

Appendix 1 Policy Glossary

Cambridge Local Plan (2018)

Policy 1: The presumption in favour of sustainable development

The policy requires the Council to take a positive approach in considering all development proposals which reflects the presumption in favour of sustainable development contained within the National Planning Policy Framework (2024). Planning applications that accord with the policies in the local plan should be approved without delay unless material considerations indicate otherwise.

Policy 2: Spatial strategy for the location of employment development

The provision of employment development is supported in the Cambridge Local Plan (2018). Policy 2 states that employment development will be focused on the urban area, Areas of Major Change, Opportunity Areas and the city centre.

Policy 5: Strategic transport infrastructure

Policy 5 requires that all development proposals contribute to the implementation of the transport strategies and priorities set out in the Cambridgeshire Local Transport Plan (LTP) and the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC). It emphasises that stakeholders including Cambridge City Council and Cambridgeshire County Council and developers will work together towards securing modal shift and greater use of more sustainable forms of transport.

Policy 8: Setting of the city

Policy 8 states that development on the urban edge, including sites within and abutting green infrastructure corridors and the Cambridge Green Belt, open spaces and River Cam corridor will only be supported where it conserves and enhances the setting and special character of the city; promotes access to the surrounding countryside/open space where appropriate; and safeguards the best and most versatile agricultural land unless sustainable development considerations and the need for development override the need to protect it; and includes landscape improvement proposals that strengthen the well-defined urban edge and improves visual amenity and biodiversity.

Policy 14: Areas of Major Change and Opportunity Areas – general principles

Policy 14 (Areas of Major Change) states that the development within these areas should be of the highest quality design and incorporate the principles of sustainable design and construction, and should only be permitted when the necessary infrastructure and associated arrangements to support that development have been secured or where an assessment shows that a particular development can take place in advance of such provision without causing unacceptable impacts.

Policy 15: Cambridge Northern Fringe East and new railway Station Area of Major Change

Policy 15 states that Cambridge Northern Fringe East and the new railway station will enable the creation of a revitalised, employment focussed area centred on a new transport interchange” and allocates the land for “high quality mixed-use development, primarily for employment uses such as B1, B2 and B8, as well as a range of supporting commercial, retail, leisure and residential uses. It requires that all proposals should:

- 1.1 take into account existing site conditions and environmental and safety constraints;
- 1.2 demonstrate that environmental and health impacts (including odour) from the Cambridge Water Recycling Centre can be acceptably mitigated for occupants;
- 1.3 ensure that appropriate access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner;
- 1.4 where development is proposed, provide for appropriate ecological mitigation, compensation and enhancement measures either on- or off-site; and
- 1.5 ensure that due consideration has been given to safeguarding the appropriate future development of the wider site.

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

Policy 28 of the Cambridge Local Plan (Sustainable design and construction, and water use) states that all development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals. This should include climate change adaptation, carbon reduction and water management. The policy also requires non-residential buildings to include full credits for Wat 01 of BREEAM. The same policy requires new residential developments to achieve as a minimum water efficiency to 110 litres pp per day and a 44% on site reduction of regulated carbon emissions and for non-residential buildings to achieve full credits for Wat 01 of the BREEAM standard for water efficiency and the minimum requirement associated with BREEAM excellent for carbon emissions.

Policy 29: Renewable and low carbon energy generation

Policy 29 supports proposals which involve the provision of renewable and / or low carbon generation provided adverse impacts on the environment have been minimised as far as possible.

Policy 31: Integrated water management and the water cycle & Policy 32: Flood risk

Policies 31 and 32 of the Local Plan require developments to have appropriate sustainable foul and surface water drainage systems and minimise flood risk.

Policy 33: Contaminated land

Policy 33 permits development only where it has been demonstrated that there will be no adverse health impact to future occupiers, surrounding occupiers and the environment from ground contamination and gas migration.

Policy 34: Light pollution control

Policy 34 requires that all development proposal include details of external lighting which demonstrates it will minimise impact on residential amenity, wildlife and landscape character, prevent light spillage and be the minimum level required for public safety/crime prevention.

Policy 35: Protection of human health from noise and vibration

Policy 35 guards against developments leading to significant adverse impacts on health and quality of life from noise and disturbance. Developments must demonstrate that any adverse noise impacts can be appropriately reduced and/or mitigated.

Noise and disturbance during construction must be minimized through conditions restricting construction hours and collection hours to protect the amenity of future occupiers. These conditions are considered reasonable and necessary to impose.

Policy 36: Air quality, odour and dust

Policy 36 requires development to demonstrate that it would not adversely impact on health, amenity of the environment through polluting or malodorous emissions, or dust or smoke emissions. Where a development is a sensitive end-use, that there will not be any significant adverse effects on health, the environment or amenity arising from existing poor air quality, sources of odour or other emissions to air.

Policy 40: Development and expansion of business space

Policy 40 encourages new office, and research and development facilities in a number of identified areas in the city. Proposals elsewhere are considered on their merits. In larger employment sites, consideration should be given to shared social spaces and facilities to enhance the vitality of the site.

Policy 41: Protection of business space

Policy 41 protects the loss of employment floorspace unless the loss is needed to redevelop and modernise the use while retaining employment use or the site has been realistically marketed for 12 months for employment use and no future occupier has been found.

Policy 55: Responding to context

Policy 55 requires that development responds positively to its context, is well connected and integrated with its surroundings and is of an appropriate mass, scale form, materials and landscape design.

Policy 56: Creating successful places

Policy 56 requires development to be of a high quality, inclusive and accessible design. The policy states 11 criteria that development should comply with in order to create successful places.

Policy 57: Designing new buildings

Policy 57 supports new buildings which are of a height, scale mass, form, material and detailing that has a positive impact on their setting.

Policy 59: Designing landscape and the public realm

Policy 59 requires that external spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and coordinated with adjacent sites and phases.

Policy 60: Tall buildings and the skyline in Cambridge

Policy 60 requires that any structure which breaks the existing skyline or is significantly taller than the surrounding built form is considered against a number of criteria. Further guidance is set out in Appendix F of the plan.

Policy 61: Conservation and enhancement of Cambridge's historic environment

Policy 61 of the Cambridge Local Plan (2018) aligns with the statutory provisions and NPPF advice. It seeks to ensure the conservation and enhancement of Cambridge's historic environment preserve or enhance the significance of the heritage assets in terms of scale, form and sighting. Proposals must demonstrate a clear understanding of the significance of heritage assets and their context. Clear justification must be provided for works causing harm to a heritage asset.

Policy 62: Local heritage assets

Policy 62 seeks the protection of local heritage assets and proposals would be permitted where they retain the significance, appearance, character or setting of a local heritage asset.

Policy 69: Protection of sites of biodiversity and geodiversity importance

Policy 69 requires that development does not lead to an adverse impact or loss of a site of biodiversity or geodiversity importance as identified on the Policies Map.

Policy 70: Protection of priority species and habitats

Policy 70 outlines a primary objective for biodiversity to be conserved or enhanced and provides for the protection of Protected Species, Priority Species and Priority Habitat and states that proposals that harm or disturb populations and habitats should secure achievable mitigation and / or compensatory measures resulting in no net loss.

Policy 71: Trees

Policy 71 seeks to preserve, protect and enhance existing trees and hedges that have amenity value and contribute to the quality and character of the area and provide sufficient space for trees and other vegetation to mature.

Policy 80: Supporting sustainable access to development

Policy 80 seeks to prioritise sustainable transport.

Policy 81: Mitigating the transport impact of development

Policy 81 states that developments will only be permitted where they do not have an unacceptable transport impact.

Policy 82: Parking management

Policy 82 of the Cambridge Local Plan (2018) requires development to comply with the car and cycle parking standards set out within Appendix L.

In relation to cycle parking, the standards state for residential development states that one cycle space should be provided per bedroom for dwellings of up to 3 bedrooms. These spaces should be located in a purpose-built area at the front of each dwelling and be at least as convenient as car parking provision. To support and encourage sustainable transport, the provision for cargo and electric bikes should be provided on a proportionate basis.

In terms of car parking, Appendix L states maximum car parking standards. Outside of the Controlled Parking Zone the maximum standard is no more than 1.5 spaces per dwelling for up to 2 bedrooms and no less than a mean of 0.5 spaces per dwelling up to a maximum of 2 spaces per dwelling for 3 or more bedrooms. Inside the Controlled Parking Zone the maximum standard is no more than one space per dwelling for any dwelling size. Car-free and car-capped development is supported provided the site is within an easily walkable and cyclable distance to a District Centre or the City Centre, has high public transport accessibility and the car-free status can be realistically enforced by planning obligations and/or on-street controls. The Council strongly supports contributions to and provision for car clubs at new developments to help reduce the need for private car parking.

Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy

Policy 85 states that planning permission for new developments will only be supported/permitted where there are suitable arrangements for the improvement or

provision and phasing of infrastructure, services and facilities necessary to make the scheme acceptable in planning terms.

NPPF (2024)

Paragraph 11: The presumption in favour of sustainable development

Paragraph 11 states that decisions should apply a presumption in favour of sustainable development. For decision taking this means approving development proposals that accord with an up-to-date development plan without delay subject to assessing whether any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, when assessed against the policies in the NPPF (2024) taken as a whole.

Paragraphs 24 and 25: Making effective use of land

Paragraphs 24 and 25 of the NPPF states that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions and at criterion c) of paragraph 25, give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, proposals for which should be approved unless substantial harm would be caused, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

Paragraph 58: Planning obligations

Paragraph 58 advises that planning obligations must only be sought where they meet the three tests under Regulation 122(2) of the Community Infrastructure Levy Regulations 2010 (as amended) which are: necessary to make the development acceptable in planning terms; direct related to the development; and fairly and reasonably related in scale and kind to the development.

Paragraphs 85, 86 and 87: Building a strong, competitive economy

Paragraphs 85,86 and 87 advise that policies and decisions should help create the condition in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity.

Paragraph 116: Highway safety

Paragraph 116 advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraphs 124 and 125: Promoting effective use of land

Policies and decisions should encourage effective use of land in meeting the need for homes and other uses whilst safeguarding and improving the environment and ensuring safe and healthy living conditions.

Paragraphs 131, 135 and 137: Well-designed, sustainable places

Paragraphs 131, 135 and 137 advise that developments should aim to achieve well-designed, sustainable places that function well, are visually attractive, create a strong sense of place and optimise the potential of the site.

Paragraph 136: Trees

Paragraph 136 seeks for existing trees to be retained wherever possible.

Paragraphs 161-162: Planning for climate change

Paragraphs 161 and 162 advise that the planning system should support to transition to net zero by 2050 and take full account of all climate impacts including overheating, water scarcity, storm and flood risks and coastal change.

Paragraphs 170-181: Flood risk

Paragraphs 170 – 181 relates to flood risk. These advise that Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. A sequential risk-based approach should also be taken to individual applications in areas known to be at risk now or in future from any form of flooding. The sequential test should be used in areas known to be at risk now or in the future.

Paragraph 187: Protecting the natural environment

Paragraph 187 states that planning policies and decisions should contribute to and enhance the natural and local environment by:

- a) protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils (in a manner commensurate with their statutory status or identified quality in the development plan);
- b) recognising the intrinsic character and beauty of the countryside, and the wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland;
- c) maintaining the character of the undeveloped coast
- d) minimising impacts on and providing net gains for biodiversity
- e) preventing 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
- f) remediating and mitigating contaminated and unstable land where appropriate.

Paragraph 198: Noise

Paragraph 198 advises that planning decisions should aim to avoid noise giving rise to significant adverse impacts on health and quality of life resulting from new development, as well as limiting the impact of light pollution on local amenity.

Paragraph 199 Air Quality

Paragraph 199 advises that opportunities to improve air quality should be identified, such as through traffic and travel management.

Paragraph 207: The impact of a proposed development on the significance of a designated heritage asset

Paragraph 207 set out that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation, and the more important the asset, the greater the weight should be. Any harm to, or loss of, the significant of a heritage asset should require clear and convincing justification.

Other

The Greater Cambridge Sustainable Design and Construction SPD (2020)

The Councils' Sustainable Design and Construction SPD (2020) sets out a framework for proposals to demonstrate they have been designed to minimise their carbon footprint, energy and water consumption and to ensure they are capable of responding to climate change as required by policy CC/1 of the South Cambridgeshire Local Plan / Policy 28 of the Cambridge Local Plan.

The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging at 1 per 1,000m² of floor space for fast charging points; 1 per 2 spaces for slow charging points and passive provision for the remaining spaces to provide capability for increasing provision in the future.

The Greater Cambridge Biodiversity SPD (2022)

The Councils' Biodiversity SPD (2022) is in line with the Environment Act 2021 and requires that development proposals deliver a net gain in biodiversity following a mitigation hierarchy which is focused on avoiding ecological harm over minimising, rectifying, reducing and then off-setting.

Planning Practice Guidance

Paragraph: 001 Reference ID: 34-001-20161116

This section advises on water supply, wastewater, and water quality. The Water Environment Regulations 2017 sets out requirements, amongst other things, to protect, enhance, and restore water bodies to 'good status'.

Paragraph: 016 Reference ID: 34-016-20140306

This section describes how water supply should be considered through the planning application process, setting out that water supply should normally be addressed through strategic policies, although exceptionally may require water supply to be considered through the planning application process, including whether a plan requires enhanced water efficiency in new developments.