



To: Executive Councillor for Planning and Climate  
Change: Councillor Tim Ward  
Report by: Head of Planning Services  
Relevant scrutiny Development Plan Scrutiny Sub- 10/09/2013  
committee: Committee  
Wards affected: All Wards

**PROPOSED RESPONSE TO SOUTH CAMBRIDGESHIRE LOCAL PLAN (PROPOSED SUBMISSION CONSULTATION AND COMMUNITY INFRASTRUCTURE LEVY – PRELIMINARY DRAFT CHARGING SCHEDULE CONSULTATION)**

**Non Key Decision**

**1. Background**

- 1.1 The City Council, South Cambridgeshire District Council and Cambridgeshire County Council have a long history of joint working on planning matters, particularly on plan-making. As part of the duty to cooperate, the three councils have worked collaboratively and in parallel on new local plans and a transport strategy for the Cambridge area. This approach will ensure that cross-boundary issues and relevant wider matters are addressed in a consistent and joined-up manner.
- 1.2 Members will be aware that on 19 July 2013, the City Council published its Local Plan – Proposed Submission document for consultation until 30 September 2013. On the same day, South Cambridgeshire District Council published their South Cambridgeshire Local Plan – Proposed Submission document for consultation. Their consultation runs from 19 July through to 14 October 2013.
- 1.3 In appraising the South Cambridgeshire Local Plan, the key issue for the City Council is to ensure that South Cambridgeshire's policies are aligned with those in the City Council's local plan and

the overarching development strategy that the councils have agreed is reflected in the plan.

- 1.4 Additionally, South Cambridgeshire District Council also issued their Community Infrastructure Levy Preliminary Draft Charging Schedule for consultation from 19 July to 30 September 2013.
- 1.5 This report includes the suggested representations to the South Cambridgeshire Local Plan and their Community Infrastructure Levy Preliminary Draft Charging Schedule for agreement by Members. Once finalised, these representations will be submitted to South Cambridgeshire District Council in advance of the two consultation deadlines of 14 October 2013 and 30 September 2013.

## **2. Recommendations**

- 2.1 This report is being submitted to the Development Plan Scrutiny Sub-Committee for prior consideration and comment before decision by the Executive Councillor for Planning and Climate Change.
- 2.2 The Executive Councillor is recommended to agree the representations to the South Cambridgeshire Local Plan – Proposed Submission set out in Section 7 of the report and that these are submitted to South Cambridgeshire District Council as Cambridge City Council’s formal response to the consultation.
- 2.3 The Executive Councillor is recommended to agree the representations to the South Cambridgeshire Community Infrastructure Levy Preliminary Draft Charging Schedule set out Section 9 of the report and that these are submitted to South Cambridgeshire District Council as Cambridge City Council’s formal response to the consultation.

## **3. Plan making and the Duty to Co-operate**

- 3.1 At the start of this year, the Regional Spatial Strategy for the East of England (the East of England Plan) was formally revoked by statutory instrument, along with its addendum relating to Gypsy and Traveller Accommodation. At the same time, all of the remaining policies from the Cambridgeshire and Peterborough Structure Plan 2003 were revoked. This means that there is no

longer any requirement for the emerging local plans in Cambridgeshire to comply with, or have regard to, any “higher level” strategic development plan (although each plan will be tested for its consistency with the National Planning Policy Framework).

3.2 An important obligation introduced by the Localism Act 2011 is the “duty to co-operate”, which requires local planning authorities and a wide range of other bodies to co-operate with one another in certain defined activities relating to plan making. In Cambridge’s case, co-operation between the City Council, Cambridgeshire County Council and South Cambridgeshire District Council has been, and will continue to be, critical. At the strategic level, the approach to identifying objectively assessed needs for homes and jobs and to strategic issues has been set out in the Cambridgeshire and Peterborough Memorandum of Co-operation and Spatial Approach.

3.3 “Co-operation” does not necessarily mean that there must be complete agreement by all parties on every aspect of the Plan; but there must be evidence of joint-working wherever appropriate and attempts to agree on such matters as an evidence base, infrastructure needs, cross-boundary development needs etc. This has been achieved through a close working relationship with South Cambridgeshire District Council and Cambridgeshire County Council through the various stages of plan preparation to date and as overseen by the Joint Strategic Transport and Spatial Planning member governance group. This close working will continue through to submission to the Secretary of State. As a result, there is a high degree of consistency between the local plans for Cambridge and South Cambridgeshire and the proposed Transport Strategy for Cambridge and South Cambridgeshire (see separate agenda item on the transport strategy).

#### **4. Plan making in South Cambridgeshire**

4.1 The current South Cambridgeshire Local Development Framework (LDF) suite of documents was adopted between January 2007 and January 2010. They set out a vision, policies and proposals for development and land use in South Cambridgeshire to 2016 and beyond for some longer term proposals, e.g. Northstowe. The LDF gives effect to a sustainable development strategy taken from the last Structure Plan and East of England Plan, and includes a sequence of development in South Cambridgeshire with:

- a. development on the edge of Cambridge on land removed from the Green Belt;
- b. the new town of Northstowe;
- c. development in the larger and better served villages designated as Rural Centres and Minor Rural Centres.

4.2 However, South Cambridgeshire District Council agreed in 2011 to review its plans, with adoption of a new local plan by early 2015 in line with Cambridge's timetable for the production of a new local plan and the County Council's production of the Transport Strategy for Cambridge and South Cambridgeshire.

## **5. Content of the South Cambridgeshire Local Plan – Proposed Submission (July 2013)**

5.1 The South Cambridgeshire Local Plan follows a similar structure to Cambridge City Council's own local plan. It includes a vision, strategic objectives, and specific chapters relating to the future spatial strategy and other topic areas. The chapters are as follows:

- Chapter 1: Introduction which describes the overall purpose of the document;
- Chapter 2: Spatial Strategy sets out the vision and objectives and development needs for South Cambridgeshire to 2031 together with the spatial strategy which focuses development, in priority order, on the edge of Cambridge, at new towns/new villages; and in selected villages. It also has policies for small scale development in villages. It includes a policy about phasing, delivering and monitoring of the Plan to ensure that it continues to meet its objectives;
- Chapter 3: Strategic Sites contains the strategic sites that will contribute most to the delivery of sustainable development in South Cambridgeshire. These sites are:
  - Completion of Orchard Park (allocated for 900 homes);
  - Expansion of the allocated site at land between Huntingdon Road and Histon Road (Site Specific Policies Development Plan Document 2010) to provide for 1,000 homes. Despite the site having increased in size, the notional capacity has reduced from 1,100 homes to 1,000 homes;
  - Safeguarding of Majority of Cambridge East and allocation of land north of Newmarket Road for 1,200 homes and north of Cherry Hinton for 110 homes;

- A new town north of Waterbeach for 8,000 to 9,000 homes, 1,400 of which by 2031;
  - A new village based on Bourn Airfield for 3,500 homes, 1,700 of which by 2031;
  - A major expansion of Cambourne for a fourth linked village of 1,200 homes, all of which by 2031.
- Chapter 4: Climate Change is concerned with sustainable development, climate change, water resources and flooding;
  - Chapter 5: Delivering High Quality Places is concerned with design, landscape, and public realm;
  - Chapter 6: Protecting and Enhancing the Natural and Historic Environment contains proposals to protect and enhance the historic built and the natural environment;
  - Chapter 7: Delivering High Quality Homes is concerned with delivering high quality housing and includes village housing sites;
  - Chapter 8: Building a Strong and Competitive Economy deals with the economy, including sections on employment, retail and tourism and development sites;
  - Chapter 9: Promoting Successful Communities deals with the provision of open space, leisure facilities and community facilities;
  - Chapter 10: Promoting and Delivering Sustainable Transport and Infrastructure covers a wide range of infrastructure matters.

A copy of the South Cambridgeshire Local Plan and its supporting documents can be found at <http://www.scamb.gov.uk/localplan>.

## **6. Key Issues for Cambridge**

6.1 Much of the South Cambridgeshire Local Plan – Proposed Submission is not directly relevant to the city council’s administrative area as it relates to development within the extensive rural area outside of Cambridge. That said, all of the plan has been reviewed to ensure there are no issues of concern in these policies. The Council can be supportive of the approach set out within the plan and has worked jointly with South Cambridgeshire District Council on a range of issues. The areas of particular interest for Cambridge are discussed in the draft representations in Section 7 of this report. These issues include:

- Overall spatial strategy;

- Site specific policies relating to Orchard Park and land between Huntingdon Road and Histon Road;
- Cambridge Northern Fringe East and Cambridge East;
- Provision of residential moorings;
- Allocation of land at Peterhouse Technology Park;
- Lighting, noise, contaminated land and air quality issues.

6.2 The draft representations detailed in Section 7 of this report are linked to specific policies or paragraphs within the South Cambridgeshire Local Plan – Proposed Submission document. Any representations of over 100 words will be summarised by officers following member steer, with both the full submission and the summary text being provided to South Cambridgeshire District Council. Where no summary has been provided, the draft representation is itself under 100 words. (The 100 word summary is a required element of submitting representations via South Cambridgeshire District Council’s representation processing system).

6.3 For each representation, the Council is required to set out the reason for its support or objection to a policy/paragraph in the South Cambridgeshire Local Plan – Proposed Submission; suggested changes to text; and the soundness of the policy/paragraph within the plan. Soundness is a technical issue which is relevant once a development plan document reaches the current stage. The starting point for the plan’s examination is the assumption that a council has submitted what it considers to be a sound plan. Those seeking changes should demonstrate why the plan is unsound by reference to one or more of the soundness criteria. The tests of soundness are set out in the National Planning Policy Framework (NPPF) (paragraph 182) which reads:

*The Local Plan will be examined by an independent inspector whose role is to assess whether the plan has been prepared in accordance with the Duty to Cooperate, legal and procedural requirements, and whether it is sound. A local planning authority should submit a plan for examination which it considers is “sound” – namely that it is:*

- ***Positively prepared*** – *the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is*

*reasonable to do so and consistent with achieving sustainable development;*

- **Justified** – *the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;*
- **Effective** – *the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and*
- **Consistent with national policy** – *the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.*

## 7. Proposed Representations on South Cambridgeshire Local Plan – Proposed Submission (July 2013)

### Chapter 2 - Spatial Strategy

| <b>Policy S/5 Provision of New Jobs and Homes</b> |  |
|---|--|
| <b>Nature of Representation:</b>                  | Support  |
| <b>Representation:</b>                            | Cambridge City Council is broadly supportive of the spatial strategy set out in the plan and welcomes South Cambridgeshire District Council's commitment to deliver 22,000 additional jobs and 19,000 new homes in the plan period, which is in line with the apportionment of homes across Cambridgeshire as agreed in the May 2013 Cambridgeshire and Peterborough Memorandum of Co-operation. |
| <b>Change to the Plan:</b>                        | None   |
| <b>Soundness:</b>                                 | N/A  |

| <b>Policy S/6 The Development Strategy to 2031</b> |  |
|--|--|
| <b>Nature of Representation:</b>                   | Support<br>B.  |
| <b>Representation:</b>                             | Cambridge City Council is broadly supportive of the spatial strategy set out in the plan and welcomes South Cambridgeshire District Council's commitment to deliver 22,000 additional jobs and 19,000 new homes in the plan period, which is in line with the apportionment of homes across Cambridgeshire as agreed in the May 2013 Cambridgeshire and Peterborough Memorandum of Co-operation. |
| <b>Change to the Plan:</b>                         | None<br>C.   |
| <b>Soundness:</b>                                  | N/A  |

### Chapter 3 - Strategic Sites

| <b>Policy SS/1 Orchard Park</b>  |   |
|----------------------------------|---|
| <b>Nature of Representation:</b> | Support   |
| <b>Representation:</b>           | Cambridge City Council is concerned about the quality of life experienced by existing and future residents of Orchard Park, due to the air quality and noise issues created by the close proximity of the A14 to the site. We therefore strongly support inclusion of Policy SS/1 clause 3 and its sub-clauses. |
| <b>Change to the Plan:</b>       | None  |
| <b>Soundness:</b>                | N/A   |

| <b>Paragraph 3.5 (Supporting text to Policy SS/1: Orchard Park)</b> |  |
|---|--|
| <b>Nature of Representation:</b>                                    | Object   |
| <b>Representation:</b>  | Cambridge City Council supports the ongoing sustainable development of Orchard Park. However, the reference made to the need for a high quality landmark building on the south west corner of the Orchard Park site, fronting Histon Road and Kings Hedges Road, is of concern. The term 'landmark' is considered unnecessary within this paragraph, as it can often denote a building of significant height. A suitable high quality building which effectively addresses this prominent corner |



|                            |  |
|----------------------------|--|
|                            | location is considered to be a more appropriate representation of the type of development which should happen in this location.  |
| <b>Change to the Plan:</b> | Amend the final sentence of paragraph 3.5 to read "A high quality building will therefore be required, which addresses the prominent corner and provides an appropriate frontage to Histon Road, reflecting its edge of City location and the need to respect the separation with Histon and Impington village to the north of the A14." |
| <b>Soundness:</b>          | Justified  |

**Policy SS/2 Land between Huntingdon Road and Histon Road**

**Paragraph 3.16 (Supporting text to Policy SS/2 Land between Huntingdon Road and Histon Road)**

**Paragraph 3.18 (Supporting text to Policy SS/2 Land between Huntingdon Road and Histon Road)**

|                                  |   |
|----------------------------------|---|
| <b>Nature of Representation:</b> | Object  |
| <b>Representation:</b>           | <p>With reference to part 2b of the policy and associated paragraph 3.16, this should refer to a design code requirement rather than design guides/design codes. NIAB1 is design coded already and it is important to be consistent, given the contiguous nature of the developments at Darwin Green/NIAB. The design code should be site-wide, rather than having a different design guide/code for each phase as is suggested in the policy. Both Darwin Green 2 and 3 are relatively small sites and coding on a site-wide basis would make more sense.</p> <p>Clause 5 of the policy and associated paragraph 3.18 refer to provision for off-site services and facilities in relation to Darwin Green 2 and 3 being located within NIAB1's local centre. This needs further consideration because there will be limited space in the NIAB1 local centre for additional facilities to service Darwin Green 2 and 3. There could also be revenue funding implications for Cambridge City Council. As such, this clause should include reference to "subject to agreement with Cambridge City Council as the relevant local</p> |

|                                   |  |
|-----------------------------------|--|
|                                   | <p>planning authority" or similar wording. Contributions to off-site facilities should therefore include a reference to "including pump-priming revenue funding where appropriate."</p> <p>Cambridge City Council is also concerned about the quality of life experienced by future residents of land between Huntingdon Road and Histon Road, due to the air quality and noise issues created by the close proximity of the A14 to the site. We support Policy SS/2 clause 13, particularly the reference to landscaped buffers, but would recommend that both noise and air quality issues are fully investigated and resolved through an Environmental Impact Assessment or pre-application submissions in addition to planning conditions and obligations.</p> <p><b>Summary (100 words)</b><br/>Cambridge City Council is concerned about continuity of approach for NIAB1 and Darwin Green 2 and 3 developments and about air quality and noise issues created by the close proximity of the A14 to the site. The approach to design coding and to the provision of community facilities for suggested in our full representation would help ensure high quality developments for both Cambridge and South Cambridgeshire.</p> |
| <p><b>Change to the Plan:</b></p> | <p>Replace "Design Guides/ Design Codes for each phase of development" with "Design Codes for the development" within clause 2b. Reference to Design Guides should also be removed from paragraph 3.16 (sentence 3).</p> <p>Replace the final section of clause 5 of the policy, which currently reads "the planning obligation will include a requirement for contributions to the provision of offsite services and facilities," with "the planning obligation will be subject to agreement with Cambridge City Council as the relevant local planning authority and will include a requirement for contributions to the provision of offsite services and facilities, including pump-priming revenue funding where appropriate."</p>  |

|                   |   |
|-------------------|---|
|                   | <p>Paragraph 3.18 should also be amended to read:<br/>         “All necessary community services and facilities will be provided by the development, either onsite or through contributions to off-site provision secured through a planning obligation, for example in the local centre proposed in the adjoining development in Cambridge City if masterplanning determines this is most appropriate and deliverable. If the provision is made offsite within the adjoining development, this provision will be subject to agreement with Cambridge City Council as the relevant local planning authority and will need to include pump-priming revenue funding where appropriate. Open space provision will also provide opportunities for enhanced nature conservation value, and will enable quiet enjoyment of the natural environment.”</p> <p>Replace the second sentence of clause 13 with “If necessary, development will be subject to measures, which may include <u>Environmental Impact Assessment, pre-application submissions and the use of planning conditions and / or planning obligations</u>, a landscaped buffer, and layout and design measures, to mitigate the effects of air pollution and noise caused by traffic using the A14 north of the site and Histon Road east of the site. Noise attenuation fencing will not be permitted.”</p> |
| <b>Soundness:</b> | Effective and Justified   |

| <b>Policy SS/3 Cambridge East</b> |   |
|-----------------------------------|---|
| <b>Nature of Representation:</b>  | Support   |
| <b>Representation:</b>            | Cambridge City Council is working in parallel with South Cambridgeshire District Council to prepare respective Local Plans. As part of this joint work, the Councils have undertaken the production of complementary policies on Cambridge East in their respective plans. Cambridge City Council supports the approach taken in policy SS/3 on Cambridge East. |
| <b>Change to the Plan:</b>        | None  |
| <b>Soundness:</b>                 | N/A   |

| <b>Policy SS/4 Cambridge Northern Fringe East and land surrounding the proposed Cambridge Science Park Station</b> |  |
|--|--|
| <b>Nature of Representation:</b>   | Support  |
| <b>Representation:</b>   | Cambridge City Council is working in parallel with South Cambridgeshire District Council to prepare respective Local Plans. As part of this joint work, the Councils have undertaken the production of complementary policies on Cambridge Northern Fringe East and land surrounding the proposed Cambridge Science Park Station in their respective plans. Cambridge City Council supports the approach taken in policy SS/4 on Cambridge Northern Fringe East and land surrounding the proposed Cambridge Science Park Station. Cambridge City Council welcomes the opportunity for continued joint working with South Cambridgeshire District Council on the production of an area action plan for this area. |
| <b>Change to the Plan:</b>   | None   |
| <b>Soundness:</b>  | N/A  |

#### Chapter 4 - Climate Change

| <b>Policy CC/6 Construction Methods</b> |  |
|---|--|
| <b>Nature of Representation:</b>        | Object   |
| <b>Representation:</b>                  | Cambridge City Council has made reference in its draft local plan (Figure 4.1) to the need to comply with the County Council's RECAP Waste Management Design Guide. To ensure a consistent approach to waste management across the sub-region, it would be appropriate to make reference to this document within Policy CC/6 or supporting text to ensure robust reasoning and justification for sustainable waste management at all new properties. It is recognised that there is reference to construction waste, but consideration needs to be given to waste and recycling for individual properties at an early stage and throughout the planning process. |
| <b>Change to the Plan:</b>              | Insert "Reference should be made to the requirements set out in Cambridgeshire County  |

|                   |  |
|-------------------|--|
|                   | Council's RECAP Waste Management Design Guide" in the policy or its supporting text. |
| <b>Soundness:</b> | Justified  |

## Chapter 7- Delivering High Quality Homes

| <b>Policy H/6 Residential Moorings</b> |   |
|--|---|
| <b>Nature of Representation:</b>       | Support   |
| <b>Representation:</b>                 | Cambridge City Council has also proposed the allocation of a site (RM1) for residential moorings at Fen Road, Cambridge. The South Cambridgeshire H/6 site lies directly adjacent to Cambridge City Council's site RM1. Cambridge City Council therefore supports the allocation of site H/6 within the South Cambridgeshire Local Plan – Proposed Submission as it renders the RM1 site within the city's administrative boundary more developable, with the potential for positive impacts upon the river in terms of residential and leisure moorings. |
| <b>Change to the Plan:</b>             | None  |
| <b>Soundness:</b>                      | N/A   |

## Chapter 8 - Building a Strong and Competitive Economy

| <b>Policy E/2 Fulbourn Road East (Fulbourn) 6.9 Hectares</b> |   |
|--|---|
| <b>Nature of Representation:</b>                             | Support   |
| <b>Representation:</b>                                       | Cambridge City Council has proposed the allocation of two sites (GB3 and GB4) adjacent to Peterhouse Technology Park. Cambridge City Council recognises that the allocation site E/2 in tandem with the two sites in the city provide scope for ongoing employment development at Peterhouse Technology Park. Cambridge City Council therefore supports the allocation of this site and welcomes the recognition of the importance of the creation of landscaped buffers to the site and the need to achieve a suitable profile and setting of the development adjacent to the Cambridge Green Belt boundary. |
| <b>Change to the Plan:</b>                                   | None  |

|                   |     |
|-------------------|-----|
| <b>Soundness:</b> | N/A |
|-------------------|-----|

## Chapter 9 - Promoting Successful Communities

| <b>Policy SC/10 Lighting Proposals</b> |  |
|--|--|
| <b>Nature of Representation:</b>       | Object   |
| <b>Representation:</b>                 | Cambridge City Council supports the control of lighting proposals set out in the policy. However, bearing in mind cross-boundary sites and the benefits of both councils having a co-ordinated approach, this policy could benefit from mention of ecological impact in addition to the stated clauses. Cambridge City Council would therefore suggest insertion of an additional clause (f) to read “Impact on wildlife is minimised, particularly in countryside areas.” |
| <b>Change to the Plan:</b>             | Insert an additional clause (f) to Policy SC/10 to read “Impact on wildlife is minimised, particularly in countryside areas.”  |
| <b>Soundness:</b>                      | Consistent with national policy  |

| <b>Policy SC/11 Noise Pollution</b> |   |
|-------------------------------------|---|
| <b>Nature of Representation:</b>    | Object  |
| <b>Representation:</b>              | Cambridge City Council supports the aims of Policy SC/11 in addressing noise pollution, but considers that the policy would benefit from a minor change to Policy SC/11 clause 4 to replace “Noise level at nearby existing noise sensitive premises...” with “Noise level at the boundary of the premises subject to the application and having regard to noise sensitive premise...” This is considered appropriate as it would mean that there would be no worsening of noise levels beyond the application site’s boundary. |
| <b>Change to the Plan:</b>          | Replace existing text in Policy SC/11 clause 4 which reads “Noise level at nearby existing noise sensitive premises...” with “Noise level at the boundary of the premises subject to the application and having regard to noise sensitive premise...”   |
| <b>Soundness:</b>                   | Justified   |

| <b>Policy SC/13 Air Quality</b>  |   |
|----------------------------------|---|
| <b>Nature of Representation:</b> | Support   |
| <b>Representation:</b>           | Cambridge City Council supports Policy SC/13 on Air Quality as it represents a comprehensive and effective policy, which incorporates all of the necessary protections and, in addition, promotes low emissions strategies. The Council acknowledges the housing proposed through strategic site allocations, creating additional transport impact on Air Quality Management Areas in Cambridge and South Cambridgeshire. The impact of these developments in transport terms is considered in the current Draft Transport Strategy for Cambridge and South Cambridgeshire. However, site-specific air quality issues for these major developments can be addressed using Policy SC/13 Air Quality in tandem with policies on specific sites. |
| <b>Change to the Plan:</b>       | None  |
| <b>Soundness:</b>                | N/A   |

## **8. South Cambridgeshire Community Infrastructure Levy Preliminary Draft Charging Schedule**

- 8.1 This consultation document sets out South Cambridgeshire District Council's preliminary rates of Community Infrastructure Levy (CIL). The CIL was introduced under the Planning Act 2008 and is a levy that Local Authorities can charge on new developments to fund infrastructure needed to support development.
- 8.2 The CIL regulations 2010 with subsequent amendments, and statutory guidance, give guidance to councils implementing the levy. Before a CIL charging schedule is adopted, it must go through two formal rounds of consultation followed by an independent examination. The first formal stage is the development of a Preliminary Draft Charging Schedule for consultation. The second stage of consultation is for the Draft Charging Schedule.
- 8.3 Cambridge City Council has already undertaken consultation on its Preliminary Draft Charging Schedule in March and April 2013.

The Draft Charging Schedule for Cambridge is currently being prepared and is timetabled for discussion at Environment Scrutiny Committee on 8 October 2013 prior to consultation during November and December 2013.

- 8.4 South Cambridgeshire's Preliminary Draft Charging Schedule includes rates which are broadly similar to those proposed in Cambridge City Council's Preliminary Draft Charging Schedule. South Cambridgeshire's Preliminary Draft Charging Schedule can be found at <http://www.scambs.gov.uk/cilpdc>. The two sets of rates are set out in Table 7.1 below for comparison purposes.

**Table 8.1: South Cambridgeshire and Cambridge Preliminary Draft Charging Schedule Rates**

| <b>Accommodation Type</b>  | <b>South Cambridgeshire</b> | <b>Cambridge</b>                               |
|--|-----------------------------|--|
| Residential  | £100 per sq m               | £125 per sq m (includes student accommodation) |
| Residential on land north of Cherry Hinton at Teversham Drift  | £125 per sq m               | £125 per sq m                                  |
| Residential on six named and zoned strategic sites (i.e. the main locations for their proposed growth) | £0 per sq m                 | No similar zoning proposal                     |
| Retail (large)   | £125 per sq m               | £75 sq m                                       |
| Retail (small)   | £50 per sq m                | £75 sq m                                       |
| Business   | £0 per sq m                 | £0 per sq m                                    |
| Other uses   | £0 per sq m                 | £0 per sq m                                    |

- 8.5 Following a review of the consultation papers, the proposals seem appropriate and are not incompatible nor would cause any conflict with the City Council's CIL intentions. It is therefore recommended that we confirm to South Cambridgeshire District Council that we have the following representations in Section 9 of this report to make at this stage of their emerging CIL.



## **9. Proposed Representations on South Cambridgeshire's Preliminary Draft Charging Schedule (July 2013)**

### **1. Do you agree that SCDC should introduce a CIL Charging Schedule?**

Yes. Cambridge City Council is happy that the joined up approach that exists in relation to other aspects of joined up working also applies to the introduction of CIL.

### **2. Do you have any views on whether the District Council should introduce a discretionary relief policy?**

No. This is at the discretion of the Council. Cambridge City Council does not intend to introduce a discretionary relief policy but will keep the situation under review.

### **3. Do you have any views on the introduction of an instalment policy for CIL payments?**

Cambridge City Council feels that an instalment policy, which would help to provide the development industry with consistency and certainty, could usefully be worked up between the two authorities. Cambridge City Council will consult South Cambridgeshire District Council prior to publishing a Draft Instalment Policy.

### **4. Do you think there is sufficient evidence to demonstrate an infrastructure funding gap?**

Yes. The Cambridge City Council and South Cambridgeshire District Council Infrastructure Delivery Study 2012 and Update 2013 provide sufficient evidence of an infrastructure funding gap for both authorities.

### **5. Do you have a view on what infrastructure projects should be prioritised by the District Council**

Governance arrangements for the prioritisation of infrastructure projects that have cross boundary or strategic implications need to be worked up in conjunction with Cambridge City Council and other key stakeholders, such as Cambridgeshire County Council.

### **6. Do you agree with the proposed rates for residential use?**

Cambridge City Council does not disagree with the proposed rates. Broadly speaking, the rates proposed are similar to those which have been proposed in the Preliminary Draft Charging Schedule for

Cambridge City Council, consulted on in March-April 2013. The Council welcomes the fact that the rate proposed on residential land North of Teversham Drift, which crosses boundary with Cambridge City Council is £125 per sq.m, the same as the proposed Cambridge City rate.

**7. Do you agree with the proposed rates for retail use?**

Cambridge City Council has no objection to the proposed rates for retail use.

**8. Do you agree with the proposed rates for business use?**

Cambridge City Council has no objection to the proposed rates for business use, as it is borne out by the approach already taken by Cambridge City Council for this type of use.

**9. Do you consider that the District Council should apply a rate for any other use?**

The supporting viability evidence identified the potential to levy a charge of up to £125 per sq.m on student accommodation, if occurring at or near to the District/City border. The decision not to levy a charge may relate to the scale of development set to come forward in the South Cambridgeshire Local Plan but Cambridge City Council would like a clear explanation as to why South Cambridgeshire District Council have opted not to levy a charge.

**10. Do you agree that the District Council should maintain the use of planning obligations to fund onsite infrastructure on strategic development sites?**

Yes. This is the most appropriate approach for sites of this scale.

**11. Do you agree that the Council should have a zero residential rate for strategic development sites?**

Cambridge City Council recognises that the proposed rate is a matter for the appropriate charging authority in terms of striking an appropriate balance and acknowledges that the ability to develop viably the sites and scale of development identified in the Local Plan should not be threatened by inappropriate CIL rates.

## **10. Implications**

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

10.1 There are no direct financial implications arising from this report.

### **(b) Staffing Implications**

10.2 There are no direct staffing implications arising from this report.

### **(c) Equal Opportunities Implications**

10.3 There are no direct equal opportunities impacts arising from this report.

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

10.4 Decisions made in the process of producing the new Local Plan for South Cambridgeshire have scope to have direct environmental implications for Cambridge. Cambridge City Council will work with South Cambridgeshire District Council to ensure the most sustainable outcomes for the area.

### **(e) Consultation**

10.5 There are no direct consultation implications arising from this report.

### **(f) Community Safety**

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

## **11. Background Papers**

These background papers were used in the preparation of this report:

- South Cambridgeshire Local Plan – Proposed Submission (July 2013)
- Cambridge Local Plan 2014 – Proposed Submission (July 2013)
- South Cambridgeshire Community Infrastructure Levy Preliminary Draft Charging Schedule (July 2013)

- Cambridge Community Infrastructure Levy Preliminary Draft Charging Schedule Consultation Document (March 2013)

## **12. Appendices**

- None

## **13. Inspection of papers**

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

Author's Name: Joanna Gilbert-Wooldridge  
Author's Phone Number: 01223 457183  
Author's Email: [joanna.gilbert-wooldridge@cambridge.gov.uk](mailto:joanna.gilbert-wooldridge@cambridge.gov.uk)