

M5/CCC & SCDC



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

Matter 5 – Infrastructure/Monitoring/Viability

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

October 2014

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List of Abbreviations

AMR	Annual Monitoring Report
CIL	Community Infrastructure Levy
IDS	Infrastructure Delivery Study
LSTF	Local Sustainable Transport Fund
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
S106	Section 106 agreements or planning obligations
SHLAA	Strategic Housing Land Availability Assessment
SPD	Supplementary Planning Document

Introduction

1. This statement sets out both Councils' response in relation to the Inspector's Matters 5a. to 5d. regarding infrastructure, monitoring and viability.
2. All the documents referred to in this statement are listed in Appendix 1; and examination document reference numbers are used throughout for convenience.

Matter 5a: Do the Plans clearly identify the essential elements of infrastructure needed to deliver development as proposed?

3. The Plans set out the infrastructure requirements necessary to deliver their respective visions and objectives within site-specific and infrastructure policies. In line with paragraph 177 of the National Planning Policy Framework¹ (NPPF), the Plans ensure the timely and effective provision of infrastructure to support the development of housing and employment in the two districts, to meet the needs of growing communities, and to protect and enhance environmental assets.
4. As stated in the supporting text² to Policy 85 (Cambridge Local Plan) and Policy TI/8: (South Cambridgeshire Local Plan), key infrastructure components for Cambridge and South Cambridgeshire have been set out in the Councils' Infrastructure Delivery Study (IDS)³ and its 2013 update⁴ that accompany and support the Local Plans.
5. In developing the IDS, both Councils have worked closely with key infrastructure providers and stakeholders throughout the plan process, in order to obtain information on a wide range of infrastructure needs. The IDS not only considers what additional infrastructure is needed in Cambridge and South Cambridgeshire, but also establishes what other funding sources are available. These sources include core Government funding, anticipated planning obligations and anticipated necessary highways improvement schemes funded by organisations other than the Councils.
6. The IDS and its 2013 update represent an assessment of environmental, social and physical infrastructure requirements through the plan period to 2031, in accordance with paragraphs 156 and 162 of the NPPF⁵. Guidance from the Planning Inspectorate⁶ is that infrastructure delivery studies need to take a pragmatic view towards delivery and that crucial to the delivery of planning strategies is delivery within the first five years. To demonstrate this, the IDS and its 2013 update set out a broad framework for

¹ RD/NP/010

² Paragraphs 9.38 to 9.40, supporting text to Policy 85: Infrastructure delivery, planning obligations and the Community Infrastructure Levy of the Cambridge Local Plan (RD/Sub/C/010) and paragraphs 10.35 to 10.36, supporting text to Policy TI/8: Infrastructure and New Developments of the South Cambridgeshire Local Plan (RD/Sub/SC/010).

³ Cambridge City and South Cambridgeshire Infrastructure Delivery Study (August 2012)(RD/T/010)

⁴ Cambridge City and South Cambridgeshire Infrastructure Delivery Study Update (August 2013) (RD/T/020)

⁵ National Planning Policy Framework (RD/NP/010)

⁶ Planning Inspectorate - [Local Development Frameworks. Examining Development Plan Documents: Learning from Experience.](#) September 2009

infrastructure delivery over the plan period, with more detailed costing in the first 5 - 10 years where available⁷. Following on from this, the study proposes a prioritisation process to help identify projects that should form the initial focus for investment. For Cambridge, most of the development proposed to come forward over the next five years for housing and employment has already been granted outline planning permission, with infrastructure requirements included to support this. This development is focussed on the urban extensions on the edge of Cambridge. Similarly in South Cambridgeshire, development is focused on the major developments on the edge of Cambridge, at Northstowe and at Cambourne, although a number of smaller allocated sites will start to deliver towards the end of the first five years. Infrastructure needs of these sites can be met through the normal Section 106 (S106) or CIL process.

7. The IDS has examined the indicative phasing of planned development across Cambridge and South Cambridgeshire and infrastructure requirements have been placed within time bands dependent on when they are likely to be required by new development. The prioritisation process takes account of the intended spatial pattern of growth and reflects the importance of enabling physical infrastructure such as access roads and flood prevention but also recognises that there will be competing objectives, such as community infrastructure, that will be necessary to make development sustainable.
8. The IDS provides a spatial breakdown of infrastructure requirements including information for category, cost, delivery, phasing, funding, responsibility and location⁸. Where it has been necessary, the IDS has resolved what infrastructure is 'critical', 'necessary' and what is 'desirable'⁹. For infrastructure identified as being 'critical', there has been the appropriate level of detail on phasing/timing of the scheme, clear identification of agencies responsible for delivery, the funding streams in place and the appropriate contingencies in case of non-delivery. Overall, this provides a high degree of certainty of delivery of the infrastructure needed to support planned development¹⁰.
9. The IDS is a 'live' document and will periodically be updated to reflect changes in the evidence base, legislation and funding streams. It has already been updated in 2013¹¹.
10. The IDS 2012 contained overall schedules of infrastructure requirements¹² related to all known growth requirements, whether outline permission was in place or not. The

⁷ Paragraph 1.4.2, page 4 of the IDS (RD/T/010)

⁸ Appendices 4 and 5 of the IDS (page 152 onwards) (RD/T/010) set out schedules of infrastructure requirements and critical infrastructure requirements. Appendix B, page 30 of the IDS Update 2013 (RD/T/020) updates the infrastructure requirements.

⁹ See paragraphs 9.2.6 to 9.2.8, page 136 of the IDS for definitions of critical, necessary and desirable infrastructure.

¹⁰ Section 3 of the IDS (RD/T/010) sets out potential growth levels and their phasing to enable testing. It should be noted that the planned provision is subject to potential change but is essential to allow infrastructure requirements to be identified. Sections 4, 5 and 6 take physical, social and green infrastructure in turn, providing context and establishing how infrastructure requirements and costs have been identified and discuss funding and delivery issues.

¹¹ Cambridge City and South Cambridgeshire Infrastructure Delivery Study Update (RD/T/020).

¹² Appendices 4 and 5 of the IDS (page 152 onwards) (RD/T/010).

2013 Update was carried out to reflect agreed levels of provision emerging through both Local Plan reviews. The 2013 Update includes 5 new development locations in Cambridge and South Cambridgeshire (Waterbeach, Bourn Airfield, Cambourne West, Wort's Causeway and Fulbourn Road). The 2013 Update also contains a schedule of overall infrastructure requirements¹³. However, in the 2013 update, permitted and proposed developments are considered separately. Infrastructure requirements are broken down by development relationship into:

- permitted development;
- proposed development;
- existing infrastructure deficiencies; and
- aspirational infrastructure projects.

11. The IDS identifies infrastructure requirements of major developments and new settlements, including when new infrastructure is needed. This includes measures identified in the Transport Strategy for Cambridge and South Cambridgeshire¹⁴, which provides a specific list of schemes related to each transport corridor, and the sources of funding that will enable delivery.

Matter 5b: How will these be funded and delivered in a coordinated manner?

12. Infrastructure provision will be funded through a number of sources. Mainstream funding, such as the Councils' capital programmes, service providers' investment programmes, and Government grants, will continue to fund the bulk of infrastructure spending. However, planning obligations and CIL can provide a substantial resource for locally-determined priorities. Both Councils intend to adopt CIL and have separately submitted Draft Charging Schedules for public examination. CIL receipts will be used to help fund, in whole or part, infrastructure needed to support or mitigate the impact of new development over an area, whereas S106 planning obligations will remain for on-site mitigation, including the provision of affordable housing. Regardless of how it is funded, both Councils are committed to integrating transport infrastructure improvements and new provision with new development in a sustainable manner and to a high design quality.
13. In South Cambridgeshire, it is proposed to exclude a number of strategic major development areas from CIL, and address all infrastructure provision directly through the S106 process. This approach is consistent with National Planning Practice Guidance (NPPG) that suggests that when considering how a development should be valued for the purposes of CIL (i) the focus should be on strategic sites on which the relevant plan relies¹⁵ and (ii) if the evidence shows that the area includes a zone, which could be a strategic zone, which has a low, very low or zero viability, the charging authority should consider setting a low or zero rate in that area¹⁶. This approach also ensures that any ensuing viability negotiations only focus on the level of

¹³ Appendix B, page 30 of the IDS Update 2013 (RD/T/020).

¹⁴ RD/T/120.

¹⁵ NPPG (RD/NP/020) – reference ID25-019-20140612

¹⁶ NPPG (RD/NP/020) – reference ID25-021-20140612

financial contributions and affordable housing, to avoid delaying the granting of planning permission. The remaining developments, being those allocated through the local plan or approved as windfall development, will be subject to CIL payments under the charging schedule when adopted.

14. Cambridge City Council's draft Planning Obligations Strategy Supplementary Planning Document (SPD)¹⁷ looks to clarify the relationship between use of planning conditions, planning obligations and CIL. It aims to set out a clear and transparent approach to the use of S106 agreements and planning conditions to sit alongside CIL.
15. Both Councils have published draft Regulation 123 lists¹⁸, in accordance with the CIL Regulations, to demonstrate how monies raised through the levy will be paid. The final lists will be subject to a formal consultation process ensuring full engagement by key partners and stakeholders.
16. The IDS not only considers what additional infrastructure is needed in Cambridge and South Cambridgeshire, but also establishes what other funding sources are available. The IDS sets out a wide variety of potential public and private funding sources in Section 8 of the main report¹⁹. These sources include core Government funding, anticipated planning obligations and anticipated necessary highways improvement schemes funded by organisations other than the charging authority. The Councils will have to consider prudential borrowing, user charges and developer contributions as a means of potentially addressing the funding shortfall.
17. In terms of transport, a significant funding requirement identified in the IDS relates to the need for improvements to the A14. The Highways Agency A14 Huntingdon to Cambridge Scheme has funding committed, and is progressing through the Development Consent Order Process. The scheme is anticipated to be completed in 2019, in time to support delivery at Northstowe beyond the 1,500 dwellings capacity without the improvements in place.
18. Cambridgeshire has been successful in obtaining funding towards a number of major transport schemes in recent years.²⁰ For example, Cambridgeshire has received £5 million from the Department for Transport Local Sustainable Transport Fund (LSTF) for 2012 - 2015 for two major transport corridors²¹ across Cambridgeshire: between Cambridge and Alconbury (Enterprise Zone) and Cambridge to Ely. In addition to this, a further £1 million from the LSTF has been secured for 2015/16.

¹⁷ Cambridge City Council Draft Planning Obligations SPD (RD/T/240), which was subject to public consultation from 2 June 2014 to 14 July 2014.

¹⁸ Cambridge City Council's Regulation 123 – Submission Version (RD/T/270) and South Cambridgeshire District Council's Community Infrastructure Levy Draft Regulation 123 list (RD/T/234).

¹⁹ Pages 122 – 133, RD/T/010.

²⁰ See Section 4.2 of the IDS for further information.

²¹ Corridor 1 links Alconbury (Enterprise Zone), Huntingdon, St Ives, Northstowe (planned new town), Chesterton and Cambridge. Along Corridor 1, the A14 is the key road link and the main public transport link is the guided bus route, known as 'the Busway'. Corridor 2 links the hubs of Ely, Waterbeach, Chesterton and Cambridge. Along Corridor 2, the A10 is the main road route and the main public transport link is the train line between Ely and Cambridge, along which the new Cambridge Science Park Station will be located.

19. Investment in transport schemes is key for the Greater Cambridge area. Since the submission of the Local Plans and the adoption of the Transport Strategy for Cambridge and South Cambridgeshire²², the Councils and partner organisations have agreed a City Deal for Greater Cambridge²³ with the Government, which guarantees funding for infrastructure identified as a priority (for the first five years). Over the period 2015/6 to 2019/20, the Government will provide Greater Cambridge with £100 million, consisting of five annual payments of £20 million. This commitment provides Greater Cambridge with a high level of certainty to commence investment in its programme of transport infrastructure. Depending on the ability of the local partners to demonstrate tangible economic benefits from this investment, Greater Cambridge will be able to access up to an additional £400 million over the rest of the plan period. This investment sits alongside the over £500 million that Greater Cambridge partners expect to be able to invest to enable the supporting infrastructure needed to unlock the benefits of growth in the Greater Cambridge area. This pooling of central and local resources could ultimately lead to a total investment of £1 billion over the City Deal period. This helps to bridge the identified funding gap for the delivery of infrastructure.
20. As part of the City Deal, Greater Cambridge partners have committed to forming a combined authority to co-ordinate key planning and transport functions, once legislative changes have been made to enable this. A combined authority is a corporate structure with a statutory underpinning – designed to provide strong governance and accountability over an area’s natural economic footprint. They are voluntary arrangements, where the relevant local authorities enter into partnership in order to collaborate more closely to support economic development, including through the delegation of existing statutory powers from partner bodies into the new authority. In order for a combined authority to be created over this area, the legislation governing combined authorities will need to be amended. The Department for Communities and Local Government is currently considering what changes need to be made to the relevant legislation in order to make it easier for local partners to form these kinds of statutory and legally-binding governance structures to drive growth.
21. As a result of the planned growth in Cambridge and South Cambridgeshire, significant contributions can be expected from developers towards schemes to mitigate against the impact of development proposals on the transport network that together with other sources of funding will deliver the infrastructure identified as necessary to support the delivery of the development strategy.

²² RD/T/120

²³ City Deal for Greater Cambridge (RD/Strat/300)

Matter 5c: Is there evidence that the combined requirements for developer contributions and/or CIL will not render development unviable (paragraph 173 of the Framework)?

Cambridge:

22. In accordance with the NPPF's requirement (paragraph 173) for careful attention to be given to viability and costs at the plan-making stage, policies in the plan are sufficiently flexible to ensure development is deliverable and viable throughout the economic cycle. Considerable emphasis has been placed on the viability of the Plan. Taking a proactive and positive approach towards viability, a number of viability studies have informed policy development within the Plan. These documents (listed below) are available alongside and should be read in conjunction with the Cambridge Draft CIL Charging Schedule (RD/T/210) which was submitted for examination on 28 March 2014:

- Cambridge City Council Strategic Housing Land Availability Assessment (SHLAA) and Potential Site Allocations High Level Viability Assessment (RD/Strat/150);
- Cambridge City Council Supplementary Report Small Sites – Affordable Housing Viability (RD/H/320);
- Cambridge City Council Student Accommodation – Affordable Housing Financial Contributions Viability (RD/H/340);
- Community Infrastructure Levy Viability Assessment, Cambridge City Council (RD/T/200).

23. In accordance with paragraph 159 of the NPPF, the Council has prepared a Strategic Housing Land Availability Assessment²⁴ (SHLAA) to establish realistic assumptions about the availability, suitability and the likely economic viability of land to meet the identified need for housing over the plan period.

24. Furthermore, the Council has considered viability within the development of specific policies. Cambridge Local Plan Policy 27: Carbon reduction, community energy networks, sustainable design and construction, and water use sets out a clear and viable approach to sustainable construction targets, based on evidence contained within the Decarbonising Cambridge Study. A viability clause has been included within the wording of the policy so that this standard could be relaxed if it can be demonstrated that such provision is not technically or economically viable, an approach that was supported by respondents to the submission consultation in 2013. The Decarbonising Cambridge Study also gave detailed consideration to the viability of setting Code for Sustainable Homes requirements for new homes, an issue that was also taken into consideration in the Council's viability work.

25. In relation to affordable housing, the Council considered a higher policy requirement of 50% provision. However, viability was a key determinant in establishing the preferred

²⁴ SHLAA 2012 (RD/Strat/130) and SHLAA 2013 Update (RD/Strat/140)

policy approach. Despite the high level of affordable housing need, such a high percentage could not be justified on the basis of the emerging viability work at that time.²⁵ Instead, the Council seeks to retain its 40% affordable housing policy requirement as this was considered viable in the emerging viability evidence base work at that time and the Council has seen achievement of 40% affordable housing on the overwhelming majority of qualifying development sites within the city²⁶. In the context of the emerging policy, where a developer considers that meeting the affordable housing target percentage will be unviable, the Local Plan requires robust evidence of this to be provided in the form of an independent viability appraisal. Negotiations between the council and the developer will need to take place to ensure clarity about the particular circumstances which have given rise to the development's reduced viability or non-viability.

26. In addition to the Council's viability studies²⁷ indicating that various policy approaches could be taken forward into the Plan, one of the viability studies has also informed a further policy option on provision of affordable housing not being taken forward. In Cambridge, there has been a growing trend for sites capable of delivering residential development coming forward for student accommodation. Where sites are developed for student accommodation, this has the effect of reducing the overall supply of affordable housing. As a result, the Council commissioned a Student Accommodation – Affordable Housing Financial Contributions Viability study (RD/H/340) to investigate the scope for requiring affordable housing provision through student accommodation schemes. Having tested the potential policy through its evidence-led approach, the average surplus within the results generated by the study was considered too low for the Council to take the policy approach forward.
27. The CIL Regulations require that consideration is given to 'the potential effects (taken as a whole) of the imposition of CIL on the economic viability of development across its area'. The NPPF (paragraph 175) states that where CIL is to be introduced, the development and consideration of the rate should be undertaken as part of the same exercise of viability testing as a Local Plan wherever possible. Cambridge City Council has carried out a significant amount of viability testing in order to ensure that its approach is viable²⁸.
28. Cambridge City Council has found that it is viable at the current time to levy a CIL charge on new residential development, retail development and student

²⁵ Cambridge City Council Strategic Housing Land Availability Assessment (SHLAA) and Potential Site Allocations High Level Viability Assessment (RD/Strat/150); Cambridge City Council Supplementary Report Small Sites – Affordable Housing Viability (RD/H/320); Community Infrastructure Levy Viability Assessment, Cambridge City Council (RD/T/200).

²⁶ Only one site in Cambridge has seen amendments to affordable housing provision under S106BA of the Town and Country Planning Act 1990 (as amended). This planning permission was approved under the Cambridge Local Plan 1996, which had a 30% affordable housing requirement. When addressing this matter, the Council had regard to the Government's guidance on S106 affordable housing requirements – Review and appeal (April 2013). This document is available at https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/192641/Section_106_affordable_housing_requirements_-_Review_and_appeal.pdf.

²⁷ See paragraph 22 of this statement for reference to these viability documents.

²⁸ See paragraph 22 of this statement for reference to these viability documents.

accommodation development in Cambridge. When setting the proposed rates, the Council has borne in mind the viability advice set out in its suite of viability studies.²⁹ The policy parameters considered in assessing CIL viability can be found in Section 2 and Appendix I: Development Appraisal Assumptions in the CIL Viability Assessment³⁰.

29. Furthermore, the Council has also been aware of some overriding messages from the Government and CIL front-runners. These messages include:
- limiting the complexity of the charge;
 - setting the CIL charge at a level which does not prevent development coming forward; and
 - bearing in mind the development likely to come forward in the next three to five years (the likely timeframe for reassessing the charging schedule).

In simplifying the local approach, Cambridge is not proposing to differentiate charging rates by zones. The charging rate is only differentiated by use.

30. Policy 85 of the Local Plan also commits the Council to a review of the Council's guidance on planning obligations in the context of emerging CIL Guidance and practice. The review of the Council's planning obligations procedures and development of the Council's CIL has been done in parallel. The Council submitted a draft Planning Obligations Strategy SPD³¹ in support of the Council's Draft CIL Charging Schedule (RD/T/210). This draft SPD is much more limited in its scope than its predecessor document³² and sets out how CIL, planning obligations and conditions will work together. This document also recognises the requirements of Regulation 122 of the CIL Regulations 2010 (as amended)³³.
31. In line with the CIL Regulations, the Cambridge CIL, once adopted, will replace S106 contributions for many forms of infrastructure, although planning obligations will still be used for site-specific infrastructure or mitigation required to make a development acceptable in planning terms. This could include the provision of affordable housing, open space, access roads, habitat protection etc. All eligible developments must pay a CIL as well as any site specific requirement to be secured through S106 Agreements.

South Cambridgeshire:

32. The Council is aware of the need to strike the appropriate balance between desirability of achieving funding from CIL for infrastructure versus the potential impacts on viability of development. For South Cambridgeshire, a Viability Study³⁴ was commissioned that

²⁹ See paragraph 22 of this statement for reference to these viability documents.

³⁰ RD/T/200.

³¹ Cambridge City Council Draft Planning Obligations SPD (RD/T/240), which was subject to public consultation from 2 June 2014 to 14 July 2014.

³² Cambridge Planning Obligations Strategy SPD (2010) (RD/SPD/210).

³³ <http://www.legislation.gov.uk/uksi/2010/948/contents/made>

³⁴ RD/T/220

assessed the viability of development in the area, taking account of a range of development costs including the cumulative impact of policies. It supported the preparation of a Community Infrastructure Levy Preliminary Draft Charging Schedule, (RD/T/230) and Draft Charging Schedule (RD/T/232), which was submitted on 6 October 2014 for examination.

33. The Viability Study considered the level of affordable housing provision in the plan, along with a range of cost and land value variations. It also included a contingency for other S106 costs associated with sites. The assessment used the residual land value method.
34. Reflecting Government guidance, the Council is proposing a single charging rate across the district, to avoid the complexity of differing rates. The Council considers that it is appropriate to seek a separate solution for strategic development sites, where S106 will provide a more effective mechanism for negotiation to meet the specific needs of these developments.
35. The NPPG³⁵ requires the CIL charging authority to provide information as background evidence about the amount of funding collected through S106 agreements and that this should include the extent to which the affordable housing and other targets have been met. The Council has submitted such information alongside the CIL draft Charging Schedule³⁶ demonstrating that the imposition of CIL (among other planning policies) will have no greater impact than the current approach. In addition, the Council can highlight the success of affordable housing delivery by reference to the South Cambridgeshire Annual Monitoring Report (AMR).³⁷

Matter 5d: Is it clear how the Plans will be monitored. Are targets identified and is it clear what action will be taken if targets are not met?

36. It is the view of both Councils that the submitted Local Plans contain sufficient guidance on monitoring, including identification of targets, indicators and triggers, where relevant, and actions to be taken in the event of targets not being achieved. The Councils' monitoring frameworks build upon existing well-established frameworks of annual monitoring undertaken annually in line with Regulation 34 of the Town and Country Planning (Local Planning) (England) Regulations 2012³⁸.
37. For Cambridge, Appendix M within the Plan sets out the Council's approach to monitoring each policy in terms of the indicator/trigger; the timescale for assessment; risks of the policy not being delivered and what action will be taken if the policy is not being delivered. The Council is committed to producing an AMR³⁹, which provides

³⁵ NPPG (RD/NP/020) – reference ID25-018-20140612

³⁶ South Cambridgeshire District Council Community Infrastructure Levy Supporting Information (RD/T/233).

³⁷ Such as South Cambridgeshire's AMR 2012-13 (RD/AD/270)

³⁸ RD/Gov/020

³⁹ Cambridge City Council's AMRs (from 2005 onwards) are available at <https://www.cambridge.gov.uk/annual-monitoring-reports>. The most recent AMR is RD/AD/350.

information on the extent to which policies in local development documents are being implemented. These monitoring methods are considered appropriate and will enable early action to be taken to overcome any barriers to delivery of the Plan's objectives and/or proposals and policies. Cambridge's Monitoring Strategy is also discussed in the Council's SA⁴⁰.

38. For South Cambridgeshire, Policy S/12: Phasing, Delivery and Monitoring within the Local Plan addresses monitoring (See Criteria 3c to 3g of Policy S/12 for further information). Additional information on monitoring indicators is set out in paragraphs 2.68 – 2.70 and Figure 4: Monitoring Indicators within the Local Plan. Monitoring and review of policies will take place on an annual basis through the Council's AMR. Further monitoring indicators will be developed for Cambridge Northern Fringe East and land surrounding Cambridge Science Park Station (jointly with Cambridge City Council), Waterbeach New Town and the New Village at Bourn Airfield through the preparation of the proposed Area Actions Plans. South Cambridgeshire's monitoring strategy is also discussed in the Council's Draft Final SA⁴¹, where the monitoring indicators are linked with the relevant SA topic/issue.
39. Both Councils annually review their housing trajectories, including working with developers to understand the delivery situation on individual sites. This enables the Councils to monitor the available housing land supply, and would enable them to take action, such as measures to bring forward sites, or even an early review of all or part of the plans. The established annual monitoring processes have also proved useful in flagging up implementation issues with existing plans. This approach has led to better application of policy and has informed the policy approach in the new Local Plans.

⁴⁰ Cambridge City Council's Sustainability Appraisal of the Cambridge Local Plan 2014. Volume 1: Final Appraisal for Submission to the Secretary of State (March 2014) (RD/Sub/C/030) – Section 4.8 Monitoring Strategy, pages 531 – 593.

⁴¹ South Cambridgeshire Draft Final Sustainability Appraisal Report and HRA Screening Report (RD/Sub/SC/060) – Part 3: Results of the SA and Proposed Monitoring Strategy, Section 5, pages 3-69 – 3.75.

Appendix 1: List of Reference Documents

The Councils' evidence in relation to infrastructure, monitoring and viability is set out in the following documents:

Government regulations and acts:

- Town and Country Planning (Local Planning) (England) Regulations 2012 (RD/Gov/020).

South Cambridgeshire District Council submission documents:

- Proposed Submission South Cambridgeshire Local Plan (RD/Sub/SC/010)
- South Cambridgeshire Draft Final Sustainability Appraisal Report and HRA Screening Report (RD/Sub/SC/060).

Cambridge City Council submission documents:

- Cambridge Local Plan 2014 - Proposed Submission (RD/Sub/C/010);
- Cambridge City Council Sustainability Appraisal of the Cambridge Local Plan 2014. Volume 1: Final Appraisal for the Submission to the Secretary of State (RD/Sub/C/030).

Topic papers:

- Joint Working and Development Strategy Topic Paper (RD/Top/010).

Adopted development plan documents:

- South Cambridgeshire District Council Annual Monitoring Report 2012-13 (RD/AD/270);
- Cambridge City Council Annual Monitoring Report 2013 (RD/AD/350).

Development strategy:

- Cambridge City Council Strategic Housing Land Availability Assessment (SHLAA) and Potential Site Allocations High Level Viability Assessment (RD/Strat/150);
- Greater Cambridge City Deal (RD/Strat/300)

Climate change and managing resources:

- Decarbonising Cambridge Study (RD/CC/250).

Housing:

- Cambridge City Council Supplementary Report Small Sites – Affordable Housing Viability (RD/H/320);
- Cambridge City Council Student Accommodation – Affordable Housing Financial Contributions Viability (RD/H/340).

Transport and infrastructure:

- Cambridge City and South Cambridgeshire Infrastructure Delivery Study Chapters 1-9 and Cambridge City and South Cambridgeshire Infrastructure Delivery Study Appendices 1-5 (RD/T/010);
- Cambridge City and South Cambridgeshire Infrastructure Delivery Study Update (2013) (RD/T/020);

- Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120);
- Community Infrastructure Levy Viability Assessment, Cambridge City Council (RD/T/200);
- Cambridge City Council Draft CIL Charging Schedule and Supporting Information Consultation Document (RD/T/210);
- South Cambridgeshire Local Plan Submission & Community Infrastructure Levy Preliminary Draft Charging Schedule Consultation Viability Study (RD/T/220);
- South Cambridgeshire District Council Community Infrastructure Levy Preliminary Draft Charging Schedule (RD/T/230);
- South Cambridgeshire District Council Community Infrastructure Levy Draft Charging Schedule version 2 July 2014 (RD/T/232);
- South Cambridgeshire District Council Community Infrastructure Levy Supporting Information July 2014 (RD/T/233);
- South Cambridgeshire District Council Community Infrastructure Levy Draft Regulation 123 list July 2014 (RD/T/234);
- Cambridge City Council Draft Planning Obligations SPD (RD/T/240);
- Infrastructure Study - Executive Summary (RD/T/250);
- Cambridge City Council Submission CIL (RD/T/260);
- Cambridge City Council Regulation 123 – Submission Version (RD/T/270);
- Cambridge City Council Submission Draft CIL Charging Schedule Supporting Information Summary (RD/T/280).