



South
Cambridgeshire
District Council

Local Development Framework

Cambridge East Area Action Plan

Development Plan Document

Prepared jointly by South Cambridgeshire District Council &
Cambridge City Council

Adopted February 2008

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Published by South Cambridgeshire District Council & Cambridge City Council

ISBN: 0906016665 © February 2008

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A INTRODUCTION

- A.1 The Area Action Plan for Cambridge East identifies the site for a sustainable new urban quarter of approximately 10,000 to 12,000 dwellings and associated development as well as the off-site infrastructure needed to deliver and serve the urban quarter. It establishes an overall vision and a set of development principles for the new urban quarter including its relationship with Cambridge and surrounding villages and its countryside setting. It also sets out the policies and proposals to guide all the phases of development. The area covered by the Cambridge East Area Action Plan is shown on the Councils' Proposals Maps as the area not covered by grey tone.
- A.2 The development of Cambridge East will take many years to complete and the Area Action Plan provides the basis for the grant of planning permission for the first phase of development of land to the north of Newmarket Road that can take place ahead of the relocation of Cambridge Airport. A more general policy framework is provided for the rest of the site to provide an overall context for decisions on that first phase. An early review of the Area Action Plan will take place once the timing of later stages of development are more certain to provide a more detailed policy framework to be prepared for them. The evidence base for this major development may also change over time and this would inform the review of the Area Action Plan.
- A.3 The Area Action Plan for Cambridge East has been prepared jointly by Cambridge City Council and South Cambridgeshire District Council. It needs to be read in conjunction with:
- South Cambridgeshire Local Development Framework, of which it forms part;
 - Cambridge City Local Plan.
- A.4 The Area Action Plan will form part of the Development Plan for Cambridge City and South Cambridgeshire District. The documents which make up the development plan area listed in each Council's Local Development Scheme. These documents set out how each Council will move from the previous to the current development plans system, and lists which Local Development Documents are to be produced and when.
- A.5 The Area Action Plan comprises policies and plans which will:
- Establish a vision and development principles for Cambridge East;
 - Set out the broad policy context for the development of the area as a whole; and

- Provide more detailed guidance for the first phase of development north of Newmarket Road.
- A.6 In future reviews of the Area Action Plan, plans for the area will be refined, including further detail on aspects such as key transport infrastructure e.g. dedicated busway, and location of local centres in the wider development. They may be augmented by a formal off-site Infrastructure Plan that will form part of the Proposals Map, once the transport and any other infrastructure proposals are further developed.
- A.7 The Area Action Plan will provide a context for detailed plans to be prepared before and during the development process:
- A Spatial Masterplan for the whole of the new urban quarter will be prepared to accompany the outline planning application for the first phase of development north of Newmarket Road. This will show how the Concept Plan will be interpreted and demonstrate how the first phase of development will integrate with the longer term plans for the area. It will also provide the context for an outline application for the rest of the site that will come forward closer to the time that the relocation of the airport and development on the airport site will take place. The Spatial Masterplan will show the general disposition of development, roads, district and local centres, services, open space and landscaping.
 - Strategic Design Guidance (incorporated in the Spatial Masterplan and supplemented by Design and Access Statements for each major phase of development).
 - Design Guides and Design Codes will be prepared to accompany any planning applications for individual neighbourhoods, the district centre and any major employment areas or areas of strategic recreation / open space. They will be required for Phase 1 of development north of Newmarket Road. The Design Guides and Design Codes will set more detailed criteria to create a clear identity for these areas, but will not replace the need for careful design of individual buildings and areas as proposals are brought forward as planning applications.
- A.8 A number of strategies are also required as part of the implementation of development at Cambridge East to ensure that it is a high quality sustainable development which meets the needs of its residents and respects the character of Cambridge and its surroundings. Those strategies, and the need for them are identified in the Area Action Plan.
- A.9 The Area Action Plan concerns itself with a number of practical issues concerning the future governance of Cambridge East, which lies partly within Cambridge City and partly within South Cambridgeshire, but it does not address wider governance issues which are not proper subjects for

consideration in a planning policy document. The issue of governance is an important issue for this major development and will be considered in parallel with, but separate from, the Area Action Plan.

- A.10 A Glossary of Technical and Other Terms is to be found at the back of this document.

B VISION AND DEVELOPMENT PRINCIPLES

OBJECTIVE

B/a To create a new and distinctive sustainable community on the eastern edge of Cambridge which will enhance the special character of the city and its setting and is connected to the rest of the city by high quality public transport and non-motorised modes of transport.

THE VISION FOR CAMBRIDGE EAST

POLICY CE/1 The Vision for Cambridge East

Cambridge East will be a modern, high quality, vibrant and distinctive new urban quarter for Cambridge which will complement and enhance the character of the city and protect and enhance the environmental qualities of the surrounding area.

- B.1** The Structure Plan identifies Cambridge Airport, land North of Newmarket Road and land north of Cherry Hinton as locations which together will provide a major urban extension to Cambridge (Policy P9/2c). It requires that provision be made for housing and mixed-use development on land to be released from the Green Belt that should be treated as a priority for high density development. Also that any development must pay proper regard to the need to maintain the penetration of the countryside into the heart of the City provided by the Teversham green corridor which links with Coldham's Common.
- B.2** It is important that this vision is set out to help develop the urban quarter's own identity and to guide the policy framework in the Area Action Plan.

DEVELOPMENT PRINCIPLES

POLICY CE/2 Development Principles

Plans to be Approved:

- 1. A Spatial Masterplan for Cambridge East, setting out the general principles for good design of the urban quarter as a whole, will be submitted for approval by the Local Planning Authorities as part of the first application for planning permission:**

- a. **The Masterplan will be supplemented by a Design and Access Statement submitted with the outline application for each major phase of development which shows how it will integrate into the development as a whole.**
- b. **Design Guides / Design Codes for each sub-phase of development will be prepared as part of applications for the grant of approval of reserved matters.**

The Urban Quarter of Cambridge East will develop:

2. **As a new urban quarter of Cambridge of approximately 10,000 to 12,000 dwellings with appropriate employment, services, facilities and infrastructure;**
3. **As an attractive feature in the landscape with which it is well integrated through a variety of edge treatments;**
4. **In a way which integrates and links the new development with the existing urban fabric of Cambridge to preserve existing residential amenity;**
5. **As a compact and sustainable urban extension, well designed to a high quality, with a strong sense of local identity;**
6. **With a distinctive urban character which reflects innovative urban design and which engenders an inclusive, vibrant and diverse community with a strong sense of local identity and a well developed sense of community spirit, with landmarks and other points of interest, particularly in the district and local centres, including public art, to create a legible sense of place;**
7. **With an emphasis on housing which achieves an overall high density and which is well designed and of a high quality;**
8. **As a balanced, viable and socially inclusive community where people can live a healthy lifestyle, in a safe environment and where most learning needs are met;**
9. **With a flexible design, making best use of energy and other natural resources, built to be an exemplar of sustainable living with low carbon and greenhouse gas emissions and able to accommodate the impacts of climate change;**
10. **With the highest quality of built form and open spaces throughout, but particularly in the district centre, fronting Newmarket Road and facing the green corridor, including retained and new landmark buildings and public art to give a**

sense of place;

11. With well designed and landscaped urban and residential areas which are permeable and legible;

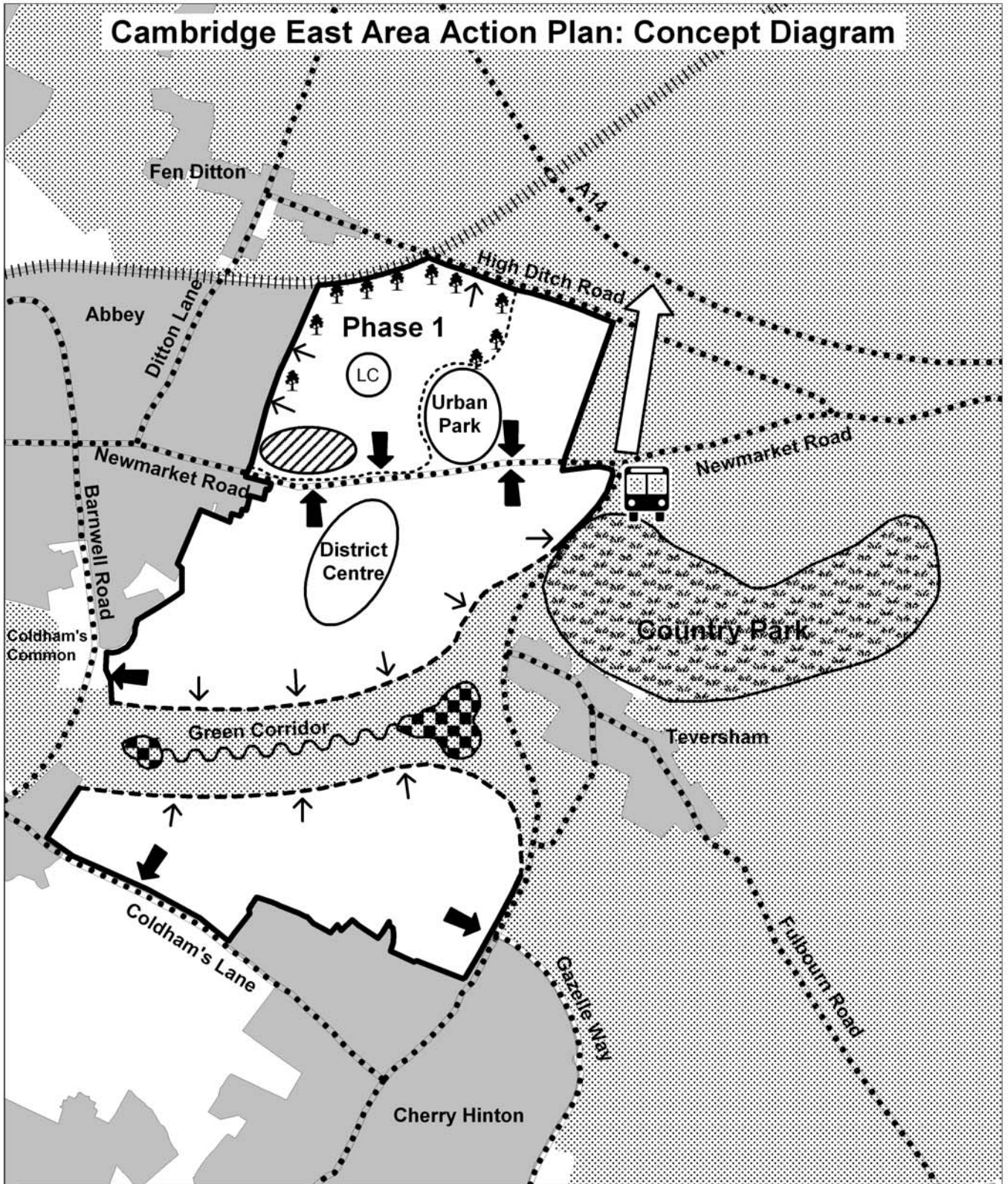
12. As a compact and sustainable urban quarter with a low car dependency, which is highly accessible and permeable to all its residents by foot, cycle and High Quality Public Transport, and which has good links to the city centre and to existing major employment centres;

13. To ensure that the early phase of development north of Newmarket Road can function independently as a stand-alone neighbourhood whilst the airport is still operating but is also capable of integrating with the wider development in the longer term.

- B.3 Before Cambridge City and South Cambridgeshire District Councils can grant any planning permission for Cambridge East; they will need to ensure that the development will be delivered consistent with the principles set out in the Area Action Plan. A Masterplan will be required to be prepared as part of the supporting information to the application for the initial grant of planning permission to ensure this is the case and to create the framework within which a quality environment can be achieved. Different levels and types of design guidance will be required at appropriate stages during the development to ensure the delivery of a high quality development.
- B.4 The size of the urban quarter of Cambridge East is indicated through the Area Action Plan having regard to the policy framework and the strategic objective for this to be a high density development and recognising the need for a design-led approach to determining the actual numbers of dwellings for the new urban quarter. In order for it to become established as a successful community as part of wider Cambridge, the urban quarter will need to provide all the necessary employment, services, facilities and infrastructure required to support a new community of 10,000 – 12,000 dwellings.
- B.5 There are a number of overarching development principles that will guide the development of Cambridge East to ensure that it is a sustainable and vibrant new community that respects its context as an urban extension to Cambridge, including how it sits within the landscape setting of Cambridge, the form and character of the urban quarter, the drive towards sustainable living, and the importance of creating a balanced and inclusive new community which addresses the current lack of housing close to Cambridge. These principles are consistent with the policy context for the urban extensions to Cambridge provided by the South Cambridgeshire Core Strategy DPD, the Cambridge Local Plan 2006, the Structure Plan and national planning policy.

- B.6 Cambridge East will be a large urban quarter within Cambridge and represents the largest urban extension to the city proposed in the Structure Plan. Although forming a new urban quarter, it will be important that it enhances Cambridge as an important and unique city rather than detracting from it. It will need to respect Cambridge as a compact city with a Green Belt setting comprising open countryside and villages, which have their own distinct characters.
- B.7 The population of the new quarter will need to be served by a new large district centre and a number of local centres, which should be the focus of services, facilities and employment. The district centre should complement rather than compete with the city centre in order to maintain the dominant focus of the city centre consistent with the character of Cambridge.
- B.8 The green corridor from Coldham's Common to Teversham and the open countryside will enable Cambridge East to continue the traditional character of Cambridge where a number of green corridors penetrate deep into the urban fabric. The opportunity should also be taken to reflect Cambridge where water, largely in the form of the River Cam, contributes significantly to that special character which is celebrated in the College Backs.
- B.9 The development of the urban quarter at a high density and with mixed uses will facilitate travel by foot, cycle and public transport, keeping car use to a minimum, thus putting less strain on the transport network.
- B.10 Cambridge East must be interesting and attractive if it is to be a successful place in which to live and work. It will need a good range of shopping and all the other services and facilities needed to serve the residents of the urban quarter. It will also provide an opportunity to locate other uses to serve Cambridge for which there are no suitable sites available in the city centre. This could include restaurants, cafés, pubs and bars, library, cinema, health centres, police and fire station, sports halls, swimming pool, community centres and meeting rooms.
- B.11 The development will need to have sufficient variety in its built form to create a sense of different places with landmark places and buildings. This may include taller buildings and structures which could help to create an attractive skyline but which will also need to respect the historic skyline of Cambridge.

Cambridge East Area Action Plan: Concept Diagram



Notes: i) This diagram is indicative only and does not constitute part of the Proposals Map.
 ii) This diagram provides general information for development beyond phase 1 at a high level only.

- | | | |
|------------------------|-------------------------|---------------------|
| Existing Built Up Area | Local Centre | Existing Road |
| Green Belt | Landscape Buffers | Stream |
| Country Park | Improved Road Access | Disused Railway |
| Car Showrooms Retained | Potential Access to A14 | Foot & Cycle Access |
| Lake | Park & Ride | |

C THE SITE AND ITS SETTING

OBJECTIVES

1. Site

C1/a To meet the requirements of Policy P9/2c of the Structure Plan and the South Cambridgeshire Core Strategy for that part of the development in the District.

2. Green Belt

C2/a To ensure that the development of Cambridge East does not detract from the setting of Cambridge.

C2/b To ensure that Cambridge East will not merge with any of the surrounding villages.

C2/c To retain a green corridor from the countryside through the development to link with Coldham's Common and the heart of Cambridge.

C2/d To provide opportunities for outdoor recreation and public access to the open countryside around Cambridge East.

3. Landscape

C3/a To create an appropriate setting for the new urban quarter, minimising any adverse visual or landscape impacts on the surrounding area including the setting and character of the surrounding settlements, in particular the closest villages of Fen Ditton and Teversham.

C3/b To enable the landscape around Cambridge East to provide an attractive environment and to maximise benefits to wildlife.

C3/c To enable the landscape around Cambridge East to contribute to the informal recreation needs of those living, working and visiting the urban quarter.

C3/d To develop appropriate management strategies to ensure high quality, robust and effective implementation, adoption and maintenance of the landscape areas.

C1 THE SITE FOR CAMBRIDGE EAST

POLICY CE/3 The Site For Cambridge East

The Site for Cambridge East:

- 1. The site for Cambridge East of approximately 250 hectares will accommodate a new urban quarter of approximately 10,000 to 12,000 dwellings (including those coming forward after 2016) and associated employment, services, facilities and infrastructure and is located to the east of Cambridge. The site is in two parts north and south of the green corridor. It is shown on the Proposals Map and is bounded by:**
 - a. North: High Ditch Road and disused railway line;**
 - b. East: The hedge / ditch line from High Ditch Road to Newmarket Road to the west of Airport Way roundabout and Airport Way / Cherry Hinton Road excluding land in the green corridor and Green Belt;**
 - c. South: City urban edge at Cherry Hinton;**
 - d. West: City urban edge at Barnwell Road and residential properties south of Newmarket Road.**

Phase 1 North of Newmarket Road:

- 2. A first phase of development will take place on a site of approximately 50 hectares north of Newmarket Road comprising:**
 - e. The North Works site - with redevelopment of part of the site, maximising the use of previously developed land, whilst retaining the car showrooms and associated uses on the part of the site fronting Newmarket Road and ensuring their integration into the scheme;**
 - f. Greenfield land to the north of the North Works up to High Ditch Road and east up to the Park and Ride site bounded by a tree belt; and**
 - g. The petrol filling station and works adjacent to the Park and Ride site.**
- 3. The boundaries will therefore be defined by the following features:**
 - h. North: High Ditch Road and disused railway line;**

- i. **East: Tree belt and Park and Ride boundary;**
 - j. **South: Newmarket Road;**
 - k. **West: Edge of existing Fisons housing estate.**
4. **It would be desirable for the car showrooms to be redeveloped in the longer term to achieve a more appropriate form of development on this important frontage, when the buildings reach the end of their useful life. This need not mean that the use would necessarily relocate.**
 5. **Whilst the relocation of the petrol filling station adjacent to the Park and Ride site is a policy requirement as part of the wider development, a petrol filling station should remain within the area at all times during the course of development.**

Safeguarded Land:

6. **Any part of the site that does not come forward for development by 2016 will be safeguarded for development for the period post 2016 to meet longer-term development needs.**

The Site for Cambridge East

- C1.1 The Regional Planning Guidance for East Anglia (RPG6) identifies the Cambridge Sub-Region as a growth area for the period up to 2016 where the intention is to increase the rate of development from about 2,000 dwellings to 2,800 dwellings per year. It states that housing and associated services and facilities should be focused on Cambridge with land within the built up area of Cambridge and on the edge of the city through a Green Belt review forming the first two stages in the sequence.
- C1.2 The Cambridgeshire and Peterborough Structure Plan 2003 takes forward the development strategy for the Cambridge Sub-Region. It identifies a number of strategic locations for housing and mixed-use development around Cambridge, which include land that is to be released from the Green Belt (Policy P9/2c). The largest of these is land on the east side of the city comprising Cambridge Airport, land north of Newmarket Road and land north of Cherry Hinton.
- C1.3 The Structure Plan says that sites should be brought forward as early as possible in the plan period, with the exception of Cambridge Airport, which is recognised to be unlikely to come forward until towards the end of the plan period, but should nonetheless be treated as a priority for high density development.

- C1.4 The Area Action Plan defines the site for Cambridge East having regard to the need to maximise the yield from the site to meet sub regional housing needs, to the extent that is compatible with securing a high quality development which will integrate with the city and which will maintain the individual identity of nearby villages, in particular Fen Ditton and Teversham. It is envisaged that a high quality, high density development can provide in the order of 10,000 to 12,000 dwellings. The actual number will depend on detailed design and density as masterplanning work progresses (see Housing chapter).
- C1.5 This first version of the Area Action Plan focuses on clear boundaries for Phase 1 of development north of Newmarket Road, which can come forward early in the development. It also sets out boundaries for the development of the site as a whole, which are coincident with the revised Green Belt boundaries. However, it is the intention of the local planning authorities to revisit the precise boundaries of the site and the Green Belt in the first review of the Area Action Plan which will take place soon after it is adopted, once there is greater certainty over the timing of relocation of the airport and once the more detailed masterplanning of the site as a whole has progressed. This relates particularly to the alignment of the green corridor and potentially to the eastern extent of a further phase of development north of Newmarket Road where the boundary may need to be reviewed if there is to be a new access road linking to the A14.

Phase 1 North of Newmarket Road

- C1.6 Land north of Newmarket Road and west of the Park and Ride site is not constrained by the airport relocation and can come forward for development earlier in the plan period. It lies almost entirely within South Cambridgeshire District. This first phase of development will play an important role in the provision of housing land in South Cambridgeshire on the edge of Cambridge to meet Structure Plan requirements.
- C1.7 The boundaries of Phase 1 of development can be clearly identified. A key focus of the development will be the reuse of brownfield land within the Marshall's North Works site and at the employment uses on the Newmarket Road frontage adjacent to the Park and Ride site, which can be freed up by the relocation of some of the existing uses. Whilst some existing uses will remain on the site, at least for the foreseeable future, it is important that the principle of maximising the use of the brownfield land underpins consideration of any development proposals.
- C1.8 The inclusion of the whole of the North Works within the site for Phase 1 is proposed to ensure that a holistic approach to the development of this area is taken, which can ensure that any uses that are retained are capable of being incorporated in such a way that they are compatible with creating a high quality living environment in the new neighbourhood. Also, at this

stage it is not clear how much of the previously developed land can come forward for redevelopment. The Area Action Plan allows for the retention of the car showrooms fronting Newmarket Road in Phase 1. These can provide a buffer between the new neighbourhood development and the impacts of Newmarket Road.

- C1.9 In the longer term, when the existing car showroom buildings have reached the end of their useful life, there could be potential for redevelopment of these buildings to help further integrate the new neighbourhood into the wider development and improve the urban character on this important frontage. This could involve retaining the existing car showroom uses but exploring more sustainable building forms which make better use of land or their relocation to an alternative, accessible location elsewhere within the Cambridge East development.
- C1.10 In the meantime, the urban character of the existing car showrooms frontage should be improved as part of Phase 1 of the development, in particular the expanses of open car parking generally, and also the lower density area to the west where there are very large gaps between buildings with views through to lower quality employment development behind.
- C1.11 In order to provide the shortest routes for cycles and pedestrians from the new neighbourhood to the city centre and other destinations to the west, a new link should be provided through the car showrooms site close to the city boundary linking from the new neighbourhood to Newmarket Road.
- C1.12 There is a relatively limited length of frontage onto Newmarket Road between the car showrooms and the Park and Ride site for the new development. There is a small group of existing built uses fronting Newmarket Road to the west of and immediately adjacent to the Park and Ride site, comprising a petrol filling station and car works. The retention of these uses in this location is not desirable for a number of reasons.
- C1.13 The nature of the existing works adjacent to the petrol filling station is not compatible with the creation of a high quality, high density new urban extension. The location fronting Newmarket Road adds to the negative impact these uses would have on the character and quality of this key route through the development. These uses also lie close to the likely access to the development north of Newmarket Road, which will link into the development of the airport site in due course. With the car showrooms being retained, it is crucially important that the remainder of the limited frontage between the North Works and the Park and Ride is used to best effect to ensure that a high quality treatment is achieved.
- C1.14 Whilst the provision of a petrol filling station within the development of Cambridge East as a whole will be necessary to serve the new community, the current location on this limited frontage and adjacent to the potential urban park is not appropriate. However, the petrol filling station provides a

valuable service to this part of Cambridge and whilst there is a policy requirement for its longer term relocation to a more suitable site as part of the wider development, the priority is for such a facility to remain within the area at all times during the course of development.

- C1.15 Phase 1 of the development north of Newmarket Road will need to be particularly well designed to ensure that it creates a sense of place in its own right whilst also capable of being integrated fully into the development of the airport in the longer term. With the retention of the car showrooms and associated motor activities, at least in the short term, the site available for development will be approximately 40 ha. Having regard to the provision of supporting services, facilities and infrastructure, this could yield in the order of 1,500 to 2,000 dwellings, depending on densities (see Housing chapter). The design must ensure that the retention of the petrol filling station in the short-term, does not prejudice its eventual satisfactory redevelopment and that a new building on this site can be well integrated into the frontage of Phase 1 onto Newmarket Road to enhance its design.

Safeguarded Land

- C1.16 The Structure Plan requires that any land that does not come forward for development by 2016 be designated as safeguarded land to meet longer term development needs, consistent with the strategy set out in the Structure Plan and emerging Regional Spatial Strategy (RSS).

Existing Residential Development

- C1.17 The existing residential area to the south of Newmarket Road and east of Meadowlands Road lies within South Cambridgeshire District and outside the site of the new urban quarter. Any applications for development in this area will be determined in accordance with the policies in the South Cambridgeshire Core Strategy and Development Control Policies DPDs. Any proposals must also ensure that they are compatible with the policies of the Area Action Plan.

C2 THE SETTING OF CAMBRIDGE EAST

POLICY CE/4 The Setting of Cambridge East

Revised Cambridge Green Belt:

- 1. Cambridge East will be bounded by the Cambridge Green Belt, the boundaries of which will be defined to retain as Green Belt that land which is essential to maintain the purposes of the Cambridge Green Belt and which will constrain further growth.**
- 2. The Green Belt at Cambridge East is revised to exclude land for the built up area of the new urban quarter. The Green Belt, as shown on the Proposals Map, includes a green corridor linking from Coldham's Common to Teversham (see criteria 4 to 7).**
- 3. The purposes of the Green Belt in the vicinity of Cambridge East are to:**
 - a. Ensure that the development of Cambridge East does not detract from the setting of Cambridge;**
 - b. Ensure that Cambridge will not merge with any of the surrounding villages;**
 - c. Minimise any adverse visual or landscape impacts on the surrounding area including the setting and character of the surrounding settlements, in particular the closest villages of Fen Ditton and Teversham and their Conservation Areas;**
 - d. Provide opportunities for outdoor recreation and public access to the open countryside adjoining Cambridge East.**

Green Corridor:

- 4. A green corridor will be retained through the new urban quarter connecting the green spaces of Cambridge to the surrounding countryside, linking from Coldham's Common to a new country park located to the east of Airport Way and south of Newmarket Road, and also to the National Trust's Wicken Fen Vision. The green corridor will have width of about 300m, and be significantly narrower only where particular justification is provided and the green corridor function is not inhibited. It will open up to a greater width at the Teversham end of the corridor, where an informal countryside character will be provided to help to maintain the individual identity of the village.**

5. It will have landscaping and biodiversity value and also perform a recreational function for both informal recreation and children's play.
6. The green corridor will have a high degree of public access compatible with its function in serving the needs of the development and the uses of Green Belt land.
7. Road, public transport, footpath, cycleway and bridleway crossings across the green corridor will be well designed to limit any safety implications and be low key in character or designed as a landscape feature in order to limit adverse effects on the landscape. This may involve the use of cuttings, bridges across water features and tunnelling. Any roads crossing the green corridor must be in a north-south direction only.

Revised Cambridge Green Belt

- C2.1 The Structure Plan sets a context for the review of the Green Belt (Policy P9/2b). It sets out a number of criteria to guide this process, including the need to retain in the Green Belt any areas required to maintain the purposes of the Green Belt, to provide an adequate gap between existing settlements and any urban expansion, and to ensure the protection of a green corridor linking through from the wider countryside to Coldham's Common.
- C2.2 There has been a Green Belt around Cambridge since the 1960s. The purpose of the Cambridge Green Belt as a whole is 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.
- C2.3 The site for Cambridge East is generally contained by clear physical boundaries as is recommended in government policy for Green Belts – the disused railway line, High Ditch Road, the hedge / ditch line linking down to Newmarket Road and Airport Way. However, the Structure Plan requires that a green corridor is retained through the urban quarter linking Coldham's Common to the countryside and that the character of nearby villages be maintained by green separation.
- C2.4 The green corridors into Cambridge are key structural features of the city which bring the countryside into the heart of the urban area and are all

retained in Green Belt. Protecting against coalescence is a key function of the Green Belt and therefore land is retained in the Green Belt between Cambridge East and the villages Fen Ditton and Teversham to provide green separation. At Phase 1 north of Newmarket Road, the disused railway line forms the most appropriate boundary for the Green Belt, but the tree belt adjoining it within the site is also important.

- C2.5 The Green Belt boundary in the green corridor and west of Airport Way is not drawn with reference to clear physical features. This is done in the knowledge that the precise boundaries of the green corridor will be determined in the review of the Area Action Plan when the timing of the relocation of the Airport is more certain and the masterplanning process is further advanced. However it is not envisaged that major adjustments to the Green Belt will be required at that stage, rather that the boundaries would be refined. It is possible that further minor revisions would be appropriate once this part of the new urban quarter is built to reflect features on the ground, potentially including any open uses on the edge of the built up area.

Green Corridor

- C2.6 As explained in the Green Belt section above, the Area Action Plan requires the retention of a green corridor running through the development from the countryside around Teversham and linking through to Coldham's Common. The green corridor will offer landscape and biodiversity value as well as informal recreational use.
- C2.7 It will be a significant area of land, the shape of which will be defined by masterplanning. It will be about 300m wide, increasing significantly as it opens up into a bell shape around Teversham, where the Green Belt will be designed to have an informal countryside character. This reflects the width of other green corridors in the area, notably Stourbridge Common running from the west of Fen Ditton into the heart of Cambridge.
- C2.8 The green corridor will have a high degree of public access compatible with character and amenity. It will offer an opportunity to provide an outdoor venue for entertainment such as concerts and fetes close to the heart of the urban quarter thus contributing to its community development. It will provide for informal recreation such as informal play, footpaths, cycleways, bridleways and water / drainage features. Any outdoor sport and recreational uses such as playing fields will need to be sensitively designed and located through the masterplanning process to ensure they do not dominate the green corridor.
- C2.9 The green corridor will be accessed from areas of built development by footpaths and cycleways and provide a connection and area of interaction between the separate parts of the urban extension. Whilst at its eastern

end it will provide green separation from neighbouring Teversham village, footpath and cycle links to the village and the surrounding countryside will also be important in order to maximise its value to the wider community

- C2.10 In order that the green corridor safely fulfils its landscape, recreational and biodiversity functions for both human and wildlife use, the number of road crossings to the corridor will need to be carefully planned and limited to those necessary for the functioning of the urban quarter as a whole and integration between areas north and south of the green corridor. Any crossings should be well designed and complement the landscape character. This may involve the use of cuttings, bridges across water features and tunnelling, including specific crossing for wildlife as appropriate.

D THE URBAN QUARTER AT CAMBRIDGE EAST

D1 THE DISTRICT CENTRE

OBJECTIVES

- D1/a To provide a vibrant and diverse large district centre which is located at the heart of Cambridge East where it will be as accessible to all of the urban quarter's population as is possible by walking, cycling and public transport.**
- D1/b To maximise accessibility and usability within the district centre.**
- D1/c To provide a large district centre with shops, services, cultural, leisure and community facilities to serve the needs of Cambridge East and the immediately surrounding area which will complement and not undermine the vitality and viability of, or compete with, Cambridge city centre.**
- D1/d To provide a district centre with a range of comparison and convenience shops and other units and spaces which will create an attractive urban environment at the heart of Cambridge East.**
- D1/e To ensure that no single store sells such a range of comparison and convenience goods that it would threaten the development of the remainder of the district centre.**
- D1/f To create a high quality and varied built and open space environment where people will wish to shop and access services and facilities, both day and evening.**
- D1/g To support the success of the district centre by locating uses which will generate additional custom and activity in and around the centre, including employment, housing and other services and facilities, which will provide the opportunity to combine trips.**
- D1/h To provide car parking of a scale appropriate to a district centre with a limited catchment area.**
- D1/i To secure the start of the development of the district centre as early as possible to help create an identity for Cambridge East at the earliest opportunity.**

POLICY CE/5 The District Centre

District Centre Location:

- 1. A large district centre will provide a vibrant focus to Cambridge East.**
- 2. The detailed location of the large district centre at Cambridge East will be determined as part of Spatial and Local Masterplans to be approved by the local planning authorities and will be:**
 - a. Close to the geographical centre of the urban quarter where it will be most accessible to the population of Cambridge East as a whole;**
 - b. To the south of Newmarket Road and north of the green corridor; and**
 - c. On a dedicated local busway route through the urban quarter in order to maximise accessibility to all of its residents.**

District Centre Form and Uses:

- 3. The large district centre will make provision for such a range of shops, services, cultural, leisure and community facilities as will serve the needs of Cambridge East and the immediately surrounding area without undermining the vitality and viability of, or competing with, Cambridge city centre having regard to the sequential test with other uses consistent with the sub-regional role of Cambridge but which cannot be located within the City Centre, which may include civic uses, a conference centre, concert hall, arts centre and leisure facilities.**
- 4. The district centre will be a mixed-use area, and include a variety of uses vertically within buildings, such as high density housing over other uses.**
- 5. The district centre will be designed and laid out to provide squares and other meeting places to which the public has unconstrained access and which will provide opportunities for Cambridge East's residents to socialise as well as to shop.**
- 6. Parking provision for cars and cycles will be included in the form of public car and cycle parks for the district centre of a size consistent with its role to serve the urban quarter and the immediately surrounding area.**

Vitality and viability:

- 7. A District Centre Strategy for Cambridge East must be submitted and approved prior to the granting of planning permission for the airport area. It will be implemented as part of the planning obligations for the development of the new urban quarter. The District Centre Strategy will provide detailed guidance on the overall size, mix of uses, urban design and measures required to provide early support for the development of the district centre.**

Location

- D1.1 The focus of Cambridge East will be a large district centre located broadly in the geographical centre of the site to ensure that its shops, services and facilities are as accessible as possible to the maximum number of its residents. Developed as a compact urban quarter, most parts of Cambridge East will be relatively close to the district centre which will help to ensure its success and allow a sustainable urban quarter to be developed with the car as the least preferred transport mode; its design should instead maximise access by foot, cycle and public transport.
- D1.2 Placing the district centre on a dedicated local busway through Cambridge East will increase accessibility to those parts of the urban quarter furthest from it. The district centre will also provide shops and facilities not found in parts of the adjacent urban area and the nearby villages and therefore access by road to car parking close to the district centre will also be needed, and by footpaths and cycleways linking across the green corridor and areas of Green Belt providing green separation from Fen Ditton and Teversham.

District Centre Form and Uses

- D1.3 Creating an attractive and successful district centre for Cambridge East will be challenging. Such centres tend to grow up over a long period of time and their variety and number of shops and commercial premises owes much to the age of both the businesses and the buildings in which they are located. Without intervention, the commercial sector is likely to provide a few large retail units which might be highly efficient for shopping but would create a very poor district centre environment.
- D1.4 The district centre will be the main defining feature of Cambridge East by which it will be judged by its residents and visitors. It will be crucial to create a centre where people want to be even when the shops are shut because it has a high quality environment and provides a range of opportunities to socialise into the evening. It is also important that it offers locations and facilities to hold community events. The mix of uses will be

crucial to this as will be creating a centre where people live and will help support many of its facilities. Creating attractive landmark buildings and spaces will also be vital in order that the Cambridge East district centre will be a place worthy of its residents and of Cambridge. It is also important that the level and range of facilities is such that they complement the city centre rather than compete with it.

- D1.5 The district centre will provide for the needs of the urban quarter, but also provides an opportunity for other uses which serve a wider area and would normally locate in the city centre, but for which there are no suitable sites available. The district centre will be the next most sustainable location in Cambridge and under the sequential approach in PPS6, would be an appropriate location for higher order uses under such circumstances. District centre uses could include shops, including a food supermarket, restaurants, public houses / bars, commercial services (such as banks, building societies, post office) commercial leisure uses such as a cinema, library and learning centre, health facilities, cultural facilities, places of worship and public services including a one-stop shop for information and civic buildings (see also chapter on Community Facilities, Leisure, Art and Culture including Community Development). The district centre will also be a place where a mix of uses will be appropriate, including employment uses (see also Employment chapter) and mixed use buildings which offer the opportunity for high density housing over shops and services.
- D1.6 Assessments will be required to establish how much shopping floor area should be located in the district centre and the types and mix of uses which will help to secure a successful and vibrant centre. This study will lead to the production of a district centre strategy, which will help determine planning applications to ensure the staged development of the centre as a whole, and in particular an early start to this development once the airport site comes forward for development, in order to provide a heart to Cambridge East at the earliest opportunity. This will not only give the urban quarter an identity but also ensure that the rapid build up of population has available to it the services and facilities that its residents would expect to find in a growing area.
- D1.7 The form of the district centre will be crucial to its success in terms of achieving a place that is attractive and convenient as a destination for shopping and leisure. This will take the form of a high street and will include one or more urban squares. In order to best serve residents in the areas north of Newmarket Road and south of the green corridor as well as in the heart of the development, a linear 'High Street' form of development is appropriate to maximise accessibility. This could include a more concentrated centre that clusters around stops on the dedicated public transport route. It will have a larger urban square as a key focal point for entertainment and gathering. The district centre should include water at its heart, which is a typical feature of Cambridge and a very popular focus for activity.

- D1.8 Providing appropriate car and cycle parking will be required to serve the district centre. Opportunities for shared use of car parking in the district centre should be explored with applicants for planning permission for buildings and uses, which include proposals for car parking. In a high density urban quarter there is a particular opportunity for an innovative approach to high quality, secure cycle parking to encourage a high level of cycle use and help achieve the modal split sought for Cambridge East (see Transport chapter).

Vitality and Viability

- D1.9 In order to ensure its vitality and viability, the district centre is likely to need support to ensure that sufficient custom is offered to retailers and service providers, particularly during the early years of development. In addition to the resident population of Cambridge East as a whole, this can be assisted by:

- The district centre also being home to many of the urban quarter's residents – for example living above its shops, services and facilities;
- Mixing retailing with services and facilities such that undertaking one trip provides the opportunity to combine the journey with another purpose;
- Locating uses in the district centre which can generate business activity in addition to the people normally living in Cambridge East, most importantly locating business activity within and adjacent to the centre will generate a significant amount of extra business during the working day.

- D1.10 It is expected that residents of adjoining parts of Cambridge and also Fen Ditton and Teversham will find the district centre in Cambridge East particularly attractive for its shops and services. In addition to the opportunity to visit the district centre by car, the cycle and footpath network in Cambridge East will be extended to serve these two villages and provide links into Cambridge.

- D1.11 It will be important to ensure that Cambridge East's district centre is not so large that it threatens the viability of other existing centres, including the city centre, local centres in the city and village centres, although it is inevitable that some changes elsewhere will occur particularly in smaller centres. It is important that any such consequences are identified in advance and that change is managed and, wherever possible, mitigated in a way that is compatible with achieving the aims of the district centre. The study referred to above will also address these issues.

D2 LOCAL CENTRES

OBJECTIVES

- D2/a To provide local centres developed around Cambridge East's network of schools.
- D2/b To locate the local centres at a stop on the dedicated local busway through the urban quarter.
- D2/c To ensure that all residents of Cambridge East are within 400m (5 minutes) walk of a local centre or the district centre, or of a public transport link to such a centre.
- D2/d To ensure that local centres provide for the day-to-day needs of local residents for convenience shopping and service provision.
- D2/e To act as a focus for small-scale local employment.
- D2/f To ensure the early provision of a local centre in Phase 1 north of Newmarket Road to help create community identity from the outset.

POLICY CE/6 Local Centres

Cambridge East:

1. The development of Cambridge East will make provision for local centres to provide a community focus for neighbourhoods, the number of local centres being determined through a local centres strategy. The local centres will all:
 - a. Be located on a dedicated local busway through the urban quarter to ensure that all of the residents of Cambridge East are within 400m walk of the district centre or a local centre, or of a public transport link to such a centre;
 - b. Include a primary school and provide for the day-to-day needs of local residents for convenience shopping and service provision;
 - c. Provide small scale local employment in the Use Classes B1(a) offices and B1(b) research & development which would be appropriate within such a centre.

2. **The local centres will be the focus for neighbourhoods within Cambridge East.**
3. **The secondary school will be located at one of the local centres and will provide the opportunity for a “local plus” centre with a higher order of facilities, although not such that it would perform the role of a district centre.**

Phase 1 North of Newmarket Road:

4. **A local centre will be provided as an early part of the development of Phase 1 north of Newmarket Road to provide a community focus and location for services and facilities and local employment and help create community identity from the outset of development.**

Cambridge East

- D2.1 Local centres will provide a community focus in the different neighbourhoods within the new urban quarter. They will normally be focused on a primary school, which is a natural focus for a local community. However, it is not certain at this stage that the urban quarter will require, or be able to support, 5 to 6 local centres, which is the anticipated number of primary schools required to serve the development (see Community Services section). A Local Centres Strategy will be required at the time the wider Cambridge East development comes forward which assesses the appropriate level of local shopping provision for the area as a whole. Provision for the first phase of development north of Newmarket Road is addressed separately below.
- D2.2 The primary schools will be located at the heart of their local catchment areas and can provide the basis for small local centres which could include modest shopping facilities, with local shops meeting day-to-day needs such as a newsagent, post office, pharmacy, hot food takeaway or a small convenience store typical of many local centres in Cambridge. Whilst the main services and facilities for the urban quarter will be provided in the district centre, local centres could contain local services and facilities such as some elements of health care and libraries which could be provided within the school complex or other community facilities. There may also be potential for small-scale employment in these locations appropriate to a generally residential area.
- D2.3 The local centres will be located at stops on a dedicated local busway through Cambridge East, which will generate trade for the centres, be safe places to wait for a bus and be accessible for the greatest number of people. In order to meet the daily needs of the local community, all residents should be within an easy 5 minute (400 metres) walk from a local

centre or the district centre or, if this cannot be achieved, from a stop on a high quality public transport link to such a centre. The development of each local centre will begin as soon as practicable after the first houses are available for occupation in the respective neighbourhoods in order to ensure from the early stages of development that local services and facilities are available within walking distance of all homes.

- D2.4 If it is determined through the Local Centres Strategy that there will not need to be local centres at each of the primary schools, it will be important for the Strategy to identify the most appropriate locations for the local centres. In addition to the provision of a local centre for Phase 1 north of Newmarket Road, it is likely that there will need to be one or two local centres north of Cherry Hinton (and south of the green corridor), with two or three local centres in the heart of the development on the airport site. This distribution will be subject to further consideration through the Local Centres Strategy.
- D2.5 The secondary school will be located at one of these local centres, rather than the district centre in view of potential management and security issues. The local education authority advises that this would provide a more appropriate environment for pupils, at lunchtimes and before / after school. It is likely that having this type of facility with its wider community role attached to a local centre would generate a higher order of facilities and a wider range than would be supported at other local centres. However, it is unlikely to have significantly wider range of retailing facilities. In this case it could be regarded as a "local plus" centre, and must be located on a dedicated local busway and with good cycling access.
- D2.6 In order to ensure that Cambridge East provides for a mix of uses which will ensure that services, facilities and some employment is locally at hand, the local centres will also provide an opportunity for small scale office and other employment uses appropriate to a generally residential area.

Phase 1 – North of Newmarket Road

- D2.7 In terms of Phase 1 of the development north of Newmarket Road, it is considered that this area of 1,500 to 2,000 dwellings would support a local centre focused on the single primary school. In view of the important role that a local centre can have in providing a community focus and location for services and facilities and local employment and that it can help create community identity from the outset of development, it is a requirement of Phase 1. Also, because this phase of development will be some years ahead of the wider development coming forward once the airport relocates, and on its own is not particularly well related to the rest of Cambridge, it is particularly important that it is a vibrant centre and that it is developed early in the development.

- D2.8 The composition of the local centre will share many characteristics with local centres in the urban quarter generally and should include a small local food store, similar for example to the Budgens food store on the corner of Cherry Hinton Road and Perne Road, and associated local shopping facilities. The food store should not be so large as to undermine the viability and vibrancy of the district centre.
- D2.9 However, as the local centre will be the only local facility for the early part of the development it will need to ensure that it meets some of the community's daily needs pending the development of the district centre at a later date when the airport site comes forward. For example, it is anticipated that there will need to be a health facility within this first phase of development. This may be provided by an existing practice, either as a branch surgery or by completely relocating from their present site.
- D2.10 The location of the local centre will need to have regard to the needs of the first phase of development, but also take account of the potential for it to serve any later extension of development to the east of the Park and Ride site. This may suggest a location to the north west of the Park and Ride site. The local centre will also need to have good pedestrian and cycle links through to the adjacent housing in the Fison Road estate, to ensure that it can serve that area, and to assist with social integration.

Location of Services and Facilities

- D2.11 The local centres are likely to offer different facilities, providing variety across the urban quarter. Co-location of facilities with other service providers will also be explored. Each local centre is anticipated to include:
- Primary school, with community space associated mainly with pre and post school provision and also nurse practitioner services;
 - Local commercial facilities, including convenience shopping, a nursery and café / takeaways;
 - Flexible meeting space(s) probably adjacent to the primary school for a range of community activities;
 - Children's play area;
 - Neighbourhood recycling point;
 - Car and cycle parking;
 - Information access point.

- D2.12 Other facilities, which generally serve a wider area, will be located to serve the whole population of Cambridge East. They will generally be within the district centre area, enabling interaction between the users of the different services.

D3 HOUSING

OBJECTIVES

- D3/a** To provide an adequate and continuous supply of land for housing to help meet the guideline set out in Structure Plan Policy P9/1, the South Cambridgeshire Core Strategy DPD and the Cambridge Local Plan 2006.
- D3/b** To provide high quality housing that makes best use of land with higher densities in locations close to a good range of services and facilities and public transport stops.
- D3/c** To ensure the provision of a well integrated mix of housing types, tenures and sizes, including affordable housing, to meet the identified needs of all sectors of the community, including Key Workers.

POLICY CE/7 Cambridge East Housing

Housing Supply:

- 1. Cambridge East will provide an adequate and continuous supply of land for housing for approximately 10,000 to 12,000 dwellings up to and beyond 2016.**
- 2. Phase 1 north of Newmarket Road will provide approximately 1,500 to 2,000 dwellings by 2016.**

Density:

- 3. At Cambridge East a range of densities will be provided following a design-led approach, including higher densities in and around the district centre, local centres and at public transport stops, and lower densities on sensitive outer edges of the urban quarter particularly close to villages where building heights will be restricted. Subject to the design-led approach and the need to provide a full range of house types, the average net site density across the urban quarter will be at least 50 dwellings per hectare, but development will aim to achieve an average net housing density in the order of 75 dwellings per hectare.**

House Types and Quality:

- 4. There will be a good mix of house types, sizes and tenures, attractive to, and meeting the needs of, all ages and sectors of society, including those with disabilities. It will require**

imaginative and high quality developments, both in terms of design and materials, which include apartments in the more accessible locations and close to services and facilities, town houses, terraced housing and family housing in forms which embrace the move towards more sustainable ways of living and will include a significant proportion of smaller homes.

Affordable Housing:

5. Proposals for housing developments will only be permitted if they provide an agreed mix of affordable housing as defined in PPS3¹, to meet local needs,
6. The starting point for negotiations concerning the provision of affordable housing at Cambridge East will be 40% or more of the dwellings for which planning permission may be given on all sites. However, this is a major and complex development which has a wide variety of requirements covering infrastructure and services, and a balance may need to be struck between competing requirements, in the light of economic viability. The occupation of affordable housing will be limited to people in housing need. It must be available over the long term.
7. Within individual developments, the proportion and type of affordable housing will be the subject of negotiation with applicants. Account will be taken of any particular costs associated with the development (e.g. airport and business relocations, site remediation, infrastructure provision) and other viability considerations, whether there are other planning objectives which need to be given priority, and the need to ensure balanced communities.
8. The approximate mix in terms of housing tenures and house sizes of affordable housing within a development will be determined by local circumstances at the time of planning permission, including housing need, development costs, the availability of subsidy, and the achievement of mixed and balanced communities.
9. In order to ensure sustainable communities, affordable housing will be distributed through the development in small groups or clusters.
10. In exceptional circumstances, where there is a considerable time lag between the grant of planning permission and implementation, and where it can be demonstrated at the time of development that there are insurmountable subsidy issues or there are demonstrable changes to the viability of the

development, the Councils may negotiate a lower proportion of built affordable housing to be provided on site. Contributions for off-site provision will not be appropriate.

NOTE:

- 1 National policy on affordable housing and its definition is set out in PPS3, and Policy CE/7 should be interpreted in accordance with that statement. It includes social rented housing and intermediate affordable housing, but excludes low-cost market housing which should be delivered as part of the overall housing mix.

Housing Supply

- D3.1 Cambridge East will provide an adequate and continuous supply of land for housing for approximately 10,000 to 12,000 dwellings up to and beyond 2016. Phase 1 north of Newmarket Road will provide approximately 1,500 to 2,000 dwellings by 2016 and come forward for development as early as possible in the plan period.

Housing Density

- D3.2 Creating an urban quarter which makes best use of land, minimises the amount of land that will need to be taken for development and which provides a basis for sustainable living where services and facilities are nearby for most of its residents means that development at average net densities of at least 50 dwellings per hectare across the urban quarter as a whole must be achieved. However, pursuant to the Structure Plan which requires Cambridge East to be a high density development, the aim should be for an average net density in the order of 75 dwellings per hectare. The approach should be design-led and seek to make the most effective and efficient use of land across the development. The actual densities to be achieved both across the development as a whole and in individual phases and locations will be determined through the Masterplans and Design Guides.
- D3.3 Higher densities will be appropriate in the district and local centres and around public transport stops where increased density and scale of buildings will also contribute to the design quality of Cambridge East by providing opportunities for landmark buildings and different character areas.
- D3.4 There will be some areas that are relatively less accessible and where lower densities may be more appropriate and also to provide variety in character and more typical family housing. Housing areas that border the countryside between Cambridge East and the villages of Fen Ditton and Teversham should also generally be developed at lower densities and in particular with lower building heights in order to help maintain the village character of these two villages.

House Types and Quality

- D3.5 One of the keys to the success of Cambridge East will be as much the quality of what is provided as the nature of the uses, services and facilities themselves. High densities do not mean a sacrifice of quality. A high quality of design in both the buildings and the wider environment will be required, in particular the Strategic Design Guide and Local Design Guides and Design Codes, will be a key tool in ensuring that high quality is delivered on the ground.
- D3.6 In order to meet the need for smaller dwellings in the area and to respond to the density requirements for the urban quarter, a variety in dwelling types will need to be provided. This will also help provide interest in the character and design of the town. This will include modern apartments in the district centre and close to services and facilities and public transport nodes, perhaps in the form of urban squares reflecting the Cambridge College Courts, as well as imaginative use of town houses, terraces and other forms of high quality but higher density housing types suitable for families. In the interests of providing a range of housing at Cambridge East, it would also be desirable for land to be made available within the urban quarter for an element of self-build projects.
- D3.7 In addition to the affordable housing requirements, including for Key Workers, the development should provide a proportion of new homes to help meet the needs of other specific groups in accordance with PPS3: Housing and assist with creating a truly sustainable community in the long term, including the following:
- i. "Lifetime homes" – i.e. housing suitable for the elderly and those with mobility problems;
 - ii. Retirement homes;
 - iii. Housing for students and young single people.
- D3.8 South Cambridgeshire District Council will prepare a Travellers' Policy Development Plan Document which will include policies and proposals for the needs of travellers, including site requirements, which may include provision at Cambridge East. It will be informed by a sub-regional Travellers' needs survey. The Document is provided for in the Council's Local Development Scheme.
- D3.9 For new homes to meet the needs of current and future residents, it is important that they are designed to a high quality and create an attractive environment that functions well, where people want to live, which meets their needs, and which creates a sense of place where community identity can develop. A key element in ensuring that new homes meet local needs

is providing homes which are adaptable to the changing needs of most households.

Housing Mix

- D3.10 Cambridge East should provide a mix of housing sizes that address the high level of need for smaller 1 and 2 bedroom homes in the Cambridge area, whilst at the same time creating a balanced community for the long term. Affordable housing should be of an appropriate mix to respond to identified needs at the time of the development.

Affordable Housing

- D3.11 A key driver behind the growth area strategy for the Cambridge Sub-Region is to help provide more affordable housing in and close to Cambridge. The issue of affordable housing is addressed in the Cambridge Local Plan and the South Cambridgeshire Development Control Policies DPD, which set out affordable housing policy district wide for their area. Both plans require that 40% or more of the dwellings given planning permission should be affordable. The strategic developments are key to addressing the affordable housing requirements of the area, and therefore this policy target is included in Policy CE/7 and will be a starting point for negotiations as to the percentage of affordable housing in Cambridge East.
- D3.12 However the Councils are mindful of the significant infrastructure requirements of building a new urban quarter for Cambridge, and of the need to relocate Cambridge Airport and some businesses to facilitate development. If there is an issue about whether the development will stand the affordable housing target, that is a matter that needs to be addressed through the planning application process where all the policy calls on the development, together with other development related requirements, can be looked at comprehensively and relative priorities determined.
- D3.13 In the exceptional circumstances of insurmountable subsidy issues, alternative approaches to the provision of affordable housing in Cambridge East can be considered. It is appropriate to allow for the provision of a lower proportion of built units on site if exceptional circumstances were demonstrated by way of very clear evidence to the satisfaction of the local planning authorities. However, having particular regard to the long period over which the urban quarter will be built, such evidence can only be provided at the time a detailed planning application comes forward in the light of circumstances pertaining at that time. This policy approach will therefore not apply at the outline planning stage when setting the overall affordable housing requirement.

- D3.14 Cambridge East is an addition to an existing settlement where the wider housing mix will be relevant in addition to that within the development itself, albeit that the development is of a major scale. This will be a new community and it is important that it achieves a balanced and sustainable community profile. In order to ensure this, it is important that the right tenure mix within the affordable housing is secured. The mix of affordable housing will be determined in response to identified needs at the time of the development.
- D3.15 In order to ensure that Cambridge East develops as a sustainable community, affordable housing will be distributed through the development in small groups or clusters, with the appropriate cluster size being determined having regard to the location within the development e.g. district centre and residential neighbourhoods, and the type of housing being provided e.g. family housing or apartments. In view of the scale of the development and the importance of achieving a sustainable and balanced community, contributions for off-site provision of affordable housing will not be appropriate to Cambridge East.
- D3.16 Guidance on the application of affordable housing policy will be provided in a Supplementary Planning Document on affordable housing.

D4 EMPLOYMENT

OBJECTIVES

- D4/a To provide a part of the labour force for Cambridge and its locality as well as providing opportunities for people who live in Cambridge East to work locally.**
- D4/b To provide only for firms that need to be located close to Cambridge.**

POLICY CE/8 Cambridge East Employment

- 1. Local employment will be provided to create a balanced community rather than a dormitory, and to meet the needs of the residents of Cambridge East.**
- 2. Cambridge East will make provision for 4,000 to 5,000 jobs (net). The nature and form of employment provision will reflect the high density character of the urban quarter.**
- 3. Employment will be located:**
 - a. At the district centre as part of mixed-use development;**
 - b. At the local centres comprising small-scale employment development.**
- 4. Employment development must fall into one or more of the following categories:**
 - c. Offices or other development, in Use Class B1(a), providing an essential service for Cambridge as a local or sub-regional centre;**
 - d. High technology and related industries, in Use Class B1(b), primarily concerned with research and development, which show a special need to be located close to the universities or other established research facilities or associated services in the Cambridge Area;**
 - e. Use Class D1 educational uses and sui generis research establishments, required in the national interest, to be located close to existing major establishments in related fields (such as the universities, the teaching hospital, or private research establishments), in order to share staff,**

equipment or data, or to undertake joint collaborative working;

- f. Other small-scale industries, in Use Classes B1(c), B2, and B8 (up to 1,850 m²), which contribute to a greater range of local employment opportunities, particularly if they contributes to the development of locally-based skills or expertise.**

- D4.1 The Structure Plan identifies Cambridge East as a strategic employment location. However, the main purpose behind the development strategy of the Structure Plan is to rectify the imbalance between jobs and homes in the Cambridge area and it is therefore important to strike a balance between the provision of some employment in the new urban quarter to help it become a sustainable urban extension and ensuring that there is not an overprovision of employment such that the benefits of new housing development at Cambridge to serve existing and proposed employment are lost.
- D4.2 In creating a high density urban quarter, it is inappropriate for employment provision to be made in traditional employment areas which tend to be at lower densities. The appropriate approach to the design and development of Cambridge East is to achieve a more imaginative, high density, high quality urban character. Employment uses will therefore be focused within the district centre in mixed-use developments and buildings, with some small-scale employment opportunities at the local centres.
- D4.3 It is therefore more appropriate at Cambridge East to express the employment provision as a number of jobs to be provided, rather than an area of land. The average number of jobs per hectare in recently completed developments in Cambridge city suggests a conversion rate of approximately 1,000 jobs per 5 ha. employment land. In view of the nature of the new high density urban quarter, these rates may be exceeded.
- D4.4 A total provision of 20 to 25 hectares would be appropriate at Cambridge East to meet the Structure Plan identification of this location as a strategic employment allocation. This converts to a provision of 4,000 to 5,000 jobs. The provision of jobs is based on a net figure. Some existing Marshall's jobs will be retained on the site both at the car showrooms and supporting uses and when the airport relocates in addition to this jobs figure.
- D4.5 Employment development at Cambridge East will be subject to a policy of selective management of employment development, as required by Structure Plan Policy P9/7. This reserves employment land for development that can demonstrate a clear need to be located in the area, to serve local needs, or contribute to the continued success of the Cambridge Sub-Region as a centre of high technology and research.

D5 COMMUNITY FACILITIES, LEISURE, ARTS AND CULTURE INCLUDING COMMUNITY DEVELOPMENT

OBJECTIVES

- D5/a To support the early establishment of successful new communities at Cambridge East.**
- D5/b To establish a strong feeling of community ownership of facilities and community space.**
- D5/c To ensure provision of appropriate high quality community services and facilities of a high standard of design which would reasonably be expected to be found in a major urban quarter of approximately 24,000 to 29,000 people with a small catchment in adjoining parts of Cambridge and surrounding villages.**
- D5/d To secure the provision of high quality leisure and cultural facilities of a high standard of design which would reasonably be expected to be found in a major urban quarter of approximately 24,000 to 29,000 people with a small catchment in adjoining parts of Cambridge and surrounding villages.**
- D5/e To ensure the provision of public art.**
- D5/f To develop appropriate management strategies to ensure high quality, robust and effective implementation, adoption and maintenance of community facilities, leisure, arts and culture.**

POLICY CE/9 Community Services, Facilities, Leisure, Arts and Culture

Publicly and Community Provided Services and Facilities:

- 1. Cambridge East will provide a full range of publicly provided services and facilities, e.g. schools, community uses, health facilities, funded in full either by the development, or by taking every opportunity to draw down funds from as many sources as possible.**
- 2. Cambridge East will provide those services and facilities which are to be delivered by the community or voluntary sector and which are essential to successfully establish a sustainable community where appropriate through the provision of serviced**

land suitable for their development, e.g. faith, social and sporting clubs, etc.

3. The development will provide for innovative means of provision, including opportunities for joint provision and co-location to provide services which best meet people's needs, are accessible to all and which are cost efficient to service and facility providers.
4. The needs of Cambridge East will be determined in accordance with detailed assessments and strategies, prepared and / or approved by the local authorities in partnership with the landowners and stakeholders, having regard to capacity at existing facilities.
5. Any planning permission granted for the development of Cambridge East will include a planning obligation enabling the phased delivery of publicly provided community services, facilities, leisure, arts and culture, of a high standard of design, with the provision of key services and facilities for early phases of the development, including the provision of Community Development Workers.

Commercially Provided Services and Facilities:

6. The development will make provision for all the commercial services and facilities that an urban quarter with a population of approximately 24,000 to 29,000 people will require, having regard to capacity at existing facilities.
7. Detailed assessments and strategies to provide for the needs of Cambridge East will be prepared in partnership with the land owners and in consultation with potential service providers and stakeholders to determine how these needs can best be met and their delivery phased. Where appropriate, in accordance with the terms of Circular 05/2005, requirements will be included within the planning obligation.

Location of Services and Facilities:

8. Services and facilities should be provided in accessible locations. This will normally be either in the district centre or in local centres where they have a more local function.

Public Art:

9. Provision should be made for public art in Cambridge East to help provide a sense of place and distinctiveness. A Strategy for

public art should be prepared, as part of the masterplanning process. Commuted maintenance sums for up to 10 years may be required.

Phase 1 North of Newmarket Road:

- 10. The needs of Phase 1 north of Newmarket Road will be identified in full in the assessments and strategies required elsewhere in this policy, and set within a more general framework for Cambridge East as a whole. The appropriate level of provision will be determined by the need for the development to function as a neighbourhood in its own right for some time ahead of subsequent phases of development.**
- 11. Any planning permission granted for the development of Phase 1 will include a planning obligation enabling the phased delivery of publicly provided community services, facilities, leisure, arts and culture, including the early provision of Community Development and Youth Workers.**
- 12. The delivery of development and its associated services, facilities and infrastructure will be monitored on an annual basis as part of the District Council's Annual Monitoring Report.**

Publicly Provided Community Services, Facilities, Leisure, Arts and Culture

- D5.1 The development of Cambridge East provides the opportunity for the providers of community services and facilities to take advantage of emerging best practice in order to ensure that the new residents of the urban quarter and existing residents in the immediately adjoining parts of Cambridge and nearby villages secure the greatest benefit from living in and close to the new urban quarter. It could also provide the opportunity for existing facilities in Cambridge such as sports stadia to relocate and develop improved facilities. The development will pay for or contribute to the cost of all of services or facilities which would not have been necessary but for their development even where this would confer some wider benefit on the community. Only if extra provision is made because it is desirable to serve the wider community would it be appropriate that funding from other sources would be required.
- D5.2 Not all services and facilities will be provided by the public or commercial sectors. Some facilities at Cambridge East will be best provided through the direct involvement of community groups e.g. facilities for faith and public worship, and associations including social and sporting clubs. In appropriate instances the development may be required to provide land for their provision.

- D5.3 The service providers are collaborating to establish what services and facilities should be provided as well as how they should best be provided. This collaboration will be undertaken by the South Cambridgeshire and Cambridge City Local Strategic Partnerships with the County Council, and Cambridgeshire Horizons working with the Health Services, the Police, Parish Councils, and the business and voluntary sectors. Detailed assessments will need to be undertaken of services and facilities required to serve the new community, having regard to capacity at existing facilities. Strategies will need to be prepared and / or approved by the local authorities in partnership with the landowners and stakeholders. A Strategic Sports Facilities Strategy and an Arts and Cultural Facilities Strategy are being prepared for the Cambridge Sub-Region, led by Cambridgeshire Horizons, which will identify deficiencies and opportunities for new provision. The issue of what uses would be appropriate at Cambridge East is addressed in the District Centre chapter, having regard to the role of the urban quarter in the context of Cambridge as a whole.
- D5.4 The principles that will guide the location of services and facilities in Cambridge East are:
- **Accessibility** to the people who will be seeking services and facilities;
 - **Combining** or linking services and facilities which will be mutually supportive and convenient for the public;
 - **Concentrating** services and facilities in a few locations order to ensure that a journey for one purpose provides the opportunity to serve another purpose, reducing the number of journeys, and providing opportunities for community interaction.
- D5.5 The district and local centres will be the focus of services and facilities at Cambridge East and will be linked together by the dedicated busway through the urban quarter as well as by the footpath and cycleway network, extending out for the city, which will provide safe and convenient public access.
- D5.6 The service providers are investigating opportunities for closer integration of their services to offer a better overall service to the public and to make the best use of land, buildings and other resources. Co-location can provide substantial savings, operational efficiency and better customer service. This would be achieved by sharing buildings, car parks and other facilities such as receptions. Examples of shared provision which are being investigated are:
- A combined library, information and learning centre;

- Making the secondary school a focus of community activities including lifelong learning, a sports centre and swimming pool;
- Providing a focus for cultural provision, including a venue for the performing arts and larger community events;
- Children's services being provided at primary schools along with nurse practitioner health care;
- Local centres providing multi-purpose facilities offering flexible space for a range of community facilities;
- Care facilities and services for older people could be integrated within the wider community and health care provision and linked to a range of housing options;
- A health campus comprising a number of GPs and other health specialists such as dentists, optometrists, physiotherapists, chiropodists sharing support facilities to provide a better service to the public;
- The faith needs of Cambridge East are also still being investigated but could be met through an ecumenical centre for the Christian denominations. The needs of other faiths with a significant worshipping community in / around Cambridge will also need to be considered – traditionally buildings used for worship have provided important landmark buildings and a focus for the community;
- A combined youth and community centre offering a wide range of uses for all ages.

D5.7 Before planning permission could be granted for Cambridge East, the needs of the development must be determined in accordance with detailed assessments, prepared in consultation with service providers. Some of this work will be carried out in partnership with Cambridgeshire Horizons. This will lead to the preparation of strategies setting out the services and facilities required of the development and a phasing plan for the timely delivery of publicly provided community services, facilities, leisure, art and culture, including the provision of key services and facilities for early phases of the development. This will form the basis of a planning obligation.

D5.8 In view of the phasing issues at Cambridge East, with Phase 1 north of Newmarket Road coming forward significantly in advance of the rest of the development and the intention to review the Area Action Plan to guide later phases of development, it is likely that this work will be carried out in two phases. A key objective is to ensure that Phase 1 is an attractive and sustainable place to live in advance of the later phases of development.

- D5.9 In order to bring forward Phase 1, assessments will be required to identify in full the needs of that first phase of development within a wider more general framework for the development as a whole. This will require an audit and assessment of existing facilities in Cambridge city, especially Barnwell and Abbey Wards, including accessibility from Phase 1. That wider framework will need to be reviewed, updated and refined when proposals for the wider development are further advanced to identify the needs of the development in full.
- D5.10 In addition to the provision of services and facilities, provision may be needed for professional Community Development Workers to help establish a vibrant and sustainable community from the outset of development and also to provide support mechanisms in response to local need. This will involve a Community Development Strategy outlining roles, partnership working and the professional people needed to help establish the new community. Again, this will initially address the needs of Phase 1 north of Newmarket Road in detail and the wider development more generally. It will be reviewed when later phases of development come forward.
- D5.11 This work could include support to help establish good communication and information for new residents, establishment of new groups, support mechanisms, sports clubs and community events. The needs of young people should be considered at the earliest stage of each phase of development, including the employment of youth workers. Early and ongoing development work can help establish a strong feeling of community ownership of facilities and community space.

Commercially Provided Services, Facilities, Leisure, Arts and Culture

- D5.12 Not all services and facilities will be provided by the public and community sectors. A large number of facilities at Cambridge East will be provided commercially e.g. health and fitness clubs, public houses, etc. Some of these would be considered essential to the development of a successful community and there will need to be some certainty that they will be capable of being provided. This will be particularly important in the early phases of development in order to ensure that Cambridge East has a basic range of services and facilities, which will help attract its first residents. Retail and related facilities e.g. restaurants and cafés are addressed in the District and Local Centres chapters.
- D5.13 The priorities for commercial leisure provision will be considered in consultation with potential service providers as part of the assessment and strategy.

Education

- D5.14 The principle underpinning education provision for the new urban quarter is that the development will serve its own needs and it will not be planned to use existing schools provision in either the adjoining parts of the city (e.g. Cherry Hinton) or the nearby villages of Fen Ditton and Teversham. However, capacity in those schools will be a factor taken into account in the overall planning of school places.
- D5.15 If the whole new urban quarter has in the order of 10,000 to 12,000 dwellings, this would suggest a need for 5 to 6 primary schools. The intention is for these to be community schools, which focus on the family and could include other associated facilities such as early years' provision, health and out of school clubs.
- D5.16 The development as a whole will need one 10-form entry secondary school. This would be a large school (similar in size to Hinchingsbrooke or St Ives secondary schools), which would enable it to make wider provision for joint community use, building on the community college tradition in South Cambridgeshire and Cambridge City. The secondary school should be located in the main part of the new urban quarter to best serve the whole area and will therefore be on the part of the Airport site north of the green corridor. The secondary school will be located at one of the local centres (see Local Centres chapter) and on a dedicated public transport route.
- D5.17 A secondary school is not required for Phase 1 of development north of Newmarket Road. The trigger point for the provision of the secondary school will be determined through the planning permission. Interim arrangements for secondary school aged children in the early phases of development will need to be established and considered as part of the overall planning of secondary school places in the city. The issue of contributions for secondary education from the early phases of development, including the interim arrangements required, will also be determined through consideration of planning applications.
- D5.18 The first phase of development north of Newmarket Road will have in the order of 1,500 to 2,000 dwellings, which will need one 2-form entry primary school.
- D5.19 There are advantages of shared use of school facilities by the wider community at both primary and secondary schools. The design of school buildings, and in particular those facilities where joint use will be desirable such as the school sports facilities at secondary school sites, should ensure that joint use would be physically capable of taking place. The new schools would be expected to build upon the long established tradition of community use of school premises in Cambridgeshire through the new extended school approach.

- D5.20 At primary schools an appropriate mechanism for joint use could be a community wing for uses such as pre-school, breakfast clubs, after school clubs, holiday clubs, etc and may also offer facilities for children's services and health care.
- D5.21 Grass sports pitches at primary and secondary schools do not count towards public open space standards (see Recreation chapter).
- D5.22 There could be potential for leisure facilities to be provided at the secondary school which could serve the wider community e.g. sports facilities. Adult and community learning facilities will be delivered at the secondary school, rather than at primary schools, as well as at other community venues, including in the district centre.

Faith

- D5.23 Cambridge City Council has carried out an initial consultation with faith groups based in the city on their needs over the plan period. This suggests a need for the provision of additional buildings for worship in the city. Further information is required to identify in more detail the type of facilities needed in Cambridge East. These should be located where they would be most accessible; this suggests that the district centre is the most appropriate location. The Policy requires the development to provide free serviced land for faith facilities.

Library and Lifelong Learning

- D5.24 There is a need for a multi-purpose building in the district centre which can deliver a library facility, provide an ICT (Information and Communications Technology) learning centre, and link to other community facilities and local government functions, such as provision for the police. This need not be a stand-alone facility and a partnership approach could be taken for its provision and management.
- D5.25 It will be necessary to ensure that appropriate provision is available to serve Phase 1 North of Newmarket Road. Subject to assessment, this may be through a temporary facility in the multi-purpose community space, or through expansion or improvement of existing libraries at Barnwell Road and Cherry Hinton. Regard must be had to the accessibility of these facilities to the new community as well as physical capacity.

Emergency Services

- D5.26 The police will need accommodation (approx. 1,000 m²) within or near the district centre and would be willing to share this with a suitable partner. The

fire service has identified a need for a 2 bay whole time fire station if their preferred approach of installing sprinklers in all domestic premises cannot be achieved. The needs of the ambulance service are still being assessed.

Leisure, Arts and Culture

- D5.27 There is potential in the new urban quarter to provide a range of facilities for leisure, the arts and culture to serve the new community, and an opportunity for distinctive artistic input to the creation of the urban fabric. This could also include providing for facilities which would meet the needs of the city and potentially the sub-region as a whole and where there is insufficient space for them in the city centre. This could include commercial leisure facilities, such as a cinema or ice rink. The key here would be that such facilities were complementary to, and did not compete with, the city centre function. Alternatively, provision could be limited to that which is compatible with the needs of the new urban quarter, although this would limit the ability to create a vibrant new urban quarter and would not bring the potential added benefit to the city.

Community Development

- D5.28 A key to the success of the new urban quarter will be community development and the creation of a vibrant and sustainable community from the outset of development and also to provide support mechanisms in response to local need, including support linking the neighbouring parts of Cambridge. There will be a need for the development to provide and fund community development officers for a period of 10 years from the occupation of a neighbourhood within the development. In addition the needs of young people should be considered at the earliest stage of development, including the employment of youth workers. There will be a need for community development officers for the first phase of development north of Newmarket Road, preferably based at the local centre.
- D5.29 The local authorities are considering the potential for the provision of a city farm for Cambridge. This will include whether the development of a new urban quarter may provide an opportunity for such a facility.

Location of Services and Facilities

- D5.30 Services and facilities will generally be located at the district centre and local centres. This is addressed at those individual chapters.

Management of Community Services and Facilities

- D5.31 It is important that not only are the community services and facilities needed by the urban quarter provided, but that they are properly and effectively managed and maintained if they are to provide high quality facilities for the community in the long term. It is also important that a feeling of community ownership is developed for all community facilities and that they are managed to ensure accessibility by all. The strategies both for publicly and community and for commercially provided services and facilities will therefore need to develop appropriate management strategies to ensure high quality, robust and effective implementation, adoption and maintenance arrangements are in place ahead of any planning permission being granted. This is dealt with in the Phasing and Implementation policies.

Public Art

- D5.32 Provision should be made for public art in Cambridge East to help provide a sense of place and distinctiveness. The provision of quality visual arts and crafts as part of new developments can bring social, cultural, environmental, educational and economic benefits, both to the new development and to the community at large. It is considered particularly important that public art is integrated into the overall design of the urban quarter and functional elements e.g. lighting, landscape, street furniture, floor designs and signage as well as landmark works such as a sculpture.
- D5.33 Whilst public art is normally sought through negotiation rather than being a requirement of development, in view of the scale of Cambridge East and that the new urban quarter will be an a major new community, the provision of public art as an integral part of the development will be a key part of ensuring the creation of a high quality and distinctive new urban quarter. Whilst the Area Action Plan does not prescribe a level of public art provision, it does require that a strategy for public art is prepared, with the possible appointment of a lead artist(s) at an early stage in the planning and design of development and a significant level of provision for public art will be required as part of any proposals. Commuted sums for up to 10 years may be required to ensure that the quality of art is maintained to a consistently high standard.

D6 TRANSPORT

OBJECTIVES

- D6/a** To develop an improved rights of way network to support sustainable transport, recreation and health, and connecting to destinations in Cambridge, neighbouring villages and the open countryside.
- D6/b** To provide attractive, direct, safe and convenient walking routes within Cambridge East linking homes to public transport and the main areas of activity such as the district and local centres, the country park and the green corridor.
- D6/c** To provide a highly accessible network of safe and convenient cycleways, segregated from other modes where appropriate, and to ensure covered, secure cycle parking facilities for homes, workplaces, the district and local centres, the Park and Ride site, the country park and other appropriate places.
- D6/d** To create effective and dedicated High Quality Public Transport routes through Cambridge East to maximise public transport use and to ensure that all dwellings are within easy walking distance of a public transport stop.
- D6/e** To secure the vitality of the district centre by ensuring adequate access to it for the residents of Cambridge East and surrounding settlements, with a focus on High Quality Public Transport, but covering all modes and including an appropriate level of car parking.
- D6/f** To develop a network of streets which connect the principal land uses.
- D6/g** To link Cambridge East to the main road network whilst minimising the impact of traffic generation on surrounding communities.
- D6/h** To identify the appropriate stages in the development when public transport services and transport infrastructure will need to be provided.
- D6/i** To achieve a modal shift of no more than 40% of trips by car; at least 35% by public transport; and at least 25% by foot and cycle.

INTRODUCTION

- D6.1 For Cambridge East to be a truly sustainable place it will be important to ensure that the transport infrastructure encourages the use of more sustainable forms of travel – public transport, cycling and walking. The higher density form of development proposed will also favour journeys to be made by these modes. At the same time provision will have to be made for cars and goods vehicles. It will be important to integrate the various modes, providing interchanges to encourage maximum use of the sustainable modes.
- D6.2 The wider development of Cambridge East will require a commitment to the highest possible standards of sustainable transport consistent with the development of a new high-density urban quarter for the city. It will be essential for the development to demonstrate that it will not have an adverse impact on the city's transport network.
- D6.3 In addition to the first phase north of Newmarket Road, the development of the Airport site could generate some 55,000 trips in and 55,000 trips out of the site (person trips by all modes of transport). 25% of these are likely to occur in the peak hours.
- D6.4 The development will need to take account of changes which will come forward over the period of the development, including the Highways Agency's proposals to widen the A14 to dual 3-lanes from Girton to Fen Ditton.

ROAD INFRASTRUCTURE

POLICY CE/10 Road Infrastructure

- 1. Adequate highway capacity will be required to serve all stages of development.**

A14 Access:

- 2. Planning permission for Cambridge East will be subject to conditions requiring that sufficient highway capacity is available in the A14 corridor throughout the development of Cambridge East for the traffic forecast to be generated by each phase of development and ultimately for 10,000 to 12,000 dwellings. Such conditions (which may include 'Grampian' style conditions¹) will link the start and phased development of the urban quarter to the opening of any necessary improvements to the A14 corridor.**

3. Such improvements and satisfactory access arrangements will not include junction improvements to the Fen Ditton junction to improve its capacity.

Primary Road Access:

4. Cambridge East will be accessed by all purpose junctions onto Newmarket Road, Airport Way / Cherry Hinton Road, Coldham's Lane, and Barnwell Road (avoiding the Local Nature Reserve).

Mitigating Traffic Impact:

5. All roads will be designed and located to minimise and where possible avoid any adverse impacts on the landscape, nature reserves and existing residential properties and communities.
6. The developers of Cambridge East will be required to submit a detailed Transport Assessment alongside the planning application to allow the travel impact (including the environmental impact, such as noise, pollution and impact on amenity and health) to be properly assessed and adequately mitigated.
7. Traffic management measures will be funded by the development to minimise traffic impacts on nearby residents.

Orbital Movements:

8. The developers of Cambridge East will be required if necessary to make a contribution towards improving the capacity of or mitigating the impact on existing orbital routes in Cambridge related to the forecast percentage volume of traffic that will be generated by Cambridge East on those routes.

Park and Ride:

9. Planning permission for Cambridge East will include a 'Grampian' condition which will link the start and subsequent phases of development of land north of Newmarket Road and east of the Park and Ride site to the relocation of the Park and Ride site. The Park and Ride site will be relocated to a site south of Newmarket Road and east of Airport Way.

NOTE:

1. Grampian Regional Council v. Aberdeen DC (1984) JPL 590 H.L: conditions restricting development unless and until an event had occurred which was not within the power of the applicant to bring about may be valid if reasonable and not otherwise ultra vires.

A14 Access

- D6.5 Notwithstanding the policy of the Highways Agency to minimise the number of access points onto the trunk road network, the scale and location of the Cambridge East development taken as a whole will inevitably impact upon the A14. It has yet to be determined how best to provide improved access to the A14 whilst minimising those impacts. The County's Long-Term Transport Strategy will be an important step in this regard and which will be reported in Autumn 2005.
- D6.6 The existing junctions should be retained in respect of Phase 1 of the development north of Newmarket Road which is not dependent on their improvement. The form of that development should not preclude the future provision of a new junction onto the A14 dependent upon the outcome of further studies. In respect of the longer term and the development of the airport site itself, the AAP will expect improved and satisfactory access to the A14 without ruling out either of the options of junction improvement or provision of a new junction. Ditton Lane / Horningsea Road passes through primarily residential areas in the Abbey Ward of Cambridge City and through the village of Fen Ditton, and has a limited capacity to cope with additional traffic. It is not therefore proposed that any junction improvements are made to the Fen Ditton junction to improve its capacity.
- D6.7 The development of land south of Newmarket Road will require the provision of improved and satisfactory access arrangements to the A14 through junction improvements at Quy, or the provision of a new junction onto the A14 between the Fen Ditton and Quy junctions, as a replacement for the Fen Ditton junction.
- D6.8 The A14 is proposed to be improved to a dual three-lane carriageway, from Girton to Fen Ditton. The Highways Agency consulted on the preferred route in Spring 2005, with a view to the improvements being completed in the period 2011-2015.

Primary Road Access

- D6.9 Cambridge East is set within and adjacent to Newmarket Road, Airport Way / Cherry Hinton Road, Coldham's Lane and Barnwell Road. Access will be taken from these roads. The positions, phasing and details of these junctions will be informed by the Transport Assessment and Spatial Masterplan.

Orbital Movements

- D6.10 The County Council as local highway authority will keep under review the capacity of orbital routes in Cambridge. If traffic forecasts demonstrate that

additional capacity will be needed over the lifetime of the development of Cambridge East, the developers will be required to make a contribution to the provision of extra capacity for orbital movements in Cambridge related to the percentage volume of traffic which will be generated / attracted by Cambridge East.

Mitigating Traffic Impact

- D6.11 The developers of Cambridge East will be required to submit a detailed Transport Assessment alongside the planning application to allow the travel impact to be properly assessed and adequately mitigated. This will include mitigation against the environmental impact, such as noise, pollution and impact on amenity and health.
- D6.12 Careful consideration will need to be given to the design of access roads and junction layouts to minimise their impact on local residents, for example noise, and ensure there will be no resultant rat-running. Consideration will also need to be given to whether additional traffic calming measures are required to minimise traffic impact on nearby residents, having regard to best practice at that time.

Park and Ride

- D6.13 The Park and Ride site is well wooded and provides an opportunity for a mature park to serve the development area north of Newmarket Road. Relocating the Park and Ride would also reduce the volume of traffic on Newmarket Road by intercepting it slightly further to the east, rather than within the new urban quarter. The proposed relocation site would adjoin the proposed site of the country park and could offer dual use to provide for its parking needs.

ALTERNATIVE MODES AND PARKING

POLICY CE/11 Alternative Modes and Parking

- 1. Adequate provision for alternative transport modes and parking will be required to serve all stages of development.**

Public Transport:

- 2. High Quality Public Transport (HQPT) services will be provided with associated quality infrastructure, and which minimise and mitigate environmental impacts, on the following routes:**

- a. **Newmarket Road to connect to the city centre and thence beyond to Cambridge West;**
 - b. **A northern link or loop to connect with the Science Park and Cambridge Northern Fringe and to connect with the Cambridgeshire Guided Bus;**
 - c. **A southern link or loop to connect to Addenbrooke's Hospital;**
 - d. **An additional guided bus link to the city centre.**
3. **There will be a network of highly accessible, dedicated, segregated, high quality, direct, connected and convenient bus routes, within and connecting Cambridge East with Cambridge and surrounding villages,**
 4. **All development will be within 400m easy walking distance of a bus stop. Developers will provide an initial subsidy for new residents for a period of 12 months after occupation to encourage bus usage.**

Non-motorised Modes:

5. **There will be a dedicated network of highly accessible, segregated, high quality, safe, direct, connected and convenient rights of way, including cycle, pedestrian and horse riding routes, both within Cambridge East and connecting with the rest of Cambridge, surrounding villages, and the wider rights of way network. Within Cambridge East routes will be designed to benefit from high levels of natural surveillance. These routes will be complemented with quality infrastructure including signing, seating and appropriate lighting.**

Car and Cycle Parking Standards:

6. **Car and cycle parking should be provided in accordance with the standards set out in Appendices 1 and 2 to reduce over-reliance on the car and to promote more sustainable forms of transport. Car pooling and shared use of car parking facilities will be encouraged, particularly on mixed-use sites, to minimise the amount of land given over to car parking. This must be explored through the Transport Assessment and Travel Plan.**

Public Transport

- D6.14 The most significant connection for public transport for Cambridge East will be to the city centre. Policy P9/9 of the Structure Plan requires a rapid transit link to the city centre. This will mean using Newmarket Road as the principal route, but a second route might also be necessary to connect the southern part of Cambridge East to the city centre. At present there is only limited bus priority along this route, which would need to be enhanced considerably if it is to meet the objectives and targets for public transport.
- D6.15 Bus priority improvement measures will be implemented following investigation of a variety of possible measures.
- D6.16 There will be a need for a northern public transport link to connect Cambridge East to the Science Park and the Northern Fringe, including Chesterton Interchange, with a link to the Cambridge Guided Bus and wider locations. There are a number of options for this link, subject to further consideration, including consideration of the impact on Fen Ditton. There is a possibility in the longer term to provide a public transport route through the development, which will link to the Cambridge Northern Fringe East.
- D6.17 To the south, public transport needs to link to Addenbrooke's Hospital, a strategic employment centre, the rail station, and the Cambridge leisure site at the junction of Hills Road and Cherry Hinton Road. As this link would primarily use existing roads – via Coldham's Lane / Brooks Road / Mill Road / Coleridge Road / Cherry Hinton Road / Hills Road – there would need to be bus priority.
- D6.18 This system would be served by public transport "gates" onto:
- Newmarket Road;
 - Airport Way;
 - Coldham's Lane.
- D6.19 An additional guided bus link from Cambridge East to the city centre, across Coldham's Common to the dual carriageway section of Newmarket Road, should also be investigated when the Area Action Plan is reviewed.
- D6.20 It will also be essential to ensure that the development itself is served by a network of highly accessible, dedicated, segregated, high quality, direct, connected and convenient bus routes. All parts of the development will be within easy access of HQPT, which will maximise its use both for internal movements and for those, which connect to other parts of the city. This will normally be no more than 400m; where this is not achieved, there should be high quality interchange for cars and cycles with the provision of secure cycle storage lockers and parking as well as covered walkways and

cycleways to connect to the public transport system. Developers will provide an initial subsidy for new residents for a period of 12 months after occupation to encourage bus usage.

Non-motorised Modes

- D6.21 Cycling has the potential to substitute for short car trips, particularly for journeys under 5km. Cambridge East presents an opportunity to design at the outset an urban quarter where distances to facilities and services are minimised, and accessibility is maximised by walking and cycling. In order to achieve the target of cycle use there will need to be a network of highly accessible, dedicated high quality cycle routes.
- D6.22 In order to promote cycling in all seasons and times of the day, it will be necessary for these routes to be lit, even across open spaces such as the green corridor. Routes will be highly accessible, segregated, high quality, safe, direct, connected and convenient for all users, including the less able, such as partially sighted, hearing impaired, and wheelchair users. These routes will also be complemented with quality infrastructure, such as signage, secure cycle parking, seating and lighting (of a level appropriate to the location) and will need to be maintained to a high standard.
- D6.23 External rights of way routes will be provided to:
- The Jubilee route – Fison Road / across Ditton Lane / along the disused railway / across to the south side of the river / Riverside to city centre;
 - Linking onto the above route via a new cycle / footbridge over the river and thence by Green End Road and the east side of Milton Road to Cambridge Business Park, Science Park and St John's Innovation Centre;
 - Across Coldham's Common to the Grafton Centre via a new or adapted bridge over the railway;
 - Over Coldham's Lane at Rosemary Lane / over the railway / Brookfields / Burnside to existing cycle bridge over the railway or via Coleridge Road to Hills Road / Addenbrooke's Hospital;
 - An off-road link along the length of the development parallel to Coldham's Lane;
 - A link through the open space to Snakey Path / St Bede's School / Cherry Hinton Hall;
 - The National Cycle Network – Route 11;

- The wider network of byways, bridleways, cycleways and footpaths.
- D6.24 The development of Cambridge East as a new high density urban quarter provides the opportunity to design from the outset a network of cycleways and footpaths which are segregated from each other and from other road vehicles. This, together with the proposed land uses being mixed and in close proximity to each other, will encourage the use of all non-motorised modes.
- D6.25 Internal routes will be provided linking the residential areas and main destinations such as the district centre, local centres, schools, employment, open spaces and other services and facilities.

Car and Cycle Parking

- D6.26 It will be important to establish a culture within the development which accepts that whilst the car has an important role in providing for some journeys, for those journeys within the urban quarter and to key destinations in Cambridge it should be the least preferred option. Therefore the road system will be a permeable network of streets which, whilst giving access to the development by car would discourage internal and through movements by car. Residential areas would be designed to Home Zone principles.
- D6.27 In part, this will be influenced by the scale of provision of car parking both in residential areas and at key destinations and by the provision of adequate, quality cycle parking. There will remain a need for a certain level of car parking to enable people to park without causing social or amenity problems and to enable the quarter to function effectively. This will include making adequate and convenient provision for disabled parking.
- D6.28 Car parking standards as set out in Appendix 1 and cycle parking standards as set out in Appendix 2 will apply to the development at Cambridge East. In addition, given that Cambridge East will be served by HQPT, opportunities for reduced levels of car parking will be explored in locations close to facilities and services, and for car pooling and shared parking, for example on mixed-use sites, particularly where there is a suitable mix of day and night-time uses. Businesses and schools in Cambridge East will be required to prepare Travel Plans to show how they intend to ensure that travel by car is not encouraged. Travel Plans should have measurable outputs related to targets or aims in the Local Transport Plan and provide monitoring and enforcement arrangements.
- D6.29 Car parking will be designed to minimise the impact on the urban form. Development at higher densities may require more innovative design to incorporate off-street car parking, for example through integrating garages within the footprint of dwellings and underground parking. In terms of visual

impact and lighting, and should design out crime and the potential for “cruiser” gatherings, which have presented problems in other areas.

- D6.30 To establish a cycle culture throughout the development, it will be crucial to provide adequate, convenient, secure and covered cycle parking both at home and at key destinations. This will include provision of cycle parking to serve the district centre over and above the minimum required by the cycle parking standards, in the form of an innovative cycle parking facility. This could reflect provision in the city, in an underground cycle park, with associated uses such as a cycle repair service. Businesses and schools required to prepare Travel Plans to demonstrate how they intend to ensure that travel by car is not encouraged may also require higher than minimum provision.

NORTH OF NEWMARKET ROAD

POLICY CE/12 Transport for North of Newmarket Road

- 1. Phase 1 of development north of Newmarket Road will provide:**
 - a. One road access point onto Newmarket Road;**
 - b. A separate public transport only access onto Newmarket Road which could also provide for pedestrians and cyclists linking to a dedicated public transport route through the development enabling all dwellings to be within 400m walking distance from a bus stop and designed to form the first phase of a dedicated busway serving the whole development;**
 - c. An emergency vehicle access which could use the separate public transport access;**
 - d. Improved bus priority along Newmarket Road;**
 - e. Cycle and footpath links into the Fison Estate;**
 - f. A cycle link to the Jubilee Cycleway;**
 - g. Internal design to prioritise internal movements by foot or cycle rather than the car.**
- 2. The design of the development north of Newmarket Road should not prevent the future provision of a public transport only access onto High Ditch Road or the future provision of a new junction and connecting roads onto the A14 between the existing Quy and**

Fen Ditton junctions, as a replacement for the Fen Ditton junction.

- D6.31 The first phase of Cambridge East, north of Newmarket Road, could generate in the order of 8,500 trips into and 8,500 trips out of the site each day (person trips by all modes of transport). Of these around 25% would be likely to occur in the peak hours.
- D6.32 The development's main access road will be onto Newmarket Road. This will be at a point between the existing Park and Ride site and Marshall's car showrooms complex and could be in the form of a traffic signalled junction or a roundabout. Consideration will have to be given to whether there would be any conflict with the access into the Park and Ride site or the access to the North Works. The scale and type of the junction will need to be identified in detail as part of future technical work. A second access point will be required to allow limited access for emergency services, public transport, cycling, and pedestrians, if the principal access point is blocked. This is a county requirement and physical mechanisms will be incorporated into the design of the road to ensure access to general traffic is prevented.
- D6.33 For this phase, there is no need to consider any change to the present arrangement of junctions on the A14. However the County Council's Long-Term Transport Strategy may show that changes are needed for the development of the urban quarter as a whole, including the possibility of a new junction on the A14. The design of the development north of Newmarket Road should not prevent the provision of a new junction and connecting roads onto the A14 between the existing Quy and Fen Ditton junctions, as a replacement for the Fen Ditton junction.
- D6.34 There will be no road access through into the Fison Estate, which lies to the west of the site and to the north of Newmarket Road and east of Ditton Lane, but wherever possible new foot and cycle links will be established to connect the two developments. The development will be linked to the Jubilee Cycle Route and the cemetery.
- D6.35 In order to encourage public transport use along the Newmarket Road corridor, some improvements to bus priority will be needed. These include additional bus priorities, such as at the Newmarket Road / Barnwell Road junction, and extension of the bus lanes, particularly west of Barnwell Road to the railway bridge west of the Abbey Stadium.
- D6.36 The development will be designed to allow for a dedicated public transport access onto High Ditch Road. This will allow for a public transport link in the longer term if the option taken up is to manage Ditton Lane / Horningsea Road for a public transport connection to the Northern Fringe.

- D6.37 Within the development, design principles will ensure that all internal trips are undertaken by foot or cycle rather than the car. This will be achieved through contemporary design principles being used to design out as fully as possible the impact of vehicular traffic.

APPENDIX 1 CAR PARKING STANDARDS

INTRODUCTION

1. The standards set out in this document define the appropriate levels of car parking for various types of development. These levels should not be exceeded but may be reduced where lower car use can reasonably be expected.
2. Car parking standards are defined for most land uses, however for some land use types whose transport patterns are difficult to generalise (for instance training centres and museums), it is not possible to establish general parking standards. For these very specific uses, car parking provision will be approved on merit, on the basis of a Transport Assessment and negotiation.

Application of the Standards

3. Parking for disabled people will be required for their exclusive use at all sites in accordance with Section 6. It should be noted that under the Disability Discrimination Act it is the responsibility of site occupiers to ensure that adequate provision is made for the needs of disabled people.
4. Levels of car parking below the stated levels, including car-free developments, will be supported where:
 - The site has good access to HQPT bus services, pedestrian and cycle routes; and
 - For residential developments, the site is within close proximity to shops and other local services; and
 - Reduced car ownership / use can be encouraged by provision of car pooling / car share clubs; and
 - Reduced car ownership / use can be enforced by means of a planning condition or obligation, on-street controls, or other methods to ensure that increased on-street parking pressure will not occur.
5. Some developments may have an exceptional need for vehicle parking in addition to that specified in the standards. Where this can be shown to be necessary, either by the applicant or the local planning authority, such parking should be provided in addition to that stated in the following sections. Such additional parking may be necessary where there will be shift-working staff and non-motorised travel options are not viable, for example. Preliminary discussions and Transport Assessments will play a key role in demonstrating the need for any such additional parking.

6. Where reference is made to staff numbers, this relates to the typical number of staff working at the same time.

RESIDENTIAL USES

Residential Dwellings

Table 1: Residential Development

Dwelling Size	Standard
Up to 2 bedrooms	1 car parking space.
3 or more bedrooms	2 car parking spaces.

Note: Garages are counted as parking spaces.

7. Table 1 gives the car parking standards for residential uses. In addition to these ratios provision should be made for visitors at the ratio of 1 space for every 4 units, provided that off-street car parking spaces resulting from the development would not be above the district-wide average of 1.5 car parking spaces per dwelling, in the City and South Cambridgeshire respectively. Visitor parking should be marked appropriately.

Other Residential Developments

Table 2: Other Residential Developments

Type of Development	Standard
Guest houses and hotels	2 spaces for every 3 bedrooms and 1 space per resident staff.
	Off-street coach parking to be conveniently located in relation to developments of 40 or more bedrooms.
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.

Nursing homes	1 space for every 8 residents, 1 space for every 2 members of staff.
	Provision must be made for ambulance parking.
Retirement homes / sheltered houses	1 space per 4 units, 1 space for every 2 members of staff.
	Provision must be made for ambulance parking. A secure, covered, enclosed area with electricity sockets needs to be provided for electric buggies.
Student residential accommodation where proctorial control or alternative control on car parking exist	1 space per 10 bed spaces or an area for both pick-up / drop-off at the end of term time and visitor parking.
	1 space per resident warden / staff.
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.
Student residential accommodation where proctorial control does not exist or where control exists but the development will house conference delegates	1 space per 3 bed spaces.
	1 space per resident warden / staff.
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided. Controls will be necessary to limit use of car parking outside conference times.
Residential schools, college or training centre	On merit.
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.
Hospitals	On merit.

8. Table 2 sets out the car parking standards for residents, visitors and staff. In addition, developers will need to demonstrate that their proposal provides for any particular exceptional needs, such as service vehicles.

RETAIL, CULTURE, LEISURE AND SPORTS USES**Table 3: Retail, Culture, Leisure And Sports Uses**

Use	Standard
Food retail	1 space per 50 m ² GFA ¹ up to 1,400 m ² and 1 per 18 m ² thereafter, including disabled.
Non-food retail	1 space per 50 m ² GFA, including disabled.
Financial and professional services	1 space per 40 m ² GFA, including disabled car parking.
Food and drink takeaways	1 space per 20 m ² drinking / dining area, including disabled. 1 space for proprietor when resident.

Table 4: Assembly, Culture, Leisure And Sports Uses

Use	Standards
Museums, Exhibition venues	On merit.
Sports and recreational facilities, swimming baths	2 spaces for every 3 staff, plus 1 space for every 4 seats, including disabled.
Cinema	1 space for every 5 seats, including disabled.
Stadia	1 space for every 15 seats, including disabled.
Places of assembly including, theatre, auditoria and concert hall	1 space for every 4 seats, including disabled and staff car parking.
Place of worship	1 space for every 8 seats, including disabled.
Public halls / community centres	1 space per 20 m ² of public space, including disabled.

9. Transport Assessments will play a key role in determining the optimal level of car parking, particularly for mixed-use developments and retail parks where linked trips might lead to a level of parking below the standards.
10. A picking up and dropping off point for taxis and mini-buses will need to be provided for uses in Table 4.

¹ Gross Floor Area

OFFICE USE**Table 5: Business And Industrial Uses**

Use	Standards
Offices, General Industry	1 space per 40 m ² GFA, including disabled.
Storage	1 space per 100 m ² GFA, including disabled.

11. Access will primarily rely on public transport, cycling and walking.

NON-RESIDENTIAL INSTITUTIONS**Table 6: Non-Residential Institutions**

Use	Standards
Clinics and Surgeries	1 space for every professional member of staff plus 2 spaces per consulting room.
Non-residential schools	2 spaces for every 3 staff.
Non-residential higher and further education	2 spaces for every 3 staff.
Crèches	2 spaces for every 3 staff.

PROVISION FOR PEOPLE WITH DISABILITIES

12. At least 5% of the total number of car parking spaces should be reserved for disabled people, rounded up to the nearest whole space. Where parking provision is below the standards the required proportion of spaces reserved for disabled people will therefore be higher than 5%.
13. Higher ratios than the 5% given above may be required in some cases by the local planning authority, for example at medical facilities, residential care homes, community facilities and any other uses where a higher proportion of disabled users / visitors will be expected. It should be noted that provision at the above levels or any required by the local planning authority does not guarantee that the requirements of the Disability Discrimination Act will be met, which is the responsibility of the building occupier or service provider.

14. Spaces for disabled people should be located adjacent to entrances, be convenient to use and have dimensions that conform to Part M of the Building Regulations. If it is impossible to accommodate car parking spaces within the site, disabled car parking spaces should not be located at a distance more than 100 metres from the site.

15. Disabled car parking spaces should be marked either 'disabled' or with a wheelchair marking.

APPENDIX 2 CYCLE PARKING STANDARDS

INTRODUCTION

1. The standards in the tables below set out minimum requirements in terms of cycle parking for new developments and changes in use.
2. In addition to the application of these standards, new developments will have to comply with the following principles:
 - Cycle racks or stands should conform to the design and dimensions as set out at the end of these standards.
 - For residential purposes cycle parking should be within a covered, lockable enclosure. For individual houses this could be in the form of a shed or garage. For flats or student accommodation either individual lockers or cycle stands within a lockable, covered enclosure are required. The cycle parking should be easily accessible and convenient to use.
 - Cycle parking for employees should be in a convenient, secure location and where practical covered.
 - Short stay cycle parking, e.g. for visitors or shoppers, should be located as near as possible to the main entrance of buildings and covered by natural surveillance or CCTV. For large developments the cycle parking facility should be covered.
 - Reference to staff should be taken to mean the peak number of staff expected to be on site at any one time.
 - All cycle parking should be located to minimise conflicts between cycles and motor vehicles.
 - Some flexibility will be applied to applications where it can be demonstrated that strict adherence to the standards for a multi-purpose site is likely to result in a duplication of provision.

Table 1: Residential Use

Type of Development	Number of Spaces
Residential dwellings	1 space per bedroom up to 3 bedroom dwellings. Then 3 spaces for 4 bedroom dwellings, 4 spaces for 5 bedroom dwellings etc. Some level of visitor cycle parking, in particular for large housing developments.
Guest houses and hotels	1 space for every 2 members of staff and 2 spaces for every 10 bedrooms.
Nursing homes	1 visitor space for every 10 residents and 1 space for every 2 members of staff.
Retirement homes/ sheltered houses	1 space for every 6 residents and 1 space for every 2 members of staff.
Student residential accommodation	2 spaces per 3 bedspaces. 1 visitor space per 5 bedspaces.
Residential schools, college or training centre	(as above)
Hospitals	On merit.

Table 2: Retail, Culture, Leisure And Sports Uses

Type of Development	Number of Spaces
Food retail	1 space per 25 m ² GFA ² up to 1,500 m ² thereafter 1 per 75 m ²
Non-food retail	1 space per 25 m ² GFA up to 1,500 m ² thereafter 1 per 75 m ²
Financial and professional services	1 space per 30 m ² GFA to include some visitor parking.
Food and drinks	1 space for every 10 m ² of dining area.
Museums, Exhibition venues	1 for every 2 members of staff Visitors: on merit.
Sports and recreational facilities and swimming baths	1 space for every 25 m ² net floor area or 1 space for every 10 m ² of pool area and 1 for every 15 seats provided for spectators.
Places of assembly including cinema, theatre, stadia, auditoria and concert halls	1 space for every 3 seats.
Place of worship, public halls and community centres	1 space per 15 m ² of public floor area.

² Gross Floor Area

Table 3: Office Uses

Type of Development	Number of Spaces
Offices	1 space for every 30 m ² GFA to include some visitor parking.
General industry	1 space for every 40 m ² GFA to include some visitor parking.
Storage and other B use classes	On merit.

Table 4: Non-Residential Institutions

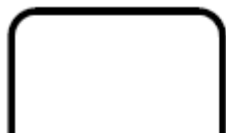
Type of Development	Number of Spaces
Clinics and surgeries	2 spaces per consulting room and 1 space for every 3 professional members of staff.
Non-residential schools	Cycle spaces to be provided for 50% of children between 5 and 12 and 75% of children over 12 years.
Non-residential higher and further education	Cycle parking for all students using the site and 1 for every 2 members of staff.
Crèches and Nurseries	1 space for every 2 members of staff and 1 visitor space per 5 children.

CYCLE PARKING DESIGN AND LAYOUT

Design Of Rack

3. A Sheffield Stand is acceptable but a rounded 'A' design is recommended as it provides additional support, particularly for smaller bicycles.

Sheffield Stand:

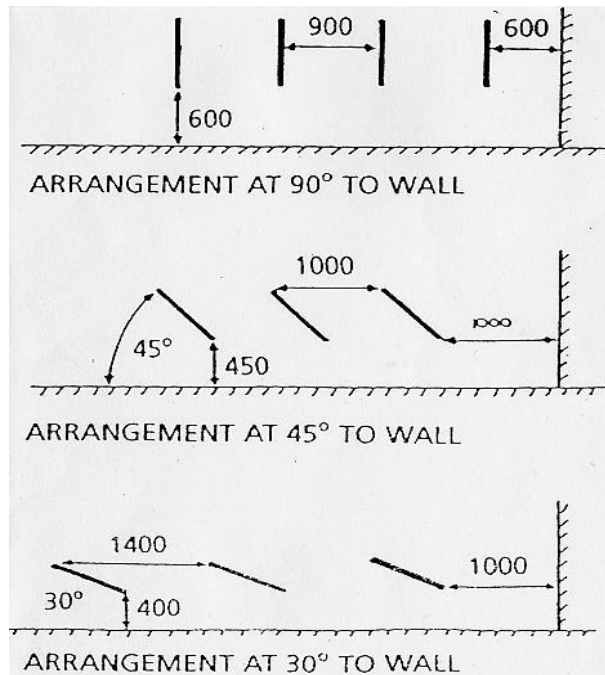


Rounded A Stand:



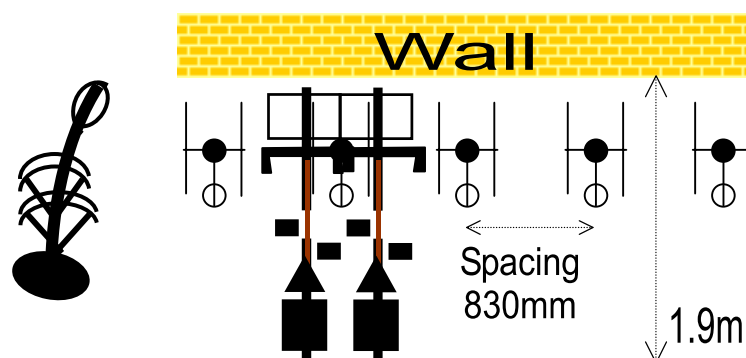
Layout

4. This diagram shows the spacing required for cycle stands. There should be a 1200mm space between a double row of stands. All measurements shown are in millimetres.



High Capacity

5. For increased capacity racks can be arranged at alternative heights with the type of rack that holds the front wheel in place. These racks are only acceptable if a support post is provided between each rack to which the frame for the bicycle can easily be locked. This type of rack also ensures a straight row of bicycles which is useful where space is a premium.



D7 LANDSCAPE

OBJECTIVES

- D7/a To create within the urban area a pleasant and attractive external environment to contribute to local character and provide legibility to meet the needs of those living, working and visiting the urban quarter.**
- D7/b To ensure a high degree of connectivity between green areas within the urban quarter for wildlife and people.**
- D7/c To create a network of green spaces within the urban quarter which integrate well with the development, contribute to legibility, are pleasant and attractive.**
- D7/d To enable landscape areas to provide an environment suitable for the mitigation of any adverse impact on wildlife and to maximise benefits to wildlife in order to increase biodiversity.**
- D7/e To enable landscape areas to contribute to the informal recreation needs of those living, working and visiting the urban quarter.**
- D7/f To ensure that any alterations to topography within the urban quarter are appropriate to local landscape character.**
- D7/g To make the best use of the existing tree resource on site as a setting for the development.**
- D7/h To develop an appropriate management strategy to ensure high quality, robust and effective implementation, adoption and maintenance of the landscape areas.**

LANDSCAPE PRINCIPLES

POLICY CE/13 Landscape Principles

Landscape Strategy:

- 1. A Landscape Strategy for Cambridge East must be submitted and approved prior to the granting of planning permission of a level of detail appropriate to the type of application. It will be implemented as part of the conditions / planning obligations for the development of the new urban quarter. The strategy will:**

- a. **Create an appropriate setting for the new urban quarter, which respects and reinforces local landscape character and minimises any adverse visual or landscape impacts on the surrounding area including the setting and character of Cambridge and surrounding settlements, in particular Fen Ditton and Teversham;**
- b. **Establish the principles for structural landscaping and creating appropriate landscape character within the green corridor and areas of the Green Belt providing green separation from villages;**
- c. **To ensure a high degree of connectivity between the new urban quarter and the wider countryside for wildlife and people;**
- d. **Include appropriate planting and landscaping of any transport routes e.g. to the A14;**
- e. **Create a quality environment within the urban quarter for residents, workers and visitors;**
- f. **Establish the principles for structural landscaping within and on the countryside edges of the urban quarter;**
- g. **Ensure a high degree of connectivity between green areas within the urban quarter;**
- h. **Create a network of green spaces within the urban quarter which are pleasant and attractive and contribute to legibility;**
- i. **Enable the landscaped areas within the urban quarter to provide an environment suitable to mitigate against any adverse wildlife impacts and to maximise the benefits to wildlife thus increasing biodiversity;**
- j. **Enable the landscaped areas to contribute to the recreational needs of the urban quarter;**
- k. **Make best use of and enhance existing tree and hedge resources both within and as a setting for the development whilst ensuring that these minimise separation from the existing urban structure of Cambridge;**
- l. **Ensure that any alterations to topography within the urban quarter are appropriate to local landscape character;**

- m. **Include appropriate management systems to ensure high quality, robust and effective maintenance of the landscape areas.**

Treatment of Construction Spoil:

2. **Construction spoil retained on-site must be in a manner appropriate to the local topography and landscape character.**

Water as a defining feature in the landscape:

3. **Water in the form of lakes and watercourses which take full advantage of the natural characteristics of the site to deliver a low maintenance sustainable drainage system, without compromising landscape and design quality, will be a defining characteristic of Cambridge East.**

Existing Landscape Features:

4. **Existing landscape features on the Cambridge East site which are appropriate to the local landscape character will be retained in order to assist the creation of a mature landscape within the urban quarter at an early stage in its development.**

Phase 1 North of Newmarket Road:

5. **The existing tree belt around the edge of the site will be retained and enhanced as strategic landscaping to the development and to reflect the function of the tree belt separating the new development from Fen Ditton. This could include extensions to the tree belt to vary its width creating a more interesting natural form, with selective additional planting with predominately native species and management of the existing tree belt.**

- D7.1 Cambridge East will be a major element in the landscape on the eastern side of Cambridge and it is therefore important that it is designed and landscaped in a way that respects the landscape character of the area and enhances its landscape setting. To ensure that this is achieved, a landscape strategy for the open area adjoining the built parts of the urban quarter will be required at an early stage.
- D7.2 The Cambridge East area lies in an area of transition between the East Anglian Chalklands and the Bedfordshire and Cambridgeshire Claylands national landscape character areas as defined by the Countryside Agency. In Cambridgeshire this area is defined as the Rural Lowland Mosaic: Eastern Transition Lands. In this area, the characteristic chalk vegetation to the south is essentially retained until it reaches the Fen area to the north.

- D7.3 The site is relatively flat, with two higher plateaux to the north and south with a lower corridor in between. The northern plateau encompasses the area north of Newmarket Road around the car showrooms and the Park and Ride site and lies above the 15m Above Ordnance Datum (AOD) contour. From there, the land falls gently towards the south east. The lower corridor runs broadly east west through the centre of the site between Teversham Fen to the east of Teversham, and the Local Nature Reserve on Barnwell Road. The corridor is about 10m AOD with lower areas at either end. South of the corridor, the land rises towards Cherry Hinton with a high point of 17m AOD near the Gazelle Way roundabout.
- D7.4 The airport has little in the way of landscape features because it is heavily managed for its current airport function. It is open grassland, which has a few trees and hedge lines, mainly on the eastern side of the area. It is therefore very much a blank canvas for the development.
- D7.5 The area north of Newmarket Road has tree belts that have been specifically planted as buffers. The main tree belts include a variety of species planted in a dense 30m deep screen surrounding what will be the first phase of development between the North Works and the Park and Ride site. These will perform a valuable function for the first phase of development in providing a mature landscape edge to the new neighbourhood. They will need to be managed and extended to enhance their role and character. The Park and Ride site itself has a rich and mature landscape, and is the remnant of the estate landscape that previously occupied this piece of land and includes a wooded belt featuring a wider range of species and ages. It forms the best landscape feature on the whole of the site.
- D7.6 The area to the east of the airport is relatively flat open countryside, although it includes a number of landscape features, including trees and hedgerows. It is important that the Cambridge East development provides an attractive edge to the city.

Landscape Strategy

- D7.7 The Landscape Strategy for the areas outside of the built areas of Cambridge East is addressed in Part C: Site and Setting and the Landscape Principles chapter. This chapter considers the landscape within the built areas, including strategic landscaping on the countryside edges of the urban quarter within the identified sites. It will be important for the landscape within the built-up area of Cambridge East to be determined at an early stage in the planning process in order to guide the development of the urban quarter and to allow structural planting and landscaping to be implemented at the earliest opportunity. This should build on any existing mature landscaping that can make a significant contribution to the urban environment at an early stage, such as mature trees on the verges along

Newmarket Road. The Landscape Strategy will assist in delivering a quality environment to meet the needs of residents and visitors. Connections between the landscaped open spaces will add to their overall value for both people and wildlife. Effective maintenance and management is essential to the long-term strategy.

- D7.8 The landscaping of the edges of Cambridge East will be addressed through a variety of measures to integrate the urban quarter into its surroundings and also to protect the amenity of existing residents surrounding the site and the new community of Cambridge East. This will include appropriate structural landscaping along Airport Way and at the outer edge of the built up area north of Newmarket Road.
- D7.9 In general, the structural landscaping areas and green fingers should be characteristic of Cambridge in terms of drainage, topography and species and habitats and be robust and require minimum maintenance.

Construction Spoil

- D7.10 There will be significant amounts of construction spoil generated by the removal of the airport runway and development of buildings and roads. The majority of this should be distributed over a wide area within the site to reinforce its flat and gently contoured character. There may be limited opportunities to form higher ground features, but only where this is consistent with the appropriate urban and landscape characters identified in the Spatial Masterplan, Strategic Design Guide and Landscape Strategies and provided that they would not adversely affect visual amenity or the landscape.

Water as a Defining Feature in the Landscape

- D7.11 Water is a key element in the landscape of the fens and fen edges. It is also an important feature in Cambridge. The use of water as an urban feature therefore would be consistent with these characteristics and would enliven and enhance the built environment. Reflecting the special character of Cambridge these could have a variety of treatments including the formality of Hobson's Conduit and along the Backs or more informal lakes and ponds. There is also the opportunity for the green fingers to include linear features reflecting the canals, dykes or lodes in the Cambridgeshire fenland tradition. To be effective water features they will need to contain water permanently rather than only in certain seasonal conditions. There will be a variety of treatments for water features depending on their location. Within the urban fabric a more formal approach may be appropriate whilst in other areas such as on the edges of the urban quarter a more informal and naturalistic approach may be appropriate. Essential to the delivery of a Sustainable Drainage System (SuDS) for Cambridge East, design and

engineering studies will be needed to test the feasibility of water features and that they will only be implemented if they can be delivered in a sustainable manner, including using natural runoff, groundwater and existing watercourses, and if the features can be easily and economically maintained.

Existing Landscape Features

- D7.12 Within the built-up area there will be opportunities to incorporate existing tree belts, groups, individual trees and hedges where such features can make a significant contribution to the urban environment. The design of the urban quarter should therefore be guided by the need to incorporate this important resource. In the exceptional circumstances where this is not possible, every effort will be made to transplant existing trees to new locations within the development.

Phase 1 North of Newmarket Road

- D7.13 It is crucial that the existing tree belt around the edge of the site is retained and enhanced as part of the development to provide strategic landscaping. This could include, for example, extensions to the tree belt to vary its width creating a more interesting natural form, with selective additional planting of predominately native species and management of the existing tree belt. The tree belt should also be linked to other green areas such as the urban park on the Park and Ride site and green fingers through the development to provide a network of green spaces which would enhance their value for amenity, recreation and wildlife.

Management Strategy

- D7.14 The landscaping of Cambridge East will only be effective if it is managed to the highest standards. In order to achieve this, it will be necessary for all landscaped areas to be maintained by the same organisation. This will need to take into account the varying requirements of the different functions which open space has to perform. It will only be successful if the local communities using this open space recognise its needs and are fully involved in its development and maintenance as key stakeholders. There will therefore be the need to develop appropriate management strategies to ensure high quality, robust and effective implementation, adoption and maintenance arrangements are in place ahead of any planning permission being granted. This is dealt with in Chapter E1: Implementation.
- D7.15 Appropriate management systems will be required to ensure high quality, robust and effective maintenance of the landscape. This is dealt with in the Phasing and Implementation policies.

LANDSCAPING WITHIN CAMBRIDGE EAST

POLICY CE/14 Landscaping within Cambridge East

Green Fingers:

- 1. A series of green fingers will be created into and through the urban area, which connect with other open spaces within and around Cambridge East and the wider countryside beyond and which may be based on:
 - a. Drainage infrastructure;**
 - b. Existing landscape features;**
 - c. New landscape character areas.****
- 2. Water will be a central feature in many of these green fingers as part of the delivery of a natural and low maintenance Sustainable Drainage System.**
- 3. They will have landscaping and biodiversity value and also perform a recreational function for both informal recreation and children's play. Public access will include provision for walking, cycling and horse riding.**
- 4. Road and bus crossings through the green fingers will be designed to limit any adverse safety implications for people and be low key in character to limit adverse affects on the landscape. Safe and appropriate crossing facilities for wildlife will also be provided, such as tunnels under roads and ditches alongside roads where appropriate**

Existing Edge of the City:

- 5. Sensitive integration of the urban quarter into the existing urban fabric of Cambridge will be achieved through a variety of appropriate landscape treatments.**

The Landscaping of the Built Environment:

- 6. The built environment will be landscaped with high quality design, materials and planting; this will be addressed in the Strategic Design Guide required by the local planning authorities which will need to be approved prior to the granting of any reserved matters applications or detailed planning consents.**

The Urban Park:

- 7. Pursuant to Policy CE/21 (Recreation) the urban park will respect and enhance the existing wooded and treed landscape which will help form an amenity focus in this northern part of the urban quarter.**

The Landscaping of Open Spaces:

- 8. Open spaces which have a recreational or amenity function will be landscaped to the highest quality and be sympathetic to the distinctive character of Cambridge East and local landscape character.**

Green Fingers

- D7.16 A number of green fingers will penetrate into and through the urban area, drawing upon the character of Cambridge, and based on drainage infrastructure, existing landscape features and the opportunities to create new landscaped character areas. As well as having a visual amenity, these will offer varied recreational opportunities and will also act as wildlife corridors. For all these functions it is important that they connect to other key internal open spaces within the urban quarter and to the green corridor, larger 'green' areas on the periphery and the surrounding countryside. Provided that the ground conditions and environmental prove amenable, water will be a central feature of these green fingers as part of a Sustainable Drainage system for Cambridge East thus enhancing this aspect of the character of the new urban quarter.
- D7.17 These green fingers will offer landscape and biodiversity value as well as recreational use and are likely to range in width from approximately 15m to achieve cycleways, footpaths, verges, planting and water / drainage features to around 100m of informal open space, recreation and children's play areas. There may be potential for the wider areas of the green fingers to accommodate some formal sports provision without detracting from their overall landscape and biodiversity role.
- D7.18 The green fingers will be accessed from areas of built development by footpaths and cycleways and connect to each other, to the areas of Green Belt providing green separation with neighbouring villages and with the surrounding countryside in order to maximise their value in creating a complete network. They will also link to other neighbourhood community facilities, and in particular the primary schools, offering recreational amenity for children and parents between home and school. In addition they can offer sustainable access links to areas of formal sports pitches and facilities.

- D7.19 In order that the green fingers can safely fulfil their landscape, recreational and biodiversity functions for both people and wildlife, the number of road crossings of these will be limited. Any crossings must be well designed and complement the local landscape character.

The Landscaping of the Built Environment

- D7.20 Within the urban area high quality streetscapes should be created through the use of attractive, durable materials which reflect the character of the locality and include sufficient practical space to incorporate green landscape elements, such as avenues and formal ornamental planting primarily in the public areas to create a varied and legible environment.

The Urban Park

- D7.21 Although primarily a recreational resource, the urban park will be a crucial element in the design and character of the northern part of the urban quarter. In this high density development provision of a significant area of landscaped open space will be a key attribute and will have an important amenity value for those living or working in this part of the urban quarter which is furthest from the green corridor (see also Recreation chapter).

The Landscaping of Open Spaces

- D7.22 All open spaces should be designed and landscaped to a high standard and link to and integrate with other landscaped and amenity areas so that they contribute to the overall quality of the urban fabric of Cambridge.

LINKING CAMBRIDGE EAST TO ITS SURROUNDINGS

POLICY CE/15 Linking Cambridge East to its Surroundings

Access Roads:

- 1. New roads linking the urban quarter to the existing network will require landscaping which is consistent with local landscape character and which mitigates against any adverse impact on the landscape. This will need more substantial planted areas in blocks beyond the highway boundary and in association with balancing ponds as well as planting trees and hedgerows along the highway boundary.**

Connecting to the Wider Landscape:

2. **The landscaped areas and green fingers within Cambridge East will be designed to connect to each other and to the green areas on the periphery of the urban quarter including the green corridor, the country park and the wider countryside beyond to create a comprehensive green and landscaped network.**

Access Roads

- D7.23 It will be important to minimise any adverse landscape and visual impacts of the highway infrastructure, including any new road link to the A14, and associated drainage areas including balancing lakes by means of appropriate tree and shrub planting and unobtrusive earth shaping. The new roads linking Cambridge East to the existing network should be appropriately landscaped consistent with the existing landscape character so that the roads and their landscaping do not appear as alien features.

Connecting to the Wider Landscape

- D7.24 The value of the landscaped areas and green fingers within the urban quarter will be enhanced by their being linked together to form a network with the landscapes created on the periphery of the urban quarter, in the green corridor, in the country park and through to the wider countryside. Such landscaping should respect local landscape character.

D8 BIODIVERSITY

OBJECTIVES

- D8/a To achieve and maintain a thorough understanding of the existing biodiversity of the plan area before, during and after construction.**
- D8/b To minimise any adverse impact on the existing species and habitats of particular biodiversity importance that may arise as a result of development.**
- D8/c To maximise the biodiversity value of the green spaces that either remain or are created as a result of development, in balance with other functions for these areas.**
- D8/d To maximise the biodiversity of the urban areas.**
- D8/e To establish awareness within the local population of the biodiversity within and beyond the urban quarter and thus encourage its protection and enhancement.**
- D8/f To establish a high degree of connectivity between green areas associated with the development of the urban quarter and the wider countryside, balanced with a need to minimise the adverse impacts to the surrounding ecology that might arise due to the substantial population increase in the area.**
- D8/g To ensure the maintenance and funding of the resources for biodiversity including the habitats and flora and fauna of merit.**
- D8/h To make use of existing features of ecological value to contribute to the creation and retention of key habitats within the new development.**
- D8/i To develop an appropriate management strategy to ensure high quality, robust and effective implementation, adoption and maintenance of the biodiversity areas.**

POLICY CE/16 Biodiversity

- 1. The development of Cambridge East will have regard to the conservation and enhancement of biodiversity, and every opportunity should be taken to achieve positive gain to biodiversity through the form and design of development. As appropriate, measures will include creating, enhancing and**

managing wildlife habitats and natural landscape. Priority for habitat creation should be given to sites which assist in achieving targets in the Biodiversity Action Plans (BAPs).

- 2. Development will not be permitted if it would have an adverse impact on the population or conservation status of protected species or priority species or habitat¹ unless the impact can be adequately mitigated by measures secured by Section 106 agreements or planning conditions.**
- 3. Where there are grounds to believe that a development proposal may affect a protected species or priority species or habitat, applicants will be expected to provide an adequate level of survey information to establish the extent of the potential impact together with possible alternatives to the development, mitigation schemes and / or compensation measures.**
- 4. Development proposals will take account of the impact, either direct or indirect, on people's opportunity to enjoy and experience nature on a site together with opportunities to improve public access to nature.**
- 5. Exceptionally, where the economic or social benefits of a proposal outweigh harm to an important site or species, the approach will be first to avoid or minimise the harm, then to seek mitigation of the impact, and finally to secure appropriate compensation for any residual impact in order to ensure no net loss of biodiversity. Planning conditions and obligations will be used as appropriate to secure this.**

NOTE:

- 1 'Priority species or habitats' are those identified in a Biodiversity Action Plan, such as the UK, County or District Biodiversity Action Plans.

D8.1 Cambridge City Council and South Cambridgeshire District Council are both committed to the protection and enhancement of biodiversity and will work with partners to ensure a proactive approach to the protection, enhancement and management of biodiversity in support of the National, County and District Biodiversity Action Plans (BAPs). Whilst the need for development will be carefully considered against its impact on biodiversity, opportunities can arise through sensitively located and carefully designed developments. Change can bring about new opportunities where the use of conditions and Section 106 agreements can be used to create new habitats and manage existing ones. The integration of biodiversity within new developments is an important measure of sustainable development.

- D8.2 Biodiversity Action Plans provide guidance on targets and actions for habitats and species conservation. Guidance for developers is also set out in the Biodiversity Checklist for Land Use Planners in Cambridgeshire and Peterborough (Cambridgeshire County Council, 2001).
- D8.3 'Protected species' are those species of plants and animals that are afforded legal protection, for example, under the European Union Birds Directive and Habitats Directive (these "European Protected Species" are the highest priority for protection), or under Schedules 1, 5 and 8 of the Wildlife & Countryside Act 1981 (as amended) and the Protection of Badgers Act 1992.
- D8.4 Policy CE/16 is in accordance with species protection legislation and Biodiversity Action Plan targets, and ensures that any harm to a species or its habitat is weighed against the benefit of a development proposal. The judgement will be made on the basis of the expected effect on the species, the local, national or international significance of the population of the species, and its abundance, rate of decline or degree of threat.
- D8.5 In developing such proposals it is important to afford first priority to maintaining and enhancing the existing habitats of species. The translocation of species should only be considered as a measure of last resort. Measures should facilitate the survival of the species' population, reduce disturbance to a minimum and provide adequate habitats to sustain at least the current level of a population.
- D8.6 Mitigation may include the provision of specific measures to reduce disturbance, harm or potential impacts, provision of adequate alternative habitats to sustain, and where possible enhance the affected population, or facilitating the survival of individual members of the species.
- D8.7 Policy CE/16 also applies to the effects of development on people's opportunity to enjoy and experience nature on a site; development on or adjacent to an important site can have an adverse impact upon people's enjoyment of the site's biodiversity and landscape value, for example, through intrusive visual features, restrictions on access or a significant increase in noise levels.

BIODIVERSITY FEATURES

POLICY CE/17 Existing Biodiversity Features

Biodiversity Surveys:

- 1. Developers will be required to undertake a full programme of ecological survey and monitoring prior to the commencement of**

construction. This work should conclude by proposing a strategy for the protection and enhancement of biodiversity, and biodiversity management plans, to establish;

- a. Which areas of biodiversity will be protected and enhanced;
- b. Appropriate mitigation measures;
- c. Which specific impacts of the development will need to be monitored during and after construction.

Further ecological surveys will be required during and after construction, and the biodiversity strategy and management plans will be reviewed in the light of surveys and monitoring.

Management Strategy:

2. The developer will be required to develop a management strategy which must be submitted to and approved by the local planning authorities before planning permission is granted to ensure high quality, robust and effective implementation, adoption and maintenance of the biodiversity areas.

Retention of Existing Features:

3. Existing features including trees in the Park and Ride site will be retained as biodiversity and landscape features.
4. Development will not be permitted if it will have an adverse impact on a Local Nature Reserve (LNR), a County Wildlife Site (CWS), or a City Wildlife Site (CiWS) unless it can be clearly demonstrated that there are reasons for the proposal, which outweigh the need to safeguard the substantive nature conservation of the site. Where development is permitted, proposals should include measures to minimise harm, to secure suitable mitigation and / or compensatory measures, and where possible enhance the nature conservation value of the site affected through habitat creation and management.

New Biodiversity Features:

5. As part of the development of the new urban quarter, new biodiversity features will be provided in the green corridor and green fingers, together with, in the country park, a substantial resource of trees, grassland and other areas of semi-natural vegetation which is sympathetic to local landscape character.

Creating Habitats within the Urban Area:

6. Every opportunity will be taken to incorporate features within the urban fabric, through urban design and through the use of sympathetic materials to create wildlife habitats.

Biodiversity Surveys

- D8.8 The function of the site as an airport has resulted in a heavily managed landscape and the biodiversity of the area is perceived as poor. However, the grassland of the airport is likely to be of value to the skylark, brown hare and grey partridge all of which are species included within the Cambridgeshire Biodiversity Action Plan. Therefore, in order to protect and enhance the biodiversity of the area it will be essential to undertake full programmes for ecological survey and monitoring before, during and after construction
- D8.9 It will be important to draw up strategies for the creation, retention and management of key habitats important for foraging, shelter and mitigation for protected species to ensure and encourage their continued presence within the new development.

Management Strategy

- D8.10 As with landscape, a Biodiversity Management Strategy will be needed to maintain and fund biodiversity (see Phasing and Implementation chapter). The land-ownership structure of public open space should be as simple as possible and subject to a single agreed management strategy in order to be comprehensive and all embracing. It will be important that any biodiversity management strategy receives the full support of the local communities who should be involved in creation and care of habitats. This can be achieved by informing the residents of the town about the biodiversity of the area through community / wildlife groups, on site information boards and local newsletters.

Retention of Existing Features

- D8.11 The only areas currently identified as of notable biodiversity value are the local nature reserve adjacent to Barnwell Road, the Airport Way Road Side Verge (RSV) County Wildlife Site, and the Park and Ride site, although there may be small pockets elsewhere on the site, such as fringe habitats along watercourses and on roadside verges. There is also potential to find rare arable plants along field boundaries. The wooded area of the Park and Ride together with the associated open grassland habitats have potential for bat roosts, flight paths and feeding areas. All watercourses and their

network of ditches and associated hedges and trees provide important corridors for biodiversity moving through the Action Plan Area. Opportunities for habitat linkage to reverse the historic fragmentation of habitats will be valuable in terms of the wider biodiversity.

- D8.12 Existing biodiversity features will be incorporated into a green network to facilitate the movement of people and wildlife between them and prevent them becoming isolated.

New Biodiversity Features

- D8.13 A landscape strategy will be developed for Cambridge East (see Landscape chapter) which envisages the creation of a green corridor running through the development from the countryside around Teversham and linking through to Coldham's Common, a country park on land to the north of Teversham and a network of green fingers within the urban quarter. This strategy will also address the opportunities landscaping offers to maintain and create new wildlife habitats thus increasing biodiversity.
- D8.14 The landscape strategy suggests that green fingers will penetrate into and through the urban area, based on drainage infrastructure, and existing landscape features will also act as wildlife corridors. For biodiversity it is the connectivity between these open areas and the links to the larger green areas on the periphery and thence into the open countryside, which will enable wildlife to spread and flourish.

Creating Habitats within the Urban Area

- D8.15 There are a number of ways in which biodiversity can be maximised within urban areas, such as by incorporating green roofs, the erection of bat bricks and boxes, bird nest boxes, installation of mammal tunnels and other crossing points along severed routes. All of these will need to be designed and installed at appropriate locations to gain maximum net gains. The urban design and landscaping of the town can also contribute through the establishment of a network of open spaces planted with indigenous species, which will support a wide range of wildlife.

D9 ARCHAEOLOGY AND HERITAGE

OBJECTIVES

- D9/a To develop an appropriate archaeological strategy which mitigates against any adverse effects of the new urban quarter on the archaeological resource.**
- D9/b To minimise any adverse impacts on the setting and character of Listed Buildings and Conservation Areas in the surrounding area.**
- D9/c To provide an educational resource which can be used to inform the local population and the wider academic environment on the archaeological significance of the area.**

ARCHAEOLOGY

POLICY CE/18 Archaeology

A detailed, fully analytical assessment of known and suspected sites or features of archaeological importance will be undertaken, and submitted to the local planning authorities as part of any planning application for development, to ensure the archaeological implications are understood and recorded and, as far as possible, any adverse impacts are mitigated. Any important remains will then be protected. The assessment should define the location, extent, character, condition, significance and quality of any remains.

- D9.1** As might be expected of a large site on the fringes of the city there is evidence of continuous development and use from the earliest period. There are no Scheduled Monuments, but there are some 37 sites recorded on and around the airport on the Cambridgeshire Sites and Monuments record. The sequence of occupation was investigated via a desktop assessment in September 2001, by the Cambridge Archaeological Unit, on behalf of Marshall's of Cambridge. This established that there are likely to be further remains on and around the airfield.
- D9.2** The most significant surviving evidence was assessed to be from the Iron Age, Roman, Medieval and post-Medieval periods. The Iron Age remains are expected to cluster in small locations both north and south of Newmarket Road and over an extensive area around the main runway. The Roman remains were identified to the north of Newmarket Road around Greenhouse Farm. The most significant medieval remains are expected to be found on the site north of Cherry Hinton, including part of a large

inhumation cemetery at Church End. The strongest surviving post-medieval evidence of interest is that resulting from the World War II use of the site.

- D9.3 The site therefore exhibits the potential of a collection of both buried and standing archaeological remains, creating an important and non-renewable heritage resource. It will, therefore, be necessary for the developer to employ suitably qualified persons to undertake a fully analytical, archaeological investigation, prior to any development of the site. This will be necessary to facilitate a detailed understanding of the evolution and significance of the site, based on the assumption that any surviving remains should be preserved in situ, or at least subject to detailed recording, following excavation. The results of the study should be published and available for public examination.

BUILT HERITAGE

POLICY CE/19 Built Heritage

The developer will be required to undertake a comprehensive site survey to identify which buildings and structures should be retained for their heritage value, and establish the extent and character of their settings. The survey should conclude by proposing suitable long-term uses for identified heritage assets. Structures worthy of retention will be protected and maintained as features or points of interest in the landscape.

- D9.4 There are substantial built structures within the Area Action Plan area, especially north of Newmarket Road and in the north-west sector of the airport. Those on the North Works site are not important as built heritage for either their architectural quality or their historical associations. Of the airport buildings the surviving control and terminal building (now airport control and office building) is a fine Art Deco building dating from 1938. It was designed by AGG Marshall for his own firm and is Listed Grade II. As the principal building on the site is listed, all other buildings which have a functional and historical relationship to the former terminal will be covered by the listing and may be considered as potentially having local and group value importance.
- D9.5 In particular, the survey should consider whether features such as the tall control tower have a heritage value, and any potential for reuse within the development. Such buildings are distinctive features in the wider Cambridge townscape when the city is viewed from the south and east. Whatever their architectural merits, these buildings are symbolic of a significant chapter in Cambridge's development and commercial history and

their potential future contribution to the development of the site will require careful assessment.

D10 MEETING RECREATIONAL NEEDS

OBJECTIVES

- D10/a To provide adequate sports facilities.**
- D10/b To ensure adequate public open space for play and informal leisure.**
- D10/c To create an urban park to serve as a focus for outdoor activities.**
- D10/d To provide opportunities to access and enjoy the surrounding countryside.**

URBAN RECREATION

POLICY CE/20 Public Open Space and Sports Provision

Public Open Space:

- 1. Provision for outdoor sports facilities, teenagers and children, informal open space and allotments will be made in Cambridge East in accordance with the Open Space and Recreation Standards set out in Appendix 3.**

Formal Sports Provision:

- 2. A Strategy for Formal Sports Provision at Cambridge East must be prepared and / or approved by the local planning authorities. It will provide a full assessment of the formal indoor and outdoor sports facilities required to meet the needs of the new community. It will take account of the Major Sports Facilities Strategy for the Cambridge Sub-Region prepared by Cambridgeshire Horizons, and consider the implications for Cambridge East.**
- 3. The requirements of the strategy for formal sports provision which are directly related to the needs of the future residents of Cambridge East and its implementation will be met in full by the development in terms of the quantity, quality and location of facilities provided.**

Location of Sports Facilities:

4. The main public indoor sports facility will be based at the secondary school. This will be a dual use facility used by both school and community. Grass pitches required to meet the needs of the secondary and primary schools will not count towards the provision of the required public open space.

Accessibility to Outdoor Sport Pitch Provision:

5. All homes in Cambridge East will be within 1,000m of Outdoor Sport provision.

Location of Children's Play Areas and Youth Facilities:

6. A Play Strategy will be required for Cambridge East, prepared and / or approved by the local planning authorities which will include a mixture of formal and informal provision. The requirements of the strategy will be funded in full by the development. Local children and young people must be involved in the design of all play areas. The Strategy will ensure that:
 - a. No home will be more than a one minute walk (i.e 100m actual walk distance) from a Local Area for Play (LAP).
 - b. No home will be more than a five minutes walk (i.e 400m actual walk distance) from a Local Equipped Area for Play (LEAP).
 - c. No home should be more than a fifteen minutes walk (i.e 1,000m actual walk distance) from a Neighbourhood Equipped Area for Play (NEAP) or Space for Imaginative Play (SIP).

Urban Park:

7. An urban park will be developed utilising the existing Park and Ride site. It will be connected to the residential areas by high quality footpaths and cycle-links. It may include some appropriate outdoor sports provision, such as tennis courts and bowling greens, and appropriate ancillary facilities, where this will not adversely affect its amenity and landscape quality.

Water Features:

8. Water features at Cambridge East will provide opportunities for non-motorised water-based recreation, although account must be taken of the impact on amenity, wildlife and biodiversity.

Phasing and Delivery of Open Space:

- 9. Recreational facilities and landscaping will be delivered early within the development such that the needs of the development are met at all times. Commuted maintenance sums will be required in accordance with Supplementary Planning Document.**

D10.1 Residents of the new Cambridge East urban quarter should be able to find that their sport, leisure and recreational needs are met locally so that they can lead a healthy lifestyle and enjoy a high quality of life and leisure time. Whilst the majority of higher order and commercial leisure activities will be met in Cambridge city centre as the sub-regional centre, every opportunity should be taken to allow people from Cambridge East, adjacent parts of the city and the surrounding villages to meet as many of their needs as nearby as possible without having to travel further afield. There may also be potential for Cambridge East to provide some higher order facilities that are appropriate to be located in Cambridge, but where there is no capacity for them in the city centre, where this is complementary to and not in conflict with the city centre.

Public Open Space and Sports Provision

- D10.2 There will need to be a high standard of public open space provision in Cambridge East consistent with its role as an urban quarter of significant size.
- D10.3 The Open Space and Recreation Standards at Appendix 3 will apply at Cambridge East:

Strategy for Formal Sports Provision

- D10.4 A Strategy for Formal Sport will enable comprehensive planning of facilities at Cambridge East. The Strategy will be completed in partnership with Cambridgeshire Horizons along with other partner organisations and professional bodies such as Sport England and the Governing Bodies of Sport. It must also include an assessment of local and national sporting trends. A Major Sports Facilities Strategy for the Cambridge Sub-Region is being prepared by Cambridgeshire Horizons. The Strategy for Formal Sport must consider the implications of this Strategy for Cambridge East
- D10.5 The following is an indicative (but not exclusive) list of facilities to be explored by the Strategy:
- a. 25 m indoor swimming pool;
 - b. 8 court sports hall;

- c. Fitness suite;
- d. Squash courts;
- e. Floodlit artificial turf pitches for hockey and football;
- f. Multi-use games areas for training and five-a-side football;
- g. Tennis courts;
- h. Outdoor bowls green;
- i. Indoor bowls facility;
- j. Athletics track;
- k. Grass pitches and ancillary facilities for a range of sports and age groups;
- l. Golf facilities.

Location of Formal Sport

- D10.6 Cambridgeshire has a well developed network of community colleges and village colleges which provide “dual use” sports facilities for both school and community use. This works well in South Cambridgeshire where the existing policy is to base main indoor sports centres and swimming pools at secondary schools managed under a service level agreement with the school. Dual use sports facilities also work well where they are located in the more urban environment of Cambridge City and in neighbouring local authority areas, including Huntingdonshire and East Cambridgeshire.
- D10.7 Dual use offers a good value approach and ensures that all people have access to good quality, local sports facilities. It also encourages greater after school sport for young people and gives priority to community use in the evenings and weekends.
- D10.8 The service level agreements for dual use of sports facilities at schools include all indoor sports facilities plus outdoor tennis courts and multi-use games areas. They do not include grass pitches as this leads to over use of school pitches and regular access cannot always be guaranteed by the schools. Grass pitches located close by can, however, offer some joint usage. As such, grass pitches at schools do not count towards the open space standards.

Accessibility to Outdoor Sport Pitch Provision

- D10.9 Planning Policy Guidance Note 17 Paragraph 7 states that local standards should include consideration of accessibility. A minimum accessibility standard for formal sport is required. 1,000m is the equivalent of 10 to 15 minutes walking time.

Location of Children's Play Areas

- D10.10 A Play Strategy will be produced for Cambridge East which will include a mixture of formal and informal provision. Formal provision will include:
- LAPs - Local Areas for Play;
 - LEAPs - Local Equipped Areas for Play;
 - NEAPs - Neighbourhood Equipped Areas for Play; and
 - SIPs - Spaces for Imaginative Play.
- D10.11 LAPs will not be formally equipped but will provide soft and hard landscaping to provide a natural meeting place and play space for children and adults. No home should be more than one minute from a LAP.
- D10.12 LEAPs offer formal equipment for children up to 8 years. They should incorporate at least 8 pieces of equipment including a minimum of 3 pieces suitable for toddlers. The National Playing Fields Association recommends that no home should be more than five minutes from a LEAP.
- D10.13 NEAPs will cater for unaccompanied 8–14 year olds and will include equipped play areas and youth sports facilities including informal multi-use areas and provision for a range of wheeled sports areas. SIPs are more natural areas using local features. The National Playing Fields Association recommends that no home should be more than fifteen minutes from a NEAP.

Urban Park

- D10.14 Given that Cambridge East will be a high density development, it will be important to ensure that those living in, working in and visiting these areas have easy access to high quality open space which provides an outdoor venue for informal entertainment and community events, and acts as a peaceful, yet at times vibrant, area close to where people live, thus contributing to community development. The green corridor will offer the opportunity for these needs to be met for the southern parts of the urban quarter. However, the northern part of the development will be some distance from the corridor and the provision of a formal urban park in the Newmarket Road area will help meet the needs of this part of the area.
- D10.15 The existing Park and Ride site at Greenhouse Farm is approximately 7 ha. and has a mature and attractive landscape character and offers the opportunity to create a high quality park in the heart of this northern part of the urban quarter. This would be dependent on the relocation of the Park

and Ride facility. Moving this facility which serves people travelling into Cambridge from outside the city to a new location on the edge of the urban quarter has other functional benefits (see Transport section).

- D10.16 It is important that the park is connected to residential areas and the rest of the urban quarter by high quality footpaths and cycle-links, including north of Newmarket Road. It could include some sports provision such as tennis courts and bowls, and could also provide facilities such as picnic areas.

Green Corridor

- D10.17 As explained in the Site and Setting chapter, the development will include a green corridor running from the countryside around Teversham and linking through to Coldham's Common. It will be for amenity, with a landscape and biodiversity value, but will also perform a recreational function, for both formal and informal recreation, and for equipped and informal children's play.

Water Features

- D10.18 As detailed in the Land Drainage chapter, the water features will provide the opportunity for water based recreation, and non-motorised water sports.

Phasing of the Delivery of Open Space

- D10.19 It will be important for the new residents to have access to both recreational facilities and informal open space to meet their needs at a very early stage. Phasing is particularly relevant to the provision of sports pitches as they need to be established for up to 2 years before they can be used. The early implementation of these areas should therefore be conditions of any planning permission.

Management of Public Open Space

- D10.20 With a wide variety of public open space and facilities being planned for Cambridge East, it is important that appropriate long-term management arrangements are planned and implemented at an early stage. This includes ensuring that parcels of land are not fragmented and that it is clear which body is responsible for their maintenance and care. This is particularly the case for incidental open space within housing development and roadside verges. Appropriate management systems will be required to ensure high quality, robust and effective maintenance of open space. This is dealt with in the Phasing and Implementation policies.

Allotments

- D10.21 In a high density urban quarter with many apartments and where garden sizes are likely to be smaller than those provided in the past, it is important that allotments are provided for outdoor recreation, and healthy food production.

COUNTRYSIDE RECREATION

POLICY CE/21 Countryside Recreation

Country Park:

1. A country park will be provided on land north of Teversham linking to the green corridor.

Access to the Countryside:

2. A strategy will be developed with reference to the Rights of Way Improvement Plan to link all parts of the urban quarter to the wider countryside through an enhanced network of footpaths, bridleways and cycleways. Links should be provided to existing or potential new rights of way adjoining the site to the north, which lead to the River Cam and to the extension to Wicken Fen proposed in the long-term by the National Trust.

Country Park

- D10.22 As a new urban quarter with a considerable population living at high densities, it will be important that residents have the opportunity to connect with the surrounding countryside. One advantage of Cambridge East being developed in a compact form will be that the countryside will be relatively close to the whole development and should be reachable on foot and certainly by bicycle. However, the intensively farmed nature of the countryside on the eastern side of Cambridge means that the opportunities for informal recreation are currently limited.
- D10.23 As a major new community, it will be important to ensure that the substantial population of Cambridge East has good access to the countryside. A new country park is proposed east of Airport Way and north of Teversham, where people can also find the facilities which would enable them to experience informal countryside leisure activities, with provision of publicly accessible wildlife areas and habitats, and areas solely for nature conservation. Such facilities could include a visitors' centre, areas for

picnicking, barbeques, kick about areas, kite flying and so on, as well as supporting facilities such as car and cycle parking, toilets, etc.

- D10.24 The green corridor running through the development and linking into Coldham's Common will provide public access to a large open area. However, this will have a semi-urban character and the creation in addition of a country park adjoining the development will provide this informal countryside recreation function. The site to the north of Teversham will link into the green corridor providing a continuous area of greenspace from the countryside to Coldham's Common into the urban fabric of Cambridge, which will help maximise the recreational benefit. A country park in this location will be well related to the main body of the urban extension.

Access to the Countryside

- D10.25 There will also be a need to develop a strategy whereby there would be improved access from Cambridge East into the wider countryside through footpaths, bridleways and cycleways. This should be developed having regard to the Rights of Way Improvement Plan (ROWIP). This is a statutory plan required by the Countryside and Rights of Way (CROW) Act 2000. The ROWIP will support improvements to the rights of way network over the whole county, and it is anticipated that the County Council will work with districts and other partners to achieve this. There may be potential for joint provision of public access routes and wildlife corridors. Although land north of Newmarket Road is not considered appropriate for a country park, it has significant potential to create and improve countryside access radiating out from the new urban quarter to the north. This would have the benefit of linking in to proposals by the National Trust for a major extension to Wicken Fen which would eventually link to Cambridge, associated with the Landscape East project of the "Bridge of Reeds". It would also link to footpath routes along the River Cam to Ely. Other radial routes out into the countryside would also be desirable.

APPENDIX 3 CAMBRIDGE EAST OPEN SPACE AND RECREATION STANDARDS

Type of Open Space	Definition	Standard
Outdoor Sports Facilities	Playing pitches, courts and greens	1.2 ha. per 1,000 people
Provision for Children and Teenagers	Equipped children's play areas and outdoor youth provision	0.3 ha. per 1,000 people
Informal Open Space	Recreation grounds, parks and common land excluding water bodies, equipped play areas and pitches and nature conservation sites.	1.8 ha. per 1,000 people
Allotments	Allotments.	0.4 ha. per 1,000 people

D11 AN INTEGRATED WATER STRATEGY

OBJECTIVES

- D11/a To ensure that the development would not be at risk of flooding either from itself or surrounding watercourses, for up to the 1 in 100 year event including the forecast effects of climate change.**
- D11/b Not to increase the flood risk to surrounding properties and communities.**
- D11/c To maintain where possible, practicable and sustainable the natural catchment areas.**
- D11/d To ensure that landforms and engineering works in any drainage scheme do not compromise the character of the surrounding area by considering the landscape options available for the site.**
- D11/e To suggest an appropriate foul water drainage system and disposal method for the site.**
- D11/f To develop appropriate strategies for the management and maintenance of all water bodies and watercourses.**
- D11/g To determine the scope for water minimisation, conservation and recycling within the development, through layout and building design.**
- D11/h To incorporate the principles of sustainable drainage systems within the development.**

INTRODUCTION

- D11.1 In Cambridgeshire, with its low lying land, the treatment of surface water run-off is of critical importance in order to avoid flood risk for either any new development or land nearby or downstream.**
- D11.2 Although it appears generally level, the site of Cambridge East lies at between 8.5m and 16m Above Ordnance Datum (AOD) and is a naturally draining site being just above the fen level (0 – 5 OD) where drainage has to be by pumping.**

LAND DRAINAGE, WATER CONSERVATION, FOUL DRAINAGE AND SEWAGE DISPOSAL

POLICY CE/22 Land Drainage, Water Conservation, Foul Drainage and Sewage Disposal

Surface Water Drainage:

- 1. Surface water drainage will be controlled by means of a sustainable drainage system to drain the urban quarter. This will comprise a series of underground cells and pipes and surface water channels. These could form a variety of design features through the urban quarter, feeding to water holding features, including a large, permanent lake in the green corridor. A Strategic Surface Water Drainage Scheme will be required at the outline planning application stage for the Cambridge East area.**

Foul Drainage and Sewage Disposal:

- 2. Neither the development of Cambridge East as whole, nor any phase of the development, will result in harm in the form of untreated sewage discharge or increased flood risk from treated waste water. Planning conditions (which may include 'Grampian' style conditions) will link the start and phased development of the urban extension to the availability of waste water treatment capacity and the capacity of receiving watercourses.**

Management and Maintenance of Watercourses:

- 3. All water bodies and watercourses required to serve the development will be maintained and managed by one or more publicly accountable bodies to ensure a comprehensive and integrated approach to surface water drainage with clearly defined areas of responsibility and funding to ensure that:**
 - a. Flooding does not occur outside that envisaged in the design parameters of the surface water drainage system;**
 - b. No additional discharge is made into surrounding water courses or onto surrounding land than that naturally discharging from the site in its current undeveloped form;**
 - c. Water quality and levels are maintained within Cambridge East and receiving surface water drainage systems sufficient to support and encourage natural habitats;**
 - d. The managing organisation will be funded in perpetuity at the cost of the development.**

4. **No development shall commence until the written agreement of the local planning authorities has been secured to ensure that organisations with sufficient powers, funding, resources, expertise and integrated management have legally committed to maintain and manage all surface water drainage systems for Cambridge East in perpetuity.**

Water Conservation:

5. **All development in Cambridge East will incorporate water conservation measures including water saving devices, rainwater harvesting and greywater recycling whilst managing the recycling of water to ensure no adverse impact on the water environment and biodiversity. Water conservation measures will aim to achieve between 33% and 50% reductions on mains water use compared with conventional housing.**

Surface Water Drainage

- D11.3 Surface water at the site drains naturally in four directions from a watershed running east-west roughly along Newmarket Road:
- To the **northwest**, the North Works site and Park and Ride facility drain via a small balancing lagoon into culverts and small surface water drain across Ditton Meadows to the River Cam;
 - To the **northeast**, the area north of Newmarket Road and east of the Park and Ride site drains along a privately owned ditch across the A14 into the Internal Drainage Board District and Commissioner's Drain, which discharges into the River Cam at Upware;
 - To the **east**, the north and east section of the airfield drains through Public Award Drain 198 on the east side of the airfield, which runs through Teversham to Quy Water, and then into the River Cam via Bottisham Lode;
 - To the **west**, the South Works hangars and south-west area of the airfield drain through Barnwell Local Nature Reserve and into the East Cambridge Main Drain and Coldham's Brook, which flows into the River Cam at Stourbridge Common.
- D11.4 The watercourses downstream of the site are all at full capacity at peak flows. Storm water run-off will increase as a result of the development which will create impermeable areas and full attenuation measures will be required for 100 year storms.

- D11.5 Storm water drainage for the site will be designed as far as possible in line with sustainable drainage systems (SuDS) principles. Water storage areas will be designed and integrated into the development as multi-functional features with drainage, recreation, biodiversity and amenity value. The largest part of the site will drain to a new lake in the eastern section of the green corridor which is one of the lowest parts of the site. Other water bodies are proposed which will provide permanent water features as well as provision for excess water in times of heavy rainfall. These features will also be designed to enhance biodiversity by providing wetland habitats and reed beds which will also help to improve the water quality from surface water run-off.
- D11.6 The development will require the preparation of a flood risk assessment on a strategic scale for the development as a whole. This will address any potential flood risk, and will identify the types of SuDS drainage facilities proposed and options for future adoption and maintenance arrangements. The site lies some way from the Flood Zones defined by the Environment Agency. A range of sustainable solutions for handling storm water drainage on the site will include:
- Pervious surfacing of minor roads and parking areas;
 - Green roofs where appropriate to the urban design;
 - Underground reservoirs (for example beneath urban squares) upstream of the main open water features, which can store water and release it at a controlled rate into the permanent water features;
 - Two stage open drains in green corridors, which would serve as a public amenity and provide a balancing function during storms;
 - A series of linked wetland features in the public open space part of the site, with adjacent land serving as swales or washland for temporary storage of flood run-off.
- D11.7 The management of the water systems will be important if they are to be permanent water features able to fulfil an amenity and recreation role as well as a drainage function. It will be important that any underground storage reservoirs in the urban area do not prejudice high quality landscaping of these important urban squares, including trees. Any implications of the surface water drainage treatment proposed for Cambridge East for water quality, water table and watercourses elsewhere will need to be considered and addressed. It is important that there is no adverse effect on Sites of Special Scientific Interest (SSSIs) downstream of the development, in particular Wilbraham SSSI and Stow-cum-Quy SSSI.

Foul Drainage and Sewage Disposal

D11.8 The foul water produced at the site will be directed to Cambridge Sewage Treatment Works (STW) at Milton to take advantage of consolidating existing facilities. Anglian Water is currently considering relocating the STW in connection with potential redevelopment at Cambridge Northern Fringe East. If relocated, it is still anticipated that the foul water from Cambridge East will be directed to the new STW. They are also undertaking an appraisal of sewerage provision for the whole catchment and the outcome of that appraisal will inform the approach to be followed for foul water arising from Cambridge East.

Management and Maintenance of Watercourses

D11.9 It will be important to ensure that surface water drainage will be suitably managed and maintained in perpetuity, beyond the lifetime of construction. The options for this are for maintenance and management to be the responsibility of one or more of the following:

- The City and / or District Councils;
- A water company such as Anglian Water;
- A publicly accountable trust.

D11.10 It is important to ensure that the body or bodies made responsible have adequate expertise and are financially stable in perpetuity. It will be the responsibility of the developer to secure and fund a suitable management and maintenance body / bodies.

Water Conservation

D11.11 East Anglia is the United Kingdom's driest but fastest growing region and the Cambridge Sub-Region will be the fastest growing part of that region. Even allowing for the impact of climate change, careful husbandry of water resources will be crucial if the economic potential of the sub-region is to continue to be realised. The development of the new urban quarter provides an opportunity to design water conservation measures into the infrastructure and buildings in order to reduce the overall demand for water. This important issue should be considered as part of the Cambridge East proposals.

D12 TELECOMMUNICATIONS

OBJECTIVES

D12/a To provide an effective telecommunications infrastructure, including provision for broadband.

D12/b To be capable of responding to changes in technology requirements over the period of the development.

POLICY CE/23 Telecommunications Infrastructure

All telecommunications infrastructure should be capable of responding to changes in technology requirements over the period of the development. Provision for broadband should be designed and installed as an integral part of the development which minimises visual impact and future disturbance during maintenance.

- D12.1 Effective telecommunications are of great benefit to both the economy and the community, and the technology is developing rapidly. It is closely related to information technology, where broadband access is becoming increasingly important to businesses, as well as enabling home working which can contribute to reducing the need to travel. It is important that infrastructure can respond to changes in technology over the period of the development.
- D12.2 The development of an entirely new urban quarter provides the opportunity to ensure that all telecommunications infrastructure is designed and installed as an integral part of the development. Given the scale of the development and the fact that it will be implemented over a long period, it is important that it is capable of responding to changes in technology requirements over the period of the development.
- D12.3 Underground cables should be provided as part of the development of the urban quarter and located to ensure ease of future maintenance with minimum disruption, including to landscaping.
- D12.4 For surface infrastructure, the scope to share existing telecommunications masts should be maximised and potential to utilise other buildings and structures should also be explored to help minimise visual impact.

D13 NATURAL ENVIRONMENT

OBJECTIVES

- D13/a To ensure that new development, activities and uses of land uphold and promote the principles of sustainable development.**
- D13/b To address climate change mitigation and adaptation issues including the need to ensure that all development is “climate proofed”.**
- D13/c To minimise energy use in new development and reduce CO₂ and greenhouse gas emissions which contribute to climate change.**
- D13/d To use energy efficiently.**
- D13/e To make greater use of renewable energy sources.**
- D13/f To promote on-site renewable energy generation.**
- D13/g To protect and improve the ambient noise environment.**
- D13/h To protect and improve air quality.**

INTRODUCTION

- D13.1 The need to conserve and protect the Earth’s natural resources underlines the importance of ensuring future development is achieved within known biophysical limits. This now lies at the heart of international commitments on sustainable development and sustainability. These same principles also need to be applied within the context of the Cambridge East.
- D13.2 It will therefore be important for a wide range of issues is taken into account. Climate proofing aims to ensure buildings and associated infrastructure are capable of enduring the future impacts of climate change, for example minimising risk of flooding, minimising risk of subsistence, installing water saving measures and devices (greywater, rainwater harvesting systems, water efficient systems and appliances), fitting and / or making future provision for installing heating and power systems that have low or zero carbon dioxide (CO₂) and greenhouse gas (GHG) emissions, constructing buildings that are naturally ventilated and capable of enduring higher diurnal and nocturnal temperatures without the need to install air conditioning systems, and using materials that have low / zero CO₂ and GHG emissions (i.e. wood rather than concrete etc.).

ENERGY

POLICY CE/24 Energy

Energy Efficiency:

- 1. Cambridge East will be required to demonstrate that it will achieve a high degree of measures to increase the energy efficiency of buildings, for example through location, layout, orientation, aspect and external design.**
- 2. Developers will be encouraged to reduce the amount of CO₂ m³ / year emitted by 10% compared to the minimum Building Regulation requirement when calculated by the Elemental Method in the current Building Regulations for notional buildings of the same size and shape as that proposed.**

Renewable Energy Technologies in New Development:

- 3. Cambridge East will include technology for renewable energy to provide at least 10% of its predicted energy requirements.**

Energy Efficiency

- D13.3 The UK is committed to reducing its CO₂ and GHG gas emissions by 12.5% from 1990 levels by 2012. At the same time there is a target to reduce CO₂ emissions in the UK by 20% by 2010, and the target is 10.4% of electricity to be from renewable sources by 2011.
- D13.4 There is a need to seek a high level of energy efficiency and energy conservation measures in all new development. Energy conservation of buildings is an important part of meeting that requirement. The policy requires a high degree of measures to increase the energy efficiency of new buildings through, for example, location, layout, orientation, aspect and external design. Other measures such as internal design and improved insulation are also important to energy use and are dealt with through the Building Regulations system. It also encourages developers to reduce the amount of CO₂ m³ / year emitted by 10% compared with the minimum Building Regulation requirement. Applying this policy will help ensure that the performance of Cambridge East over the long period of its implementation will always remain challenging and forward thinking. The Building Regulations are proposed to become more stringent on energy conservation over time, so encouraging energy conservation above the current minimum requirement is appropriate.

Renewable Energy Technologies in New Development

- D13.5 Policy ENV8 of the Draft Regional Spatial Strategy for the East of England (RSS) requires all Local Development Documents to include policies to promote and encourage energy efficiency and renewable energy. The Government is committed under the 1997 Kyoto Agreement to reduce greenhouse gas emissions.
- D13.6 The recent report “Delivering Renewable Energy in the Cambridge Sub-Region 2004” by Energy for Sustainable Development with Global to Local Ltd for Cambridgeshire County Council, Cambridge City Council, and South Cambridgeshire, East Cambridgeshire and Huntingdonshire District Councils assessed the potential and capacity at the major development locations proposed in the Structure Plan to implement renewable energy systems. In the Cambridge area, with greater than the UK average levels of sunshine, solar power can make a significant contribution.
- D13.7 The scale of development at Cambridge East enhances the potential for a comprehensive approach towards the provision of energy. It offers the opportunity for innovative measures, including the use of renewable energy. This could take various forms including localised wind generators, solar panels and photo-voltaic cells being incorporated into the design of buildings. The provision of these technologies may also be off-site as appropriate.
- D13.8 Consideration is being given to the potential for a Sustainable Energy Partnership to be created at Northstowe which would be responsible for delivering investment in an integrated sustainable energy system that includes low carbon generation and energy efficiency measures. If progressed, the partnership could be extended and / or replicated at Cambridge East. It is important to recognise that if a Combined Heat and Power solution were chosen, this would be dependent upon the necessary energy infrastructure (such as private wiring) being explored at a very early stage and designed in at the front end in order to minimise costs and to maximise opportunities.
- D13.9 In terms of electricity generation from renewable resources, the most flexible approach would be for the electricity generated to be directed into the national grid where it could help smooth out fluctuations in supply and demand; it would also not require the developments receiving the electricity to be limited to a single energy supply company.

SUSTAINABLE BUILDING METHODS AND MATERIALS

POLICY CE/25 Sustainable Building Methods and Materials

Development should, where practicable, use sustainable building methods and verifiably sustainable, locally sourced materials, including recycled materials, and include a Travel Plan to address the travel needs of labour during construction.

- D13.10 Building methods and the source of building materials are a key way that development impacts on the environment. A sustainable approach to both methods and materials is therefore an important aspect of ensuring a sustainable development. Measures used in the development of this major new urban quarter should wherever practicable include use of recycled materials and include a Travel Plan to address the needs of labour during construction.

NOISE

POLICY CE/26 Noise

- 1. Where a planning application for residential development or other noise sensitive development such as hospitals, residential institutions, nursing homes, hotels, guesthouses and schools and other educational establishments is near an existing noise source, the applicant will be required to demonstrate that the proposal would not be subject to an unacceptable noise levels.**
- 2. The Councils will seek to ensure that noise from proposed commercial, industrial, recreational or transport use does not cause any significant increase in the background noise level of nearby existing noise sensitive property which includes dwellings, hospitals, residential institutions, nursing homes, hotels, guesthouses and schools and other educational establishments.**
- 3. The Councils will seek to ensure that noise from proposed development does not cause any significant increase in the background noise level of nearby existing noise sensitive recreational areas or areas of open space.**

- D13.11 For Phase 1 north of Newmarket Road a major noise source would be the aircraft engine testing bay for Marshall Aerospace which is currently located immediately to the south of Newmarket Road. Assessment of potential

impacts will be required and appropriate mitigation measures identified and provided, including potentially relocating the aircraft testing bay, to ensure that an acceptable residential environment can be created.

- D13.12 It may be possible for land north of Cherry Hinton to come forward for development ahead of the relocation of the airport (see Phasing and Implementation chapter). In order to ensure that an acceptable residential environment could be created, any development which takes place ahead of the relocation of the airport will need to take account of aircraft noise because of the proximity to the southern end of the main runway.

AIR QUALITY

POLICY CE/27 Air Quality

- 1. Development proposals will need to have regard to any emissions arising from the proposed use and seek to minimise those emissions to control any risks arising and prevent any detriment to the local amenity by locating such development appropriately.**
- 2. Proposals will have regard to the impact which any existing emissions in the vicinity of the site would have on the proposed development, particularly where this involves residential use.**

- D13.13 Air pollutants (including dust and odour) have been shown to have adverse effects on health and the environment. Emissions arising from development at Cambridge East, including indirect emissions such as those attributable to associated traffic generation, must therefore be considered in determining planning applications.

- D13.14 The impact of existing uses in the area on the proposed development, including from the Airport for Phase 1 north of Newmarket Road, but also for development north of Cherry Hinton which could come forward ahead of relocation of the airport, must be properly assessed as part of any proposals.

D14 AN EXEMPLAR IN SUSTAINABILITY

OBJECTIVE

D14/a To include within Cambridge East projects which are an exemplar in terms of the use of the earth's resources, including energy, water and materials.

POLICY CE/28 An Exemplar in Sustainability

Cambridge East will include within the development exemplar projects in sustainable development, including energy efficient measures. This will involve building a proportion of the development using cutting-edge technologies that fully address sustainability issues and minimise any environmental impact by pushing at the boundaries of the proven technology available at the time each exemplar project comes forward. This requirement could be met, in part, by providing an increased level of sustainability across the development as a whole materially above current requirements. Exemplar projects should be phased throughout the course of the development of Cambridge East so that new technologies coming forward can be incorporated.

Exemplar Projects

- D14.1 A major development of the scale of Cambridge East offers considerable potential for an innovative approach to development. The Area Action Plan requires the provision of exemplar projects to be incorporated in the development at Cambridge East to make the development of this major urban extension as sustainable as possible.
- D14.2 This requirement would be achieved by a proportion of the development being built using cutting edge methods and materials and pushing at the boundaries of technology. In view of the scale of the development at Cambridge East and the long timescale of the development, opportunities should be taken to respond to new technologies coming forward and becoming viable over the course of development. As such, and to maximise the opportunities to showcase examples of excellence, the provision of exemplar projects should be phased over the period of development, rather than in a single one-off development.
- D14.3 It would also be possible to offer the benefits of increased sustainability to a wider number of properties. The policy provides for the requirement to be met in part by an increased level of sustainability above current requirements could be provided across the whole development. This would need to be at a level that was materially higher than could reasonably be

required of the development. This must be in addition to the provision of exemplar projects.

Materials

- D14.4 Where practicable, the use of sustainable building methods and verifiably sustainable, locally sourced materials, including recycled materials and include a Travel Plan to address the needs of labour during construction should be achieved at Cambridge East (see Natural Environment chapter). In an exemplar project, making these matters integral to the development would contribute towards exemplar projects.

Water Conservation

- D14.5 Policy CE/22 in the Land Drainage and Water chapter requires all development in Cambridge East to incorporate water conservation measures. Improvements upon the standards of water conservation would contribute towards such exemplar projects.

D15 WASTE

- D15.1 Waste is a key issue affecting the Cambridge area. The Government has challenging targets for reducing the amount of waste that goes to landfill sites and there is a clear policy approach to first reduce the amount of waste created in both residential and commercial properties, to reuse waste products wherever practical, and then recycle as much as possible of the remaining waste, so that the amount of waste that needs to be disposed of is minimised. As a major development which will inevitably create significant levels of waste material, Cambridge East should be planned for all necessary facilities at all levels to deal with waste, from facilities within homes to store recycling materials and design which aids easy collection, to waste recycling facilities, and potentially waste management facilities, to serve the development and even the wider area.
- D15.2 It is not the role of the Area Action Plan to include policies for waste. Waste policies are contained in the Structure Plan and the Waste Local Plan 2003. These plans form part of the development plan applying to Cambridge East and will need to be read alongside the Area Action Plan for Cambridge East.
- D15.3 The Cambridgeshire and Peterborough Structure Plan 2003 says that proposals for major new developments will be required to make adequate provision for strategic and / or local waste management facilities.
- D15.4 The adopted Waste Local Plan 2003, prepared by Cambridgeshire County Council as the waste planning authority, responds to the need for sustainable waste management to be in place for existing and new communities. It identifies all major new developments as “preferred” locations where “proposals for major waste management facilities (other than landfill) will be considered favourably” (Policy WLP 18). It also states that suitable locations for household waste recycling centres “may include preferred sites identified in policy WLP 18, land identified for general employment uses, and as part of major development proposals” (Policy WLP 20).
- D15.5 At the time the Area Action Plan was adopted, the County Council was preparing a Minerals and Waste Local Development Framework, which in due course will supersede the adopted Waste Local Plan.
- D15.6 Developers are advised to talk to the County Council as waste planning authority at an early stage.
- D15.7 The masterplanning process for Cambridge East will need to take account of all components of the development plan, and will be the vehicle for bringing together the overall policy framework for the new urban quarter and take forward the provision of waste facilities.

E DELIVERING CAMBRIDGE EAST

E1 IMPLEMENTATION

OBJECTIVES

- E1/a To ensure that the impact of the development of Cambridge East is kept to a minimum both in terms of physical impact and duration, and where possible adverse impacts are avoided through the management of the development process.**
- E1/b To ensure the early provision of key aspects of strategic landscaping at the beginning of each major phase of development.**
- E1/c To ensure that Cambridge East is developed using sustainable construction methods and principles.**

CONSTRUCTION STRATEGY

POLICY CE/29 Construction Strategy

- 1. A comprehensive Construction Strategy will be required for all phases of development.**

Site Accesses and Haul Roads:

- 2. A scheme will be introduced to avoid construction traffic travelling through residential areas in the city and villages in the locality and ensure that any haul roads are located, designed and landscaped in such a way as to minimise any noise, smell, dust, visual or other adverse impacts on existing residents and businesses, and on the new residents and businesses at Cambridge East. They should also avoid adverse effects on the environmental amenities of biodiversity, rights of way and green spaces. Traffic flows will be monitored to ensure that the public has a mechanism to feedback any concerns that arise during development.**
- 3. Any haul roads must be agreed with the local planning authorities. At any point where on-site temporary haul routes for construction traffic enter the public highway, provision should be made for the cleaning of vehicle tyres to avoid deposition of mud / debris on the public highway and the generation of dust.**

Construction Methods:

- 4. Development at Cambridge East will be required to recycle construction waste and materials from redundant existing buildings and infrastructure within the site during construction and in the long term. Exceptions would include waste having potentially hazardous properties and any other materials where off-site treatment would be more appropriate. A 'Resource Re-use and Recycling Scheme' will be needed to address treatment of all waste arising during the development.**

Construction Spoil:

- 5. All suitable construction spoil should be accommodated within the site by generally raising ground levels. There will be limited opportunities for mounding to act as noise barriers to protect communities from traffic noise. The construction strategy will demonstrate how this is to be addressed and will be required to be prepared and approved before development commences.**

Earth Moving: North of Newmarket Road:

- 6. The programme of earth moving for the development as a whole must ensure that the approach for Phase 1 of the development north of Newmarket Road is capable of being implemented in a sustainable way without adverse impact on this stage of the development.**

Storage Compounds, Plant and Machinery:

- 7. Storage compounds, plant or machinery must be located, designed and used to avoid noise, smell, dust, visual, or other adverse impact on existing residents and businesses. Adequate provision will need to be made for the storage of fuel and vehicles in a way that minimises risk of pollution to surface water or aquifers.**

Construction Activities:

- 8. Planning conditions will be imposed to minimise the adverse effects of construction activity on residential amenity and the environment.**

Development Starting on Site:

- 9. In the event of development at more than one location, all phases of development will be connected either to each other or the adjoining part of Cambridge as appropriate, and to any services**

and facilities by public transport, cycle and pedestrian routes through the site.

Site Accesses

- E1.1 Cambridge East will be under construction for a very long period of time and the construction process will need careful management in order that disruption to the adjacent parts of the city and nearby villages as well as to the parts of Cambridge East that have already been built is avoided. Avoidance of impact will be the objective but, where this is not possible, disruption will be kept to a minimum both in magnitude and duration. Realistically it will not be possible to avoid any impact when development is being undertaken immediately adjoining existing areas but measures should be taken to reduce that impact as far as possible. Forecasts of the development traffic should be taken into account in planning for construction traffic.
- E1.2 Cambridge East will be developed adjacent to the urban area of Cambridge and close to the two villages of Fen Ditton and Teversham. In all cases, it will be necessary to ensure that disruption to existing residents is avoided wherever practicable and otherwise minimised in effect and duration and that main routes which avoid passing through residential areas are used wherever possible. For example, construction vehicle access from the A14 should not be via the Fen Ditton junction, but should use the Quy junction to the east.

Construction Methods

- E1.3 Whilst some of the buildings at Cambridge Airport and North Works may be capable of use within the development, either temporarily or on a more permanent basis, others will not be required. Removal of the runway will also generate significant amounts of material. Much of the material generated could be recycled during construction e.g. providing a local source of hardcore, reducing the amounts of material which will have to be imported onto the site.
- E1.4 A temporary processing plant could be located on the site to treat the waste construction material. Any application would be dealt with by Cambridgeshire County Council as the waste planning authority. Exceptions to on-site treatment would include hazardous materials and any other materials where off-site treatment would be more appropriate e.g. reprocessing of steel from the hangars on the airport.
- E1.5 A Resource Re-use and Recycling Scheme requires categorising of nature and type of waste or surplus material arising, its volume, and proposals for

dealing with each component. This promotes waste minimisation, and maximises opportunities for re-use and recycling of materials.

- E1.6 The development process itself can have a significant impact on surrounding residents and businesses. Haul routes, storage compounds, plant and machinery can all be located in such a way as to minimise this impact.

Construction Spoil

- E1.7 Development on the scale and density proposed will lead to a very significant amount of material being dug out which will form construction spoil. Experience has shown that accommodating this material requires a careful strategy if it is not to have an adverse impact on amenity and the landscape. It would not be acceptable to alter the land forms locally by concentrating the spoil into one or more large mounds as this would introduce an alien character into this area of gentle relief.
- E1.8 It would not be appropriate to transport spoil over considerable distances as this would be unsustainable and simply transfer the problem to elsewhere and the general principle should be for construction spoil to be treated and utilised on site.
- E1.9 Any structural landscaping using surplus soils should be limited to clean soil resources arising only from within the development, to prevent the possibility of mixed demolition wastes and soils being used which would cause difficulties for the establishment of landscaping and present a pollution risk.
- E1.10 Construction spoil can be used in the construction of sport and recreation facilities. For example, earth mounds can be used for creating athletics training areas and BMX cycling tracks, provided this is in appropriate locations and will not have adverse implications for landscape character. Such facilities would therefore normally be expected to be located on public open spaces within the built-up area of Cambridge East rather than in the green corridor and in other landscape areas.

Earth Moving: North of Newmarket Road

- E1.11 The issue of landscaping and management of spoil will be equally important for the first phase of development north of Newmarket Road. In particular, the strategy for handling spoil in this limited area will need careful consideration and interim solutions may need to be identified pending the relocation of the airport.

Storage Compounds, Plant and Machinery

- E1.12 As part of an overall strategy to minimise the impact of construction activity, storage compounds, plant and machinery must be located where they will have least impact on the amenity of existing businesses and residents as well as the new residents and businesses at Cambridge East.

Construction Activities

- E1.13 Cambridge City Council, in association with the Cambridge Forum for the Construction Industry runs a 'Considerate Contractors Scheme' designed to ensure that construction activities do not make life unpleasant for people who live and work nearby. South Cambridgeshire District Council is developing a similar scheme.
- E1.14 The 'Considerate Contractors Scheme' requires that all contractors, sub contractors, suppliers and others working on a project:
- Have **consideration** for neighbouring uses to minimise disturbance;
 - Keep **noise** to a minimum and in particular that there are no works that are audible at the site boundary outside permitted working hours;
 - Keep all adjacent areas **clean** including from dust and smoke;
 - Keep each development site **tidy**;
 - Ensure that all activities, vehicle movements etc are carried out **safely** for workers and the general public.
- E1.15 Adopting this scheme will go a long way to minimising disruption from this long-term development project. Key issues such as access arrangements and working hours will be determined through conditions on planning permissions to ensure that impacts on existing and emerging communities are minimised during construction.
- E1.16 A temporary processing plant could be located on the site to treat the waste construction material. Any application would be dealt with by Cambridgeshire County Council as the waste planning authority. Any such facility should be located as far as possible from housing and any other sensitive uses. Exceptions to on-site treatment would include hazardous materials and any other materials where off-site treatment would be more appropriate. A Resource Re-use and Recycling Scheme requires categorising of nature and type of waste or surplus material arising, its volume, and proposals for dealing with each component. This promotes waste minimisation, and maximises opportunities for re-use and recycling of materials.

Development Starting on Site

- E1.17 In the event that development commences at more than one location, all phases of development will need to be connected from the outset either to the rest of the development and / or the adjoining part of the city by public transport, cycle and pedestrian routes through the site.

STRATEGIC LANDSCAPING

POLICY CE/30 Early Delivery of Strategic Landscaping

The approach to landscaping of the site for the new urban quarter is for the early establishment of woodland, tree and hedgerow planting at the beginning of each major phase of development. The planning conditions / legal agreements covering landscaping should include provisions for the developers to maintain landscaping and replace dead stock for a period of 10 years and details of long-term management thereafter.

- E1.18 Part of the strategy for minimising impacts of the development will involve the landscaping of the new urban quarter phased early on as each major part of the overall development comes forward. Landscaping will involve both earth moving and could help with the general management of spoil which will be created from digging footings, land drains, surface water attenuation lakes etc.
- E1.19 Woodlands, individual trees and hedgerows will also be planted during the development of Cambridge East. The delivery of an agreed landscape strategy will need to be managed to ensure that each development area is landscaped before much of the development is started and to be completed promptly upon the completion of each phase of development.

MANAGEMENT OF SERVICES, FACILITIES, LANDSCAPE AND INFRASTRUCTURE

POLICY CE/31 Management of Services, Facilities, Landscape and Infrastructure

- 1. Management strategies for services, facilities, landscape and infrastructure will be submitted to the local planning authorities for adoption prior to the granting of outline planning permissions to ensure high quality, robust and effective implementation, adoption and maintenance. Landownership for these uses**

should be as simple as possible, preferably in a single ownership to avoid fragmentation. In particular, there should be a single agreed management strategy covering recreation, landscape and biodiversity. The inclusion of water and drainage features within open spaces would have significant advantages and should therefore be investigated. Management strategies should cover:

- a. The method of funding of implementation, management and maintenance;
- b. The body or trust that will be responsible;
- c. Monitoring and review requirements.

2. Management strategies must build in provision for ongoing consultation with the existing and emerging communities, which must be involved in the development of services, facilities, landscape and infrastructure.

E1.20 It is important that not only are the services, facilities, landscape and infrastructure needed by the urban quarter provided to a high quality, but that they are properly and effectively implemented, managed and maintained if they are to meet the needs of the community in the long term. There would be advantages in single ownership to avoid fragmentation and assist in effective management. This particularly applies to the open areas for recreation, landscape and biodiversity.

E1.21 The Area Action Plan is not specific about the number of management strategies. However, there should be a single agreed management strategy covering recreation, landscape and biodiversity. The inclusion of water and drainage features within open spaces would have significant advantages to ensuring a holistic approach to the management of open spaces, where the respective needs of the various land uses and functions within those spaces can be addressed, and should therefore be investigated.

CAMBRIDGE AIRPORT SAFETY ZONES

POLICY CE/32 Cambridge Airport Safety Zones

Within the Cambridge Airport Public Safety Zones identified on the Proposals Map, there is a general presumption against new development or changes of use except for a change of use which could not reasonably be expected to increase the numbers of people living, working or congregating on the land.

- E1.22 The Annex to Department for Transport (DfT) Circular 1/2002, Control of Development in Airport Public Safety Zones requires such zones to be safeguarded and identified in Development Plans. DfT has now advised that Public Safety Zones have been established for Cambridge Airport. Part of those zones lie within the area of Cambridge East Area Action Plan. The Circular advises that within these zones development should be restricted in order to minimise the number of people on the ground at risk of death or injury in the event of an aircraft crash on take-off or landing. There are safety benefits from preventing any new development or change of use which would result in a significant increase in the numbers of people within such zones except for uses such as long stay surface car parking, allotments and public open space which is of low intensity use.

E2 PLANNING OBLIGATIONS & CONDITIONS

OBJECTIVES

- E2/a** To ensure that the funding and / or provision of the services, facilities and infrastructure that will be needed for the development of Cambridge East is secured through planning obligations and / or conditions as part of the planning permissions for the site.
- E2/b** To ensure that the development makes an appropriate contribution to the provision of services, facilities and infrastructure that will be needed for the development of the new urban quarter.

PLANNING OBLIGATIONS

POLICY CE/33 Infrastructure Provision

- 1. Planning permission will only be granted at Cambridge East where there are suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms. Contributions will be necessary for some or all of the following:**
 - a. Affordable housing, including for Key Workers;**
 - b. Education (including nursery and pre-school care);**
 - c. Health care;**
 - d. Public open space, sport and recreation facilities;**
 - e. Improvements (including Infrastructure) for pedestrians, cyclists, equestrians, highways and public and community transport;**
 - f. Other community facilities (e.g. community centres, youth facilities, library services, social care and the provision of emergency services);**
 - g. Landscaping and biodiversity;**
 - h. Drainage / flood prevention;**
 - i. Waste management;**

- j. **Arts and cultural provision;**
- k. **Community development workers and youth workers;**
- l. **Other utilities and telecommunications;**
- m. **Preservation or enhancement of the historic landscape or townscape.**

2. The appropriate level of contributions sought from the development will take into account costs which fall to the development, including the relocation of the airport and associated activities and elements of the North Works site.

- E2.1 The development of Cambridge East will create additional demands for physical infrastructure and social facilities, as well as having impacts on the environment. As such, planning obligations / conditions will be required to make the necessary improvements, provide new facilities, or secure compensatory provision for any loss or damage created. These will take account of the wider needs of the Cambridge Sub-Region, in order to achieve wider planning objectives, with contributions pooled where appropriate to meet strategic requirements. The nature and scale of contributions sought will be related to the size of the development and the extent to which it places additional demands upon the area.
- E2.2 Policy CE/33 requires that development proposals make suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms, related to the form of the development and its potential impact upon the surrounding area. The policy includes a list of potential requirements, including affordable housing, education, health care, public open space and recreation, transport infrastructure.
- E2.3 Contributions may also be required towards the future maintenance and upkeep of facilities either in the form of initial support or in perpetuity in accordance with government guidance.
- E2.4 Standards and formulae for calculating “local” infrastructure requirements and capital and maintenance contributions will be set out in a supplementary planning document. They will take account of and complement strategic infrastructure requirements that use standard charges where appropriate, which will also be detailed in a supplementary planning document.
- E2.5 Cambridge East will not exist in isolation. Its development will be part of an overall development strategy for the whole of the Cambridge Sub-Region.

Services, facilities and infrastructure will be provided elsewhere in the sub-region which will be required by the development at Cambridge East.

- E2.6 In order to ensure that this sub-regional infrastructure is provided when it is needed, that appropriate levels of funding are secured from new development and that a consistent approach is taken to securing contributions from individual development to the service, facilities and infrastructure that will be provided at each development, the planning authorities, service and infrastructure providers have established a delivery vehicle called Cambridgeshire Horizons. This partnership organisation is developing a Planning Obligation Strategy for sub-regional infrastructure which will be incorporated into the Planning Obligation and Planning Conditions Strategy for Cambridge East.
- E2.7 The Area Action Plan includes policies requiring the provision of services, facilities, infrastructure and other uses such as affordable housing which will be delivered in full or in part by the developers of Cambridge East. The objective is to ensure that development of Phase 1 north of Newmarket Road starts on site early in the plan period. Having regard to the scale and magnitude of the proposal, the phased timetable for its implementation, and the large number of organisations involved, means that the full list of services, facilities and infrastructure for Cambridge East will not be known until after the Area Action Plan has been submitted to the Secretary of State, and even for Phase 1 there will be areas requiring further assessment and the development of strategies.
- E2.8 Where the local planning authorities are aware of planning obligation requirements they have been included in the Area Action Plan. Otherwise the Policy CE/33 provides a framework for gathering contributions for services, facilities and infrastructure which have not yet been determined, including contributions to sub-regional services, facilities and infrastructure which will be provided elsewhere in the Cambridge Sub-Region but which will be in part needed to serve Cambridge East.

TIMING / ORDER OF SERVICE PROVISION

POLICY CE/34 Timing / Order of Service Provision

Any outline planning permission and legal agreement will include a schedule of services, facilities and infrastructure to be funded by the master developer / consortium of builders at Cambridge East together with a timetable for their provision during the development of the new urban quarter. The guiding principle is that services, facilities and infrastructure will be provided at stages in the development process when the need for them is forecast to arise which will be delivered according to a set of trigger points tied to numbers of dwellings

completed or such other stage of the development as advised by the service / facility / infrastructure providers.

- E2.9 The services, facilities and infrastructure at Cambridge East which will be provided by the development are those which are required only and entirely to serve the new urban quarter. The principle that development will fund in full the services, facilities and infrastructure that are required to enable the development to proceed and to meet the needs of its residents and other users is enshrined in planning law and government policy.
- E2.10 The main purpose of the first version of the Area Action Plan will be to bring forward the development of land north of Newmarket Road. The main part of the development cannot come forward until the Airport relocates later in the plan period, and the Area Action Plan will be reviewed early to help with this.

E3 PHASING AND DELIVERY

OBJECTIVES

- E3/a To ensure appropriate mechanisms are in place to secure the efficient and timely delivery of Cambridge East.**
- E3/b To set out phasing policies for the delivery of Cambridge East having regard to the implications of airport relocation.**
- E3/c To consider the rate and timing of delivery of housing and associated development at Cambridge East**

INTRODUCTION

- E3.1** The new urban quarter of Cambridge East is an important part of the development strategy for the Cambridge Sub-Region. Whilst the airport is unlikely to come forward for development until the latter part of the plan period to 2016, the Structure Plan identifies it as a high priority for a high density development at an early opportunity. The first phase of development north of Newmarket Road and west of the Park and Ride site is not constrained by the airport relocation and can come forward early in the plan period. This is a high priority in terms of land supply in South Cambridgeshire and also in the Cambridge Sub-Region in view of the aim to increase the annual house building rate in the sub-region from 2,000 dwellings per annum to 2,800 dwellings by 2006. (This objective must however be subject to market conditions).

DELIVERY MECHANISMS

- E3.2** The Area Action Plan has been prepared in consultation with stakeholders at three stages of consultation. The Councils are also involved in the preparation of other key strategies and plans such as their respective Community Strategies and strategies being prepared by others such as the Cambridgeshire Long-Term Transport Strategy and Local Transport Plan. Cambridgeshire Horizons is leading on a number of sub-regional strategies in which the Councils are involved, looking at issues such as formal sports, and green infrastructure.
- E3.3** Cambridgeshire Horizons key focus is on the delivery of the development strategy for the Cambridge area. As such, it is assisting the local authorities with mechanisms to ensure prompt and efficient delivery of the major developments and necessary infrastructure. Given the urgency to ensure that plans are in place to bring forward the major developments to meet the

needs of the Cambridge Area, the Area Action Plan is inevitably a fairly strategic document which sets out the anticipated key requirements of the development where these are already known, and identifies where strategies are required to identify all the specific requirements of the development. A Steering Group chaired by Horizons was established in 2003 and as of the date of this plan, a series of topic groups either had or were in the process of being established to facilitate further partnership working with the main stakeholders on key issues such as community facilities and drainage. This will help the landowner / developer to develop the plans and strategies required by the Area Action Plan with full and early input from the local authorities and key stakeholders to seek to ensure they are capable of being approved and delivered.

- E3.4 Cambridgeshire Horizons will have a key role in helping to draw together the identified requirements of Cambridge East as work on a planning application for Phase 1 progresses and in facilitating discussions on a planning obligation agreement. This independent input will assist partnership working between the local authorities and the landowner / developer and ensure a realistic approach to negotiations.

PHASING OF DEVELOPMENT

POLICY CE/35 Phasing North of Cherry Hinton

- 1. North of Cherry Hinton some limited development adjacent to the operating airport will only be acceptable, subject to environmental and health impact assessments.**
- 2. Before the relocation of the airport is resolved, only limited development can take place both to ensure housing is at sufficient distance from the runway to protect amenity and also so that it is of a scale that can relate to, and be served by, existing development to the south. This could be in the order of 800 dwellings.**
- 3. Once there is certainty over the relocation of the airport, a larger phase of development could come forward that will relate to, and be served by, the new urban quarter. This could be in the order of 1,700 to 2,500 dwellings (including any earlier limited development under criterion 2).**

- E3.5 The development of a large new urban quarter of the scale of Cambridge East will inevitably be phased over a lengthy period. The issue of relocation of Cambridge Airport is an additional factor influencing a phased approach. The local planning authorities are not relying on any development on Cambridge Airport itself to meet housing needs to 2016. However, it will

form an important part of the development strategy for the period beyond 2016. The opportunity to bring forward an early first phase of development on land north of Newmarket Road ahead of the relocation of the airport has been addressed throughout the Area Action Plan.

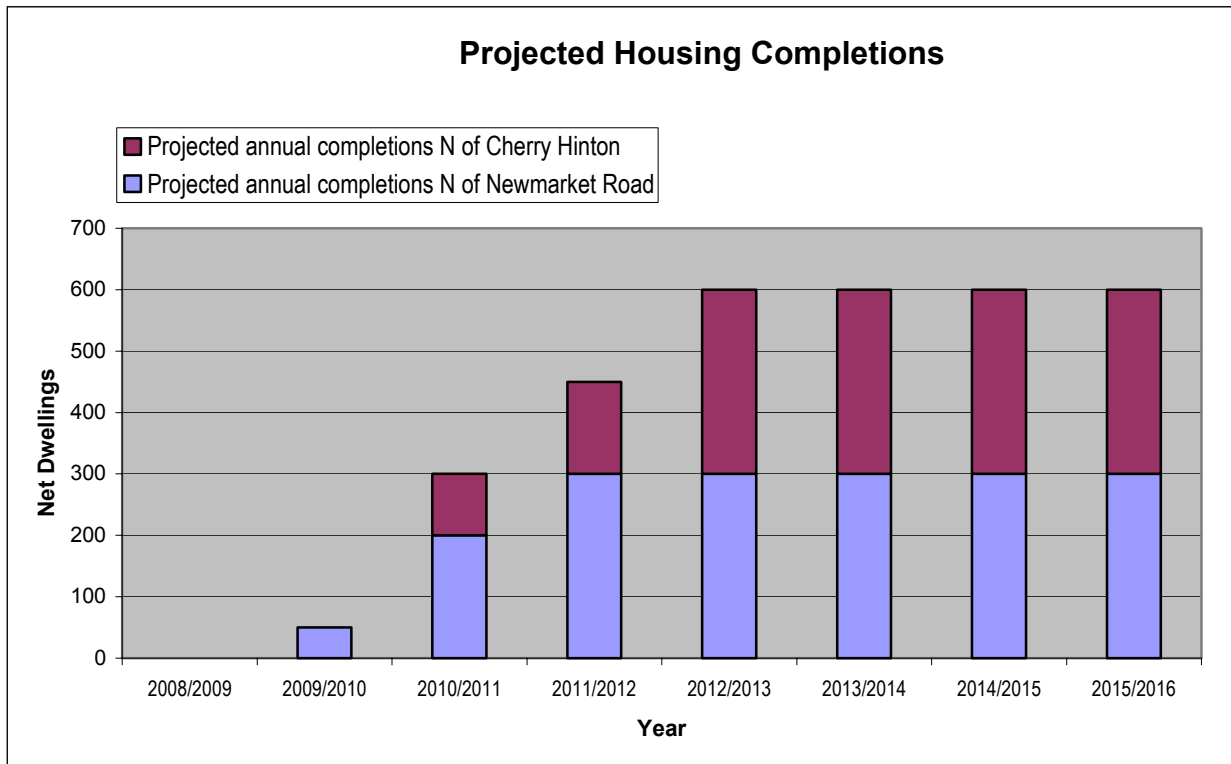
- E3.6 The Area Action Plan will be reviewed soon after it is adopted, once there is more certainty over the timing of the relocation of the airport. It is possible that a second phase of development north of Cherry Hinton could come forward ahead of the airport relocating and potentially soon after, or in parallel with, Phase 1 north of Newmarket Road, subject to meeting all policy requirements of the AAP. This would not be prohibited by the operation of the main runway.
- E3.7 Subject to detailed assessments, the Councils consider that in the order of 800 dwellings could come forward as a rounding off of Cherry Hinton, notwithstanding firm plans for the relocation of the airport. However, once a firm decision on airport relocation is reached, potentially in the order of 1,700 - 2,500 dwellings (including the 800 dwellings) could come forward on land that would not be constrained by the airport, for a limited period before the airport operations cease at the site. Depending on final capacity of the site and the build rate, all or the majority of these could come forward by 2016.
- E3.8 There are wider considerations that need to be investigated as part of planning for this second phase, which could be addressed through the early review of the Area Action Plan. The issues of noise and air quality would need to be investigated to ensure that a satisfactory residential environment could be created, and only if that could be achieved would any development be appropriate ahead of the airport relocating. The health impacts should also be carried out for any new development to assess the effect of the ongoing airport operations on the new community. Even if this indicated that some development could take place, regard must be had to the need to create a development of an appropriate scale which will relate well to its surroundings.
- E3.9 Ideally, it would be desirable for the heart of the new urban quarter to come forward relatively early in the development to bring forward services and facilities for residents and also provide a critical mass to support early provision of the dedicated public transport routes to help encourage a culture of sustainable living for residents of the new development from the outset. It is much more difficult to change people's habits once they have become established. However, the long-term timing of the airport relocation may justify bringing forward a second phase of development north of Cherry Hinton if this can be satisfactorily achieved. This would also help both Councils in terms of meeting their housing land supply requirements contained in the Structure Plan to 2016. The review of the Area Action Plan will address in more detail what scale of development could come forward north of Cherry Hinton before the airport relocates, having particular regard

to the issues of health impact, noise and air quality as key issues to be resolved ahead of any decision on timing of development of this area.

DELIVERING HOUSES AT CAMBRIDGE EAST

- E3.10 The new plan making system has an increased emphasis on demonstrating how the policies of the plan will be delivered, particularly housing. Planning Policy Statement 12 requires that all plans involving housing include a housing trajectory. This attempts to estimate the start date for housing being delivered on the ground and the build rate per year to test how reasonable it is to rely on policies to deliver the identified housing requirement.
- E3.11 In preparing the housing trajectory for Cambridge East, the Councils have had regard to a number of factors:
- The anticipated date of adoption of the Area Action Plan, before which no planning permissions could be granted for development;
 - The landowners stated intentions in terms of submitting planning applications;
 - A reasonable build rate for the development, agreed with the landowner / developer, based on current expectations of the housing market and the capacity and intensions of the house building industry.
- E3.12 However, all these assumptions must be heavily caveated that in the event of any changes, the housing trajectory will not reflect actual delivery. Many of these factors are beyond the control of the local planning authorities or the development industry. The role of monitoring will be important in assessing the actual performance in terms of delivery of this and other parts of the development strategy. A Monitoring Strategy for Cambridge East is set out in section E4.

Cambridge East Housing Trajectory (2007 – 2016)



Projected annual completions	2007 / 2008	2008 / 2009	2009 / 2010	2010 / 2011	2011 / 2012	2012 / 2013	2013 / 2014	2014 / 2015	2015 / 2016	Total to 2016	Post 2016	Total
North of Newmarket Road	0	0	50	200	300	300	300	300	300	1750	0	1750
North of Cherry Hinton	0	0	0	100	150	300	300	300	300	1450	650	2100
Airport	0	0	0	0	0	0	0	0	0	0*	7150	7150
Total	0	0	50	300	450	600	600	600	600	3200	7800	11000

* The Airport site may bring forward some completions towards the end of the period to 2016. However, until there is more certainty on the timing of Airport relocation, no reliance is placed on completions on the Airport site for this period.

E4 MONITORING

OBJECTIVE

E4/a To ensure appropriate mechanisms are in place to monitor the efficient and timely delivery of Cambridge East.

INTRODUCTION

E4.1 Monitoring provides information on the performance of policy, the delivery of development and impacts on the environment. Monitoring will help the local planning authorities to assess whether their plans remain sound or whether adjustments need to be made to continue to meet the plan's objectives. The presence of clear mechanisms for implementation and monitoring forms part of the test of soundness of the Local Development Framework.

ANNUAL MONITORING REPORTS

E4.2 Every local planning authority now has to produce an Annual Monitoring Report (AMR) for submission to the Secretary of State. This forms part of the overall package of documents making up the Local Development Framework for each district. South Cambridgeshire District Council and Cambridge City Council will each have to produce their own AMR, which will deal with the part of the Cambridge East development that is within their administrative areas, as part of the overall provision of different land uses within each district, e.g. district-wide housing land supply. However, it is also important to look holistically at the Cambridge East development and test how it is performing overall against key policy requirements of the Area Action Plan.

E4.3 The district-wide indicators for each Council's area will provide for monitoring of certain aspects of development at Cambridge East. For example, each Council will identify the number of houses completed annually in its area as part of the monitoring of housing district-wide. Each Council will include their own contextual indicators based on the specific circumstances of each district and also significant effect indicators which are drawn from each Council's Sustainability Scoping Report.

MONITORING CAMBRIDGE EAST

E4.4 A common set of indicators has been developed specifically for monitoring the Cambridge East Area Action Plan. These include Core Indicators

similar to those applying within each district but drawing together monitoring of the development as a whole across both districts. For example, this will provide for monitoring of housing completions against the policy requirements for the development as a whole as set out in the Area Action Plan. A number of specific Local Indicators are also included to enable monitoring of those policies in the Area Action Plan that set specific requirements for the development at Cambridge East, e.g. housing density and accessibility to public transport. Each Council's AMR will include a section monitoring the Cambridge East development as a whole against the Site Specific Indicators. These are included at Table E4 at the end of this chapter.

HOUSING TRAJECTORY

- E4.5 A housing trajectory for Cambridge East is included in section E3 Phasing and Delivery which sets out a policy based assessment of the potential start date and build rate for Cambridge East. A separate housing trajectory will be prepared as one of the Core Output Indicators that districts are required to monitor in their Annual Monitoring Reports, as set out in Table E4.
- E4.6 The role of the housing trajectory is to integrate the "Plan, Monitor, Manage" approach to housing delivery by showing past performance and estimating future performance. The housing trajectory will illustrate this information in a graphical form. The AMR housing trajectory for Cambridge East will compare the levels of actual and projected completions over the period of the plan with the housing trajectory contained in the Area Action Plan. This build rate will then need to be looked at together with other sites across each district as part of their overall housing trajectories.

RESPONDING TO DELIVERY ISSUES

- E4.7 In the event that the AMR identifies delivery issues at Cambridge East, where key policy targets are not being met, these would need to be assessed as part of each Council's AMR process and a joint decision reached on whether any change was required to the Area Action Plan or through other mechanisms.
- E4.8 A key aspect of monitoring Cambridge East will be the number of homes being built. The number of homes coming forward in each district, at the highest stages in the development sequence, that is within the built up area of Cambridge or on the edge of Cambridge through Green Belt review, will need to be assessed overall in the AMRs, as the Structure Plan brackets those stages in the sequence together. If there is a significant shortfall or surplus in the provision in those stages of the sequence, it may be

necessary to review the housing policies of both Councils for Cambridge East to seek to make the necessary adjustment in build rates or provide elsewhere.

- E4.9 Whilst it is not anticipated, if the situation were to arise where this could not meet the housing needs of the area, there would be a need to review the development strategy for the Cambridge Sub-Region to identify the next most sustainable location for the shortfall in development. This is in the context of a Structure Plan hierarchy which has the new town of Northstowe next in the locational sequence for development, followed by sites within, and then on the edge of, market towns. Villages are at the bottom of the sequence and no shortfall within or on the edge of Cambridge will be made up in villages in South Cambridgeshire.

Table E4: Cambridge East Core and Local Output Indicators

Objective B/a: To create a new and distinctive sustainable community on the eastern edge of Cambridge which will enhance the special character of the city and its setting and is connected to the rest of the city by high quality public transport and non-motorised modes of transport.					
Indicator number	Indicator	Type of Indicator	Related Chapter Objectives	Related Policies	Targets
CE01	Total Housing Completions / Annual Rate	Core	D3/a	CE/7	To provide an adequate and continuous supply of land for housing development for (1) approximately 10,000-12,000 dwellings at the Cambridge East site as a whole before 2016, and (2) approximately 1,500-2,000 dwellings by 2016. <i>The total housing completions and annual rate of completions for Cambridge East will be monitored through the Cambridge East housing trajectory.</i>
CE02	Housing Density	Core	D3/b	CE/7	At least 50 dwellings per hectare
CE03	Housing Mix	Core	D3/c	CE/7	No specific target - Cambridge East should provide a mix of housing sizes that address the level of need for smaller 1 and 2 bedroom homes in the Cambridge area whilst at the same time creating a balanced community for the long term.
CE04	Employment Land Supply by type	Core	D4/a, D4/b	CE/8	Equivalent of 20-25 hectares of employment land.
CE05	Distance to Public Transport	Local	D6/d, D7/l	CE/11	All development within 600m of a stop on dedicated local busway or 400m of other local bus stops. <i>The Total housing completions and annual rate of completions for Cambridge East will be monitored through the Cambridge East housing trajectory.</i>
CE06	Distance to public Open Space	Local	D10/b	CE/20	Formal sports pitches within 15 minutes walk; No home more than one minute's walk (i.e 100m actual walk distance) from a LAP; no home more than five minutes walk (i.e 400m actual walk distance) from a LEAP; no home more than 15 minutes walk (i.e 1,000m actual walk distance) from a NEAP or SIP.
CE07	Renewable energy installed by type	Core	D13/e	CE/24	Renewable energy to provide at least 10% of predicted energy requirements
CE08	Investment secured for infrastructure and community facilities through developer contributions.	Core	E2/a, D5/c	CE/35, CE/9	Targets to be detailed through s.46 agreement or planning obligations.

GLOSSARY OF TERMS

AOD	Above Ordnance Datum	The Ordnance Datum is the mean sea level at Newlyn in Cornwall calculated between 1915 and 1921, taken as a reference point for the height data on Ordnance Survey maps.
AH	Affordable Housing	A wide variety of types and tenures of housing where the common feature is that it is subsidised in some way to make it affordable to those who cannot afford a home on the open market.
Airport Way RSV	Airport Way Road Side Verge County Wildlife Site	
AMR	Annual Monitoring Report	An annual report monitoring the LDF's performance against a number of national and local indicators.
AAP	Area Action Plan	A Development Plan Document setting out policy and proposals for a specific area.
	Biodiversity	Biodiversity is a term used to describe the richness of the living environment around us. It is the variety of life in all its forms, including richness of species, complexity of ecosystems and genetic variation.
BAP	Biodiversity Action Plan	Encouraging a wide range of fauna and flora in a locality.
	Biophysical	Biophysics is an interdisciplinary field which applies techniques from the physical sciences to understanding biological structure and function. The subject lies at the borders of biology, physics, chemistry, mathematics, engineering, genetics, physiology and medicine.
	Biotechnology	The application of science and engineering to the direct or indirect use of living organisms, or parts or products of living organisms, in their natural or modified forms.
	Brownfield land	Previously developed land (PDL) which is or was occupied by a permanent structure (excluding agricultural or forestry buildings), and associated with fixed surface infrastructure. The definition covers the curtilage of development. Previously developed land can occur in both urban and rural settings. The precise definition can be found in PPS3.

	Building Regulations	Building Regulations ensure the health and safety of people in and around buildings by providing functional requirements for building design and construction. They also promote energy efficiency in buildings and contribute to meeting the needs of disabled people. Builders and developers are required by law to obtain building control approval – an independent check that the Building Regulations have been complied with. There are two types of building control provider – the Local Authority and Approved Inspectors.
BIS	Bus Information Strategy Cambridge Area	Part of the Local Transport Plan. The area covered by Cambridge City Council and South Cambridgeshire District Council.
	Cambridgeshire and Peterborough Structure Plan	Statutory plan that sets out broad development requirements in the County to 2016 (Prepared by the County Council).
CGB	Cambridgeshire Guided Busway	Proposed bus-based Rapid Transit System to operate along the former St. Ives railway line. See Rapid Transit System.
	Cambridgeshire Horizons	Cambridgeshire Horizons is the local delivery vehicle established by the Cambridgeshire local authorities to drive forward the development of new communities and infrastructure in the Cambridge Sub-Region in a sustainable way, in accordance with the approved planning policies.
CSR	Cambridge Sub-Region	Comprises Cambridge, South Cambridgeshire and the Market Towns.
	Car Pooling	Shared use of a car(s) by a group of people.
CiWS	City Wildlife Site	Sites designated of a particular importance for nature conservation by Cambridge City Council and the Wildlife Trust.
	Climate Proofing	Climate proofing aims to ensure buildings and associated infrastructure are capable of enduring the future impacts of climate change, for example minimising risk of flooding, minimising risk of subsidence, installing water saving measures and devices, and using materials that have low / zero CO ₂ and green house gas emissions.
	Cluster	Clusters are defined as concentrations of companies in related activities, specialised suppliers, service providers and institutions, which are co-operating, collaborating and competing to build competitive advantage often across sector boundaries (EEDA Regional Economic Strategy 2001). Clusters may be concentrated in a particular location or linked locations.

CPZ	Controlled Parking Zone	An area in which special parking controls are applied.
	Community facilities	Facilities, which help meet the varied needs of the residents for health, educational and public services as well as social, cultural and religious activities.
	Community Strategy	Strategy for promoting the economic, environmental and social well being of the area and contributing to the achievement of District Wide sustainable development.
	Comparison shopping	Goods that are purchased occasionally and for longer term use, such as electrical goods, books, jewellery, furniture etc. which consumers will compare before making a choice.
	Concept Plan	Shows in diagrammatic form the structure and the distribution of the main land uses and their inter-relationships within the new development.
	Conservation Area	Areas identified by the Council, which have 'special architectural or historic interest', which makes them worth protecting and improving.
	Conservation Area Appraisals	Produced by the Council covering various Conservation Areas within the district. The appraisals define the special character and evolve guidelines for development and enhancement schemes.
	Considerate Contractors Scheme	Requires that all contractors, sub contractors, suppliers and others working on a project minimise disturbance on neighbouring uses.
	Convenience shopping	Goods that are purchased regularly and for immediate consumption, such as foods, drink, groceries, confectionery, tobacco, newspapers for which convenience is a prime consideration.
CS	Core Strategy	An element of planning policy within the LDF
	Countryside Enhancement Areas	Areas that have potential for undisturbed enjoyment of the countryside and for their landscapes and habitats to be significantly enhanced.
	Country Park	An area of countryside which is landscaped and managed for informal recreation and includes some visitor facilities such as car parking, toilets and an interpretation centre.
CWS	County Wildlife Site	Sites identified as being of particular local importance for nature conservation at county, rather than at national level.
	Definitive Map	A legal record of the public's rights of way. The maps are produced by the Local Authority (Cambridgeshire County Council). Note there may be additional rights over land, which have not yet been recorded on the map or there may be rights, which are incorrectly recorded on the map.

	Design and Access Statement	A statement submitted alongside a planning application by the applicant to demonstrate that: <ul style="list-style-type: none"> proper consideration has been given to the impact of the proposal and account taken of all relevant factors in the design and landscaping of the scheme; development will be accessible to everybody regardless of age, gender or disability.
	Design Code	Will guide the nature, scale and form of new development.
	Design Guide	Identifies the particular character of an area and sets out the general principles for good design.
	Development Brief	Describes how proposals for a site will be implemented.
	Development Framework	Line on the Proposals Map defining where policies for the built-up areas of settlements give way to policies for the countryside.
DPD	Development Plan Document	Statutory document having been through Independent Examination.
dph	Dwellings per hectare	At least 30 in most circumstances, as required by PPG3: Housing.
EEDA	East of England Development Agency	
EERA	East of England Regional Assembly	
EA	Environment Agency	
EIA	Environmental Impact Assessment	Considers the potential environmental effects of land use change, enabling decisions on land use change to be taken with full knowledge of the likely environmental consequences.
EiP	Examination in Public	Inquiry led by an independent Planning Inspector into proposals for and objections to LDDs.
	Farm diversification	Where a farm diversifies into non-agricultural activities.
FRA	Flood Risk Assessment	An assessment of impact of development on flooding, including the run-off implications of proposals.
	Flood Zones	Zones identified by the Environment Agency to indicate the risk of flooding.
GPDO	General Permitted Development Order	Provides permitted development rights which allow certain types of development to proceed without the need for a planning application.
	Good local public transport service	Minimum service frequencies of every 30 minutes during the day, hourly in the evenings and on Saturdays. Every 2 hours or better on Sundays.
GO-East	Government Office for the Eastern Region	

	Grampian condition	Planning condition restricting development unless and until an event had occurred which was not within the power of an applicant to bring about (Grampian Regional Council v. Aberdeen DC (1984) JPL 590 H.L.).
	Green Belt	A statutory designation made for the purposes of: checking the unrestricted sprawl of large built-up areas, preventing neighbouring towns from merging into each other, assisting in safeguarding the countryside from encroachment, preserving the setting and special character of historic towns and assisting in urban regeneration by encouraging the recycling of derelict and other urban land.
	Green Corridor	Areas of open land which penetrate into an urban area for amenity and recreation.
	Green Fingers	As Green Corridors, but on a smaller scale.
	Greenfield land	Land which has not previously been developed or which has returned to Greenfield status over time.
	Greenhouse Gases	Carbon Dioxide and other emissions, causing global warming.
	Greywater	The mildly polluted wastewater from shower / bath, washbasin and washing machine.
HIA	Health Impact Assessment	An assessment of the impact of the proposed development on health and identifies actions that can enhance positive effects and reduce or eliminate negative effects.
HSA	Health and Safety Executive	The Health and Safety Executive is responsible for health and safety regulation in Great Britain.
	High Quality Agricultural Land	Land designated as Grades 1, 2 and 3a on the Agricultural Land Classification maps produced by Department for Environment, Food and Rural Affairs.
HQPT	High Quality Public Transport	Generally service frequencies of at least a 10 minutes peak / 20 minutes inter-peak. Weekday evening frequencies of ½ hourly until 11pm, Saturday ½ hourly 7am - 6pm, then hourly and Sunday hourly 8am - 11pm. Also provides high quality low floor / easy access buses, air conditioning, prepaid / electronic ticketing, Real Time information and branding to encourage patronage.
	Home Zone	Roads/neighbourhoods that are designed not just to allow the passage of motor vehicles, but so that all road users, pedestrians and cyclists as well as drivers can share the road space. Streets will be safer, greener, friendlier and more attractive, encouraging both social interaction and child's play to be a part of normal use of the street.

	Housing Association	Sometimes referred to as a Registered Social Landlord; a non profit making organisation which provides housing for people in need.
HNS	Housing Needs Survey	Assessment of housing needs across the whole district.
	Housing Trajectory	Assessments showing past, and estimating future, housing performance. They should consider past rates of housing completions and conversions and projected completions and conversions to the end of the specified framework period or ten years from the adoption of the relevant development plan document.
	Important Countryside Frontages	Land with a strong countryside character that penetrates or sweeps into the villages or separates two parts of the built-up area. Such land enhances the setting, character and appearance of the village by retaining the sense of connection between the village and its rural origins and surroundings.
	Infrastructure	Basic structure of systems such as utilities (gas, electricity, water) drainage, flood defences, transportation, roads, healthcare, education and other community facilities.
	Infrastructure Partnership	Responsible for co-ordination of the delivery of housing and infrastructure across the Cambridge Sub-Region.
	Intermediate housing	Housing for those who do not qualify for social rented housing, but whose incomes are such in relation to local housing costs that they are nonetheless not able to access market housing. This includes intermediate rented and low cost home ownership.
	Intermediate rented housing	Rents are not to exceed 30% of net median household incomes in Cambridge and South Cambridgeshire taken as a whole except where provided for specific groups of workers, where they should not exceed 30% of the net median income for the specific group.
	Key Diagram	Illustrates the broad strategy for the area in a diagrammatic format.
	Key Worker Housing	Discounted market housing targeted at specific groups, including teachers, nurses and others whose role relates to the care and comfort of the community or sustaining the local economy, and who are unable to meet their housing needs on the open market.
LCA	Landscape Character Assessment	Assessment of the landscapes, wildlife and natural features into distinct Landscape Character Areas

	Landscape Statement	A statement submitted alongside a planning application by the applicant to demonstrate that they have properly considered the impact of their proposal on the particular site and surroundings.
	Legible	A legible place is one whose landmarks or pathways are easily identified; a place that can be easily understood and which people can navigate simply and safely.
	Lifetime mobility standard/lifetime homes	Developed by the Joseph Rowntree Foundation to provide dwellings that cater for the needs of residents throughout their lifetime, including the possibility of impaired mobility. These standards exceed the requirements of the Building Regulations.
	Listed Building	A building or structure of special architectural or historic interest and included in a list, approved by the Secretary of State. The owner must get Listed Building Consent to carry out alterations, which would affect its character.
LAP	Local Area for Play	A small area of unsupervised open space specifically designated for young children for play activities close to where they live. The target user is mainly for 4-6 year olds, although they can attract other children in slightly older and younger age groups.
LAPC	Local Authority Pollution Control	
LAPPC	Local Authority Pollution Prevention and Control	
	Local Centre	Smaller scale than a District Centre, and includes a primary school, provides for the day-to-day shopping needs of local residents for convenience shopping and service provision, and small-scale local employment.
LDD	Local Development Document	Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs).
LDF	Local Development Framework	A "folder" containing LDDs, LDS, SCI etc.
LDS	Local Development Scheme	Sets out the LDDs to be produced over the next 3 years
LEAP	Local Equipped Area for Play	Mainly for accompanied children from 4 to 8 although consideration is given to the needs of supervised children from 4 years, and unaccompanied children older than 8.
LNR	Local Nature Reserve	Reserves with wildlife or geological features that are of special interest locally.
LPA	Local Planning Authority	e.g. South Cambridgeshire District Council.

LSP	Local Strategic Partnership	Public service providers, local communities, voluntary, public and private sectors co-ordinate improvements in public services to achieve sustainable economic, social and physical regeneration.
LTP	Local Transport Plan	Sets out transport strategy for Cambridgeshire.
	Long Term Transport Strategy	Sets out the longer term transport strategy for Cambridgeshire to 2021.
	Low cost home ownership	Including shared ownership, equity share, and discounted market housing. Costs (mortgage and any rent) are not to exceed 30% of gross median household incomes in Cambridge and South Cambridgeshire taken as a whole except where provided for specific groups for workers, where they should not exceed 30% of the gross median household income for that specific group.
	Material consideration	Something, which should be taken into account when making planning decisions such as determining planning applications.
MOD	Ministry of Defence	
	Mixed-use development	Development comprising two or more uses as part of the same scheme. This could apply at a variety of scales from individual buildings to an urban extension. Mixed-use development can help create vitality and diversity and can help reduce the need to travel, which is more sustainable.
	Monitoring Strategy	Sets out how the LDF will be monitored against a number of indicators.
MUGA	Multi-Use Games Area	Used for ball rebound sports such as tennis, netball, basketball, and five-a-side football, hockey, lacrosse and general sports, training and play depending upon the surface material.
NNR	National Nature Reserve	Protect the important areas of wildlife habitat and geological formations.
	Natural Areas	Natural Areas are identified by a unique combination of physical attributes such as geology, plant and animal species, land-use and culture.
NEAP	Neighbourhood Equipped Area for Play	Unsupervised site servicing a substantial residential area, equipped mainly for older children but with opportunities for play for younger children. Equipment may well be similar to that of LEAPs but on a larger scale and may well include facilities for teenagers.
	Open Space Standards	The amount of open space required as part of new development.
	Parish Plan	A vision of how a town or village should be, addressing social, economic or environmental issues.

	Park and Ride	A system where private motorists are encouraged to leave their car at an out of centre public car park and travel the rest of the way to their destination by public transport.
	Parking standards	Maximum permissible levels of car parking for various use-classes, along with minimum levels of cycle parking.
	Permeable	A permeable place is one which is based on the idea of linked streets and spaces, and which provides high levels of accessibility without long detours.
	Photovoltaic Energy	Solar energy from photovoltaic cells.
	Planning Condition	Requirement attached to a planning permission. It may control how the development is carried out, or the way it is used in the future. It may require further information to be provided to the Council before or during the construction.
	Planning Obligation	A binding legal agreement requiring a developer or landowner to provide or contribute towards facilities, infrastructure or other measures, in order for planning permission to be granted. Planning Obligations are normally secured under Section 106 of the Town and Country Planning Act 1990.
PPG	Planning Policy Guidance	National planning guidance.
PPS	Planning Policy Statement	New form of national planning guidance replacing PPGs.
PPC	Pollution Prevention Control	
PDL	Previously developed land	See brownfield land.
PENs	Previously Established New Settlements	e.g. Bar Hill
	Proposals Map	Map, which is part of the LDF showing all designations and site allocations.
PVAA	Protected Village Amenity Area	Open land protected for its contribution to the character of the village.
	Public Art	Publicly sited works of art, which make an important contribution to the character and visual quality of the development and community at large and is accessible to the public.
RWH	Rainwater Harvesting	Using rainwater for flushing toilets, etc.
	Rapid Transit System	Rail or bus transit service operating completely separate from any other modes of transportation (fully or partially) on an exclusive right of way.
RTBI	Real Time Bus Information	A display in the bus shelter showing how long until the next bus arrives.
RPG	Regional Planning Guidance	Planning guidance for the region (See RSS).
RSS	Regional Spatial Strategy	New name for RPG.
RSL	Registered Social Landlord	An organisation registered by the Housing Corporation to provide Affordable Housing.

	Research and development	The investigation, design and development of an idea, concept, material, component, instrument, machine, product or process, up to and including production for testing (not mass production), where the work routine requires daily discussion and action on the part of laboratory and design staff.
	Research establishments/institutes	Provide accommodation for organisations whose primary purpose is to research or investigate ideas, theories and concepts, and/or to design and develop instruments, processes or products, up to and including production for testing, but excluding manufacture.
	Resource Re-use and Recycling Scheme	Promotes waste minimisation, and maximises opportunities for re-use and recycling of materials.
	Right of Way	A route over which the public has a right to pass and re-pass, including; Footpath (for use on foot only), Bridleway (for use by horses, pedal cycle or on foot), Byway (for use by motor vehicles, horses, pedal cycle or on foot). Public footpaths are not to be confused with highway footways, which are pavements to the side of the road. Public rights of way are legally recorded on the Definitive Map.
ROWIP	Rights of Way Improvement Plan	Statutory plan required by the Countryside and Rights of Way Act 2000 which will support improvements to the rights of way network.
	Rural Enterprise	An enterprise where a countryside location is necessary and acceptable, which contributes to the rural economy, and / or promotes recreation in and the enjoyment of the countryside. Examples may include types of farm diversification, recreation and tourism.
	Safeguarded land	Land identified to meet longer-term development needs, beyond the plan period.
	Safer Routes to School	Making the environment safer so that children can walk, cycle or use public transport to and from school as opposed to being carried in the car.
	Scheduled Ancient Monument	Archaeological sites, buried deposits or structures of national importance by virtue of their historic, architectural, traditional or archaeological interest.
	Section 106	Planning agreements that secure contributions (in cash or in kind) to the infrastructure and services necessary to facilitate proposed developments.

	Sequential approach	A sequential approach to site selection and the planning of development encouraging a more sustainable pattern of living, with much of the development concentrated into and on the edge of Cambridge and at a new town.
SSSI	Site of Special Scientific Interest	Designated site of national importance to wildlife and/or geology.
	Social rented housing	Housing provided at below market rents at levels controlled by the Housing Corporation, provided by Registered Social Landlords (Housing Associations).
SIP	Space for Imaginative Play	
	Spatial Masterplan	Describes how proposals for a site will be implemented. The level of detail required in a Spatial Masterplan will vary according to the scale at which the Masterplan is produced.
SAC	Special Areas of Conservation	Designated site of international importance to wildlife and/or geology.
SPA	Special Protection Areas	Designated site of international importance to wildlife and/or geology.
SAP	Standard Assessment Procedure	Assessment procedure for energy rating of dwellings
SCI	Statement of Community Involvement	Shows how the wider community and stakeholders are to be involved in the process of producing a LDF.
SEA	Strategic Environmental Assessment	Integration of environmental considerations into the preparation and adoption of plans, promoting sustainable development.
	Sui generis	Those uses not allocated to a particular Use Class. See Use Class Order.
SPD	Supplementary Planning Document	Informal policy which has been the subject of public participation (the new name for SPG).
SPG	Supplementary Planning Guidance	See SPD.
	Supported housing	Is a generic term used to include supported housing for all client groups covered by the Supporting People Strategy (including people with physical or other disabilities) who cannot afford to buy or rent on the open market.
SA	Sustainability Appraisal	An appraisal against sustainability criteria of proposals for LDDs by independent consultants.
	Sustainable Development	Development that meets the needs of the present, without compromising the ability of future generations to meet their own needs.
SuDS	Sustainable Drainage Systems	Control surface water run-off by mimicking natural drainage processes and may take the form of swales, lagoons, permeable paving, green roofs and sensitively re-engineered channels or reed beds.

TA	Transport Assessment	Assessment of the potential transport impacts of a proposed development, with an agreed plan to reduce or mitigate any adverse consequences and where appropriate establish how more sustainable modes of travel can be increased.
TP	Travel Plan	Package of measures tailored to a particular site, aimed at promoting more sustainable travel choices (such as walking, cycling, public transport) and reducing car use. It may include initiatives such as car sharing schemes, provision of cycle facilities, improved bus services, and restricting or charging for car parking.
	Traveller and Gypsy	Circular 01/2006 defines this as persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such.
UCS	Urban Capacity Study	Assessment of vacant land within built-up areas which could be developed.
	Urban Design	The complex relationships between all the elements of built and unbuilt space.
	Urban extension	Development built on the edge of an existing town or city which extends the built area of the settlement.
	Use Classes Order	The Town and Country Planning (Use Classes) Order 1987 (as amended) established Use Classes, which is a system of classifying uses of land.
B1 (a)	Use Class B1 (a)	An office other than that within use Class A2.
B1 (b)	Use Class B1 (b)	Research and development, studios, laboratories, high technology.
B1 (c)	Use Class B1 (c)	Light Industry.
B2	Use Class B2	General Industry.
B8	Use Class B8	Wholesale warehouse, distribution centres and repositories.
C2	Use Class C2	Hospitals, nursing homes.
D1	Use Class D1	Places of worship, public halls, health centres, educational uses, libraries.
VDS	Village Design Statement	Produced by communities to show what kind of development they want as part of their settlement.
	Windfall site	A site which becomes unexpectedly available for development (usually for housing) during the Plan period and which is not already identified as a potential development site.

PROPOSALS MAP

KEY

	Area covered by other maps
	Cambridge East Phase 1 (Policy CE/3)
	Conservation Area ¹
	Country Park (Policy CE/21/1)
	County Wildlife Site ²
	District Boundary
	Environment Agency Flood Zone 2 - Medium Risk 2007 ¹
	Environment Agency Flood Zone 3 - High Risk 2007 ¹
	Green Belt ^{1 & 2}
	Important Countryside Frontage ¹
	Local Nature Reserve ²
	Lordsbridge Consultation Area 2 ^{1 & 2}
	Major Development Site (Policy CE/3)
	Special Policy Area (Policy CE/32)

NOTE:

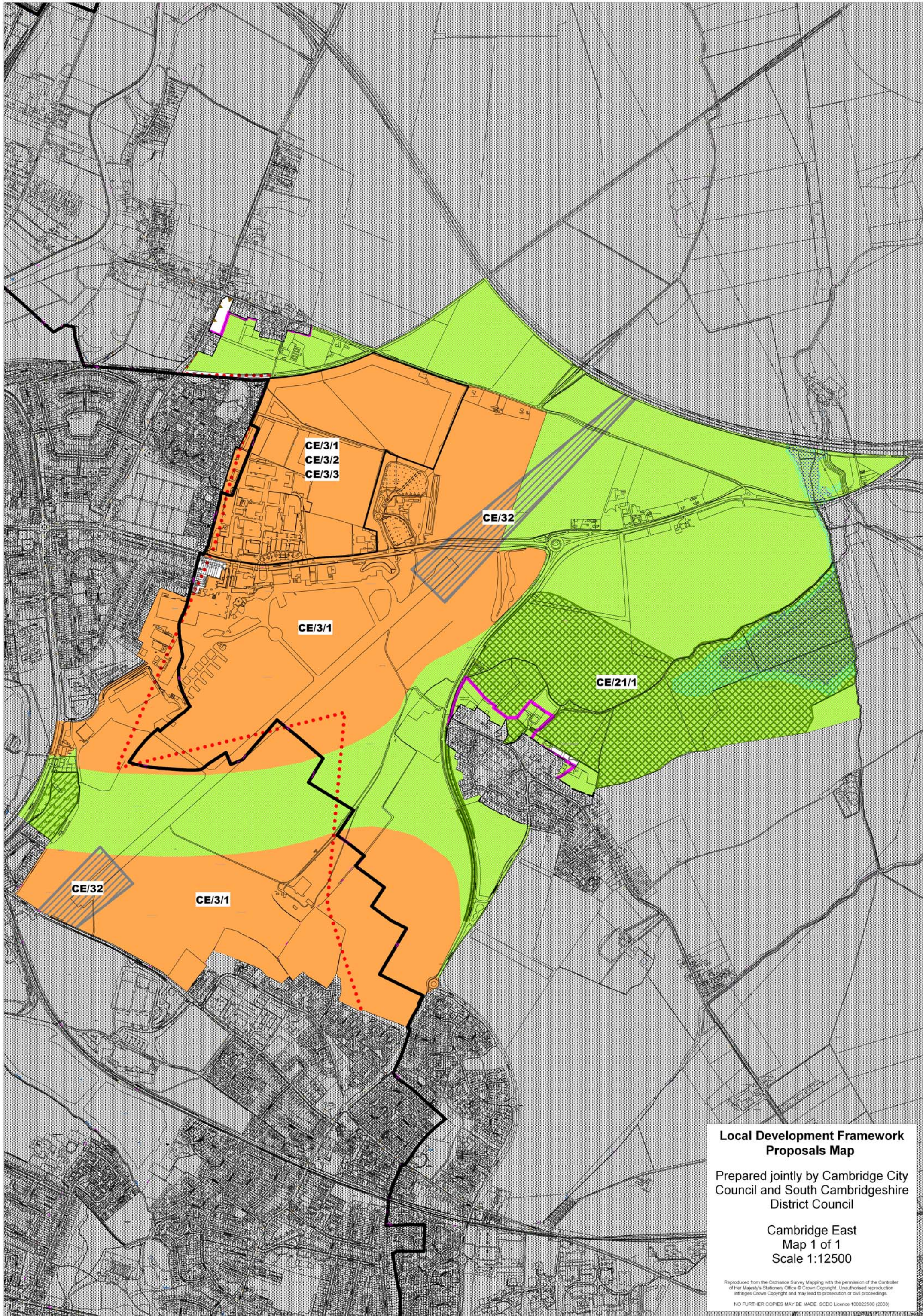
All policies relate to the Cambridge East Area Action Plan unless otherwise stated.

¹ Refer to policies in the South Cambridgeshire Development Control Policies DPD.

² Refer to policies in the Cambridge City Local Plan 2006.

For further information on the flood zones please view the Environment Agency's website:

<http://www.environment-agency.gov.uk/>



**Local Development Framework
Proposals Map**

Prepared jointly by Cambridge City
Council and South Cambridgeshire
District Council

Cambridge East
Map 1 of 1
Scale 1:12500

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