



Examination into the Soundness of the  
Cambridge Local Plan and  
South Cambridgeshire Local Plan

**Matter 9 – Areas of Major Change/Major  
Development Areas on the Edge of Cambridge**

Joint Matter Statement by  
Cambridge City Council and  
South Cambridgeshire District Council

March 2015

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## Abbreviations

AAP	Area Action Plan
AoMC	Area(s) of Major Change
AQMA	Air Quality Management Area
CNFE	Cambridge Northern Fringe East
DCO	Development Consent Order
dB	Decibels
DPD	Development Plan Document
LNR	Local Nature Reserve
NIAB	National Institute of Agricultural Botany
NPPF	National Planning Policy Framework
NPPG	National Planning Policy Guidance
S106	Section 106 agreements or planning obligations
SA	Sustainability Appraisal
SHLAA	Strategic Housing Land Availability Assessment
SPD	Supplementary Planning Document
WRC	Water Recycling Centre

## **Introduction**

1. This statement sets out both Councils' response in relation to the Inspector's Matter 9 in relation to Areas of Major Change/Major Development Areas on the Edge of Cambridge.
2. The documents referred to in this statement are listed in Appendix 1. Examination document reference numbers are used throughout for convenience.

## **Matter 9A - General Principles; and West Cambridge, North West Cambridge and Orchard Park**

### **1. General Principles**

#### **Overview**

3. The Councils have interpreted the questions about General Principles to relate to the policy of that name in the Cambridge Local Plan, and have addressed them on that basis, with the exception of the Minerals and Waste Plan issues that apply to both plans.
4. The approach being taken in the Cambridge Local Plan for the Areas of Major Change and Opportunity Areas in relation to Policy 13: Areas of major change and opportunity areas – general principles, is considered by Cambridge City Council to be sound and consistent with the National Planning Policy Framework (NPPF)<sup>1</sup>. It is similar to the policy approach in Cambridge Local Plan 2006<sup>2</sup>. As a result, the general principles contained within Policy 13 are consistent with the approach taken to all areas of major change that have been brought forward in the city to date, and aim to enable a holistic view to be taken across these areas enabling maximum benefits related to sustainable development to be realised. Many of these sites involve multiple developments, requiring a coordinated response, and are often located in sensitive areas of the city, and as such the establishment of general principles to guide these areas helps to ensure a coordinated approach to development.

#### **1.1 Should the Minerals and Waste Plan allocations and designations be included on the Proposal Maps?**

5. The Councils consider that it is appropriate to include reference to minerals and waste allocations and designations on the policies maps<sup>3</sup>. The need to represent minerals and waste matters including safeguarding areas, minerals consultation areas and any minerals and waste allocations on a policies or proposals map has been set out in planning guidance documents and regulations since 2004.
6. Paragraph 2.22 of Planning Policy Statement 12: Local Development Frameworks (2004)<sup>4</sup> and paragraph 8.2 of Planning Policy Statement 12: Local Spatial Planning (2008)<sup>5</sup> both refer to proposals maps (as policies maps were then referred to) and read as follows:

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<sup>1</sup> RD/NP/010.

<sup>2</sup> See Policies 9/1 to 9/3, pages 99 – 104, Cambridge Local Plan 2006 (RD/AD/300) and the audit trail for Policy 13 in the Cambridge Statement of Consultation and Audit Trails, pages 146 – 150 (RD/Sub/C/080).

<sup>3</sup> Cambridge City Council Policies Map (RD/Sub/C/020) and Proposed Submission South Cambridgeshire Policies Map (RD/Sub/SC/020).

<sup>4</sup> RD/Gov/140.

*District planning authorities must also include on their adopted proposals map, minerals and waste matters including safeguarding areas, minerals consultation areas and any minerals and waste allocations which are adopted in a development plan document by the county council.*

7. Planning Policy Statement 12: Local Spatial Planning was superseded by the publication of the NPPF. The NPPF does not specifically reference the need to include such allocations and areas of search on a policies or proposals map.

8. Regulation 9 of the Town and Country Planning (Local Planning) (England) Regulations 2012<sup>6</sup> reads as follows:

*9.—(1) The adopted policies map must be comprised of, or contain, a map of the local planning authority's area which must—*

*(a) be reproduced from, or be based on, an Ordnance Survey map;*

*(b) include an explanation of any symbol or notation which it uses; and*

*(c) illustrate geographically the application of the policies in the adopted development plan.*

9. In 2014, the National Planning Practice Guidance (NPPG)<sup>7</sup> was issued. Paragraph 12-002-20140306 of the NPPG states (with underlining added by the Councils to highlight the relevant part of the paragraph):

*What should a Local Plan contain?*

*The Local Plan should make clear what is intended to happen in the area over the life of the plan, where and when this will occur and how it will be delivered. This can be done by setting out broad locations and specific allocations of land for different purposes; through designations showing areas where particular opportunities or considerations apply (such as protected habitats); and through criteria-based policies to be taken into account when considering development. A policies map must illustrate geographically the application of policies in a development plan. The policies map may be supported by such other information as the Local Planning Authority sees fit to best explain the spatial application of development plan policies.*

*Local Plans should be tailored to the needs of each area in terms of their strategy and the policies required. They should focus on the key issues that need to be addressed and be aspirational but realistic in what they propose. The Local Plan should aim to meet the objectively assessed development and infrastructure needs of the area, including unmet needs of neighbouring areas where this is consistent with policies in the National Planning Policy Framework as a whole. Local Plans should recognise the contribution that Neighbourhood Plans can make in planning to meet development and infrastructure needs.*

10. The Councils' policies maps adhere to the requirements of Regulation 9 of the Town and Country Planning (Local Planning) (England) Regulations 2012 and the NPPG.

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<sup>5</sup> RD/Gov/150.

<sup>6</sup> RD/Gov/020.

<sup>7</sup> RD/NP/020.

11. The Councils consider that the inclusion of all development plan allocations (including minerals and waste) on a single policies map has practical advantages for those wishing to use the Local Plans. With reference to other local examples, Fenland District Council's recently adopted Local Plan<sup>8</sup> states at paragraph 7.2.1:

*A Policies Map will be maintained to show strategic allocations and other designated areas, such as areas of special scientific interest. The Map will also show allocations that have been adopted as part of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy and Minerals and Waste Site Specific Proposals DPD.*

12. East Cambridgeshire District Council has also recently received its Inspector's Report<sup>9</sup> in respect of its Local Plan. East Cambridgeshire District Council has confirmed that the minerals and waste allocations and designations will also be shown on its policies map, alongside its Local Plan which is due to be adopted by the Council in late April 2015.
13. In respect of Cambridge specifically, paragraph A.4 of Appendix A of the Local Plan<sup>10</sup> confirms that the Council will maintain a policies map to show strategic allocations and designated areas within the development plan. This policies map<sup>11</sup> includes allocations, safeguarding areas and areas of search adopted as part of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy and Site Specific Proposals development plan documents<sup>12</sup>. Cambridgeshire County Council made representation 27601 to Appendix A – The Development Plan for Cambridge at the Proposed Submission consultation. This representation states:

*The reference to the inclusion of the allocations/designations made by the Cambridgeshire and Peterborough Minerals and Waste Development Plan on the Policies Map is supported.*

14. In order to clarify the minerals and waste allocations on the policies map to address Cambridgeshire County Council's further representation 27315 to Policy 13, the Council has put forward a minor modification as PM/Policies Map/001<sup>13</sup> which amends the colour of the safeguarding allocation and areas of search to yellow to render them more visible. Within the Addendum<sup>14</sup>, Policies Map – Proposed Changes Excerpts 1 – 4 of 7 show the amended colour for the key and for Cambridge Northern Fringe East, Cambridge East and Addenbrooke's.
15. Cambridgeshire County Council's representation (27315), also sought the inclusion of minerals and waste allocations and designations within all figures contained within Chapter

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<sup>8</sup> The Fenland Local Plan can be referred to at <http://www.fenland.gov.uk/article/8789/Adopted-Fenland-Local-Plan---May-2014>.

<sup>9</sup> Report to East Cambridgeshire District Council by Michael J Hetherington BSc (Hons) MA MRTPI MCIEEM and Inspector appointed by the Secretary of State for Communities and Local Government. 9 March 2015 (RD/Strat/311).

<sup>10</sup> Page 237, Cambridge Local Plan 2014: Proposed Submission (RD/Sub/C/010).

<sup>11</sup> Cambridge City Council Policies Map (RD/Sub/C/020).

<sup>12</sup> Cambridgeshire and Peterborough Minerals and Waste LDF: Cambridgeshire Minerals and Waste Core Strategy (RD/AD/030) and Cambridgeshire and Peterborough Minerals and Waste LDF: Cambridgeshire Minerals and Waste Site Specific Proposals (RD/AD/090).

<sup>13</sup> Addendum to the Cambridge Local Plan 2014: Proposed Submission document (July 2013) Schedule of Proposed Changes following Proposed Submission Consultation (RD/Sub/C/050).

<sup>14</sup> RD/Sub/C/050.

3 of the Local Plan, or a footnote directing the reader to the Policies Map. It should, however, be noted that the figures in the Cambridge Local Plan do not form part of the Policies Map and only show key data pertaining to the areas of major change and do not include all allocations and designations for illustrative purposes. If Figure 3.6 of the Local Plan<sup>15</sup> is used as an example, it can be seen that additional detail is given on school and local centre provision, which would not be provided on the policies map as it is indicative. Should the Inspector consider it appropriate, the Council would be happy to insert a sentence within each figure to confirm that the figure is indicative and the Policies Map should be referred to for information on allocations and designations.

## **1.2 Would the development proposals adequately promote and protect biodiversity?**

16. Matters pertaining to biodiversity, both in terms of its protection and the opportunities that new developments present to enhance biodiversity, are recognised throughout the Cambridge Local Plan, with particular emphasis on such matters in Sections 2, 3 and 7. Representations made by the Wildlife Trust (representation 26315) and on behalf of Transition Cambridge (representation 27548) in relation to Policy 13 both suggest that more consideration should be given to biodiversity in the Areas of Major Change, given that development in these areas could affect sites, habitats and species of ecological importance.
17. Appendix 2 of this document comprises two tables. Table A2.1 sets out the various policies within the Cambridge Local Plan that give consideration to opportunities to both protect and enhance biodiversity as part of development proposals, while Table A2.2 identifies relevant policies contained in the adopted joint Area Action Plans (AAP) for Cambridge East and North West Cambridge<sup>16</sup>. Given the extent of policy coverage and the need to read the plans as a whole, the Council considers that development proposals will adequately promote and protect biodiversity.

## **1.3 Would the development proposals preserve and enhance the existing heritage assets?**

18. Matters pertaining to the historic environment are recognised throughout the Cambridge Local Plan, with particular emphasis on such matters in Section 7 of the plan. Representations made by English Heritage (representation 27390); and representations 28047 and 28148 made by members of the public raise concerns about Policy 13 and the protection and enhancement of the historic environment in the terms of the impact of development in the Areas of Major Change and Opportunity Areas on sensitive heritage assets. Appendix 3 of this document comprises two tables. Table A3.1 sets out the various policies within the Cambridge Local Plan that give consideration to opportunities to both preserve and enhance heritage assets as part of development proposals, while Table A3.2 identifies relevant policies contained in the adopted joint AAPs for Cambridge East and North West Cambridge<sup>17</sup>.

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<sup>15</sup> Page 71, Cambridge Local Plan 2014: Proposed Submission (RD/Sub/C/010).

<sup>16</sup> RD/AD/280 and RD/AD/290 respectively.

<sup>17</sup> RD/AD/280 and RD/AD/290 respectively.

19. Within Appendix 5 to this document, Cambridge City Council has put forward a number of minor modifications to text under criterion h and within criterion k of Policy 13 to include reference to heritage assets, which includes conservation areas. These minor modifications are suggested in response to English Heritage's representation (27390).
20. With reference to representation 28047 regarding criteria a, b and c of Policy 13, the Council considers that the criteria (set out as a or b or c) are key to ensuring that infrastructure provision is made, where appropriate. The criteria are sufficiently flexible to allow for different circumstances on a range of sites across the city. The development of sites in the Mill Road area will be carefully considered as part of the planning application process and have already been subject to technical assessment as part of the Local Plan Process<sup>18</sup>.

### **Other Issues**

21. A number of objections to Policy 13 were received. These pertained to a range of matters, including landscaping; the Fitzroy/Burleigh Street/Grafton Area of Major Change; the level of flexibility of the policy, particularly in relation to masterplanning; development density; and rights of way.
22. In relation to criterion l of Policy 13 and in response to Barratt/North West Consortium of Landowners (representation 26571), the Council considers criterion l to be sufficiently flexible, give the reference to 'where practicable.'
23. With regards to the Fitzroy/Burleigh Street/Grafton Area of Major Change and M&G Real Estate's representation (26793), site specific opportunities are identified in Policy 11<sup>19</sup>. It has been identified that this part of the City Centre provides the greatest opportunity for accommodating the need for additional comparison retail, in accordance with paragraphs 23-27 of the NPPF, but also for other uses and to provide enhancements to the public realm. The successful redevelopment of this area is best done by taking a strategic view of the area through a design led masterplanning approach as promoted by Policy 13. To remove this requirement could lead to piecemeal development and opportunities to take a more comprehensive approach to this area would be lost. This approach is consistent with paragraph 58 of the NPPF, which relates to the quality of development that will be expected and ensuring that developments optimise site potential to accommodate development, including incorporation of green and other public space. The Council will work proactively and in collaboration with M&G Real Estate and other key stakeholders in the area to develop this masterplan. As currently worded, Policy 13 would not prevent minor improvements being made to the area, including responding to changes in tenancy arrangements.
24. Criticisms were levelled at criteria a – e of Policy 13 by a number of representations in relation to the level of flexibility. The Council considers that the criteria are sufficiently flexible to allow for different circumstances on a range of sites across the city. With particular reference to criterion e on masterplanning, paragraphs 3.26 and 3.27 of the

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<sup>18</sup> Cambridge Local Plan – Towards 2031 Technical Background Document – Part 2 (RD/LP/260) and Cambridge Local Plan – Towards 2031 - Technical Background Document – Part 2 Supplement 2013 (RD/LP/310).

<sup>19</sup> Pages 46 – 48, Cambridge Local Plan 2014: Proposed Submission (RD/Sub/C/010).

Cambridge Local Plan 2014: Proposed Submission set out further information on the need for the preparation and approval of site-wide masterplans and other over-arching documents as required by the scale and nature of development for such areas. Site-wide masterplans that accompany planning applications are subject to public consultation as part of the development management process and on many of the urban extensions have been informed by extensive public consultation that takes place prior to applications being submitted.

25. With regard to Commercial Estates Group's representation (28095), it is agreed that density of development should be established by site-specific assessment and by design and layout considerations to maximise site development potential. However, the policy is not prescriptive about the density of development to be provided in the Areas of Major Change and Opportunity Areas. It is a fundamental principle of high-quality urban design to ensure that sustainable development takes place with higher densities around nodes of higher transport accessibility and services. This means that residents are able to access a range of services and infrastructure.
26. Natural England raised concerns in representation 28312 regarding the need for public rights of way to be supported through other policies in the Plan, in addition to Policy 13. The Council considers that criterion b (5), Policy 80: Supporting Sustainable Access to Development<sup>20</sup> sufficiently protects public rights of way. This policy makes specific reference to the need to safeguard existing and proposed routes for walking, cycling and public transport, which includes public rights of way. Furthermore, criteria a and b of Policy 56: Creating successful places<sup>21</sup> address the need for development proposals, whatever their scale, to provide a comprehensive design approach to achieve the successful integration of buildings, routes and spaces, where streets respond to their level of use and vehicular traffic does not dominate. Paragraphs 7.5 to 7.8 of the supporting text to Policy 56 highlight the importance of well-planned buildings, streets and spaces in producing safe, inclusive and accessible places. On balance, it is considered that further reference to the protection of public rights of way is not necessary.

## **2. West and North West Cambridge**

### **2.1 West Cambridge (Site M13):**

#### **i. Is it acknowledged that the site has outline planning permission and construction works have commenced on site?**

27. The West Cambridge site is allocated for uses related to the University of Cambridge. The overall site (allocation reference M13), which covers 66.5 hectares, was first allocated for development in the 1996 Cambridge Local Plan (Policy HE5), with this allocation carried forward into the Cambridge Local Plan 2006<sup>22</sup> (Policy 7/6 and site allocation 7.06). The site was the subject of an outline approval<sup>23</sup> in 1999 that sets out inter alia the density of development permitted. A masterplan<sup>24</sup> was approved as part of this outline permission for

<sup>20</sup> Pages 217 – 222, Cambridge Local Plan 2014: Proposed Submission (RD/Sub/C/010).

<sup>21</sup> Pages 172 -173, Cambridge Local Plan 2014: Proposed Submission (RD/Sub/C/010).

<sup>22</sup> RD/AD/300.

<sup>23</sup> C/97/096.

<sup>24</sup> West Cambridge Site Masterplan Design Guidelines, 1999 (RD/SS/130).

the development of approximately 250,000<sup>25</sup> square metres of space, creating a strategic framework to guide future development of the site. The S106 agreement accompanying the outline permission included provision for revisions to the masterplan to be agreed with the Council, and the masterplan was subsequently updated in 2004<sup>26</sup>. A significant amount of development has already taken place, with reserved matters and full applications having been approved on a number of plots, and with a number having been completed or are in the pipeline. The planning application history of the West Cambridge site can be found at Appendix 4. Further detail on the development of Policy 18 is contained within the Council's audit trail<sup>27</sup>.

28. The Council has identified an overall strategic need for further employment growth across the city, including making more efficient use of existing employment sites such as the West Cambridge site. Working with the University of Cambridge, the potential to intensify future development on the West Cambridge site has been identified, as reflected in Policy 18, which sets out overarching principles for further development of the site.
29. Policy 18 acknowledges that further development on the site can occur in line with the existing planning permission. The draft policy also recognises the need to make more efficient use of existing employment sites, and supports a greater intensity of development on the site that results in a significant increase in floorspace over that already approved through the extant planning permission, providing that a revised site-wide masterplan has been proposed that takes an integrated and comprehensive approach to development.
30. The University of Cambridge has begun the process of preparing a new illustrative masterplan to be brought forward through a parameter-based outline planning application (OPA) that sets out a long-term vision and strategy for the comprehensive development of the West Cambridge Site, in line with the objectives of draft Policy 18. The proposals will introduce new University faculty and research and development buildings, as well as commercial research and research institutes. It will also integrate strategies to improve sustainable transport, social amenity space, open spaces, energy, surface water drainage and other infrastructure requirements within a sustainable site-wide framework.
31. The University is intending to submit a parameter-based outline planning application (OPA) to Cambridge City Council during summer 2015. Pre-applications discussions regarding this are currently underway.
32. Since the proposed submission consultation, officers from Cambridge City Council and the University of Cambridge have met to discuss the University's submitted representation to Policy 18 (representation number 26597) and to consider possible modifications to the policy and its supporting text to address these objections and to ensure that the policy is sound. Accordingly a Statement of Common Ground<sup>28</sup> has been agreed between both parties setting out the main issues and areas of common ground, and includes a number of proposed minor modifications which are contained in Appendix 5 for completeness.

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<sup>25</sup> This figure includes pre existing buildings.

<sup>26</sup> West Cambridge Development Masterplan Review, 2004 (RD/SS/120).

<sup>27</sup> RD/Sub/C/080 Cambridge Local Plan 2014 Statement of Consultation and Audit Trails, pages 184 - 194

<sup>28</sup> RD/SCG/290 Statement of Common Ground as agreed between Cambridge City Council and the University of Cambridge

## **Overview to 2.2 and 2.3 – Land between Huntingdon Road and Histon Road**

33. Land between Huntingdon Road and Histon Road<sup>29</sup>, Cambridge, is allocated in both Councils' adopted development plans, removing land from the Green Belt after the area was identified as a location for development by the Cambridgeshire and Peterborough Structure Plan 2003<sup>30</sup>.
34. The Cambridge Local Plan 2006<sup>31</sup> identified the site in Policy 9/8 and allocation 9.03 to create a distinctive new urban extension to the city achieving the highest quality of design and embodying the principles of sustainability.
35. Land between Huntingdon Road and Histon Road in South Cambridgeshire was released from the Green Belt for a sustainable housing-led urban extension of Cambridge in the Site Specific Policies Development Plan Document 2010<sup>32</sup>.
36. Through the Local Plan process, and in particular the joint Green Belt review undertaken (see Matter 2.3i below), a revision to the site boundary has been identified, enabling an additional 3.2 hectares to be included in the development. This maximises the developable area whilst retaining a green foreground north of the site and separation from Histon and Girton villages, providing opportunities for countryside recreation, and providing space for infrastructure including noise bunds and balancing ponds.
37. The sites are being promoted by Barratt Eastern Counties and the North West Cambridge Consortium of Landowners. They have agreed a Statement of Common Ground with Cambridge City Council and South Cambridgeshire District Council, regarding the joint housing trajectory<sup>33</sup> in the context of Matter 8: Housing Supply and Delivery. A Statement of Common Ground has been completed with Cambridge City Council on Matter 9. Further statements of common ground with South Cambridgeshire District Council will address a number of technical issues and specific wording issues in the policies and supporting text of each plan. A number of minor modifications are proposed as set out in Appendices 5 and 6 of this statement for Cambridge and South Cambridgeshire respectively, which update the plans to respond to the granting of planning permission for the site in Cambridge and to ensure consistency between the plans. One area remains that is not agreed, with regard to the site boundary of Darwin Green 3, where South Cambridgeshire District Council does not support the change proposed, but recognises that the promoters have reduced the size of the additional land they are seeking to remove from the Green Belt and allocate for development.

## **2.2 NIAB1 (Site R43):**

### **i. Is it acknowledged that the site has outline planning permission and construction works have commenced on site?**

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<sup>29</sup> The sites in Cambridge and South Cambridgeshire are also known by the names NIAB 1, 2 and 3 and Darwin Green 1, 2 and 3. The latter name is a name used for marketing purposes.

<sup>30</sup> Policy P9/2c, Cambridgeshire and Peterborough Structure Plan (RD/AD/010).

<sup>31</sup> Policy 9/8, Cambridge Local Plan 2006 (RD/AD/300).

<sup>32</sup> Policy SP/2, South Cambridgeshire District Council Site Specific Policies Development Plan Document (RD/AD/120).

<sup>33</sup> RD/SCG/190.

38. Site R43 was released from the Green Belt as part of the Cambridge Local Plan 2006 and outline planning permission for the site was granted subject to completion of a S016 agreement in 2010. The S106 agreement was completed on 18 December 2013. Reserved matters permissions have been granted for the site-wide infrastructure (access roads, pedestrian and cycle paths, public open space, services and allotments) and a public square, with a full County Council Regulation 3 application currently under consideration for a primary school and children's centre. Pre-application discussions are ongoing for other parcels of land on the site. There is also a smaller development within site R43, known as the NIAB frontage site. Approval was granted in May 2008 for 187 dwellings, with the site eventually providing the main access into the wider NIAB site adjacent to the headquarters building. As of 2013/14, 153 units had been completed.
39. Further information on the status of planning permissions on the site is available within Appendix 7. Further detail on the development of Policy 19 is contained within the Council's audit trail<sup>34</sup>.
40. It is anticipated that construction works will start on site very shortly. As outlined in the statement of common ground related to the joint housing trajectory<sup>35</sup>, the first dwellings within the site are anticipated to be completed in 2015/16 with the site expected to deliver 250 dwellings per year, alongside development taking place on adjacent land in South Cambridgeshire at a rate of 150 dwellings per year with first dwellings anticipated to be completed in 2018/19. This site is anticipated to be largely completed in 2022/23 and the remainder in South Cambridgeshire completed in 2025/26.
41. A Statement of Common Ground between Cambridge City Council and Barratts Eastern Counties and the North West Cambridge Consortium of Landowners has been agreed which updates the Plan to respond to the granting of planning permission for site R43<sup>36</sup>.

**2.3 Land between Huntingdon Road and Histon Road (Darwin Green 2/3 and formerly NIAB 2 and 3):**

**i. Are there exceptional circumstances for the removal of land from the Green Belt along the northern boundary of the site?**

42. The principle of exceptional circumstances was considered through the Councils' statement to Matter 6 (Green Belt)<sup>37</sup>, and in particular in response to the Inspector's question 6a (i).
43. The Councils have concluded in their Local Plans that in principle the need for new jobs and homes do constitute exceptional circumstances sufficient to justify the removal of sites from the Green Belt in both districts, but only so far as such removal will not cause significant harm to the purposes of the Cambridge Green Belt. The Councils' Matter 6 Statement provides further details, and should be considered alongside this Statement.

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<sup>34</sup> RD/Sub/C/080 Cambridge Local Plan 2014 Statement of Consultation and Audit Trails, pages 195 - 201

<sup>35</sup> RD/SCG/190.

<sup>36</sup> RD/SCG/300

<sup>37</sup> Cambridge City Council and South Cambridgeshire District Council Matter 6 Statement: Green Belt (M6/CCC&SCDC)

44. As the edge of Cambridge is at the top of the search sequence for South Cambridgeshire, it is important to make the most of site opportunities which will not result in significant harm to the Green Belt. The site boundary in the South Cambridgeshire Local Plan identifies a small additional area for development beyond the site allocated in the Site Specific Policies DPD<sup>38</sup>, where it is considered compatible with this approach, based on the evidence provided by the Councils' 2012 Inner Green Belt Boundary Study<sup>39</sup>.

**ii. Would the proposed design code be consistent with that for site R43 (NIAB1)?**

45. The Design Code for Site R43 (which was condition 5 of the outline application 07/0003/OUT) was approved at Cambridge Fringes Joint Development Control Committee on 26 February 2014, which post-dated the preparation of the Local Plan.
46. Policy SS/2<sup>40</sup> paragraph b requires Design Guides / Design Codes for each phase of development as part of applications for the grant of approval for reserved matters. This reflects the test in the adopted Site Specific Policies DPD 2010<sup>41</sup>. Having regard to the way similar applications have been considered more recently by the Joint Committee, a single design code would be appropriate as opposed to separate codes for each phase or reserved matters application, and ensure the Plan is sound. This addresses the concerns of Cambridge City Council and Barratt Eastern Counties and the North West Cambridge Consortium of Landowners (see Statements of Common Ground), and forms part of the Statement of Common Ground.
47. The Council therefore proposes a minor change to Policy SS/2 Paragraph 2b:

Policy SS/2 Paragraph 2b: ~~Design Guides / Design Codes for the each phase of development will be required to be submitted and approved before the granting of the first reserved matters consent, as part of applications for the grant of approval for reserved matters to ensure a high quality development.~~

48. It should be noted that part 2 of Policy SS/2 requires:

*A Spatial Masterplan will be submitted for approval by the local planning authorities as part of the first application for planning permission to demonstrate that the development of the whole site will integrate effectively with the development of the wider North-West Cambridge area, including development in Cambridge City.*

This will ensure coordination with Site R43 in Cambridge and the Councils confirm that this overcomes issues raised in Cambridge City Council's representation 56980 and Cambridge City Council conditionally withdraws this representation. Furthermore, connected with Policy SS/2, the supporting text at paragraph 3.16 will be amended to remove reference to design guides.

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<sup>38</sup> South Cambridgeshire District Council Site Specific Policies Development Plan Document (RD/AD/120)

<sup>39</sup> 2012 Inner Green Belt Boundary Study (RD/Strat/210)

<sup>40</sup> Pages 49 – 52, South Cambridgeshire Proposed Submission Local Plan (RD/Sub/SC/010)

<sup>41</sup> RD/AD/120.

**iii. Is the area and extent of land shown on the Policies Map the most appropriate in terms of the development constraints in this location?**

49. The majority of the Policy SS/2 site (Darwin Green 2) was removed from the Green Belt and allocated for development through the adopted Site Specific Policies DPD 2010<sup>42</sup>. The Site Specific Policies DPD Inspectors' Report<sup>43</sup> paragraph 11.34 states:

*In our opinion the development of some of the land in this view would not cause significant harm to the setting of the City. The impact of development could be reduced by retaining an open foreground alongside the A14.' Paragraph 11.37 states '...a boundary along this road line (the A14) would conflict with the Structure Plan's principles for releasing land from the Green Belt. A boundary along the A14 would not allow for Green Belt separation of Cambridge from Histon/Impington on the west side of Histon Road: on this side of the road the built up area of Histon/Impington commences immediately north of the A14.*

50. For the Local Plan review, the potential for additional development in this area was considered through the joint edge of Cambridge review, informed by the 2012 Inner Green Belt Boundary Study<sup>44</sup>, which led to the joint Issues and Options 2 consultation in January 2013<sup>45</sup>. Two sites were tested in this area, both parts of site SC298 in Broad Location 10. Land to the north and west of the existing allocation was rejected, as it was concluded that it was subject to significant constraints or adverse impacts<sup>46</sup>, including significant adverse impact on the purposes of the Green Belt. The other part of SC298 was identified as having some constraints or adverse impacts, including adverse impact on the Green Belt, but it was considered suitable for consultation, as an 'amber' site<sup>47</sup>. The site was therefore subject to consultation as Site GB6 in the joint Issues and Options January 2013 consultation<sup>48</sup>.
51. Following the consultation, further consideration was given to the developable area associated with the site, taking account of site constraints, and the impact of development on the Green Belt. The site boundary is set back from the A14 to maintain a green foreground north of the development site, and avoid development in the Air Quality Management Area (AQMA) associated with the A14. This area will allow for the creation of landscape bunds for noise mitigation, rather than relying on noise fences, and provide space to accommodate drainage ponds.

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<sup>42</sup> Policy SP/2, South Cambridgeshire Site Specific Policies Development Plan Document (RD/AD/120).

<sup>43</sup> Report of the Examination into the South Cambridgeshire Site Specific Policies Development Plan Document (RD/AD/210).

<sup>44</sup> Inner Green Belt Study 2012 (RD/Strat/210).

<sup>45</sup> Cambridge City Council and South Cambridgeshire District Council - Issues and Options 2, Part 1 – Joint Consultation on Development Strategy and Site Options on the Edge of Cambridge (RD/LP/150).

<sup>46</sup> Site Assessments of Rejected Green Belt Sites for Broad Location 10 – Site SC298 (part) Page 619, Issues and Options 2: Part 1 – Joint Consultation on Development Strategy & Site Options on the Edge of Cambridge – Technical Background Document Part 1 (RD/LP/170).

<sup>47</sup> Site Assessments of Site Options in the Green Belt– Site SC298 (part) Page 84, Issues and Options 2: Part 1 – Joint Consultation on Development Strategy & Site Options on the Edge of Cambridge – Technical Background Document Part 1 (RD/LP/170).

<sup>48</sup> Site Option GB6 Land south of the A14 and west of Cambridge Road (NIAB 3) page 6, Cambridge City Council and South Cambridgeshire District Council - Issues and Options 2, Part 1 – Joint Consultation on Development Strategy and Site Options on the Edge of Cambridge (RD/LP/150).

52. The Council considers that the area and extent of land for Policy SS/2 is the most appropriate in terms of development constraints in this location. Two changes to the site identified are sought in representations by Barratt Eastern Counties and the North West Cambridge Consortium of Landowners.
53. Their representation (59496) seeks a change to the submitted boundary, such that it should follow the AQMA boundary on the northern part of this site. Through the Statement of Common Ground, the representor has revised its position to now seek a boundary that follows the drain which crosses this additional area of land. This is an improvement as it would avoid placing an area of development north of the tree-lined drainage ditch, protected by a Tree Preservation Order, where it would be very challenging to create a satisfactory form of development due to the segregation this would cause. However, the Council remains of the view that the submitted plan includes an appropriate boundary.
54. The site boundary in the submitted Local Plan follows parts of the AQMA boundary, but has been rounded off on the north eastern boundary. A map showing the relationship of the site boundary with the AQMA is attached at Appendix 8. This avoids creating a promontory of land into the countryside to the north of the site. Even the smaller extension now proposed by the promoters would sever physically and visually the flow of landscape in the country park. It would reduce opportunities to provide meaningful landscape and ecological treatments to the balancing ponds and other good quality landscape features.
55. Barratt Eastern Counties and the North West Cambridge Consortium of Landowners also proposed in their representation (59496) that land adjoining Histon Road to the south west of the A14 junction should be identified for commercial development. It is understood that this part of their representation is to be withdrawn.
56. This change in position is welcomed. The land immediately adjoining Histon Road to the north of the identified site and south of the A14 junction was not included in the Local Plan, and remains in the Green Belt. Whilst option GB6 included this area in the Issues and Option 2 consultation document, it stated that:

*It also assumes the retention of hedges and woodland and a set back of the development from Histon Road and the A14 to provide effective visual separation between Cambridge and Impington*<sup>49</sup>.

The site technical assessment accompanying the consultation states:

*The development of the whole site would bring built development closer to Impington on the west of Histon Road and would risk effectively connecting Impington to Cambridge to the south and east, forming a continuous block of development. Retention of hedges and woodland and a set back of the development from Histon Road and the A14 could provide mitigation*<sup>50</sup>.

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<sup>49</sup> Page 62 (final paragraph), Cambridge City Council and South Cambridgeshire District Council - Issues and Options 2, Part 1 – Joint Consultation on Development Strategy and Site Options on the Edge of Cambridge (RD/LP/150).

<sup>50</sup> Site Assessments of Site Options in the Green Belt– Site SC298 (part) Page 87, Issues and Options 2: Part 1 – Joint Consultation on Development Strategy & Site Options on the Edge of Cambridge – Technical Background Document Part 1 (RD/LP/170).

57. As referred to earlier, the Site Specific Policies DPD Inspectors' Report highlighted the importance of the Green Belt separation of Cambridge from Histon/Impington on the west side of Histon Road<sup>51</sup>. Much of this area contains 'significant vegetation', as identified in the 2012 Inner Green Belt Boundary Study<sup>52</sup>. This area fulfils important Green Belt purpose regarding the setting, and physical separation between Cambridge and its necklace villages. It should be retained as an undeveloped green break between Cambridge and Impington. The area is of Medium/High significance to the Green Belt<sup>53</sup>. Its allocation would not be compatible with the approach outlined above.
58. There are also practical issues constraining the development of the land adjoining Histon Road. The former Cambridge road is intended to provide gated access to utilities compound associated with Site R43<sup>54</sup>.

**iv. Is there a realistic prospect that satisfactory flood risk and sound attenuation measures could be incorporated as part of the development of the site?**

59. Appropriate flood risk and sound attenuation measures can be incorporated as part of the development of the site.
60. Surface water drainage is addressed appropriately by Policy SS/2 paragraph 12. It requires that:

*Surface water drainage will be controlled by means of a sustainable drainage system which will only release surface water run-off into surrounding water courses at least at a rate no greater than if the site was undeveloped. Balancing ponds serving the site shall be located south of the A14.*

61. Flood risk and drainage were considered at a specific technical hearing when the site was identified in the South Cambridgeshire Site Specific Policies DPD. The Site Specific Policies DPD Inspectors' Report notes at paragraph 11.45:

*Histon and Impington experience flooding on occasions, but the development of the land upstream, south of the A14, could be designed such that its surface water run-off is no greater than that from the site in its undeveloped state. There are likely to be benefits to the local drainage regime as a result of development.*

62. The Surface Water Strategy for Site R43 was discharged via condition in June 2014<sup>55</sup>. The committee report notes that run off rates below the existing site run off rate would be achieved. The report concluded that the strategy:

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<sup>51</sup> Paragraph 11.37, Report of the Examination Into The South Cambridgeshire Site Specific Policies Development Plan Document (RD/AD/210).

<sup>52</sup> Plan 3, Cambridge Inner Green Belt Study 2012 (RD/Strat/210).

<sup>53</sup> Sector 1 Assessment Tables page 10, Cambridge Inner Green Belt Study 2012 (RD/Strat/210).

<sup>54</sup> Planning Permission S/1386/14/FL Land to the West of Cambridge Road, immediately north of Darwin Green One Primary Route North - Erection of a foul pumping station, dual intake substation and gas governor as well as means of enclosure, landscaping and access.

<sup>55</sup> South Cambridgeshire: (S/0749/14/DC), Cambridge: 07/0003/OUT discharge of condition 34 Darwin Green 1, Land Between Huntingdon Road And Histon Road, Cambridge Surface Water Drainage Strategy. Cambridge Fringes Joint Development Control Committee 18 June 2014

<http://democracy.cambridge.gov.uk/ieListDocuments.aspx?CId=188&MId=2619&Ver=4>

*... provides for an acceptable drainage solution to the site that will protect the site from the risk of flooding, and ensure that there is no adverse impact from the development either to neighbouring properties adjacent to the site, or downstream in the nearby villages.*

Modelling for Site R43 anticipates that there will be a 33% reduction in flow for the 1 in 1 year event, 76% for the 1 in 30 year event and 84% for the 1 in 100 +30% for climate change.

63. Drainage measures for Darwin Green 2/3 are at the pre-application stage, but there is a good prospect, and every expectation, that a similarly effective drainage scheme will be achieved, which could deliver opportunities for betterment for areas downstream. There is space between the development area and the A14 to accommodate appropriate drainage infrastructure. Discussions have taken place with Cambridgeshire County Council, as Lead Local Flood Management Authority, to this effect.

64. As identified in paragraph 3.22 of the South Cambridgeshire Submission Local Plan, the Councils are aware of surface water drainage issues downstream of the site. Histon and Impington has recently been the subject of a Surface Water Management Plan<sup>56</sup>, commissioned by the County Council on behalf of the Cambridgeshire Flood Risk Management Partnership (of which the Councils are members). An appropriate surface water drainage scheme at Darwin Green is capable of proving betterment, by managing site run-off during high rainfall events. Barratt Eastern Counties and the North West Cambridge Consortium of Landowners have commissioned Hyder, who carried out the surface water management plan for Histon and Impington, to review surface water drainage for the Darwin Green Sites, and this will be submitted as part of their Matter 9 statement. Their report highlights these opportunities for betterment.

65. Histon and Impington Parish Council in their representation (60298) state that they:

*require a clear statement that Darwin Green 2 will only proceed once clear evidence has been provided that the drainage system will not put Histon and Impington at risk. The confirmation that this condition has been met should be part of the Development Control process.*

The District Council considers that Policy SS/2 as worded is robust, and will ensure appropriate consideration of drainage issues along with other policies in the Local Plan, and associated national guidance.

66. With regard to sound attenuation, Policy SS/2 clause 13, and paragraph 3.12 require noise bunds as opposed to noise fencing. This has benefits in terms of the setting on this part of the edge of the city. Early discussions have been held with the Highways Agency, who indicate they would be willing to coordinate any measures proposed as part of the A14 improvement scheme with those proposed and being delivered through the Darwin Green 2 and 3 site development.

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<sup>56</sup> Histon and Impington Surface Water Management Plan (RD/CC/420)

67. Histon and Impington Parish Council expressed a specific concern regarding reflective noise barriers. This type of barrier is not envisaged by the policy. Any measures that were proposed would have to be demonstrated appropriate in terms of their impact through the planning application process.

**v. Is the proposed layout of the eastern vehicular access to the site too close to Arbury Road junction thereby potentially creating a risk to highway safety?**

68. The site access onto Cambridge Road for Site R43 will also serve Darwin Green 2/3. This has been granted planning permission, issued in December 2013 by South Cambridgeshire District Council<sup>57</sup>. Through this process, the location of the junction has been tested and demonstrated to be suitable in transport terms, and will be implemented as part of delivering Site R43.

**vi. Are the predicted levels of traffic generation to and from the site unrealistically low?**

69. Development of the site has been included in Cambridge Sub-Regional Modelling carried out to test the development strategy<sup>58</sup>, and the cumulative impacts with other developments. The site has also been considered at various stages through the Transport Assessment work related to planning applications for Site R43, and pre-application work for Darwin Green 2.
70. Histon and Impington Parish Council in their representation 60298 commented on the junction traffic predictions, presumably making reference to numbers referred to in the planning application for the access road referenced in the Council's response above<sup>59</sup>. Planning applications for the allocated site in South Cambridgeshire would be required to submit a Transport Assessment to demonstrate capacity, including impact on junctions. The Local Highway Authority, Cambridgeshire County Council, considers that, subject to appropriate improvements where necessary, the local highway network is capable of accommodating the development along with others planned in the area.

**vii. Is the provision of community services in the proposed local centre within NIAB1 deliverable in terms of available space and viability?**

71. The Local Plan requires that the needs of Darwin Green 2 and 3 are met in full. Recognising that it will have a close relationship with Site R43 in Cambridge, the policy provides for services and facilities to meet those needs to be met either in the development, or off site if that is appropriate. This means that the needs of the area could be met on both sides of the administrative boundary. For example, land in South Cambridgeshire will deliver the secondary school to meet the needs of the wider North West Cambridge area.

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<sup>57</sup> S/0001/07F - Formation of Vehicular, Pedestrian and Cycleway Access Road from Histon Road to serve the Urban Extension of the City between Huntingdon Road and Histon Road, Cambridge, together with Drainage and Landscaping Works.

<sup>58</sup> Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160).

<sup>59</sup> S/0001/07F - Formation of Vehicular, Pedestrian and Cycleway Access Road from Histon Road to serve the Urban Extension of the City between Huntingdon Road and Histon Road, Cambridge, together with Drainage and Landscaping Works.

The needs of the area for foodstore provision (including Site R43 and Darwin Green 2 and 3) were assessed jointly with Cambridge City Council<sup>60</sup>, and are reflected in Policy 19 of the Cambridge Local Plan.

72. Provision of community facilities are matters of detail that will need to be considered through the Planning Application process (reflecting Policy SC/4 of the Submission South Cambridgeshire Local Plan). It is, however, noted that some provision has already been made as part of the local centre in the adjacent development on Site R43 in Cambridge. Contributions have been sought from the developer via the S106 agreement for a health centre sized to meet the needs of Site R43 and Darwin Green 2, and provision has been made for a supermarket and one of the two primary schools to serve the overall site<sup>61</sup>. Provision for other services and facilities to serve Darwin Green 2 and 3 will either need to be met on site or via contributions for off-site provision, which could be either new facilities or enhancement of existing facilities in the wider North West Quadrant. In order to reflect the provision that has already been planned as part of the adjacent development in Cambridge, minor modifications are proposed to criterion 5 of Policy SS/2 and paragraph 3.18. The Councils confirm that this would address the concerns raised by Cambridge City Council's representations 58057 and 56982 and the City Council confirms that it conditionally withdraws these representations.

**viii. Does Figure 5 in the South Cambridgeshire Local Plan Proposed Submission accord with Inset G in the Policies Map in respect of the position of the northern boundary of the site?**

73. It should be noted that Minor Change MC/3/02<sup>62</sup> published alongside the submitted Local Plan provides a replacement of this illustration, correcting the location of the primary school, and completing the northern boundary of the Area of Major Change within Cambridge.
74. The boundary of the SS/2 site reflects the Submission Policies Map<sup>63</sup>.

**2.4 Orchard Park:**

**Overview**

75. The Orchard Park site lies in South Cambridgeshire and was originally allocated for mixed-use development including 900 dwellings in the South Cambridgeshire Local Plan 2004<sup>64</sup> and the Site Specific Policies DPD 2010<sup>65</sup> carried forward the allocation, and identified land parcels with capacity for additional dwellings. The majority of the site is now developed, and the last remaining land parcels are either under construction or progressing through the planning application process.

<sup>60</sup> North West Cambridge Supplementary Retail Study (RD/E/090), Informal Planning Policy Guidance on Foodstore Provision in North West Cambridge (RD/E/100).

<sup>61</sup> Site R43 and Darwin Green 2 and 3.

<sup>62</sup> South Cambridgeshire Schedule of Proposed Minor Changes (RD/Sub/SC/040).

<sup>63</sup> RD/Sub/C/020.

<sup>64</sup> Policy CNF1, South Cambridgeshire Local Plan 2004 (RD/AD/180).

<sup>65</sup> Policy SP/1, South Cambridgeshire District Council Site Specific Policies Development Plan Document (RD/AD/120).

**i. Is it agreed that the sites below have the stated planning status?**

76. The update below utilises information provided in the Councils' Matter 8 Statement at Appendix 4: Assessment of Existing and Proposed Allocations in South Cambridgeshire. The supporting text in the Submission South Cambridgeshire Local Plan provides a commentary on the status of the sites at the time of submission. Minor modifications are proposed in Appendix 6 of this statement to reflect the updated situation and be less susceptible to becoming out of date. The status of each site referred to is set out below:

**Full approval for 140 dwellings and a local centre - Parcels Q, former HRCC site and Com.2**

77. This is correct<sup>66</sup>.

**Outline application for 38 dwellings and ancillary facilities submitted in November 2014, no decision issued - Parcel K1**

78. This is correct<sup>67</sup>.

**Outline application for 15 dwellings Parcel L2 and 132 dwellings submitted, no decision issued - Parcel Com4**

79. This is correct<sup>68</sup> in respect of Parcel L2 and Parcel Com4.

80. Parcel Com4 is the subject of two planning applications proposing differing land uses, both of which have yet to be determined:

- S/2248/14/OL (132 dwellings) – submitted in September 2014
- S/2975/14/OL (42 apartments and 82 units for an aparthotel with a restaurant and gym facilities) – submitted in December 2014

**ii. Could the Council clarify the nature of the proposed landmark building referred to in paragraph 3.5 of Policy SS/1?**

81. Paragraph 3.5 emphasises the importance of the site in the south west corner of Orchard Park in terms of a gateway to Cambridge. This links to Policy SS/1 part 2c, which seeks the creation of gateway features.

82. It is noted that in their representations, English Heritage and Cambridge City Council have expressed concern regarding the scale of such a building.

83. A high quality landmark building is required by Policy SS/1, but this does not necessarily mean tall. The Orchard Park Design Guide SPD<sup>69</sup> emphasises the importance of these land

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<sup>66</sup> S/2559/11 - 112 dwelling, plus a mixed use building involving 7 retail units and 28 flats. S/1179/13, S/2064/13 & S/0573/14 are reserved matters planning permissions associated with this.

<sup>67</sup> Outline planning application for 38 passivhaus dwellings and ancillary facilities including common house and communal gardens (S/2725/14) submitted in November 2014, no decision yet.

<sup>68</sup> S/1760/14/OL Outline application for 15 dwellings on Parcel L2, has yet to be determined.

parcels seeking high quality architectural landmarks to accentuate the gateway feature to Orchard Park when approaching from the west<sup>70</sup>. Guidance on building height is also provided in the SPD, advising a 12 metre maximum building height in this location<sup>71</sup>.

84. As detailed above, Parcels Q, the former HRCC site and Com.2 which form the South West corner of the Orchard Park site now have planning permission, and the above issues were considerations when the application was determined. The corner buildings are now under construction.

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<sup>69</sup> Orchard Park Design Guide SPD (RD/SP/130) (adopted in 2011)

<sup>70</sup> Orchard Park Design Guide SPD (RD/SP/130) Page 28

<sup>71</sup> Orchard Park Design Guide SPD (RD/SP/130) Page 29

**Matter 9B - Cambridge East and South of Coldham's Lane**

**1. Cambridge East**

**1.1 As the land which has been safeguarded as a long term strategic reserve, as shown on the Policies Maps, is the subject of an adopted Area Action Plan, are there any overriding circumstances to justify its reinstatement to Green Belt land having regard to paragraph 85 (4th bullet point) of the National Planning Policy Framework?**

85. The portion of the site located in Cambridge was removed from the Green Belt by the Cambridge Local Plan in 2006 and that in South Cambridgeshire was removed from the Green Belt by the joint Cambridge East AAP<sup>72</sup> in 2008. The joint AAP allocates land in both districts for the development of a major new urban quarter to Cambridge for between 10,000 to 12,000 homes with appropriate employment, services and facilities. The development was contingent upon the relocation of Marshall Aerospace but in 2010 Marshall announced that they did not have a deliverable relocation option and that they intended to remain at Cambridge Airport for the foreseeable future, which they confirmed to be not before 2031. The Marshall Group is a private, family owned group headquartered in Cambridge, which operates through four business segments: Aerospace and Defence; Motor Retail and Leasing; Property; and Fleet Solutions. It has an annual turnover in excess of £1.3 billion and over 4,500 employees.
86. The submitted Local Plans respond to this change in circumstances by including residential allocations for the parts of the AAP allocation that were considered able to come forward for housing in the plan period with the Airport remaining operational, reflecting the approach in the AAP to early phases of development and the location of the site towards the top of the development sequence. The Councils' approach is for the remaining part of the AAP allocation that cannot be developed with the Airport operational is proposed to be safeguarded in both Local Plans for development after 2031. This is given effect through Policy 12 in the Cambridge Local Plan<sup>73</sup> and Policy SS/3 in the South Cambridgeshire Local Plan<sup>74</sup>. The same policies allocate land for residential development in the plan period north of Newmarket Road, and north of Cherry Hinton. An outline planning application<sup>75</sup> for the development of up to 1,300 homes on land north of Newmarket Road was submitted in December 2013 with an anticipated start on site in 2017. Further information on the development of policies in both Local Plans can be found in the Councils' audit trails<sup>76</sup>.
87. The allocation of the site for development was consistent with Policy P9/2c of the Cambridgeshire and Peterborough Structure Plan 2003<sup>77</sup>, which was supported by the findings of the 2002 Inner Green Belt Boundary Study<sup>78</sup> which found that the site was of low

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<sup>72</sup> RD/AD/280

<sup>73</sup> RD/Sub/C/010

<sup>74</sup> RD/Sub/SC/010

<sup>75</sup> S/2682/13/OL (South Cambridgeshire) and 13/1837/OUT (Cambridge)

<sup>76</sup> RD/Sub/C/080 Cambridge Local Plan 2014 Statement of Consultation and Audit Trails, pages 138 – 146

RD/Sub/SC060) South Cambridgeshire Draft Final Sustainability Appraisal Annex A Audit Trail Chapter 3 Strategic Sites  
Page A242, A252 to A256

<sup>77</sup> RD/AD/010

<sup>78</sup> RD/Strat/170 - Sector 9

importance to the Green Belt, and the findings of the Cambridge Green Belt Study<sup>79</sup>. The Panel Report into the Examination of the Structure Plan sets out its conclusions on the site in paragraphs 8.33, 8.34 and 8.38<sup>80</sup>.

88. The soundness of the major urban extension allocation was tested through the examination of the joint AAP<sup>81</sup> in 2007. At the second stage in the development sequence, it remains a highly suitable and sustainable location for major development on the edge of Cambridge if it becomes available.
89. The possible return of the site to the Green Belt was a matter raised at the Issues and Options stage of plan-making, including whether the land should be returned to the Green Belt. The Issues and Options consultations of both Local Plans included a question on the approach to be taken regarding Cambridge Airport with further information on the questions asked, summaries of responses and analysis contained in the audit trails of both Local Plans<sup>82</sup>.
90. Bullet point 4 of paragraph 85 of the NPPF states that planning permission for the permanent development of safeguarded land should only be granted following a Local Plan Review which proposes the development. The Councils consider that it would be inappropriate to put the safeguarded land back into the Green Belt, and do not consider that the wording of bullet point 4 of paragraph 85 requires us to do so. It is clear from paragraph 83 of the NPPF that exceptional circumstances are needed both to remove and to return land to the Green Belt and that regard must be had to the intended permanence of the Green Belt boundary in the long term. Paragraph 84 requires local planning authorities to take account of the need to promote sustainable development, and consider the consequences for sustainable development, of channelling development towards urban areas inside the Green Belt boundary and towards locations beyond the outer boundary. Bullet point 3 of paragraph 85 requires 'where necessary', that areas of safeguarded land are identified between the urban area and the Green Belt in order to meet longer term needs stretching well beyond the plan period. The proposed safeguarding is consistent with the policy guidance set out within bullet point 3.
91. No exceptional or overriding circumstances have been identified to justify returning the land to the Green Belt. The site has been found to be of low importance to Green Belt purposes, is suitable for development and is located on the edge of Cambridge near the top of the sequence of types of site to be chosen for development. The fact that development on a large part the site is now unlikely to take place before 2031 is not adequate justification for its return to the Green Belt. There is a reasonable prospect that the site will be developed at some point after the end of the plan period. The NPPF does not require safeguarded land to be deliverable or developable in recognition that the contribution of such land will stretch well beyond the plan period. If circumstances on the site were to change in the future and the wider site was capable of coming forward for residential development then

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<sup>79</sup> RD/Strat/180 chapter 7

<sup>80</sup> RD/AD/011

<sup>81</sup> Report on the examination into the Cambridge East Area Action Plan Development Plan Document (2007) <https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/documents/east-area-action-plan-inspectors-report.pdf>.

In particular, see paragraphs 4.2, 5.1, 5.2 and 5.3.

<sup>82</sup> RD/Sub/SC/060 Annex A Chapter 3 pages A257 to A266. RD/Sub/C/080 pages 138 to 146 and pages 692 and 693. RD/Sub/C/040 pages 25 to 26.

the findings of the Inner Green Belt Boundary Study 2002<sup>83</sup> and Green Belt Boundary Study 2002<sup>84</sup>, and the decisions taken in the Cambridge Local Plan 2006 and the Cambridge East AAP would still be relevant. Specifically, the site's contribution to the Green Belt purposes would still be low, and the site would still be capable of making a significant contribution to meeting the housing needs of Cambridge if it becomes available for development.

92. Furthermore, putting the site back into the Green Belt, when there is a reasonable prospect that Marshall may move outside the plan period, would undermine the permanence of the Cambridge Green Belt. Paragraph 85 of the NPPF states that "*when defining Green Belt boundaries local planning authorities should... satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period.*" If the site became available after the plan period, and the Councils made the decision to allocate the land again, then the site coming in and out of the Green Belt multiple times would undermine the permanence of the Green Belt<sup>85</sup>.

## **1.2 Would the development of the north of Cherry Hinton result in the unacceptable loss of valuable agricultural land?**

93. The loss of agricultural land in this area has already been accepted through the examination and subsequent adoption of the Cambridge East AAP, which allocates land north of Cherry Hinton for development. The Sustainability Appraisal (SA) for the joint AAP concluded that the relative impact of the loss of productive farmland in this location would be negligible taking account of its identification in the Cambridgeshire and Peterborough Structure Plan 2003 and adopted Cambridge Local Plan 2006 as a sustainable development location<sup>86</sup>. Consistent with this conclusion, the loss of valuable agricultural land in this location is not identified in the AAP Inspector's Report as a soundness matter<sup>87</sup>. Paragraph 112 of the NPPF states that "*where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of higher quality*". Development in this location would involve the loss of 13.65 hectares of predominantly grade 2 agricultural land on the majority of sites R40, R41 and SS/3 (which comprise 13.81 hectares in total). The remainder of the sites contain land categorised as urban land or non-agricultural land. While the Councils accept that some loss of agricultural land is inevitable, given that this loss has already been accepted as part of the examination of the Cambridge East AAP, that the land is currently allocated for housing in the adopted AAP, and that the sites make a valuable contribution to meeting the authorities' objectively assessed housing need towards the top of the development sequence, the Councils consider that development north of Cherry Hinton would not result in the unacceptable loss of valuable agricultural land.
94. The NPPG at paragraph 026<sup>88</sup> provides guidance on how planning can take account of the quality of agricultural land. This repeats the NPPF and provides a link to a technical note

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<sup>83</sup> RD/Strat/170

<sup>84</sup> RD/Strat/180

<sup>85</sup> See RD/Sub/C/080, paragraph 62, page 143.

<sup>86</sup> Cambridge East Area Action Plan Final Sustainability Report – Policy CE/39 'Phasing north of Cherry Hinton' pages 320 and 321 (RD/AD/281)

<sup>87</sup> Report on the examination into the Cambridge East Area Action Plan Development Plan Document (2007)

<https://www.cambridge.gov.uk/sites/www.cambridge.gov.uk/files/documents/east-area-action-plan-inspectors-report.pdf>

<sup>88</sup> Reference ID: 8-026-20140306, NPPG, RD/NP/020.

from Natural England on Agricultural Land Classification<sup>89</sup>. This technical note uses a threshold of 20 hectares for loss of best and most versatile agricultural land as a threshold requiring consultation with Natural England. At 13.65 hectares taken together, the combined area of agricultural land on these sites is well below this threshold which indicates that it is not a significant loss. The 20 hectare threshold was used as the threshold for a significant loss in the sustainability site assessment matrices for Strategic Housing Land Availability Assessment (SHLAA) sites in South Cambridgeshire<sup>90</sup>. This scores losses of over 20 hectares of best and most versatile agricultural land as significant (Red), and smaller losses of such land as minor (Amber). Development not affecting such land is scored (Green).

95. As such, the Councils consider that development north of Cherry Hinton would not result in the unacceptable loss of valuable agricultural land.

**1.3 Are site R40 and the adjacent site annotated SS/3(2) on the Policies Maps appropriate locations for residential development given their locality to Cambridge Airport and potential impact on wildlife habitats?**

96. The Councils consider that Site R40 and the adjacent site SS/3/(2) in South Cambridgeshire are appropriate locations for residential development having regard to their locality in relation to Cambridge Airport and having considered any potential impact on wildlife habitats. The allocation of these sites in both authorities' Local Plans builds upon the principle established in Policy CE/2 of the joint AAP allocating the wider site for a major urban extension, and in particular Policy CE/35 of the Cambridge East AAP regarding land north of Cherry Hinton specifically. Criterion 1 of Policy CE/35 noted that on land north of Cherry Hinton, some limited development adjacent to the operating airport could be considered acceptable, subject to environmental and health impact assessments. The suitability and deliverability of residential development on this site has been agreed via Statements of Common Ground<sup>91</sup> with the Marshall Group, who operate Cambridge Airport and own part of the allocated site, and the White family who also own part of the allocated site as well as additional land in the area.

97. In assessing the potential land north of Teversham Drift and Cherry Hinton when preparing the Local Plans, it was noted that the area lies within the Airport's air safeguarding zone<sup>92</sup>. The purpose of the zone is to take measures necessary to ensure the safety of aircraft, their passengers and crew while taking off or landing or while flying in the vicinity of Cambridge Airport. Development is permitted within the air safeguarding zone, but restrictions in height or changes to the detailed design of development may be necessary to mitigate any risk of aircraft accidents and maintain the operational integrity of the airport. These are matters for the detailed development management stage, and Policy 37 of the Cambridge Local Plan and criterion 1c of Policy SS/3 of the South Cambridgeshire Local Plan requires consultation with the operator of the Airport and the Ministry of Defence to

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<sup>89</sup> See TIN049 edition 2 - Agricultural Land Classification: protecting the best and most versatile agricultural land at <http://publications.naturalengland.org.uk/file/4424325>

<sup>90</sup> RD/Sub/SC/070 – SA Scoping Report Chapters 1-9, page 45 table 10.

<sup>91</sup> RD/SCG/210 Statement of Common Ground as agreed between Cambridge City Council and South Cambridgeshire District Council and Marshall Group and RD/SCG/220 Statement of Common Ground as agreed between Cambridge City Council and South Cambridgeshire District Council and Agent on behalf of the White Family.

<sup>92</sup> RD/LP/310. Cambridge Local Plan 2014 – Draft Submission Plan Technical Background Document - Part 2 Supplement to Part 2 Site Options Within and on the Edge of Cambridge (January 2013) May 2013 (page 52).

ensure the continued safe operation of the airport. Marshall as landowner of the majority of the allocation and operator of Cambridge International Airport support the allocation of land North of Cherry Hinton for housing in both Plans. It should be noted that the number of aircraft movements is currently in decline. Publically available flight evaluation reports made available via the Cambridge Airport Consultative Committee show a decline from 51,263 movements in 2003 to 17,765 movements between 1 January and 31 October 2014<sup>93</sup>.

98. Noise from the airport has been identified as an issue that is capable of adequate mitigation through the detailed design of development proposals<sup>94</sup>. Criterion a of Policy 12 in the Cambridge Local Plan and criterion 1a of Policy SS/3 of the South Cambridgeshire Local Plan sets out that development proposals will only be supported if it can be shown that environmental and health impacts (including noise) from the airport can be acceptably mitigated for residents. Cambridge Airport has a Noise Action Plan in place, which includes Noise Contour Maps drawing on information contained in the Environmental Statement produced for the Wing<sup>95</sup> development, both of which are publically available documents<sup>96</sup>. These noise contours follow the alignment of the runway. The western edge of R41 lies on the edge of the 54 dB noise level contour, while R40 and SS/3(2) fall outside the noise contours.
99. The Councils raised the prospect of additional land currently allocated in the AAP being capable of coming forward for development at Cambridge East as part of its Matter 8 Statement (M8/CCC&SCDC). This is in light of a change in circumstances including a better understanding of the extent of constraints around Cambridge Airport and progress from the two landowners in relation to bringing development forward as part of R40 and SS/3 earlier than originally anticipated. Rather than convert as much of the current allocation into safeguard land North of Teversham Drift/Cherry Hinton through the Local Plans, as currently included in the submitted plans, this would mean that there is potential for more of the current allocation to be carried forward for development within the plan period. This would be consistent with the Councils' approach to Cambridge East when preparing the Local Plans. It would avoid unnecessary sterilisation of land at the second stage of the development sequence, which would not be a sound approach if it can be demonstrated that a larger part of the current allocation can be carried forward. Matters are progressing positively in respect of this matter and the Councils will provide an update to the Inspectors as soon as possible and well in advance of the hearing session.
100. With regard to impacts on wildlife habitats, the Councils are aware that the site contains the Teversham Drift Hedgerow City Wildlife Site<sup>97</sup>. The technical assessment noted that the wildlife site could be incorporated into the development given the provision of a sufficient buffer between the wildlife site and the built environment. In line with other policies in the Cambridge East AAP, development could also offer opportunities to enhance this wildlife

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<sup>93</sup> Cambridge Airport Consultative Committee. Flight Evaluation Reports submitted for meetings on the 21 November 2012 (RD/SS/240) and 26 November 2014 (RD/SS/250).

<sup>94</sup> RD/LP/310. Cambridge Local Plan 2014 – Draft Submission Plan Technical Background Document - Part 2 Supplement to Part 2 Site Options Within and on the Edge of Cambridge (January 2013) May 2013 (page 60).

<sup>95</sup> Land North of Newmarket Road in both districts.

<sup>96</sup> Cambridge Airport Noise Action Plan 2014 – 2019 and Land north of Newmarket Road, Cambridge Environmental Statement (RD/SS/260), [Chapter 10 Noise and Vibration \(December 2013\)](#)

<sup>97</sup> RD/LP/310. Cambridge Local Plan 2014 – Draft Submission Plan Technical Background Document - Part 2 Supplement to Part 2 Site Options Within and on the Edge of Cambridge (January 2013) May 2013 (page 63)

site, for example through the provision of additional hedgerow planting. Relevant policies include Policy CE/16 (Biodiversity) and Policy CE/17 (Existing Biodiversity Features), criterion 4 of which requires development proposals to include measures to minimise harm to existing features, including wildlife sites, to secure suitable mitigation and/or compensatory measures, and where possible to enhance the nature conservation value of features through habitat creation and management<sup>98</sup>. It is also likely that there will be potential for development to not only retain existing habitats features, but to enhance current arable fields to enhance their biodiversity value<sup>99</sup>.

## 2. South of Coldham's Lane

### Overview

101. The area of land included in Policy 15: South of Coldham's Lane Area of Major Change (AoMC) has been recognised by both the Council and local people as being in need of regeneration in order to maximise its potential. The Council is participating in a corporate project with the Anderson Group to deliver the urban country park.
102. This land has played an important role in the city's industrial past, providing construction materials from the early 1900s. Previous uses on the site include the quarrying of different forms of chalk. Quarries on the northern part of the AoMC were subsequently filled in with landfill, whilst the quarries on the southern part became lakes. Land between the two closed landfill sites, known as the Coldham's Business Park, now comprises car showrooms, a hotel, a gym and warehousing. A foot and cycleway, known as 'The Tins' runs through the site.
103. The AoMC's constraints include the closed landfill sites on the northern portion, which were operational from the 1960s to the 1980s<sup>100</sup>. The sites are still considered by the Council to be unsuitable for residential development as they are subject to gassing. Part of the western side of the AoMC also falls within the Cambridge Airport Public Safety Zone. In addition, air safeguarding zones limit the opportunities for built development<sup>101</sup>.
104. There is a locally important corridor of open spaces and watercourses that runs from Coldham's Common through the two closed landfill sites and the lakes into Cherry Hinton Hall, and then further south through to Limekiln Close Local Nature Reserve (LNR) and the Cherry Hinton Pit Site of Special Scientific Interest (SSSI). Although the lakes themselves are currently not accessible to the public, pedestrian and cycle routes run alongside the lakes. The lakes and a range of exposed chalk cliffs are visible from these routes. The lakes are subject to significant levels of trespassing, particularly in the summer months.
105. In the Cambridge Issues and Options Report in 2012, the Council consulted on Option 40 – South of Coldham's Lane to regenerate the area to allow for improved recreation and site

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<sup>98</sup> RD/AD/280. Cambridge East Area Action Plan (pages 85 – 90)

<sup>99</sup> . Page 63, Cambridge Local Plan 2014 – Draft Submission Plan Technical Background Document - Part 2 Supplement to Part 2 Site Options Within and on the Edge of Cambridge (January 2013) May 2013 (RD/LP/310).

<sup>100</sup> For further information on the site's history, please see Blue Circle Site, Coldham's Lane: Review of Health, Safety and Environmental Hazards, Cambridge City Council, Mott MacDonald (1999), (RD/SS/040).

<sup>101</sup> See Figure 4.5, page 128, Cambridge Local Plan 2014: Proposed Submission (RD/Sub/C/010).

development opportunities<sup>102</sup>. The interim Sustainability Appraisal which accompanied the Issues and Option consultation noted that this option would contribute significantly to improving health and well-being of residents by providing greater access to open space, helping to address the relatively high levels of health deprivation in this area<sup>103</sup>. Option 40 received strong public support, although a number of representations raised concerns over the practical implementation and management of an urban country park. This option was taken forward as Policy 15 in the Local Plan<sup>104</sup>.

106. The regeneration of the area will provide significant benefit to both the immediate locality and the city as a whole. Paragraphs 69, 70, 73 and 75 of the NPPF promote the development of policy in Local Plans which facilitate healthy communities and improved access to, and provision of, recreational facilities. Paragraph 19 of the NPPF states that local planning authorities should “support economic growth through the planning system”. The development of part of the former landfill sites will support local economic growth.
107. The findings of the Sustainability Appraisal found that this policy was likely to have positive effects on a number of sustainability themes, including biodiversity, community and wellbeing, sustainable transport and open space provision<sup>105</sup>. The complete audit trail of Policy 15 can be found in the Council’s Statement of Consultation and Audit Trails (RD/Sub/C/080)<sup>106</sup>.

## **2.1 Would the proposals for the urban country park safeguard the living conditions of the neighbouring residential occupiers?**

108. The Council considers that the proposals for the urban country park as a part of the South of Coldham’s Lane AoMC would safeguard the living conditions of neighbouring residential occupiers. Policy 15 requires a masterplan, detailed feasibility work and a associated transport assessment for the whole Area of Major Change before any planning application can be submitted. These documents will involve public consultation, as part of their development process, as will any individual planning application.
109. Representations to Policy 15 raised concerns about a range of issues:
- increased health and safety issues;
  - local traffic congestion;
  - loss of amenity for local residents;
  - an increase in noise and other anti-social behaviour; and
  - degradation to the ecological worth of the site<sup>107</sup>.

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<sup>102</sup> Pages 108 – 110, Cambridge Local Plan – Towards 2031: Issues and Options Report, Cambridge City Council (2012), (RD/LP/240).

<sup>103</sup> Page 45..Cambridge City Council Issues and Options – Interim Sustainability Appraisal, Cambridge City Council (2012), (RD/LP/220).

<sup>104</sup> Cambridge Local Plan 2014 - Proposed Submission, Cambridge City Council (RD/Sub/C/010)

<sup>105</sup> Cambridge City Council Sustainability Appraisal of the Cambridge Local Plan 2014. Volume 1: Final Appraisal for the Submission to the Secretary of State, Cambridge City Council (2014), (RD/Sub/C/030).

<sup>106</sup> Cambridge City Council Statement of Consultation and Audit Trails, Cambridge City Council, (RD/Sub/C/080), pages 162 – 167.

<sup>107</sup> Representations 25304, 25480, 25340, 25393 and 26596.

110. The creation of a new urban country park will include a maintenance and management plan to ensure that health and safety matters are properly addressed; the land is managed to ensure enhancement of biodiversity; and to ensure a reduction in incidents of anti-social behaviour. The combined effect will be to improve the amenity of the area to benefit both visitors and local residents.
111. In respect of health and safety concerns regarding the use of the lakes, an initial Environmental Assessment<sup>108</sup> was completed in 2013 as part of the feasibility plans to open the lakes for public use and recreational activities. The Environmental Assessment concluded that although the data indicated the water quality of the Coldham's Lane Lakes to be within the limits set out by the bathing water directive, it was recommended that final conclusions were based on at least two more surface water monitoring events to provide a more comprehensive data set. With regard to sediment sampling, no further investigation was considered necessary, following discussions with the Environment Agency which established that sediment sampling is not usually required to test bathing water quality for inland waters. This reduces the potential cost of any necessary remediation work to clean the lake waters for the purposes of opening the lakes for either public or recreational use. The site will have improved security and surveillance as a result of being open and managed for public use.
112. Transport assessment will assess the impact of development proposals to ensure the effective working of the local transport network. This should address concerns raised about vehicular access and congestion. Furthermore, improvements to local footpaths and cycleways in and around the country park should also encourage people to access the site for local recreational use by sustainable forms of transport. The park is not viewed as a destination in its own right. The effective management and increased accessibility of the country park should also reduce incidents of anti-social behaviour, including fly-parking.
113. The masterplan will reconcile the proposed land uses with the surrounding uses to ensure there are no incompatible adjoining uses. It is envisaged that the masterplan and transport assessment will be produced for the whole area covered by Policy 15 in parallel with the examination of the Local Plan. Planning applications will need to comply with relevant policies in the Local Plan, in particular policies regarding contaminated land, air, light, and noise pollution to ensure no detrimental effect on the local environment. Additionally, planning applications will be assessed against policies relating to design, layout, landscaping and enhancement of biodiversity.
114. A local survey was conducted in 2014 followed by public consultation, which took place from 2 to 16 March 2015 (with two public exhibitions held on 28 February 2015 and 2 March 2015). The consultation concerned the opening up of the two lakes south of 'The Tins' foot and cycleway to the public. The feedback received from the most recent consultation will be made public by Anderson Group and will be used by the landowners to better understand and address the concerns of local residents.

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<sup>108</sup> Environmental Assessment Report, Coldham's Lane Lakes, Cambridge City Council, Environmental Protection Strategies Ltd. (May 2013), (RD/SS/060).

115. The public consultation asked people and interested organisations to comment on a range of proposals involving the area. These included:
- site accessibility and the location of new entry/exit points;
  - potential upgrades to local paths and cycleways;
  - improved access for those with mobility difficulties; and
  - enhanced ecological habitats to support biodiversity.

## **2.2 Should the area south of the railway line be restricted solely to passive recreation activities?**

116. Passive recreation is considered by the Council to involve such activities as observing wildlife, walking, canoeing or kayaking. Such activities require a minimum of facilities or development and have a minimal environmental impact on their surroundings. It is the Council's objective to ensure the least impact on the wetland ecosystem, whilst ensuring improved quality of life and access for passive recreational facilities for local people. Improved public access through this area will strengthen the existing north-south 'green and blue corridor' of open spaces and bodies of water.
117. The Council considers the area south of the railway line to be suitable for primarily passive recreation activities. The area south of the railway line within the AoMC consists of a supermarket and three lakes: the lake south of the TA Centre (used by the Army Reserves for training) and north of 'The Tins' foot and cycleway; and the two lakes south of the 'The Tins' foot and cycleway.
118. Both the supermarket and the lake south of the TA Centre and north of 'The Tins' foot and cycleway are expected to remain in their current use for the foreseeable future. The other two lakes are expected to provide primarily passive outdoor recreation opportunities as part of the new country park.
119. The area largely consists of lakes, with only limited marginal areas of land available for pedestrian access and cycleways. Furthermore, the lakes are Protected Open Spaces and include or adjoin a number of City Wildlife Sites.
120. The Protected Open Spaces<sup>109</sup> in the area include:
- NAT 11 Spinney Blue Circle;
  - NAT 26 Meadow and Small Wood (Peterhouse) – South of Hayster Drive;
  - NAT 28 Lakes adjacent to Cherry Hinton Brook;
  - NAT 32 Hayster Drive Open Space;
  - NAT 37 Former Landfill Site West of Norman Way;
  - NAT 38 Former Landfill Site East of Norman Way

These sites are shown on Figure 1 overleaf.

121. The non-statutorily designated City Wildlife Sites<sup>110</sup> are:

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<sup>109</sup> Cambridge Open Space and Recreation Strategy 2011 (RD/NE/050).

<sup>110</sup> Cambridge City Wildlife Site Survey (2005) (RD/NE/100).

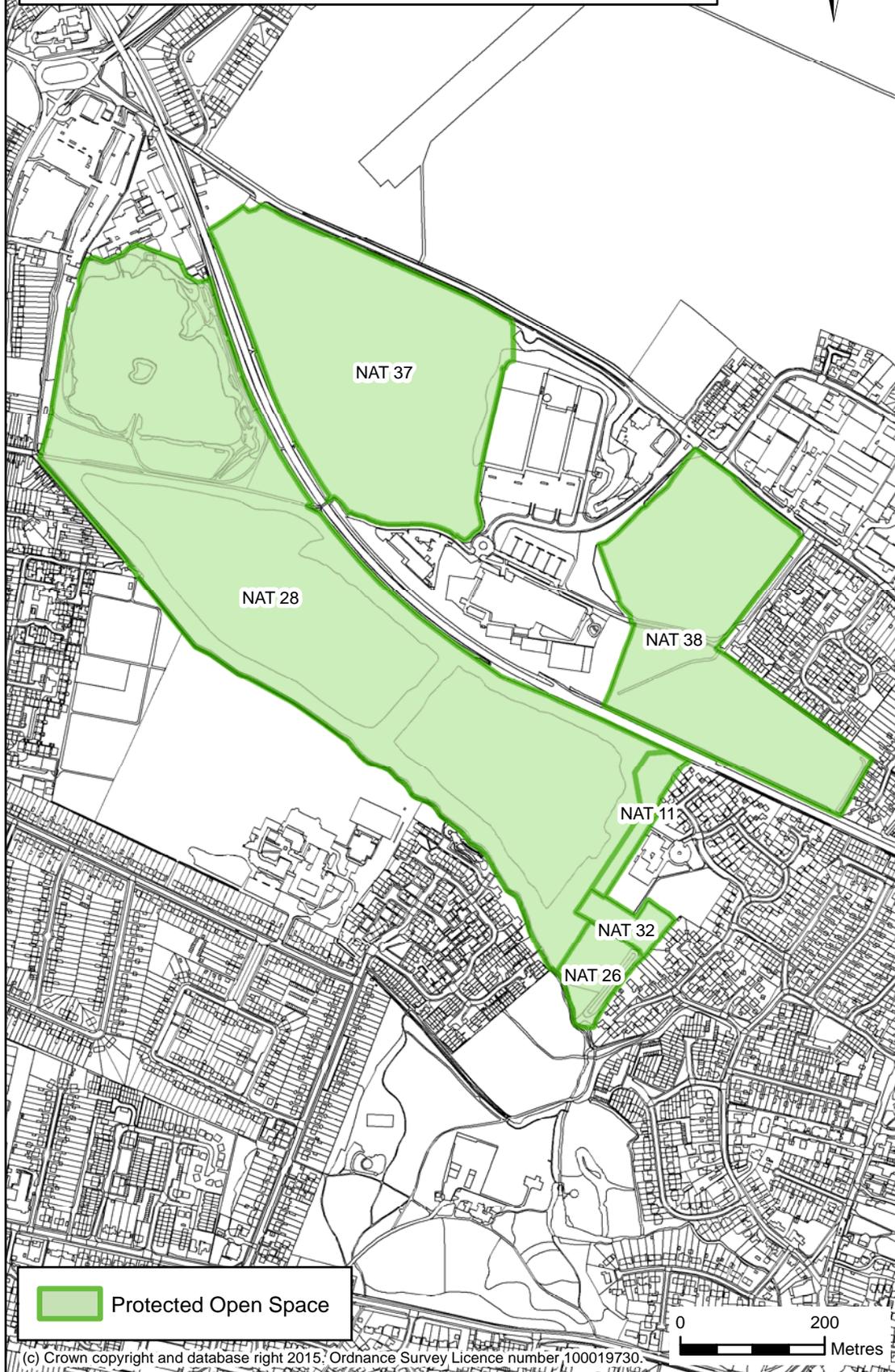
Matter 9: Areas of Major Change / Major Development Areas on the Edge of Cambridge  
Statement by Cambridge City Council and South Cambridgeshire District Council  
March 2015

- H4.1 Cherry Hinton Brook, which adjoins the lakes to the south;
- H4.2 CU Officers Training Corps Pit, which is the lake south of the TA Centre and north of 'The Tins';
- H4.3/J4.2 Norman Cement Pits, which is made up of the two lakes south of 'The Tins' foot and cycleway;
- J3.6 The Spinney and Hayster Open Space, which adjoins the southernmost corner of the lakes adjacent to Cherry Hinton Brook;
- J4.5/J4.6/J4.8 Coldham's Land old Landfill Sites, which is the eastern area of landfill sites north of the railway line.

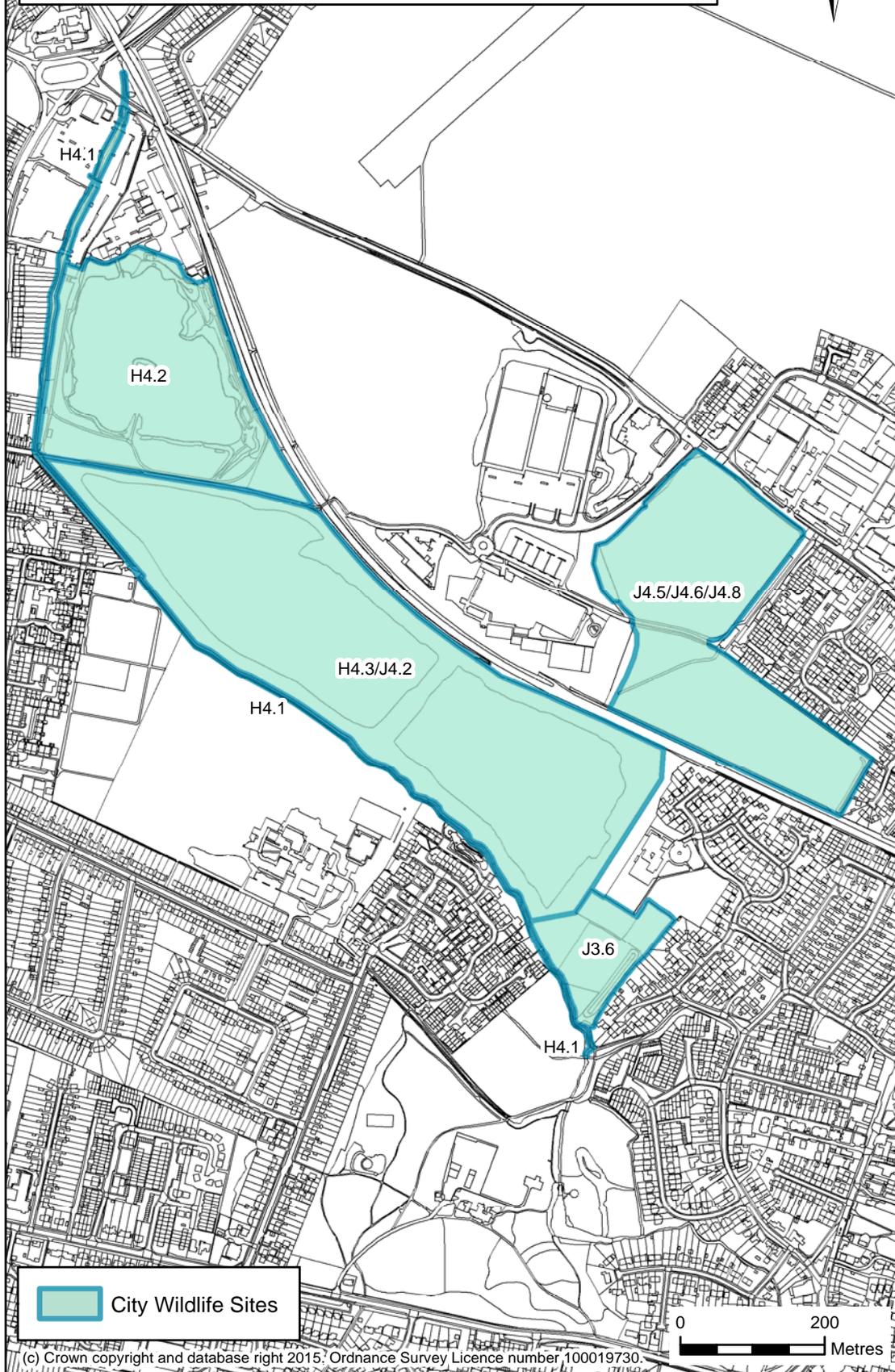
These sites are shown on Figure 2 overleaf.

122. The detailed proposals for the urban country park have not been finalised as yet. However, it is envisaged that it will offer limited public access to the lake areas and support passive recreational uses. A local steering group has been formed, but no specific decisions have been taken concerning the governance structure which will depend on the types of recreational uses.

**Figure 1: South of Coldham's Lane Area of Major Change - Protected Open Spaces**



**Figure 2: South of Coldham's Lane Area of Major Change - City Wildlife Sites**



**2.3 Would an Area Action Plan rather than a masterplan be more appropriate for this nature of development?**

123. Policy 15: South of Coldham's Lane Area of Major Change sets out the Council's aspiration for creation of an urban country park to serve the east of the city along with appropriate commercial redevelopment on former landfill (subject to detailed environmental and feasibility testing). Both the southern and some of the northern parts of the site could contribute to the creation of a new urban country park, with the remaining northern part of the site providing for commercial uses and possible relocation of space intensive uses such as builders' merchants, sales and storage facilities. In this instance, an AAP is not considered to be the appropriate approach, given the likely level of development. Policy 15 addresses a large area of land, but is not subject to particularly complex planning issues. There are a small number of landowners involved in delivering the planned strategy for this area.
124. In terms of the quantum of development, the Council has considered this matter in relation to the South of Coldham's Lane Area of Major Change further. The identification of an appropriate quantum of development is likely to be informed by the completion of the masterplanning process which itself is intended to be brought forward through an SPD. The Council therefore considers it appropriate not to include a specific quantum of development within the Plan but rather for this matter to be determined, as stated, through the masterplanning and SPD process. The initial work in developing the masterplan has involved consideration of the form and nature of the public access to the urban country park including appropriate management arrangements. The project work undertaken so far includes investigation of commercial and recreational potential; consideration of The Tins foot and cycleway enhancements; and wildlife surveys. A draft masterplan is being prepared and initial public consultation has taken place.
125. Following submission of the Local Plan for examination, the Council has been and will continue working with the site promoters in order to bring proposals forward.

**2.4 Would the redevelopment of the area lead to the loss of significant areas of wildlife habitats?**

126. The Council considers that the redevelopment of the area can be expected to lead to the provision of new wildlife habitats and enhancement of existing biodiversity assets to mitigate the loss of any existing areas of wildlife habitats.
127. The Council considers that the land south of the railway line could be subject to enhancement for biodiversity. The lakes are already of intrinsic worth to wildlife, with a particular value for wintering birds. With suitable management of the lakes south of 'The Tins' foot and cycleway and the banks of the lakes<sup>111</sup>, there are a number of ways to enhance and encourage biodiversity. These include:
- Extension to and enhancement of an existing reed bed which has been reported to have attracted wintering Bittern in the past;

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<sup>111</sup> It should be noted that City Wildlife Site H4.2 CU Officers Training Corps Pit, the lake north of 'The Tins' foot and cycleway is not likely to form part of these works as a result of the masterplan.

- With appropriate management, the chalk substrate has the potential to support scarce chalk flora and invertebrates such as solitary bees and wasps;
- Enhancement of habitat for Water Voles which are present on the adjacent Cherry Hinton Brook to the south and are likely to also occur on the flooded pits.

128. In respect of the land north of the railway line, it should be noted that this area was subject to extensive discussion during the examination of the Cambridge Local Plan 2006 as the eastern portion of landfill north of the railway line was proposed as an omission site at that time<sup>112</sup>. In addition to assessing the site's potential to provide housing land and open space, the Cambridge Local Plan Inspector's Report 2006 (RD/AD/310) addresses the importance of the eastern portion of landfill for biodiversity. Paragraphs 5.43.9 to 5.43.13 of the Cambridge Local Plan Inspector's Report 2006<sup>113</sup> confirm that the eastern portion of landfill has biodiversity importance for scrub, a number of breeding bird species and a population of common lizards, which occur only sporadically in the city. The Inspector considered that the designation of the eastern area of landfill sites as a City Wildlife Site was appropriate<sup>114</sup>. Paragraph 5.43.13 of the Inspector's Report is of particular importance, as it refers to the possibility of mitigation of any loss of the City Wildlife Site on the western area of landfill:

*West of the site is a developed area and beyond that is a further completed landfill site owned by Land Securities Group Plc. This former landfill site is capable of providing sufficient mitigation to replace the value for biodiversity of the objection site. It seems to me therefore that the City Wildlife Site designation of the Phase II site<sup>115</sup> should not prevent the allocation of the site for housing.*

129. No allocation for housing on the eastern landfill site was made in the Cambridge Local Plan 2006 (RD/AD/300), as the Inspector concluded that none of the land should be allocated for housing or be safeguarded, due to contamination from landfill<sup>116</sup>. No development has come forward on either the western or the eastern landfill site since the Cambridge Local Plan 2006 was adopted. The eastern and western landfill sites were assessed as part of the Council's Open Space and Recreation Strategy in 2011 and were designated at that point for their environmental importance<sup>117</sup>.

130. The Council considers that whilst housing development would not be a suitable use for the eastern landfill site, commercial development may be possible. Subject to the site's various constraints detailed in Policy 15 and mitigation of the loss of the City Wildlife Site, the eastern landfill site is considered appropriate for commercial uses. These may include storage facilities and space intensive uses that are currently located in the city which could in turn become residential sites.

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<sup>112</sup> Omission Site 6 – Phase II of the Former Blue Circle Site, Coldham's Lane, RD/AD/310.

<sup>113</sup> Pages 129 – 130, RD/AD/310.

<sup>114</sup> City Wildlife Site J4.5/J4.6/J4.8 Coldham's Lane Old Landfill Sites, Cambridge City Wildlife Site Survey (2005), RD/NE/100.

<sup>115</sup> Phase II Landfill Site is the eastern portion of landfill north of the railway line.

<sup>116</sup> Paragraph 11.31.2, page 294, RD/AD/310.

<sup>117</sup> NAT 37 Former Landfill Site West of Norman Way and NAT 38 Former Landfill Site East of Norman Way, Cherry Hinton Ward, Cambridge Open Space and Recreation Strategy 2011, RD/NE/050. Considerations which informed designation as Protected Open Space of environmental importance include the sites' role in providing a green break in the urban framework and in the local area, and the biodiversity value of the sites or proximity to sites of biodiversity value.

131. Since the adoption of the Cambridge Local Plan 2006, the ownership of part of the AoMC has changed. The Anderson Group now owns the former landfill sites between the railway line and Coldham's Lane and jointly own the lakes with Cambridge City Council and Peterhouse, one of the colleges of the University of Cambridge. The landowners are all in agreement with the development proposals outlined in Policy 15.
132. In the case of the eastern portion of landfill north of the railway line, which may have potential for the provision of commercial development, the current condition of the site in terms of biodiversity is not known. The site was largely cleared by the landowner in 2013, when almost all scrub was removed. Only boundary features remained. As circumstances may have changed in the intervening two years, the Council has requested that the landowner carry out a range of ecological surveys to assess the current condition of the site.
133. A range of ecological surveys (including Protected Species) have been commissioned by the Anderson Group, as agreed by the Council's Ecologist. These surveys commenced in 2014/2015 and include surveys of wintering birds on the lakes and surveys of both flora and fauna on the landfill sites. These surveys will be completed by Autumn 2015 and will inform future development/management options for the site.
134. While it is recognised that the City Wildlife Site<sup>118</sup> will be lost to commercial development, any loss will need to be compensated for, or mitigated in order to comply with criterion g of Policy 15, Policy 67: Protection of open space and Policy 69: Protection of sites of local nature conservation importance. It is expected that the loss of the City Wildlife Site will be compensated for through measures to enhance biodiversity on the larger western landfill site, linked to and as part of the development of the urban country park with the neighbouring lakes. The western landfill site is subject to more development constraints than its eastern neighbour, as the western site lies under the Cambridge Airport Public Safety Zone and within the most restrictive of the air safeguarding zones for Cambridge Airport<sup>119</sup>. The Council recognises that the Policy 15 and its supporting text could be clarified through minor modifications to explain that commercial development is only expected on the closed landfill sites east of Norman Way Business Park. Suggested modifications to Policy 15 have been set out in Appendix 5 of this statement. This policy will make clear that restoration and enhancement of the western landfill site would be a requirement of the development of the eastern landfill site.
135. Furthermore, it should be noted that Policy 31: Integrated water management and the water cycle (criterion f and paragraphs 4.29 and 4.30 of the supporting text) within the Local Plan requires any flat roof to be a green or brown roof, subject to its context. In this context, a biodiverse green roof with a chalk substrate for any commercial development on the site would help to mitigate the loss of the City Wildlife Site.

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<sup>118</sup> City Wildlife Site J4.5/J4.6/J4.8 Coldham's Lane Old Landfill Sites, Cambridge City Wildlife Site Survey (2005), RD/NE/100.

<sup>119</sup> See Figure 3.4: South of Coldham's Lane Area of Major Change, page 60, Cambridge Local Plan 2014: Proposed Submission, RD/Sub/C/010 for information on the location of the Cambridge Airport Public Safety Zone. Information on the air safeguarding zones is provided at paragraph 4.55 (page 127) and Figure 4.5: Cambridge Airport Air Safeguarding Zones (page 128), RD/Sub/C/010.

**2.5 Would sufficient land be released for commercial uses to make the redevelopment of the land economically viable?**

136. The lead developer and principal landowner, Anderson Group, is satisfied that the proposed development of the eastern landfill site, along with the restoration of the western landfill site, and the contributions to the establishment of the wider urban country park are viable.
137. The Council and many local people share a common ambition of bringing recreational and commercial uses to the area. The Council has been in discussions with the site promoters of Cambridge Lakes, the Anderson Group, who recognise there is a great deal of local interest in the future of these sites. There is significant support for the scheme as evidenced by the numerous positive representations to this policy.

**Other Issues**

138. Further work on the development of the site addressed by Policy 15: South of Coldham's Lane Area of Major Change has highlighted that a number of minor modifications may be helpful to clarify the proposals for different parts of the AoMC. Accordingly, the Council suggests the following minor modifications to Figure 3.4: South of Coldham's Lane Area of Major Change which supports Policy 15: South of Coldham's Lane Area of Major Change:
- Annotation (marked with an A) of the eastern portion of the landfill sites north of the railway line which could be developed for commercial uses;
  - Annotation (marked with a B) of the western portion of the landfill sites north of the railway line which would be restored to and offered for public access to serve as compensation to mitigate the loss of the City Wildlife Site designation on the eastern portion of the landfill sites;
139. In tandem with the amendments to Figure 3.4, paragraph 3.37 of the supporting text within the Local Plan should be amended to read:

*Future uses will need to be sensitive to the nature conservation value of some of these sites. The former landfill sites at Coldham's Lane include areas of potential ecological importance. Any redevelopment of ~~these sites~~ the eastern portion of the landfill sites marked as A on Figure 3.4 will require mitigation on site and provision of compensatory wildlife habitat and publicly accessible open space on the western portion of the landfill sites marked as B on Figure 3.4.*

Modifications can be found in Appendix 5 of this statement.

## **Matter 9C - Cambridge Northern Fringe East**

### **Overview**

140. The Cambridge Northern Fringe East (CNFE) area represents the largest brownfield regeneration opportunity in the Greater Cambridge area. Extending to almost a square kilometre across both Councils' areas, this is a vitally important area for new infrastructure and development to support the continued economic success of Greater Cambridge. The area includes St John's Innovation Centre and adjoins Cambridge Science Park, both highly successful business parks providing high quality premises for firms contributing to the Cambridge Phenomenon. It includes Cambridge Water Recycling Centre (WRC) and a number of other infrastructure resources serving the Cambridge area. It also includes a number of vacant areas with significant redevelopment potential.
141. CNFE has been identified for redevelopment over a number of years. However, the planned new railway station being brought forward by Network Rail is now at an advanced stage<sup>120</sup> and will provide a key catalyst for delivering the regeneration of this area. The improved accessibility brought about by the station, along with an extension to the Cambridgeshire Guided Busway, provides a significant opportunity to create high quality employment-led mixed-use development in a highly sustainable location, and a vibrant and attractive new quarter of Cambridge and gateway to the northern part of Cambridge and the surrounding area.
142. Both Local Plans include policies setting out the guiding principles for the area, and propose the preparation of a joint AAP to establish the more detailed vision for the area and guide its delivery. Further detail on policy development is contained within the Councils' audit trails<sup>121</sup>.
143. Given the multiple land uses and ownership in the area and the range of issues that need to be considered and addressed, it is important to provide clear and comprehensive guidance for its redevelopment. This will ensure there is an integrated, rather than piecemeal, approach which maximises the potential of the area and ensures development opportunities are not missed or compromised. The AAP will be an important document to help achieve this, with a strong emphasis on delivery. It is being prepared with full engagement with key stakeholders.
144. Working with partners since the submission of the Local Plans, good progress has been made on the AAP's preparation. Public consultation on an Issues and Options Report was undertaken between December 2014 and February 2015<sup>122</sup>. In addition, there has been progress in terms of planning for the delivery of the new railway station, and other planning issues that will affect delivery of the site. Further information is provided in Appendix 9 of this statement. This also includes a summary of the four proposed redevelopment options that formed part of the Issues and Options consultation.

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<sup>120</sup> With planning permission and anticipated to be opened in 2016/17.

<sup>121</sup> RD/Sub/C/080 Cambridge Local Plan 2014 Statement of Consultation and Audit Trails pages 150 – 161  
RD/Sub/SC060) South Cambridgeshire Draft Final Sustainability Appraisal Annex A Audit Trail Chapter 3 Strategic Sites  
Page A267 to A273

<sup>122</sup> Paragraph 1.21, page 5, Cambridge Northern Fringe East Issues and Options Report December 2014 (RD/LP/320).

145. The Councils consider that policies for CNFE are appropriate, deliverable, and sound.
- 1. Do Policy 14 and Policy SS/4 provide an appropriate/adequate context for the preparation of an Area Action Plan in terms of the detail included within the policy?**
146. Policy 14 of the Cambridge Local Plan and Policy SS/4 of the South Cambridgeshire Local Plan provide an appropriate context for the preparation of an AAP, and are written at an appropriate level of detail to be included in the Local Plans.
147. The policies set out the high level vision for the area; the proposed range of uses; and key issues that will need to be addressed in the area. They include a commitment to prepare an AAP for the area to establish the amount of development, viability and phasing of delivery. The policies provide appropriate high level guidance, whilst avoiding being too prescriptive, allowing flexibility for the development of the area to be explored through the AAP process.
148. This large area of land has a wide range of issues, including minerals, waste and transport. These issues will need to be addressed to deliver the comprehensive development envisaged. This is why the Councils have committed to the preparation of the AAP, in close cooperation with Cambridgeshire County Council. This process will involve evidence gathering, stakeholder and wider community engagement, and maximising the opportunities of this important resource.
149. It is likely that development will come forward in a phased manner, reflecting the different land ownerships and varied nature of land/uses within the area. The Councils wish to ensure that the early delivery of individual proposals does not undermine the ability to achieve a comprehensive approach to the area's long-term regeneration. The policies are clear regarding how the Councils would react to proposals which could undermine this goal, particularly given the intention to prepare an AAP.
150. The Councils acknowledge that there are likely to be earlier phases in the CNFE development, and consider it is desirable to create an attractive and vibrant area around the new station as soon as possible, so long as any early development contributes fully and appropriately to the delivery of the overall development vision of the Local Plans, that will be amplified by the AAP. Such proposals may come forward in parallel with the later stages of the AAP process (submission onwards), subject to ensuring that they would not prejudice the outcome of the AAP process and the achievement of the comprehensive vision for the area set out by the AAP.
151. Brookgate has suggested there is a degree of confusion between Policy 14 of the Cambridge Local Plan and Policy SS/4 of the South Cambridgeshire Local Plan. The Wildlife Trust and the Highways Agency have also suggested changes to the policies and supporting text in relation to features of ecological importance and the strategic road network respectively.
152. The Councils consider that the policies and supporting text are compatible, and differences largely reflect the differences in the style of the Local Plans. However, they can also see the benefit to having as near as possible identical policies and supporting text which

support the development of the AAP. The Councils have analysed the policies and supporting text and have put forward a number of minor modifications to ensure consistency. These modifications can be found in Appendices 5 and 6 to this statement.

**2. Are the proposals for this location sound in terms of the reasonable prospect of their delivery within the Local Plan period?**

153. CNFE is capable of delivering significant development during the plan period that will contribute to the development strategy for the Greater Cambridge area. There are a number of factors which indicate a strong and reasonable prospect of its substantial delivery. In particular, the early anticipated delivery of the new railway station and the guided busway is a 'game changer', and has given the regeneration of the area a new impetus and reliability.
154. The Councils' Employment Land Review 2012 highlighted the opportunities provided by this area<sup>123</sup>. It states at paragraph 4.17, 'On the northern fringes there will also be scope for new development at relatively high density around the new station and guided busway interchange. Given the pressure on space in these locations, which are the most sustainable as well as the most popular office locations in the area, it is absolutely imperative to make the most of the limited land resources available there'.
155. As highlighted in Appendix 9 of this statement, the Council has made significant progress with the AAP, preparing a range of evidence base documents, working with a wide range of stakeholders and completing an Issues and Options consultation.
156. The Councils continue to engage with the site's multiple landowners in the preparation of the AAP. As part of this process, the Employment Options Study has involved detailed meetings and discussions with a large number of landowners and other business organisations<sup>124</sup>.
157. Cambridge City Council's Property Services and Network Rail with their development partner Brookgate have indicated their intentions for the redevelopment of their land, and St.John's<sup>125</sup> have plans to intensify development at the Innovation Park. Anglian Water is actively engaging over the potential options for their Water Recycling Centre (WRC). Other discussions with landowners are ongoing.
158. Brookgate made representations to the Local Plans emphasising that in their view the area around the new station is capable of coming forward for development early on.
159. There are a number of existing industrial and commercial occupiers that may need to be relocated dependent on the redevelopment option taken forward in the AAP. All the options explored in the Issues and Options AAP document would provide relocation opportunities within the AAP area, which could accommodate some or all of these uses. An

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<sup>123</sup> Cambridge and South Cambridgeshire Employment Land Review 2012 (RD/E/020) paragraph 8 (final bullet point) paragraph 4.20 (final bullet point), paragraph 4.17

<sup>124</sup> Page 18 (paras 5.1, 5.2) and Page C-1 (Annex C), Cambridge Northern Fringe East - Employment Options Study – Final Report 2014 (RD/LP/324).

<sup>125</sup> The Master Fellows and Scholars of the College of Saint John the Evangelist, University of Cambridge.

Implementation and Phasing Strategy is to be prepared alongside the AAP process, to co-ordinate and support these relocations where possible.

160. Within the overall vision for an employment-led mixed use new neighbourhood, the Local Plan policies provide scope for a wide range of uses comprising supporting uses, commercial, retail and residential uses (subject to acceptable environmental conditions), which will ensure that the redevelopment of the area can be flexible and positive to allow for changes in market conditions.
161. New infrastructure provision will be an important catalyst, and is necessary for the future development. Key infrastructure is already being approved and implemented (further detail is provided in Appendix 9):
- Planning permission has been granted, and funding secured for the new railway station;
  - Extension to guided busway to link Milton Road with the new Station is currently being implemented;
  - Planning permission has been granted for the reconfiguration of the Aggregates Railhead that will free up part of the current sidings area for development.
162. The Councils have recognised that the transport infrastructure will be central to the success of the area. Transport infrastructure improvement in the wider area is being explored through the City Deal. The Milton Road Bus Priority scheme has been prioritised for the first tranche of funding<sup>126</sup>, and the first stages of the scheme delivery process have commenced, with earliest anticipated completion in 2019<sup>127</sup>. A transport study looking at the wider A10 Corridor, as part of the Year 6-10 Programme Development, is also commencing, and a study specifically exploring CNFE transport issues, as part of the evidence base for the AAP, is being prepared in parallel. These will inform the masterplanning and preferred option for the AAP.
163. The mix and location of new development relative to other uses and existing constraints was considered through the preparation of the Issues and Options AAP report. The redevelopment options in the report provide a range of development scenarios which would deliver an employment led regeneration of the area<sup>128</sup>.
164. The future of the WRC is a significant issue for the AAP area. Discussions will continue with Anglian Water to explore opportunities for consolidating the WRC onto a smaller site or relocating. If neither option were to prove deliverable, it will still be possible to implement significant new development and regeneration of the area, including the range of uses envisaged by the policies.
165. Given the scale of these options, it is reasonable that some development might extend into the next plan period beyond 2031, but land will be available for development on adoption of

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<sup>126</sup> 2015-2020 prioritised infrastructure investment programme - City Deal Executive Board 28 January 2015 (RD/CR/144).

<sup>127</sup> Table 1, 2015-2020 prioritised infrastructure investment programme - City Deal Executive Board 28 January 2015 (RD/CR/144).

<sup>128</sup> Pages 34-41 setting out the four proposed redevelopment options, Cambridge Northern Fringe East Area Action Plan – Issues and Options December 2014 (RD/LP/320).

the AAP around the new station and along Cowley Road. A significant proportion of the area is deliverable before the end of the plan period.

166. The delivery will be planned and coordinated through the preparation of a Development Infrastructure and Funding Study, and Implementation and Phasing Strategy which will accompany the AAP. This will address environmental issues arising from early development that is in close proximity to the WRC, whether the AAP proposes its retention on site or relocation, recognising the longer term nature of any relocation.
167. The Councils commissioned an Employment Options Study<sup>129</sup> to support the AAP to gain an understanding of market demand in the area. Whilst this did not form part of the evidence base supporting the Local Plans and is not relied on, one of its conclusions was that CNFE is regarded as an attractive business location, and this will be greatly enhanced by the new station, which further supports the Local Plans' evidence base. The area around the new station could become the next main centre for city centre office uses, since there is limited scope for further growth in the central area once CB1 is completed. It is also likely to be a popular location for high tech activities<sup>130</sup>.
168. The Employment Options Study has assessed the viability of the four redevelopment options considered through the Issues and Options, and broadly concluded that they will be deliverable and it is envisaged that considerations of values and costings of redevelopment options will be considered further through the AAP process. In particular, Options 3 and 4 will need further exploration of the potential technical, operational and financial solutions needed to deliver them.
169. In summary, there is a high level of confidence and support from landowners and development promoters that the CNFE area can be comprehensively delivered and the AAP and related delivery mechanisms is the best way to achieve it.

**3. Should consideration be given to the allocation of a measure of residential/student accommodation in this location given the proximity of the new railway station?**

170. Both Local Plan policies for CNFE include residential development as one of the uses comprising this mixed use development alongside employment, within the overall employment-led vision for the area. It will be for the AAP to determine the quantity and mix, and how it fits in with the vision for the area as a whole.
171. This has been reflected in the AAP Issues and Options Report where Options 2, 3 and 4 include residential development indicatively ranging from 440 to 630 dwellings<sup>131</sup>. In all three options around 300 dwellings are shown close to the new station, albeit with a noise buffer of employment uses on the advice of Environmental Health, and between 140 and

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<sup>129</sup> Cambridge Northern Fringe East - Employment Options Study – Final Report 2014 (RD/LP/324).

<sup>130</sup> SQW Report: Cambridge Northern Fringe East - Employment guidance for the Area Action Plan – sector profile October 2014 (RD/LP/325)

<sup>131</sup> Cambridge Northern Fringe East Area Action Plan – Issues and Options December 2014 (RD/LP/320) Pages 36-41 setting out proposed residential development in Options 2 to 4

330 dwellings on the Nuffield Road Industrial Estate. The AAP Issues and Options Report also sought views on whether there is potential for further residential development<sup>132</sup>.

172. The new residential development identified in the options would be situated at the southern end of CNFE in accordance with advice from Environmental Health and the Institute of Air Quality Management's *Guidance on the assessment of odour for planning* that no new homes should be within the 1.5 OUE/m<sup>3</sup> odour contour<sup>133</sup>. Figure 5 in Major Site Constraints of the Issues and Options Report sets out this information<sup>134</sup>, as defined by Anglian Water in their Odour Dispersion Modelling Report 2012<sup>135</sup> and discussed further in the CNFE AAP Supporting Technical Statement<sup>136</sup>. The options that involve changes to the WRC (Option 3 - Consolidated indoor facility and Option 4 - Pumping station for new off-site WRC) could enable residential development in other parts of the area if desirable and once the changes to the WRC had been implemented. This will be a matter for the AAP.
173. It is too early in the AAP process to specifically determine the merits of student housing for CNFE. However, the approach to student housing is being considered through the AAP process. Question 30<sup>137</sup> in the AAP Issues and Options Report asks if student accommodation should be included, whether there should be a limit, and whether a specific site should be identified. The AAP rather than the Local Plans is the correct place to assess such matters.
174. The provision of private rented accommodation, particularly around the new station, is also being considered through the AAP process<sup>138</sup>.
175. Given the issues being explored in the AAP and their linkages to wider issues and options for the area, it would be inappropriate for the Local Plan to include greater detail or specificity at this stage. However, it is clear that the Local Plan policies provide for residential development to be provided as part of the CNFE regeneration as a matter of principle.
- 4. Would the existing mineral and waste operations be prejudiced by the proposed mixed-use development or vice-versa?**
176. With appropriate consideration through the AAP and planning application process, there is no reason why existing mineral and waste operations should be prejudiced by the proposed mixed-use development or vice versa.

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<sup>132</sup> Cambridge Northern Fringe East Area Action Plan – Issues and Options December 2014 (RD/LP/320) Page 33, Question 14 about possible alternative redevelopment options, including more residential development

<sup>133</sup> Institute of Air Quality Management 'Guidance on the assessment of odour for planning' 2014 (RD/CC/430) Table 2 on Page 10 which indicates that residential dwellings are high sensitivity receptors and on Page 19 where above 1.5 OUE/m<sup>3</sup> is generally deemed a moderate impact for high sensitivity receptors

<sup>134</sup> Cambridge Northern Fringe East Area Action Plan – Issues and Options December 2014 (RD/LP/320) Page 28 – the key shows the range of acceptable uses at the different odour contour levels.

<sup>135</sup> Anglian Water Cambridge Water Recycling Centre: Comparative Odour Potential Assessment Report 2014 (RD/LP326) See Pages 9 and 11 relating to Figure 1.

<sup>136</sup> Cambridge Northern Fringe East: Supporting Technical Statement 2014 (RD/LP/323) Pages 14-16 about Odour and Insects.

<sup>137</sup> Cambridge Northern Fringe East Area Action Plan – Issues and Options December 2014 (RD/LP/320) Page 54, Question 30 about Student Housing.

<sup>138</sup> Cambridge Northern Fringe East Area Action Plan – Issues and Options December 2014 (RD/LP/320) Page 53 and 54, Question 29 about Private Rented Accommodation.

177. The adopted Minerals and Waste DPDs<sup>139</sup> include policies to ensure that existing safeguarded minerals and waste operations would not be prejudiced by development proposals.
178. The AAP Issues and Options Report proposes options to accommodate further development around those operations in a positive way so compatible uses are located together, and make more effective use of these brownfield sites. For example, in the two options where the WRC remains in its current form, it is circled by less sensitive industrial and warehouse uses and more sensitive uses such as offices and residential are further away guided by the odour contours<sup>140</sup>.
179. Planning permission has now been granted for reconfiguration of the minerals railhead<sup>141</sup>. This will free up land for alternative development, whilst maintaining the safeguarded uses identified in the Minerals and Waste DPDs. An issue for the AAP will be to ensure proposed uses on this land are compatible with the continued operation of the railhead.
180. The Veolia Waste Transfer Facility on the Cowley Road frontage is a safeguarded waste use<sup>142</sup>, but is in a prime development location and the redevelopment options propose the relocation of this facility to an alternative location within CNFE.
181. Following further discussions with Cambridgeshire County Council and Lafarge Tarmac, the Councils consider that the plans should better reflect the Minerals and Waste DPDs and the approach being followed through the AAP. Accordingly, it is proposed to amend paragraphs 3.30 and 3.31 in both Local Plans. These changes are considered to be minor modifications and are included in the schedule in Appendices 5 and 6.
- 5. Has sufficient land been included in order to accommodate the infrastructure improvements necessary to facilitate the proposed uses on the site?**
182. As far as can reasonably be known at present, sufficient land has been included within the AAP boundary to accommodate the improvements needed to facilitate the development with the exception of the land to be discussed in Question 6 below. If off-site works are required, these can be secured through the use of S106 or other powers.
183. Turnstone Estates (Representations 27509 and 59541) has suggested that their 'Teardrop site' could be needed for strategic highway improvements, including the remodelling of the A10/A14 roundabout, and therefore should be included within the AAP boundary. The A14

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<sup>139</sup> Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) (RD/AD/030) and Site Specific Proposals Plan (2012) (RD/AD/030)

<sup>140</sup> Cambridge Northern Fringe East Area Action Plan – Issues and Options December 2014 (RD/LP/320) Pages 34-37 setting out proposed residential development in Options 1 and 2.

<sup>141</sup> Joint Development Control Committee - Cambridge Fringes (18 February 2015) (RD/CR/540) Agenda Item No. 5: Planning permission (ref S/0467/13/CM) for reconfiguration and consolidation of the existing minerals processing and transfer operation, at Chesterton Rail Freight Sidings.

<sup>142</sup> Cambridgeshire and Peterborough Minerals and Waste LDF: Cambridgeshire Minerals and Waste Core Strategy (RD/AD/030) and Cambridgeshire and Peterborough Minerals and Waste LDF: Cambridgeshire Minerals and Waste Site Specific Proposals (RD/AD/090).

Improvement Scheme<sup>143</sup>, currently the subject of a DCO application by the Highways Agency, already proposes changes to this junction, to provide extra lanes on part of the interchange. This does not involve development of the 'Teardrop site'. There is currently no evidence that the 'Teardrop site' would be needed in future, and there is no justification for the inclusion of 'Teardrop site' within the AAP boundary. Nevertheless, Cambridgeshire County Council and the Highways Agency have confirmed they have the highway powers to compulsory purchase off-site land should it be needed for road improvements<sup>144</sup>.

184. The same representations have sought to justify the inclusion of the 'Teardrop site' as a potential relocation site for public bodies or other organisations in less accessible/sustainable locations. All 4 redevelopment options in the AAP Issues and Options Report<sup>145</sup> include significant areas of flexible land for offices, research and development, general industrial and other commercial uses which will be close to the new station, guided busway and the A14.
185. The 'Teardrop site' would not form a natural part of the AAP area. It is located the opposite side of the major A14 road from the CNFE area and lies outside the settlement boundary for the village of Milton, and thus in planning terms is deemed to be in an area of 'open countryside'. The site is also located within the Cambridge Green Belt. The site was assessed through the South Cambridgeshire plan making process, and rejected for Green Belt release<sup>146</sup>. The assessment noted the importance of this site to Green Belt purposes, and quoted Inspectors conclusions related to planning appeals and previous development plan examinations who drew similar conclusions. A change in the status of this land is not justified, and is not needed in order to make the plan sound.

**6. Should the triangular parcel of land to the south of Chesterton sidings be included within the AoMC?**

186. Brookgate (Representations 27265 and 58364) seek an extension of the AAP boundary to include this area of land. It comprises the remainder of the sidings site where it crosses the district boundary into Cambridge.
187. Development of this area is likely to be needed to help facilitate the delivery of the public transport infrastructure including walking and cycling routes (and links to the Chisholm Trail) alongside the length of the 'proposed guided bus extension'<sup>147</sup>.
188. On this basis, the Councils agree that this suggestion is a sensible extension of the AAP boundary and therefore should be incorporated as a minor modification to the Cambridge

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<sup>143</sup> Highways Agency: A14 Cambridge to Huntingdon Improvement Scheme, Development Consent Order, Works Plans, Sheet No.28 January 2015 (Ref:RD/T/300) Drawing showing the spatial extent of the proposed highway improvements to the Milton Road junction.

<sup>144</sup> Highways Act 1980, Section 250: Land Acquisition powers to extend to creation as well as acquisition of rights (RD/Gov/160).

<sup>145</sup> Cambridge Northern Fringe East Area Action Plan – Issues and Options December 2014 (RD/LP/320) Pages 34-41 setting out the four proposed redevelopment options

<sup>146</sup> Site Assessment of Land between A14 and Milton - South Cambridgeshire Draft Final Sustainability Appraisal (RD/Sub/SC/060) Annex A Appendix 7 Page A1545.

<sup>147</sup> Cambridge Northern Fringe East: Supporting Technical Statement 2014 (RD/LP/323) Page 7, Figure 3: Pedestrian and Cycle Routes.

Policies Map<sup>148</sup> and on the indicative Figures 3.3 and 8 in the Cambridge Local Plan<sup>149</sup> and South Cambridgeshire Local Plan<sup>150</sup> respectively.

**7. Should the Nuffield Allotments and the adjoining nature reserve be excluded from the AoMC?**

189. The Councils consider that the boundary is appropriately defined in this location.
190. The AAP/AoMC boundary takes account of a number of factors<sup>151</sup>, which include ecological mitigation and enhancement. This AAP will promote the creation of a network of green spaces and corridors, proposes ecological mitigation and enhancement, and measures to manage surface water. The boundary includes some Protected Open Space alongside the Cambridgeshire Guided Busway, identified in the Cambridge Local Plan, including an area of allotments<sup>152</sup> and the Bramblefields LNR<sup>153</sup>.
191. Inclusion within the AAP/AoMC boundary does not mean these protected uses will be lost or harmed. On the contrary, through the AAP process, opportunities for their enhancement would arise. The policy does not propose the loss of the allotments or the LNR, and any proposals in the AAP would need to take account of their protected status.
192. In terms of access crossing the area, Cambridge City Council has determined to not allow pedestrian/cycleway access through the Bramblefields LNR<sup>154</sup>. In effect, this means that the only area which will be directly affected is the small area to the west of the allotment site where pedestrian/cycleway access is programmed to be implemented in 2016 by Cambridgeshire County Council and will provide a key strategic link from the existing residential areas to the guided busway and the rest of the AAP beyond.

**8. Would the matters relating to the operations referred to in paragraph 3.31 of the supporting text to Policy SS/4 be more appropriately dealt with through the County Council's Minerals and Waste Plan rather than an Area Action Plan?**

193. The matters referred to in paragraph 3.31 of the supporting text to both Policies 14 and SS/4 in the Local Plans are appropriately addressed through Cambridgeshire County Council's Minerals and Waste DPDs<sup>155</sup>, which form part of the Development Plans for Cambridge and South Cambridgeshire. Given their location, scale and nature, it is also pertinent that these issues are acknowledged in both the Local Plans as context for the preparation of the AAP, and the effective future planning of CNFE.

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<sup>148</sup> RD/Sub/C/020.

<sup>149</sup> Cambridge Local Plan 2014 - Proposed Submission (RD/Sub/C/010) Page 57, Figure 3.3.

<sup>150</sup> Proposed Submission South Cambridgeshire Local Plan (RD/Sub/SC/010) Page 62, Figure 8.

<sup>151</sup> For more information on the area and the boundary see section 4 of Cambridge Northern Fringe AAP Issues and Options Report 2014

<sup>152</sup> Cambridge Local Plan 2014 - Proposed Submission (RD/Sub/C/010) Policy 67 Protection of Open Space

<sup>153</sup> Cambridge Local Plan 2014 - Proposed Submission (RD/Sub/C/010) Policy 69 Protection of sites of local nature conservation importance.

<sup>154</sup> Cambridge City Council News Release: Nature preserved at local reserve after pathway plan ruled out (10 February 2015) (RD/SS/230)

<sup>155</sup> Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) (RD/AD030) and Site Specific Proposals Plan (2012) (RD/AD/090)

194. As confirmed in the Councils' response to question 4 above, minor modifications are proposed to paragraphs 3.30 and 3.31 of both Local Plans to more appropriately set out the policy context.

**9. Will there be a single joint Area Action Plan adopted by both Councils?**

195. Yes, the two Councils are committed to the preparation and adoption of a joint AAP, it is included in both Councils' Local Development Schemes and work has progressed as far as holding an Issues and Options consultation.

196. The Councils have previously demonstrated good partnership working on AAPs with the adoption of the Cambridge East AAP<sup>156</sup> in 2008 and the North West Cambridge AAP<sup>157</sup> in 2009.

197. Both Councils, together with Cambridgeshire County Council as a key stakeholder, signed up to the delivery of the AAP in February 2014 at a Joint Strategic Transport and Spatial Planning Group meeting<sup>158</sup> and subsequently through their respective formal decision-making processes<sup>159160</sup>. The good progress made to date is outlined in Appendix 9 of this statement.

198. In addition to the three Councils, the CNFE policies and AAP approach has also been supported by a number of the representations including Anglian Water (27730 and 60810), Highway Agency (61232), RLW Estates and Defence Infrastructure Organisation (SCLP 60388), Cambridge Association of Architects (26925), and Cambridge Past Present and Future (58897).

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<sup>156</sup> Cambridge East Area Action Plan (RD/AD/280)

<sup>157</sup> North West Cambridge Area Action Plan (RD/AD/290)

<sup>158</sup> Joint Strategic Transport and Spatial Planning Group on 6 February 2014 (RD/CR/200) Agenda Item No. 6: Cambridge Northern Fringe East

<sup>159</sup> Planning Policy and Localism Portfolio Holder Meeting on 11 February 2014 (RD/CR/120) Agenda Item No. 18: Update of Local Development Scheme (LDS).

<sup>160</sup> Development Plan Scrutiny Sub Committee Meeting on 25 March 2014 (RD/CR/520) Agenda Item No. 7 (14/7/DPSSC): Cambridge Local Development Scheme (LDS).

## **Appendix 1: List of Reference Documents**

### **National policy:**

- National Planning Policy Framework (NPPF) (RD/NP/010)
- National Planning Practice Guidance (NPPG)(RD/NP/020)

### **Government Regulations and Acts:**

- Town and Country Planning (Local Planning) (England) Regulations 2012 (RD/Gov/020)
- Planning Policy Statement 12: Local Development Frameworks (2004) (RD/Gov/140)
- Planning Policy Statement 12: Local Spatial Planning (2008) (RD/Gov/150)
- Highways Act 1980, Section 250: Land Acquisition powers to extend to creation as well as acquisition of rights (RD/Gov/160)

### **South Cambridgeshire District Council submission documents:**

- Proposed Submission South Cambridgeshire Local Plan (RD/Sub/SC/010)
- South Cambridgeshire Schedule of Proposed Minor Changes (RD/Sub/SC/040)
- South Cambridgeshire Draft Final Sustainability Appraisal Report and HRA Screening Report (RD/Sub/SC/060)
- South Cambridgeshire Sustainability Appraisal Scoping Report (RD/Sub/SC/070)
- South Cambridgeshire Local Development Scheme (RD/Sub/SC/130)

### **Cambridge City Council submission documents:**

- Cambridge Local Plan 2014: Proposed Submission (RD/Sub/C/010)
- Cambridge Draft Submission Policies Map (RD/Sub/C/020)
- Cambridge City Council Sustainability Appraisal of the Cambridge Local Plan 2014. Volume 1: Final Appraisal for the Submission to the Secretary of State, Cambridge City Council (2014), (RD/Sub/C/030)
- Cambridge City Council Sustainability Appraisal of the Cambridge Local Plan 2014. Volume 2: History of Site Allocations (RD/Sub/C/040)
- Addendum to the Cambridge Local Plan 2014: Proposed Submission document (July 2013) Schedule of Proposed Changes following Proposed Submission Consultation (RD/Sub/C/050)
- Cambridge City Council Statement of Consultation and Audit Trails (RD/Sub/C/080)
- Cambridge City Council Local Development Scheme (RD/Sub/C/130)

### **Committee Reports:**

- Planning Policy and Localism Portfolio Holder Meeting on 11 February 2014 (RD/CR/120) 2015-20 Prioritised Infrastructure Investment Programme (Report, Appendices and Decision)
- Greater Cambridge City Deal Executive Board on 28 January 2015 (RD/CR/144);
- Joint Strategic Transport and Spatial Planning Group on 6 February 2014 (RD/CR/200)
- Joint Development Control Committee – Cambridge Fringes on 18 December 2013 (RD/CR/510)
- Development Plan Scrutiny Sub Committee Meeting on 25 March 2014 (RD/CR/520)
- Cambridge North Area Committee on 12 February 2015 (RD/CR/530)
- Joint Development Control Committee – Cambridge Fringes on 18 February 2015 (RD/CR/540)

### **Earlier Stages of Plan-making**

- Cambridge City Council and South Cambridgeshire District Council - Issues and Options 2, Part 1 – Joint Consultation on Development Strategy and Site Options on the Edge of Cambridge (RD/LP/150)
- Issues and Options 2: Part 1 – Joint Consultation on Development Strategy & Site Options on the Edge of Cambridge – Technical Background Document Part 1 (RD/LP/170)
- Cambridge City Council Issues and Options – Interim Sustainability Appraisal Cambridge City Council (2012), (RD/LP/220)
- Cambridge Local Plan – Towards 2031. Issues and Options Report, Cambridge City Council (2012) (RD/LP/240)
- Cambridge Local Plan – Towards 2031 Technical Background Document – Part 2 (RD/LP/260)
- Cambridge Local Plan – Towards 2031 - Technical Background Document – Part 2 Supplement 2013 (RD/LP/310)
- Cambridge Northern Fringe East Area Action Plan : Issues and Options Report December 2014 (RD/LP/320)
- Cambridge Northern Fringe East: Supporting Technical Statement 2014 (RD/LP/323)
- SQW Cambridge Northern Fringe East: Employment Options Study – Final Report 2014 (RD/LP/324)
- SQW Cambridge Northern Fringe East: Employment Options Study – Sector Profile 2014 (RD/LP/325)
- Anglian Water Cambridge Water Recycling Centre: Comparative Odour Potential Assessment 2014 (RD/LP/326)
- Institute of Air Quality Management 'Guidance on the assessment of odour for planning' 2014 (RD/CC/430)

### **Adopted development plan documents**

- Cambridgeshire and Peterborough Structure Plan 2003 (RD/AD/010)
- Cambridgeshire and Peterborough Structure Plan Examination in Public Report 2002 (RD/AD/011)
- South Cambridgeshire District Council Site Specific Policies Development Plan Document (RD/AD/120)
- South Cambridgeshire Local Plan 2004 (RD/AD/180)
- Report of the Examination Into The South Cambridgeshire Site Specific Policies Development Plan Document (RD/AD/210)
- Cambridge East Area Action Plan (RD/AD/280);
- North West Cambridge Area Action Plan (RD/AD/290)
- Cambridge Local Plan 2006 (RD/AD/300)
- Cambridge Local Plan Inspector's Report 2006 (RD/AD/310)
- Report on the examination into the Cambridge East Area Action Plan Development Plan Document, 2007 (RD/AD/450)

### **Adopted Supplementary Planning Documents:**

- Orchard Park Design Guide SPD (RD/SP/130)

### **Development Strategy**

- Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160)
- Cambridge City Inner Green Belt Boundary Study 2002 (RD/Strat/170)
- Cambridge Green Belt Study. LDA Design for South Cambridgeshire District Council, September 2002 (RD/Strat/180)
- Inner Green Belt Study 2012 (RD/Strat/210)
- Report to East Cambridgeshire District Council by Michael J Hetherington BSc (Hons) MA MRTPI MCIEEM and Inspector appointed by the Secretary of State for Communities and Local Government. 9 March 2015 (RD/Strat/311)

### **Strategic Sites**

- Environmental Assessment Report, Coldham's Lane Lakes, Cambridge City Council, Environmental Protection Strategies Ltd. (May 2013) (RD/SS/060)
- Cambridge City Council News Release: Nature preserved at local reserve after pathway plan ruled out (10 February 2015) (RD/SS/230)
- Cambridge Airport Consultative Committee. Flight Evaluation Report November 2012 (RD/SS/240)
- Cambridge Airport Consultative Committee. Flight Evaluation Report November 2014 (RD/SS/250)
- Cambridge Airport Noise Action Plan 2014 – 2019 (RD/SS/260)
- Land north of Newmarket Road Cambridge, Environment Statement. Chapter 10 Noise and Vibration December 2013 (RD/SS/270)

### **Protecting and enhancing the natural and historic environment:**

- Cambridge Open Space and Recreation Strategy 2011 (RD/NE/050)
- Cambridge City Wildlife Site Survey, Cambridge City Council (2005), (RD/NE/100)

### **Economy and Tourism:**

- North West Cambridge Supplementary Retail Study (RD/E/090)
- Informal Planning Policy Guidance on Foodstore Provision in North West Cambridge, March 2011 (RD/E/100)

### **Transport and Infrastructure:**

- Highways Agency: A14 Cambridge to Huntingdon Improvement Scheme, Development Consent Order, Works Plans, Sheet No.28 January 2015 (RD/T/300).

### **Statements of Common Ground:**

- Statement of Common Ground as agreed between Cambridge City Council and South Cambridgeshire District Council and Barratt Eastern Counties and the North West Cambridge Consortium of Landowners (RD/SC/190)
- Statement of Common Ground as agreed between Cambridge City Council and South Cambridgeshire District Council and Marshall Group (Site R40 – Land North of Teversham Drift in Cambridge and Policy SS/3 – Cambridge East in the South Cambridgeshire, in respect of land north of Cherry Hinton) (RD/SG/210)

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- Statement of Common Ground as agreed between Cambridge City Council and South Cambridgeshire District Council and Agent on behalf of the White Family (Site R40 – Land North of Teversham Drift in Cambridge and Policy SS/3 – Cambridge East in the South Cambridgeshire, in respect of land north of Cherry Hinton) (RD/SG/220)

**Hearing Statements:**

- Councils' Hearing Statement Matter 6 – Green Belt (M6/CCC&SCDC)

## Appendix 2: Compliance with requirements to promote and protect biodiversity

**Table A2.1: Cambridge Local Plan's compliance with requirements to promote and protect biodiversity**

Cambridge Local Plan 2014: Proposed Submission (RD/Sub/C/010)
<p><b>Section Two: The Spatial Strategy</b></p> <ul style="list-style-type: none"> <li>• Strategic Objectives 2 (quality of the River Cam), 6 (protection and enhancement of landscape setting of the city) and 7 (protection and enhancement of biodiversity, network of habitats and geodiversity), pages 12 – 13;</li> <li>• Policy 7: The River Cam, criteria b (protection and enhancement of the physical, natural and culturally distinctive landscape of the River Cam) and d (enhancement of the natural resources of the Cam and re-naturalisation of the river), page 34 and supporting text, particularly paragraph 2.69, page 35;</li> <li>• Policy 8: Setting of the city, criterion c (support for landscape improvement proposals that enhance biodiversity).</li> </ul>
<p><b>Section Three: City Centre, Areas of Major Change, Opportunity Areas and Site Specific Proposals</b></p> <ul style="list-style-type: none"> <li>• Policy 14: Northern Fringe East and land surrounding the proposed Cambridge Science Park Station, criterion d (related to the Bramblefields local nature reserve and provision of ecological mitigation measures), page 55;</li> <li>• Policy 15: South of Coldham's Lane Area of Major Change, criterion g (related to site of local nature conservation importance), page 58 and supporting text, notably paragraph 3.37, page 59;</li> <li>• Policy 16: Cambridge Biomedical Campus (including Addenbrooke's Hospital) Area of Major Change, criterion a, (landscape setting) page 61;</li> <li>• Policy 17: Southern Fringe Area of Major Change, criteria d (open space provision) and e (retention and enhancement of the strategic green corridor), page 65 and supporting text, notably paragraph 3.62, page 67;</li> <li>• Policy 18: West Cambridge Area of Major Change, criteria f (Green Belt setting) and l (provision of green infrastructure), page 68;</li> <li>• Policy 19: NIAB 1 Area of Major Change, criterion f (open space provision), page 72;</li> <li>• Policy 20: Station Areas West and Clifton Road Area of Major Change, criteria f (open space provision for Station Area West 1) and o (open space provision for the Clifton Road Area), page 74;</li> <li>• Policy 25: Old Press/Mill Lane Opportunity Area, criterion e (creation and enhancement of public open space), page 91;</li> <li>• Policy 26: Site specific development opportunities, criteria e, f, g, i, q, r (related to sites GB1 and GB2 and the protection and enhancement of biodiversity), u, v and w (related to sites GB3 and GB4 and the protection and enhancement of biodiversity), pages 93-94.</li> </ul>
<p><b>Section 4: Climate Change and Managing Resources</b></p> <ul style="list-style-type: none"> <li>• Policy 31: Integrated water management and the water cycle, criteria b (use of nature services), e (multi-functional surface water management features), f (provision of green and brown roofs), h (treatment of surface water to reduce pollution of water courses), i (enhancement of biodiversity potential of water bodies) and j (removal of culverts), pages 113 – 114;</li> <li>• Policy 34: Light pollution control, criterion d (minimise impact of light pollution on wildlife), page</li> </ul>

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**Section 7: Protecting and enhancing the character of Cambridge**

- Policy 55: Responding to context, criterion a (responding to existing features of natural importance), page 171;
- Policy 56: Creating successful places, criterion l (creation of enhancement of the public realm, open space and landscaped areas), page 172;
- Policy 57: Designing new buildings, criterion h (the role of buildings in supporting biodiversity), page 174;
- Policy 59: Designing landscape and public realm, criteria b (retention and protection of existing trees and natural habitats) and h (species selection to enhance biodiversity), page 175;
- Policy 66: Paving over front gardens, criterion c (ensuring the paving over of front gardens will not result in a net loss of biodiversity), page 184;
- Policy 67: Protection of open space, pages 184 – 185;
- Policy 68: Open space and recreation provision through new development, pages 186 and 187 and Appendix I, pages 353 – 362;
- Policy 69: Protection of sites of local nature conservation importance, pages 188 – 189;
- Policy 70: Protection of priority species and habitats, pages 190 – 191;
- Policy 71: Trees, pages 192 – 193.

**Section 9: Providing Infrastructure to Support Development**

- Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy, bullet points k (planning obligations/CIL for green infrastructure) and l (open space), page 228.

**Table A2.2: Adopted Area Action Plans' compliance with requirements to promote and protect biodiversity**

Cambridge East Area Action Plan (RD/AD/280)	North West Cambridge Area Action Plan (RD/AD/290)
<ul style="list-style-type: none"> <li>• Policy CE/2: Development Principles, criterion 10 (high quality open space), page 6;</li> <li>• Objectives C2/c (retention of green corridor) and C3/b (maximise landscape benefits for wildlife), page 11;</li> <li>• Policy CE/4: The Setting of Cambridge East, criterion 5 (biodiversity value of green corridor), page 20;</li> <li>• Objective D7/d (mitigate adverse impacts on wildlife and maximise biodiversity enhancement), page 75;</li> <li>• Policy CE/13: Landscape principles, criteria c (landscape connectivity for wildlife) and l (biodiversity enhancement), page 76;</li> <li>• Policy CE/14: Landscaping within Cambridge East, criteria 2 (sustainable drainage), 3 (biodiversity value of green fingers) and 4 (road infrastructure and sage crossings for wildlife), page 81;</li> </ul>	<ul style="list-style-type: none"> <li>• Objectives j (landscape setting) and p (protection of special geological interest, existing wildlife and wildlife corridors and secure a net increase in biodiversity), page 10;</li> <li>• Policy NW2: Development Principles criteria f (protection and enhancement of geodiversity and biodiversity), g (high quality landscape framework), n (biodiversity impacts) and s (impacts on protected trees and trees of significance), page 11;</li> <li>• Policy NW23: Open Space and Recreation Provision, page 35</li> <li>• Policy NW24: Climate Change and Sustainable Design and Construction, criterion g (impact on water environment and biodiversity as a result of water conservation measures), page 37;</li> <li>• Policy NW25: Surface Water Drainage, criteria 1 (enhancement of water quality)</li> </ul>

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<ul style="list-style-type: none"><li>• Policy CE/15: Linking Cambridge East to its surroundings, pages 83 – 84</li><li>• Section D8 biodiversity, pages 85 – 90 (includes policies CE/16 Biodiversity and Policy CE/11 Existing biodiversity features);</li><li>• Policy CE/20: Public open space and sports provision, criterion 8, page 96;</li><li>• Policy CE/22: Land drainage, water conservation, foul drainage and sewage disposal, criteria 3c (maintenance of water quality and levels to support and encourage natural habitats) and 5 (impact on water environment and biodiversity as a result of water conservation measures), pages 106 – 107;</li><li>• Policy CE/29: Construction strategy, criteria 2, 7 and 8 (minimising impacts on biodiversity), pages 123 – 124;</li><li>• Policy CE/33: Infrastructure provision, criteria g (contributions towards landscape and biodiversity), page 131- 132.</li></ul>	<ul style="list-style-type: none"><li>and 3 (biodiversity value of water storage areas), page 40;</li><li>• Policy NW31: Infrastructure Provision (provision for landscaping and biodiversity), page 45.</li></ul>
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### Appendix 3: Compliance with requirements to preserve and enhance heritage assets

**Table A3.1: Cambridge Local Plan’s compliance with requirements to preserve and enhance the existing heritage assets?**

Cambridge Local Plan 2014: Proposed Submission (RD/Sub/C/010)
<p><b>Section Two: The Spatial Strategy</b></p> <ul style="list-style-type: none"> <li>• Strategic Objectives 1 (environmentally sustainable city), 4 (positive management of change in the historic environment), 5 (protection and enhancement of the city’s skyline), and 6 (protection and enhancement of landscape setting of the city) pages 12 – 13;</li> <li>• Policy 7: The River Cam, criteria b (protection and enhancement of the physical, natural and culturally distinctive landscape of the River Cam), page 34 and supporting text, particularly paragraph 2.68 and 2.71, page 35;</li> <li>• Policy 8: Setting of the city, criterion a (responds to, conserves and enhances the landscape setting, approaches and special character of the city), pages 36 - 37</li> </ul>
<p><b>Section Three: City Centre, Areas of Major Change, Opportunity Areas and Site Specific Proposals</b></p> <ul style="list-style-type: none"> <li>• Policy 9: The City Centre, text above criterion k and criteria k – o (public realm improvements) page 42;</li> <li>• Policy 11: Fitzroy/Burleigh Street/Grafton Area of Major Change, criteria a, e and f (public realm and townscape improvements), page 46;</li> <li>• Policy 16: Cambridge Biomedical Campus (including Addenbrooke’s Hospital) Area of Major Change, criterion a (landscape setting) page 61;</li> <li>• Policy 17: Southern Fringe Area of Major Change, criteria d (open space provision) and e (retention and enhancement of the strategic green corridor), page 65 and supporting text, notably paragraph 3.62, page 67;</li> <li>• Policy 18: West Cambridge Area of Major Change, criteria e and f (Green Belt setting), page 68;</li> <li>• Policy 21: Mitcham’s Corner Opportunity Area, main text and criterion c (historic routes), pages 78 -79;</li> <li>• Policy 22: Eastern Gate Opportunity Area, main text and criterion c (historic routes), pages 81 – 82;</li> <li>• Policy 23: Mill Road Opportunity Area, main text, page 85;</li> <li>• Policy 24: Cambridge Railway Station, Hills Road Corridor to the City Centre Opportunity Area, criterion c (historic routes), page 88;</li> <li>• Policy 25: Old Press/Mill Lane Opportunity Area, criteria a and b (preserve and enhance historic environment, including adaptive reuse of buildings) page 91;</li> <li>• Policy 26: Site specific development opportunities, criterion o (archaeological remains), page 94.</li> </ul>
<p><b>Section 6: Maintaining a balanced supply of housing</b></p> <ul style="list-style-type: none"> <li>• Policy 54: Residential Moorings, criteria a and d (impact on townscape and historic environment), pages 165 – 166.</li> </ul>
<p><b>Section 7: Protecting and enhancing the character of Cambridge</b></p> <ul style="list-style-type: none"> <li>• Policy 55: Responding to context, criterion a (responding to existing features of historic importance), page 171;</li> <li>• Policy 56: Creating successful places, criterion l (creation of enhancement of the public realm, open space and landscaped areas), page 172;</li> </ul>

<ul style="list-style-type: none"> <li>• Policy 58: Altering and extending existing buildings (criteria a, b, c, d, f – respecting and enhancing character of the building and area), page 174;</li> <li>• Policy 60: Tall buildings and the skyline in Cambridge, pages 176 – 177 and Appendix F;</li> <li>• Policy 61: Conservation and enhancement of Cambridge’s historic environment, page 178;</li> <li>• Policy 62: Local Heritage Assets, page 180 and Appendix G;</li> <li>• Policy 63: Works to a heritage asset to address climate change, page 180 – 181;</li> <li>• Policy 64: Shopfronts, signage and shop security measures, page 182 and Appendix H.</li> <li>• Policy 66: Paving over front gardens, criterion b (impact on character and setting), page 184;</li> <li>• Policy 67: Protection of open space, pages 184 – 185.</li> </ul>
<p><b>Section 9: Providing Infrastructure to Support Development</b></p> <ul style="list-style-type: none"> <li>• Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy, page 228.</li> </ul>

**Table A3.2: Adopted Area Action Plans’ compliance with requirements to preserve and enhance heritage assets**

Cambridge East Area Action Plan (RD/AD/280)	North West Cambridge Area Action Plan (RD/AD/290)
<ul style="list-style-type: none"> <li>• Objectives C2/a (not detract from the setting of Cambridge) page 11;</li> <li>• Objective D9: Archaeology and Heritage, page 91;</li> <li>• Policy CE/18 Archaeology, page 91;</li> <li>• Policy CE/19 Built Heritage, page 92;</li> <li>• Policy CE/33 infrastructure Provision, criterion m, page 132.</li> </ul>	<ul style="list-style-type: none"> <li>• Policy NW1: Vision (setting of the city), page 9.</li> <li>• Objectives i (maintain purposes of Green Belt) and j (landscape setting), page 10;</li> <li>• Policy NW2: Development Principles g (high quality landscape framework), n (impact on historic environment), page 11;</li> <li>• Policy NW4: Site and Setting, page 15;</li> <li>• Policy NW31: Infrastructure Provision (provision for landscaping), page 45.</li> </ul>

#### Appendix 4: Planning Application History for West Cambridge

Application Reference	Description	Status
<b>C/97/0961/OP</b>	Outline application for development of 66.45ha of land for University academic departments (73,000 sqm), research institutes (24,000 sqm), commercial research (41,000 sqm) and associated landscaping; sports centre (10,120 sqm); shared amenities (including shops, baking, food and drink outlets, social facilities, lecture theatre and University stores) (10,120 sqm); University residential accommodation (200 units) (1.41 ha); park and cycle (2.46 ha) and associated car parking, new access arrangements, pedestrian and cycle routes and road an junction improvements.	Permitted (6/10/1999)
<b>C/99/1157/RM</b>	Reserved matters application for park and cycle facility for 291 cars and 440 cycles (including 12 secure covered cycle locker shelters, perimeter fencing, access, lighting, landscaping and CCTV provision)	Permitted (5/4/2000)
<b>C/99/1231/FP</b>	The erection of a pedestrian and cycle bridge (3.8m wide x 4.0m long) to link Clerk Maxwell Road to Coton Footpath)	Permitted (29/3/2001)
<b>C/99/1242/RM</b>	Reserved matters application for erection of three storey building for commercial research, associated car and cycle parking and landscaping (6,100 sqm)	Permitted (5/4/2000)
<b>C/00/0029/RM</b>	Reserved matters application for provision of perimeter landscaping, earth modelling and planting following outline permission C/97/0961/OP	Permitted (7/6/2000)
<b>C/00/0030/RM</b>	Reserved matters application for upgrading of existing access road B and adjoining landscape, construction of part of access road C	Permitted (6/6/2000)
<b>C/00/0293/AD</b>	Advertising consent for freestanding sign (including contractors details and image of development) to be erected for 2 years	Permitted (29/1/2001)
<b>C/00/0767/AD</b>	Advertising consent for freestanding sign (including contractors details and image of development) to be erected for 2 years	Permitted (13/9/2000)
<b>C/00/1198/RM</b>	Reserved matters application for construction of 2 no new access roads to Vet School from access Road B and Access Road C	Permitted (29/1/2001)
<b>C/01/0200/FP</b>	Construction of 1no new access road to Whittle laboratory from access road B	Permitted (25/4/2001)
<b>C/01/0521/FP</b>	Erection of temporary single storey unit to provide catering facilities for the West Cambridge site	Permitted (17/7/2001)
<b>C/01/0526/RM</b>	Reserved matters for erection of three storey building for academic and commercial research, associated car and cycle parking and landscaping (5,205 sq m)	Permitted (19/9/2001)
<b>C/01/1229/FP</b>	Erection of part two and part three storey building for sports (14,042 sq m) and academic (618 sq m) use	Permitted (17/4/2002)
<b>C/02/0257/RM</b>	Erection of new residential blocks with nursery and retail facilities creating 206 new one, two and three bedroom flats for university staff, postgraduate and post-doctorate students.	Permitted (23/8/2002)

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<b>C/02/0369/FP</b>	Construction of cycle and pedestrian access through to Clerk Maxwell Road	Withdrawn (19/7/2002)
<b>C/02/0612/FP</b>	Erection of pole mounted and fixed CCTV cameras	Permitted (22/8/2002)
<b>C/02/0613</b>	Erection of 5m high aerial and 1m high handrail on roof of William Gates building	Withdrawn (9/9/2002)
<b>C/02/1341/RM</b>	Reserved matters for provision of hard landscaping including car parking and social amenity space associated with the north and south residences approved under C/02/0257/RM	Permitted (21/8/2003)
<b>04/0614/RM</b>	Reserved matters for erection of part two storey part three storey building for academic research purposes pursuant to C/97/0961/OP	Permitted (22/9/2004)
<b>05/0143/REM</b>	Reserved matters application for construction of new cycle and pedestrian access to Clerk Maxwell Road	Permitted (13/5/2005)
<b>06/0123/FUL</b>	Provision of children's play facilities	Permitted (29/3/2006)
<b>06/0279/FUL</b>	Construction of 2 no. illuminated, non-advertisement bus shelters at location of existing bus stops	Permitted (5/5/2006)
<b>06/0321/FUL</b>	Erection of single storey extension to university building and relocation and extension of cycle parking	Permitted (23/6/2006)
<b>06/0643/FUL</b>	Replacement of an existing cooling tower; the provision of steelwork support, new plant enclosure, new cycle shelter and other M and E Services in connection with new dry coolers	Permitted (3/8/2006)
<b>06/0696/FUL</b>	Erection of extension to oncology building to provide new linear accelerator bunker	Permitted (31/8/2006)
<b>06/0830/REM</b>	Reserved matters for infrastructure roadway, footway, cycleway, car parking, lighting, associated services including drainage and landscaping	Permitted (31/10/2006)
<b>06/0997/REM</b>	Reserved matters for erection of 2 storey research laboratory and 3 storey theoretical research and administrative offices with car park, cycle parking and landscaped areas	Permitted (29/11/2006)
<b>07/0179/FUL</b>	Extension of existing Oncology building to provide new linear accelerator bunker	Permitted (26/4/2007)
<b>07/0232/FUL</b>	Proposed disabled access to buildings W20 and W27	Permitted (31/5/2007)
<b>07/0252/FUL</b>	Erection of part two storey and part three storey building for sports (renewal of planning consent C/01/1299/FP)	Permitted (5/6/2007)
<b>07/0786/FUL</b>	Installation of ground floor air handling unit (AHU) and associated duct work	Permitted (4/9/2007)
<b>07/0813/REM</b>	Reserved matters application for erection of part-two and part-three storey academic building for Institute of Manufacturing (original outline permission ref C/97/0961/OP)	Permitted (18/10/2007)
<b>07/1061/REM</b>	Reserved matters application for erection of East Forum building comprising D1 use (2,432 sqm), café A3 use (554 sqm), and B1(b) use (4,912 sqm), associated hard and soft landscaping, connection to Coton footpath, car and cycle parking and connection	Permitted (28/11/2007)

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	with roads within the West Cambridge site.	
<b>08/0036/REM</b>	Reserved matters for extension to temporary car park	Permitted (18/3/2008)
<b>08/0380/FUL</b>	Construction of concrete hard standing. Installation and erection of FuelSafe, ChemSafe, and brick/block Salt Store along with general site improvements (Gardeners' Accommodation Site)	Permitted (1/5/2008)
<b>08/0753/FUL</b>	Erection of research wind turbine and ancillary development	Permitted (18/7/2008)
<b>08/0823/FUL</b>	Change of use of vacant retail unit to community facility	Permitted (25/9/2008)
<b>09/0334/FUL</b>	Installation of ventilation system for electron microscope	Permitted (10/6/2009)
<b>09/0598/CL2PD</b>	Application for a Certificate of Lawfulness (S192) for modifications to existing access roads within site compound (to be permanent). Erection of temporary portacabins and welfare facilities for a period of approx. 18 months (temporary)	Permitted (29/7/2009)
<b>09/0747/FUL</b>	Widen access to EDF Energy on Madingley Road	Permitted (21/10/2009)
<b>09/0820/FUL</b>	Extension to man safe system incorporating additional steel access lines and installation of 2 caged access ladders	Permitted (6/1/2010)
<b>10/0053/ADV</b>	Installation of freestanding marketing board	Permitted 12/3/2010)
<b>10/0315/REM</b>	Reserved matters application for Phase 3 infrastructure works consisting of new access arrangements (extension of Charles Babbage Road, realignment of access road A), car parking, new pedestrian/cycle routes, west square and forum, western balancing lake and associated hard and soft landscaping	Permitted (8/7/2010)
<b>10/0409/EXP</b>	Extension of permission for erection of part two storey part three storey building for sports (renewal of planning consent C/01/1229/FP)	Permitted (7/6/2011)
<b>10/0538/REM</b>	Reserved matters application for new building for materials science and metallurgy totalling 10.705 sq m, with associated bicycle parking and landscaping	Permitted (28/9/2010)
<b>10/0704/FUL</b>	Adaptation and refurbishment to provide central server facility and external plant compound	Permitted (25/10/2010)
<b>10/0822/FUL</b>	Erection of two extensions to the Whittle Laboratory	Permitted (3/11/2010)
<b>10/1014/FUL</b>	Installation of new and replacement of existing cycle shelters	Permitted (2/12/2010)
<b>11/0016/FUL</b>	Installation of a temporary (3 years) storage container	Permitted (23/2/2011)
<b>11/0074/S73</b>	S73 application to vary Condition 15 of 06/0997/REM (renewable energy)	Permitted (24/3/2011)
<b>11/0615/FUL</b>	Installation of three external chillers, plant room, security fencing and relocation of existing cycle shelter	Permitted (30/8/2011)
<b>11/0833/S73</b>	S73 application for variation of Condition 3 of	Permitted

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Application Reference	Description	Status
	08/0823/FUL to provide a further 3 years for the use of this unit for community space	(11/11/2011)
<b>11/0979/REM</b>	Reserved matters application for phase 1 of the West Cambridge Sports Centre pursuant to outline approval C/97/0961/OP)	Permitted (19/1/2012)
<b>12/0973/FUL</b>	Material alterations to planning permission 11/0979/REM for the construction of a sports centre (phase 1) at West Cambridge.	Permitted (12/10/2012)
<b>12/1104/FUL</b>	Modification to exterior of Broers building to allow for mechanical services to run from ground floor to roof mechanical plant. Mechanical services route cladded to match existing	Permitted (29/10/2012)
<b>12/1138/REM</b>	Reserved matters application for erection of new building for Chemical Engineering and Biotechnology totalling 10,820 sqm, with associated bicycle parking and landscaping	Permitted (3/12/2012)
<b>12/1240/FUL</b>	Extension to existing Hospital wing to provide new facilities on two floors	Permitted (22/11/2012)
<b>12/1245/FUL</b>	Construction of enclosures to house gas tanks and bottle stores	Permitted (31/10/2012)
<b>12/1391/REM</b>	Reserved matters application for extension of internal road network (access road); extension of pedestrian and cycle routes, associated hard and soft landscaping	Permitted
<b>12/1517/CL2PD</b>	Application for certificate of lawfulness under Section 192 for the use of the Roger Needham Building as University administrative offices	Permitted
<b>13/0034/REM</b>	Reserved matters for proposed new building for University Data Centre	Permitted (21/3/2013)

### Appendix 5: Proposed Minor Modifications to the Cambridge Local Plan 2014: Proposed Submission

The minor modifications set out below relate to a number of policies and their supporting text in the Cambridge Local Plan 2014: Proposed Submission. The changes are expressed either in the conventional form of strikethrough for deletions and underlining for additions of text, or by specifying the modification in words in *italics*.

The page numbers and paragraph numbering below refer to the Cambridge Local Plan, and do not take account of the deletion or addition of text.

Page	Policy/Paragraph	Minor Modification	Justification
53	Policy 13: Areas of major change and opportunity areas – general principles	<p><i>Last part of Policy 13 be amended to read:</i></p> <p>In protecting existing assets, <u>including heritage assets</u>, landscape and water management, development should:</p> <ul style="list-style-type: none"> <li>i. seek to protect existing public assets, including open space and leisure facilities. Where the loss of such assets is unavoidable, appropriate mitigation should be provided, including where applicable the replacement of assets in an alternative location, in addition to infrastructure generated by the needs of the development;</li> <li>j. ensure public rights of way are protected, and enhanced where possible;</li> <li>k. develop a new, strong landscape framework that is guided by and incorporates existing positive landscape and townscape features <u>and heritage assets</u>; and,</li> <li>l. where practicable, undertake on-site strategic landscaping to the agreed framework early in the development of the site so that this will become established as development proceeds.</li> </ul>	<p>This modification is considered to be minor as it seeks to clarify the position in relation to the protection of heritage assets in response to representation 27390 from English Heritage.</p>
54	Policy 14: Northern Fringe East and land surrounding the	<p>Policy 14: <u>Cambridge Northern Fringe East</u> and <del>land surrounding the</del> proposed <u>new railway Cambridge Science Park</u> station Area of Major Change</p>	<p>This modification is considered to be a minor as it provides clarification that the new station</p>

Page	Policy/Paragraph	Minor Modification	Justification
	<p>proposed Cambridge Science Park station Area of Major Change.</p>		<p>has yet to be named.</p> <p>Note: Proposed Minor Modifications to policy 14 and supporting text (paragraphs 3.28 to 3.34) should be considered alongside proposed minor modifications to Policy SS/4 and supporting text in the Submission South Cambridgeshire Local Plan, which would deliver identical policies for both plans. It is considered that this would assist the creation of the joint AAP, and responds to representations by Brookgate (27261).</p>
54	<p>Policy 14: Northern Fringe East and land surrounding the proposed Cambridge Science Park station Area of Major Change Paragraph 1</p>	<p>Amend paragraph to read:  The <u>Cambridge Northern Fringe East and the new railway station will enable the creation of a revitalised, employment focussed Centre seeking the wider regeneration of this part of the city, shown in Figure 3.3, with the creation of a revitalised, employment-focused area centred on a new transport interchange.</u></p>	<p>This modification is considered to be a minor as it provides clarification that the new station has yet to be named and allows for consistency with the South Cambridgeshire Local Plan, and does not change the outcome of the policy.</p>
55	<p>Policy 14 Northern Fringe East and land surrounding the proposed Cambridge</p>	<p>Amend paragraph to read:  The area, <u>shown on the Policies Map, and illustrated in Figure 3.3, is allocated for high quality mixed-use development, including primarily for employment uses such as B1, B2 and B8, as well as a range of supporting commercial, retail, leisure and residential uses (subject to</u></p>	<p>This modification is considered to be a minor, as the additional wording allows for consistency with the South Cambridgeshire Local Plan, and does not change the outcome of the policy.</p>

Page	Policy/Paragraph	Minor Modification	Justification
55	<p>Science Park station Area of Major Change Paragraph 2</p> <p>Policy 14 Northern Fringe East and land surrounding the proposed Science Park station Area of Major Change Paragraph 3</p>	<p>Amend paragraph to read:</p> <p>The <del>quantum</del> <u>amount of development, site capacity, viability, time-scales</u> and <u>phasing of development</u> will be established through the preparation of an <u>Area Action Plan (AAP)</u> for the site. <u>Planning applications will only be considered when the area action plan has been adopted.</u> The AAP will be developed jointly with <u>between Cambridge City Council and South Cambridgeshire District Council</u>, and will involve close collaborative working with Cambridgeshire County Council, Anglian Water and other stakeholders in the area. The final boundaries of land that the joint AAP will consider will be determined <del>in the local plans of each authority</del> and by the AAP.</p>	<p>This modification is considered to be a minor as it provides clarification related to consistency with the South Cambridgeshire Local Plan, and is in response to representation from Brookgate (27261).</p>
55	<p>Policy 14 Northern Fringe East and land surrounding the proposed Cambridge Science Park station Area of Major Change Paragraph 4</p>	<p>Amend paragraph to read:</p> <p>All proposals should:</p> <ol style="list-style-type: none"> <li>take into account existing site conditions and environmental and safety constraints;</li> <li>demonstrate that environmental and health impacts (including odour) from the <u>Cambridge Water Recycling Centre waste water treatment works</u> can be acceptably mitigated for occupants;</li> <li>ensure that appropriate access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner;</li> <li>recognise the existing local nature reserve at Bramblefields, <u>the protected hedgerow on the east side of Cowley Road which is a City Wildlife Site, the First Public Drain, which is a wildlife corridor, and other ecological features,</u> and where development is</li> </ol>	<p>This modification is considered to be a minor as it provides consistency with the South Cambridgeshire Local Plan. It also responds to representations from the Wildlife Trust (26316), to highlight other biodiversity assets within the site area. Similar minor modifications are proposed, to the South Cambridgeshire Local Plan, to deliver a consistent approach.</p>

Page	Policy/Paragraph	Minor Modification	Justification
55	Paragraph 3.28 supporting text of Policy 14	<p>proposed provide for appropriate ecological mitigation, <u>compensation and enhancement</u> measures either on- or off-site; and</p> <p>e. ensure that the development would not compromise opportunities for the due consideration has been given to safeguarding the appropriate future redevelopment of the wider site area.</p> <p>Amend Paragraph 3.28 to read:</p> <p>Cambridge Northern Fringe East is within the Cambridge City Council and South Cambridgeshire District Council authority boundaries. A <u>coordinated approach to planning of the area across district boundaries will be needed. An early review of the site through a jointly-prepared area action plan will ensure a coordinated approach is taken, and will enable the feasibility of development and its viability to be properly investigated. The majority of the area is within Cambridge with Chesterton Sidings and part of the St. John's Innovation Park within South Cambridgeshire. An early review of the site through a jointly-prepared Area Action Plan will ensure a coordinated approach is taken. This will enable the feasibility of development and its viability to be properly investigated and will ensure a comprehensive approach to redevelopment.</u></p>	This modification is considered to be a minor as it elaborates on the production of the AAP, and provides consistency with the South Cambridgeshire Local Plan, and providing clarification regarding the production of a joint AAP.
55	Paragraph 3.29 supporting text of Policy 14	<p>Amend Paragraph 3.29 to read:</p> <p>The <del>proposed</del> <u>new</u> railway station on the sidings in South Cambridgeshire will be served by the Cambridgeshire Busway and will include <u>cycle parking facilities</u> and car parking <del>facilities</del>. The station will significantly improve the accessibility of the site and surrounding area, including access to and from <u>the Cambridge Business Park, St. John's Innovation Park and Cambridge Science Park and St. John's Innovation Centre making the area a highly attractive business location.</u></p>	This modification is considered to be minor as it clarifies titles of locations within the area, and provides consistency with the South Cambridgeshire Local Plan.
55	Insert New	The following additional text to be added to the supporting text between	This modification is considered to

Page	Policy/Paragraph	Minor Modification	Justification
	Paragraph between 3.29 and 3.30 supporting text of Policy 14	<p>paragraphs 3.29 and 3.30:</p> <p><u>The new railway station will provide a catalyst for regeneration of this area. Early development around the new station could help create a vibrant area around this key infrastructure to meet the needs of users of the station and bring forward further phased delivery elsewhere within the CNFE area. Planning applications for early phases of development may be made, following submission of the AAP for examination but before its adoption, subject to ensuring that they would not prejudice the outcome of the AAP process and the achievement of the comprehensive vision for the area as a whole that will be established by the AAP.</u></p>	<p>be a minor as it does not amend the policy or undermine the role of the AAP. The modification highlights that early phases of development may be likely, in response to a representation by Brookgate (27261). Also proposed to be added to the South Cambridgeshire Local Plan, providing a consistent approach.</p>
55 and 56	Paragraph 3.30 supporting text of Policy 14	<p>Replace paragraph 3.30 with:</p> <p><u>The adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and Site Specific Proposals Plan (2012) designates a safeguarding area for the existing Cambridge Water Recycling Centre and another for an existing aggregates railroad; as well as a Waste Consultation Area for an existing waste management facility. In addition, it identifies an area of search for a household (waste) recycling centre to serve the north of Cambridge and an inert waste recycling facility. Any development proposals will need to be assessed against the above minerals and waste policies and specifically will need to prove they are compatible to ensure the existing safeguarded aggregates railroad and waste operations can continue without conflict.</u></p>	<p>This modification is partly in response to representation from LaFarge Tarmac (26328). This modification is considered minor as it provides clarification, and consistency with an identical change proposed to the South Cambridgeshire Local Plan that also responds to modification by the Cambridgeshire County Council (SCLP 60748), and provides further detail on the existing Cambridgeshire County Council Minerals and Waste policies.</p>
56	Paragraph 3.31 supporting text of Policy 14	<p>Amend Paragraph 3.31 to read:</p> <p><u>The sidings, in South Cambridgeshire, currently have a number of businesses importing aggregate using the railway that is used for construction and road maintenance in the wider Cambridge area. This provides an important source of building materials for the wider area. The operations associated with the ongoing use of these facilities</u></p>	<p>This modification is partly in response to representation from LaFarge Tarmac (26330). This modification is considered to be minor as it is a consequential change in light of the proposed modification to paragraph 3.30,</p>

Page	Policy/Paragraph	Minor Modification	Justification
		<p><del>produce noise and dust, and how they will operate in the longer term will be considered in the area action plan.</del></p>	<p>and provides clarification, and consistency with change proposed to the South Cambridgeshire Local Plan that also responds to modification by the Cambridgeshire County Council (SCLP 60752)</p>
56	<p>Paragraph 3.32 supporting text of Policy 14</p>	<p>Amend Paragraph 3.32 to read:  Exploration of the viability and feasibility of redevelopment of the <del>Cambridge Water Recycling Centre waste water treatment works</del> to provide a smaller new treatment works facility either elsewhere or at a smaller scale on the current site will be undertaken as part of the <u>feasibility investigations</u> in drawing up the AAP. A reduced footprint could release valuable land <u>and</u> to enable a wider range of uses. Residential development could be <u>possible created</u>, subject to appropriate ground conditions, <u>contamination issues</u>, amenity and air quality.</p>	<p>This modification is considered to be minor as it seeks to clarify options to be explored through the AAP process, and provide consistency with the South Cambridgeshire Local Plan. Responds to representation by the Environment Agency (27568) to add reference to contamination issues.</p>
56	<p>Paragraph 3.33 supporting text of Policy 14</p>	<p>Amend Paragraph 3.33 to read:  The development of Cambridge Northern Fringe East will require partnership working between landowners and developers, as well as the two local authorities and Cambridgeshire County Council. <u>The Highways Agency will also be engaged with on strategic road network issues.</u></p>	<p>This modification is considered to be a minor as it provides consistency with the South Cambridgeshire Local Plan that responds to modification by the Highways Agency (SCLP 27568), which sought to highlight their role as a consultee.</p>
56	<p>Paragraph 3.34 supporting text of Policy 14</p>	<p>Remove Paragraph 3.34.</p>	<p>This modification is considered to be minor as it provides consistency with the South Cambridgeshire Local Plan.</p>
57	<p>Figure 3.3 supporting text of</p>	<p>Amend Figure 3.3 title to read:</p>	<p>This modification is considered to be a minor as it provides</p>

Page	Policy/Paragraph	Minor Modification	Justification
	Policy 14	Cambridge Northern Fringe East and land-surrounding the proposed <u>new railway Cambridge Science Park station Area of Major Change</u>	clarification that the new station has yet to be named.
57	Figure 3.3 supporting text of Policy 14	Extend the Area of Major Change on the map to include:  The triangular parcel of land to the south of Chesterton sidings.	This modification is considered to be minor as it seeks to ensure consistency with the proposed change discussed in Question 6 of Matter 9c.
57	Figure 3.3 supporting text of Policy 14	Amend notification on map to:  Change <del>Proposed Science Park Station</del> to read <u>New Railway Station</u>	This modification is considered to be a minor as it provides clarification that the new station has yet to be named.
57	Figure 3.3 supporting text of Policy 14	Amend notification on key to:  Change <del>Proposed Science Park Station</del> to read <u>New Railway Station</u>	This modification is considered to be a minor as it provides clarification that the new station has yet to be named.
	Policies Map	Amend the Policies Map to extend the Area of Major Change on the map to include:  The triangular parcel of land to the south of Chesterton sidings.	This modification is considered to be minor as it seeks to ensure consistency with the proposed change discussed in Question 6 of Matter 9c.
59	Paragraph 3.37 of supporting text to Policy 15: South of Coldham's Lane Area of Major Change	<i>In tandem with the proposed modifications to Figure 3.4 (see below), the final sentence of paragraph 3.36 to be amended to read:</i>  3.36 Future uses will need to be sensitive to the nature conservation value of some of these sites. The former landfill sites at Coldham's Lane include areas of potential ecological importance. Any redevelopment of these sites <u>the eastern portion of the landfill sites marked as A on Figure 3.4 will require mitigation on site and provision of compensatory wildlife habitat and publicly accessible open space on the western portion of the landfill sites marked as B on Figure 3.4.</u>	This modification is considered to be minor as it reflects requirements already set out in Policy 15. In tandem with proposed modifications to Figure 3.4, this modification seeks to clarify the proposals for different parts of the Area of Major Change.
60	Figure 3.4: South	<i>The following amendments to Figure 3.4 are recommended (see</i>	This modification is considered to

Page	Policy/Paragraph	Minor Modification	Justification
	of Coldham's Lane Area of Major Change	<p>amended Figure 3.4 at the end of this appendix):</p> <ul style="list-style-type: none"> <li>• Annotation (marked with an A) of the eastern portion of the landfill sites north of the railway line which could be developed for commercial uses;</li> <li>• Annotation (marked with a B) of the western portion of the landfill sites north of the railway line which would be restored to and offered for public access to serve as compensation to mitigate the loss of the City Wildlife Site designation on the eastern portion of the landfill sites.</li> </ul>	<p>be minor as it reflects requirements already set out in Policy 15. Further work on the development of the site has highlighted that the proposed modifications would help to clarify the proposals for different parts of the Area of Major Change.</p>
67 – 68	Policy 18: West Cambridge Area of Major Change	<p>1. Development of this area will be permitted in line with the existing planning permissions.</p> <p>2. For new development, the principal land uses will be:</p> <p>a. D1 educational uses, associated sui generis research establishments<sup>1</sup> and academic research institutes <del>where it is in the national interest or where they can show a special need to be located close to the University of Cambridge in order to share staff, equipment or data, and to undertake joint collaborative working; and</del></p> <p>b. <u>a mix of commercial research and development of products or processes uses within use class B1(b) that can demonstrate a special need to be located close to the University of Cambridge will support knowledge transfer and/or open innovation in respect of D1 higher educational uses, associated sui generis research establishments, academic research institutes, and/or other Class B1(b) uses already authorised or granted permission pursuant to this policy.;</u></p> <p><i>[The following section (3) has been moved from its previous position within the policy, where it followed the paragraph (now labelled as</i></p>	<p>This modification is considered to be minor for the reasons set out in the Statement of Common Ground<sup>2</sup> in that it is limited to the terms of qualification for criteria a and b within policy 18. The current qualifications within policy 18 criteria a and b are considered to be unnecessarily restrictive and as such, unjustified. The proposed modification is considered to be more appropriate having regard to the particular circumstance for this site and is justified in respect of NPPF paragraph 21.</p> <p>This modification is considered to be minor as the re-ordering of the</p>

<sup>1</sup> Research establishments/institutions are taken to mean sui generis uses affiliated with one of the Universities, the Medical Research Council or Addenbrooke's Hospital, where there is a need for regular day-to-day contact or sharing of materials, staff and equipment.

<sup>2</sup> RD/SCG/290

Page	Policy/Paragraph	Minor Modification	Justification
		<p>5) related to small-scale community facilities. Criteria c – i have also been moved up accordingly]</p> <p>3. Any densification of development on the site that results in a significant increase in floorspace, over that already approved, will be supported providing that:</p> <p>c. a revised masterplan supporting an outline planning application (OPA) has been proposed that takes an integrated and comprehensive approach to the provision and distribution of the uses, and supporting facilities and amenities;</p> <p>d. phasing of the development will be determined through the masterplan <u>outline planning permission (OPP)</u> and as the need is proven;</p> <p>e. the approach to appropriate development heights will be determined through the <u>OPP development should not exceed four commercial storeys (16 metres in total) and given giving consideration to the sensitivity of the Green Belt to the south and west a lower overall height may be appropriate along these edges;</u></p> <p>f. proposals respect the important adjacent Green Belt setting to the south and west, and other neighbouring residential uses and views of the city from the west;</p> <p>g. it includes a comprehensive transport strategy for the site, incorporating a sustainable transport plan to minimise reliance on private cars. This should include assessing the level, form and type of car parking on the site;</p> <p>h. that walking, cycling and public transport links (including access for all) to the city centre, railway station(s), other principal educational and employment sites, and other key locations within the city are enhanced to support sustainable development; and</p> <p>i. that proposals provide appropriate green infrastructure which is well integrated with the existing and new development and with the surrounding area.</p> <p>4. The development will also include further phases of the sports</p>	<p>policy provides clarification.</p> <p>This modification is considered to be minor on the basis that it clarifies terminology between masterplan, outline planning application and outline planning permission.</p> <p>This modification is considered to be minor as it provides clarification that appropriate development heights will be determined through the outline planning permission.</p>

Page	Policy/Paragraph	Minor Modification	Justification
		<p>centre.</p> <p>5. Small-scale community facilities, amenities, and A1 (local shop), A3 (café), A4 (public house), D1 (crèche) type uses and student accommodation will be acceptable, if they support existing occupants on the site and add to the social spaces and vibrancy of the area, essential to its continued success.</p> <p>6. The council will be supportive of a site-wide approach to renewable or low carbon energy generation or the future proofing of buildings to allow for connections to energy networks.</p> <p>7. <u>The precise quantum of new floorspace will be subject to testing and demonstration through the development of a revised OPA for the site.</u></p>	<p>This modification is considered to be minor as it seeks to provide clarification that quantum will be subject to testing through the development of the outline planning application.</p>
68	<p>Paragraph 3.64 supporting text of Policy 18: West Cambridge Area of Major Change</p>	<p><i>Addition of footnote as follows:</i></p> <p>3.64 The overall site (allocation reference M13), which covers 66.5 hectares, was the subject of an outline planning approval in 1999 that set out the density of development permitted. A masterplan was subsequently agreed with the University of Cambridge for the development of approximately 250,000 sq m of space<sup>3</sup>, which creates a strategic framework to guide future development of the site. It also includes guidelines for monitoring the progress of development.</p>	<p>This modification is considered to be minor as it provides helpful clarification as to the scale of development already agreed through the development management process.</p>
69	<p>Paragraph 3.66 supporting text of</p>	<p>3.66 Figure 3.6 provides a diagrammatic representation of the principal land uses, access and transport arrangements and</p>	<p>This modification is considered to be minor as it reflects factual</p>

<sup>3</sup> This figure includes pre existing buildings

Page	Policy/Paragraph	Minor Modification	Justification
	Policy 18: West Cambridge Area of Major Change	<p>landscape provision for the West Cambridge site and its relationship with North West Cambridge, the National Institute of Agricultural Botany (NIAB), land between Huntingdon Road and Histon Road, and the rest of the city.</p>	<p>modifications put forward in relation to Policy 19: Land between Huntingdon Road and Histon Road Area of Major Change.</p>
69	<p>Paragraphs 3.68 – 3.70 supporting text of Policy 18: West Cambridge Area of Major Change</p>	<p><del>3.68 There is a generous supply of employment land for these uses around the city. The Council therefore will not be looking at West Cambridge to provide land for general research and development, but instead to provide a development cluster focusing on occupiers with strong links to the University of Cambridge and academic association with cognate activities that would benefit from proximity. This will encourage the development of the higher education cluster and thus benefit the economy of Cambridge and the United Kingdom. It will be appropriate for firms who wish to locate on West Cambridge to demonstrate a clear need to be close to other research facilities associated with the University of Cambridge. There is frequently a functional relationship between the commercial research sector and the academic research sector, which is of benefit to both, as well between organisations within each sector, in particular through the encouragement of knowledge transfer and open innovation. Knowledge transfer refers to the exchange of knowledge and information between and within the commercial and academic sectors. Open innovation promotes the collaborative working between and within the academic research sector and the commercial research sector with the objective of accelerating the rate and scope of innovation within both sectors and of expanding the market for external use of product of research. The West Cambridge site will provide a development cluster for University science and technology research, knowledge transfer and/or open innovation.</del></p>	<p>This modification is considered to be minor as it provides a consequential amendment following proposed minor modifications to criteria a and b of Policy 18.</p>
	<p>3.69 Accordingly, a needs statement is required to support planning applications for West Cambridge, for built development to satisfactorily demonstrate the need for the development on West Cambridge at the time and that it cannot reasonably be met</p>		<p>This modification is considered to be minor as it provides a consequential amendment</p>

Page	Policy/Paragraph	Minor Modification	Justification
		<p><del>elsewhere. This would take into account factors such as viability, the demand for various uses, land availability, ownership, location, accessibility and suitability. Planning applications for new development should be accompanied by a Planning Statement setting out how proposals for commercial research will support knowledge transfer and/or open innovation in respect of D1 higher educational uses, associated sui generis research establishments, academic research institutes and/or other Class B1(b) uses already authorised or granted permission pursuant to this policy.;</del></p> <p>3.70 The new proposals will need to be accompanied by an <u>illustrative site wide masterplan to be brought forward as part of a new outline planning application site-wide masterplan</u> to advise on the form, content, density and phasing of the development, and how it will be integrated with the existing city. The <u>outline planning permission should determine appropriate heights across the site, taking account of the Green Belt setting, views of the City from the west and other neighbouring residential uses.</u> The increased density will provide further opportunities to enhance the built form, public realm and street scene of the area. Progress will be monitored and reviewed against the <u>masterplan outline planning permission</u> over the period of the plan.</p>	<p>following proposed minor modifications to criteria a and b of Policy 18.</p> <p>This modification is considered to be minor on the basis that it clarifies terminology between masterplan, outline planning application and outline planning permission. It also provides clarification that appropriate development heights will be determined through the outline planning permission.</p>
72 and 73	<p>Policy 19: NIAB 1 Area of Major Change</p>	<p>Policy 19: <del>NIAB-1</del> Land between Huntingdon Road and Histon Road Area of Major Change</p> <p><del>NIAB-1</del> (<u>Land between Huntingdon Road and Histon Road</u>) is proposed <u>for to deliver</u> a high quality inclusive new neighbourhood on the edge of the city.</p>	<p>These modifications are considered to be minor as they reflect progress that has been made since the granting of the outline planning permission and as such are factual in nature.</p>

Page	Policy/Paragraph	Minor Modification	Justification
		<p>The principal land use will be a mix of residential properties, including Affordable Housing.</p> <p>Other land uses that will be complementary uses necessary for a <u>the creation of a sustainable and vibrant community. These will include:</u></p> <ul style="list-style-type: none"> <li><del>a. a secondary school;</del></li> <li>a. a primary school;</li> <li>retail facilities (A1 to A5) within a designated local centre;</li> <li>c. a foodstore of <u>up to 2000 sq m</u> net;</li> <li>d. community facilities, including a health centre, library, <del>police office</del> and meeting <del>rooms</del>spaces; and</li> <li>e. open space and recreation, <u>including allotments, and provision for children and teenagers. children's play areas and youth provision.</u></li> </ul> <p><del>Some of the above uses could be dealt with comprehensively with other sites in the North West Quadrant (see Figure 3.6) including on land in South Cambridgeshire, subject to timing and phasing. Other uses will be delivered on other sites in the wider North West Quadrant (see Figure 3.6) including the provision of a secondary school on land between Huntingdon Road and Histon Road in South Cambridgeshire.</del></p> <p>Development should:</p> <ul style="list-style-type: none"> <li><del>f. compensate adequately for the loss of the existing Christ's and Sidney Sussex sports grounds;</del></li> <li>g. include a comprehensive transport strategy for the site, incorporating a sustainable transport plan to minimise reliance on private cars;</li> <li>h. only be directly accessed by motor vehicles from Huntingdon Road and Histon Road (through South Cambridgeshire);</li> <li>i. provide a direct route for public transport, including access for all, through the development, and a circuitous route for private motor</li> </ul>	<p>When the policy was drafted, the outline application<sup>4</sup> and associated S106 agreement was still under consideration and as such the policy made reference to elements still to be secured through the granting of this permission. It is considered that certain elements of policy 19 and its supporting text should now be updated to reflect the terms of the outline permission. This is in response to representation number 26572.</p>

<sup>4</sup> 07/0003/OUT

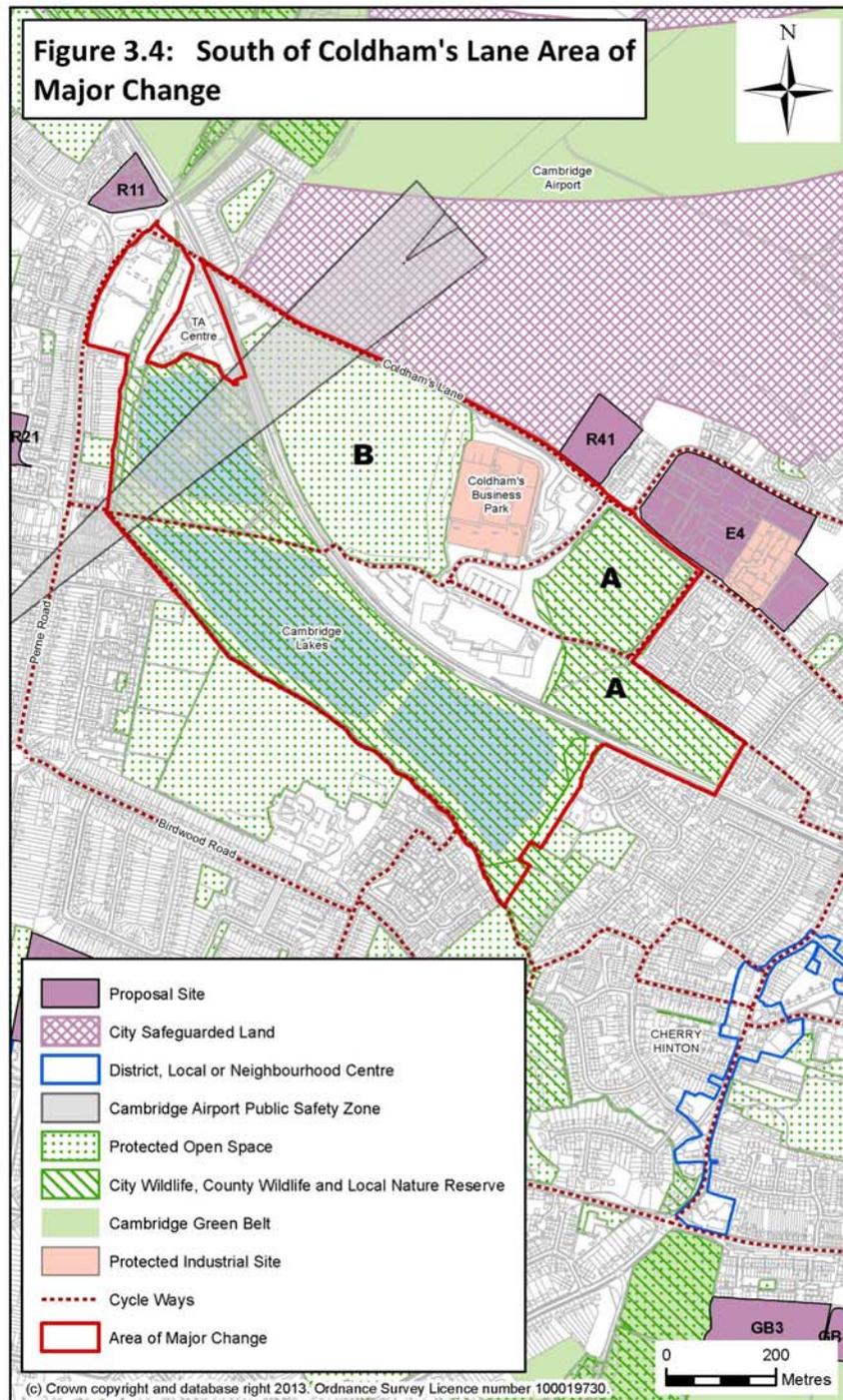
Page	Policy/Paragraph	Minor Modification	Justification
73	Paragraphs 3.74 to 3.80, Policy 19: NIAB 1 Area of Major Change	<p>vehicles;</p> <p>j. where possible retain and enhance existing definitive footpaths that cross the site, or provide suitable and safe equivalent links as part of the development;</p> <p>k. provide for walking, cycling, and <del>wheelchair-user</del> improvements <u>for people with disabilities</u> (accessible for all) on- and off-site to offer more sustainable travel choices for residents, including an orbital cycle link from Huntingdon to Histon Road along the western boundary and enhancing the footpath to Thornton Way; and</p> <p>l. respect, take account of and integrate with the adjacent NIAB sites 2 and 3 in South Cambridgeshire, and ensure the timely provision of related infrastructure.</p> <p>3.74 <u>The vision for land between Huntingdon Road and Histon Road, also known as the NIAB 1 site or Darwin Green 1 site, is to create a distinctive, integrated and accessible new residential neighbourhood for Cambridge, to the highest quality of design and embodying the principles of sustainability. The land is allocated for housing and associated mixed-use development, and any design will need to ensure good connections to other areas of the city.</u></p> <p>3.75 <u>An outline application has been approved, subject to the signing of the S106 agreement. Approval has been granted for up to 1,593 dwellings with associated community, educational, open space and retail uses. The total area of the site within the city is approximately 53 hectares. A small part at the eastern end of the NIAB 1 site is within South Cambridgeshire, which includes the access off Histon Road. As part of the S106 agreement, contributions have been secured for off-site mitigation to compensate the loss of Christ's and Sidney Sussex sports grounds.</u></p>	<p>These modifications are considered to be minor as they reflect progress that has been made since the granting of the outline planning permission and as such are factual in nature. When the policy was drafted, the outline application<sup>5</sup> and associated S106 agreement was still under consideration and as such the policy made reference to elements still to be secured through the granting of this permission. It is considered that certain elements of policy 19 and its supporting text should now be updated to reflect the terms of the outline permission. This is in response to representation number 26572.</p>

<sup>5</sup> 07/0003/OUT

Page	Policy/Paragraph	Minor Modification	Justification
		<p>3.76 Key constraints on the site include noise pollution from the A14. In addition, definitive footpaths cross the site linking Histon Road and Huntingdon Road with Girton. The existing National Institute of Agricultural Botany (NIAB) building on Huntingdon Road, which is a local heritage asset <u>adjoining the site</u>, will need to be <del>retained and integrated within the scheme respected</del>.</p> <p>3.77 The Informal Planning Policy Guidance on Foodstore Provision in North West Cambridge (March 2011) identified the need for a <u>up to 2,000 sq m net foodstore on the NIAB site and another up to 2,000 sq m net foodstore on the North West Cambridge site. A <u>separate planning application will bring this element forward</u></u>.</p> <p>3.78 Figure 3.6 provides a diagrammatic representation of the principal land uses, access and transport arrangements and landscape provision for the <u>NIAB site</u> and its relationship with North West Cambridge, West Cambridge, and the rest of the city.</p> <p>3.79 Any further planning applications within this area will need to be in accordance with the outline consents and/or this policy. The design will also need to take account of existing character, retain environmental features of value, enhance biodiversity and create a <u>well-integrated edge with NIAB-2 development with its context</u>.</p> <p>3.80 Development should be mindful of neighbouring developments <u>on land between Huntingdon Road and Histon Road in South Cambridgeshire, also known as NIAB 2 and 3 or Darwin Green 2 and 3</u>, and the land between Huntingdon Road and Madingley Road, <del>and where</del> possible comprehensive, phased and integrated solutions to elements such as education, transport and community facilities should be <u>considered supported</u>. <del>The secondary school is included in the current proposals for NIAB 2, and if this is delivered this will meet the needs of NIAB 1.</del></p>	

Page	Policy/Paragraph	Minor Modification	Justification
250	Proposals Schedule – Site M13 West Cambridge Site	<i>Amend the text under the existing uses column of the table as follows:</i>  Agricultural, University and research institutes.	This modification is considered to be minor as it is a factual clarification related to existing uses on the site.

Proposed Minor Modifications to Figure 3.4



## Appendix 6: Proposed Minor Modifications to the Submission South Cambridgeshire Local Plan

The minor modifications set out below relate to a number of policies and their supporting text in the Submission South Cambridgeshire Local Plan. The changes are expressed either in the conventional form of strikethrough for deletions and underlining for additions of text, or by specifying the modification in words in italics.

The page numbers and paragraph numbering below refer to the Submission South Cambridgeshire Local Plan, and do not take account of the deletion or addition of text.

Page	Policy/Paragraph	Minor Modification	Justification
47	Paragraph 3.4	The Orchard Park site was originally allocated for mixed-use development including 900 dwellings in the South Cambridgeshire Local Plan 2004 and the Site Specific Policies DPD (adopted January 2010) carried forward the allocation. Outline planning permission was granted in 2005 and has lapsed. The majority of the development has been completed. <del>Pre-application discussions are on-going to bring forward Parcel K1 for 36 self-build dwellings, which is the last remaining housing parcel from the original Development Framework Plan.</del>	This modification is considered to be minor as it reflects the change in position since the submission of the plan, it also make plan less time sensitive.
47	Paragraph 3.6	A hybrid planning permission for the south west corner including Parcels Q, Com 2a, Com 2b, E3, E4 and HRCC was granted in February 2013, incorporating outline planning permission for 112 dwellings and full planning permission for 28 dwellings, retail units and open space. For Parcels L2 and Com 4 adjacent to the A14, <u>the planning application process is underway pre-application discussions with the landowners are on-going.</u>	This modification is considered to be minor as it reflects the change in position since the submission of the plan, it also make plan less time sensitive.
49	Policy SS/2 Paragraph 2b	Amend Policy SS/2 2b to read: <del>Design Guides/</del> Design Codes for the <del>each phase of</del> development will be required to be submitted and approved before the granting of the <u>first reserved matters consent, as part of applications for the grant of</u>	This modification is considered to be minor, to ensure a consistent cross boundary approach with that now established for Darwin Green 1 through

Page	Policy/Paragraph	Minor Modification	Justification
49	Policy SS/2 Paragraph 4	<p>Amend Policy SS/2 4 to read:  Approximately 1,000 dwellings will be provided in South Cambridgeshire. The final number of <u>homes may be higher or lower than the indicative capacity, and will be informed by a design-led assessment with a good mix of house types, sizes and tenures (including affordable housing) attractive to, and meeting the needs of, all ages and sectors of society including those with disabilities.</u></p>	<p>the planning permission, and reflect the approach now taken by South Cambridgeshire District Council. In response to representations 56980, 56981 and 59496.  Responding to representation 59496, this modification is considered to be minor as it provides further clarification that capacity is indicative, consistent with approach in Policy H/1 for village allocations.</p>
49	Policy SS/2 Paragraph 5	<p>Amend Policy SS/2 5 to read:  The development will provide for an appropriate level and type of services, facilities and infrastructure to meet the day to day needs of the development with on site or elsewhere in North West Cambridge (within or outside the district), including a secondary school, primary school, local shopping and community facilities. Provision will be through innovative means, 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 effective to service and facility providers. <u>Some provision has already been planned within the local centre of the adjoining development in Cambridge including a health centre and supermarket. Provision of other facilities to meet the needs of development in South Cambridgeshire will either need to be made on-site or via contributions for off-site provision.</u> Provision for outdoor sports facilities, provision for teenagers and children, and informal open space, and allotments will be made in accordance with Policies SC/7</p>	<p>Responding to Representations 56980 56982 by Cambridge City Council. This modification is considered to be a minor as it provides clarification regarding the approach to services and facilities.</p>

Page	Policy/Paragraph	Minor Modification	Justification
50	<p>Policy SS/2 paragraph 6</p>	<p>and SC/8. If the most appropriate location for provision in accordance with the Masterplan for the site are found to lie in the adjoining development in Cambridge City, e.g. in the proposed local centre, the planning obligation will include a requirement for contributions to the provision of offsite services and facilities.</p> <p>Amend Policy SS/2 6 to read: Development and transport systems will be planned in order to integrate with adjoining development in Cambridge City, to reduce the need to travel and to maximise the use of sustainable transport modes, so as to achieve a modal share of no more than 40% of trips by car (excluding passengers). This will include the provision of car clubs, employee travel plans, residential travel planning, and other similar measures <u>which could include car clubs.</u></p>	<p>Responding to representation 59496, this modification is considered to be minor as it clarifies that specific measures would be resolved through the Transport Assessment / Travel Plan process.</p>
51	<p>Policy SS/2 paragraph 10</p>	<p>Amend Policy SS/2 10 to read: The development will be highly accessible and permeable to all its residents on foot, by cycle and High Quality Public Transport (HQPT), to support non car modes of travel, recreation and health. HQPT will be provided to serve the development, including <u>segregated bus priority through the development, which might include segregation if required,</u> linking effectively with the route through the adjoining development in Cambridge City and into the wider bus network. There will be a network of strong internal and external cycle and footpath links to neighbouring parts of the urban and rural areas.</p>	<p>Responding to representation 59496, this modification is considered to be minor as it clarifies that a fully segregated route may not be required in order to deliver bus priority.</p>
51	<p>Policy SS/2 Paragraph 11</p>	<p>Amend Policy SS/2 11 to read: A Countryside Enhancement Strategy for the land between Huntingdon Road, Cambridge Road / Histon Road and the A14 retained in the Green Belt will be prepared and implemented to protect existing and</p>	<p>Responding to representation 59496, this modification is considered to be minor as it clarifies that this is a reference to the existing bridge.</p>

Page	Policy/Paragraph	Minor Modification	Justification
52	Policy SS/2 Paragraph 13	<p>provide new landscape, biodiversity and public access enhancements, including hedgerow management and enhancement, measures to protect and enhance wildlife habitats, and new footpaths, cycleways and bridleways including access via an <u>the existing</u> A14 overbridge <del>to planned routes north of the A14</del> to connect to the wider public rights of way. Developers will be required to retain appropriate existing features of ecological interest.</p> <p>Amend Policy SS/2 13 to read: Noise and air quality assessments will be required as part of any planning application. If necessary, development will be subject to measures, which may include planning conditions and / or planning obligations, a landscaped buffer, and layout and design measures, to mitigate the effects of air pollution and noise caused by traffic using the A14 north of the site and Histon Road east of the site. Noise attenuation fencing will <u>only</u> <del>not</del> be permitted <u>excepted that landscape bunds to the location of watercourses it is demonstrated that landscape bunds are impractical. The length of such fencing will be minimised. The impacts of development on air quality objectives and the designated Air Quality Management Area (AQMA), and the anticipated effects of the A14 Improvements on the nature and extent of the AQMA should also be taken into account. A site based Low Emission Strategy will also be required (see Policy SC/13). Residential development must be outside AQMA. Land within the AQMA can be used to provide noise bunds, water management facilities and open space uses for the wider development.</u></p>	Responding to representation 59496, this modification is considered to be minor as it acknowledges there may be specific areas where bunding is impracticable.

Page	Policy/Paragraph	Minor Modification	Justification
53	Paragraph 3.12	<p>Amend paragraph 3.12 to read:</p> <p>The site is identified for approximately 1,000 dwellings and associated development, which lies in the Parish of Impington (with the adjoining countryside to the west lying in the Parish of Girton). The site and adjoining land will provide the infrastructure needed to deliver and serve the urban extension as a whole. The notional capacity of <u>1000 dwellings is a robust estimate of capacity for the purposes of plan making. The number of dwellings will be determined by a design led approach to deliver the original Darwin Green 2 site has been reduced from approximately 1,100 to 900 dwellings in light of concerns that the higher figure could result in densities that are too high and not compatible with achieving a high quality development on this edge of Cambridge, and to ensure that a higher figure is not relied on in lane supply terms than is eventually delivered. The additional part of the site added through this Local Plan is has capacity for approximately 100 further dwellings outside of the AQMA, and is subject to ensuring sufficient space between the development and the A14 for a noise bund, preserving important landscape features and all water management features necessary to serve all parts of the Darwin Green development.</u></p>	<p>Responding to representation 59496, this modification is considered to be minor as it provides clarification that capacity is indicative and will be determined through the planning application process in order to ensure best use of land towards the top of the search sequence.</p>
53	Paragraph 3.14	<p>Amend Paragraph 3.14 to read:</p> <p>This rural area provides an opportunity for Green Belt enhancement and a Countryside Enhancement Strategy will be required to demonstrate how landscape and biodiversity enhancements will be achieved in the area as far north as the A14 trunk road to help enhance the quality of the setting of Cambridge and mitigate the impact of development. It will also set out improved countryside access to provide</p>	<p>Responding to representation 59496, this modification is considered to be minor as it clarifies the reference to the current public footpath, and how it is to be addressed in the new development, which will not run through open countryside once Darwin Green 1 is built.</p>

Page	Policy/Paragraph	Minor Modification	Justification
53	Paragraph 3.16	<p>for informal recreation to serve both the development proposed in the City and existing development in this sector of Cambridge. This should include a replacement facility for the <u>There is a current public footpath through open countryside along the administrative boundary between Darwin Green 1 and Darwin Green 2. This route that will be incorporated into the development. New routes for Non-Motorised Users will be delivered in the countryside between the site and the A14, well as pedestrian / cycle use of the A14 overbridge.</u></p> <p>Amend Paragraph 3.16 to read:</p> <p>The development will help meet the high level of housing need in the district. This requires balancing the need to make best use of land with creating a high quality urban extension to Cambridge. The final number of dwellings will be determined through a design-led approach and the required Masterplan and Design Guides/ Codes and the capacity of approximately 1,000 is a notional capacity to be finalised through the planning application process. A range of house types, sizes and mix will also be important in ensuring a balanced community.</p>	<p>This modification is considered to be minor as it is a consequential change to reflect the modification to Policy SS/2 Paragraph 2b.</p>
54	Paragraph 3.17	<p>Amend Paragraph 3.17 to read:</p> <p><del>Providing substantially more affordable housing in and close to Cambridge is fundamental to the growth area strategy for the Cambridge Sub-Region. This is necessary to sustain the growth of the local economy and to ensure that local people are not priced out of the housing market by economic success. The strategic developments are the key to addressing the affordable housing requirements of the area.</del></p> <p>Amend Paragraph 3.18 to read:</p> <p>All necessary community services and facilities will be provided by the</p>	<p>Responding to representation 59496, this modification is considered to be minor as it is not necessary to include as supporting text to this policy.</p>
54	Paragraph 3.18		<p>Responding to Representation by Cambridge City Council. Minor change to</p>

Page	Policy/Paragraph	Minor Modification	Justification
57	Policy SS/4 (Title)	<p>development, either onsite or through contributions to off- site provision secured through a planning obligations, <del>for example through provision of new facilities or enhancement of existing facilities in the wider North West Cambridge Quadrant in the local centre proposed in the adjoining development in Cambridge City if masterplanning determines this is most appropriate and deliverable.</del> Open space provision will also provide opportunities for enhanced nature conservation value, and will enable quiet enjoyment of the natural environment.</p> <p>Amend Policy title to read:</p> <p>Policy SS/4: Cambridge Northern Fringe East and <del>land surrounding the proposed new railway Cambridge Science Park station</del></p>	<p>This modification is considered to be a minor as it provides clarification that the new Station has yet to be named.</p> <p><b>Note: Proposed Minor Modifications to policy SS/4 and supporting text (paragraphs 3.28 to 3.33) should be considered alongside proposed minor modifications to Policy 14 and supporting text in the Submission Cambridge Local Plan, which would deliver identical policies for both plans. It is considered that this would assist the creation of the joint AAP , and responds to representations by Brookgate (58364).</b></p>
57	Policy SS/4 Paragraph 1	<p>Amend paragraph to read:</p> <p>The Cambridge Northern Fringe East and <del>land surrounding the proposed Cambridge Science Park new Railway Station</del> will enable the</p>	<p>This modification is considered to be a minor as it provides clarification that the new Station has yet to be named.</p>

Page	Policy/Paragraph	Minor Modification	Justification
57	Policy SS/4 Paragraph 2	<p>creation of a revitalised, employment focussed area centred on a new transport interchange.</p> <p>Amend paragraph to read:</p> <p>The area, shown on the Policies Map, <u>and illustrated in Figure 8</u>, is allocated for high quality mixed-use development, primarily for employment within Use Classes B1, B2 and B8 as well as a range of supporting uses, commercial, retail, <u>leisure</u>, and residential uses (subject to acceptable environmental conditions).</p>	<p>This modification is considered to be a minor, as the additional example of a potential supporting use for consistency with the Cambridge local plan, do not significantly change the outcome of the policy.</p>
57	Policy SS/4 Paragraph 3	<p>Amend paragraph to read:</p> <p>The amount of development, site capacity, viability, timescales and phasing of development will be established through the preparation of an Area Action Plan (AAP) for the site. <u>The AAP will be developed jointly between South Cambridgeshire District Council and Cambridge City Council, and will involve close collaborative working with Cambridgeshire County Council, Anglian Water and other stakeholders in the area. The final boundaries of land that the joint AAP will consider will be determined by the AAP.</u></p>	<p>. This modification is considered to be a minor as it elaborates on the production of the AAP, and provides consistency with the Cambridge Local Plan.</p>
57	Policy SS/4 Paragraph 4	<p>Amend paragraph to read:</p> <p>4. All proposals should:</p> <ol style="list-style-type: none"> <li>a. Take into account existing site conditions and environmental and safety constraints <del>in this area</del>;</li> <li>b. Demonstrate that environmental and health impacts (including</li> </ol>	<p>This modification is considered to be a minor as provides consistency with the Cambridge Local Plan which identifies Bramblefields within the policy. It also responds to representations from the Wildlife Trust (58366), to highlight other</p>

Page	Policy/Paragraph	Minor Modification	Justification
		<p>odour) from the <u>Cambridge Water Recycling Centre Waste Water Treatment Works</u> can be acceptably mitigated for occupants;</p> <p>c. Ensure that appropriate access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner;</p> <p>d. <u>Recognise the existing local nature reserve at Bramblefields, the protected hedgerow on the east side of Cowley Road which is a City Wildlife Site, the First Public Drain, which is a wildlife corridor, and other ecological features, and where development is proposed provide for appropriate ecological mitigation, compensation, and enhancement measures either on- or off-site; and</u></p> <p>e. Ensure that the development would not compromise opportunities for the <u>future-redevelopment of the wider area land within the AAP boundary.</u></p>	<p>biodiversity assets within the site area. Similar minor modifications are proposed, to the Cambridge local plan, to deliver a consistent approach.</p>
57	Paragraph 3.28	<p>Amend Paragraph 3.28 to read:</p> <p>Cambridge Northern Fringe East is located within the Cambridge City Council and South Cambridgeshire District Council authority boundaries. <u>The majority of the area is within Cambridge with Chesterton Sidings and part of the St.John's Innovation Park within most of the land between Cowley Road and Milton Road is in South Cambridgeshire. An early review of the site through a jointly-prepared Area Action Plan will ensure a coordinated approach is taken. This will enable the feasibility of development and its viability to be properly investigated and A coordinated approach to planning of the area across</u></p>	<p>This modification is considered to be a minor as it elaborates on the production of the AAP, and provides consistency with the Cambridge Local Plan, and provides clarification regarding the production of a joint AAP.</p>

Page	Policy/Paragraph	Minor Modification	Justification
57	Paragraph 3.29	<p>Amend Paragraph 3.29 to read:</p> <p>The new <del>proposed</del> railway station, on the sidings in South Cambridgeshire, will be served by the <u>Cambridgeshire Guided Busway</u> and will include cycle parking facilities and car parking. The station will significantly improve the accessibility of the site and surrounding area including access to and from the Cambridge Business Park, <u>St John's Innovation Park</u> and Cambridge Science Park <del>and St John's Innovation Park Centre</del> making the area a highly attractive business destination.</p>	<p>This modification is considered to be minor as it clarifies titles of locations within the area, and provide consistency with the Cambridge Local Plan.</p>
57	<p>Insert New Paragraph between paragraphs 3.29 and 3.30</p>	<p>The following additional text to be added to the Supporting text between paragraphs 3.29 and 3.30:</p> <p><u>The new railway station will provide a catalyst for regeneration of this area. Early development around the new station could help create a vibrant area around this key infrastructure to meet the needs of users of the station and bring forward further phased delivery elsewhere within the C/NFE area. Planning applications for early phases of development may be made, following submission of the AAP for examination but before its adoption, subject to ensuring that they would not prejudice the outcome of the AAP process and the achievement of the comprehensive vision for the area as a whole that will be established by the AAP.</u></p>	<p>This modification is considered to be a minor as it does not amend the policy or undermine the role of the AAP. Modification to the supporting text highlights that early phases of development may be likely, responding to representations by Brookgate (58364). Also proposed to be added to the Cambridge Local Plan, providing a consistent approach.</p>
57	Paragraph 3.30	Replace paragraph 3.30 with:	This modification is partly in response to

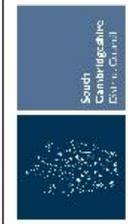
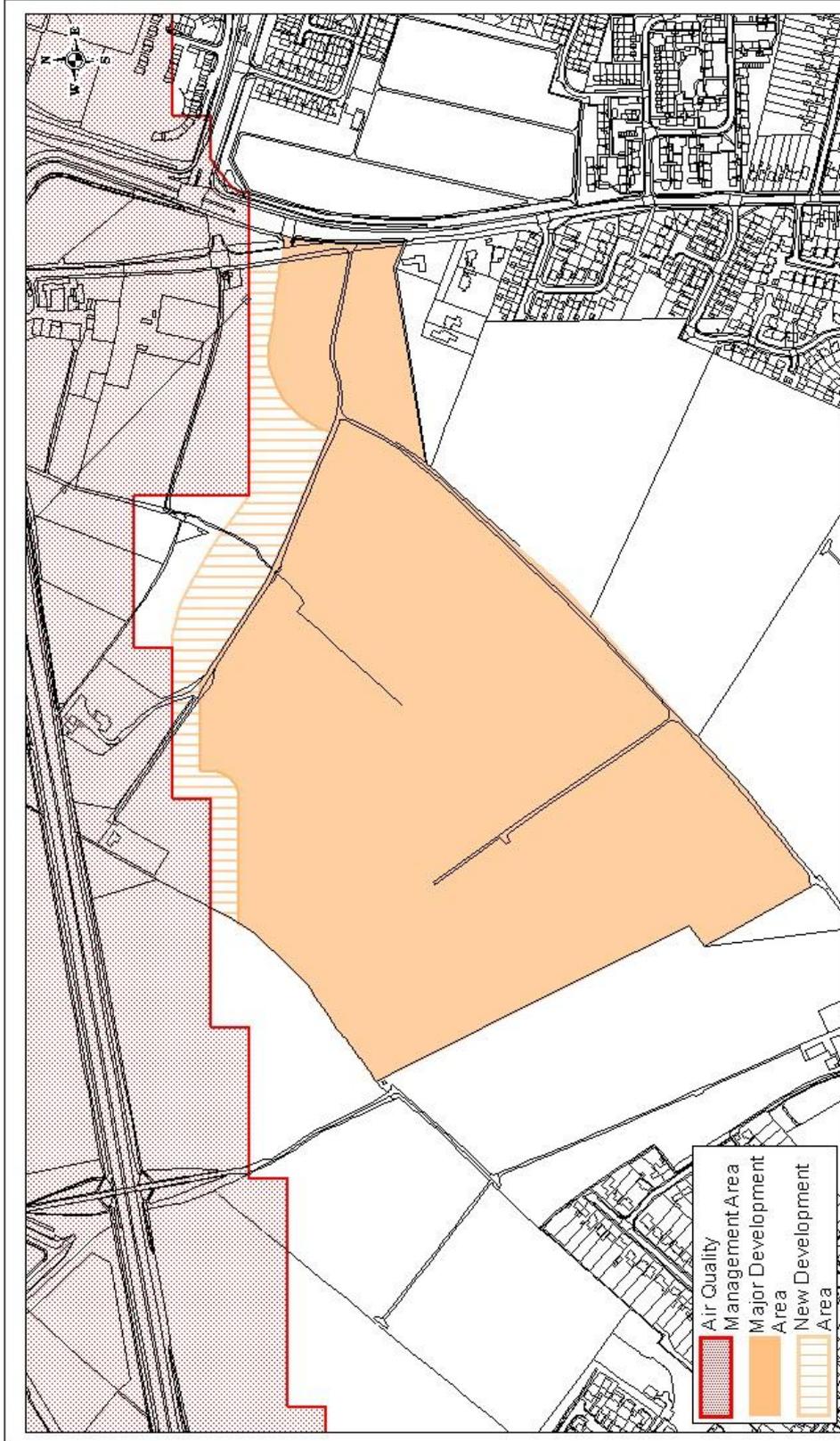
Page	Policy/Paragraph	Minor Modification	Justification
58	Paragraph 3.31	<p><u>The adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and Site Specific Proposals Plan (2012) designates a safeguarding area for the existing Cambridge Water Recycling Centre and another for an existing aggregates railhead: as well as a Waste Consultation Area for an existing waste management facility. In addition, it identifies an area of search for a household (waste) recycling centre to serve the north of Cambridge and an inert waste recycling facility. Any development proposals will need to be assessed against the above minerals and waste policies and specifically will need to prove they are compatible to ensure the existing safeguarded aggregates railhead and waste operations can continue without conflict.</u></p>	<p>representation from LaFarge Tarmac (57033). This modification is considered minor as it provides clarification, and consistency with an identical change proposed to the South Cambridgeshire Local Plan that also responds to modification by the Cambridgeshire County Council (SCLP 60748), and provides further detail on the existing Cambridgeshire County Council Minerals and Waste policies.</p>
58	Paragraph 3.32	<p>Amend Paragraph 3.31 to read:</p> <p>The sidings, in South Cambridgeshire, currently have a number of businesses importing aggregate using the railway that is used for construction and road maintenance in the wider Cambridge area. This provides an important source of building materials for the wider area. <del>The operations associated with the on-going use of these facilities produce noise and dust and consideration of how these uses will operate in the longer term will be considered in the AAP.</del></p>	<p>This modification is partly in response to representation from LaFarge Tarmac (57033). This modification is considered to be minor as it is a consequential change in light of the proposed modification to paragraph 3.30, and provides clarification, and consistency with change proposed to the South Cambridgeshire Local Plan that also responds to modification by the Cambridgeshire County Council (SCLP 60752)</p>
58	Paragraph 3.32	<p>Amend Paragraph 3.32 to read:</p>	<p>This modification is considered to be a minor as it seeks to clarify options to be</p>

Page	Policy/Paragraph	Minor Modification	Justification
		<p>Exploration of the viability and feasibility of redevelopment of the <u>Cambridge Water Recycling Centre Waste Water Treatment Works within Cambridge City</u> to provide a new treatment works facility either <u>elsewhere or</u> at a smaller scale on the current site will be undertaken as part of the feasibility investigations in drawing up the AAP. A reduced footprint could release valuable land to enable a wider range of uses to be <u>provided through the release of additional land</u>. Residential development could be created, subject to appropriate ground conditions, <u>contamination issues</u>, amenity and air quality.</p>	<p>explored through the AAP process, and provide consistency with the Cambridge Local Plan. Responds to representation by the Environment Agency (to the Cambridge Local Plan) to add reference to contamination issues.</p>
58	Paragraph 3.33	<p>Amend Paragraph 3.33 to read:  The development of Cambridge Northern Fringe East will require partnership working between landowners and developers, as well as the two local authorities, and Cambridgeshire County Council. <u>The Highways Agency will also be engaged with on strategic road network issues.</u></p>	<p>This modification is considered to be a minor as it provides consistency with the South Cambridgeshire Local Plan that responds to modification by the Highways Agency (61232), which sought to highlight their role as a consultee.</p>
62	Figure 8	<p>Amend Figure 8 title to read:  Illustration of Major Development Areas at Cambridge Northern Fringe East <u>and land surrounding the proposed Cambridge Science Park and new railway Sstation</u></p>	<p>This modification is considered to be a minor as it provides clarification that the new Station has yet to be named.</p>
62	Figure 8	<p>Extend the Proposed Area Action Plan Boundary on the map to include:  The triangular parcel of land to the south of Chesterton sidings.</p>	<p>Minor modification to be consistent with proposed change discussed in Question 6 of Matter 9c, to reflect minor proposed modification to the Cambridge Local Plan</p>

<b>Page</b>	<b>Policy/Paragraph</b>	<b>Minor Modification</b>	<b>Justification</b>
62	Figure 8	Amend notification on key to: Change <del>Proposed Science Park Station</del> to read <u>New Railway Station</u>	Proposals Map. This modification is considered to be a minor as it provides clarification that the new Station has yet to be named.
	Inset B Policies Map	Extend the Proposed Area Action Plan Boundary on the map to include: The triangular parcel of land to the south of Chesterton sidings.	Minor modification to be consistent with proposed change discussed in Question 6 of Matter 9c, to reflect minor proposed modification to the Cambridge Local Plan Proposals Map.

**Appendix 7: Planning Application History for Site R43**

<b>APPLICATION REFERENCE</b>	<b>DESCRIPTION</b>	<b>STATUS</b>
<b>07/0003/OUT</b>	Outline application for mixed use development comprising up to 1,593 dwellings on approximately 40 hectares of land, a primary school, community hall, supermarket and up to six retail or service units (use classes A1, A2, A3, A4 and A5)	Approved with S106 agreement signed 18 December 2013  Design Code (condition 5) approved 26 February 2014
<b>07/1124/REM</b>	Reserved matters submission (access, external appearance, landscaping and design) for 187 dwellings comprising 6 x 1 bed flats, 140 x 2 bed flats, 4 x 2 bed duplex units, 24 x 3 bed houses and 13 x 4 bed houses	Approved May 2008.  153 units completed as of 2013/14 AMR (RD/AD/360)
<b>14/0086/REM</b>	Reserved matters of 07/0003/OUT for access roads, pedestrian and cycle paths, public open space, services across the site and one allotment site	Approved subject to conditions
<b>14/1410/REM</b>	Reserved matters application for the construction of public square with hard surfaced pedestrian and cycle areas, access road, disabled and service bay parking, soft landscaping, drainage and utilities pursuant to outline approval 07/0003/OUT	Approved subject to conditions
<b>S/0001/07F</b>	Full application for parcel of site within South Cambridgeshire District - Formation of Vehicular, Pedestrian and Cycleway Access Road from Histon Road to serve the Urban Extension of the City between Huntingdon Road and Histon Road, Cambridge, together with Drainage and Landscaping Works.	Approved 18-Dec-2013 (alongside outline approval for City land)
<b>S/0247/14/DC</b>	Discharge of a range of conditions related S/0001/07F.	Part Discharged
<b>S/0749/14/DC</b>	Discharge of Strategic Water Condition 6 attached to planning permission S/0001/07/F.	Discharged
<b>C/5000/15/CC</b>	Detailed application for the erection of 2 form of entry primary school and children's centre	Under consideration



## Appendix 8 - Map showing the relationship of the Policy SSI/2 site boundary with the AQMA

Date:	27/02/2015
Produced by:	Christopher Aschauer
Series:	Planning Policy
Scale:	1:5 000 @ A4

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## Appendix 9: Update on progress of Cambridge Northern Fringe East

A9.1 This document provides an update on progress of the on the following projects and issues relevant to the Cambridge Northern Fringe East area, Area Action Plan, and other events or decisions subsequent to the Submission of the Local Plans:

- Cambridge Northern Fringe East Area Action Plan (CNFE AAP)
- Proposed new railway station
- Extension of the Cambridgeshire Guided Busway to connect to the new station
- City Deal – Milton Road and A10 corridor
- Updated position on new pedestrian and cycleway routes
- Reconfiguration of minerals transfer operations on Chesterton Sidings

A9.2 A visioning workshop for CNFE took place in October 2013.

A9.3 Cambridge City Council, South Cambridgeshire District Council, and Cambridgeshire County Council met on 6 February 2014 at the Joint Strategic Transport and Spatial Planning Group<sup>161</sup> and agreed to commence the preparation of the CNFE AAP. The Group recommended that Cambridge City Council and South Cambridgeshire District Council would be plan-making partners, whilst Cambridgeshire County Council determined to be a key stakeholder supporting the preparation of the AAP, but not to review their Minerals and Waste Plans at this time. This recommendation was approved by the three Councils through their respective formal decision-making processes<sup>162 163</sup>.

A9.4 Both Councils updated their Local Development Scheme to include a timetable for the production of the Area Action Plan<sup>164</sup>.

A9.5 Preparation of the AAP started in March 2014 with the commencement of a number of background studies and investigations on employment options, flood risk, and other environmental considerations including odour and ground conditions. The Employment Options Study also assessed viability and deliverability and reviewed the property market context of the area, including discussions with land owners and other stakeholders.

A9.6 The evidence base gathering informed the preparation of the CNFE AAP Issues and Options Report<sup>165</sup>. The Issues and Options Report was subject to public consultation from 8 December 2014 to 2 February 2015 and the responses are currently being analysed.

A9.10 The Issues and Options Report proposed a vision and objectives for the area. It then focused on four alternative redevelopment options (summarised in the table below)<sup>166</sup>,

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<sup>161</sup> Joint Strategic Transport and Spatial Planning Group on 6 February 2014 (RD/CR/200) Agenda Item No. 6: Cambridge Northern Fringe East

<sup>162</sup> Planning Policy and Localism Portfolio Holder Meeting on 11 February 2014 (RD/CR/120) Agenda Item No. 18: Update of Local Development Scheme (LDS).

<sup>163</sup> Development Plan Scrutiny Sub Committee Meeting on 25 March 2014 (RD/CR/520) Agenda Item No. 7 (14/7/DPSSC): Cambridge Local Development Scheme (LDS).

<sup>164</sup> Cambridge City Council Local Development Scheme (RD/Sub/C/130) and South Cambridgeshire Local Development Scheme (RD/Sub/SC/130).

<sup>165</sup> Cambridge Northern Fringe East Area Action Plan – Issues and Options (RD/LP/320) Pages 77 and 78, Appendix 2: Provides a list of the Evidence Base Documents for the AAP.

<sup>166</sup> Cambridge Northern Fringe East Area Action Plan – Issues and Options (RD/LP/320) Page 31, Summary of Redevelopment Options

proposing different mixes of uses, and different treatments for key parts of the site. Options 1 and 2 propose land uses with the Water Recycling Centre (WRC) remaining in its current form, whilst options 3 and 4 propose its reconfiguration or relocation away from the area respectively. The options were accompanied by a range of other issues and options which could lead to policies in the AAP.

**Table 9.1: Summary of Redevelopment Options**

**Option 1: Lower Level of Redevelopment** – Creates an enhanced ‘Boulevard’ approach to the proposed new railway station, to provide a gateway to Cambridge. Focuses on regeneration of areas of more easily available land, allowing existing business and the Water Recycling Centre to stay, whilst creating a major new area for businesses. This option could be delivered early, but does little to secure the wider regeneration of the area.

**Option 2: Medium Level of Redevelopment** – Focuses on regeneration of areas of more easily available land, allowing existing business and the Water Recycling Centre to stay. Includes new homes and a local centre near the proposed new railway station, to create a vibrant mixed use area around the gateway. More comprehensive redevelopment improving existing areas south of Cowley Road, to integrate them into the Station area. A new road north of Cowley Road to separate out industrial traffic from the main station access. Option for Nuffield Road industrial area to change to offices / residential. This option could be delivered in the short to medium term.

**Option 3: Higher Level of Redevelopment** – Reconfiguration of the Water Recycling Centre onto a smaller site, with more indoor or contracted operations, subject to technical, financial and operational deliverability. Would retain the Water Recycling Centre on site but open up options for larger scale employment redevelopment and a mix of other uses. This option is complex and delivery of the full option would be in the longer term. The potential to phase redevelopment to achieve the objective of an early gateway to the proposed new railway station would need to be explored, whilst ensuring that the delivery of the full option is not prejudiced by piecemeal redevelopment. Also in this option, Nuffield Road industrial area is proposed for entirely residential development, with existing industry relocated north of Cowley Road.

**Option 4: Maximum Level of Redevelopment** - Water Recycling Centre relocated off site, subject to identification of a suitable, viable and deliverable alternative site being identified. This would free up a large area of land for redevelopment, and the opportunity to comprehensively address the area. This option is complex and delivery of the full option would be in the longer term. The potential to phase redevelopment to achieve the objective of an early gateway to the proposed new railway station would need to be explored, whilst ensuring that the delivery of the full option is not prejudiced by piecemeal redevelopment.

A9.11 The next stage in the AAP process will include further evidence preparation, building on including in relation to the WRC and transportation issues. and There will be an ongoing dialogue with key stakeholders and the wider community to inform the preparation of the Proposed Submission version of the AAP, and the associated Development Infrastructure and Funding Study, and Implementation and Phasing Strategy.

Matter 9: Areas of Major Change / Major Development Areas on the Edge of Cambridge  
Statement by Cambridge City Council and South Cambridgeshire District Council  
March 2015

- A9.12 Planning permission was granted as a Regulation 3 application by Cambridgeshire County Council on 18 December 2013<sup>167</sup> for a new railway station on the Chesterton Rail Sidings. Network Rail advised on 12 February 2015 at the Cambridge North Area Committee<sup>168</sup> that the station scheme had been transferred to them. As a result of funding and procurement considerations, Network Rail will be submitting a new planning application which will be substantially unchanged from the previously approved proposal. The opening date for the new station is to be advised but is anticipated to be 2016/2017, with the new application having only a very limited impact on timetable, if any.
- A9.13 Work on the ground commenced in Summer 2014 for the installation of an extension of the Cambridgeshire Guided Busway to connect through to the new station and is due to be completed in June 2015. This will provide good public transport connections to and from the Huntingdon area and the new station.
- A9.14 The Milton Road and wider A10 corridors were identified for infrastructure investment through the City Deal process to implement the improvements identified in the Cambridge and South Cambridgeshire Transport Strategy<sup>169</sup>. The Milton Road corridor has been prioritised for the first tranche of funding<sup>170</sup>, and work is underway to explore options. A transport study looking at the wider A10 corridor, as part of the Year 6-10 Programme Development, is also commencing, and a study specifically exploring CNFE transport issues is being prepared in parallel. These will inform the preferred option for the AAP.
- A9.15 The AAP suggested a number of new pedestrian and cycleway routes linking the residential and employment areas to the south with the Guided Busway extension and new station. Cambridge City Council decided on 10 February 2015 that one of these routes, a proposed footpath and cycleway through the Bramblefields LNR should not proceed. This is because of the impact on the site's wildlife and tranquillity, and commuter traffic in the residential area<sup>171</sup>.
- A9.16 Planning permission was granted on 18 February 2015 by the Cambridge Fringes Joint Development Control Committee<sup>172</sup> for the reconfiguration and consolidation of the existing Lafarge Tarmac minerals processing and DB Schenker transfer operation at Chesterton Rail Sidings. This would enable surplus land on the sidings area to be available for alternative uses<sup>173</sup>.

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<sup>167</sup> Joint Development Control Committee – Cambridge Fringes on 18 December 2013 (RD/CR/510) Agenda Item No. 73 (13/73/JDCC) Planning permissions (ref C/05001/CC and S/00457/13/CC) for the proposed new station interchange at Chesterton Rail Freight Sidings

<sup>168</sup> Cambridge North Area Committee on 12 February 2015 (RD/CR/530) Agenda Item No. 5 (15/5/NAC) Network Rail: New Railway Station Update

<sup>169</sup> Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120)

<sup>170</sup> 2015-2020 prioritised infrastructure investment programme - City Deal Executive Board 28 January 2015 (RD/CR/144)

<sup>171</sup> Cambridge City Council News Release: [Nature preserved at local reserve after pathway plan ruled out \(10 February 2015\)](#) (RD/SS/230)

<sup>172</sup> Joint Development Control Committee - Cambridge Fringes (18 February 2015) (RD/CR/540) Planning permission (ref S/0467/13/CM) for reconfiguration and consolidation of the existing minerals processing and transfer operation, at Chesterton Rail Freight Sidings

<sup>173</sup> Cambridge Northern Fringe East Area Action Plan – Issues and Options (RD/LP/320) Pages 34 and 36, Figures 6.1 and 6.2 respectively show the extent of the reconfigured aggregates railhead and sidings as a result of the implementation of this planning permission.

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- A9.19 Anglian Water Ltd has just completed a £21M upgrade to their Cambridge WRC to meet the growth needs of the city and the area around up to 2031 as outlined in the Proposed Submissions of the Cambridge and South Cambridgeshire Local Plans. Anglian Water has advised that any further investment proposals on the future of the WRC will be a separate business decision in its own right.