Appendix 2 Policy Glossary

Cambridge Local Plan

Policy 1: The presumption in favour of sustainable development

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 focuses on the urban area, Areas of Major Change, Opportunity Areas and the city centre.

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

The 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.

The area is allocated 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 (subject to acceptable environmental conditions).

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 30: Energy-efficiency improvements in existing dwellings

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 31(f) of the Local Plan requires that all flat roof is a green or brown roof, providing that it is acceptable in terms of context.

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 37: Cambridge Airport Public Safety Zone and Air Safeguarding Zones

Applications for development within Cambridge Airport’s Air Safeguarding Zones will be the subject of consultation with the operator of the airport and the Ministry of Defence.

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 mas, 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 within order to create successful places.

Policy 57: Designing new buildings

Policy 57 supports new buildings which are of a heigh, 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 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 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.

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.

Cambridgeshire and Peterborough Minerals and Waste Local Plan 2036 (Adopted July 2021)

Policy 5: Minerals Safeguarding Areas (MSAS)

Mineral Safeguarding Areas (MSAs) are identified on the Policies Map for mineral resources of local and/or national importance. The Mineral Planning Authority must be consulted on all development proposals in these areas except:

(a) development that falls within a settlement boundary*;
(b) development which is consistent with an allocation in the Development Plan for the area;
(c) minor householder development within the immediate curtilage of an existing residential building;
(d) demolition or replacement of residential buildings;
(e) temporary structures;
(f) advertisements;

(g) listed building consent; and
(h) works to trees or removal of hedgerows.

*a ‘settlement boundary’ is that which is defined on the relevant Policies Map for the area (e.g. a village envelope or urban area boundary). If no such boundary is identified on the Policies Map, it will constitute the edge of the built form of the settlement or, should an edge be defined in words (rather than map form) in a Local or Neighbourhood Plan, then that definition will be used for that local area.

Policy 16: Consultation Areas (CAS)

Consultation Areas (CAs) are identified on the Policies Map, as a buffer around Mineral Allocation Areas (MAAs), Mineral Development Areas (MDAs), Waste Management Areas (WMAs), Transport Infrastructure Areas (TIAs) and Water Recycling Areas (WRAs). The Mineral and Waste Planning Authority must be consulted on all planning applications within CAs except:

(a) householder applications (minor development works relating to existing property); and
(b) advertisements

Development within a CA will only be permitted where it is demonstrated that the development will:
(c) not prejudice the existing or future use of the area (i.e. the MAA, MDA, WMA, TIA or WRA) for which the CA has been designated; and
(d) not result in unacceptable amenity issues or adverse impacts to human health for the occupiers or users of such new development, due to the ongoing or future use of the area for which the CA has been designated*.

NPPF (2026)

S4: Principle of development within settlements

Development proposals within settlements should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.

E2: Meeting the need for business land and premises

To support business growth, substantial weight should be given to the economic benefits of proposals for commercial development.

DP3: Key principles for well-designed places

Development proposals should respond to their context (the history, character and features of their site and its setting), so that they integrate with and enhance their surroundings;

TR3: Locating development in sustainable locations

Development should be located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure.

TR4: Street design, access and parking

To contribute to creating well-designed places, transport considerations should be integral to the design of development ad give priority first to walking, wheeling and cycle movements.

CC2: Mitigation of climate change

Development proposals should contribute to climate change mitigation and the transition to net zero.

N2: Improving the natural environment

Development proposals should contribute positively to the natural environment, and support nature's recovery.

N3: Trees in new development

Development proposals should have recognition of the benefits which trees can provide for biodiversity, climate change mitigation and adaptation, and the character and quality of the built environment.

F4-F8: Flood risk

To inform the assessment of flood risk and, where relevant, appropriate mitigation, a site-specific flood risk assessment should accompany all development proposals in Flood Zones 2, 3a, and 3b.

P2: Ground conditions

Sites proposed for development should be suitable for their proposed use taking into account ground conditions and the extent to which risks can be mitigated.

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 28 of the Cambridge Local Plan.

The Greater Cambridge Sustainable Design and Construction SPD outlines the standards for EV charging.

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.

Greater Cambridge Health Impact Assessment (HIA) SPD (2025)

HIAs are a method of assessing the prospective positive and negative health impacts of development on different population groups. They function as a guiding framework for the design and delivery of a development project, identifying how negative health impacts can be mitigated or prevented, how health benefits can be maximised, and how health impacts can be monitored in the long-term.

The Community Infrastructure Levy Regulations (2010)

The Community Infrastructure Levy Regulations (2010) have introduced the requirement for all local authorities to make an assessment of any planning obligation in relation to three tests. If the planning obligation does not pass the tests then it is unlawful. The tests are that the planning obligation must be:

a) necessary to make the development acceptable in planning terms;
b) directly related to the development; and
c) fairly and reasonably related in scale and kind to the development.