agricultural land (Grades 1, 2 or 3a) unless it is allocated in the local plan to meet development needs, or sustainability considerations and the need for the development are sufficient to override the need to protect the agricultural value of the land. In addition, the impact of development on soils and the protection of soil quality must be considered, through careful management during construction.

Why is this policy needed?

South Cambridgeshire has a significant resource of good quality agricultural land, and this is a valuable resource that needs to be protected. The sector is a key economic and environmental resource with the total farmed area of Greater Cambridge over 72,000 ha.

Much of the best agricultural land lies around Cambridge and the larger settlements, which may be the most sustainable locations for future development. The need to identify and maintain a supply of land for development means there is pressure for development of agricultural land.

Farmland is also an important biodiversity asset for Greater Cambridge. Defra's Agricultural Policy transition plans for England focus support for farmers on sustainable farming practices, including improving soil quality; creating habitats for nature recovery; and making landscape-scale change such as establishing new woodland and other ecosystem services.

Soil is a key element of the environmental ecosystem. Some of the most significant adverse impacts on soil occur as a result of activities associated with construction activity. It is important that development is carefully managed to ensure that these impacts are minimised.

The protection of peat soil is addressed under the climate change theme.

What consultation have we done on this issue?

The importance of protecting agricultural land came up in responses to a wide range

of questions as part of the First Conversation. Concerns related to impact on carbon sequestration, biodiversity and our ability to meet our food growing needs.

What alternatives did we consider?

No Policy – Not considered a reasonable alternative as national planning policy requires the plan to consider the impact on agricultural land.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 6: Jobs

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy NH/3: Protecting Agricultural Land

Cambridge Local Plan 2018

- Policy 8: Setting of the city

Policy J/PB: Protecting existing business space

What will this policy do?

This policy will state what existing business space will be protected and how business space and employment land can be changed to other uses.

Proposed policy direction

The Local Plan will seek to protect employment land from loss to other uses in Greater Cambridge, including specific protection for industrial sites in Cambridge. Where loss is proposed, it will need to be justified by evidence that it is no longer needed (by being effectively marketed, with the plan setting out what this would entail).

The following industrial sites in Cambridge will be protected from development that would result in the loss of employment floorspace or land.

- Cheddars Lane, Cambridge
- Beadle Industrial Estate, Ditton Walk, Abbey
- Henley Road and Coldham's Road, Cambridge
- Mercers Row Industrial Estate (including Swanns Road), Abbey
- North of Coldham's Lane, Cambridge (including Church End Industrial Estate and College Business Park).
- King's Hedges Road – Kirkwood Road / Kilmaine Estate, King's Hedges
- Ronald Rolph Court, Ditton Walk, Abbey
- Coldham's Lane Business Park, Cambridge
- Barnwell Business Park, Abbey

Why is this policy needed?

Employment sites and business premises in Greater Cambridge are under pressure for redevelopment from residential and other uses. There is a particular pressure on industrial land in Cambridge with reduced space and rising land values pushing industrial uses out of the city (or out of business). There is also pressure on employment land in villages.

The uncontrolled loss of employment land reduces the sustainability of local communities. Less local employment opportunities can reduce the vibrancy of communities, and mean people have to travel further for work, or to access local services.

For Cambridge, where the City Council's Anti-Poverty Strategy (2020-2023) evidences a significant proportion of residents receiving low levels of pay and/or claiming benefits, protecting existing industrial sites is considered a vital part of developing a more inclusive

economy. Due to their importance key areas will be specifically identified on the policies map.

It would be unreasonable to protect employment sites in perpetuity, but we can seek to ensure that alternative employment opportunities have been explored before sites are lost.

The policy will operate within the limits of the uses classes and permitted development rights, which allow certain changes of use to take place without the need for planning permission.

What consultation have we done on this issue?

In our First Conversation consultation when we asked whether you think we should be protecting existing business and industrial space, there was support to protect employment land in rural areas and sustainable locations, where it meets local needs and reduces commuting distances and the associated impacts on the environment. The need to protect sites for specific purposes such as minerals and waste uses was also referenced.

A number of responses raised the need to assess existing employment space to review performance against proposed carbon reduction measures in the Plan and to determine how essential it is for certain businesses to be in Cambridge and the most appropriate locations to continue employment uses.

We received differing views on whether require appropriate marketing of employment sites before change of use can be allowed. There was also a general objection to the arbitrary protection of employment space.

There were also responses that gave examples of where employment land should not be protected, for example, uses that are now inappropriate for the local area due to noise and the use of the local road network by HGVs, land that is under-utilised and could be used for residential development.

What alternatives did we consider?

No policy, allow employment land to be changed to other uses without restriction – This is not the preferred approach, as it is considered there is to the need to protect employment sites.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 6: Jobs

[Greater Cambridge Employment Land and Economic Development Evidence Study](#)

(November 2020)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy E/14: Loss of Employment Land to Non Employment Use

Cambridge Local Plan 2018

- Policy 41: Protection of business space

Policy J/RW: Enabling remote working

What will this policy do?

This policy will set out how proposals for remote working hubs and working at home should be considered.

Proposed policy direction

Policies will support the creation of local employment hubs, outlining acceptable types, scale and location of development.

They will also support for partial conversion, extension or change of use of residential dwellings to enable the residents to work at or from part of the dwelling, subject to criteria addressing, for example, the impacts on neighbours of traffic, noise and disturbance and the character and appearance of the proposals.

Why is this policy needed?

Whilst there has been trend towards workers working all or part of their working week from home over recent years, the COVID-19 Pandemic has dramatically accelerated this shift. The post-pandemic future remains uncertain; however, surveys suggest that many companies' workers will look to continue some level of home-working.

Many workers welcome this change, valuing the reduction in the time and money spent commuting and the promise of flexibility in future working patterns. However, for others there can be difficulties in working at home, including lack of space, difficulties with childcare and the impacts on mental health of solitary working.

For firms too, particularly those in the knowledge-based economy, there can be downsides to this remote working with the loss of human contact reducing the exchange of ideas and innovation associated with day-to-day contact and networking.

The Local Plan could offer support to home adaptations that may be needed (although many of these changes may already fall under Permitted Development).

Work hubs would provide shared space for workers located within buildings in local neighbourhoods. Appropriate size would generally be dependent on the size of the local community. In villages they would be smaller in scale but in cities and towns they could be considerably larger.

Community work hubs could provide an accessible, sustainable solution for workers. They could also support the development and growth of new enterprises not only through the exchange of knowledge with peers but also by providing a focus for business support

provision. Policy is needed to encourage and enable this type of facility.

What consultation have we done on this issue?

In our First Conversation consultation we had a number of responses that request policies that support flexible and home working in order to respond to changing work patterns. The need to provide dwellings with flexible spaces and good broadband services was highlighted as well as cafes and co-working spaces in close proximity to homes.

What alternatives did we consider?

No policy – This is not the preferred approach, as the COVID-19 pandemic has emphasised the need to support flexible working arrangements.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 6: Jobs

[Greater Cambridge Employment Land and Economic Development Evidence Study](#)

(November 2020)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/18: Working at Home

Cambridge Local Plan 2018

- N/A

Policy J/AW: Affordable workspace and creative industries

What will this policy do?

This policy will set out how affordable workspace, including for creative businesses, should be provided across Greater Cambridge.

Proposed policy direction

It is proposed to require affordable workspace to be delivered as a proportion of larger commercial developments. Affordable workspace can be defined as workspace that has a rental value below the market rate (generally, 80% of the market rate or less). If on-site provision is not possible, require financial contributions for equivalent off-site provision.

To help new communities develop, major mixed use developments should incorporate an element of affordable workspace. They should also include provision for creative and artists' workspace, rehearsal and performance space and makerspace.

Why is this policy needed?

Our Employment Land Review presents evidence that there is a shortage of affordable workspace for start-up businesses and SMEs across Greater Cambridge. The issue is more apparent and increases further towards Cambridge city centre.

Common issues include tenants being priced out of the market, long waiting lists for new space and high rents. As a result, it reports, the workspace market in Greater Cambridge can be difficult for micro-enterprises and SME's to enter.

Providing spaces at reduced rents on easy-in and on easy-out terms helps to encourage individuals to take the leap into starting a new business or growing their homebased business. Support from business support providers in these shared spaces can help entrepreneurs to develop sustainable companies.

Affordable workspaces have an important role in helping to address social inclusion. Individuals from more deprived communities will have more barriers to starting up including access to finance and the ability to absorb risk. Access to affordable flexible spaces can help to overcome these issues.

In several areas of London, the provision of affordable workspaces is built into planning policy as a means of addressing shortages in premises for micro, small and medium-sized enterprises. Different boroughs can have different thresholds, levels and timescales for delivery. As an example, in Richmond upon Thames, where over 1,000 m² of office space

proposed, at least 10% of this space must be affordable. 'Affordable' is defined as rent and service charges at less than 80% of market value. Under the policy the workspace must be maintained at an affordable level for a minimum of ten years.

A next step at draft plan, if this approach is taken forward, would be to identify scale of development it should apply to and the proportion that should be required.

As well as ensuring a sufficient supply of affordable business space, affordable workspaces can support sectors that have cultural or social value such as artists, designer-makers, charities, voluntary and community organisations and social enterprises for which low-cost space can be important.

For Greater Cambridge, the creative sector has been identified as a sector that has a significant economic role in the area and a wider role in supporting wider community well-being, for example through place-making. However, it has also been identified as having a particular need for affordable space.

Consultants looking at the supply and demand of creative workspace in Greater Cambridge have highlighted Cambridge's unique character as a historic university town with very few post-industrial buildings and high demand on its current stock of commercial space. This effectively means that there are few affordable spaces for artists and creatives to occupy and practice in.

Their surveys of creative businesses have identified a shortage of secure, flexible and affordable workspaces leading people to work from home or use a range of other spaces that are less suitable.

What consultation have we done on this issue?

In our First Conversation consultation we asked you a range of questions focused on the local economy and your preferences for the type and location of business and industrial space in Greater Cambridge.

We received several responses that raised the need for new start-up, incubator and small business and workshop space in the area including flexible workspace and co-working hubs with shared facilities. It was felt important that these spaces could adapt to changing circumstances. Short-term premises for pop-ups were also highlighted as an option.

The need for small, affordable start-up units in new developments was raised including space for lower skilled businesses and to protect existing businesses. Affordability, it was suggested, could come through subsidised or low rents.

There was support for the creation of creative jobs in arts and culture and the need for art galleries and youthful cultural spaces was recognised.

The suggested locations for these spaces were not restricted to a particular area. Villages, new settlements, expanding housing and employment areas, urban areas and rural areas were all proposed.

What alternatives did we consider?

No Policy - This is not the preferred approach. The market has not provided a sufficient supply of small workspaces to meet the demand for such space in Greater Cambridge. Without a policy, outside the life science sector, this under provision is likely to continue.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 6: Jobs

[Greater Cambridge Employment Land and Economic Development Evidence Study](#)

(November 2020)

Existing policies in adopted 2018 Local Plans

None

Policy J/EP: Supporting a range of facilities in employment parks

What will this policy do?

This policy will guide consideration of proposals for shared facilities in employment parks and campuses.

Proposed policy direction

Support appropriately scaled leisure, eating and social hub facilities where they support the functioning of an employment area, and they are primarily aimed at meeting the needs of workers on site and help to manage the transport impacts of the development.

Why is this policy needed?

The success of many of the campuses and business parks in Greater Cambridge is not just down to the employment buildings. They are supported by a mix of other services and facilities which make it possible for workers in business to meet and share ideas, and have access to supporting facilities that are conducive to a high quality working environment. They also have the benefit of helping to manage the peak arrival and departure of workers travelling to and from the site, helping to improve air quality and ease congestion and pressure on infrastructure.

At the same time these facilities should not be so extensive that they threaten the viability of nearby district or local centre.

With the implementation of the Planning Use Class E, which provides greater flexibility between uses, such a policy is less necessary, but we think that making our employment parks high quality environments for workers and visitors is such an important issue it remains an important element of the plan.

What consultation have we done on this issue?

In our First Conversation consultation we asked you a range of questions focused on the local economy.

We had some responses that suggested that the Plan should support the provision of shared spaces within employment areas. Suggestions included co-working spaces, cafes, cycle facilities and changing rooms and electric bike parking.

What alternatives did we consider?

No policy – This is not the preferred approach, due to the need to support these ancillary facilities to make our business parks and campuses more effective.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 6: Jobs

[Greater Cambridge Employment Land and Economic Development Evidence Study](#)

(November 2020)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy E/10: Shared Social Spaces in Employment Areas

Cambridge Local Plan 2018

- Policy 40 Development and expansion of business space J8: Retail and Centres

Policy J/RC: Retail and centres

What will this policy do?

This policy will cover the treatment of retail, leisure (arts, culture and entertainment) and other city centre proposals in Cambridge, and the towns and villages of South Cambridgeshire, as well as out-of-town development.

Proposed policy direction

We will update our policies regarding retail, leisure (arts, culture and entertainment) and centres to adapt to the changing retail environment but also changes in national planning policy regarding Use Class E which reduce control over changes between certain uses.

The Greater Cambridge Local Plan will:

Support the retention of retail and leisure uses with the revitalisation of high streets. This includes encouraging small-scale units, to attract independent shops, leisure activities and small businesses to help diversify and improve the appeal of the high street as well as allowing local communities to meet their day-to-day needs with village shops and services.

Seek to develop a specific approach for Cambridge city centre including its shopping centres. These will need to recognise the likely pressure for change. Through development of future guidance, the Council would seek to work through the issues with landowners with the objective of achieving vitality and vibrancy for these important parts of the City.

Where planning permission is required, continue to resist the loss of retail or other town centre uses in primary shopping areas where it would undermine the vitality of centres, and require proposals to support the character, safety, and vibrancy of existing centres and village high streets.

Establish a hierarchy of centres across Greater Cambridge including rural village shopping areas. Proposals for new and existing shops and related high street services, will be guided towards these centres first, followed by edge of centre locations. If neither of these are locations are available, then out of centre locations will be considered with a preference for those most accessible to a centre.

New communities will be required to include new centres of appropriate scales to be created to meet the day to day needs of local communities.

Why is this policy needed?

Town and village centres play an important role in local communities, it is therefore very important to take a positive approach to their growth, management and adaptation. We also

need to acknowledge that retail is changing, and our centres will need to adapt.

The Councils commissioned a Retail and Leisure study in September 2019, covering the whole of Greater Cambridge to update our 2013 study. The first part of the updated study involved the development of a baseline position, to analyse the health of each centre as well as travel and expenditure patterns in pre-COVID-19 conditions.

The baseline study concluded Cambridge city centre, for comparison goods (higher value goods bought less often) continues to be the most dominant shopping destination in Greater Cambridge and the wider sub-region. In the context of a falling comparison goods floorspace and growth in population and expenditure to the period 2020, the city's performance sales density has experienced a strong increase from £7,497 per sq m net in 2013 to £12,539 per sq m net in 2020.

In terms of future policy direction, while Cambridge city centre remains a thriving regional centre providing a wide range of uses including shopping, leisure and tourist related activities, it is important that the centre can evolve in a way that supports changing consumer, retail and leisure habits while retaining its vibrancy and appeal, by continuing to provide for the needs of those living, working and studying in the city.

The Study's data also demonstrated the important role of smaller local convenience stores throughout the network of village settlements, achieving strong market shares in their location zones. It is therefore important that these village/ rural/ local centres provide people with continued access to a range of shops and services which help them to meet their day-to-day needs. From a social and economic perspective, these services and facilities support community resilience by providing local opportunities for employment, small businesses, social interaction and community cohesion.

The introduction of a new Use Class (Class E – Commercial, Business and Service) into national planning policy means that some use changes can be made potentially without planning permission, such as shops becoming financial services, offices, or even light industrial uses. In some circumstances changes to residential uses is possible through permitted development rights. Our policies will need to adapt to these changes, and we will be looking to do all we can to continue to protect the vibrancy of our centres. This includes considering whether we should apply to government to introduce article 4 directives in certain areas, a process which allows planning authorities to have greater controls over change of use in key areas, but are challenging to secure.

To sustain their vibrancy and vitality of our town centres, new retail should be directed towards new and existing centres. This means out of town development proposals - development outside a new or planned centre – will need to consider their impact on these centres, to ensure they do not undermine their ability to serve their local community.

The Retail and Leisure Study will be updated to accompany the draft local plan stage in

2022. This will allow a further period to understand the retail recovery, and its implications for shopping habits.

What consultation have we done on this issue?

Feedback we received through the First Conversation included support for the location of a range of shops, services and facilities in central areas including alternative uses to retail, in response to changing consumer habits. These alternative uses included more leisure, residential and office uses. There remained particular support for allowing more independent retail stores, small retail units and businesses into these areas. Other comments included improving high streets to make them more attractive to visitors and allowing greater flexibility to support tourism.

Objections were raised about allowing the development of out of town shopping areas and to allowing flexibility for changes of use in Cambridge City Centre. These alternative uses could have a detrimental impact on the character of these areas.

In April/May 2021, additional stakeholder engagement with Cambridge's three shopping centres (Lion Yard, Grand Arcade and the Grafton Centre) was undertaken to better understand their future ambitions including the impact of COVID-19. These discussions highlighted how the city centre will need to adapt to provide a variety of uses, for both day and night-time economies beyond retail such as food, leisure, entertainment, office, hotels, residential. They also highlighted the need for a reactive and flexible planning environment.

What alternatives did we consider?

To not include a policy - Not considered a reasonable alternative as the Councils' consider this policy is needed as the considerations for the different centres along with the shops and services they provide are essential to supporting their long-term vitality and vibrancy.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 6: Jobs

Greater Cambridge Retail & Leisure Study: Strand 1 – Baseline Evidence (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy E/21: Retail Hierarchy
- Policy E/22: Applications for New Retail Development
- Policy E/23: Retailing in the Countryside

Cambridge Local Plan 2018

- Policy 6: Hierarchy of centres and retail capacity
- Policy 10: The City Centre
- Policy 11: Development in the City Centre Primary Shopping Area
- Policy 72: Development and change of use in district, local and neighbourhood centres

Policy J/VA: Visitor accommodation, attractions and facilities

What will this policy do?

This policy will state where hotel and other types of visitor accommodation development will be supported in Greater Cambridge and how the loss or gain of new hotels/visitor accommodation will be managed.

Proposed policy direction

The Greater Cambridge Local Plan will respond to the need for new visitor accommodation such as hotels and aparthotels. This will be informed by new assessments of visitor accommodation needs that will be completed to inform the draft plan stage.

Proposals for new hotels and other types of dedicated visitor accommodation within Cambridge (including its urban area extending into South Cambridgeshire) would need to be focused on accessible city centre locations, other mixed-use and large employment areas, on public transport corridors and where they assist with place-making.

Where planning permission is needed, the conversion of residential properties to permanent visitor accommodation use within Cambridge (including its urban area extending into South Cambridgeshire) will be allowed only in exceptional circumstances where it does not adversely affect:

- the supply or affordability of local housing including rental values;
- residents' amenity and sense of security; and
- the local area's character or community cohesion.

Existing visitor accommodation in Cambridge will be protected from conversion subject to evidence on the viability of the current use.

Proposals for visitor accommodation within settlement boundaries in South Cambridgeshire will be supported where the scale and type of development is directly related to the role and function of the centre and supports its vitality. Outside settlement boundaries new visitor accommodation through the change of use / conversion / replacement of suitable buildings and by small scale new developments appropriate to local circumstances will be supported.

New visitor attractions in Cambridge City Centre and South Cambridgeshire's countryside subject to criteria such as sustainable travel.

In Cambridge, due to the level of visitors that come into the city each day, the visitor attraction policy is intended to focus on helping the following areas:

- Extending the length of visits
- Supporting visitor management
- Reducing the pressures on existing attractions within the city centre.

As such, new attractions would need to be limited in scale, to complement the existing cultural heritage of the city and assist the diversification of the attractions on offer, especially to better support the needs of families.

Proposals for new or extended tourist facilities and visitor attractions (excluding accommodation) in the countryside of South Cambridgeshire should utilise and enhance the area's existing tourism assets, and show an identified need for a rural location.

Why is this policy needed?

Tourism is important sector for the Greater Cambridge economy. It is estimated that the total value of tourism to the area in 2018 was over £1 billion and that in the same year it provided over 20,000 jobs. For Cambridge, employment in the tourism sector was estimated to be 22% of total employment.

The National Planning Policy Framework explains that, in order to provide the social, recreational and cultural facilities and services a community needs, planning policies and decisions should plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.

Applying this positive approach, prior to the start of the COVID-19 pandemic, plans were in place to commission a review of the demand and supply of visitor accommodation in Greater Cambridge to include recommendations on future provision which could be incorporated in the First Proposals consultation. With the disruption and uncertainty caused to the hospitality industry by COVID-19, this evidence will now be prepared to inform the Draft Plan. It is expected that the position in respect of the tourism market for Greater Cambridge will be clearer at this stage.

Where potential opportunities for new visitor accommodation are recommended in the study, these will be allocated at Draft Plan stage. During the plan period, applications for visitor accommodation may also be submitted on sites not already identified. The policy direction above captures how the assessment of these sites would vary according to their proposed location within Greater Cambridge.

In recent years, the use of online platforms for short term lets such as Airbnb to rent out either whole or parts of a residential unit as temporary accommodation for a variety of occupiers has increased in popular tourist locations and areas close to large employment

centres. This is particularly the case in Cambridge, including areas close to the main railway station and Trumpington Meadows where these activities are clustered together. Although these services provide opportunity to support good growth in cities, the widespread and concentrated prevalence of this activity can have negative effects on housing supply and on the amenity of surrounding local residents. These include:

- Loss of amenity space, privacy and enjoyment of their home resulting from patterns of behaviour of short-term tenants.
- Continual disruption caused by visitors moving in and out of the premises, disruptive occupants and associated servicing of the unit(s).
- Frequent rotation of unknown, neighbouring occupiers undermines residents' sense of security of living in their own homes.

Whilst the use of residential premises for short term lettings does not always require planning permission, where there is a material change of use from residential to visitor accommodation, permission would only be given in the exceptional circumstances described in the policy direction.

What consultation have we done on this issue?

In our First Conversation consultation we received a range of views, some of them conflicting.

There were those that suggested the adoption of policies to constrain the numbers of tourists visiting Greater Cambridge. Others wanted us to restrict tourist coaches to park and ride sites (and expand these sites where appropriate) so that coaches do not come into the centre of Cambridge. Concern over trade-off between hotels and residential accommodation was highlighted and restrictions in the use of houses as Airbnbs were requested.

There was some concern over the impact of increase car journeys of a growth in tourism in rural areas. There was support for improving sustainable transport options to visitor attractions; for new attractions where they are accessible to or incorporate sustainable methods of transport; and for assessing the sustainability of tourism.

We were encouraged to support an increase in visitor facilities and attractions, for example, hotels, conference facilities, skateboarding, and to support and protect existing facilities. The social value and well-being benefits of visitor attractions was highlighted. Waterways were seen as a key tourism asset. The need to increase overnight stays was highlighted and there was support for more budget accommodation on the edge of Cambridge. Cambridge East was identified as a potential location for new tourism opportunities.

The creation of a tourism plan/strategy to support the Local Plan was suggested as was an assessment of the need for any further hotels in the future and a Water Space Strategy.

What alternatives did we consider?

No policy – Not considered a reasonable alternative as the sustainability and amenity impacts of visitor accommodation, and the significant role of tourism in Greater Cambridge, mean policy guidance is required.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 6: Jobs

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy E/19: Tourist Facilities and Visitor Attractions
- Policy E/20: Tourist Accommodation

Cambridge Local Plan 2018

- Policy 77: Development and expansion of visitor accommodation
- Policy 78: Redevelopment or loss of visitor accommodation
- Policy 79: Visitor attractions

Policy J/FD: Faculty development and specialist/language schools

What will this policy do?

This policy will state when new faculty (higher education) development, teaching hospital facilities, specialist colleges and language schools will be supported, and the requirements that will need to be satisfied.

Proposed policy direction

We propose to support new faculty and specialist facilities/development in Greater Cambridge which meet the following requirements:

- make effective use of land, including a mix of uses on larger sites to meet the needs of the relevant institution, and
- take reasonable opportunities to improve circulation for pedestrians and cyclists, together with public realm improvements, reductions in car parking provision and the introduction of active frontages at ground floor level.

We propose that the development of existing and new specialist colleges and/or language schools will be permitted where they provide residential accommodation, social and amenity facilities for all non-local students (students arriving to study from outside Cambridge and the Cambridge sub-region), with controls in place to ensure that the provision of accommodation is in step with the expansion of student places. The use of family dwelling houses to accommodate students of specialist colleges and/or language schools only is not appropriate.

Why is this policy needed?

The University of Cambridge continues to be a world leader in higher education and research. It is also a vital driver of the Cambridge economy and is the reason why so many high technology and knowledge-based employers decide to locate in the city. It contributes to, and is dependent upon, the quality of life in the city and city centre.

The University of Cambridge and its colleges are also significant employers, providing over 12,000 jobs. Their reputation and heritage continue to attract students from across the world, tourists, language students, spin-off enterprise and medical research, and it continues to be a vital driver of the local and national economy.

Anglia Ruskin University has made significant investment in its East Road sites which remain the most sustainable location for future investment.

There are a growing number of specialist colleges in Cambridge, which is an important centre for the study of English as a foreign language. Courses are run throughout the year for a broad range of students, including people working in business as well as the more traditional younger students. These institutions can have significant economic benefit however it is important that the impacts of their growth is properly managed. Specialist colleges and language schools can place additional burdens on the housing market.

It is therefore important to support the growth of higher education institutions, language schools and specialist colleges while minimising their potential impact of new development.

What consultation have we done on this issue?

Key feedback we received through the First Conversation included the following points:

- Anglia Ruskin University highlighted the need to support modernised and enhanced provision on Anglia Ruskin University's East Road site and surrounding area.

Separate stakeholder engagement with Anglia Ruskin University and the University of Cambridge has taken place to better understand their future development ambitions including the impact of COVID-19.

Anglia Ruskin University

- Anglia Ruskin is developing a new masterplan for their Cambridge campus on East Road. This will focus on consolidation and refurbishment of campus buildings with further adaption to provide blended learning/teaching with a mix of on campus and off-site learning and teaching using digital technologies.

The University of Cambridge

- The University will concentrate its operational and non-operational development through the lifetime of the next Local Plan at existing operational sites including Eddington, West Cambridge, Cambridge Biomedical Campus, New Museums Site, Downing Site, and the Department of Engineering Site, in order to:
 - Meet new needs for academic research, teaching and supporting professional services
 - replace building assets that are at or nearing end-of-life or which have inadequate functional suitability (we have recently completed estate wide building condition and functional suitability surveys that will inform the forthcoming Strategic Estates Masterplan and an associated Capital Investment Plan). This is relevant to the Downing and New Museums Sites, in particular. Existing Local Plan policies for development of sites such as these should roll forward.

What alternatives did we consider?

No policy – Not considered a reasonable alternative as this could result in unsustainable development such as locating new faculty development in relatively less accessible locations or not providing satisfactory mitigation measures to reduce the impact of the new development.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 6: Jobs

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018 -

- N/A

Cambridge Local Plan 2018

- Policy 43: University development
- Policy 44: Specialist colleges and language schools

3.6 Homes

124,389 homes in Greater Cambridge in 2020



Average house prices (2021)



In the First Conversation in 2020, there was concern expressed about potential levels of development, but also concerns that the area was not planning for enough homes, particularly to reflect the growing economy. These issues are addressed in the strategy section of this consultation. Focusing on the types of homes that should be provided, there was support for affordable housing, and a wide range of other types of need such as homes for older people, self build, and provision for gypsies and travellers.

Aim for our homes policies

Plan for enough housing to meet our needs, including significant quantities of housing that is affordable to rent and buy, and different kinds of homes to suit our diverse communities.

How has this influenced the shape of the plan?

In the Strategy section of this consultation we have explored the housing needs of the area, and how they should be planned for. This includes identifying a range of sites to deliver new homes to meet our needs.

In the Homes theme we set out policies that would be applied when considering planning applications for new housing developments. They propose that schemes include high levels

of affordable housing and the mix of housing should respond to local needs. They propose that new homes include enough space to deliver healthy living environments, including outdoor space. We also include policies to meet the needs of specific groups, including the accommodation needs of Gypsies and Travellers.

How does this intersect with the other themes?

Delivering new net zero carbon homes, across a variety of tenures, with sufficient indoor and outdoor space, designed to be adaptable throughout the lifetime of their occupants, and located close to jobs will provide many varied benefits for people and the planet. This theme therefore connects with most of the other themes. For example: net zero carbon homes (Climate Change) will help control energy costs making living costs more affordable, the creation of healthy new high quality developments with green spaces and other appropriate infrastructure (Biodiversity and Green Spaces, Wellbeing and Social Inclusion, Great Places, and Infrastructure) will improve the health and wellbeing of residents, and providing new homes will help businesses to meet their staffing needs (Jobs).

What policies are we proposing?

Policy H/AH: Affordable Housing

Policy H/ES: Exception Sites for Affordable Housing

Policy H/HM: Housing Mix

Policy H/HD: Housing Density

Policy H/GL: Garden land and subdivision of existing plots

Policy H/SS: Residential Space Standards and accessible homes

Policy H/SH: Specialist Housing

Policy H/CB: Self and Custom Build Homes

Policy H/BR9: Build to Rent Homes

Policy H/MO: Houses in Multiple Occupation (HMO's)

Policy H/SA: Student Accommodation

Policy H/DC: Dwellings in the Countryside

Policy H/RM: Residential Moorings

Policy H/RC: Residential Caravans

Policy H/GT: Gypsy and Traveller and Travelling Show People sites

Policy H/CH: Community led housing

Topic Paper

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

Greater Cambridge Local Plan: Topic paper 7: Homes

Policy H/AH: Affordable housing

What will this policy do?

This policy will set out how affordable housing will be delivered, by specifying the size of developments on which affordable homes will be provided and setting out the types of affordable housing required to address identified needs.

Proposed policy direction

On sites of 10 or more dwellings 40% of new homes will be required to be affordable, except where: there can be a proportionate reduction as a result of vacant buildings being re-used or re-developed (as set out in national planning policy), the development is solely for Build to Rent (see H/BR for the requirements relating to these developments), the development is for some types of specialist accommodation that fall within Use Class C2, or the development is solely for residential caravans (see H/RC and H/GT for the requirements relating to these developments).

Affordable homes should be provided on-site except for in the circumstances set out in paragraph 63 of the NPPF 2021.

Mixed tenure developments that include Build to Rent homes should make up any shortfall in affordable homes within the Build to Rent element on the remainder of the development, so that overall the development delivers 40% affordable homes.

The affordable housing tenures provided should include the requirements as set out in national planning policy and guidance – the first at least 25% of the affordable homes on the development to be First Homes, with at least 10% of all new homes on the development to be provided as affordable home ownership products.

The plan will set out the proportion of the different affordable housing tenures for the remaining up to 75% of the affordable homes (after the at least 25% First Homes have been accounted for). This will take into account the issues of affordability experienced in Greater Cambridge and also viability, but should include an element of social rent homes in recognition that the Councils have been identified by the Government as areas of high affordability pressure.

Affordable rents should be set having regard to the [Greater Cambridge Housing Strategy Annex 11: Setting of Affordable Rents](#) (Cambridge City Council and South Cambridgeshire District Council, June 2021) or a successor document.

Affordable housing for rent homes should be designed to accommodate different family compositions, with the bedspaces per dwelling guided by the recommendations set out in the [Greater Cambridge Housing Strategy Annex 5: Summary of Requirements for](#)

Development of New Homes (Cambridge City Council and South Cambridgeshire District Council, April 2019) or a successor document.

Affordable homes must be designed to be indiscernible from market homes, and affordable homes should be distributed throughout the site in small groups or clusters, in accordance with the guidance provided in the **Greater Cambridge Housing Strategy Annexe 10: Clustering and Distribution of Affordable Housing** (Cambridge City Council and South Cambridgeshire District Council, June 2021) or a successor document.

Local Lettings Plans will be required, where appropriate to help achieve mixed and balanced communities or to prioritise housing such as for local workers or for specific groups of people.

Applicants will be encouraged to work collaboratively with a Registered Provider, the relevant Councils housing team, and the Greater Cambridge Shared Planning service, to discuss the affordable housing provision and affordable tenures for a new development ahead of the submission of a planning application.

Viability will be considered as set out in the approach included in paragraph 58 of the NPPF 2021. The Greater Cambridge Local Plan will be subject to a viability assessment at each stage of plan making, including a whole plan viability assessment that will accompany the draft plan and be updated at subsequent stages of plan making. Current evidence indicates that securing 40% affordable homes is deliverable across Greater Cambridge taking account of other development costs assumed so far. The deliverability and viability of securing 40% affordable homes on all major developments across Greater Cambridge will be kept under review as the preparation of the Local Plan progresses.

Why is this policy needed?

National planning policy requires the tenure of homes needed for different groups in the community, including those requiring affordable homes, to be assessed and that the results of that assessment be reflected in planning policies. The Local Plan therefore needs to set out how the Councils will secure affordable homes on new developments to address the identified need. National planning policy expects affordable housing to be provided on site, and only allows affordable homes to be sought on developments of 10 dwellings or more.

What consultation have we done on this issue?

Responses to the First Conversation highlighted the need to create balanced and integrated communities by providing a mix of housing types, sizes and tenures. There was support for prioritising the delivery of affordable housing and including a challenging target for affordable housing, due to the shortfall of affordable housing in Greater Cambridge. Respondents highlighted a particular need for social rent housing / council housing, and affordable housing

for local workers that support the Greater Cambridge economy. Viability was highlighted as an important consideration.

What alternatives did we consider?

1. Not including an affordable housing policy - Not considered a reasonable alternative as without a policy there is a risk that the level or tenure of affordable housing provided on new developments would not meet the needs of the area.
2. Seeking a higher percentage of affordable homes on new developments - This is not the preferred approach, as a higher percentage would impact on viability and delivery of sites.
3. Seeking a lower percentage of affordable homes on new developments - This is not the preferred approach, as the Cambridgeshire and West Suffolk Housing Needs of Specific Groups study (2021) recommends that the local authorities should continue to seek as much affordable housing delivery as viability allows.
4. Continuing the adopted Cambridge Local Plan approach of seeking 25% affordable homes on sites of 10-14 dwellings and 40% affordable homes on sites of 15 dwellings or more - This is not the preferred approach, as the Cambridgeshire and West Suffolk Housing Needs of Specific Groups study (2021) recommends that the local authorities should seek as much affordable housing delivery as viability allows and the Greater Cambridge Local Plan Viability Study and Assessment Interim Report (2021) indicates that securing 40% affordable homes on major developments is deliverable across Greater Cambridge.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

[Greater Cambridge Housing Strategy 2019-2023: Homes for Our Future and Annexes 1-8](#) (Cambridge City Council and South Cambridgeshire District Council, April 2019)

[Greater Cambridge Housing Strategy Annexe 10: Clustering and Distribution of Affordable Housing](#) (Cambridge City Council and South Cambridgeshire District Council, June 2021)

[Greater Cambridge Housing Strategy Annexe 11: Setting of Affordable Rents](#) (Cambridge City Council and South Cambridgeshire District Council, June 2021)

Cambridgeshire and West Suffolk Housing Needs of Specific Groups Study (2021)

Housing Needs of Specific Groups Study – Addendum for Greater Cambridge (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/10: Affordable Housing

Cambridge Local Plan 2018

- Policy 45: Affordable housing and dwelling mix

Policy H/ES: Exception sites for affordable housing

What will this policy do?

This policy will set out the circumstances in which rural exception sites and First Homes exception sites would be supported.

Proposed policy direction

This policy will support exception sites in appropriate locations, typically adjoining existing settlements, and that are proportionate in scale to those settlements where there is an identified need. A small amount of market housing will be allowed on exception sites where it can be justified on viability or deliverability grounds. The use of such market housing in the form of custom and self-build housing will be supported. Community-led housing will also be supported on exception sites where it meets an identified need for affordable housing.

Rural exception sites will be allowed in the Green Belt only when it can be demonstrated that non Green Belt alternative sites are not available. First Homes exception sites will not be allowed in the Green Belt.

The Local Plan will encourage Neighbourhood Plans to consider the scope for further encouraging the development of schemes including through the use of community led housing initiatives such as community land trusts, co-housing and co-operatives.

First Homes are a specific kind of discounted market sale housing and fall within the definition of affordable housing for planning purposes. The policy will be tailored to ensure First Homes exception sites are complementary to rather than compete with rural exception sites. This could be through, for example, the use of locally specific criteria to determine eligibility in rural parishes.

Why is this policy needed?

Exception sites are used to deliver affordable housing in perpetuity where sites would not normally be permitted for housing. They are typically located adjacent to a settlement and have not been allocated for housing within a local or neighbourhood plan. The approach to rural exception sites in the current South Cambridgeshire Local Plan has been very successful at delivering such sites to help meet local needs.

Rural exception sites support local communities by prioritising people with a local connection to the village concerned. First Homes exception sites have adapted this idea by focusing on First Homes to support first time buyers across the district. In both cases

the scheme should be proportionate to the adjoining settlement and can include an element of market housing to support viability.

The policy will support the delivery of affordable housing, particularly in rural communities where current levels are low and new delivery is restricted by affordable housing only being required on sites of more than 10 dwellings.

The government has recently introduced the concept of a First Homes exception site and they will replace entry-level exception sites. Although, First Homes exception sites will comprise primarily First Homes they can include other affordable housing tenures where there is evidence of need.

The government's [guidance](#) (paragraph 026) on First Homes states that "For plan making, local authorities and neighbourhood planning qualifying bodies are encouraged to set policies which specify their approach to determining the proportionality of First Homes exception site proposals, and the sorts of evidence that they might need in order to properly assess this."

The same [guidance](#) states (paragraph 008) that local authorities can apply their own eligibility criteria such as a local connection criteria, a local income cap or key worker criteria.

The introduction of a First Homes exception site component, with locally specific criteria, to the policy will ensure the policy is complementary to requirements already set out in national planning policy but will support schemes to be more tailored to local needs within Greater Cambridge.

It is important that the policy encourages rural exception sites and First Homes exception sites to work in tandem enabling schemes to come forward across all settlement sizes that address local needs but are also sympathetic to local constraints.

What consultation have we done on this issue?

The First Conversation generated little response on exception sites for affordable housing but there was support for the idea of affordable housing being prioritised for people with a local connection. This is a central tenet of the rural exception site policy.

Additionally, many rural communities in South Cambridgeshire have been consulted on the principle of rural exception schemes through local housing needs surveys and these have produced a clear majority in favour of the approach.

What alternatives did we consider?

1. No Policy - Not considered a reasonable alternative as this would restrict our ability to deliver additional affordable housing where it is most needed.

2. Apply a more restrictive approach to rural exception sites - Not considered a reasonable alternative because previous policies have been successful in bringing forward sites.

3. Apply a more laissez-faire approach to the development of exception sites - This was not identified as the preferred approach as this could lead to rural exception sites being squeezed out by First Homes exception sites, inappropriate sites coming forward and housing mixes being driven more by commercial gain than local need.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/11: Rural Exception Site Affordable Housing

Cambridge Local Plan 2018

None

Policy H/HM: Housing mix

What will this policy do?

This policy will set out the mix of housing to be provided by new development, to ensure that new housing is generally of a size and type to meet the housing needs of different groups in the community.

Proposed policy direction

New housing developments of 10 or more dwellings will be required to provide an appropriate mix of housing sizes (number of bedrooms), with the proportions of dwellings of each size to be guided by the housing mix for each tenure and for Cambridge and South Cambridgeshire as set out in the recommendations from the Cambridgeshire and West Suffolk Housing Needs of Specific Groups study (2021) and the Housing Needs of Specific Groups – Addendum for Greater Cambridge (2021) or any future update to the Greater Cambridge Housing Strategy or housing mix evidence published by the Councils. As the proportion of dwellings of each size is provided as a range, this allows flexibility for local circumstances.

The housing mix (size of bedrooms) recommendations from the Cambridgeshire and West Suffolk Housing Needs of Specific Groups study (2021) and the Housing Needs of Specific Groups – Addendum for Greater Cambridge (2021) are as follows:

For Cambridge:

| Tenure | 1 bedroom homes | 2 bedroom homes | 3 bedroom homes | Homes with 4 or more bedrooms |
|--------------------------------|-----------------|-----------------|-----------------|-------------------------------|
| Market housing | 0-10% | 15-25% | 40-50% | 25-35% |
| Affordable housing – ownership | 15-25% | 35-45% | 25-35% | 5-15% |
| Affordable housing – rented | 35-45% | 30-40% | 15-25% | 0-10% |

For South Cambridgeshire:

| Tenure | 1 bedroom homes | 2 bedroom homes | 3 bedroom homes | Homes with 4 or more bedrooms |
|--------------------------------|-----------------|-----------------|-----------------|-------------------------------|
| Market housing | 0-10% | 20-30% | 35-45% | 25-35% |
| Affordable housing – ownership | 15-25% | 35-45% | 25-35% | 5-15% |
| Affordable housing – rented | 25-35% | 35-45% | 20-30% | 0-10% |

Exceptions will be allowed where an alternative housing mix is justified by site specific circumstances, such as local character, the built form of the new development, affordable housing demand on the councils' housing registers, and the existing housing mix in the surrounding area.

In some circumstances a condition(s) may be added to the planning permission to remove the permitted development rights for all or some of the dwellings if increasing the approved number of bedrooms for all or some of the dwellings through extensions would harm the housing mix that the development was responding to.

Policy will also encourage the delivery of a mix of types of homes – houses, flats and bungalows – proportionally across all market and affordable tenures, taking account of local circumstances including character and built form, and up to date evidence of affordable housing need as demonstrated by the councils' housing registers.

Applicants will be encouraged to work collaboratively with a Registered Provider, the relevant Councils housing team, and the Greater Cambridge Shared Planning service, to discuss the affordable housing mix for a new development ahead of the submission of a planning application.

Why is this policy needed?

National planning policy requires the size and type of homes needed for different groups in the community to be assessed and that the results of that assessment be reflected in planning policies. The Local Plan therefore needs to set out how the Councils will secure a mix of sizes and types of homes on new developments to address the identified need and create balanced and mixed communities.

What consultation have we done on this issue?

Responses to First Conversation highlighted the need to create balanced and integrated communities by providing a mix of housing types, sizes and tenures that reflect the findings of the Councils evidence of housing needs of specific groups. However, respondents also commented that the housing mix policy should be sufficiently flexible to address viability challenges, to address changing housing needs over the plan period, to appropriately cater for the needs of the community it will serve, and to appropriately respond to the site and its surroundings. There were also differing views that highlighted both a wish for more smaller homes and microhomes – particularly for first time buyers and the homeless – to help overcome the affordability crisis, and for more family sized homes / bigger homes that provide flexibility. Specific comments were received highlighting a need for more bungalows for older people.

What alternatives did we consider?

1. Not including a policy setting out a housing mix for new developments, and therefore relying on the housing market to determine the housing mix. - Not considered a reasonable alternative as without a policy there is a risk that the housing mix provided on new developments would not meet the needs of the area.
2. Applying the housing mix policy to all developments. - Not considered a reasonable alternative as it is not practical to apply the housing mixes suggested to sites of less than 10 dwellings, and for smaller sites it is important to make best use of the land and to take account of local circumstances.
3. Not including a policy setting out a housing mix for affordable dwellings, and therefore relying on local circumstances to determine the housing mix. - Not considered a reasonable alternative as without guidance in the Local Plan there is a risk that the affordable housing mix provided on new developments would not meet the needs of the area.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

[Greater Cambridge Housing Strategy 2019-2023: Homes for Our Future and Annexes 1-8](#) (Cambridge City Council and South Cambridgeshire District Council, April 2019)

Cambridgeshire and West Suffolk Housing Needs of Specific Groups Study (2021)

Housing Needs of Specific Groups Study – Addendum for Greater Cambridge (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/9: Housing Mix

Cambridge Local Plan 2018

- Policy 45: Affordable housing and dwelling mix

Policy H/HD: Housing density

What will this policy do?

This policy will ensure that land is used effectively when being developed for new housing.

Proposed policy direction

The policy will seek to deliver site specific appropriate net densities across Greater Cambridge, taking advantage of opportunities to deliver higher densities on sites with good accessibility subject to local character considerations.

We propose to apply a design-led approach to determine the optimum development capacity of sites in order to make the best use of land. A design-led approach to optimising site capacity requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, existing and planned supporting infrastructure, local character, and other local circumstances. We want to encourage higher densities in locations which are, or will be, highly accessible by walking, cycling and public transport.

Why is this policy needed?

National planning policy requires plans to support making efficient use of land. Land is a scarce resource and should be used effectively and appropriately whilst being sensitive to local character. It also highlights that city and town centres and other locations that are well served by public transport provide opportunities for higher densities, promoting sustainable travel modes that limit future car use. A design led approach, supported by site or area specific design codes provides the best opportunity to achieve these goals.

What consultation have we done on this issue?

The First Conversation demonstrated support for the principle of building to higher densities in Cambridge to achieve more sustainable development and meet demand for city living. Some considered that the approach to density should not be overly prescriptive, and should provide flexibility to respond to site opportunities. Others highlighted the importance of considering the importance of landscape and townscape, including the historic environment.

What alternatives did we consider?

1. Not including a density policy - Not considered a reasonable alternative because this would limit the scope to ensure land is used effectively.
2. Applying a blanket density across the whole plan area - Not considered a reasonable alternative as this does not reflect the range of settlements, and their differing characteristics, within Greater Cambridge. Including a higher density requirement for the whole of Greater Cambridge was discounted as this could encourage over-development.
3. Applying different target or guide density levels to different settlement categories in Greater Cambridge – not considered a reasonable alternative as within settlements, accessibility varies depending on location, and local conditions present a range of opportunities and constraints on site capacity. Well-designed places would not be delivered through application of density levels that do not take account of site characteristics.

Supporting topic paper and evidence studies

- Greater Cambridge Local Plan: Topic paper 7: Homes
- National Design Guide and Model Design Code

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/8: Housing Density

Cambridge Local Plan 2018

None

Policy H/GL: Garden land and subdivision of existing plots

What will this policy do?

This policy will set out criteria to determine when it will be acceptable for garden land and existing residential plots to be developed for new housing.

Proposed policy direction

The policy will continue the approach of the adopted Cambridge and South Cambridgeshire Local Plans by resisting inappropriate development of residential gardens and the subdivision of existing plots. This will be done by reference to a range of factors including potential harm to local character, adequacy of remaining amenity space, trees, heritage and biodiversity. The policy will also seek to stop development that would compromise the potential of other land to be brought forward for development.

Why is this policy needed?

Gardens are an important environmental resource, they can make a major contribution to local character and they can mitigate fluvial and surface water flooding. However, they can also provide scope for new residential development without the loss of countryside. This can be a particular advantage in rural communities where residential development opportunities can be constrained. This policy will ensure that only suitable and appropriate developments take place on such land.

What consultation have we done on this issue?

Responses to the First Consultation showed support for controlling the use of gardens, and in particular the paving over of front gardens. Issues mentioned included their biodiversity value, and their potential to help urban cooling.

What alternatives did we consider?

No policy - This approach is not the preferred approach as it would not provide clear guidance on the approach that would be taken to development on garden land and subdivision of existing plots, and could lead to inconsistent outcomes.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/16: Development of Residential Gardens

Cambridge Local Plan 2018

- Policy 52: Protecting garden land and the subdivision of existing dwelling plots

Policy H/SS: Residential space standards and accessible homes

What will this policy do?

This policy will set the required standards for internal spaces within new homes, the proportion of accessible and adaptable dwellings to be provided as part of dwelling mix, and provision of external private and shared amenity space.

Proposed policy direction

Gross internal floor areas for all new homes will be required to meet or exceed the [nationally described residential space standard](#) or its successor. Exceptions only where new homes are being provided to meet a specific evidenced need (e.g. accommodation for homeless, disabled or specific young adults) and evidence is provided to demonstrate that meeting this nationally described standard would result in unsuitable homes for the identified occupants.

New homes created through residential conversions and homes created by changes of use from non-residential land uses should seek to meet or exceed the nationally described residential space standards as far as it is practicable to do so.

All new homes will be required to be Building Regulations M4(2) 'accessible and adaptable' dwellings. Exceptions only where it can be demonstrated that site specific circumstances, in addition to the other requirements for the development, make the proposed development impractical, unachievable or unviable.

5% of affordable homes on new developments that include 20 or more affordable homes will be required to be Building Regulations M4(3) 'wheelchair user' dwellings, to be provided as Building Regulations M4(3)(a) 'wheelchair adaptable' dwellings unless the Council has identified a need for Building Regulations M4(3)(b) 'wheelchair accessible' dwellings. Exceptions only where it can be demonstrated that there is no evidence of need.

All newly created homes (through conversion, change of use, or new build) will be required to have direct access to private amenity space. We propose to develop revised minimum space standards for private amenity space for different types of dwellings and locations.

Why is this policy needed?

National planning policy states that planning policies should ensure that developments create places with a high standard of amenity for existing and future users. It specifically allows local authorities to include planning policies that make use of the nationally described

residential space standard and the optional technical standards for accessible and adaptable housing.

Requiring all new homes to be Building Regulations M4(2) 'accessible and adaptable' dwellings allows for dwellings to be adapted over time, including to accommodate a wheelchair user(s), or to take account of other disability or mobility issues. New self or custom build dwellings can also be designed specifically to meet the requirements of the occupant(s) and therefore take account of any disability or mobility issues.

What consultation have we done on this issue?

Responses to the First Conversation highlighted a wish for new homes to meet the Lifetime Homes standard and be designed to include flexibility to enable adaptation during the lifetime of their occupants.

There was generally support for the Local Plan continuing to set minimum size standards to ensure provision of sufficient indoor space, set requirements for accessibility and adaptability of homes, and make sure that new homes have access to private gardens and outdoor space. Respondents also commented that any requirements should not be applied inflexibly as some people are happy with smaller homes that are high quality. Developers highlighted that any required standards have implications for build costs, and that it is important that these requirements are considered in the viability assessment of the Local Plan.

What alternatives did we consider?

1. Not implementing the nationally described space standards - This is not the preferred approach because our evidence shows that without specifically requiring the standards some developments will be designed to provide new homes below these standards.
2. Not requiring new homes to meet Building Regulations M4(2) standard - This is not the preferred approach because the Cambridgeshire and West Suffolk Housing Needs of Specific Groups study (2021) provides recommendations on the percentage of new homes that should meet this standard based on evidence of need, and accessible and adaptable housing enables people to live more independently and it is better to build these types of homes from the outset rather than have to make adaptations at a later stage.
3. Not requiring new homes to meet Building Regulations M4(3) standard - This is not the preferred approach because there is evidence of need for wheelchair user homes. The additional costs associated with providing homes to meet either of the M4(3) standards are significant and therefore requiring a higher percentage would have implications for other policy requirements or the overall viability of a development.

4. Not provide guidance on the provision of private amenity space for all new homes - This is not the preferred approach because national planning policy states that planning policies should ensure that developments create places with a high standard of amenity for existing and future users. Outside amenity space is an important part of this and the need for it was emphasised during the coronavirus pandemic.

Supporting evidence studies and topic papers

Greater Cambridge Local Plan: Topic paper 7: Homes

[Greater Cambridge Housing Strategy 2019-2023: Homes for Our Future and Annexes 1-8](#) (Cambridge City Council and South Cambridgeshire District Council, April 2019)

Cambridgeshire and West Suffolk Housing Needs of Specific Groups Study (2021)

Housing Needs of Specific Groups Study – Addendum for Greater Cambridge (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/9: Housing Mix
- Policy H/12: Residential Space Standards

Cambridge Local Plan 2018

- Policy 50: Residential space standards
- Policy 51: Accessible homes

Policy H/SH: Specialist housing and homes for older people

What will this policy do?

This policy will guide proposals for specialist housing (within both Use Classes C2 and C3) designed to support a variety of groups such as older people, people with disabilities, people with alcohol or drug dependency, those requiring refuge from harassment and violence, and others who may, for a variety of reasons, be excluded from the local community. Student accommodation is covered in Policy H/SA: Student Accommodation.

Proposed policy direction

Provision of specialist housing will be required as part of the housing mix of new developments, particularly at new settlements and within urban extensions, to create balanced and mixed communities and to meet the identified need for specialist housing.

Proposals for new specialist housing will be considered via a criteria based policy similar to that in the adopted Cambridge Local Plan 2018, but with the policy applying to the whole of Greater Cambridge. The criteria will ensure that new specialist housing is provided where there is a need, in suitably accessible locations, and without resulting in an excessive concentration of such housing.

Any specialist accommodation provided either as self-contained units or bedspaces for older people will contribute towards delivering the overall housing requirement for Greater Cambridge, but any specialist housing for other groups such as children and young people, or people with disabilities, will not contribute.

The provision of some forms of specialist housing, such as general housing for older people, will be delivered through the requirements for all new homes to be accessible and adaptable homes as set out in Building Regulations M4(2) standard (see H/SS: Residential space standards and accessible homes).

Why is this policy needed?

National planning policy requires the size, type and tenure of homes needed for different groups in the community to be assessed and that the results of that assessment be reflected in planning policies. Specialist housing is designed so that support can be provided to its occupants where required (and often to others in the wider community) while promoting independent living. The Local Plan therefore needs to set out how the Councils will deliver sufficient specialist housing to meet the identified need and how proposals for new specialist housing will be considered.

What consultation have we done on this issue?

Responses to the First Conversation 2020 consultation highlighted the need to create balanced and integrated communities by providing a mix of housing types, sizes and tenures that reflect the findings of the Councils evidence of housing needs of specific groups. This included support for including specialist housing within new developments to enable residents to move through different forms of housing while still staying in their local area. Respondents also commented that specific allocations should be made for specialist housing, that are close to existing homes, public transport, and medical and community facilities.

What alternatives did we consider?

1. No policy - Not considered a reasonable alternative as the Councils consider that a criteria based policy is needed as the considerations for specialist housing are different to other types of housing development.
2. To not require provision for specialist housing at new settlements and within urban extensions - Not considered a reasonable alternative as the Councils need to set out how they will deliver sufficient specialist housing to meet the identified need, and these new developments should seek to deliver balanced and mixed communities.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

[Greater Cambridge Housing Strategy 2019-2023: Homes for Our Future and Annexes 1-8](#) (Cambridge City Council and South Cambridgeshire District Council, April 2019)

Cambridgeshire and West Suffolk Housing Needs of Specific Groups Study (2021)

Housing Needs of Specific Groups Study – Addendum for Greater Cambridge (2021)

Existing policies in adopted 2018 Local Plans

Cambridge Local Plan 2018

- Policy 47: Specialist housing

South Cambridgeshire Local Plan 2018

- None

Policy H/CB: Self- and custom-build homes

What will this policy do?

This policy will set out how custom build and/or self-build homes across Greater Cambridge will be delivered.

Proposed policy direction

5% of all new homes in residential developments of 20 dwellings or more will be required to be custom and/or self-build, provided that the Greater Cambridge self and custom build register is recording a demand for self and/or custom build homes when a planning application for 20 or more homes is considered.

A mechanism will be included within the policy to allow for plots identified to be for self and/or custom build homes to be delivered by the developer or others if the plot has not been sold as a self or custom build plot after at least 12 months of appropriate marketing.

Proposals for individual or small groups of custom and/or self build homes will be considered against the policies that would apply to proposals for residential development in that location.

The policy will also allow for 'community led' self and/or custom build projects where the 'community' has formed an organisation as required by the national self and custom build legislation and their proposed self and/or custom build development is compliant with the proposed policy approach.

Why is this policy needed?

National planning policy requires the housing needs of those who wish to commission or build their own homes to be reflected in planning policies. National legislation requires local authorities to keep a register of those people seeking to acquire serviced plots within the area for their own self-builds and custom builds, and through the same legislation local planning authorities have a duty to grant planning permission for enough suitable plots to meet the identified demand.

What consultation have we done on this issue?

Responses received to the First Conversation 2020 consultation highlighted both a shortfall in the provision of self and custom build in Greater Cambridge compared to demand on the Councils register, and that the register is likely to overestimate demand due to the attractiveness of the area and the ability to be included on more than one register. Some respondents suggested that the Councils should promote self and custom build opportunities on the edges of villages as exceptions to policy. The comments received highlighted the

need to include a mechanism for the delivery of self build plots that are not taken up within a specified timescale, and also that the viability of requiring self and custom build plots on new developments should be sufficiently tested.

What alternatives did we consider?

1. To allow the development of custom and/or self-build housing generally as an exception to policy - This is not the preferred approach as it is likely to hamper the delivery of rural exception sites for affordable housing.
2. No policy - Not considered a reasonable alternative as the Councils have a duty to permit sufficient plots to meet demand and the provision of sufficient plots is unlikely without a policy.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

[Greater Cambridge Housing Strategy 2019-2023: Homes for Our Future and Annexes 1-8](#) (Cambridge City Council and South Cambridgeshire District Council, April 2019)

Cambridgeshire and West Suffolk Housing Needs of Specific Groups Study (2021)

Housing Needs of Specific Groups Study – Addendum for Greater Cambridge (2021)

Greater Cambridge Custom and Self Build Register

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/9: Housing Mix

Cambridge Local Plan 201

- N/A

Policy H/BR: Build to Rent homes

What will this policy do?

This policy will set out when and how proposals for Build to Rent homes would be supported.

Proposed policy direction

The policy will require that proposals for Build to Rent developments, or the amount of Build to Rent within a mixed tenure development, do not create an over-concentration of this tenure in a local area, are distributed across the development (if part of a wider mixed use or mixed tenure development), and meet specific criteria in terms of ownership and management, covenants, and tenancies. No more than 10% of the total housing on a mixed tenure development of 500 or more dwellings should be Build to Rent.

Build to Rent developments should meet the requirements as set out in the [Greater Cambridge Housing Strategy Annexe 9: Build to Rent](#) (Cambridge City Council and South Cambridgeshire District Council, June 2021) or a successor document.

The policy will require at least 20% of homes on a Build to Rent development of 10 or more homes to be affordable private rented, and make clear that these homes will contribute towards the overall 40% affordable homes to be provided on a mixed tenure development. Affordable private rented homes must be designed to be indiscernible from market homes and that the affordable homes should be distributed throughout the site in small groups or clusters.

As new homes, all Build to Rent developments must meet the nationally described residential space standards and accessible homes standards, as set out in H/SS.

Why is this policy needed?

National planning policy requires the size, type and tenure of homes needed for different groups in the community, including those who rent their homes, to be assessed and that the results of that assessment be reflected in planning policies.

Build to Rent homes can respond to a need, by providing quality homes for those who wish to rent, which adds to the flexibility of the local housing market to respond to demand. There is evidence of local need for this type of housing, and therefore the Local Plan needs to be clear how any proposals for these types of development will be considered.

As national planning policy sets out that 20% is generally a suitable benchmark for the level of affordable housing to be provided on a Build to Rent development, these developments are unlikely to achieve the 40% affordable homes as required on other residential

developments. Given this and that Build to Rent developments will only provide one tenure of affordable housing, it is therefore necessary to limit the proportion of Build to Rent homes within new developments in order to secure the provision of affordable housing to meet our identified need and provide mixed and balanced communities. The limit however still needs to enable the resulting number of Build to Rent homes to be sufficient to be viably delivered and managed.

Based on evidence of high levels of affordable housing need, the Councils will aim wherever possible to secure more than 20% of the homes on any Build to Rent scheme to be provided as Affordable Private Rent homes, looking in particular for a balance between the percentage of Affordable Private Rent homes which can be achieved and the potential rental affordability of those homes.

What consultation have we done on this issue?

Responses received to the First Conversation highlighted the need to create balanced and integrated communities by providing a mix of housing types, sizes, tenures, ownership and management that reflect the findings of the Councils evidence of housing needs of specific groups. This included support for private rented / Build to Rent accommodation, as part of making housing more widely accessible. Respondents also commented that specific allocations should be made for Build to Rent developments.

What alternatives did we consider?

1. No policy - Not considered a reasonable alternative as national planning policy requires the housing needs of different groups, including those to rent their homes, to be reflected in planning policies. There is evidence of local need for this type of housing, and therefore the Local Plan needs to be clear how any proposals for these types of development will be considered.
2. To include a policy with a presumption against Build to Rent developments - This is not the preferred approach as national planning policy requires the housing needs of different groups, including those who rent their homes, to be reflected in planning policies. There is evidence of local need for this type of housing, and therefore the Local Plan needs to be clear how any proposals for these types of development will be considered.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

[Greater Cambridge Housing Strategy 2019-2023: Homes for Our Future and Annexes 1-8](#) (Cambridge City Council and South Cambridgeshire District Council, April 2019)

[Greater Cambridge Housing Strategy Annexe 9: Build to Rent](#) (Cambridge City Council and South Cambridgeshire District Council, June 2021)

Cambridgeshire and West Suffolk Housing Needs of Specific Groups Study (2021)

Housing Needs of Specific Groups Study – Addendum for Greater Cambridge (2021)

[Build to Rent Market in Greater Cambridge and West Suffolk](#) (Savills, June 2020)

[Build to Rent Market Strategic Overview and Summary of Site-Specific Appraisals](#) (Arc4, March 2021)

[North East Cambridge Market Demand Appraisal Build to Rent](#) (Arc4, March 2021)

[Northstowe Market Demand Appraisal Build to Rent](#) (Arc4, March 2021)

[Waterbeach New Town Market Demand Appraisal Build to Rent](#) (Arc4, March 2021)

[Bourn Airfield New Village Market Demand Appraisal Build to Rent](#) (Arc4, March 2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Paragraph 7.36 of Policy H/9: Housing Mix supports the provision of build to rent housing.

Cambridge Local Plan 2018

- N/A

Policy H/MO: Houses in multiple occupation (HMOs)

What will this policy do?

This policy will set the standards that proposals for houses in multiple occupation (HMOs) must meet.

Proposed policy direction

We propose to carry forward the criteria based policy for considering proposals for new larger HMOs (sui generis use), as included in the adopted Cambridge Local Plan 2018, but with the policy applying to the whole of Greater Cambridge. The criteria will ensure that new HMOs are provided in suitable locations with appropriate facilities and parking, a good standard of amenity for their occupiers, and will not have significant negative impacts on matters such as the local amenity of the surrounding area. Reference to Circular 08/2010 will be removed as that has been withdrawn.

We propose that all new larger HMOs (sui generis use which require planning permission) will be required to meet the nationally described residential space standards and accessible and adaptable homes standards, and to provide direct access to amenity space as required for all new homes (see H/SS). We would require all new larger HMOs to meet the internal space standards required for a HMO to be licensed, whether the HMO is required to be licensed or not.

Why is this policy needed?

HMOs form an important part of the housing market in Cambridge, with a significant number of HMOs occupied by students. The high cost of housing in Cambridge makes HMOs a more affordable option for many than self-contained accommodation. HMOs can change the nature of an area, and can be seen to be associated with negative impacts to neighbourhoods, such as anti-social behaviours, car parking issues, and overcrowding.

The Local Plan therefore needs to set out how the Councils will consider proposals for HMOs and the specifications that should be met so that HMOs provide a standard of accommodation equivalent to that provided in other new residential developments.

What consultation have we done on this issue?

Responses received to the First Conversation highlighted the need to create balanced and integrated communities by providing a mix of housing types, sizes, tenures, ownership and management that reflect the findings of the Councils evidence of housing needs of specific groups. This included support for HMOs, as part of making housing more widely accessible.

What alternatives did we consider?

1. No policy - This is not the preferred approach as the Councils consider that a criteria based policy is needed as the considerations for HMOs are different to other types of development and therefore it is necessary to safeguard local amenity.
2. To include a policy with a presumption against further HMOs - This is not the preferred approach as it would not allow sufficient flexibility in the housing market to deliver the housing needed for different groups, including students.
3. Not requiring new HMOs to meet space and amenity standards - This is not the preferred approach because national planning policy states that planning policies should ensure that developments create places with a high standard of amenity for existing and future users.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- N/A

Cambridge Local Plan 2018

- Policy 48: Housing in multiple occupation

Policy H/SA: Student accommodation

What will this policy do?

This policy will guide set out how and when proposals for new student accommodation for higher education institutions would be supported.

Proposed policy direction

We propose to support the identified growth for student accommodation over the next ten years for students attending full-time courses of one academic year or more.

New purpose-built student accommodation that reduces demand for private accommodation occupied by full-time students will be supported where consistent with other policies and suitable in location, type, layout, affordability and linked to at least one existing educational establishment within Greater Cambridge providing full-time courses of one academic year or more. Proposals will not be supported where they involve the loss of existing and planned residential accommodation. Existing student accommodation will continue to be protected to avoid increasing demand for housing in the private rental market.

Any student accommodation provided either as self-contained units or bedspaces will contribute towards delivering the overall housing requirement for Greater Cambridge.

Why is this policy needed?

Students make up a significant proportion of the population of Cambridge and if adequate provision is not made for their needs in suitable locations this would lead to significant pressures on the local housing market. New purpose-built Student Accommodation will help meet the identified growth needs of an existing educational institution. This provision will in turn reduce demand for private accommodation occupied by full-time students. However, it needs to be in the right place, where impacts can be addressed, and not have an adverse impact on the delivery of other forms of housing. The Cambridge Local Plan includes a criteria-based policy setting out policy requirements, it is proposed to use this policy to guide the development of the new policy for the Greater Cambridge Local Plan.

What consultation have we done on this issue?

Responses to the First Conversation included the support for making provision for the expected growth in student numbers and need for accommodation.

Stakeholder engagement has been undertaken with Anglia Ruskin University and the University of Cambridge, to better understand their future growth ambitions including the impact of COVID-19. This highlighted the following issues:

Anglia Ruskin University:

- Anglia Ruskin's residential strategy will be refreshed in 2022 and the University will review its strategy and investigate matters such as ownership, nomination agreements, maintenance and the need for buildings.

The University of Cambridge:

- The University and colleges are discussing the future size and shape of the student population and will be preparing a 10-year plan.
- Eddington - At present, 2,000 student rooms are permitted under the outline consent. 325 student bedrooms have already been completed. Further development of new student units depends on the growth in student numbers in any individual college, and the financing of future development. It is expected that planning applications for all of the 2,000 student units will be submitted by 2033.

What alternatives did we consider?

1. No policy – Not considered a reasonable alternative as the Councils consider this policy is needed as the considerations for student accommodation is different to other types of development. It is essential new development proposals are linked to existing higher education institutions and existing student accommodation is protected. This approach will avoid increasing demand for housing in the private rental market.
2. To include a policy with a presumption against further student accommodation - Not considered a reasonable alternative as it would not allow sufficient flexibility in the housing market to deliver the housing needed for different groups, including students.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

Cambridgeshire and West Suffolk Housing Needs of Specific Groups Study (2021)

Housing Needs of Specific Groups Study – Addendum for Greater Cambridge (2021)

Existing policies in adopted 2018 Local Plans**South Cambridgeshire Local Plan 2018**

- N/A

Cambridge Local Plan 2018

- Policy 46: Development of student housing

Policy H/DC: Dwellings in the countryside

What will this policy do?

This policy will set out the types of residential development that may be acceptable in the countryside outside of defined settlement boundaries.

Proposed policy direction

Residential development is generally restricted in the countryside to avoid unsustainable development, but there are some types of residential development that need a countryside location.

The policy will have a number of sub-components each with its own requirements for the development to be acceptable, and it is proposed that these are carried forward from the South Cambridgeshire Local Plan 2018.

For replacement dwellings in the countryside, set out that they will only be permitted where their design quality, scale, and impact on the countryside and local character are consistent with other policies within the Local Plan, and where a replacement dwelling in the Green Belt is not materially larger than the one it replaces. Make clear that the replacement of caravans and mobile homes with permanent dwellings will not be permitted.

For extensions to existing dwellings in the countryside, set out that the extension must be in scale and character with the existing dwelling and must not materially change the impact of the dwelling on its surroundings. Also set out that where an original dwelling is subject to an occupancy condition, it must be demonstrated that the extension can be supported by the viability of the enterprise and that the cost of its occupation will not be unaffordable to workers that meet the occupancy condition.

For the reuse of buildings in the countryside, set out that the change of use and adaptation of redundant or disused buildings to residential use will be permitted where:

- the buildings are unsuitable for employment use, or it is demonstrated through marketing that there is no demand for their development for employment use,
- the buildings are structurally sound and are of permanent construction,
- there will be an enhancement to the immediate setting of the buildings,
- the form, bulk, design, landscaping and materials used in the change of use and adaptation are sensitive to the character and appearance of the building and locality, and
- there is a safe vehicular site access.

For dwellings to support rural businesses, set out that permanent dwellings will be permitted if it can be demonstrated that: there is a clear need for one or more workers to be readily

available at most times, the enterprise has been established for at least three years and is financially viable, there is no other suitable or available accommodation within the site / holding, and the proposed dwelling is no larger than that required to meet the reasonable needs of the enterprise. Make clear that the new dwelling will be subject to an occupancy condition, and that the removal of the occupancy condition will only be permitted in specific circumstances. Set out when a temporary dwelling may be permitted.

For dwellings of exceptional quality in the countryside, set out that a single new bespoke dwellings of exceptional quality will be permitted provided that:

- the dwelling would reflect the highest standards in architecture and be recognised as truly outstanding or innovative,
- the dwelling would significantly enhance its immediate setting,
- the nature, size and design of the dwelling and site are sensitive to the defining characteristics of the local area and to wider views, and
- that there are no existing dwellings on the site capable of being replaced.

Why is this policy needed?

South Cambridgeshire is a predominantly rural district with an attractive and much valued open environment. As a result, the area is prone to speculative proposals that could constitute unsustainable development. The policy will use a range of criteria to control development in a way that supports rural communities, reduces unsustainable living patterns and minimises the carbon impacts of new housing.

What consultation have we done on this issue?

Responses to the First Conversation indicated support for policy approaches that support the rural economy by, for example, protecting employment land and supporting existing businesses in rural areas.

What alternatives did we consider?

No policy - Not considered a reasonable alternative because it would lead to uncertainty as to how development proposals would be considered.

Supporting evidence studies and topic papers

Greater Cambridge Local Plan: Topic paper 7: Homes

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/13: Extensions to Dwellings in the Countryside
- Policy H/14: Replacement Dwellings in the Countryside
- Policy H/15: Countryside Dwellings of Exceptional Quality
- Policy H/17: Re-use of Buildings in the Countryside for Residential Use
- Policy H/19: Dwellings to Support a Rural-based Enterprise

Cambridge Local Plan 2018

- N/A

Policy H/RM: Residential moorings

What will this policy do?

This policy will set out the criteria to be used when considering proposals for new residential moorings.

Proposed policy direction

We propose to carry forward the criteria based policy for considering proposals for new residential moorings as included in the adopted Cambridge Local Plan 2018, but with the policy applying to the whole of Greater Cambridge. The criteria will ensure that new moorings are provided in suitable locations with appropriate infrastructure and will not have significant negative impacts on matters such as landscape and townscape, local amenity, and navigation of the river.

Why is this policy needed?

National legislation requires local authorities to carry out an assessment of the accommodation needs of all people residing in or resorting to their area in houseboats. National planning policy requires local authorities to reflect the results of this assessment in their planning policies. The Local Plan therefore needs to set out how the Councils will respond to the need identified and how proposals for residential moorings will be considered.

An accommodation needs assessment is being carried out which will assess the needs of house boat dwellers. The coronavirus pandemic has delayed the completion of the face-to-face survey elements of this assessment, such that it has not been possible to complete this assessment in time to inform this consultation. It will be available at the next stage of plan making, and will be used to inform the draft Local Plan, including whether any allocations are needed.

What consultation have we done on this issue?

In responding to the First Conversation the Conservators of the River Cam highlighted the need for more residential moorings within Greater Cambridge.

What alternatives did we consider?

No policy - Not considered a reasonable alternative as the Councils consider that a criteria based policy is needed as the considerations for residential moorings are different to other types of development and therefore it is necessary to maintain the quality of the river environment and safeguard local amenity.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- N/A, except for the allocation of a site through H/7: Residential Moorings

Cambridge Local Plan 2018

- Policy 54: Residential moorings

Policy H/RC: Residential caravan sites

What will this policy do?

This policy will set out the criteria to be used when considering proposals for new residential caravan sites.

Proposed policy direction

The Local Plan will consider the need for residential caravan sites and/or mobile home parks, and set out that any proposals for these uses will be considered against the policies applicable to residential developments. However, make clear that the proposed approaches for affordable housing (see H/AH above) and residential space standards and accessible homes (see H/SS above) do not apply to residential caravan sites / mobile home parks.

Why is this policy needed?

National planning policy requires local authorities to assess the size, type and tenure of housing needed for different groups in the community and reflect the results of this assessment in their planning policies. National legislation requires local authorities to carry out an assessment of the accommodation needs of all people residing in or resorting to their area in caravans. This is concerned with all those who have a need to live in a caravan, and is not restricted to the needs of Gypsies and Travellers.

An accommodation needs assessment is being carried out which will assess the needs of caravan dwellers. The coronavirus pandemic has delayed the completion of the face-to-face survey elements of this assessment, such that it has not been possible to complete this assessment in time to inform this consultation. It will be available at the next stage of plan making, and will be used to inform the draft Local Plan, including whether any allocations are needed.

Proposals for new residential caravan sites (such as mobile home parks) are proposed to be considered in the same way as other residential development, for example providing a suitable form of windfall site within settlement boundaries.

What consultation have we done on this issue?

Responses received to the First Conversation highlighted the need to create balanced and integrated communities by providing a mix of housing types, sizes, tenures, ownership and management that reflect the findings of the Councils evidence of housing needs of specific groups. No responses specifically mentioned caravan sites or mobile home parks.

What alternatives did we consider?

To include a specific criteria based policy for new residential caravan sites / mobile home parks with additional flexibility - Not considered a reasonable alternative as the considerations for residential caravan sites / mobile home parks are not sufficiently different to other residential developments.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

Existing policies in adopted 2018 Local Plans

None

Policy H/GT: Gypsy and Traveller and Travelling Showpeople sites

What will this policy do?

The policy will set out how the accommodation needs of Gypsies and Travellers and Travelling Showpeople will be provided for over the plan period, and provide policy guidance regarding the location and design of sites.

Proposed policy direction

The Local Plan will respond to the need for new pitches for Gypsies and Travellers and plots for Travelling Showpeople, which are currently being explored through an updated needs assessment.

Subject to the needs identified, this is likely to be addressed through a combination of requiring provision from large scale new communities and significant major development sites, stand alone allocations, and the inclusion of a policy to enable windfalls in suitable locations.

National planning policy requires that criteria should be set to guide land supply allocations where there is identified need that cannot be met on existing sites. The following criteria are proposed:

- Sites are capable of providing an appropriate environment for residents in terms of health, safety, and living conditions, sufficient space for accommodating and moving caravans and vehicles, safe vehicle and pedestrian access, and are capable of being provided with essential utilities.
- The number and nature of pitches or plots provided is appropriate to the site size and the location, and would not have unacceptable adverse impacts on the amenity of surrounding land uses, the countryside and landscape character, settlement character, heritage or biodiversity interests, rights of way, or from traffic generated, including taking account of cumulative impacts.
- The needs of residents of the site can be met appropriately by local facilities and services without placing undue pressure on them, and the scale of such sites does not dominate the nearest settled community, including considering cumulative impacts with other sites.
- The site is located within a reasonable distance of local facilities and services including schools and health facilities.
- Traveller sites are inappropriate development in the Green Belt. Any proposals in the Green Belt would have to comply with national policy regarding development in the Green Belt.

A design focused policy will also be included in the local plan, to ensure sites are built to an appropriate quality to meet the needs of future residents.

The Local Plan will continue to safeguard existing sites.

Why is this policy needed?

National policy, set out in the Planning Policy for Traveller Sites (PPTS), is aimed at ensuring “fair and equal treatment for travellers, in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community”. It requires local planning authorities to assess the accommodation needs of Gypsies and Travellers and Travelling Showpeople, and to set requirements to address this.

In partnership with other Councils in Cambridgeshire and parts of Norfolk and Suffolk a new accommodation needs assessment has been commissioned and is underway. However, it has been delayed significantly by the COVID-19 pandemic. Through this process we are seeking to engage effectively with traveller communities, their representatives, and other stakeholders, to understand the number of permanent residential pitches required for Gypsies and Travellers and the number of permanent plots for Travelling Showpeople that are needed. It has not been possible to complete this survey in time to inform this consultation. It will be available at the next stage of plan making, and will be used to inform the draft local plan and what provision is required.

Some Gypsies and Travellers have ceased to travel and therefore no longer meet the PPTS definition for the purposes of planning. As well as those who meet the definition, the needs assessment will seek to identify the needs of Gypsies and Travellers that no longer travel, as part of the requirement under the Housing Act to consider the needs of people living on sites on which caravans can be stationed. This potential need was one of the issues highlighted by the Inspector examining the 2018 Local Plans to be addressed through this local plan review, and the plan will need to identify how this need will be addressed.

Government policy aims to promote more private traveller provision. Whilst promoters of a number of large sites indicated they could form part of a future dwelling mix, no stand alone sites were submitted for consideration during the two ‘call for sites’ consultations. This consultation provides a further opportunity for sites to be put forward.

Sites for Travelling Showpeople need to be suitable for the storage, maintenance and testing of items of mobile equipment. There are two existing sites in Greater Cambridge. The South Cambridgeshire Local Plan 2018 identified a modest level of need for further plots. The updated needs assessment will provide an opportunity to get an up to date position regarding need.

Issues of sustainability apply to Gypsy and Traveller and Travelling Showpeople sites, emphasised by government policy. National planning guidance also requires that local

planning authorities very strictly limit new traveller site development in open countryside that is away from existing settlements.

To ensure that the levels of Gypsy and Traveller and Travelling Showpeople accommodation are maintained, sites are safeguarded to meet the continuing housing needs of these communities. Safeguarding will ensure that sites are not lost to competing uses.

What have you told us through consultation?

Responses to the First Conversation considered that consultation on this issue must be wide ranging and include the Gypsy and Traveller community, the wider community and neighbouring authorities. A sound evidence base was important to understand needs. There was support for the allocation of sites and to improve the quality of sites through the better provision of support services on site. There is also support for a dispersed approach with more and smaller sites, including temporary sites, to provide flexibility and choice.

What alternatives did we consider?

No policy - Not considered a reasonable alternative as plans are required to include policies and address needs.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy H/20: Provision for Gypsies and Travellers and Travelling Showpeople
- Policy H/21: Gypsy and Traveller Provision at New Communities
- Policy H/22: Proposals for Gypsies, Travellers and Travelling Showpeople Sites on Unallocated Land Outside Development Frameworks
- Policy H/23: Design of Gypsy and Traveller Sites, and Travelling Showpeople Sites

Cambridge Local Plan 2018

- Policy 49: Provision for Gypsies and Travellers

Policy H/CH: Community-led housing

What will this policy do?

This policy will set out the criteria to be used when considering proposals for new community-led housing developments.

Proposed policy direction

Recognise that community led housing developments will be brought forward within Greater Cambridge, and set out that any proposals for these uses will be considered against the policies applicable to residential developments. Rural exception sites for affordable housing (see H/ES above) and self and custom build homes (see H/CB) are examples of developments that can be brought forward as community led housing developments.

Why is this policy needed?

Community-led housing is where local people and community groups work together to design and deliver new housing, and there are a range of delivery models. There are a number of community led housing groups operating or seeking new homes in Greater Cambridge. Some Councils allow community led housing proposals to be considered as exceptions to planning policy, and therefore the Local Plan needs to be clear how any proposals for community-led housing in Greater Cambridge will be considered.

What consultation have we done on this issue?

Responses received to the First Conversation highlighted the need to create balanced and integrated communities by providing a mix of housing types, sizes, tenures, ownership and management that reflect the findings of the Councils evidence of housing needs of specific groups. This included support for co-housing and co-operative opportunities, as part of making housing more widely accessible.

What alternatives did we consider?

1. To include a specific criteria based policy for community led housing - Not considered a reasonable alternative as community led housing is a way of delivering housing developments, and therefore the considerations for these housing developments are no different to other residential developments.
2. To allow the development of community led housing generally as an exception to policy - This is not the preferred approach as likely to hamper the delivery of rural exception sites for affordable housing.

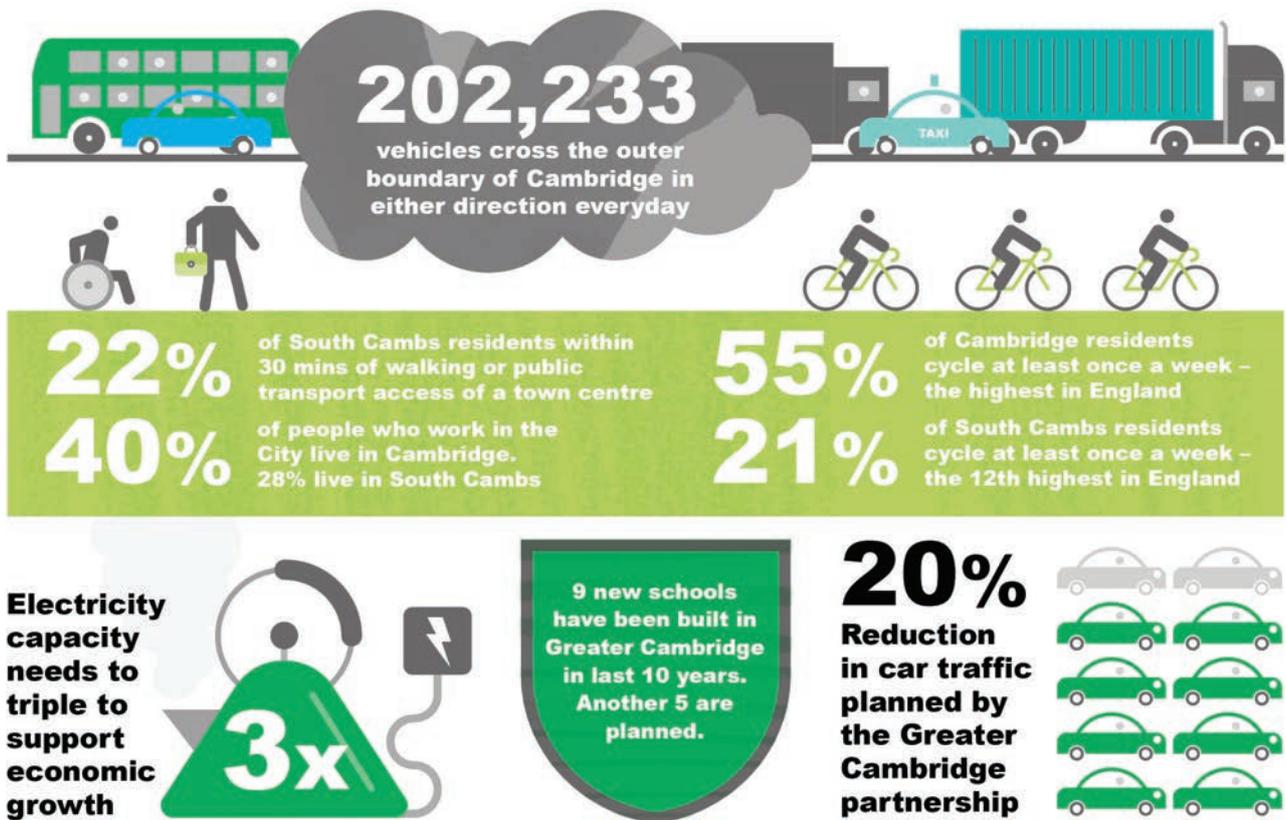
Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 7: Homes

Existing policies in adopted 2018 Local Plans

None

3.7 Infrastructure



In the First Conversation in 2020 you told us how important it was having the right services, facilities and transport opportunities available. Sustainable travel was referenced by respondents to almost every question, that homes and jobs should be located close to each other, and where there were opportunities to travel by walking, cycling and public transport. You also us that access to broadband has become crucial in the way people live and work.

Aim for our infrastructure policies

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

How has this influenced the shape of the plan?

The relationship between homes, jobs, and sustainable transport opportunities has been a key influence of the development strategy proposed in the Strategy section of this consultation. In the Infrastructure theme, we propose policy approaches which would require developments to be located and design so that sustainable travel choices are available. They seek to meet our changing needs, such as supporting the consolidation of goods to support local deliveries, charging points for electric vehicles, and broadband infrastructure. Finally,

we set out how infrastructure needs will be identified as the local plan is drafted, and how contributions from developers will be sought.

How does this intersect with the other themes?

Infrastructure by its very nature is a broad theme and impacts on many other themes within the plan. With regard to climate change, enabling sustainable transport choices, and providing infrastructure to help people meet their needs locally will assist in the journey towards net zero carbon. Providing the required infrastructure from development at the right time is crucial for the health and wellbeing of an area and, along with good design principles including supporting the right mix of supporting facilities and infrastructure, helps to ensure great places are created.

What policies are we proposing?

Policy I/ST: Sustainable Transport and Connectivity

Policy I/EV: Parking and Electric Vehicles

Policy I/FD: Freight and Delivery Consolidation

Policy I/SI: Safeguarding important infrastructure

Policy I/AD: Aviation Development

Policy I/EI: Energy Infrastructure Master planning

Policy I/ID: Infrastructure and Delivery

Policy I/DI: Digital Infrastructure

Topic Paper

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

Greater Cambridge Local Plan: Topic paper 8: Infrastructure

Policy I/ST: Sustainable transport and connectivity

What will this policy do?

This policy will set out how the transport impacts of development should be managed, and how new development should be connected to the transport network.

Proposed policy direction

This policy will seek to deliver sustainable and inclusive communities by minimising the need to travel and reducing travel distances, whilst ensuring there is effective and sufficient sustainable transport mode choice and improved connectivity for everyone of any ability. It will require development to be located and designed to reduce the need to travel, particularly by car, and promote sustainable travel appropriate to its location.

Developers will be required to submit a Transport Statement, and for larger developments a Transport Assessment (integrating a Low Emissions Strategy) and Travel Plan, to demonstrate how many trips will be generated by the development, their impacts (including on health, environment and cumulative impacts), and how they will be accommodated and addressed, maximising opportunities for sustainable travel.

Innovative and flexible solutions will be sought to internalising trips and reducing vehicle use, including through measures such as digital infrastructure and last mile deliveries. New developments should be designed around the principles of walkable neighbourhoods and healthy towns to encourage active sustainable travel; the policy will ensure priority is given to people over vehicular traffic (with low speeds), to make journeys by walking and cycling more direct and convenient than by car. They should also protect and enhance the public rights of way network.

Developers will be required to contribute to improvements to public and community transport and deliver new and improved sustainable active travel connections for non-motorised users including for equestrians appropriate to the scale and nature of the proposal. Additional guidance for developers on the quality of provision is being prepared in an Active Travel Toolkit. Improvements will include enhancements to existing routes to break down barriers to use and improve safety and capacity, as well as providing high quality new routes to improve connections to nearby communities, services and facilities. Planned infrastructure schemes (such as East West Rail, improvements to the A428, and schemes planned by the Greater Cambridge Partnership and Cambridgeshire and Peterborough Combined Authority) will provide significant and wide ranging improvements for active travel modes; to maximise their benefits high quality local connections will be needed to integrate them into the wider network and with local communities.

This policy will require developments, appropriate to their scale and location, to deliver opportunities for seamless interchange between different modes, for example at travel hubs, and address the whole journey including the first/last mile. This includes accommodating new forms of mobility, innovative solutions, and future proofing technological changes, such as micromobility (including scooters/e-scooters), e-bikes and cycle hire, autonomous vehicles, Mobility as a Service (MaaS).

Developments which would have unacceptable transport impacts will not be supported.

Why is this policy needed?

In Greater Cambridge emissions from transport is one of the largest contributors to climate change. Through the development strategy proposed in this consultation we have considered where and how future development should be planned to enable the co-location of homes close to jobs, services and facilities so people can meet their day to day needs locally, to reduce the need to travel by car, and to support travel by walking, cycling and public transport. New developments should make high quality places, designed around people, with slower traffic speeds and giving pedestrians and cyclists priority.

The Local Plan will also need respond to changing patterns of mobility and technological innovations and set clear requirements regarding transport infrastructure and connectivity that is expected from new developments through the planning application process.

This policy will ensure development will not have an unacceptable transport impact; increasing vehicular trips on already congested roads or generating more trips using public transport or the existing walking and cycling network than there is currently capacity to safely accommodate. Wider impacts on health and the environment, including cumulative impacts, will also be taken into consideration. Health Impact Assessments, which would be sought by WS/HD in the Wellbeing and Social Inclusion theme, will also aid the consideration of whether a place has been designed around people.

To reduce the reliance upon the private car and provide genuine travel choice which is inclusive to everyone, the policy will seek to address the whole journey including the first/last mile and seamless interchange between modes, seek to break down physical and perceived barriers to improve connectivity, and ensure timely delivery of new and improved transport infrastructure to accommodate new development.

The policy will reflect the aims of the Cambridgeshire and Peterborough Local Transport Plan (prepared by Cambridgeshire and Peterborough Combined Authority as the local transport authority) and national policy whilst addressing the specific challenges and local opportunities within Greater Cambridge. The policy will also complement local schemes and measures proposed by the Greater Cambridge Partnership (a local infrastructure delivery vehicle) and Cambridgeshire County Council (as local highway authority).

What consultation have we done on this issue?

We received a large number of comments on transport issues, responding to a range of First Conversation questions. Respondents supported development being focussed in sustainable locations with access to a mix of uses including jobs, education, services and facilities and connected by sustainable transport links. Key feedback from the First Conversation included the following:

- Include measures which will prioritise and encourage use of sustainable and active modes and seek to reduce car use;
- Support for high quality cycling infrastructure;
- Developers should mitigate their transport impacts and help fund improved public transport, and a range of other measures such as Dial a Ride, shuttle buses, and car clubs.
- New infrastructure should be delivered prior to first occupations, to a high quality, for people of all abilities, and improve connectivity of the wider network.
- We should make provision for electric vehicles, and policies should be flexible to future proof and adapt to changing patterns of travel and technological solutions.

What alternatives did we consider?

No policy - Not considered a reasonable alternative. Relying on the Local Transport Plan or national policy would not providing sufficient detail to address the local context and ensure that sustainable transport is fully considered through the planning application process.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 8: Infrastructure

Greater Cambridge Local Plan Infrastructure Delivery Plan Interim Report (2021)

Greater Cambridge Local Plan First Proposals: Transport Study (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy TI/2: Planning for Sustainable Travel

Cambridge Local Plan 2018

- Policy 5: Strategic transport infrastructure
- Policy 81: Mitigating the transport impact of development

Policy I/EV: Parking and electric vehicles

What will this policy do?

This policy will set out the requirements for cycle and vehicle parking, including infrastructure for electric vehicle charging.

Proposed policy direction

Cycle Parking

Developments will be required to deliver, safe, secure, and convenient cycle parking at homes, businesses, and key destinations including travel hubs. It is proposed to continue to set minimum standards for numbers of cycle spaces.

Cycle parking areas will need to accommodate non-standard cycles, electric cycles, accessories, and should make provision for cycle maintenance. Where garages are intended to accommodate parking for both cars and cycles, they will need to be provided to a minimum size to ensure they are fit for purpose. Security is an important issue, and spaces should be internal where practicable and appropriate.

Larger developments and those within accessible locations will need to be able to accommodate space for dockless cycle hire schemes, such as at travel hubs and key destinations.

Car Parking

The quantity and type of car parking provided at a development will be informed by the mix of land uses, location and accessibility of the development by walking, cycling and public transport, to ensure an appropriate level to accommodate local needs (including the need for disabled people parking) whilst avoiding a proliferation of car parking in locations with good accessibility.

The policy will require parking to be accommodated within the public realm to improve the quality of place, will encourage innovative and flexible solutions to reduce car parking in appropriate locations, such as through smart parking and the provision of car clubs and shared parking, including car barns on the edge of accessible larger developments, whilst avoiding displacement parking.

Electric Vehicle Charging Points

Vehicle parking should include electric charging infrastructure (with appropriate grid reinforcement), which should be designed into the public realm, to address the national

commitment to phase out the sale of petrol and diesel cars within the plan period. Charging infrastructure should be able to accommodate other vehicles including mobility scooters, electric cycles and electrification of the bus fleet.

Where car parking is provided, it is proposed that electric car charging points (minimum of 7kW) should be included at all developments at the following levels:

- Dwellings with private parking: 1 charge point per dwelling (100% active)
- Communal parking areas: 1 charge per parking space (50% active, 50% passive)
- Employment: 30% with active charge points, and 30% with passive.
- Retail: 20% of bays with active charge points, and 20% with passive.

Developers will be required to submit evidence of a management strategy for any communal charge points.

Why is this policy needed?

There is a higher propensity to cycle in Greater Cambridge than nationally and increased use of electric cycles is enabling longer journeys. The plan needs to support this sustainable mode of travel making the parking of all types of cycles secure and convenient, and avoiding the problems caused by insufficient spaces.

Car Parking is important so vehicles can be stored safely where they don't cause highway problems. Parking displacement and inappropriate car parking impacts on quality of place, causes nuisance and can hinder emergency services. However car parking is land hungry, can be unsightly, undermines the quality of place, and can discourage travel by sustainable modes.

Local Plans can set parking standards, which specify the number of spaces that need to go with different types and scales of development. These can be set as maximum standards in certain circumstances, such as to manage traffic in town centres. Policies for Greater Cambridge need to address a wide range of locations, from very rural villages with limited bus services, to City centre areas where the car may actually be the least convenient way to make a local journey. One standard will not fit all of these locations.

The Cambridge Local Plan 2018 currently includes a set of maximum car parking standards, which restrict parking particularly in the central areas. The South Cambridgeshire Local Plan 2018 includes indicative parking standards, that respond to the more rural nature of the area. However, both plans acknowledge that a site by site design-led approach is needed with flexibility to respond to the local circumstances of each site.

As part of the response to climate change the Local Plan needs to support sustainable travel. Significant transport improvements are planned to public transport and cycle routes

in Greater Cambridge by the Greater Cambridge Partnership and Cambridgeshire and Peterborough Combined Authority.

The Greater Cambridge Partnership are also preparing an Integrated Parking Strategy looking at the management of on- and off-street car parking as part of wider ambitions for achieving modal shift away from the private car. As part of place making we need to make places where people want to move around by walking and cycling, so they are not car dominated, and where people access their destinations by public transport. Controlling parking levels in accessible locations is part of this.

When using maximum standards there is a tendency for them to become the default level, rather than respond to site specific circumstances. We are therefore proposing that we move to a more design-led approach, supported by indicative standards tailored to reflect different circumstances. These standards could be included within future design guidance or Supplementary Planning Documents. This would allow flexibility to adapt to changing patterns of car ownership and use through the plan period.

As well as the amount of parking, we want to support better design solutions. Cars are unused for the majority of time, with some people only require a car for occasional journeys, coupled with the trend for less young people to take up driving and own a car. We will seek to encourage innovative and flexible solutions to reduce car parking in appropriate locations, such as through the reallocation of spaces for car clubs (which should use electric vehicles and accommodate disabled users), and provision of shared parking including in car barns where vehicles are stored off-plot.

With Government seeking to phase out sales of new petrol and diesel by 2030 it is vital that new developments are ready to support electric vehicles. The recommendations proposed regarding charging points have been informed by the Greater Cambridge New Zero Carbon Study 2021. Acknowledging that take up will grow, some of the provision will be passive, able to be activated when there is demand, avoiding the need to retrofit. Accommodating charging will also have to be reflected in the design of places, for example minimise conflicts such as cables across pedestrian and cyclist routes. In major sites charging for other types of vehicles such as buses, may also be needed.

Charging infrastructure for cycles may encourage take up of electric cycles for some journeys previously considered too far to cycle. Appropriate charging infrastructure may also be required to enable the electrification of the local bus fleet.

What consultation have we done on this issue?

Respondents to the First Conversation supported measures to provide accessible and well-designed cycle parking at stations and public transport hubs, and suggested cycle parking standards need to be updated to provide for a range of cycles and provide maintenance facilities.

There were suggestions for car free zones and the replacement of parking spaces with tree planting, whilst ensuring availability of disabled parking. There is support for measures to reduce car parking including through smart parking, provision of shared spaces and community ownership of zero carbon vehicles.

There is support for electrification of buses and provision of electric vehicle charging infrastructure.

What alternatives did we consider?

1. No policy – Not considered a reasonable alternative as national planning policy requires consideration of parking.
2. Set specific standards for car parking provision. - This is not the preferred approach as the flexibility provided by a design-led approach to car parking is favoured for the reasons given above, but we would welcome views on this approach.
3. Do not set requirements for vehicle charging - This is not the preferred approach given the need for developments to respond to climate change, and to adapt to changing vehicle types.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 8: Infrastructure

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy TI/3: Parking Provision

Cambridge Local Plan 2018

- Policy 82: Parking management

Policy I/FD: Freight and delivery consolidation

What will this policy do?

This policy will set out how developments of delivery hubs should be considered, and how development proposals should provide space for servicing, storage and deliveries.

Proposed policy direction

We propose to seek opportunities to reduce the number of freight and servicing vehicles and their environmental impact on Greater Cambridge, particularly at peak times, while promoting movement of freight by rail and sustainable transport modes.

We propose to support development/enhancement and safeguarding of local delivery hubs that help consolidate deliveries into Cambridge and reduce vehicle traffic, where they accord with other policies in the plan, provided they do not cause unacceptable impacts on Greater Cambridge's strategic road networks, and:

- reduce road danger, noise and emissions from freight trips
- enable sustainable last-mile movements, including by cycle and electric vehicle
- deliver mode shift from road to rail where possible (without adversely impacting existing or planned passenger services).

We propose to require development to facilitate safe, clean, and efficient deliveries and servicing. Provision of adequate space for servicing, storage and deliveries should be made off-street, with on-street loading bays only used where this is not possible.

Why is this policy needed?

On-line shopping and services deliveries to business generate large amounts of vehicle movements. In cities like Cambridge this can add to vehicle congestion, and impact on the local environment. Local delivery hubs could provide opportunities for deliveries to be consolidated to reduce the number of trips, or transferred to other delivery modes such as electric bikes. This policy proposal explores how we could support delivery of these hubs.

What consultation have we done on this issue?

Respondents to the First Conversation saw freight and delivery consolidation as important to achieving net zero carbon and active travel ambitions. There was concern about the impacts of increasing Heavy Goods Vehicle (HGV) traffic. There was support for restricted deliveries

in urban centres to low-traffic times, and using innovative measures such as using cargo cycles for local deliveries and the provision of cycling logistics depots.

What alternatives did we consider?

No policy – This is not the preferred approach due to the need to address the issue of how goods are distributed locally.

Supporting evidence studies and topic papers

Greater Cambridge Local Plan: Topic paper 8: Infrastructure

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018:

- Policy TI/1: Chesterton Rail Station and Interchange
- Policy TI/2: Planning for Sustainable Travel
- Policy TI/3: Parking Provision
- Policy TI/4: Rail Freight and Interchanges

Cambridge Local Plan 2018

- Policy 81: Mitigating the transport impact of development
- Policy 82: Parking management

Policy I/SI: Safeguarding important infrastructure

What will this policy do?

This policy will set out what infrastructure should be safeguarded from the impacts of development, and how this should be assessed.

Proposed policy direction

We propose to safeguard the following strategic and important infrastructure from being negatively impacted by development:

- Lord's Bridge Radio Telescope
- Existing rail freight facilities and sidings at Duxford, Foxton, Fulbourn and Whittlesford

We propose to work with strategic infrastructure providers, regional and sub regional bodies to consider whether any planned strategic infrastructure should be safeguarded in accordance with any national or sub regional/regional policy or approval mechanism. Any future land identified that will be required for safeguarding purposes will be shown in policies maps at later stages of the Local Plan process.

Why is this policy needed?

The internationally important Mullard Radio Astronomy Observatory at Lord's Bridge contains unique radio and optical telescopes which are susceptible to interference. Arrangements are made to consult the University of Cambridge about the technical consequences for the Observatory of proposed development. Harm caused to the Observatory will be overcome with the use of conditions or planning obligations to regulate the installation and use of equipment likely to interfere with the operation of the Observatory.

There are a number of railway sidings, which either are used, or have the potential to be used in the future. These will continue to be safeguarded. There are also number of major projects, particularly for transport, going through regulatory processes outside the local plan. Depending on the stage these have reached when the local plan reaches its final stages, it may be appropriate for these to be identified on the policies map and safeguarded. This will be kept under review as the plan is being prepared.

What consultation have we done on this issue?

The First Conversation consultation did not specifically consult on this issue.

What alternatives did we consider?

No Policy – Not considered a reasonable alternative as this would risk jeopardising important infrastructure.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 8: Infrastructure

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy TI/1: Chesterton Rail Station and Interchange
- Policy TI/7: Lord's Bridge Radio Telescope
- Policy TI/4: Rail Freight and Interchanges

Cambridge Local Plan 2018

- Policy 39: Mullard Radio Astronomy Observatory, Lord's Bridge

Policy I/AD: Aviation development

What will this policy do?

This policy will control development proposals related to aviation, and set out in what circumstances, and how, developments should take account of aviation safety.

Proposed policy direction

At Cambridge Airport, whilst it remains operational, aviation development will only be supported where it would not have a significant adverse impact on the environment and on residential amenity. For other airfields, it is proposed to carry forward the aviation policy included in the South Cambridgeshire Local Plan which seeks to ensure aviation development does not negatively impact the environment, landscape and adverse lighting, noise, public rights of way, nature conservation interests or human health and safety, and impact of potential deliver of renewable energy.

Any proposed development within an identified Airport Air Safeguarding Zones will be the subject of consultation with the operator of the airport and the Ministry of Defence. Restrictions in height, or changes to the detailed design of development may be necessary to mitigate the risk of aircraft accident and maintain operational integrity.

Why is this policy needed?

Greater Cambridge has a long association with flying and, in addition to Cambridge Airport there are a number of established aerodromes and smaller airfields in the district, including IWM Duxford with its large collection of flying historic aircraft and internationally renowned air shows. Policies are need to ensure aviation development does not negatively impact environment and human health, and that impacts of proposals are fully considered.

What consultation have we done on this issue?

The First Conversation consultation did not specifically consult on this issue.

What alternatives did we consider?

No Policy – Not considered a reasonable alternative as there is a need to provide policy guidance to ensure impacts of proposals, and air safety, are fully considered.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 8: Infrastructure

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy TI/5: Aviation-Related Development Proposals
- Policy TI/6: Cambridge Airport Public Safety Zone

Cambridge Local Plan 2018

- Policy 83: Aviation development
- Policy 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones

Policy I/EI: Energy infrastructure masterplanning

What will this policy do?

This policy will set out the requirements for energy infrastructure to support development.

Proposed policy direction

We propose to require energy masterplans for residential developments and non-residential development of a scale and nature that would allow for the benefits of smart energy management to be identified and secured. It is proposed that the requirement would apply to developments of over 100 dwellings.

Energy masterplans should include an assessment of the capacity of infrastructure to support the development, any necessary reinforcements and the approach to energy provision to support net zero carbon development, smart energy management to reduce peak loads and greenhouse gas emissions and the electrification of transport giving consideration to site wide approaches.

The policy will also safeguard land required to support the reinforcement of existing electricity infrastructure, for example land adjacent to existing primary sub-stations, from other forms of development.

Why is this policy needed?

Work carried out to assess electricity grid capacity for Greater Cambridge has highlighted the need to triple capacity to support the development already planned in the area and electrification of transport. The electricity grid serving the Greater Cambridge area has seen a significant growth in renewable and low carbon energy generation. Major new developments are often accompanied by new energy generation capacity in order to meet carbon reduction requirements and, in some cases, to meet funding requirements. The transition to net zero carbon is also placing new pressures on electricity infrastructure, with the electrification of heat and transport all leading to a need for reinforcement and additional capacity on the grid.

While these capacity issues can be resolved through traditional grid reinforcement routes, there are opportunities to take a more joined up approach to infrastructure provision in order to support the transition to a net zero carbon society and open up the potential for some infrastructure to be forward funded to help speed up the delivery of key development sites.

While the Local Plan will be supported by work to assess electricity infrastructure capacity in the area, this assessment is at a very high level, and presents a picture of capacity as a

moment in time. As more detailed work on the masterplanning of strategic developments progresses, greater clarity can be provided as to actual energy requirements and the infrastructure required to support development. This policy seeks to ensure that this approach is integrated at a very early stage, via the development of energy masterplans for strategic developments. This approach may also help to support the forward funding of such infrastructure.

A grid capacity study and energy masterplan has already been developed for the North East Cambridge Area Action Plan. This work considered the energy requirements of the North East Cambridge development, current capacity of the primary sub-station serving the area, options to deliver the necessary reinforcement of that sub-station and the energy options to support the development of the site. Studies for strategic developments could follow a similar format.

What consultation have we done on this issue?

There was support through the First Conversation consultation for the reinforcement of electricity infrastructure, utilising renewable energy generation, smart management and energy storage. There was a recognition that infrastructure should contribute towards net zero carbon targets, with support for the development of heat networks as well as emerging new technologies such as hydrogen.

What alternatives did we consider?

No policy – This is not the preferred approach as energy infrastructure availability has become an important issue in Greater Cambridge particularly with the growing emphasis on renewable energy. It is important this addressed in a planned way by major developments rather than on an ad-hoc basis.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 8: Infrastructure

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy TI/8: Infrastructure and New Developments

Cambridge Local Plan 2018

- Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

Policy I/ID: Infrastructure and delivery

What will this policy do?

This policy will set out how necessary infrastructure to support development should be delivered.

Proposed policy direction

We propose to only permit development if there is, or will be, sufficient infrastructure capacity to support and meet all the requirements arising from the new development, at the time when they are needed. Developers will be required to deliver infrastructure directly, or contribute through planning obligations, community infrastructure levy or its successor.

Infrastructure needs will be informed by an Infrastructure Delivery Plan and schedule which will accompany later stages of the Local Plan.

Why is this policy needed?

New development creates additional demand for infrastructure and services, and it is reasonable for developers to address these needs in order that development is sustainable. This could include delivery of infrastructure on site as part of developments, but also contribution towards off site infrastructure.

National planning policy requires plans to set out the contributions expected from development. This includes the level of affordable housing expected to be included on sites, but also on a range of other issues such as transport, education, and green spaces. These requirements should not undermine deliverability of the plan.

An Infrastructure Delivery Plan is being prepared to accompany the new Local Plan. This will identify the infrastructure that is needed, when it is needed, and how much it costs. In November 2020 we published an interim report looking at the infrastructure needs of different options available to the plan. We have now published a further interim stage, looking at the infrastructure needs of the proposals set out in this consultation. More detailed and comprehensive plans will accompany the draft local plan, which will evolve as the plan moves towards adoption.

Whilst much of the infrastructure needed is local to development sites, Greater Cambridge also needs strategic infrastructure like major transport infrastructure, and utilities improvements such as to the electricity grid. These take time to bring forward, and the infrastructure plan will identify when these are needed in order that they are available and do not slow down developments.

Infrastructure delivery is complex, with a range of organisations responsible for the delivery of different types. On transport infrastructure we will work closely with the Cambridgeshire and Peterborough Combined Authority (in their role as Local Transport Authority), the County Council, and the Greater Cambridge Partnership.

The timing of infrastructure relative to the development is very important to the community, as people are concerned about pressure on existing communities. Whilst desirable, it is not always practicable to deliver all the planned infrastructure upfront before development starts, but a phased approach is needed so that it becomes available as the development progresses.

Government are currently reviewing the mechanisms for securing developer funding. We will await the outcome of this review before determining the precise mechanisms of how the local plan will address developer contributions.

When plans are prepared they need to be accompanied by evidence to show their proposals are viable, such that development can actually happen. That developments can afford to meet all the policy requirements in terms of the standards set by the plan and the contributions to infrastructure they are required to make. Government guidance sets out how this should be tested. We published an initial viability assessment in November 2020, and have now published further viability assessments testing the proposals in this First Proposals consultation. Further viability testing will be carried out as the draft plan is prepared, and more detailed policies for sites are developed.

What consultation have we done on this issue?

The First Conversation consultation asked several questions relating to infrastructure. Consultation responses raised several issues around the level, requirement, and location of infrastructure to support housing and employment development.

Respondents stated that the level of infrastructure provision should be commensurate with the levels of development proposed in the plan. It was important that existing infrastructure deficits are addressed before the delivery of housing. The timing and impact of development on existing services was a common theme, with particular issues highlighted from village communities.

What alternatives did we consider?

No policy – Not considered a reasonable alternative as this would not provide sufficient clarity regarding the requirement of developers to mitigate the impacts of their developments, what infrastructure was needed and when, and how it would be secured.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 8: Infrastructure

- Greater Cambridge Local Plan Infrastructure Delivery Plan Interim Report (2021)
- Greater Cambridge Local Plan Viability Study and Assessment Interim Report (2021)

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

- Policy TI/8: Infrastructure and New Developments

Cambridge Local Plan 2018

- Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

Policy I/DI: Digital infrastructure

What will this policy do?

This policy will set out how developments should contribute to Greater Cambridge's requirements for broadband, mobile phone and smart infrastructure.

Proposed policy direction

Applicants will be required to submit a 'Connectivity Statement' with a planning application to demonstrate how their proposed digital infrastructure will meet policy requirements outlined below:

Broadband infrastructure

We propose that development proposals must provide gigabit capable connections, via multiple providers, where available, to each premise.

In locations where gigabit capable connectivity is currently available, the development will be expected to include the infrastructure to connect to these services and make them available to occupiers.

In locations where gigabit capable connectivity is not currently available, applicants will be expected to demonstrate that they have engaged a range of providers to upgrade infrastructure to deliver gigabit capable connections.

Where one or more providers have agreed to provide gigabit capable connectivity, the development should be designed to connect to this service and make it available to occupiers.

Where no agreement can be reached to provide gigabit capable connectivity at the present time, Superfast Broadband may be considered as an alternative. In addition, the development will be expected to incorporate dedicated telecommunications ducting to enable the provision of gigabit capable connectivity in the future.

In all cases, to encourage competition and consumer choice, this will include the provision of multiple ducts to enable several providers to access the site.

Gigabit capable broadband connectivity delivers download speeds of up to 1Gbps, the equivalent of 1,000Mbps. This compares to Superfast Broadband which provides speeds of 30 Mbps or more.

Mobile phone infrastructure

We propose that major development proposals of 250 homes or 10,000m² must carry out an assessment of whether the current mobile coverage and capacity is suitable for the proposed new development.

In locations where mobile coverage is deemed suitable, no further action is required however the design of the development should consider the impact of building design on mobile coverage for existing and future occupants and take appropriate action to mitigate any adverse impacts.

In locations where mobile coverage is either available but the quality is poor and/or is expected to be impacted by capacity constraints or where coverage is not currently available, applicants will be expected to demonstrate that they have engaged with Mobile Network Operators (MNOs) to determine a strategy to ensure that mobile coverage can be improved and maintained at the site.

Where one or more MNOs agree to make improvements to their mobile coverage it must be confirmed whether this will be via:

- MNOs adjusting their existing assets to improve coverage for the new development.
- MNOs and the applicant agreeing a location for additional masts and/or aerials for which the applicant will facilitate installation including the provision of power, full fibre connectivity and maintenance access.
- Any other approach agreed with the MNO.

Where no agreement can be reached to improve mobile coverage at the present time, the applicant must ensure that an appropriate location(s) for new mobile infrastructure is made available for future use, this can be in the form of roof-space, building frontage space, highways space or other land, all of which must have suitable access arrangements in place for installation and maintenance for the life of the installed asset. A suitable power supply and fibre connection must be made available to the location(s).

Small cell mobile communications technology

We propose that development proposals of 30 homes or 1,000m² employment space must include suitable infrastructure that would support any future rollout of the latest small cell mobile communications technology. For example:

- Require the design of street furniture in such a way that the installation of telecoms equipment and other sensors can be included and easily maintained without causing disruption.
- Ensure that fibre connections are easily accessible to enable connection to street furniture such as street lighting columns to facilitate future improvements.

As the micro cell technology is still in development the Local Authority will provide the latest guidance on the design requirements.

Publicly accessible Wi-fi

We propose to encourage premises and spaces where there are significant levels of use by members of the public to have regular access to provide publicly accessible Wi-Fi.

Why is this policy needed?

The growth of connectivity over the last decade has resulted in digital technologies increasingly affecting many aspects of contemporary living. As a result, high quality connectivity is becoming an integral requirement for new developments.

Greater Cambridge's economy is driven by businesses in knowledge-based sectors with businesses that rely on the use of cutting-edge digital technology. Cambridge Cluster Insights estimates that employment in knowledge intensive businesses in Greater Cambridge in 2019/20 was over 48,000 with just under 16,500 of these employed in information and communications technology (ICT) businesses. Indeed, for businesses across all economic sectors good connectivity is becoming a key element in achieving productivity growth.

The importance of good connectivity across the economy has been amplified by the behavioural changes from COVID-19 that has seen a significant rise in the number of people working from home. The [ONS Labour Market Survey](#) found that in April 2020, 46.6% of people in employment in the UK did some work at home. Of those who did some work from home, 86.0% did so as a result of the coronavirus (COVID-19) pandemic. A survey of nearly a thousand company directors by the [Institute of Directors](#) (IoD) in September 2020 shows that 74% of the business that responded plan to keep increase homeworking after Coronavirus.

Access to good digital infrastructure in the home is not only important in supporting business growth. Digital connectivity is increasingly vital in supporting the wellbeing and social inclusion of local residents. Its absence can impact on the educational, employment, financial and health outcomes of individuals and families. It can lead to social isolation and an inability to participate in local communities.

There is a growing need to ensure that connectivity in Greater Cambridge supports existing and future demand; to not only support good internet and mobile phone access for residents and businesses, but also, via 5G and small cell technology, to provide a platform for "smart" technologies, including environmental monitoring and management, health, energy efficiency and future transport solutions.

The Government has **committed** to being a world leader in 5G, the next generation of wireless communications technology, with the majority of the population covered by 2027. 5G is likely to require both existing mobile infrastructure and small cell technology in order to provide the capacity needed for the large numbers of users and devices that it is expected to support and for the significant levels of data required for the future application of smart technologies.

Small cells are typically embedded in street furniture such as lampposts, advertisement panels, bus shelters or street signs. Due to the small size of the technology, the provision of street furniture that will have the ability, at some future time, to contain small cells it is not expected to have a significant impact on development costs. For example, a significant proportion of lampposts across the UK already have sufficient capacity/space to retrofit the technology.

What consultation have we done on this issue?

Respondents to the First Conversation commented that digital infrastructure has an impact on a wide range of issues, including the economy, reducing the need to travel and responding to climate change. A summary of respondents' key points are as follows:

- Respondents thought that including a policy relating to Digital Infrastructure in the new Local Plan to ensure the delivery of high quality gigabit capable digital connectivity was important.
- Respondents saw high quality broadband as key to encouraging homeworking and remote working from rural locations, stating that it should be considered when drafting infrastructure, housing and design policies for the new Local Plan.
- Respondents commented that land should be allocated to support growth in a range of high technology employment sectors, all of which require high quality digital infrastructure.

What alternatives did we consider?

1. No Policy – This is not the preferred approach due to the importance of provision for economic, social and climate change.
2. Continuing the current policy approach by just requiring ducting rather than for actual connections – This is not the preferred approach as this is insufficient to ensure infrastructure is delivered to support development.

Supporting topic paper and evidence studies

Greater Cambridge Local Plan: Topic paper 8: Infrastructure

Existing policies in adopted 2018 Local Plans

South Cambridgeshire Local Plan 2018

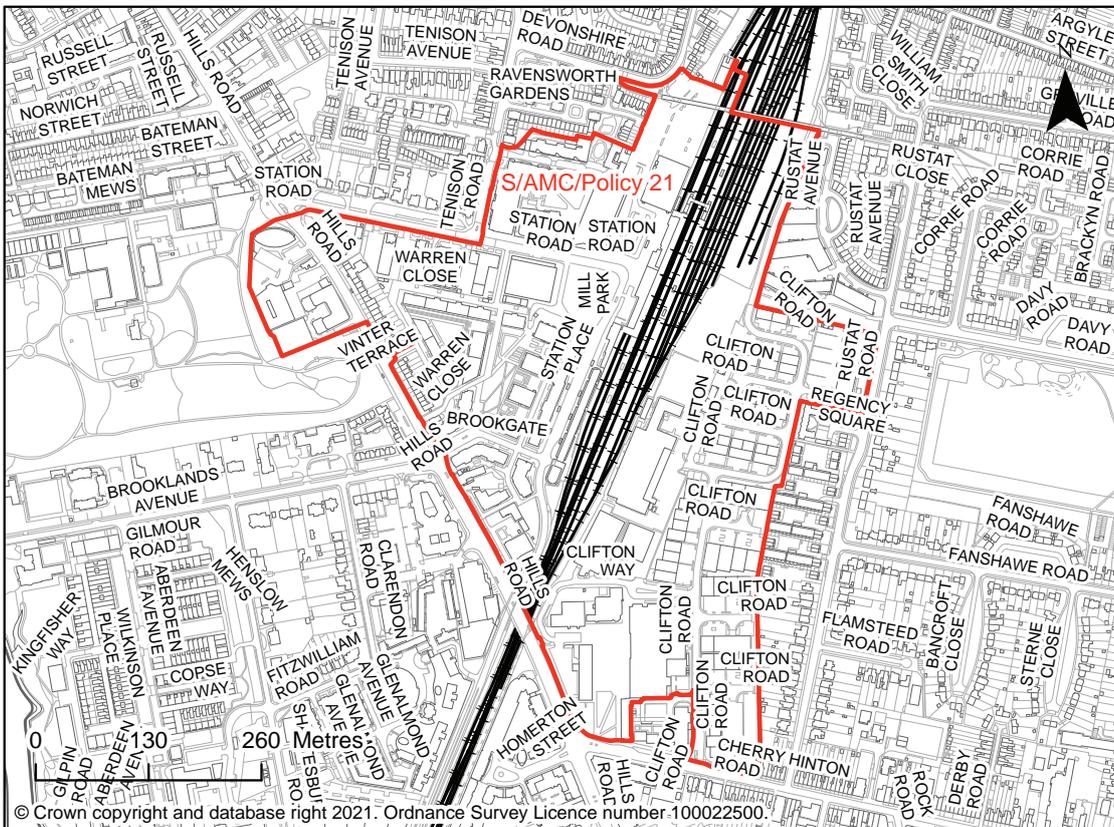
- Policy TI/10: Broadband

Cambridge Local Plan 2018

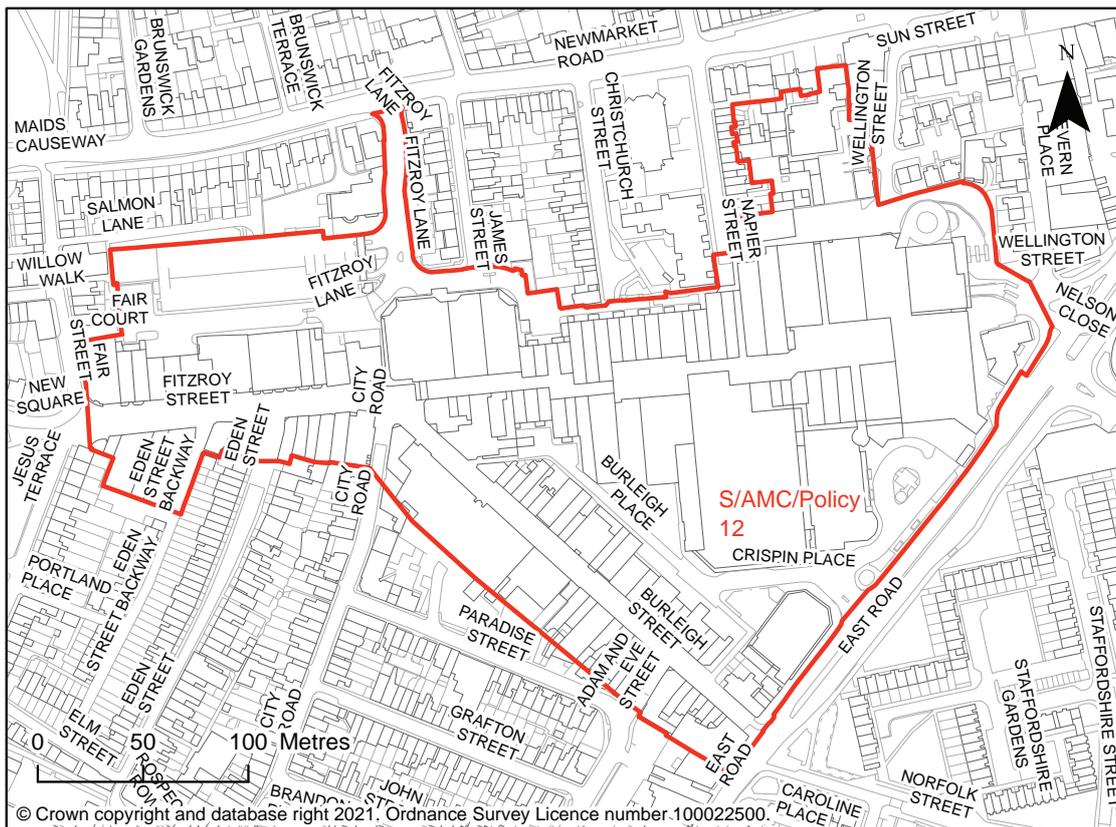
- Policy 42: Connecting new developments to digital infrastructure
- Policy 84: Telecommunications

4. Maps of allocations, opportunity areas, areas of major change and special policy areas proposed to be carried forward from the adopted 2018 Local Plans

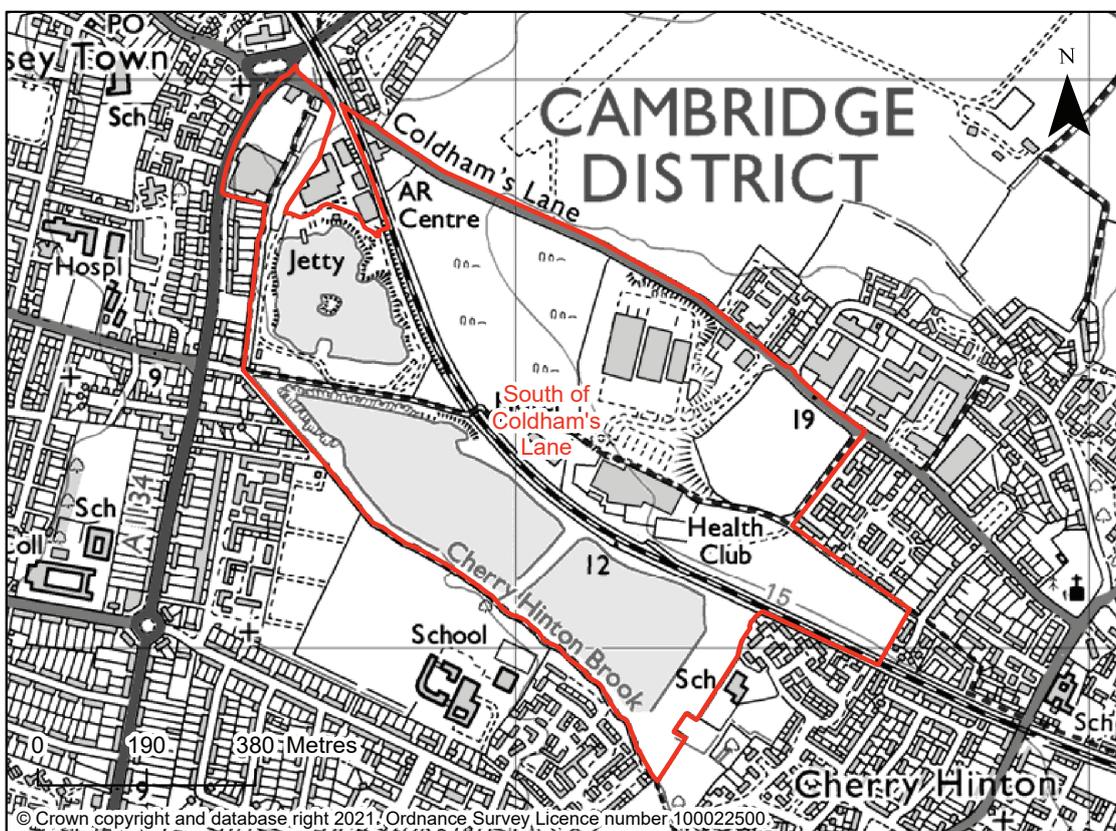
City of Cambridge



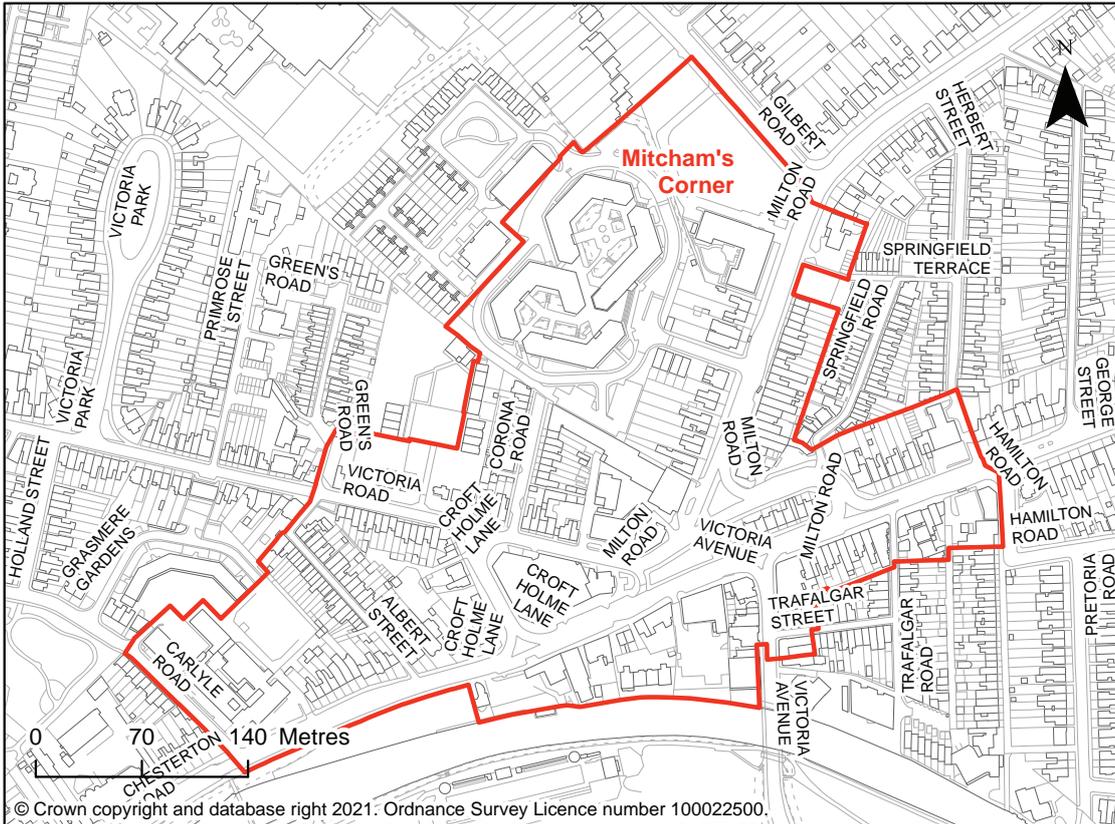
S/AMC/Policy 21: Station Areas West and Clifton Road



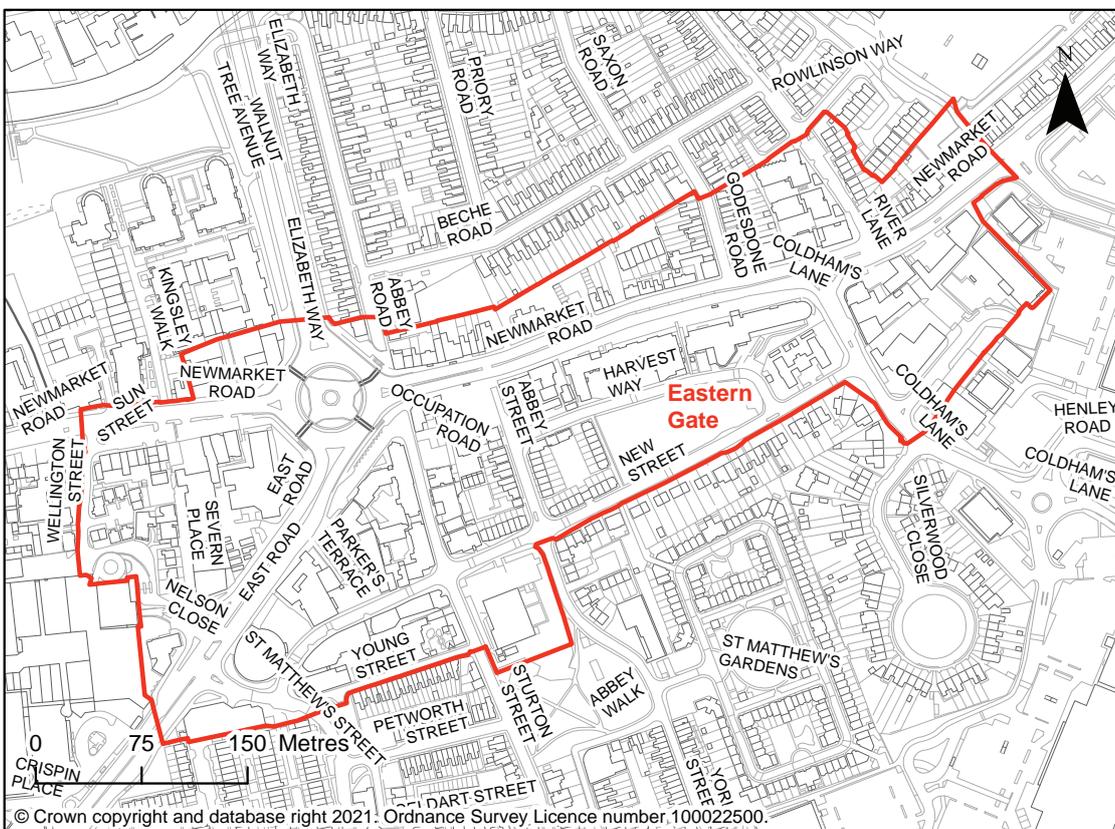
S/AMC/Policy 12: Fitzroy/Burleigh Street/Grafton



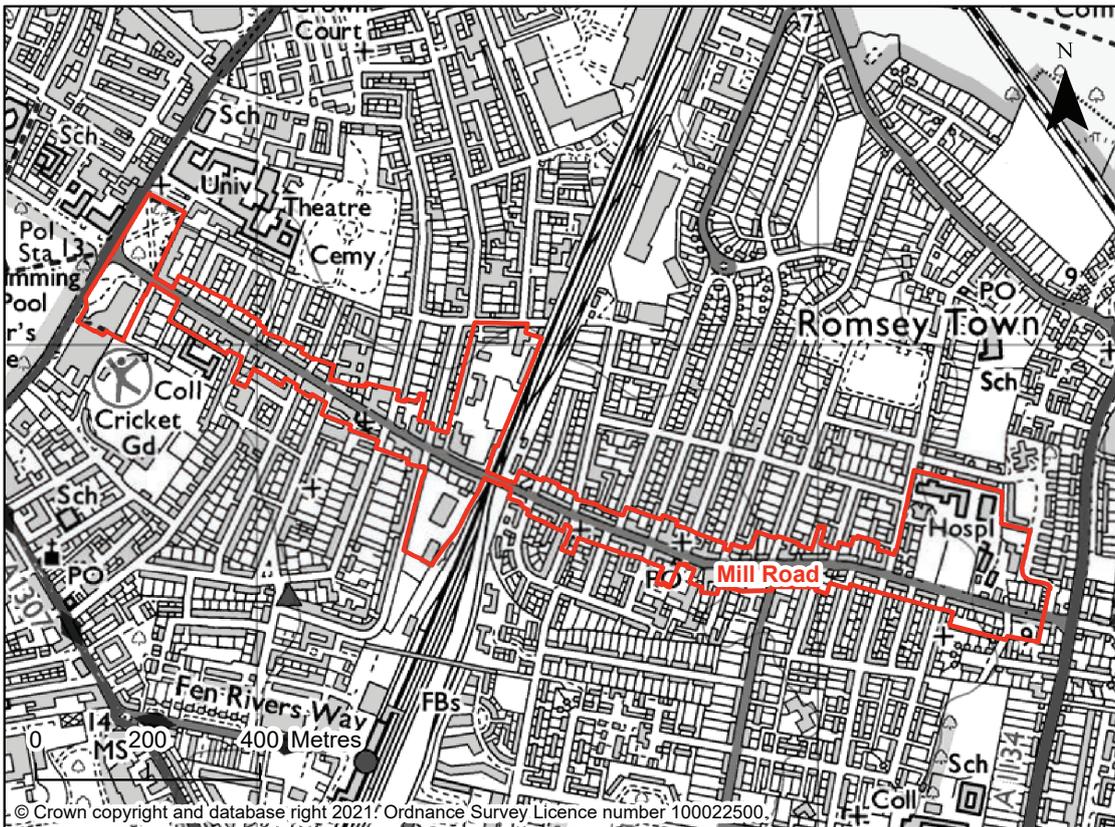
S/AMC/Policy 16: South of Coldham's Lane



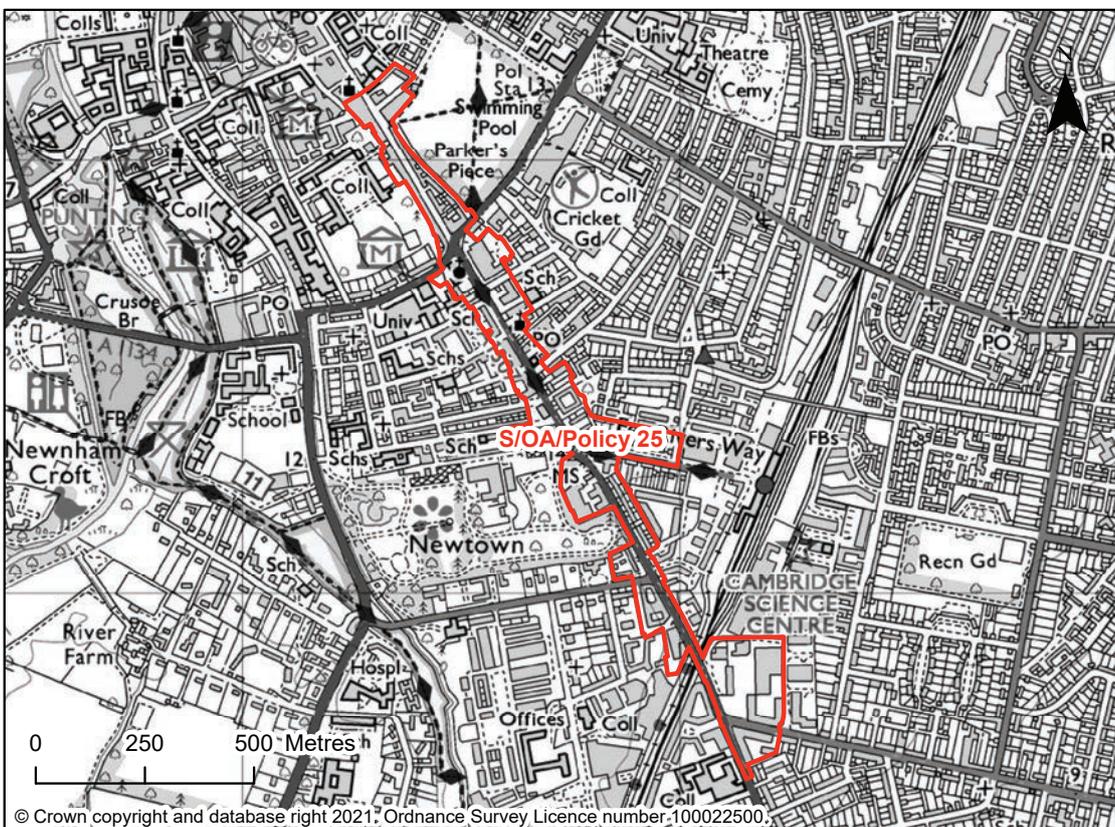
S/OA/Policy 22: Mitcham's Corner



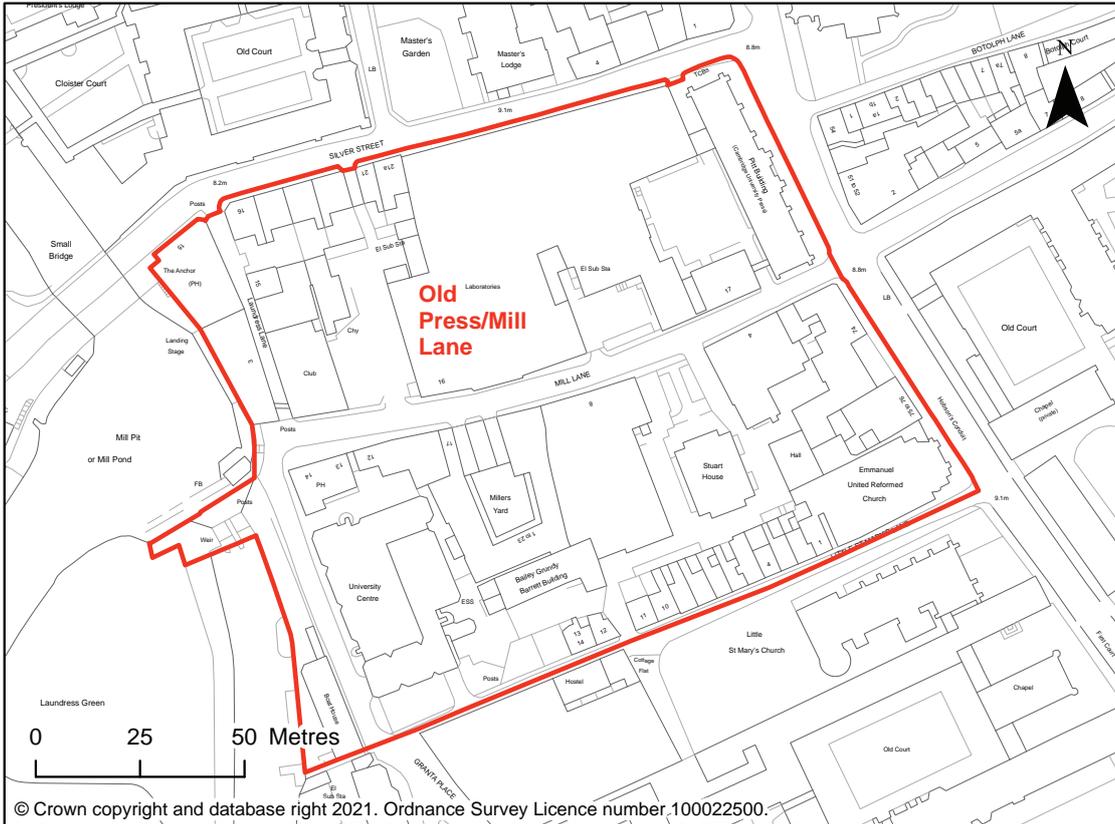
S/OA/Policy 23: Eastern Gate



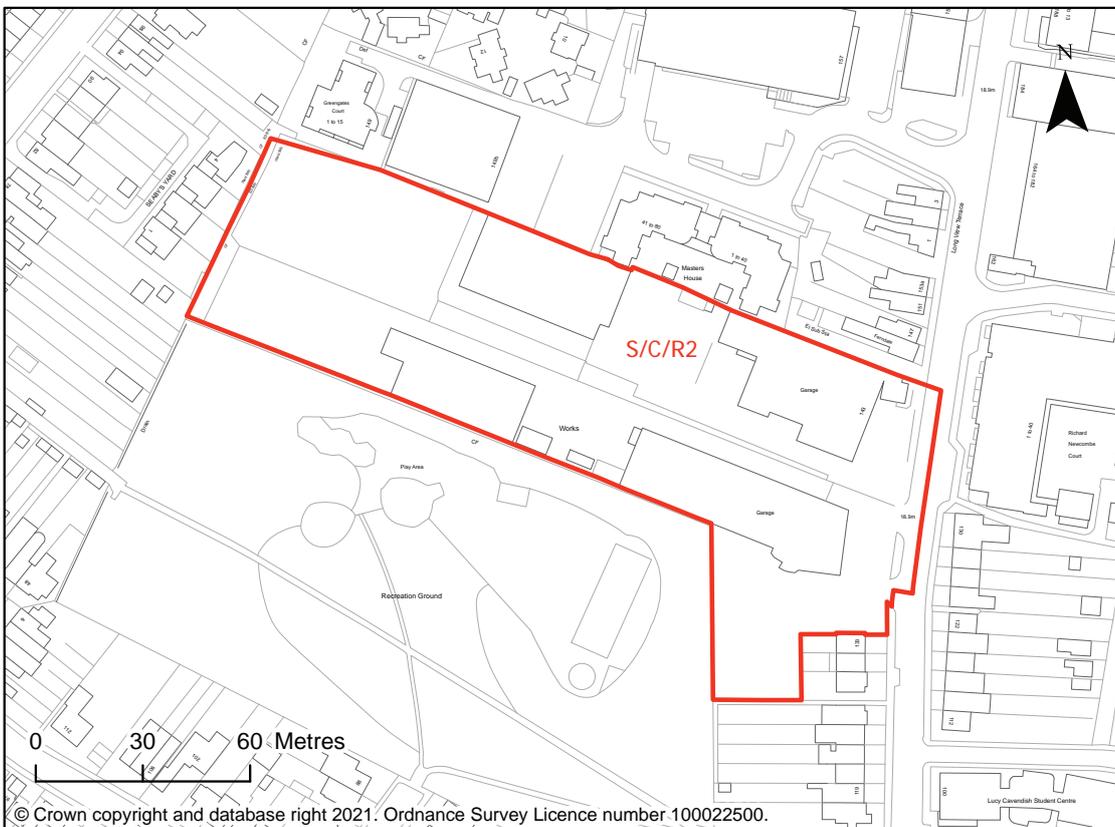
S/OA/Policy 24: Mill Road



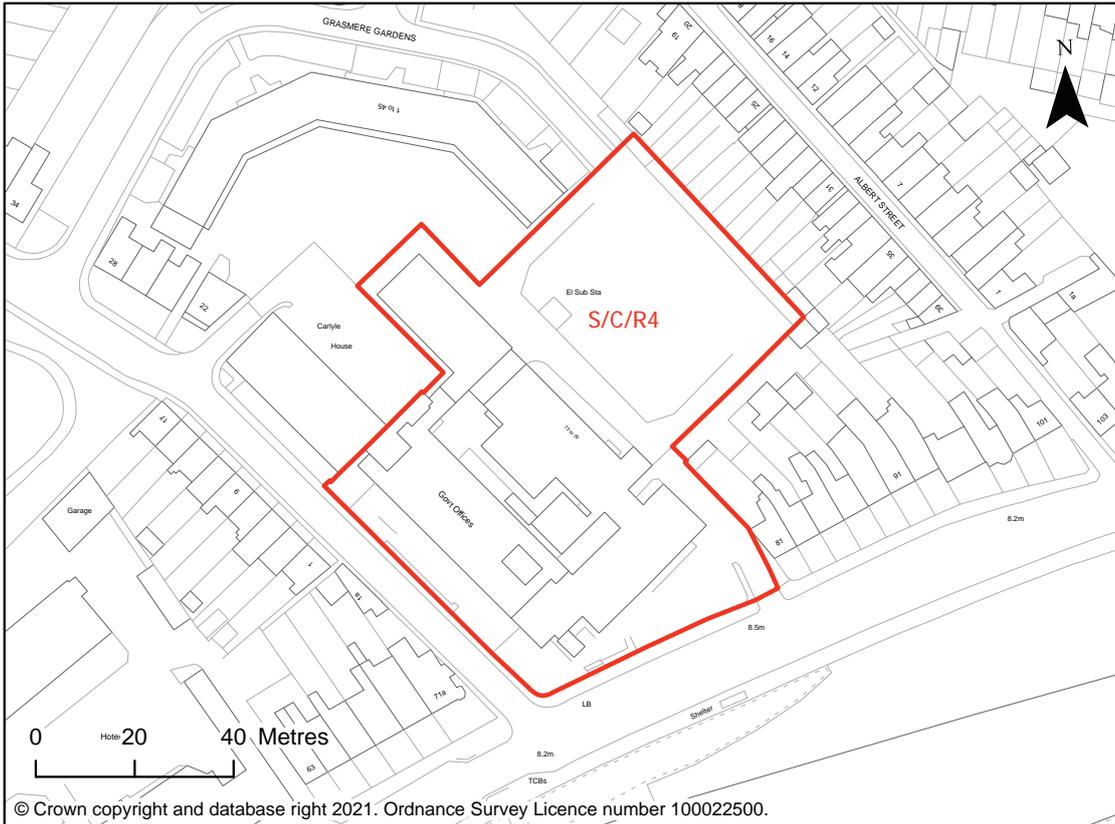
S/OA/Policy 25: Cambridge Railway Station, Hills Road Corridor to the City Centre



S/OA/Policy 26: Old Press/Mill Lane



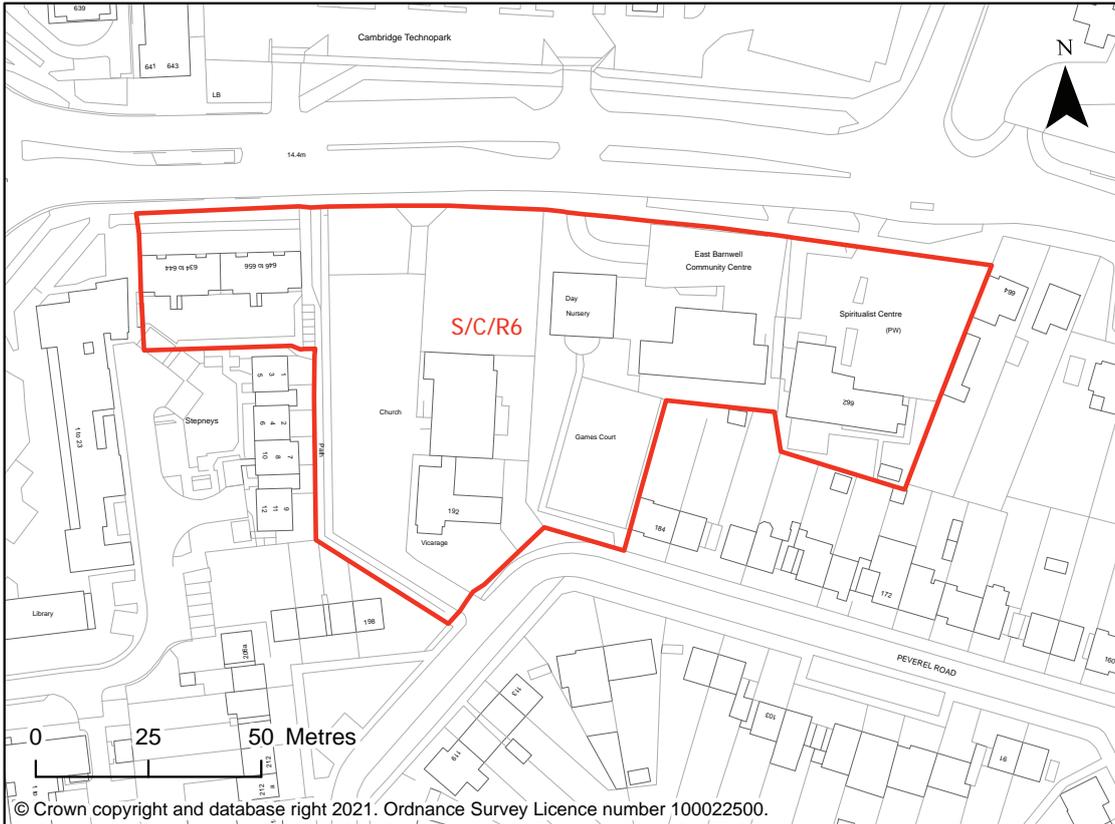
S/C/R2: Willowcroft, 137-143 Histon Road



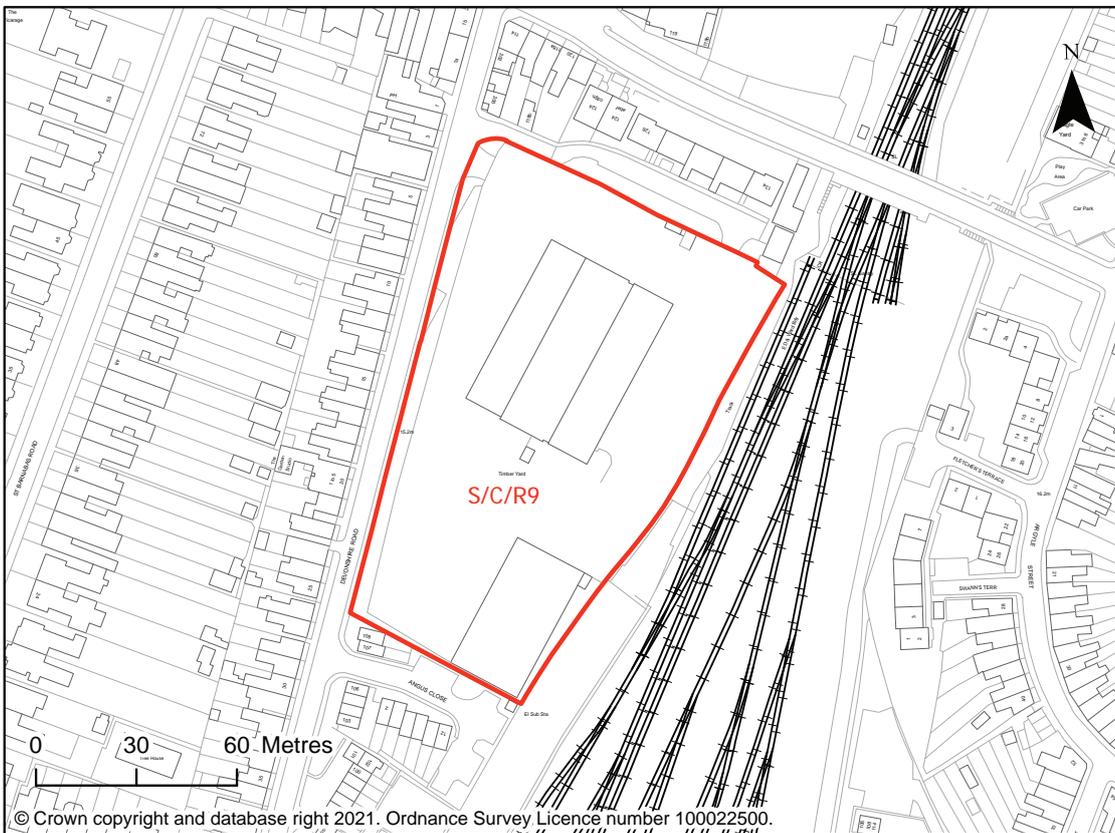
S/C/R4: Henry Giles House, 73-79 Chesterton Road



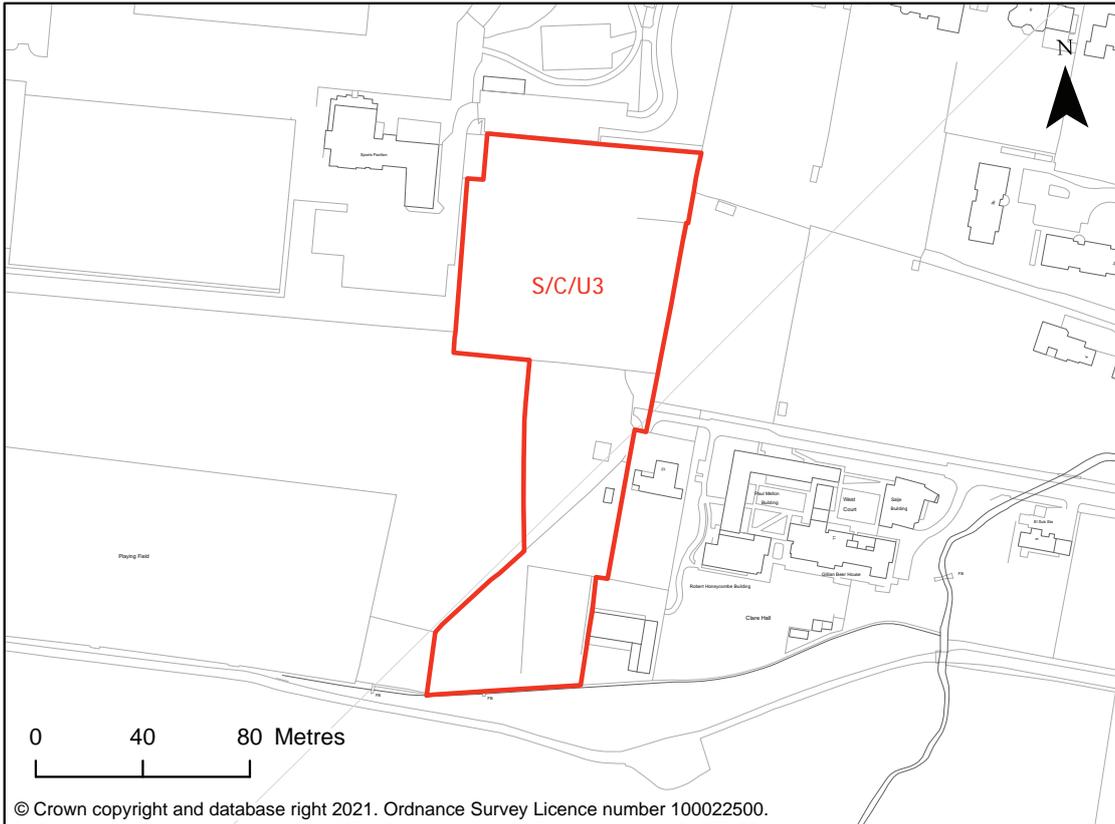
S/C/R5: Camfields Resource Centre and Oil Depot, 137-139 Ditton Walk



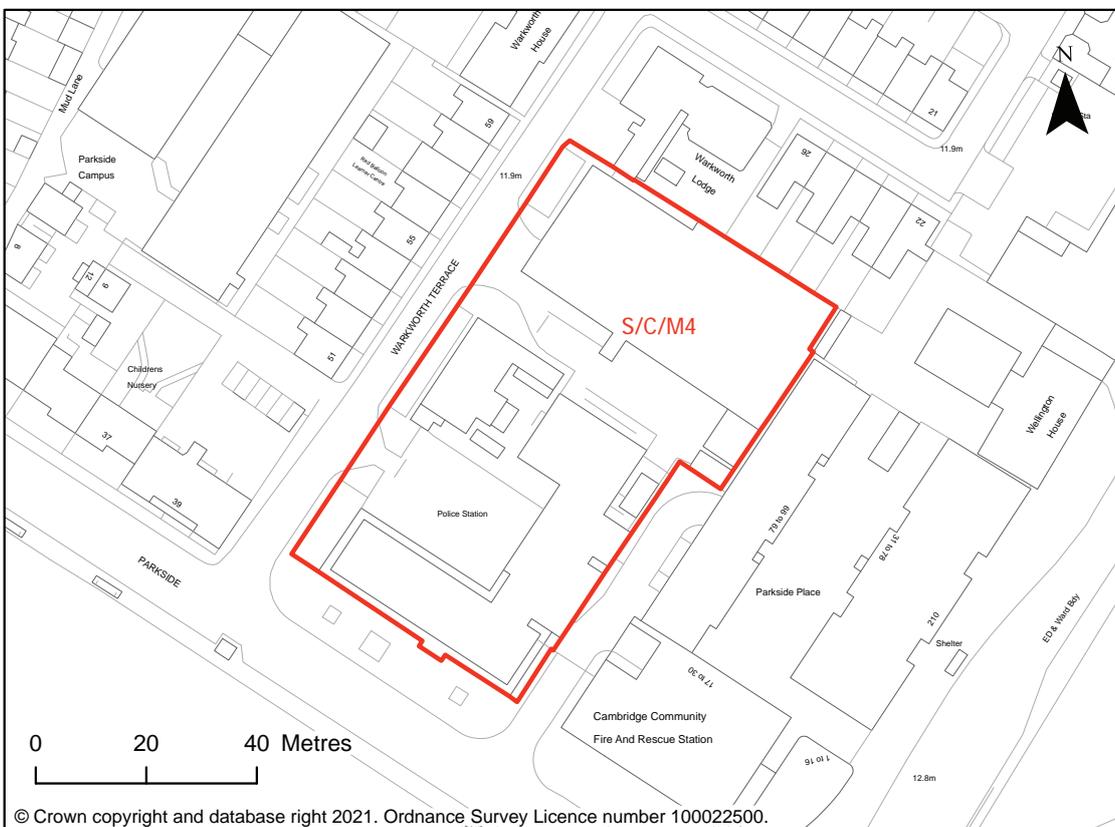
S/C/R6: 636-656 Newmarket Road, Holy Cross Church Hall, East Barnwell Community Centre and Meadowlands, Newmarket Road



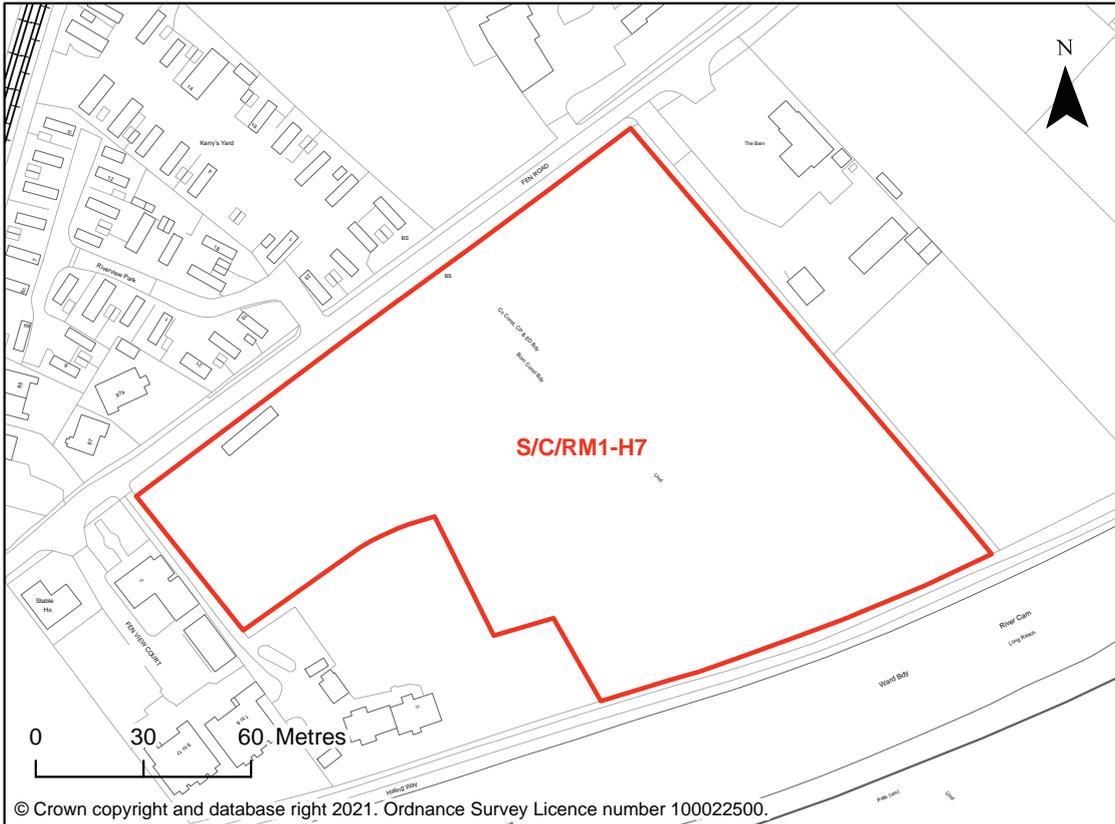
S/C/R9: Travis Perkins, Devonshire Road



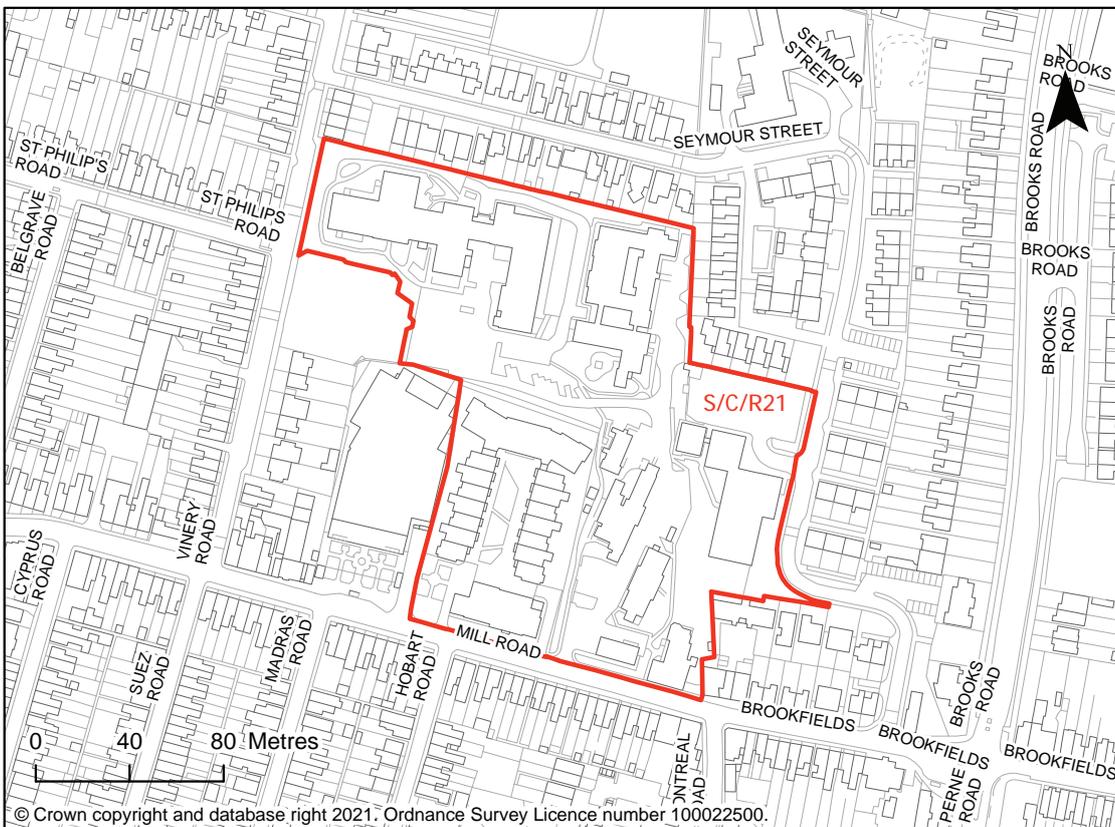
S/C/U3: Grange Farm off Wilberforce Road



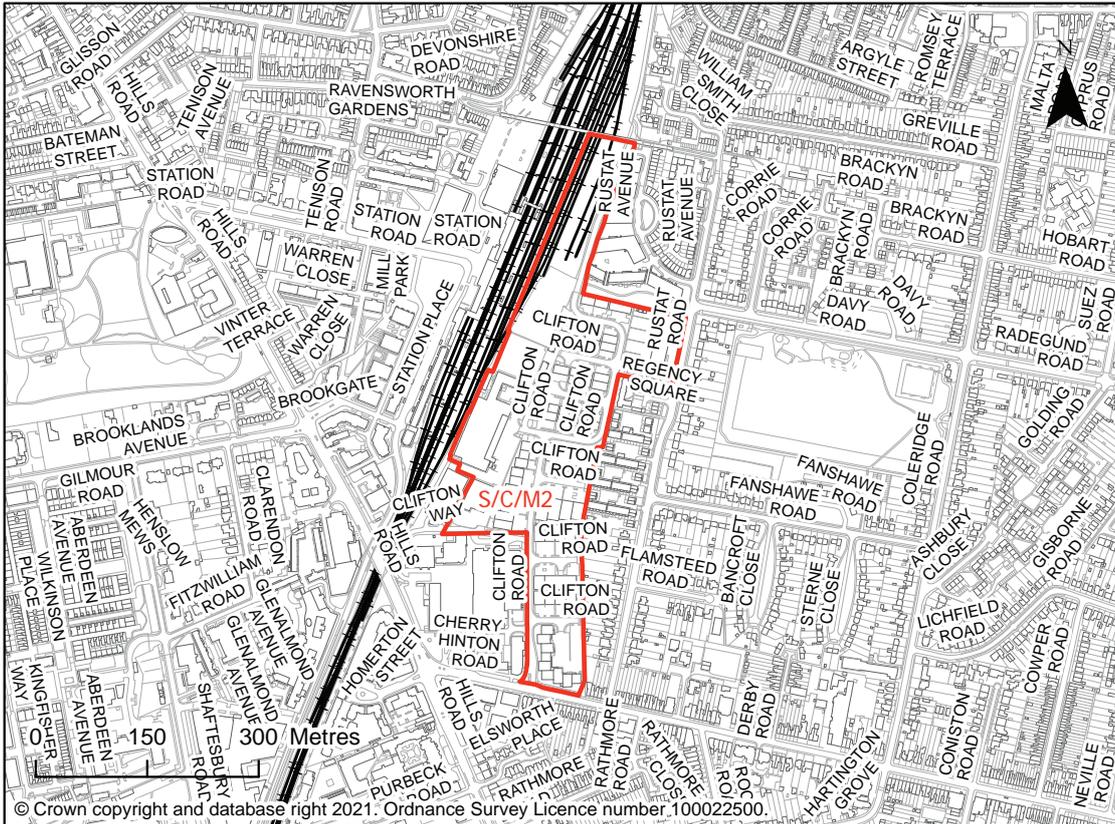
S/C/M4: Police Station, Parkside



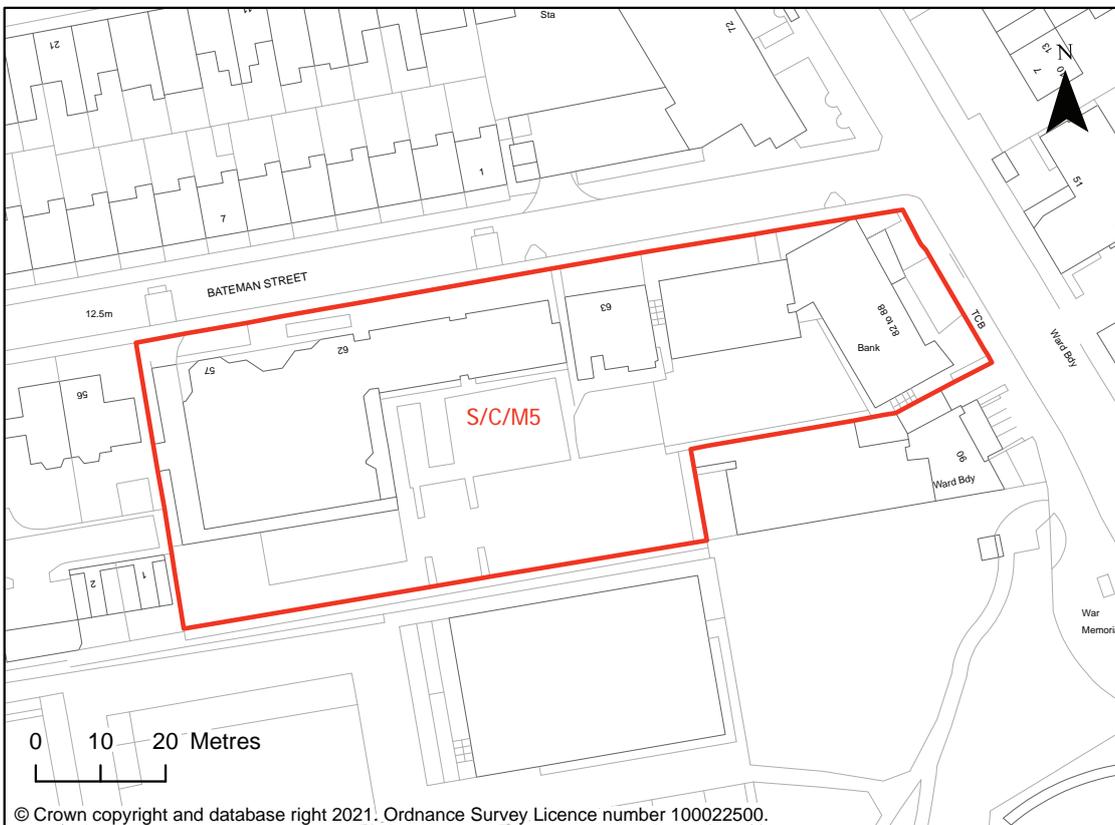
S/C/RM1 and Policy H/7: Fen Road



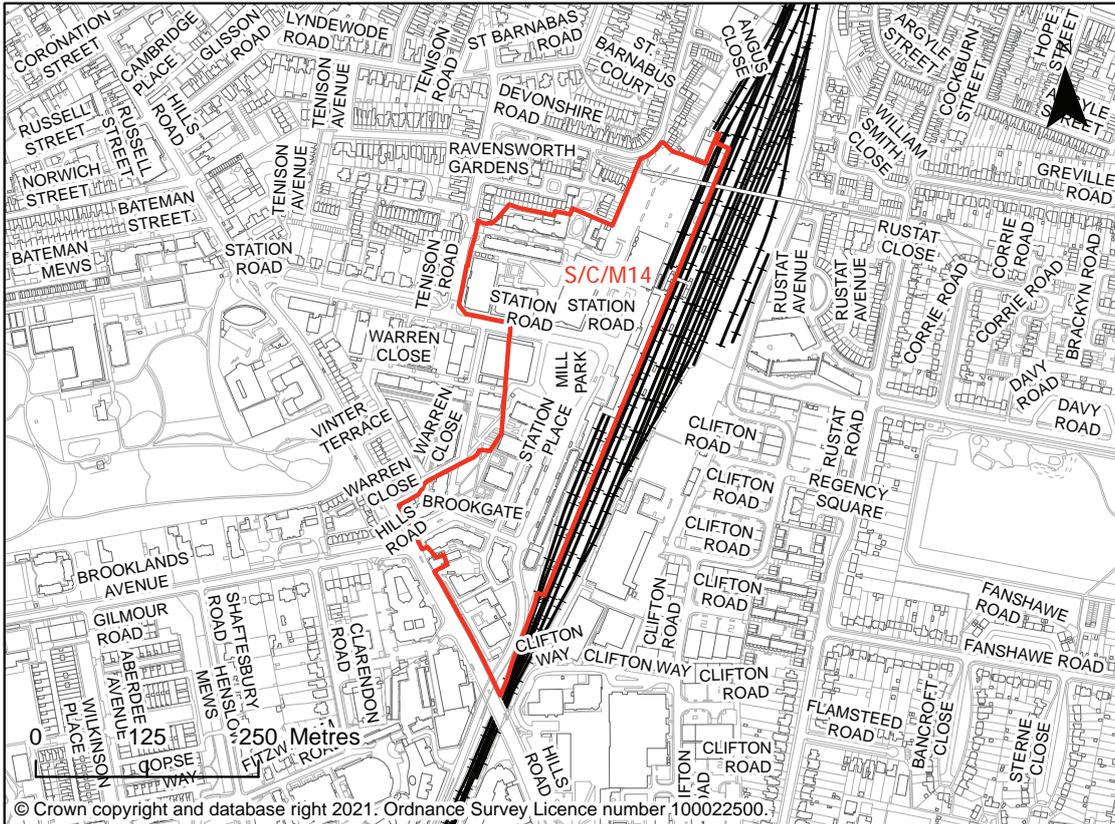
S/C/R21: 315-349 Mill Road and Brookfields



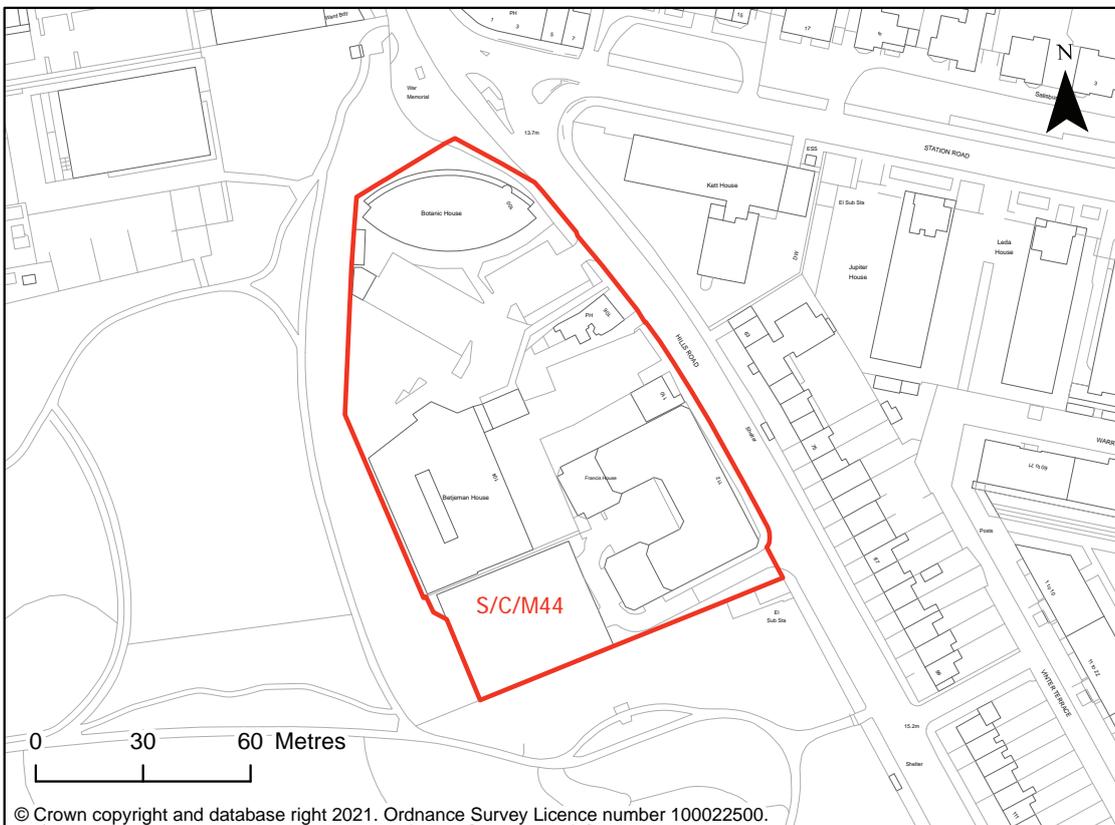
S/C/M2: Clifton Road Area



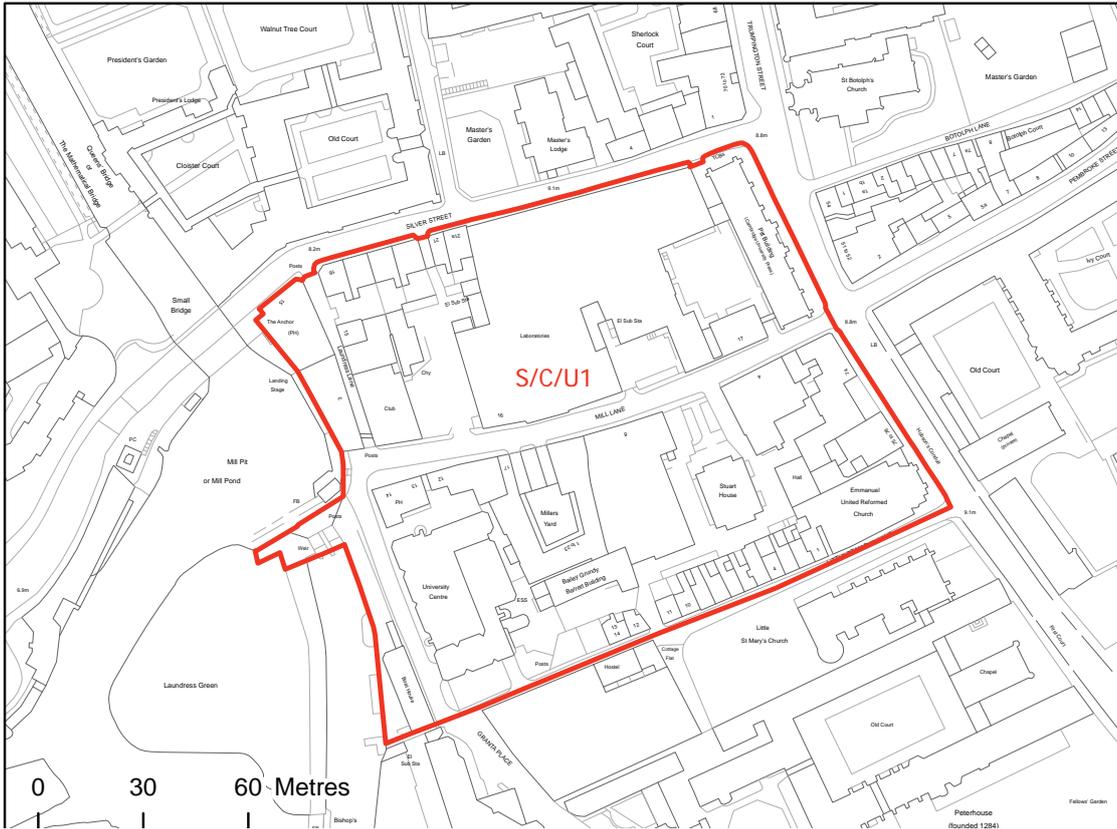
S/C/M5: 82-88 Hills Road and 57-63 Bateman Street



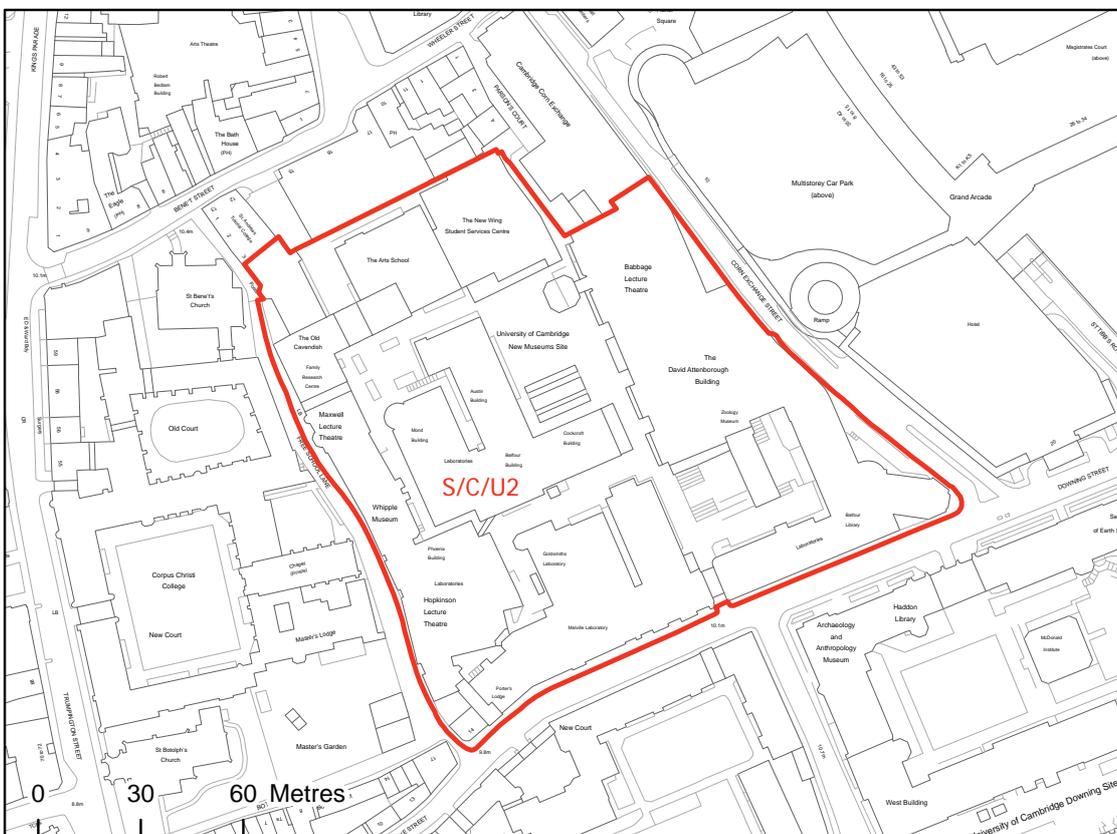
S/C/M14: Station Road West



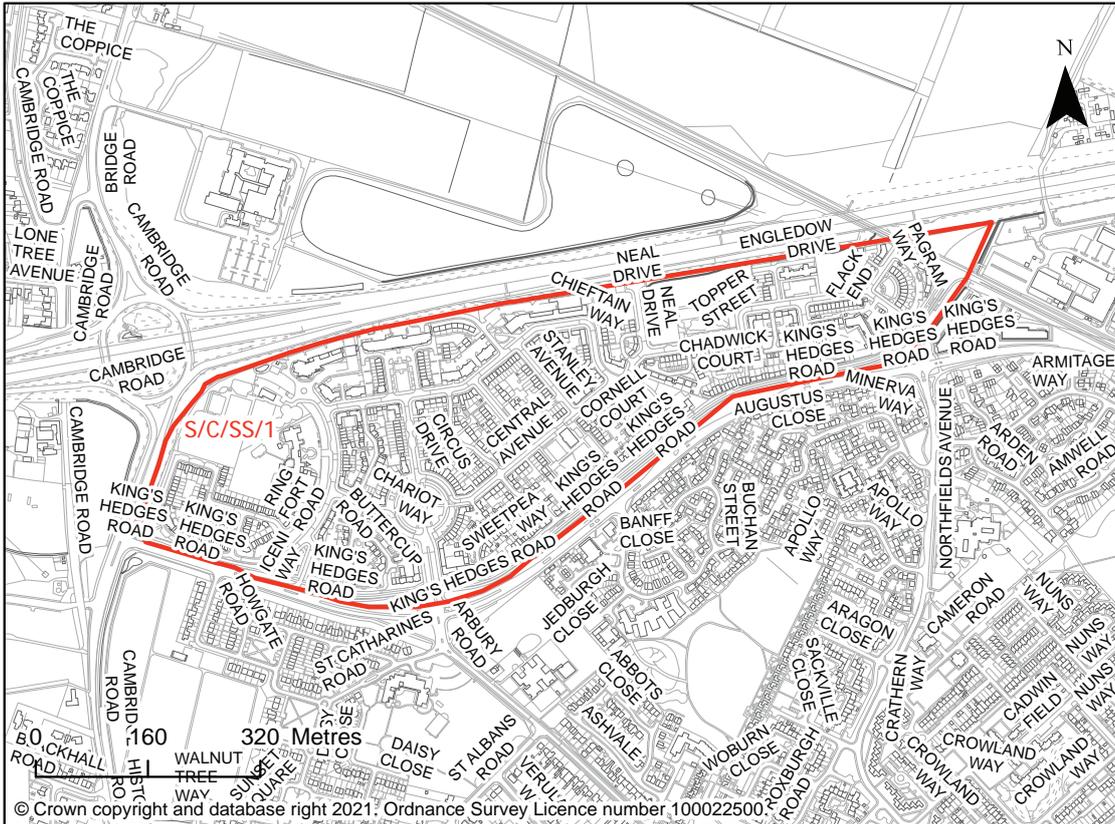
S/C/M44: Betjeman House



S/C/U1: Old Press/Mill Lane

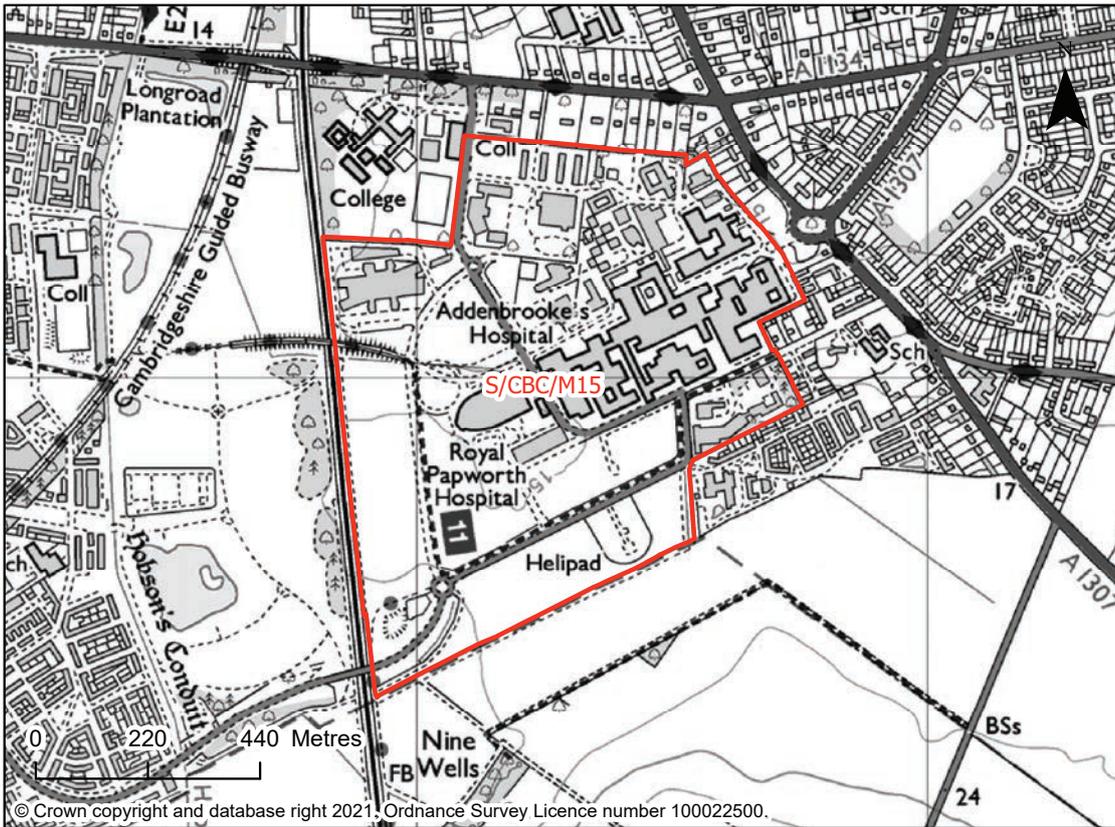


S/C/U2: New Museums, Downing Street

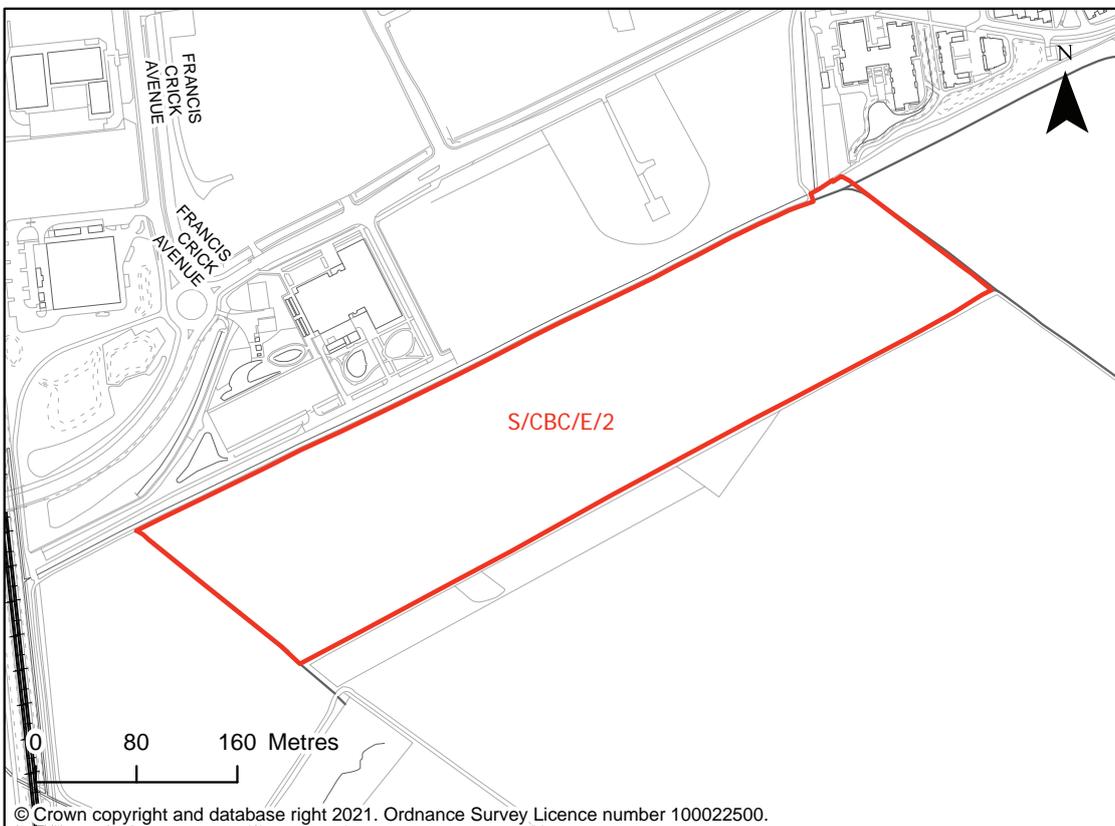


S/C/SS/1: Orchard Park

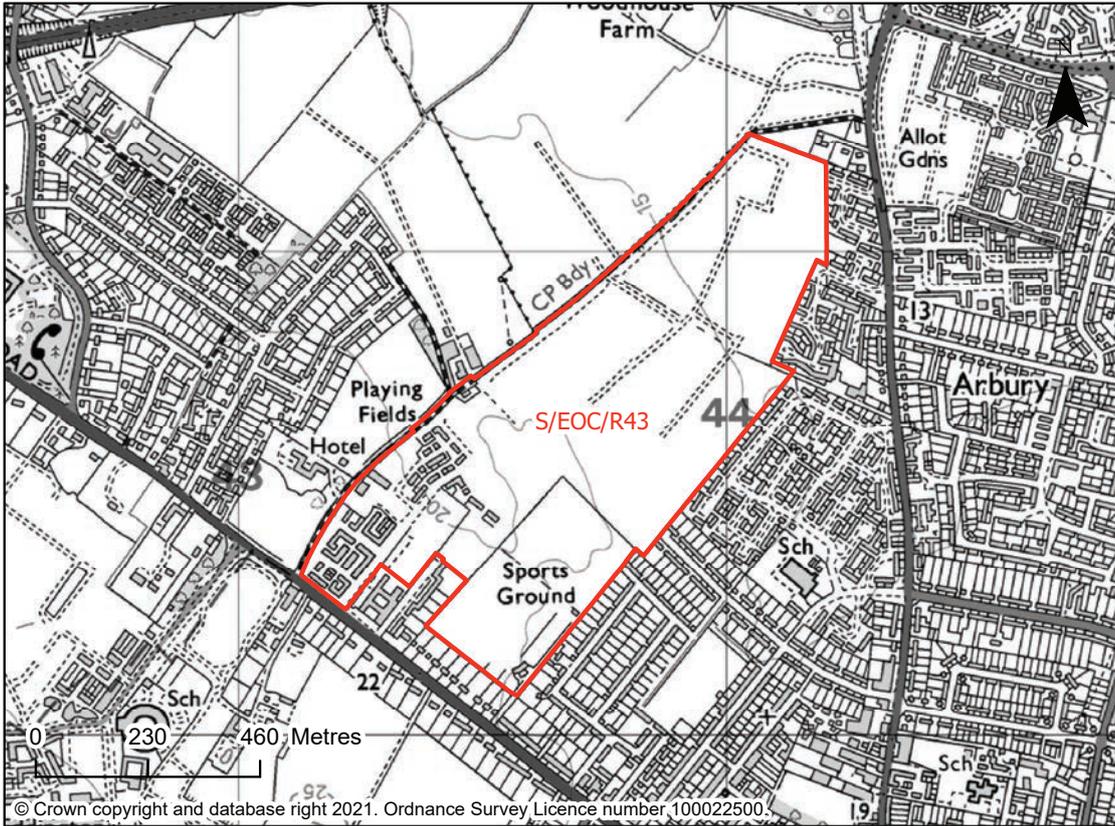
Edge of Cambridge



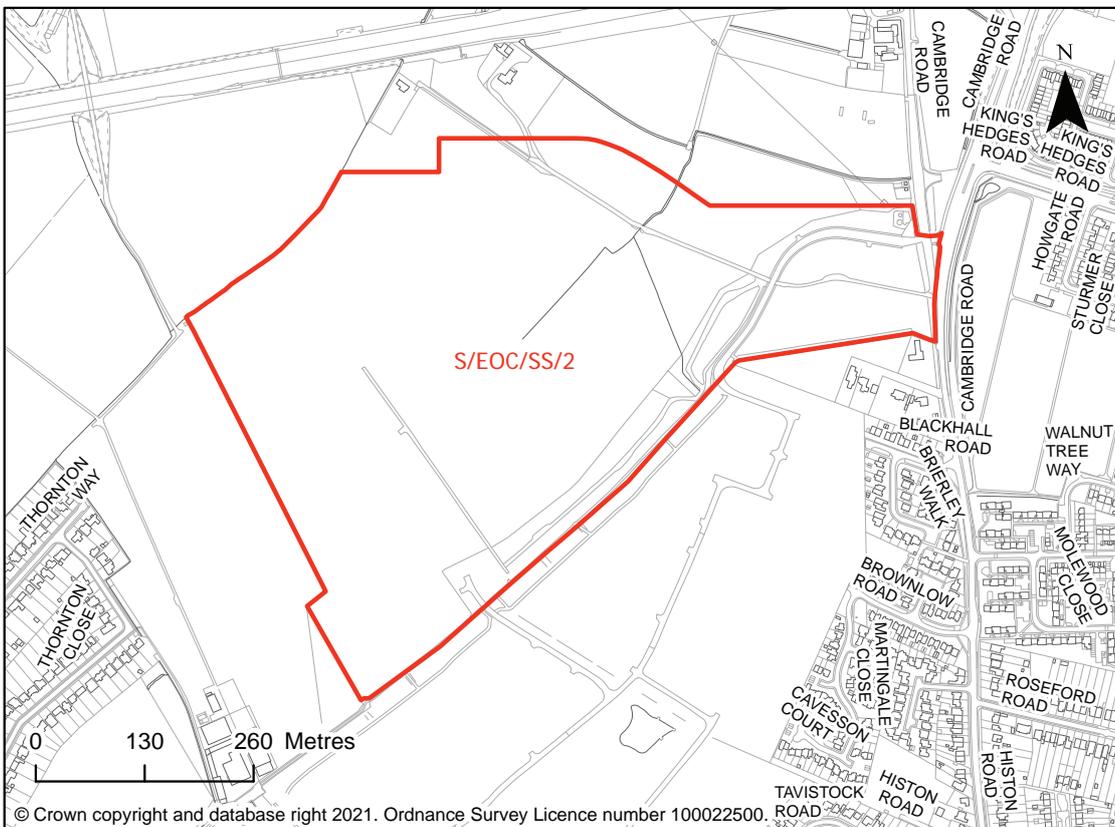
S/CBC/Policy M15: Cambridge Biomedical Campus (including Addenbrooke's Hospital)



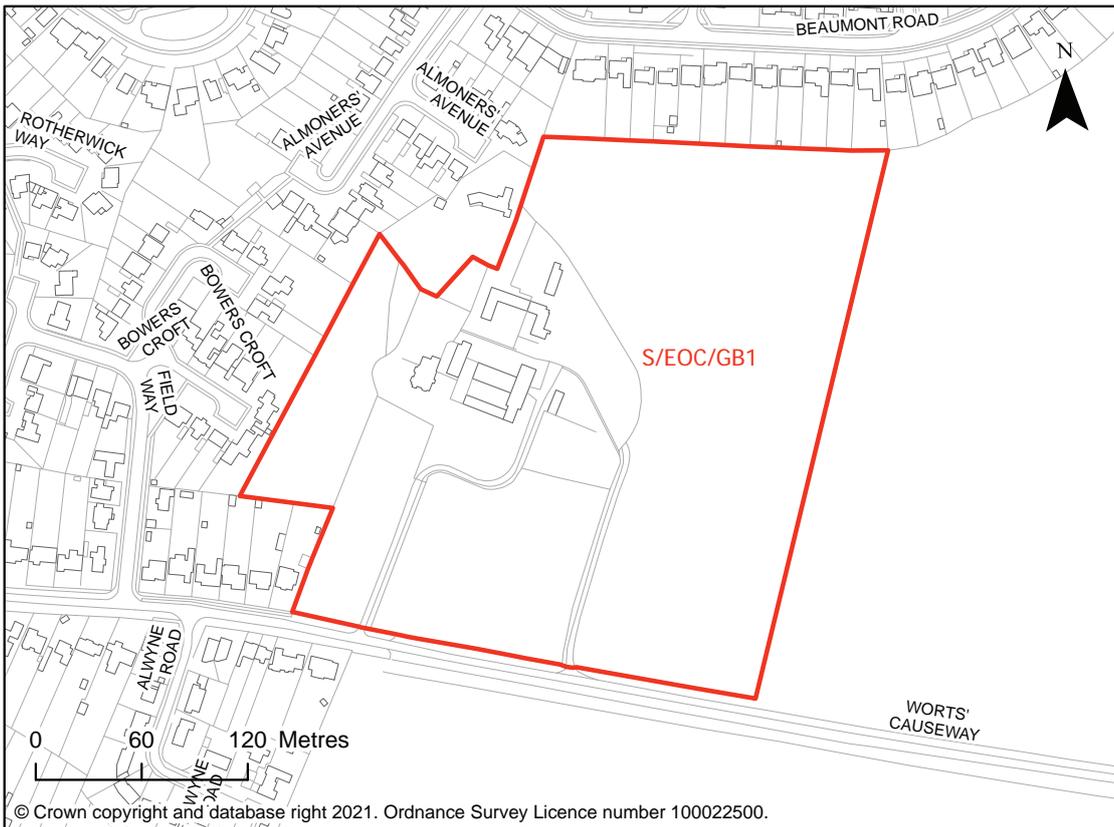
S/CBC/Policy E/2: Cambridge Biomedical Campus Extension



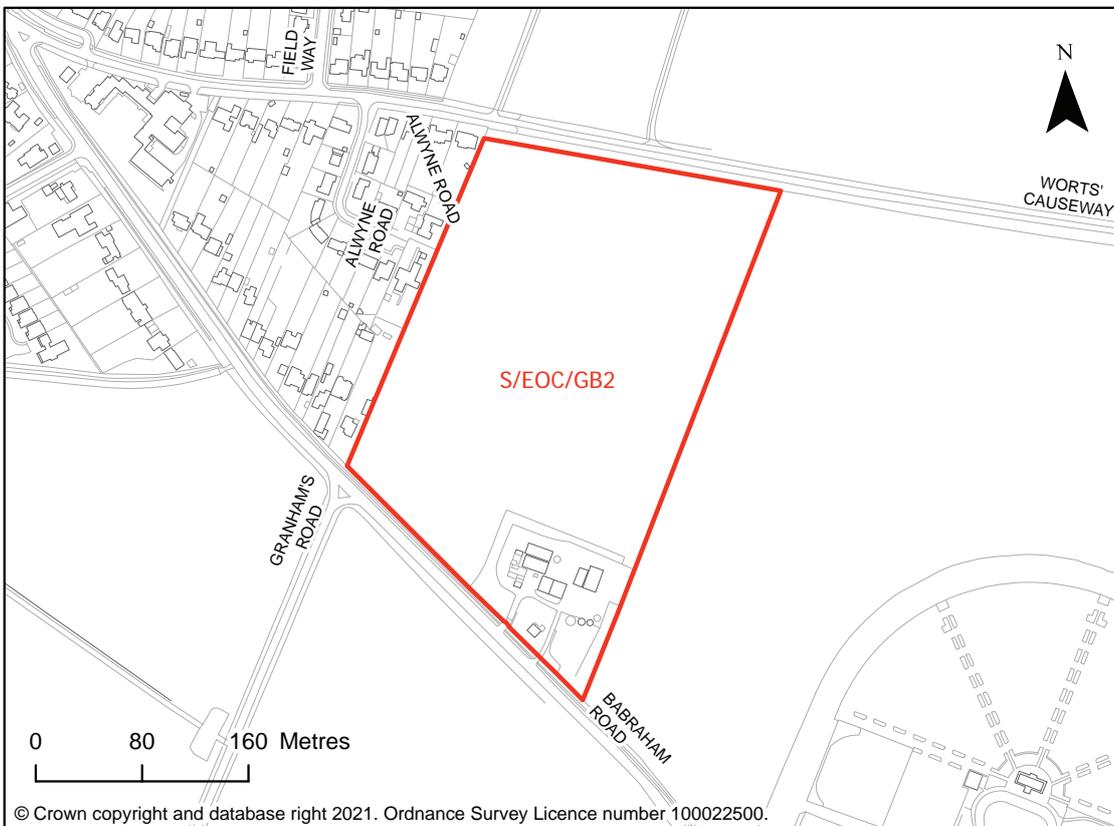
S/EOC/R43: Land between Huntingdon Road and Histon Road (Darwin Green)



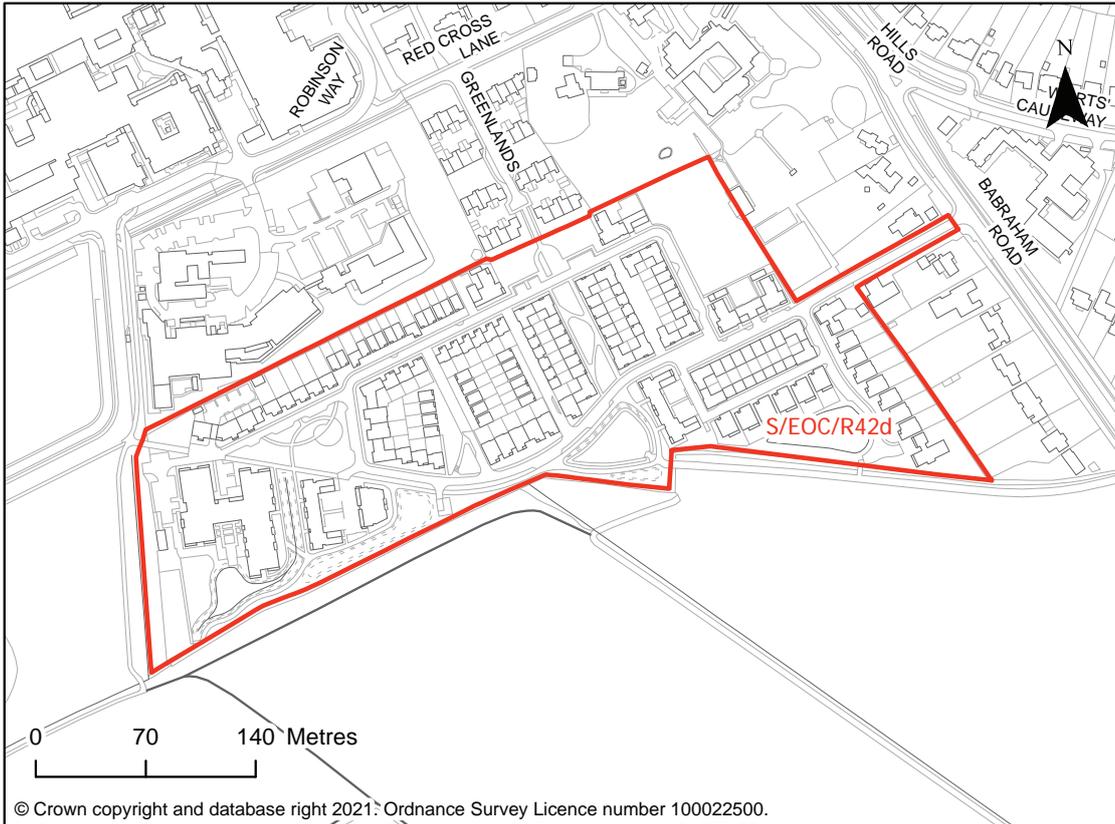
S/EOC/SS/2: Land between Huntingdon Road and Histon Road (Darwin Green 2/3)



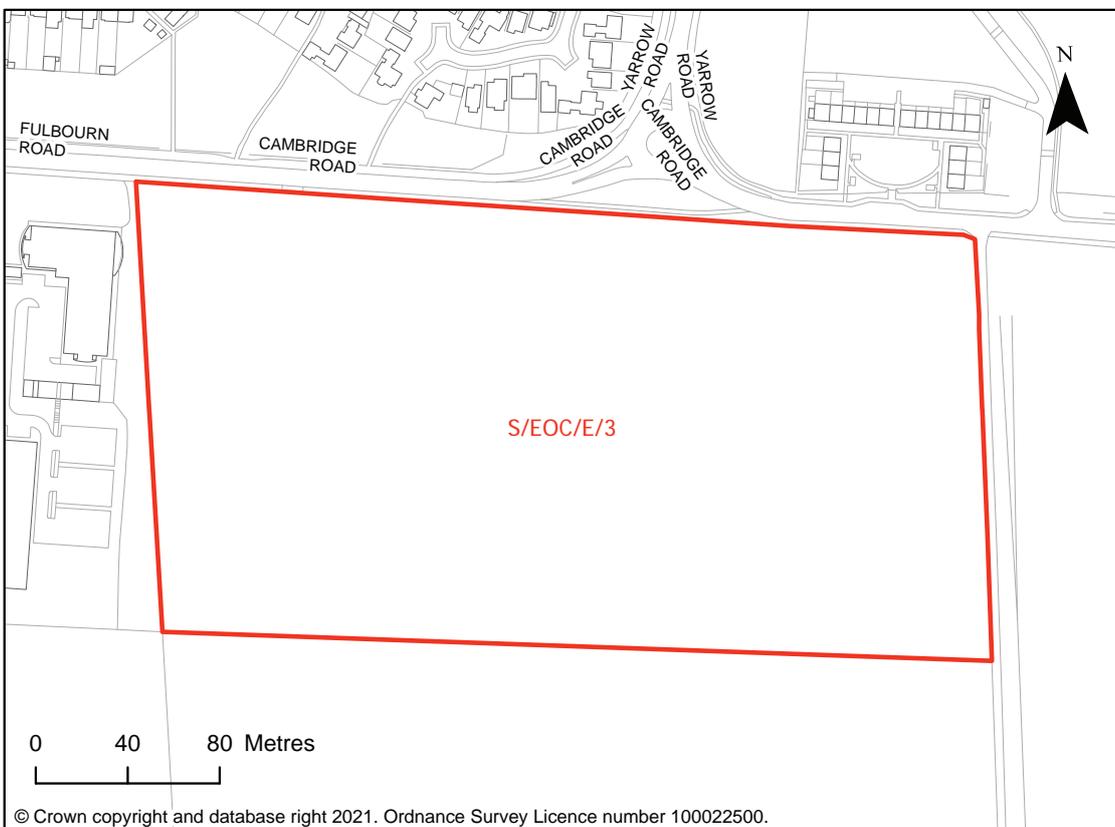
S/EOC/GB1: Land north of Worts' Causeway



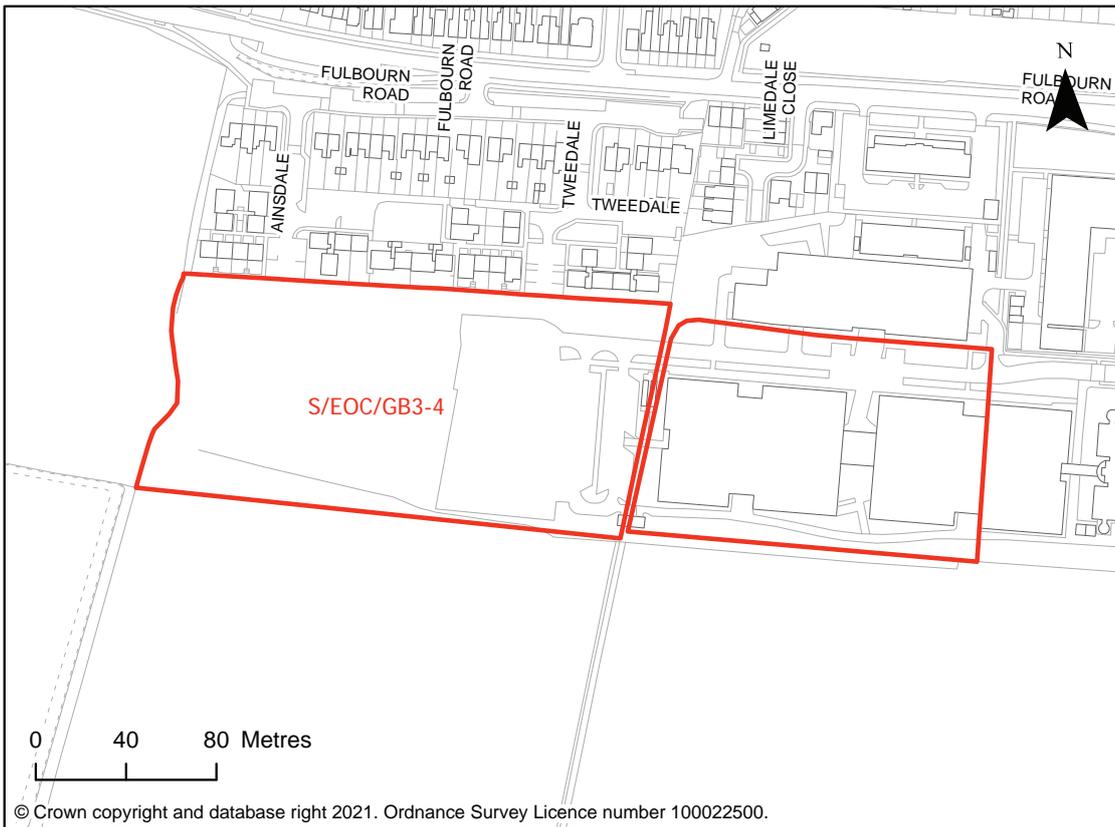
S/EOC/GB2: Land south of Worts' Causeway



S/EOC/R42d: Bell School, Babraham Road



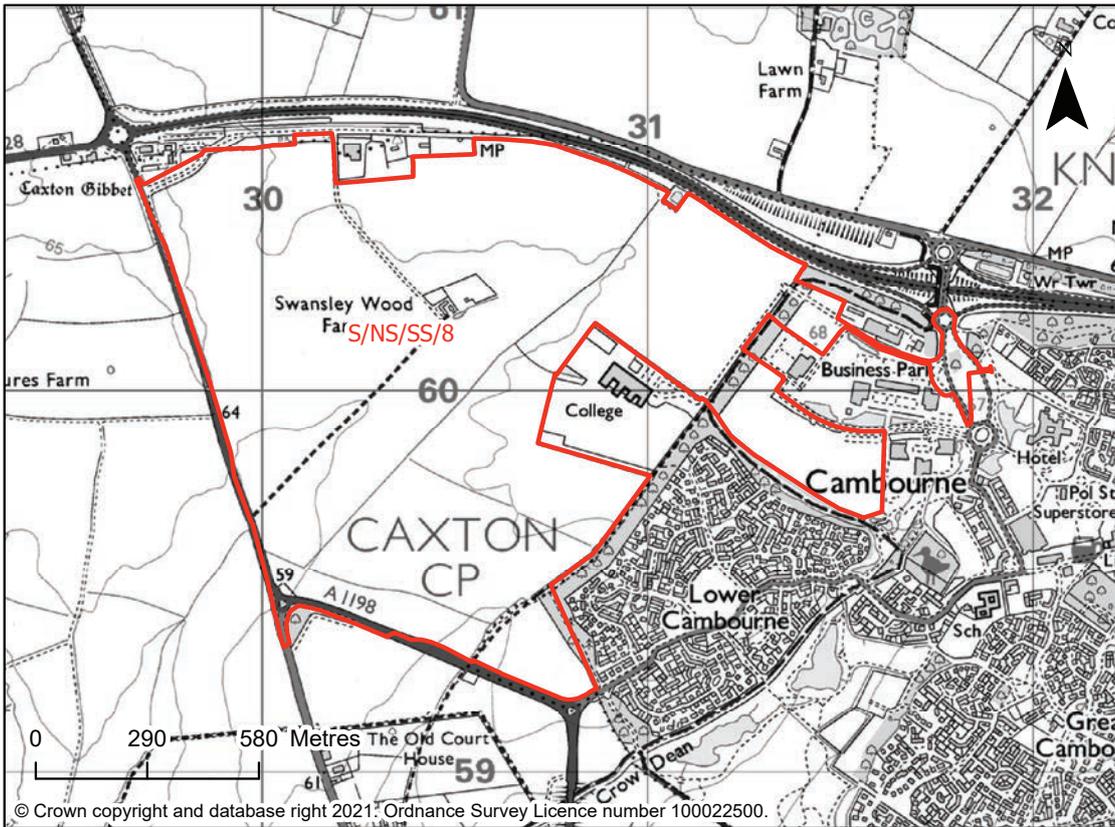
S/EOC/E/3: Fulbourn Road East



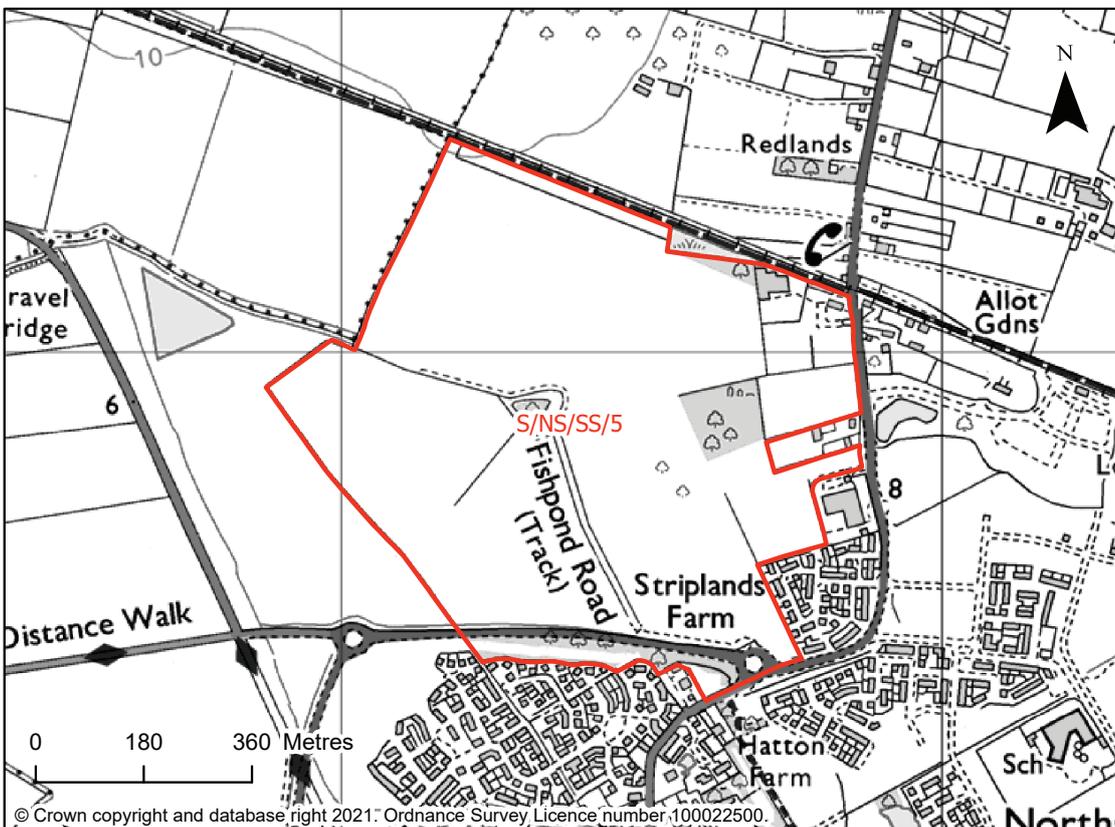
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S/EOC/GB3 & GB4: Fulbourn Road, West 1 & 2

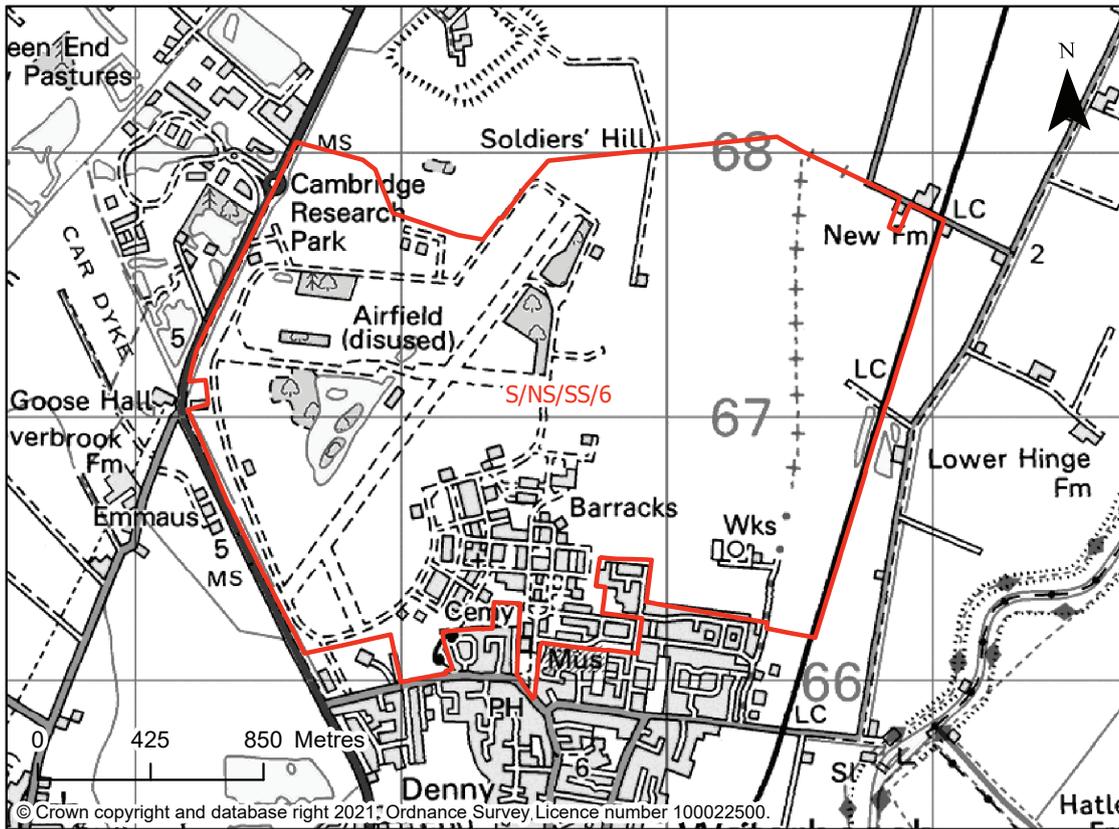
New settlements



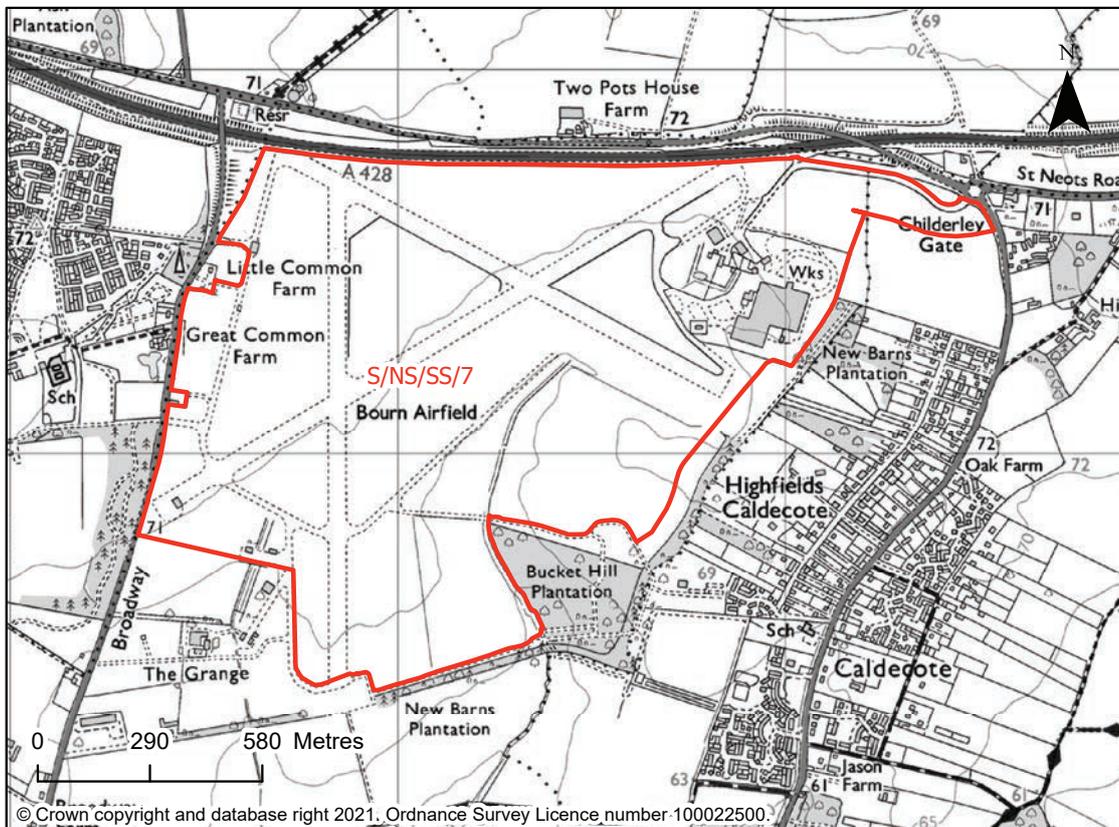
S/NS/SS/8 Cambourne West



S/NS/NS/3-SS/5 Northstowe

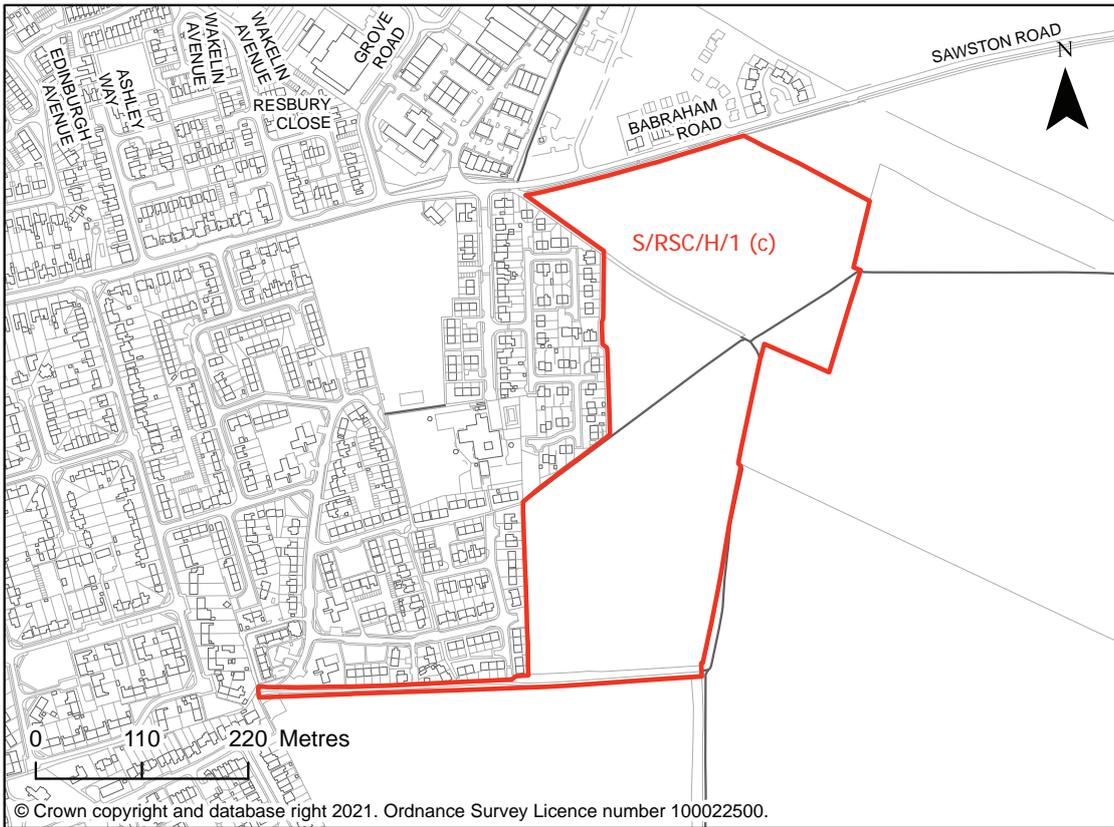


S/NS/SS/6 Land north of Waterbeach

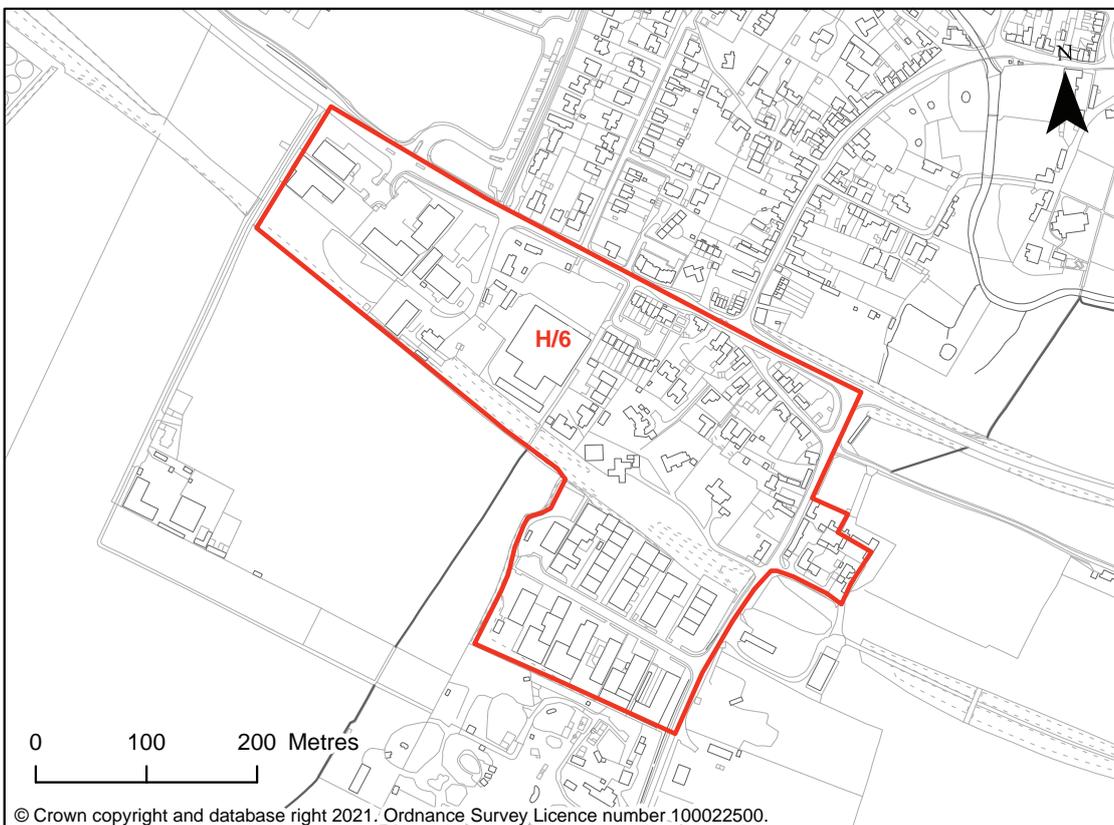


S/NS/SS/7 Bourn Airfield

Rural southern cluster

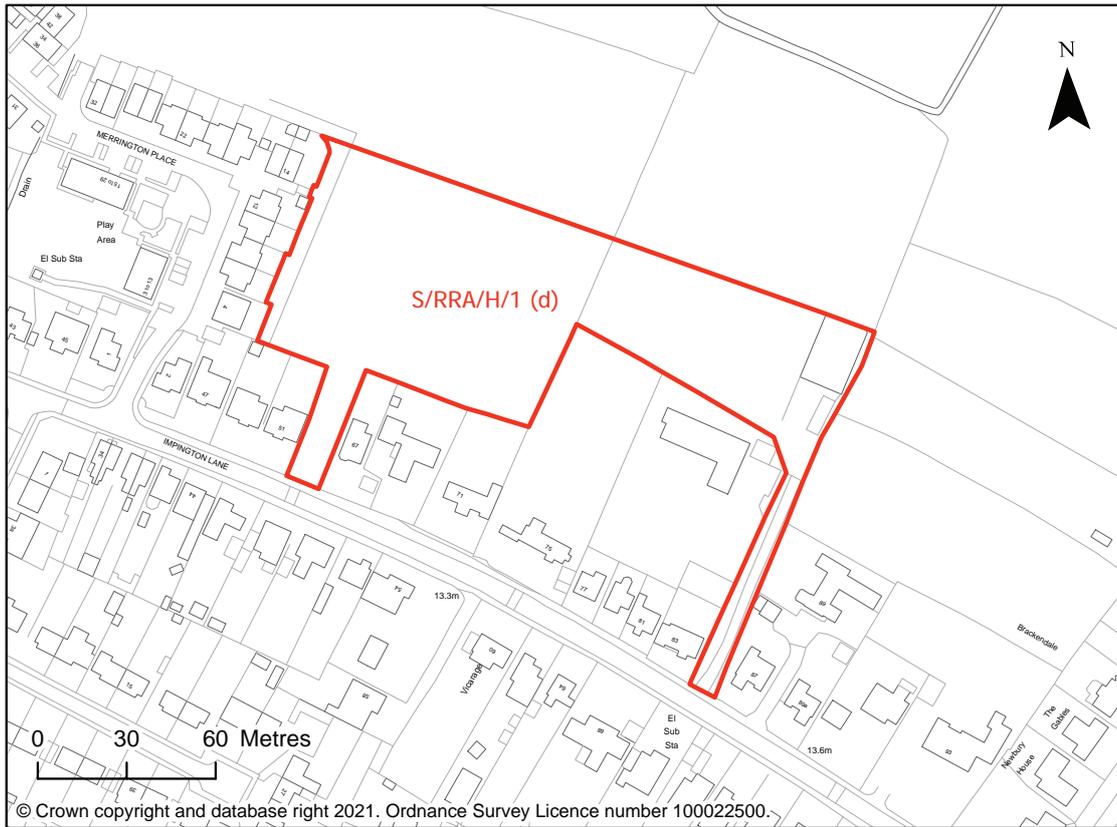


S/RSC/H/1(c) - Land south of Babraham Road, Sawston

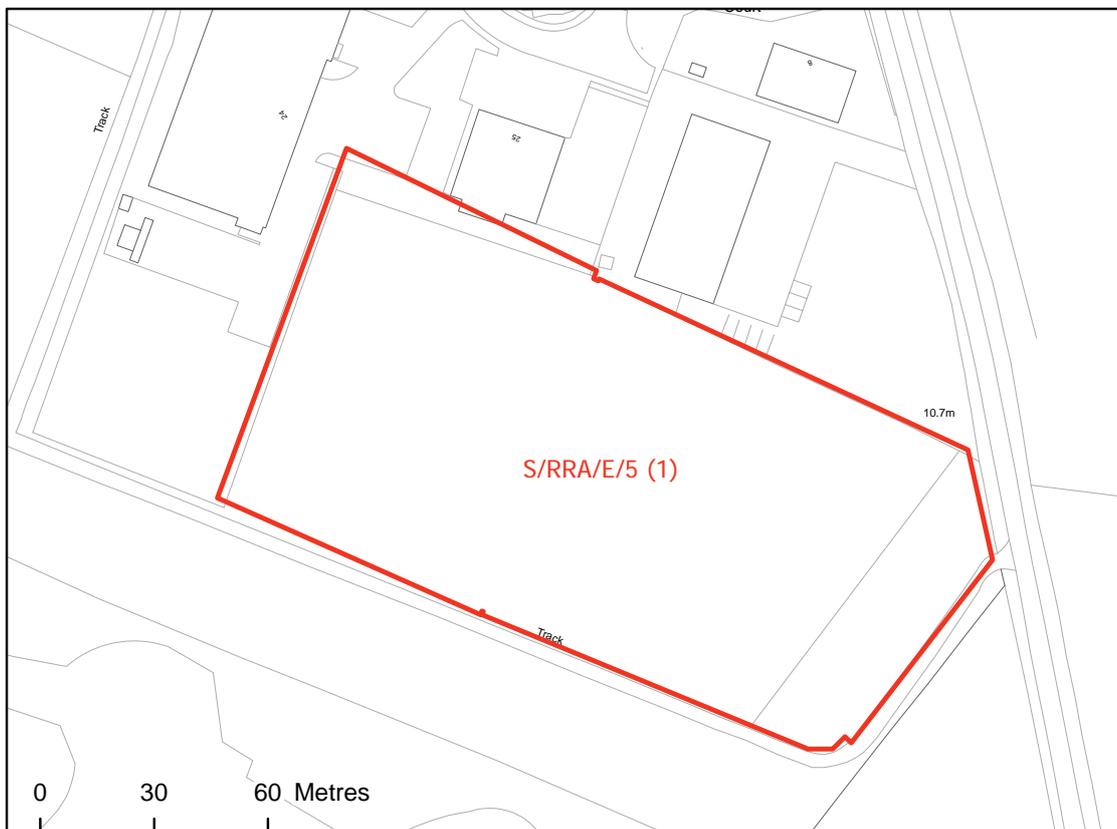


S/SCP/H/6 - South of A1307, Linton

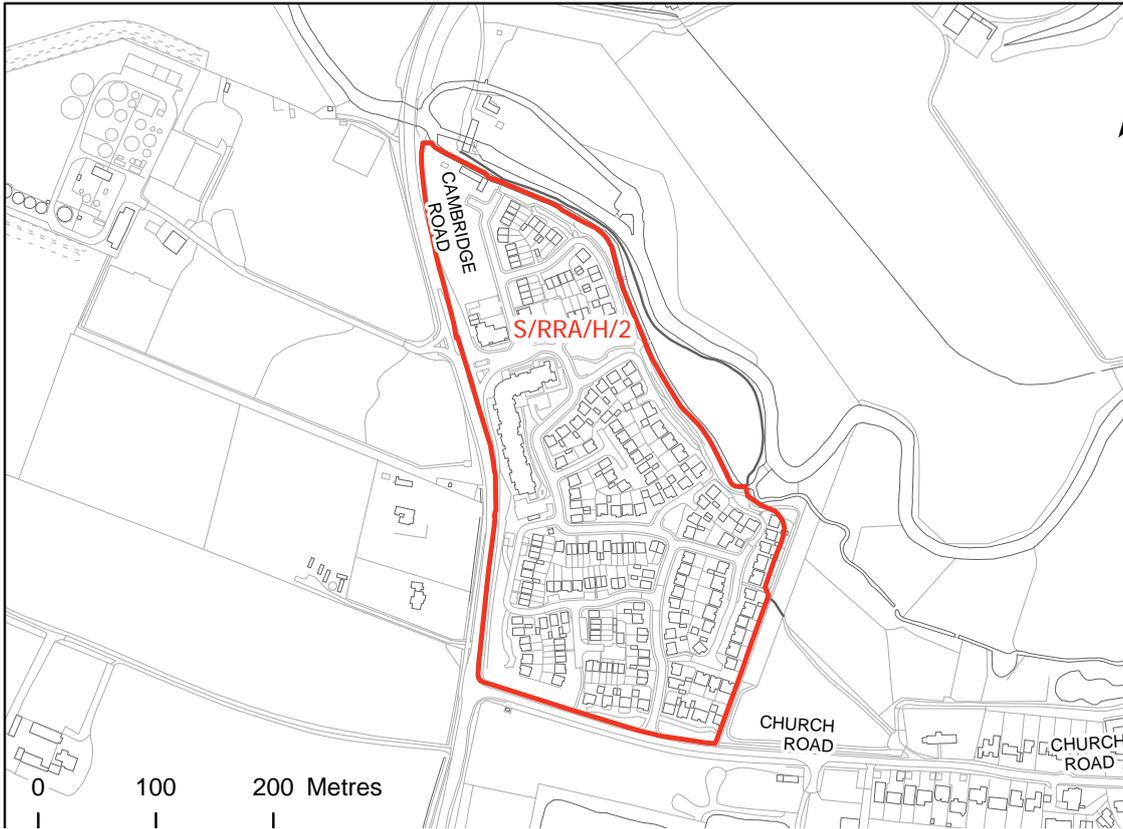
Rest of the rural area



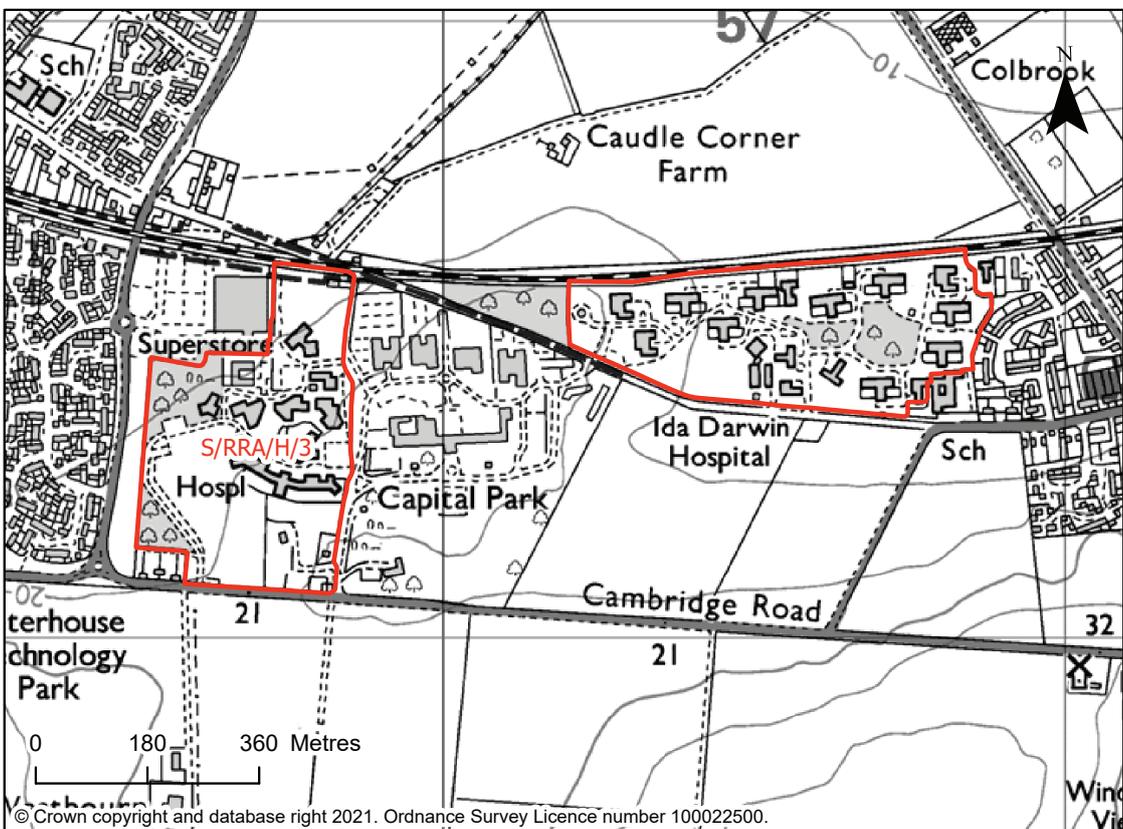
S/RRA/H/1 (d): Land north of Impington Lane, Histon & Impington



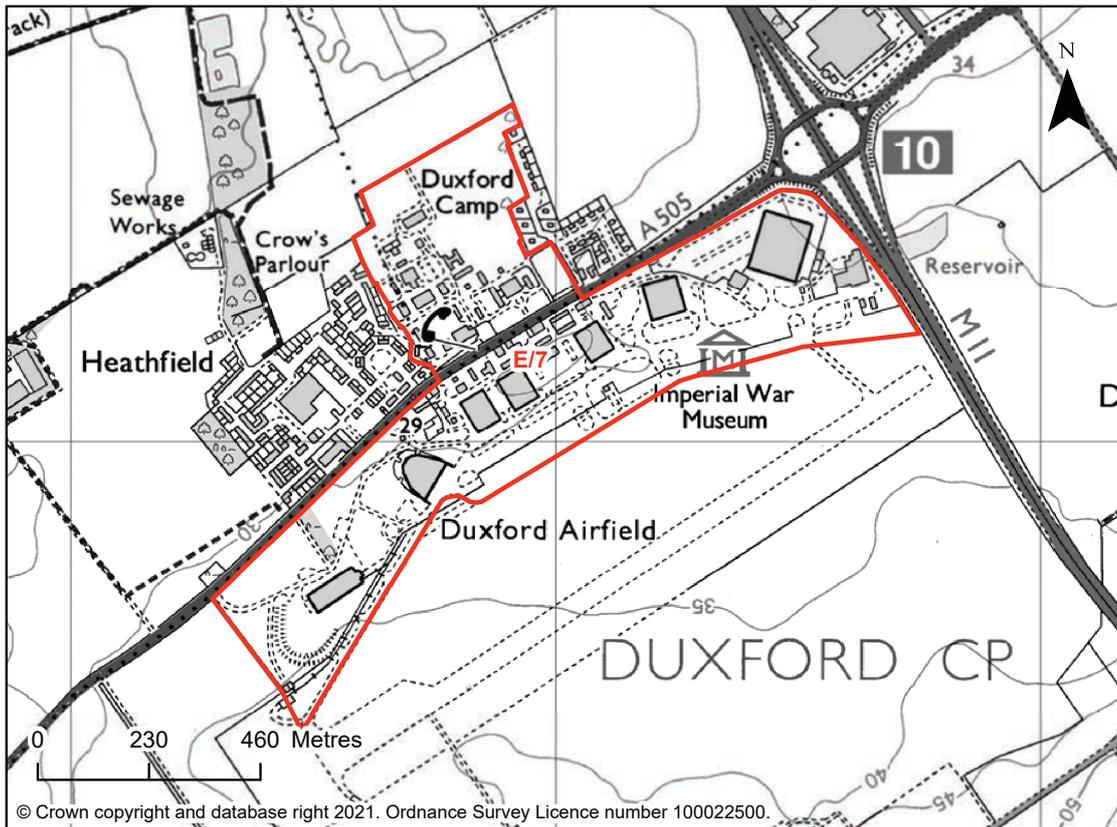
S/RRA/E/5(1): Norman Way, Over (1.7 ha.)



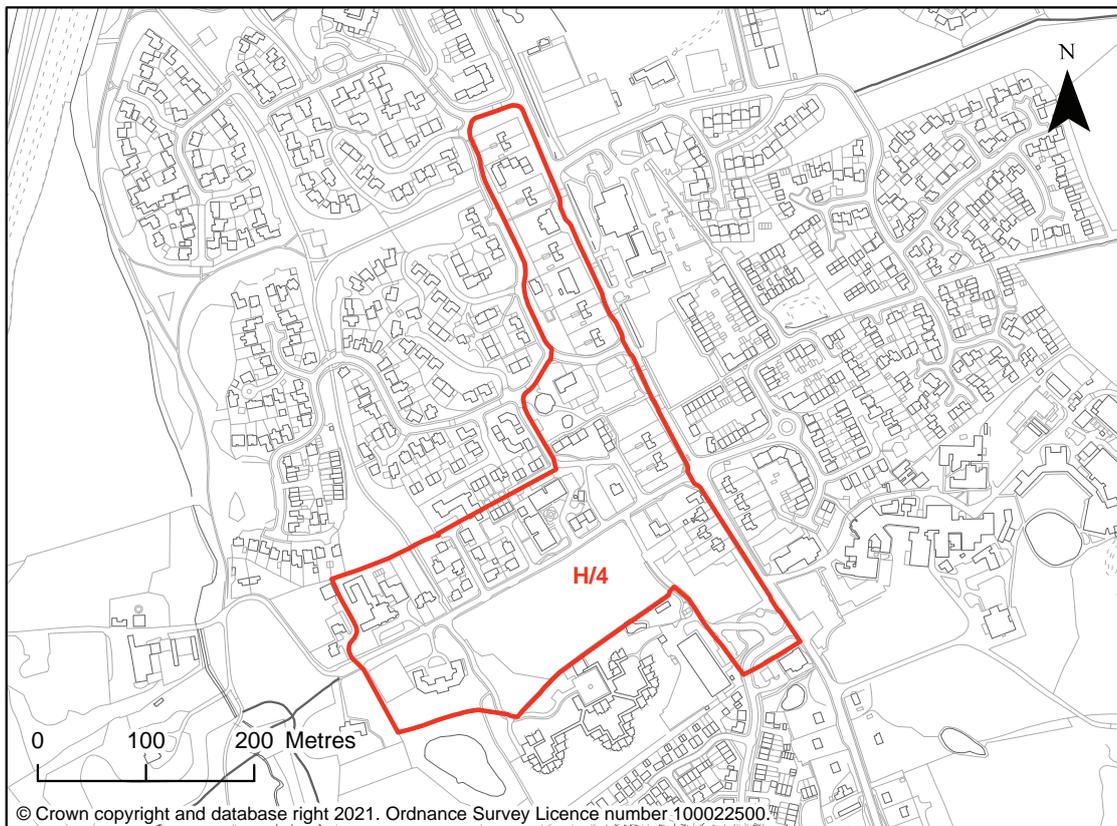
S/RRA/H/2: Bayer CropScience Site, Hauxton



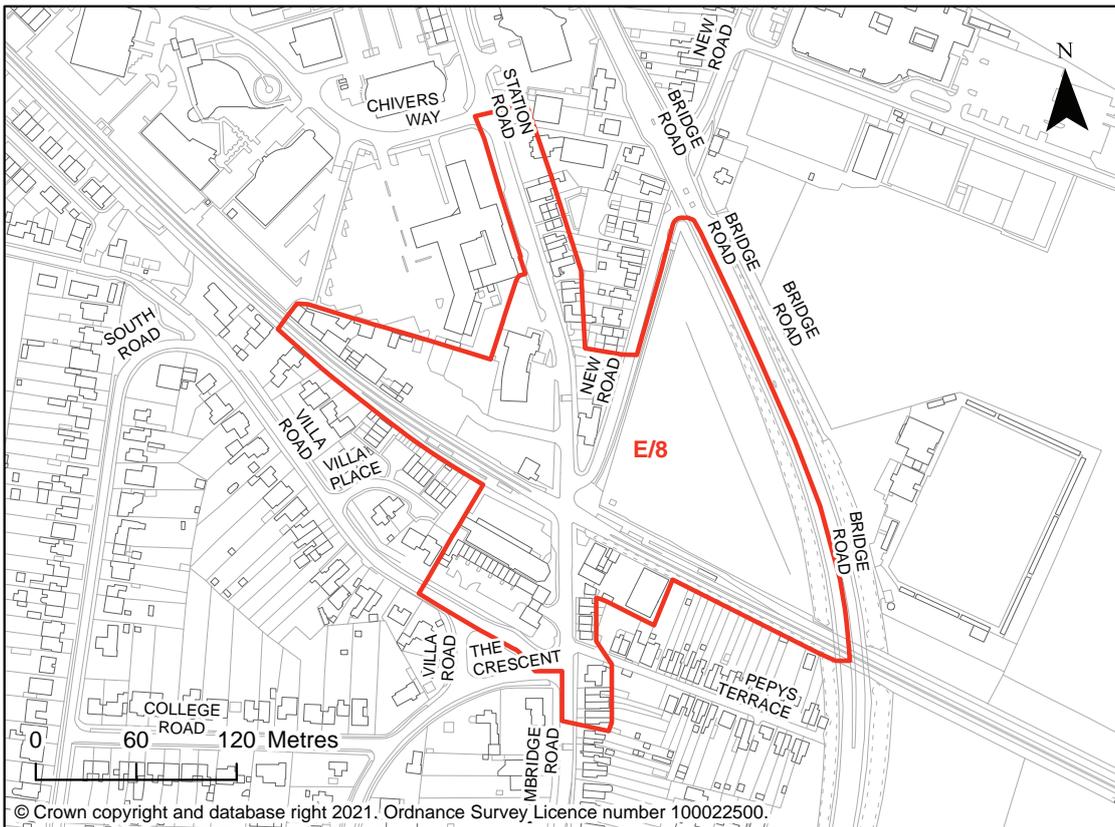
S/RRA/H/3: Fulbourn and Ida Darwin Hospitals



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



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



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

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Item

Creating a Vision for the Oxford-Cambridge Arc (Spatial Framework) Consultation and Arc Environmental Principles

Agreement of Consultation Response and Endorsement of Environment Principles

To:

Councillor Katie Thornburrow, Executive Councillor for Planning and Transport

Planning and Transport Scrutiny Committee 28 September 2021

Report by:

Stephen Kelly, Joint Director of Planning and Economic Development

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Wards affected:

All

Non Key Decision

1. Executive Summary

The purpose of this report is to agree Cambridge City Council's response jointly with South Cambridgeshire District Council, to the Government's **Creating a Vision for the Oxford-Cambridge Arc Consultation** for which the deadline for responses is 12th October. Also for Cambridge City Council to endorse the locally led **Environment Principles** produced by the Arc Leadership Group.

This report sets out, for both the Creating a Vision for the Oxford-Cambridge Arc Consultation response and the Environmental Principles

the key response points and elements for discussion, to be refined following the meeting and submitted in advance of the consultation deadline.

2. Recommendations

The Executive Councillor is recommended to:

1. To agree a joint response with South Cambridgeshire District Council to the Government's Creating a Vision Oxford-Cambridge Arc Consultation as set out in Appendix 1.
2. Endorse the shared Environment Principles at Appendix 2 hereto; and,
3. Support the development of an Arc Environment Strategy which will provide for how the principles can be delivered.

3. Background

Oxford-Cambridge Arc Spatial Framework Vision Consultation

In February 2021, the government published a policy paper that set out how it intends to develop a Spatial Framework to progress the ambition to support sustainable economic growth in the Oxford-Cambridge Arc - the area that spans the five ceremonial counties of Oxfordshire, Buckinghamshire, Bedfordshire, Northamptonshire and Cambridgeshire (see background paper – Planning for sustainable growth in the Oxford-Cambridge Arc: an introduction to the spatial framework).

In July 2021, government published the current consultation document, Creating a Vision for the Oxford-Cambridge Arc, that sets out the government's first public consultation on the Oxford-Cambridge Arc Spatial Framework (see background papers). The consultation is seeking views to create a vision for the Oxford-Cambridge Arc Spatial Framework, and in doing so guide the future growth of the area to 2050. The consultation closes on 12 October 2021.

Government have committed to ensuring sustainability is embedded in the Spatial Framework and are therefore producing a Sustainability Appraisal for which an initial scoping report has been produced. A Scoping Report has been prepared as part of this consultation with an associated Annex (see background papers).

The consultation is on both documents (the Vision and the Scoping Report) and it is intended to respond through the digital engagement platform once the draft response is agreed.

This consultation is being undertaken to inform the approach to the future of the Oxford-Cambridge Arc, which has been identified by the government as a key economic priority and to guide the future growth of the area to 2050.

The Spatial Framework will form national planning policy and transport policy for the Arc and local planning and local transport authorities will have to have regard to it when preparing local transport and local development plans and policies and it will be capable of being a material consideration in relevant planning decisions in the area.

The consultation is broken down into eight sections which deal with each element of the spatial framework in high level to be commented upon individually. The main part of the consultation response is primarily a Likert Scale (Agree/Disagree) approach with options to add limited free text comments at the end of each of the eight sections. Our proposed responses to each of these are set out in **Appendix 1**.

The eight sections of the consultation are as follows;

- [1.Introduction: Creating a vision for the Oxford-Cambridge Arc](#)
- [2.The Environment](#)
- [3.The Economy](#)
- [4.Connectivity and Infrastructure](#)
- [5.Place-making](#)
- [6.Our commitment to engaging communities](#)
- [7.Our commitment to data, evidence and digital tools](#)
- [8.How we will monitor and deliver the Framework](#)

General Comments

In line with broad discussion with partners in the OxCam Arc leadership group comprising representatives from all councils along the Arc geography, officers views are that the Councils should provide a high level joint response which seeks to align our aspirations and commitments for the emerging joint Greater Cambridge Local Plan with the emerging Arc framework and to signpost existing work including the Local Plan themes, policy direction, community engagement, digitisation and evidence base that is already in the public domain.

Although there are many broad principles which are welcomed within the emerging spatial framework vision, the amount and detail of information within the consultation is not sufficient or adequate in order to respond with any detail or certainty and significant further work will be needed in order

for the councils to fully endorse or provide meaningful comment to the emerging Spatial Framework.

It is not proposed to provide comprehensive answers to all questions within the consultation as the detail provided is not of sufficient depth to be able to be commented on with any certainty. However, we have where appropriate highlighted key areas for further work and signposted the consultation to our own emerging evidence in aligned areas which can provide the spatial framework team significant evidence concerning the Greater Cambridge area.

Environment Principles

In 2020 the Arc Leadership Group Environment Working Group agreed to produce a set of Arc-wide Environment Principles. The recommended principles are attached as **Appendix 2**. They are the result of a collaborative piece of work led by a range of partners and stakeholders including:

- Environmental NGOs (who drafted the first document)
- Local Nature Partnerships
- Local Government environment and planning policy representatives (we received responses from c. 20 local authorities, with representation from across the Arc)
- DEFRA
- Natural England
- Environment Agency
- MHCLG (planning policy lead)
- University representative from the Universities' Environment Group
- A LEP representative
- Anglian Water
- An Energy Hub representative

The document at **Appendix 2** has been endorsed by the Arc Leadership Group Plenary on 09 March 2021. It is hoped by having developed consensus and support for these principles, including direct engagement with Government, that these will be used to support emerging environmental policies within the emerging Arc Spatial Framework. The agreed principles will be strengthened further after being publicly considered by every partner organisation. This report has been drafted as a standard report to be used by all councils or LEPs in seeking local endorsement.

The principles are not formal policy but rather a shared statement of ambition for the Arc. They are intended to:

- support the position with respect to the environment policies emerging from the Arc Spatial Framework
- allow use of the Arc as a place for DEFRA to test and apply its 25-year plan and funding through pilots and projects
- support Local Planning Authorities with a frame of reference to further develop the principles through Local and Strategic Plans at a local and sub-regional level.

The Arc Leadership Group will next be developing an Arc Environment Strategy which will provide the route map to delivering against these ambitions, including trajectories for meeting ambitious future performance targets.

There are five overarching principles:

- To target net zero carbon at a pan-Arc level by 2040;
- To protect, restore, enhance and create new nature areas and natural capital assets, including nationally and locally designated wildlife sites and priority habitats through the implementation of the spatial planning mitigation hierarchy of avoid, mitigate, compensate and gain;
- To be an exemplar for environmentally sustainable development, in line with the ambitions set out in the government's 25-year plan. This will incorporate a systems-based and integrated assessment and implementation approach. To aim to go beyond the minimum legislated requirements for development;
- To ensure that existing and new communities see real benefits from living in the Arc;
- To use natural resources wisely.

General Comments

The environment Principles have been prepared collaboratively with input from all councils across the Arc and had officer and political input through both the environment working group and the Arc plenary and Leadership Group.

4. Implications

a) Financial Implications

There are no direct financial implications arising from this report.

b) Staffing Implications

There are no direct staffing implications arising from this report.

c) Equality and Poverty Implications

The council has not prepared an Equality Impact Assessment because it is responding to a government consultation. However, government is expected to prepared an assessment as it develops the draft Oxford-Cambridge Spatial Framework.

d) Net Zero Carbon, Climate Change and Environmental Implications

The Climate Change Rating Tool has not been applied, as the report is responding to an external consultation. However, government has prepared a more detailed Sustainability Appraisal to accompany the vision consultation. There are no climate change or environmental implications directly arising from the report. However the environmental principles are likely to bring positive implications in relation to this area.

e) Procurement Implications

There are no direct procurement implications arising from this report.

f) Community Safety Implications

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

5. Consultation and communication considerations

The council has not undertaken any consultation; this is the government's consultation and it is consulting widely and has shaped the consultation with the specific aim of making it accessible to the widest range of interest.

6. Background papers

Background papers used in the preparation of this report:

Planning for sustainable growth in the Oxford-Cambridge Arc: an introduction to the spatial framework (February 2021) - [Planning for sustainable growth in the Oxford-Cambridge Arc: an introduction to the spatial framework - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/94421/Planning_for_sustainable_growth_in_the_Oxford-Cambridge_Arc_an_introduction_to_the_spatial_framework_-_GOV.UK.pdf)

Creating a Vision for the Oxford-Cambridge Arc (July 2021) - [Creating a vision for the Oxford-Cambridge Arc \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/94421/Creating_a_vision_for_the_Oxford-Cambridge_Arc.pdf)

Creating a Vision for the Oxford-Cambridge Arc: Sustainability Appraisal scoping report (July 2021): [Sustainability appraisal scoping report - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/94421/Sustainability_appraisal_scoping_report_-_GOV.UK.pdf)

Creating a Vision for the Oxford-Cambridge Arc: Sustainability Appraisal scoping report - Annex (July 2021): [Sustainability Appraisal Scoping Report Annex \(publishing.service.gov.uk\)](#)

7. Appendices

Appendix 1: Creating a Vision for the Oxford-Cambridge Arc – joint response to consultation

Appendix 2: Oxford-Cambridge Arc Environment Principles

8. Inspection of papers

To inspect the background papers or if you have a query on the report contact, Paul Frainer, Assistant Director Strategy and Economy
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Appendix 1

Creating a Vision for the Oxford-Cambridge Arc

Joint Response by Cambridge City Council and South Cambridgeshire District Council

September 2021

SECTION 1 INTRODUCTION

What is your positive vision for the Arc in the future?

1. What place could it be? What words come to mind?

- Sustainable
- Sense of community
- Equal/ inclusive
- Progressive
- Collaborates for better outcomes
- More life opportunities
- Better environment
- Eco-friendly
- Connected
- Better transport
- Better infrastructure
- Thriving economy
- Better place
- Better homes
- More available homes
- More affordable homes
- Other - please specify

Answer: N/A

2. If you can, we would love you to tell us more about your vision for the Arc to 2050.

Answer: In reference to the framework shown in section 1.8 which articulates Local Plans and Neighbourhood Plans being the delivery mechanisms for the Spatial Framework, the vision should look to align with existing and emerging Local Plan aspirations. For Greater Cambridge the emerging vision can be found here [About the plan | Greater Cambridge Shared Planning \(greatercambridgeplanning.org\)](https://www.greatercambridgeplanning.org/).

3. How do you feel overall about the future of the Arc? What are your hopes and fears?

Answer: N/A

We are preparing the OxCam Arc Spatial Framework to make the most of the area's unique potential for economic growth to 2050 and beyond.

4. What do you think are the most important things that it needs to do, as a strategic plan, to achieve this?

Work at an Arc-wide level to tackle shared issues/ opportunities on:

- Environment
- Economy
- Connectivity and growth
- Place-making
- Supporting monitoring and delivery

Answer: The Arc Spatial Framework will need to integrate all of the above strands in order to achieve this outcome as all are intrinsically linked our own emerging themes in the Greater Cambridge Local Plan which are Climate Change, Biodiversity and Green Spaces, Wellbeing and Social Inclusion, Great Places, Jobs, Homes and Infrastructure. This will be vital in ensuring a balanced and sustainable recovery,

which is balanced against the challenges around climate change and levelling up. The spatial framework also needs to address issues which cross district boundaries, such as coordinating infrastructure, addressing pressing environmental issues such as water resources, and improving green infrastructure.

5. If there is anything you would like to add, we would love you to tell us.

Answer: Although there are many broad principles which are welcomed within the emerging spatial framework vision, the amount and detail of information within the consultation is not sufficient or adequate in order to respond with any detail or certainty and significant further work will be needed in order for the councils to fully endorse or provide meaningful comment to the spatial framework.

SECTION 2 ENVIRONMENT

Thinking about your vision for the future of the area, how important is it that the Spatial Framework focuses on:

Green spaces, nature, and biodiversity

1. Making sure the natural environment is protected, restored, and improved. For example, improving new and existing green spaces.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

2. Making sure the most is made of the natural environment and that all people can have access to it. For example, making improvements to woodlands, wetland, green space and water and making sure people can visit them if they want to.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

3. Making sure new growth leaves the environment in a better state than before. For example, keeping land in its natural state, and making it more wild, where appropriate.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

4. Anything else to add about your vision for green spaces, nature, and biodiversity?

Climate change and net zero

Answer:

One of the core themes of our emerging Greater Cambridge Local Plan is Biodiversity and Green Spaces. A number of key issues in relation to the environment have been identified through our own consultation processes including:

- Improving the green space network - consider how attractive, accessible and well-designed open space is created and protected.
- Achieving biodiversity net gains on future developments - how we guide developers to achieve this.
- Tree cover - consider how we can increase tree cover as part of new developments

This has formed the policy approach for this theme which covers the following areas:

- Biodiversity and Geodiversity
- Green Infrastructure
- Improving tree canopy cover and the tree population
- River Corridors
- Protecting open spaces
- Providing and Enhancing Open Spaces

We would urge the spatial framework to align with this approach which is further explored in the Biodiversity and Green Spaces Topic Paper published [here](#) in order to work towards a consistent standard and embed the environment at the heart of the ARC Spatial Framework. We also endorse the [ARC Environmental Principles](#) produced in March 2021 by the Arc Environment Group and suggest these are embedded into the Spatial Framework as an underpinning theme.

5. Making sure new development helps to achieve net zero carbon at an Arc level towards national net zero targets. For example, through good design, sustainable travel choices, renewable energy and trapping carbon.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

6. Making sure that new development can respond to the current and future effects of climate change. For example, through new carbon emissions, water use, waste disposal and renewable energy targets.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

7. Anything else to add about your vision for climate change and/ or the contribution to net zero?

Answer: This will be a significant area of focus for the Spatial Framework although there is very little detail in the consultation to comment directly on. The UK has a legally binding requirement to achieve net zero carbon by 2050, with the recently adopted sixth carbon budget, which was translated into law in June 2021, requires 63% reduction in emissions from 2019 to 2035 (78% relative to 1990). Alongside the national carbon budget, the Tyndall Carbon Budget Reports can be used to identify area based carbon budgets.

Achievement of these budgets requires action across all sectors, including the built environment. The Spatial Framework Vision identifies Local Plans as a key mechanism for delivering on its ambitions and therefore must ensure it aligns with approaches, standards and legal requirements of planning authorities preparing plans and especially in relation to climate change policies.

Evidence prepared to inform our own plan indicates higher building standards are needed now. The Spatial Framework should support authorities that are seeking string measures to respond to climate change. In addition the approach to further developing the Spatial Framework should also focus heavily on place making, which has the potential to be a powerful tool in the response to the climate emergency. Achieving net zero carbon status cuts across all elements of place making; not just

how homes and buildings are designed and constructed, but also by ensuring new development is located where it is or can be served by low carbon transport links, like public transport, cycling and walking.

Our own spatial strategy has been informed by carbon assessment that highlights the impact that transport emissions can have, and promotes patterns of development that enable low carbon transport modes, shifting away from a reliance on private cars. Policies related to transport are covered in the infrastructure theme and include measures to support sustainable transport as well as the transition to low emissions vehicles. These type of approaches with are based in the most up to date and current evidence e should be aligned and built upon as the spatial framework develops.

Air quality and waste

8. Making sure new development helps to improve air quality within the Arc. For example, through high quality design, low emission zones and sustainable transport.
[Not important/ Less important/ Neutral/ Important/ **Very Important**]

9. Taking a combined approach to air quality across the Arc. For example, through being careful about where each land uses should go, supporting journeys via public transport and active travel and enhancing green spaces and routes across the area.
[Not important/ Less important/ Neutral/ Important/ **Very Important**]

10. Making better use of resources and managing waste. For example, promoting the re-use of materials, and protecting and improving soil quality and minerals.
[Not important/ Less important/ Neutral/ Important/ **Very Important**]

11. Anything else to add about your vision for air quality and waste?

Answer:

We have articulated our proposed approach to Air Quality and Waste in our emerging draft plan which is expanded on in the topic paper on Wellbeing and Social

Inclusion which can be found [here](#) and informs our policy direction. We would urge that the Spatial Framework builds on the evidence that we have already commenced in order to form a strategic approach to these matters.

Water

12. Promoting a combined approach to managing water across the Arc, through protecting water resources, improving water quality and reducing the risk of flooding. For example, treating wastewater, improving water storage, and reusing surface runoff.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

13. Making sure new development reduces existing flood risk and is resilient to future flooding. For example, through tree planting and multifunctional sustainable drainage.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

14. Improving water availability and cutting the risk of drought. For example, through new sustainable water resources and infrastructure, and measures which reduce water use.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

15. Anything else to add about your vision for water?

Answer: Water is a critical issue in Greater Cambridge. [The Greater Cambridge Integrated Water Management Study \(2021\)](#) has shown that the current level of water abstraction from the chalk aquifer is widely believed to be unsustainable, with potential to cause environmental damage, unless abstraction rates are reduced significantly to safeguard natural river flow. Whilst water company plans have taken account of planned growth in the existing adopted 2018 Local Plans, there is no environmental capacity for additional development in the emerging new joint Local Plan to be supplied by water by increased abstraction from the chalk aquifer. Future water demand and supply will need to be balanced in other ways, such as through

reduced usage, reduced leakage, import of water/licence trading between water companies and the development of new reservoirs at the regional scale.

A key role for the Arc Spatial Framework will be to acknowledge the environmental impacts of water abstraction from the chalk aquifer and the need for a regional approach to both address water resource availability and reduce impact on habitats such as the chalk streams. This will need to include detail relating to funding and sequencing and coordination of infrastructure and acknowledgement of the multiple stakeholders key in its delivery.

The Framework also needs to enable authorities to impose stronger policy requirements on water efficiency, as they are currently unable to do more than the optional building regulation standards, which does not sufficiently reflect local pressures.

SECTION 3 ECONOMY

Education and training

1. Making sure the Arc keeps growing as a place of educational excellence, partnership and research. For example, through growth which helps existing universities and colleges.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

2. Making sure the economic benefits of growth are felt by all communities within the Arc. For example, through putting new education and training facilities in places where more people can easily get to go to them.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

3. Anything else to add about your vision for education and training?

Jobs and businesses

Answer: No specific points but we would encourage the Spatial Framework to align and build upon the approaches Greater Cambridge are taking to inclusive growth when expanding the vision for skills and education. Our emerging proposals can be found [here](#).

4. Making sure that the Arc keeps growing as a place for business, science and technology, and innovation. For example, through putting these types of new workspaces in places where they can make the most of cross-sector collaboration.

[Not important/ Less important/ Neutral/ **Important**/ Very Important]

5. Making sure that existing industries keep growing within the Arc. For example, through putting industries in the best places to suit their needs.

[Not important/ Less important/ Neutral/ **Important**/ Very Important]

6. Making sure the Arc builds upon and grows its skills, expertise and capabilities. For example, through making sure people can get around easily to bring the right people to the right job locations.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

7. Making sure that the right types of buildings are provided in the Arc so that businesses can keep growing as well as supporting the green economy. For example, through building new flexible and adaptable workspaces meeting the needs of a range of different businesses of different sizes.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

8. Anything else to add about your vision for jobs and businesses?

Answer: We broadly agree with the initial vision for the Spatial Framework in respect of jobs and businesses and we would encourage the Spatial Framework to align and build upon the approaches Greater Cambridge are taking in this area as the framework is further developed. Our emerging proposals can be found [here](#).

SECTION 4 CONNECTIVITY AND INFRASTRUCTURE

Infrastructure

1. Making sure planning takes a combined approach to new development by providing the infrastructure and services required at the right time to support growth. For example, by planning for the need for utilities (e.g. water, energy, waste) and community infrastructure (e.g. schools, hospitals, GP surgeries).

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

2. Making sure new development makes the most of existing resources. For example, through making sure that materials are reused, renewable energy supplies are used, and waste is properly planned for.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

3. Making sure that digital infrastructure is put in at the same time as other development takes place. For example, speeding up the fitting of high-speed broadband to support home-based work and help new ways of learning.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

4. Anything else to add about your vision for infrastructure?

Answer: We broadly agree with the initial vision for the Spatial Framework in respect of Infrastructure. However there is very little detail and given the importance of having a combined approach including the inclusion and coordination of digital and social infrastructure. There should be a holistic and coordinated approach to understanding how future needs are sequenced and can be delivered at the right time and in the right place to support the future growth. We would encourage the Spatial Framework to align and build upon the approaches Greater Cambridge are taking in this area found [here](#) as the framework is further developed.

New development

5. Making sure growth within the Arc is placed around areas with better transport links. For example, through having more development around stations and bus

routes, supported by cycling and walking tracks.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

6. Making sure new development cuts down the need to travel around the local area. For example, through providing safe and easy walking and cycling routes to town centres, shops and schools.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

7. Making sure new developments reduce existing and future infrastructure demand and resources used. For example, making sure that designs leave enough space for existing and future measures which reduce energy and water use, and cut down on waste.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

8. Making sure sustainable transport principles are included in the design of new developments. For example, by designing new developments in a way that enables people to walk or cycle all or part of their journeys.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

9. Anything else to add about new developments in the context of connectivity and infrastructure?

Answer: Nothing further to add at this stage as the vision currently lacks sufficient detail to comment adequately. However we would encourage the Spatial Framework to build on approaches to connectivity as described in the Greater Cambridge Local Plan Infrastructure Topic Paper published [here](#).

Getting around

10. Creating better transport connections across the Arc and making sure they are provided in a way which supports sustainable new growth. For example, by planning for public transport and physical transport infrastructure requirements.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

11. Making sure there are more opportunities for active travel such as walking and cycling across the Arc. For example, wider pavements, segregated cycle lanes, improved network of cycle lanes, and better pedestrian crossings.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

12. Making sure that there is the right form of public transport in the right areas across the Arc and can be used by all travellers, including people with any particular needs.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

13. Cutting down on the impact of cars and other private vehicles within the Arc. For example, by supporting more sustainable forms of private travel like cycling.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

14. Anything else to add about your vision of getting around?

Answer: Nothing further to add at this stage as the vision currently lacks sufficient detail to comment adequately. However we would encourage the Spatial Framework to build on approaches to connectivity as described in the Greater Cambridge Local Plan Infrastructure Topic Paper published [here](#) and Great Places Topic Paper published [here](#).

SECTION 5 PLACEMAKING

Location of growth

1. Making sure new developments are built in the most sustainable locations, for the environment, the economy and communities. For example, by developing brownfield redevelopment and making sure they have good access to town centres, shops and schools.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

2. Anything else to add about your vision for location of growth?

Answer: There is very little detail on this within the consultation. Significant work will need to be done in order to set out an appropriate framework. We would urge that the Spatial Framework aligns coherently with strategies set out in local plans in order to align and build informed decisions on the appropriate locations for sustainable growth. Our own Greater Cambridge [Strategy](#) can be found here and any emerging work in developing the spatial framework should align with this for the Greater Cambridge area.

Homes in your area

3. Ensuring the right types of housing are delivered in the right locations to meet the needs of both renters and buyers. For example, family houses, first-time buyers, specialist housing, student accommodation and opportunities for people to build their own homes.

[Not important/ Less important/ Neutral/ Important/ Very Important]

4. Increasing the amount and availability of affordable homes within the Arc.

[Not important/ Less important/ Neutral/ Important/ Very Important]

5. Anything else to add about your vision for homes in your area?

There is very little detail on this within the consultation. We would urge that the Spatial Framework aligns coherently with strategies set out in local plans in order to align and build informed decisions on housing need and mix. Our own Greater Cambridge approach to homes within the emerging local plan can be found [here](#) and any emerging work in developing the Spatial Framework should align with this for the Greater Cambridge area.

Design of new developments and streets

6. Making sure a coordinated approach is taken to the design and delivery of new developments to ensure they are supported by new and existing infrastructure.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

7. Making sure the environment and sustainability is at the heart of new

developments. For example, by improving the built and natural environment, making sure development complements surrounding areas, and is supported by the right level of infrastructure.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

8. Making sure there is the right mix of uses in new developments to help make high quality and thriving new places.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

9. Making sure new developments help support healthy lifestyles for existing and future communities. For example, through walking and cycling, high quality green spaces, and accessible streets.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

10. Making sure new developments promote resilience to climate change. For example, through green roofs, managing surface water, tree planting, storing rainwater and new green spaces.

[Not important/ Less important/ Neutral/ Important/ **Very Important**]

11. Anything else to add about your vision for the design of new developments and streets?

Answer: Greater Cambridge have set out our approach to developing a policy framework that focusses on developing great places. The spatial framework vision although referencing key placemaking themes does not go into sufficient detail at this stage and we would encourage a comprehensive approach to developing this element which builds upon existing best practice and current evidence. Our own approach to this has been published [here](#) as part of our emerging preferred options stage of the Greater Cambridge Local Plan and the expansion of this area the spatial framework develops should align as far as possible and build on strengthening the evidence base.

SECTION 6 ENGAGEMENT

1. How can government engage the public better?

[Communication materials/ Social listening/ Focus groups/ 1-1 interviews and experiments/ Ethnography/ Citizen assemblies and citizen juries/ Other types of engagement]

Answer: A mix of methods should be employed in order to achieve better participation and engagement. A comprehensive approach to engagement using both digital and traditional measures should be worked up. In addition the importance of aligning consultations with existing activity will be critical.

2. Before this consultation, I was familiar with the area known as the Oxford-Cambridge Arc.

[Yes/ No]

3. Do you have anything else to add on engaging communities?

Greater Cambridge have identified the following areas for our own communications strategy and we would encourage the spatial framework to build these in to further developing its own approach.

Spreading the word

- Encouraging participation and engagement – explaining why the Local Plan is important and affects citizens' lives on the ground.
- Demystifying the process of creating a Local Plan, and managing expectations of what a Plan can and can't do.
- Communicating the 'big ideas' and a positive vision of the future – contributing to creating a sense of identity and inclusion.
- Ensure there is accurate and timely information accessible to all.
- Explain why difficult decisions have been made.
- 'No surprises' – no excuse for stakeholders to be surprised by the content of the draft Local Plan when published.

Creating a better Plan

- Thinking outside the box – gathering ideas we might not think of otherwise – from internal and external sources.
- Testing ideas – ‘kicking the tyres’ – is it fit for purpose, what kind of challenges are we likely to face in the later plan-making stages?
- Testing the detail – benefitting from wider knowledge in the community and specialist stakeholders on specific theme/policy and sites, ensuring policy detail is well drafted and effective.
- Ensuring key stakeholders buy into the policy wording and therefore support it effectively in implementation

Building the evidence base

- Providing evidence for why the draft Local Plan emerges in the form it eventually takes.
- Justifying options and the selection of options.
- Evidencing wide community and stakeholder participation – not just doing it, but being seen to be doing it.
- Providing the material for the Statement of Community Involvement.
- Feeds into Statements of Common Ground.

SECTION 7 COMMITMENT TO DATA AND EVIDENCE

1. To what extent do you agree with our proposed approach on data and evidence?

[Strongly disagree/ Disagree/ Neutral/ Agree/ **Strongly agree**]

2. Do you have anything else to add on data, evidence and digital tools?

Answer: We endorse the approach to building data, digital and evidence into the foundations of the spatial framework. However the approaches to this should be co-created with Local Authorities to ensure a standardised approach and build on existing work in this area which complements and adds to a data led approach to place a planning.

SECTION 8 DELIVERY AND FUNDING

1. To what extent do you agree with our proposed approach on delivery and funding?

[Strongly disagree/ Disagree/ **Neutral**/ Agree/ Strongly agree]

2. Do you have anything else to add on delivery and funding?

Answer: There is not enough detail to comment on this at this stage. Significant work will be required in this area to understand the challenges and opportunities and we would welcome further detail in this area.

SECTION 9 MONITORING AND EVALUATION

1. To what extent do you agree with our proposed approach on monitoring and evaluation?

[Strongly disagree/ Disagree/ **Neutral**/ Agree/ Strongly agree]

2. Do you have anything else to add on monitoring and evaluation?

There is not enough detail to comment on this at this stage and we would welcome further detail in this area in order for us to be able to comment further.

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Shared regional principles for protecting, restoring and enhancing the environment in the **Oxford-Cambridge Arc**





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Foreword

The days when we could take our environment for granted are long gone. We must now seek out every opportunity we can to protect and enhance what we have left and ensure that we do everything we can to ensure that the Oxford-Cambridge Arc is a place where we can all work and live truly sustainably.

Both the Arc Leadership Group’s OxCam Arc Economic Prospectus and the Government’s publication, planning for sustainable growth: introduction to the Arc Spatial Framework has given top billing jointly to the economy and the environment. It is now our job to ensure that the environment is at the centre of everything we do and every decision we take.

The work of the OxCam Arc Environment Working Group has been focused on putting forward this set of principles that will allow us to be outstandingly ambitious and aspirational for the OxCam Arc. If we can get this right then the world will look to our ‘Green Arc’ as an internationally significant exemplar for the very best in sustainable living and working, for practical ways to doubling nature, and innovative solutions to energy and water shortages as well as stimulating a green economy.

These principles will form the basis for the creation of an OxCam- wide Environmental Strategy that will embrace everything from green spaces, to housing standards, to sustainable transport, energy generation and transmission and water management and conservation.

It is vital, as we and government move forward with the OxCam Arc, that we take the people already living here with us. We can do this by committing to greener transport, by doubling the number of trees and acreage of accessible managed green spaces, by protecting our chalk streams and supporting local green energy production to name but a few.

If we are to double economic growth along the OxCam Arc then as a minimum we must be doubling nature and ensuring that the Arc leads the way in the zero carbon living and working of the future.

Councillor Bridget Smith,
Leader South Cambridgeshire District Council,
Chair Arc Environment Working Group

Left
Paragliding off the
Dunstable Downs Chiltern
Hills in Bedfordshire



In March 2019, Government and local partners set out their ambition for the Arc in a joint declaration¹:

“We want better places to live, which are beautiful and inspiring, to benefit the Arc’s residents today as well as tomorrow. The Government has already set out its intention for the Arc to embody England’s 25 Year Environment Plan, which we will work together to deliver, including through planning for local natural capital. We want new developments to use intelligent and sensitive design to create or enhance habitats and improve habitat connectivity, in situ and in the surrounding area. We also want to improve access to the environment for existing and new communities in order to improve health and wellbeing.”

“Conserving and enhancing the natural environment is at the heart of Government’s ambitions for the Arc. The 25 Year Environment Plan also sets out our comprehensive approach to improving landscapes and habitats, and

the aspiration to move to a policy of net environmental gain. We expect the policy for the wider Oxford-Cambridge corridor to embody this approach.”

An Environment Working Group (EWG) has been established to take forward the environmental pillar outlined within the joint declaration. The EWG will work with partners in the Arc, including those responsible for the other pillars, to ensure that the protection and enhancement of the environment is at the heart of decision-making and any actions are based on a clear and agreed evidence base.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/799993/OxCam_Arc_Ambition.pdf

In October 2020 an economic prospectus for the Arc was published jointly by local authorities and the Local Enterprise Partnerships within the Arc. It outlines the following vision:

“By 2050, the Arc will be a world leading place for high-value growth, innovation and productivity. A global hub where ideas and companies are generated and thrive, home to exemplary models of 21st century development, with a high-quality environment and outstanding quality of life, and with a strong economic focus that drives inclusive clean growth.”

The environmental principles supporting this vision are set out in this document. They are ambitious and will require the collective effort of all partners in the Arc if they are to be delivered.



Above
Sunrise at Willen Lake in Milton Keynes.

Right
Elmsbrook eco-town - Bicester.



The principles address how we will tackle some of the biggest challenges of our time: achieving net zero carbon, climate resilience, biodiversity net gain, environmental net gain, doubling the area of land actively managed for nature, restoring, protecting and enhancing the natural environment and ensuring renewable natural capital (resources derived from living things that if properly managed can be replenished) remains available for future generations.

The principles

Page 150
The regional principles have been written and agreed by the Arc's local partners and stakeholders. They are informed by Government policy. They are a clear statement of regional intent that will help to clarify the commitment to adopting an approach that results in environmentally sustainable economic growth. This includes the protection, restoration and enhancement of the environment (air, water, land, soil, biodiversity), net biodiversity and net environmental gain, net zero carbon, the sustainable use of resources.

The principles align with the government's 25 Year Environment Plan² and the commitment in the joint declaration to embody the 25 year plans goals and ambitions.

We will also take account of other appropriate government strategies, plans and guidance. Our aim is for the principles to inform and become an integral part of developing plans and statements in relation to the Arc, local plans, local council activities and the plans and activities of activities and delivery programs for all bodies operating in the Arc. It is also our ambition to see universities, private sector developers and third sector organisations adopt these principles.



Above
Cotswolds Hills Countryside in the area of outstanding natural beauty.

Right
Autumn view of the river Nene Valley, near Castor village, Cambridgeshire.

²A Green Future: Our 25 Year Plan to Improve the Environmentfile/799993/OxCam_Arc_Ambition.pdf

The Arc partners will seek to:

1.

Work towards a target of net zero carbon at an Arc level by 2040.

This will include:

- Ensuring all **decisions about development and new infrastructure support this goal.**
- Working with Government to **enhance building regulations and planning policy to actively reduce the carbon footprint of, and energy consumption in, new buildings.**
- Pursuing a **major programme of transformation** in existing settlements and infrastructure to reduce energy intensity and carbon emissions.
- Construction, operational and transport activities.

2.

Protect, restore, enhance and create new nature areas and natural capital assets, including nationally and locally designated wildlife sites and priority habitats, and links between them. We will implement the spatial planning mitigation hierarchy of avoid, minimise, remediate, compensate and gain. This will include:

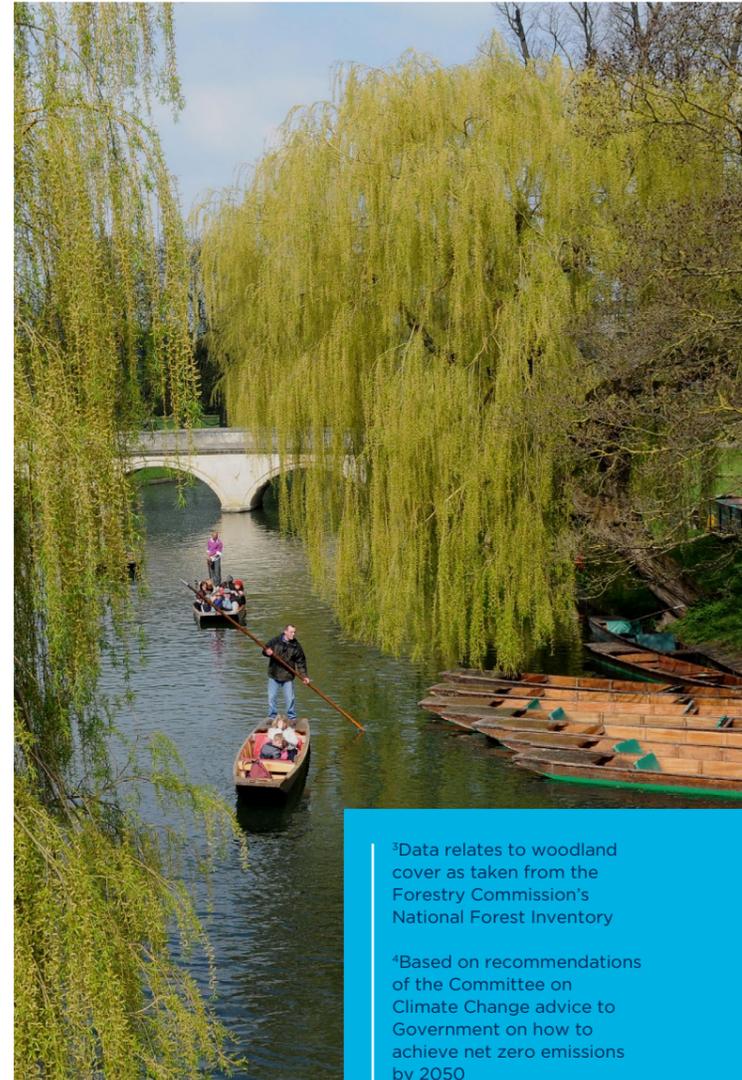
- Doubling the area of land managed primarily for nature in the Arc (**'Doubling Nature'**). To contribute to Government's commitment to protecting 30% of land for nature conservation by 2030. We will seek to maximise public, private and third sector funding opportunities **to protect, restore and enhance the natural environment** and maintain existing, and increase investment in, natural capital assets, working with partners including major landowners and our important agriculture sector across the Arc.



Above
Heron Valley, Rushmere
Country Park, Leighton
Buzzard.

Right
Punting on the River
Nene, Peterborough.

- Coordinating work on local nature recovery strategies and the Arc's contribution to **the Nature Recovery Network for England** by creating more, bigger, better-connected places, in the required condition, for nature including landscape scale interventions.
- Delivering **biodiversity net gain for Town & Country Planning Act developments of 20%**. This is above the 10% Government mandated minimum to reflect the Arc's world leading environmental ambitions.
- Delivering **biodiversity net gain for all developments of 20% with a minimum requirement of 10%** including Nationally Significant Infrastructure and projects brought forward outside of the Town & Country Planning Act. This is to reflect the Arc's world leading environmental ambitions.
- Working with Government to develop a suitable net environment gain metric that** incorporates biodiversity net gain and, once available, to set an ambitious target to reflect the Arc's world leading environmental ambitions.
- Establishing **human and nature mobility corridors** across the Arc – using existing or new transport corridors for maximum environmental benefit/gain.
- Increasing tree and woodland cover across the Arc from 7.4%³ to 19%⁴.** This is in recognition of the ability of trees and woodlands to deliver a wide range of environmental, health, social and economic benefits. We will ensure the right trees are planted in the right places.
- Protecting and enhancing protected landscapes. Enhancing landscape character areas, recognising the intrinsic character and beauty of the wider countryside.



³Data relates to woodland cover as taken from the Forestry Commission's National Forest Inventory

⁴Based on recommendations of the Committee on Climate Change advice to Government on how to achieve net zero emissions by 2050

3.

Be an exemplar for environmentally sustainable development, in line with the ambitions set out in the government's 25 year plan. This will incorporate a systems-based and integrated assessment and implementation approach and will fully recognise the associated health and wellbeing benefits. We will aim to go beyond the minimum legislated requirements for development. This will include:

Page 428

All new settlements, urban extensions and infrastructure contributing to the achievement of delivering net biodiversity gain, net environmental gain, and net zero carbon both in site and route selection and in the design of settlements and transport corridors. In addition, areas of tranquillity will be protected and measures taken to avoid light pollution and protect dark sky areas. Making cycling and walking more attractive ways to travel and investing in zero emission public transport of the future.

- b. **Understanding the impact of development on the natural environment**, including cumulative and indirect impacts (taking into account associated housing and other forms of development), so that these can be addressed in line with the mitigation hierarchy, and carrying out environmental and strategic assessments as appropriate for the type and scale of development programmes including options and proper community consultation.
- c. Understanding the Arc's environmental capacity to accommodate different levels of growth and development in different locations and **ensuring that planned growth and development remains well within environmental capacity limits.**
- d. Working with Government to **enhance the building regulations and the role of planning policy so that they align with sustainability principles, and actively reduce the carbon footprint, water and energy consumption** in new and existing buildings. We will encourage Arc local partners to exceed the minimum standards required by building regulations.
- e. Promoting the switch to renewable and other sustainable energy supplies, improving travel choices, and supporting changing working practices. This will enable **improvements to the design and development of sustainable communities and the protection and enhancement of the natural environment.**

Right
People walking in open spaces.

4.

Ensure that existing and new communities see real benefits from living in the Arc including through:

- a. **Maximising the health and wellbeing benefits of nature** by providing sector-leading areas of accessible nature-rich greenspace in, and accessible to, new settlements, urban extensions and commercial zones and increasing and enhancing greenspace, and access to it, for existing settlements in the Arc.
- b. **Promoting and increasing equality of sustainable access to nature and its benefits** by investing in, increasing and enhancing nature-rich greenspace in the places and communities where it is most lacking. We will improve access to greenspace and nature, ensuring Natural England's Access to Natural Greenspace standards, and (once available) Green Infrastructure Standards, are maximised for existing housing and delivered for future developments.



5.

Use natural resources wisely by:

- a. Working to address existing **water resource, water quality and flood management** issues and through an integrated approach across the water agenda ensure future issues and risks are managed, including in the context of climate change, with a focus on nature-based interventions.
- b. Ensuring that soil quality is properly protected and improved including within development, infrastructure and agricultural activities.
Making **more efficient use and management of waste and resources**, working towards a circular economy with no net waste and promoting the use of sustainable building materials and construction guidelines.
- d. Working with local authorities to share best practice and coordinate action being taken on local **air quality management plans** including addressing emissions from agriculture and from installations regulated by the Environment Agency.
- e. Supporting the development of interventions that reduce the **impact of agriculture on the environment** and support productivity.
- f. Helping to build collaboration between farmers to generate catchment and landscape scale environmental improvement under the **Environmental Land Management Scheme**.
- g. Ensuring that the required mineral resources for the Arc are sourced in an environmentally sensitive manner and that mineral sites are restored in a coordinated manner to after-uses that benefit nature and people, as well as helping to provide ecosystem services such as carbon sequestration and water management.

We will continue to work with the other Arc pillars to develop appropriate environmental principles for incorporation within these workstreams.

We will review and update the environmental principles in the light of developing policies, practices, evidence, experience, knowledge and governance arrangements.



Resourcing our ambitions

To achieve delivery of these principles we will need to work collaboratively across the public, private and third sectors. Some resources are already in place and there are many more that we will need. As a starting point we will:

- Build on the work of the Arc Local Natural Capital Plan and the associated work in the 5 counties to **make publicly available, agreed baseline maps for natural capital and ecosystem services across the Arc**. Resources will be required to maintain the data and make it accessible.
- Work with the statutory agencies and with local councils to ensure ready **access to the wide range of environmental data** currently collected by them.
- **Work with government to agree methodologies** for both net biodiversity gain and net environment gain for use within the Arc. We will establish a technical group(s) to assess net gain propositions on behalf of local planning authorities and provide planning committees with independent advice.
- **Support and promote a 5 yearly environmental census** across the Arc including promoting public engagement through citizen science approaches.
- Use **evidence on health, deprivation and ecosystem services demand** (e.g. for air quality improvement) to inform planning for greenspace, habitats and **natural capital assets**.
- Work with all those that fund nature improvement work across the Arc including the Defra Group, water companies, environmental Non-Governmental Organisations, local councils, catchment partnerships, housing and commercial property developers and infrastructure providers, together with those allocating Environment Land Management System funding, and private investors to **take a more efficient and effective systems based approach to natural capital and ecosystem systems based interventions**. We will seek to ensure that funding is used strategically and not in a piecemeal way.
- **Invest in projects that deliver natural capital and environmental benefits**, such as carbon sequestration, pollinator habitats, soil improvement, flood alleviation and water resource resilience, and establish Arc-wide and more local Natural Capital Investment Plans to inform and support the emerging Arc Spatial Framework.

Monitoring

We will pursue our commitment as outlined within these principles and will work with government and local partners on the development of associated metrics and targets in line with the 25 Year Environment Plan, carbon reduction commitments and the UN Sustainable Development Goals.

Engagement

We will engage and consult with communities, residents and people working in the Arc, as well as businesses, other organisations and NGOs, on the vision and ambitions for sustainable environmental growth in the Arc.

This document is supported by the Arc Leadership Group, Arc Universities Environment Group, Arc Local Enterprise Partnerships, England's Economic Heartland, and has been drafted with input from the Arc Local Nature Partnerships whose members include representatives from environment NGOs, local councils, LEPs, developers, businesses, business representation bodies, the Environment Agency, Natural England, and the Forestry Commission and important contributions from central government departments, other environment NGOs and businesses.





Below
Sunrise panorama at
the Campbell park in
Milton Keynes.

Published by the
Environment Working Group,
Oxford-Cambridge Arc
Leadership Group: March 2021



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Record of Executive Decision

| |
|--|
| CAMBRIDGE SOUTH STATION CONSULTATION RESPONSE |
|--|

| | | | |
|---|---|-------------------|---------------|
| Decision of: | Councillor Thornburrow Executive Councillor, Planning Policy and Transport | | |
| Reference: | 21/URGENCY/P&T/12 | | |
| Date of decision: | 2 August 2021 | Published: | 3 August 2021 |
| Decision Type: | Non Key | | |
| Matter for Decision: | <p>The purpose of this decision is to approved the Council's response to the consultation on the application by Network Rail made under the Transport and Works Act 1992 for the Cambridge South Infrastructure Enhancements scheme (including the new Cambridge South Station) and request for deemed planning consent submitted to the Secretary of State for Transport.</p> <p>The proposed response is attached to this report. In summary, the response proposes that the Council supports the scheme in principle, however requests additional information is submitted by the applicant for the Council to review and comment on before the application, and makes recommendations for replacement or additional conditions.</p> | | |
| Why the decision had to be made (and any alternative options): | Cambridge City Council are a statutory consultee and the consultation deadline ends on 2 August 2021. Early response to this consultation would be appreciated | | |
| The Executive Councillor's decision(s): | To submit the consultation response as drafted | | |
| Reasons for the decision: | In order to represent the views and concerns of the City Council and ensure that these are considered in the forthcoming inquiry | | |
| Scrutiny consideration: | The Chair and Spokespersons of Planning and Transport Scrutiny Committee were consulted prior to the action being authorised on 2 August 2021. | | |
| Report: | Consultation response: Document Out of Cycle Decision: Response to Cambridge South Station Consultation Response - Cambridge Council. | | |
| Conflicts of interest: | None known. | | |
| Comments: | Councillor S.Davies – Felt it wasn't possible to adapt the response to adequately reflect concerns about the fundamental problems with the project as it seemed to be written from a 'planning compliance' mindset. Would be supporting Smarter Cambridge Transport's | | |

objection to the proposal and I would encouraging the other Green and Independent Group members to adopt the same stance.

The aim is to build on the already high levels of cycling in Cambridge and to spread the cycling culture out to the rest of the County whilst encouraging more walking by improving journeys in town centres and to schools and employment areas. Walking and cycling routes to transport hubs are particularly important and feature strongly in the routes proposed for improvement.

Cycling

All of the trips from the 2011 Census Data were mapped, establishing the cycling distance for each trip.

These were analysed using a propensity to cycle tool, which established that peak distance for cycling is 2km, majority between 1km and 5km.

The modelling factored in future growth and planned developments.

The number of additional people cycling was divided by the distance of any proposed scheme to calculate the value of each proposed scheme (for comparative purposes).

The report provides a list of most highly scoring links - translated into routes. Additional routes were added to fill gaps identified from planning and transport strategies. (This includes Active Travel trial schemes in response to Covid-19).

Appendix 1 shows the mapped routes for each district – the existing network as well as planned and funded schemes.

The design of routes will refer to current guidance and acknowledge constraints of land, landscape, heritage, drainage and local priorities – with an ambition to exceed standards where possible particularly where forecast to be high levels of usage. In urban areas, where space is more constrained, there may be a focus on reducing traffic and speeds.

Appendix 2 outlines the prioritisation matrix. In Cambridge the top three schemes include Hills Road/Regent Street: Purbeck Road – St Andrews Street, Newmarket Road/Barnwell Road – Hills Road / Fendon Road orbital corridor, and Jesus Lane – Emmanuel Street.

Walking

Identified schemes from County Council's Transport Investment Plan (TIP). Many routes overlap with cycleways.

Appendix 4 includes maps of proposed priority walking routes and core zones – for Cambridge and Cambourne

The focus is on making routes safer, more pleasant and attractive. The rural area takes into account Rights of Way improvement Plan (2016).

Appendix 5 includes an audit of routes by Sustrans.

Appendix 6 outlines walking prioritisation matrices.

Main Issues:

The LCWIP builds on the Local Transport Plan 2020 – a strategy of investing in world-class walking and cycling facilities, which will create sustainable travel opportunities, reduce traffic flows and improve air quality through encouraging people to walk or cycle rather than drive for shorter journeys. The LCWIP should also help with delivering the outcome of the GCP Citizen’s Assembly on Transport, which included encouraging cycling and walking.

The LCWIP is a tool for securing funding from Government for cycling and walking improvements. Although, given the already high levels of cycling within Greater Cambridge and the Government’s scoring methodology it is uncertain how successful Cambridgeshire would be.

The LCWIP acknowledges Cambridge City Council’s Making Spaces for People work. The modelling factored in future population growth in committed planned developments, and the LCWIP acknowledges significant trip generators outside central area such as the Biomedical Campus, West Cambridge and Science Park. It shows routes to secondary schools and colleges outside city centre and trip generators include neighbourhood centres (e.g. Chesterton and Cherry Hinton High Streets).

The report provides a list of most highly scoring links - translated into routes. Additional routes were added to fill gaps identified from planning and transport strategies. In Cambridge the top three schemes include Hills Road/Regent Street: Purbeck Road – St Andrews Street, Newmarket Road/Barnwell Road – Hills Road / Fendon Road orbital corridor, and Jesus Lane – Emmanuel Street.

Due to the methodology used, which relies on Census 2011 data and the propensity to cycle (using 2km as a benchmark), the report outcomes are Cambridge-centric and fail to consider the greater range provided by electric cycles. This does not reflect local strategies and aspirations which seek to improve the village to village connectivity in the rural area and first and last mile trips to travel hubs including local bus stops and/or connectivity into planned routes such as GCP Greenways.

It is anticipated the Cambridgeshire and Peterborough Combined Authority will undertake a refresh of the Local Transport Plan later in the year, which will provide the Council an opportunity to comment on the future transport strategy.

Proposed response points:

That the Council support the principle and purpose of the LCWIP, intended as it is to improve cycling and walking across the County over the next 10 years.

Urge the County to pay careful attention to the many detailed

comments being made on the draft LCWIP by the public, cycling and walking organisations, parish councils, residents' associations and developers.

That the LCWIP should state as a matter of principle that it will have careful regard to, and seek to enable the implementation of, development proposals included in adopted plans (including Local Plans, Area Action Plans and Neighbourhood Plans).

The Councils urge the County Council to engage the public, cycling and walking organisations, parish councils, residents' associations and developers through the route options and detailed design process.

The Councils support that the design of new cycle routes will have regard to current guidance, especially the Department for Transport's LTN 1/20 Cycle Infrastructure Design (DfT) and 'Gear Change' document (2020) as well as considering the Sustrans Handbook for Cycle Friendly Design and LTN 1/12 Shared Use Routes for Pedestrians and Cyclists.

The Council has some points of clarification and comments on the detail contained within the LCWIP for example to ensure consistency with the Councils adopted and emerging plans and strategies.

Why the decision had to be made (and any alternative options):

The Consultation raises important issues that the Council wishes to respond to.

The Executive Councillor's decision(s):

To approve the proposed Consultation response to the Local Cycling and Walking Infrastructure Plan (LCWIP).

Delegate authority to the Joint Director of Planning and Economic Development to make further technical comments in consultation with the Executive Councillor for Planning Policy and Transport.

Reasons for the decision:

Scrutiny consideration:

Report:

Conflicts of interest:

None known.

Comments:

A parallel decision is being considered by South Cambridgeshire District Council.

Further information

Appendices

Appendix A: Proposed joint response by South Cambridgeshire District Council and Cambridge City Council Councils to Cambridgeshire County Council on the Local Cycling and Walking Infrastructure Plan (LCWIP)

Background Papers

Local Cycling and Walking Infrastructure Plan:

<https://consultcambs.uk.engagementhq.com/7736/widgets/27624/documents/12521>

Appendix 1 – Cycle links

<https://consultcambs.uk.engagementhq.com/ccc-local-cycling-and-walking-infrastructure-plan-consultation-2021#folder-27624-6352>

Appendix 2 – Cycling Prioritisation Matrices

<https://consultcambs.uk.engagementhq.com/ccc-local-cycling-and-walking-infrastructure-plan-consultation-2021#folder-27624-6353>

Appendix 3 – Prioritised Cycle Route Maps

<https://consultcambs.uk.engagementhq.com/ccc-local-cycling-and-walking-infrastructure-plan-consultation-2021#folder-27624-6354>

Appendix 4 – Walking Maps

<https://consultcambs.uk.engagementhq.com/ccc-local-cycling-and-walking-infrastructure-plan-consultation-2021#folder-27624-6356>

Appendix 5 – Walking Route Audit Tool

<https://consultcambs.uk.engagementhq.com/ccc-local-cycling-and-walking-infrastructure-plan-consultation-2021#folder-27624-6357>

Appendix 6 – Walking Prioritisation Matrices

<https://consultcambs.uk.engagementhq.com/ccc-local-cycling-and-walking-infrastructure-plan-consultation-2021#folder-27624-6358>

Appendix A: Proposed joint response by South Cambridgeshire District Council and Cambridge City Council Councils to Cambridgeshire County Council on the Local Cycling and Walking Infrastructure Plan (LCWIP)

The Councils support the principle and purpose of the LCWIP, intended as it is to improve cycling and walking across the County over the next 10 years.

The Councils urge the County Council to give careful attention to the many detailed comments being made on the draft LCWIP by the public, cycling and walking organisations, parish councils, residents' associations and developers.

The LCWIP should state as a matter of principle that it will have careful regard to, and seek to enable the implementation of, development proposals included in adopted plans (including Local Plans, Area Action Plans and Neighbourhood Plans).

The Councils urge the County Council to engage the public, cycling and walking organisations, parish councils, residents' associations and developers through the route options and detailed design process.

The Councils support that the design of new cycle routes will have regard to current guidance, especially the Department for Transport's LTN 1/20 Cycle Infrastructure Design (DfT) and 'Gear Change' document (2020) as well as considering the Sustrans Handbook for Cycle Friendly Design and LTN 1/12 Shared Use Routes for Pedestrians and Cyclists.

The Councils have the following comments on the detail contained in the LCWIP, ordered by section of the document:

Main Report

The Councils are concerned that the methodology used in the LCWIP, which relies on outdated Census 2011 data and propensity to cycle using 2km as a benchmark, has resulted in a Cambridge centric focus. This fails to consider the greater take up of cycling and use of electric cycles which increase the distances people cycle. The outcomes do not reflect local strategies and aspirations which seek to improve the village to village connectivity in the rural area and first and last mile trips, including to travel hubs and local bus stops and/or connectivity into planned routes such as GCP Greenways.

Minor point of clarification (pg7) - "Traffic congestion is already a problem and a significant increase in the level of walking and cycling is needed to mitigate this growth and meet the target of a reduction in traffic levels of 10-15% (based on 2011 figures) in the Greater Cambridge area." The report should clarify where the 10-15% target has come from.

Typo on page 14 - "In order to future proof our analysis we also factored in future growth (as set out in fig. 1)..." – should refer to Fig 3.

Figure 15 Making Spaces for People Area – remove references to SPD from the labels in the key as follows:

- 'SPD Area Boundary' should refer to 'Making Space for People Project Area Boundary'
- 'SPD Site Area Boundary' should refer to 'Making Space for People Site Area Boundary'

Appendix 1 - Cambridge Cycle routes map

- Greenway - shows routes into North East Cambridge (NEC) via Jane Coston Bridge and Milton junction but not into the north east corner of NEC as being considered through the NEC AAP – this route has been under discussion with GCP for delivery in the longer term.

Appendix 1 - South Cambridgeshire cycle routes north map

- Appears to be a missing a short link from Longstanton to the funded route to Bar Hill
- Does the LCWIP route from Bar Hill link to A14 route? – does not appear to on this map, but a link is shown on west map.
- Amend label for Land Beach to read 'Landbeach'

Appendix 1 - South Cambridgeshire cycle routes west map

- One of the LCWIP route options is shown to cross the site of Bourn Airfield New Village. The Council should be consulted on any detailed alignment.

Appendix 4 - Cambridge walking map

- The routes shown do not extend out to NW Cambs, or beyond CBC towards Shelford, there is limited provision to serve area near Newmarket Rd/North of Cherry Hinton etc. These include areas with new and/or permitted development. There appears to be an anomaly considering the report outlined that planned development has been taken into consideration.

Agenda Item 7c

CAMBRIDGE CITY COUNCIL
Record of Executive Decision

**JOINT RESPONSE TO THE BEDFORD BOROUGH COUNCIL DRAFT PLAN
(REGULATION 18) STRATEGY OPTIONS AND DRAFT POLICIES CONSULTATION**

Decision of: **Councillor Katie Thornburrow** Executive Councillor for Planning Policy and Transport

Reference: 21/URGENCY/P&T/12

Date of decision: 03/09/21 **Published on:** 10/09/21

Decision Type: Non Key Decision

Matter for Decision: Joint Response to the Bedford Borough Council Draft Plan (Regulation 18) Strategy Options and Draft Policies consultation

Why the decision had to be made (and any alternative options): To provide the Councils' comments to this consultation in recognition of the opportunities it provides to influence the emerging Bedford Borough Council Draft Plan.

The Executive Councillor's decision(s): To agree the response, jointly with South Cambridgeshire District Council, to the Bedford Borough Council Draft Plan (Regulation 18) Strategy Options and Draft Policies consultation

Reasons for the decision:

Background

Bedford Borough Council is preparing a new local plan for the period up to 2040. The review of their current local plan which covers the period to 2030 is being progressed at pace to reflect emerging policies around the Oxford to Cambridge Arc. The council need to submit their new local plan for examination by January 2023 to ensure their plan will remain up to date and to demonstrate five-year land supply.

An initial issues and options consultation and call for sites took place during summer 2020. The current consultation is on Strategy Options and Draft Policies. This consultation started on 29th June and closes on 3rd September 2021.

Given the consultation dates there it would not have been possible to take this item to the last meeting Planning & Transport Scrutiny Committee on 29th June, nor to the next scheduled meeting on 28th September.

The consultation and supporting documents can be accessed on Bedford Borough Council's website:
<https://www.bedford.gov.uk/planning-and-building/planning-policy-its-purpose/local-plan-review/>

Summary of Strategy Options and Draft Policies consultation

The Strategy Options and Draft Policies includes the following key components:

Four themes are proposed to reflect the vision for the future: Greener; More accessible; More prosperous; Better Places.

The standard method for calculating housing requirements for Bedford is 1,275 dwellings per year. The current adopted local plan requirement is 970 dwellings per year. Existing commitments (planning permissions, allocations from current local plans and an allowance for windfall, which together total 13,000 dwellings) mean that based on the standard method figure of 1,275 dwellings p.a. the new local plan will need to allocate land to provide a minimum of 12,500 new dwellings.

There is a need for 171ha of employment land (B type use) with 48ha in supply with a shortfall of 123ha to be allocated in the emerging plan. The council intends to allocate a number of large scale sites that are well connected to the transport network. These sites will be business parks for high technology firms associated with the Oxford Cambridge Arc.

The issues and options consultation suggested six development locations for growth. The consultation responses favoured focusing growth in existing urban areas, the A421 corridor, and possible new railway stations which might be delivered through East West Rail.

In the Strategy Options and Draft Policies consultation, four spatial strategy options have been put forward, which are a short list of strategy options following consideration of a long list in relation to evidence and Sustainability Appraisal. The four options include a mixture of development in and around the urban area, development on the A421 transport corridor, rail-based growth parishes, southern and eastern parishes and two new settlement proposals at Wyboston and/or Little Barford in the north east of the Borough, connected to East West Rail station location options. These new settlement proposals are included within three of the four spatial strategy options.

The council is not proposing to allocate any small sites as they expect sufficient small sites to continue to be delivered through windfall development. Policies relating to town centres and development management are also included.

Aspects of relevance to Greater Cambridge

Given that the South Cambridgeshire and Bedford Borough boundaries do not adjoin we consider it unlikely that the Bedford Borough Plan would have direct impacts on our districts. However, given the possible growth at new settlements in the north east of Bedford borough linked to East West Rail we recommend that the Councils should highlight, at a high level, potential strategic cross-boundary matters of relevance (under the Duty to Cooperate) between Bedford Borough and South

Cambridgeshire and Cambridge (noting that Cambridge and South Cambridgeshire are producing a joint plan: strategic cross-boundary matters affecting one district will have implications for the other). We therefore propose the high-level response set out in Appendix A below, noting ongoing uncertainties.

Scrutiny consideration:

The Chair and Opposition Spokes of the Planning & Transport Scrutiny Committee were consulted prior to the action being authorised.

Report:

Details of the background are set out in this Record of Decision. See Appendix A below.
There are no relevant financial considerations.

Conflicts of interest:

Comments:

Appendix A: Proposed joint response by South Cambridgeshire District Council and Cambridge City Council Councils to the Bedford Borough Council Draft Plan (Regulation 18) Strategy Options and Draft Policies consultation

This response to the Bedford Borough Local Plan 2040 – Draft Plan Strategy Options and Draft Policies Consultation is made by Greater Cambridge Shared Planning on behalf of Cambridge City Council and South Cambridgeshire District Council.

We support the broad approach that Bedford Borough Council has taken to developing the emerging spatial strategy in terms of considering carbon emissions and natural capital as integral components to inform the preferred approach – this approach matches with the Themes in our emerging Greater Cambridge Local Plan, which reflect our Councils' commitments to addressing the climate crisis and biodiversity emergency.

Given that the South Cambridgeshire and Bedford Borough boundaries do not adjoin we consider it unlikely that the Plan would have direct impacts on our districts. However, given the possible growth at new settlements in the north-east of Bedford Borough linked to East West Rail, we would like to highlight at a high-level potential strategic cross-boundary matters of relevance (under the Duty to Cooperate) between Bedford Borough and South Cambridgeshire and Cambridge (noting that Cambridge and South Cambridgeshire are producing a joint plan: strategic cross-boundary matters affecting one district will have implications for the other).

We note that three of the four emerging preferred Bedford Borough Local Plan strategy options include a new settlement (linked to the proposed East West Rail station at a location between St Neots and Tempsford) at either Wyboston and/or Little Barford (2b,c,d), on the basis that these perform well in sustainability terms, including taking into account transport evidence findings. Beyond this, we note that the detailed sustainability performance and deliverability of a new settlement at Wyboston and/or Little Barford is fundamentally dependent on the preferred East West Rail route alignment option, which has yet to be confirmed.

In this context, we would highlight that we will be consulting on our First Proposals Greater Cambridge Local Plan in autumn 2021. The draft papers for this consultation have been published and are now going through committee processes. The [committee stage version of the First Proposals Plan](#) includes Policy S/CB: Cambourne, identifying an expanded Cambourne as a broad location for future growth in the 2030's to respond to the opportunity that will be provided by the proposed East West Rail that includes a station at Cambourne. We have yet to determine scale or specific location of growth for the Cambourne area, but our overall aim is to provide sufficient critical mass to perform the following role as a:

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

Further to our own plans for development connecting with East West Rail, we note that the recently adopted [Central Bedfordshire Local Plan 2015-35](#) includes Policy SP1a: Partial Review of the Local Plan, which identifies the need to review the plan within the next six months "in order to investigate, as part of the wider statutory plan-making processes and identify where necessary, opportunities for future growth that can capitalise on any appropriate commitments to improve existing, or provide new, strategic infrastructure".

Given the above context of potential significant growth at these possible growth locations along the proposed East West Rail route between Bedford and Cambridge, which are also close to existing substantial settlements including St Neots in particular, we consider that there is potential for there to be strategic cross-boundary matters of substance between Bedford Borough, Central Bedfordshire and South Cambridgeshire (and Cambridge), as well as with Huntingdonshire, particularly in relation to economic roles, and transport impacts and opportunities of these existing and potential new settlements. Should Bedford Borough take forward strategy options including a new settlement at Wyboston and or Little Barford via the Local Plan we would suggest that there may be benefit in engaging with us and the other relevant partners on these topics to support alignment of approaches.

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