

APPENDIX 3: SCHEDULE OF PROPOSED CHANGES TO THE NORTH  
WEST CAMBRIDGE AREA ACTION PLAN



Schedule of Proposed Changes to the North West Cambridge AAP

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
<b>PREFACE</b>			
Preface	The location is identified in Policy P9/2c of the Cambridgeshire and Peterborough Structure Plan 2003 as one where land should be released from the Green Belt for housing and mixed-use development and reserved for predominantly University-related uses and only brought forward when the University can show a clear need for the land to be released. This policy is consistent with RPG6 as well as the emerging Regional Spatial Strategy, the East of England Plan, and is to be “saved” within that plan which is due to be adopted towards the end of 2007.	The location is identified in Policy P9/2c of the Cambridgeshire and Peterborough Structure Plan 2003 as one where land should be released from the Green Belt for housing and mixed-use development and reserved for predominantly University-related uses and only brought forward when the University can show a clear need for the land to be released. This policy is consistent with RPG6 as well as the emerging Regional Spatial Strategy, the East of England Plan, and <del>is to be “saved” within that plan which is due to be adopted towards the end of 2007</del> <u>has been saved as of 27 September 2007.</u>	Change made in response to representation 3690 in order to bring the AAP up to date.
Preface: Next Steps	Following the consultation on Preferred Options, the AAP will go through the following stages to adoption as a Development Plan document:  a. Draft AAP to be submitted to the	Following the consultation on <del>Preferred Options</del> <u>the Submission Draft</u> , the AAP will go through the following stages to adoption as a Development Plan document:	Not in response to a representation but changed to bring the document up to date.

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
	<p>Secretary of State (Regulation 28), 6 weeks allowed for objections to be made, June – July 2008</p> <p>b. Consultation on site allocation objections put forward by objectors (Regulation 32) for 6 weeks, July – October 2008</p> <p>c. Independent Examination into the soundness of the Plan by a Government Planning Inspector, November – December 2008</p> <p>d. Inspector’s Report, binding on the Councils, May 2009</p> <p>e. Adoption, July 2009.</p>	<p>a. <del>Draft AAP to be submitted to the Secretary of State (Regulation 28), 6 weeks allowed for objections to be made, June – July 2008</del></p> <p><del>b-a</del> Consultation on site allocation objections put forward by objectors (Regulation 32) for 6 weeks, July – October 2008</p> <p><del>e-b</del> Independent Examination into the soundness of the Plan by a Government Planning Inspector, November – December 2008</p> <p><del>d-c</del> Inspector’s Report, binding on the Councils, May 2009</p> <p><del>e-d</del> Adoption, July 2009.</p>	
<b>SECTION 1: INTRODUCTION</b>			
Paragraph 1.4	In using the Area Action Plan it is essential that its policies are read as a whole rather than in isolation and should also be read together with policies and proposals elsewhere in the Development Plan.	In using the Area Action Plan it is essential that its policies are read as a whole rather than in isolation and should also be read together with policies and proposals elsewhere in the Development Plan. <u>When a</u>	Not in response to a representation but a change to provide clarity and reflect the current position in the South Cambridgeshire Core Strategy.

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		<p><u>policy calls for something to be demonstrated this will require action on the part of the applicant to inform the decision maker. If the required action is not taken to an appropriate standard, development is likely to be refused. For the avoidance of doubt, the final result of calculations arising from the application of polices and guidance should always be rounded to the nearest whole number.</u></p>	
<b>SECTION 2: VISION, OBJECTIVES &amp; DEVELOPMENT PRINCIPLES</b>			
NW1: Vision	<p>Preferred Option Policy NW1: Vision</p> <p>North West Cambridge will create a new University quarter, which will contribute to meeting the needs of the wider city community, and which will embody best practice in environmental sustainability. Development will be of the highest quality and support the further development of the University, Cambridge and the Sub-Region as a centre of excellence and a world leader within the fields of higher education and research, and will address the</p>	<p>Preferred Option Policy NW1: Vision</p> <p>North West Cambridge will create a new University quarter, which will contribute to meeting the needs of the wider city community, and which will embody best practice in environmental sustainability. Development will be of the highest quality and support the further development of the University, Cambridge and the Sub-Region as</p>	<p>Change made in response to representation 3893 in order for the Vision to acknowledge the wider significance of the Green Belt and the contribution that NW Cambridge can make to the unique character of Cambridge.</p>

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	<p>University's long-term development needs to 2021 and beyond. There will be a new local centre which will act as a focus for the development and which will also provide facilities and services for nearby communities. A revised Green Belt and a new landscaped urban edge will enhance the setting of the City and maintain the separate identity of Girton village.</p>	<p>a centre of excellence and a world leader within the fields of higher education and research, and will address the University's long-term development needs to 2021 and beyond. There will be a new local centre which will act as a focus for the development and which will also provide facilities and services for nearby communities. A revised Green Belt and a new landscaped urban edge will <u>enhance-preserve the unique character of Cambridge, enhance its setting of the City</u> and maintain the separate identity of Girton village.</p>	
Paragraph 2.1	<p>Cambridge University has identified this area, which is in its ownership, as its only option to address its long-term development needs for a number of uses, including housing. As a result, the Structure Plan, the Cambridge Local Plan and the South Cambridgeshire Core Strategy recognise that North West Cambridge should be developed to respond to the University's needs but that development should only take place when the University has demonstrated that a development is needed and cannot be</p>	<p>Cambridge University has identified this area, which is in its ownership, as its only option to address its long-term development needs for a number of uses, including housing. As a result, the Structure Plan, <u>and the Cambridge Local Plan and the South Cambridgeshire Core Strategy</u> recognise that North West Cambridge should be developed to respond to the University's needs but that development should only take place when the University has</p>	<p>Not in response to a representation but a change to provide clarity and reflect the correction position in the South Cambridgeshire Core Strategy.</p>

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	accommodated on land elsewhere.	demonstrated that a development is needed and cannot be accommodated on land elsewhere.	
Paragraph 2.3	The Structure Plan and the Cambridge Local Plan both require the University to demonstrate need before land is brought forward for development.	<del>The Structure Plan and the Cambridge Local Plan both require the University to demonstrate need before land is brought forward for development.</del>	Paragraph deleted in response to representation 3691 due to repetition and this point is covered in paragraph 2.1.
Paragraph 2.4 Objectives of the Area Action Plan	<b>o) to secure the infrastructure needs of the development; and</b>	<b>o) To secure the infrastructure needs of the development, including green infrastructure; and</b>	Amended in response to representation 3905 in order to clarify that green infrastructure has a wider remit than just open space and recreation provision.
Policy NW2: Development Principles 3r)	<b>Planning permission will not be granted where the proposed development or associated mitigation measures would have an unacceptable adverse impact:</b>  k) On residential amenity; l) On the quality of the urban edge; m) On air quality; n) On biodiversity, archaeological, historic landscape and geological interests; o) On flooding and flood risk; p) On quality of ground or surface water; q) On local traffic movement; r) On adjacent Conservation Areas; and s) On protected trees and trees of significance.	<b>Planning permission will not be granted where the proposed development or associated mitigation measures would have an unacceptable adverse impact:</b>  k) On residential amenity; l) On the quality of the urban edge; m) On air quality; n) On biodiversity, archaeological, historic landscape and geological interests; o) On flooding and flood risk; p) On quality of ground or surface water;	

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		q) On local traffic movement; r) On adjacent Conservation Areas <u>and Listed Buildings</u> ; and s) On protected trees and trees of significance.	Amended in response to representation 3897 to ensure consistency with the way that Conservation Areas are already treated in the policy.
Paragraph 2.7 (previously paragraph 2.8)	A number of Studies and Strategies need to be in place before planning permission can be granted, to ensure that the policy requirements of the plan are met and a high quality, sustainable development is achieved. The purpose of these is addressed in the relevant topic chapters. In addition, a Biodiversity Strategy will address the protection and enhancement of biodiversity interests on the site, and a Landscape Strategy will address the landscape treatment within and on the edge of the development, including its immediate setting. A Lighting Strategy will also be required to consider the effects on residential and wider amenity and will address lighting of key buildings, routes across the strategic gap and the lighting treatment of the urban edge. Other studies may also be required to consider how best to incorporate the Travellers Rest Pit geological Site of Special Scientific Interest into the development and to address noise	A number of Studies and Strategies need to be in place before planning permission can be granted, to ensure that the policy requirements of the plan are met and a high quality, sustainable development is achieved. The purpose of these is addressed in the relevant topic chapters. In addition, a Biodiversity Strategy will address the protection and enhancement of biodiversity interests on the site, and a Landscape Strategy will address the landscape treatment within and on the edge of the development, including its immediate setting. A Lighting Strategy will also be required to consider the effects on residential and wider amenity and will address lighting of key buildings, routes across the strategic gap and the lighting	



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	<p>and air pollution concerns that may arise. The Travellers Rest Pit provides a unique exposure of fossiliferous cold stage gravels, sands and silts of a high-level terrace (Observatory Gravels) of the River Cam. Close liaison with Natural England will be required during the planning process to ensure that the scientific value of the site is not compromised by the development at North West Cambridge.</p>	<p>treatment of the urban edge. <a href="#">The Lighting Strategy should also consider the impact of outdoor lighting from the development on the operation of the Institute of Astronomy Observatory at Madingley Road, with a view to minimising any negative impacts.</a></p> <p>Other studies may also be required to consider how best to incorporate the Travellers Rest Pit geological Site of Special Scientific Interest into the development and to address <del>noise and air pollution concerns</del><a href="#">any adverse impacts</a> that may arise. The Travellers Rest Pit provides a unique exposure of fossiliferous cold stage gravels, sands and silts of a high-level terrace (Observatory Gravels) of the River Cam. Close liaison with Natural England will be required during the planning process to ensure that the scientific value of the site is not compromised by the development at North West Cambridge.</p>	<p>Amended in response to representation 3823 in order to clarify that the impact of outdoor lighting on the astronomical observatories should be considered with a view of minimising negative impacts.</p> <p>Amended in response to representation 3637 in order to provide clarity and avoid any misunderstanding any study looking at the SSSI should not just address noise and air pollution concerns that may arise but should cover a full range of potential adverse impacts and there should be separate studies undertaken to address any impact of noise and air pollution arising from the M11 and A14 on the development in general Cambridge.</p>

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Paragraph 2.8 (previously paragraph 2.9)	It is important that the design of the development fully takes into account the impact of noise and air pollution arising from the M11 and A14, in relation to the amenity and health of residents, workers and school children, the amenity and use of open spaces and impact upon the setting of Cambridge. The use of certain types of physical acoustic barrier such as a fence alongside the M11 is unlikely to be acceptable in this sensitive location.	<del>2.9</del> 2.8 It is important that the design of the development fully takes into account the impact of noise and air pollution arising from the M11 and A14, in relation to the amenity and health of residents, workers and school children, the amenity and use of open spaces and impact upon the setting of Cambridge. <a href="#">Specific studies should be undertaken to address these concerns.</a> The use of certain types of physical acoustic barrier such as a fence alongside the M11 is unlikely to be acceptable in this sensitive location.	Amended in response to representation 3637 to reflect that separate studies should be undertaken to address any impact of noise and air pollution arising from the M11 and A14 on the development in general.
Paragraph 2.11 (previously paragraph 2.12)	Before any planning permission for North West Cambridge can be granted it will be necessary to ensure that the development will be delivered in accordance with the principles set out in the Area Action Plan. A Masterplan will be prepared as part of the supporting information to the application for the grant of planning	2.1 <del>12</del> Before any planning permission for North West Cambridge can be granted it will be necessary to ensure that the development will be delivered in accordance with the principles set out in the Area Action Plan. A	Not in response to a representation but changed to provide clarity.

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	<p>permission to ensure this is the case and to create the framework within which a high quality accessible development can be achieved. Design codes, and possibly other types of design guidance, will help deliver the masterplan.</p>	<p>Masterplan <a href="#">for the whole site</a> will be prepared as part of the supporting information to the application for the grant of planning permission to ensure this is the case and to create the framework within which a high quality accessible development can be achieved. <a href="#">The Masterplan should be submitted with the outline planning application for the first phase of development. This would provide certainty that the development of later stages is compatible with that of earlier stages.</a> Design codes, and possibly other types of design guidance, will help deliver the masterplan.</p>	
<b>SECTION 3: SITE AND SETTING</b>			
Policy NW4: Site and Setting	<p><b>Land between Madingley Road and Huntingdon Road, comprising two areas totalling approximately 68ha, as shown on the Proposals Map, is allocated for predominantly University-related uses. A</b></p>	<p><b>Land between Madingley Road and Huntingdon Road, comprising two areas totalling approximately <del>68ha</del> <b>73ha</b>, as shown on the Proposals Map, is allocated for</b></p>	<p>The Councils have looked again at the site footprint and determined that there is some scope to amend it to provide a sensible development area whilst respecting the AAP</p>

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	<p>strategic gap is retained between the two parts of the site to ensure separation is maintained between Cambridge and Girton village and to provide a central open space for reasons of biodiversity, landscape, recreation and amenity, whilst ensuring a cohesive and sustainable form of development. Development will create a high quality built edge to the urban area and provide an appropriate setting to Cambridge that maintains the purposes of the Cambridge Green Belt.</p>	<p>predominantly University-related uses. A strategic gap is retained between the two parts of the site to ensure separation is maintained between Cambridge and Girton village and to provide a central open space for reasons of biodiversity, landscape, recreation and amenity, whilst ensuring a cohesive and sustainable form of development. Development will create a high quality built edge to the urban area and provide an appropriate setting to Cambridge that maintains the purposes of the Cambridge Green Belt.</p>	<p>objectives (which include maintaining Green belt purposes). This would increase the developable area by around 3.9 hectares.</p>
Paragraph 3.4	<p>It is important that the extent of development does not prejudice the maintenance of sufficient landscape foreground to provide an appropriate Green Belt setting to the urban area. Studies demonstrate that retaining the slope of the Girton ridge in the Green Belt would best protect the Green Belt setting in this area whilst allowing a substantial area of land to be developed and the outer site boundary therefore generally follows the 20m contour. However, in the interests of maximising the site footprint to provide for</p>	<p>It is important that the extent of development does not prejudice the maintenance of sufficient landscape foreground to provide an appropriate Green Belt setting to the urban area. Studies demonstrate that retaining the slope of the Girton ridge in the Green Belt would best protect the Green Belt setting in this area whilst allowing a substantial area of land to be developed <del>and the outer site boundary therefore generally</del></p>	<p>Consequential change for clarity as a result of the site footprint amendment.</p>

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	<p>the University's stated aspirations, land below the 20m contour in the southern part of the area, which is less sensitive in views and impacts, and can be screened on this lower lying land through enhancement of existing hedgerows, is included in the site. This area has some historic landscape interest and masterplanning will need to incorporate important features into the development as far as possible.</p>	<p><del>follows the 20m contour.</del> However, in the interests of maximising the site footprint to provide for the University's stated aspirations, land below the <del>20m contour</del> <u>Girton ridge</u> in the southern part of the area, which is less sensitive in views and <del>so has less impacts on the purposes of the Green Belt,</del> and <del>which</del> can be screened on this lower lying land through enhancement of existing hedgerows, is included in the site. This area has some historic landscape interest and masterplanning will need to incorporate important features into the development as far as possible.</p>	
Paragraph 3.5	<p>Notwithstanding the containment of the development at the 20m contour, the development will be visible in the landscape and it is important that the masterplan for the area ensures the provision of a complementary high quality and distinctive built edge to the extended urban area and appropriate landscaping.</p>	<p>Notwithstanding the containment of the development <del>at the 20m contour towards the top of the</del> <u>Girton ridge in the central portion of the site</u>, the development will be visible in the landscape and it is important that the masterplan for the area ensures the provision of a complementary high quality and distinctive built edge to the extended urban area and</p>	<p>Consequential change for clarity as a result of the site footprint amendment.</p>

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		appropriate landscaping.	
Paragraph 3.7	The strategic gap broadens to the south from Huntingdon Road to create a large open space at the heart of the new development to provide for amenity, recreation, landscaping and biodiversity. Further south, the strategic gap narrows to ensure that the two parts of the development have good physical links to provide for a cohesive and sustainable community and to provide high levels of access to centrally located community services and facilities at a new local centre.	<del>3.7</del> <u>The need to maintain separation diminishes with increasing distance from the south side of Huntingdon Road as the relationship with Girton village becomes less obvious.</u> The strategic gap broadens <u>out within the development to the south from Huntingdon Road</u> to create a large open space at the heart of the new development to provide for amenity, recreation, landscaping and biodiversity. Further south, the strategic gap narrows to ensure that the two parts of the development have good physical links to provide for a cohesive and sustainable community and to provide high levels of access to centrally located community services and facilities at a new local centre.	Amended in response to a number of representations (3753, 3370, 3588, 3589, 3822, 3366, 3749, 3755). While the AAP acknowledges the importance of the strategic gap in terms of maintaining separation between Girton and Cambridge as well as providing a large central area of open space at the heart of the development to provide for amenity, recreation, landscaping and biodiversity, it is important that it provides a clear statement in order to avoid any misunderstandings as to the precise nature of the strategic gap.
Paragraph 3.8	Whilst the development will abut existing development in Girton Parish that fronts onto Huntingdon Road, the development is unlikely to have any direct links with that part of Girton, and will function as an urban extension to the built up area of Cambridge, to which it will link across the	<del>3.8</del> Whilst the development will abut existing development in Girton Parish that fronts onto Huntingdon Road, the development is unlikely to have any direct links with that part of Girton, and will function as an urban extension to the built up area	Paragraph amended in response to representation 3391. Whilst the original wording was intended to distinguish between Girton village and the new development, agree that this has not proved helpful. The development needs to be

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	strategic gap. As such, it should be regarded as a new neighbourhood of Cambridge. For the purposes of the Area Action Plan, it will be referred to as "Girton South".	of Cambridge, to which it will link across the strategic gap. As such, it should be regarded as a new neighbourhood of Cambridge. <del>For the purposes of the Area Action Plan, it will be referred to as "Girton South".</del>	considered as a whole and it is important to emphasise the integration between the two parts of the development rather than any distinction.
<b>SECTION 4: HOUSING</b>			
Policy NW5: Housing Supply (part 1)	<p><b>Preferred Policy Option NW5: Housing Supply</b></p> <p>1. Approximately 2,000 to 2,500 dwellings will be provided, with a priority on providing for University needs. An average net housing density of at least 50 dwellings per hectare will be achieved across the development as a whole. A range of densities will be provided following a design-led approach, including higher densities in and around the local centre and at public transport stops, and with development of an appropriate scale and form where it adjoins existing housing.</p>	<p><b>Preferred Policy Option NW5: Housing Supply</b></p> <p>1. Approximately 2,000 to 2,500 dwellings will be provided, with a priority on providing for University needs. An average net housing density of at least 50 dwellings per hectare will be achieved across the development as a whole. A range of densities will be provided following a design-led approach, including higher densities in and around the local centre and <del>at close to</del> public transport stops, and with development of an appropriate scale and form where it adjoins existing housing.</p>	<p>Wording refined in response to a number of representations to clarify that higher densities are appropriate close to public transport stops rather than at them. (Rep numbers: 3920, 3506, 3301, 3419, 3459, 3332, 3408, 3433, 3446, 3497, 3518, 3530, 3540, 3555, 3567, 3580, 3603, 3621, 3629, 3627, 3810, 3873)</p>

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NW6: Affordable Housing	Housing developments will only be permitted if they provide at least 50% affordable housing to meet the needs of Cambridge University and College key workers <sup>1</sup> (as distinct from units of student accommodation), but account will be taken of any particular costs associated with the development (e.g. infrastructure provision) and other viability considerations, whether there are other planning objectives that need to be given priority, and the need to ensure balanced and sustainable communities. The occupation of such housing will be limited to Cambridge University and College key workers in housing need. It must be available over the long-term. Contributions for off-site provision will not be appropriate.	Housing developments will only be permitted if they provide <b>at least</b> 50% affordable housing to meet the needs of Cambridge University and College key workers <sup>1</sup> (as distinct from units of student accommodation), but account will be taken of any particular costs associated with the development (e.g. infrastructure provision) and other viability considerations, whether there are other planning objectives that need to be given priority, and the need to ensure balanced and sustainable communities. The occupation of such housing will be limited to Cambridge University and College key workers in housing need. It must be available over the long-term. Contributions for off-site provision will not be appropriate.	Amended in response to representation 3467 to better reflect the Cambridge Local Plan Inspectors Report conclusion that if the University wanted in future to provide more than 50% affordable housing the policy should not prevent them doing so.
Paragraph 4.6	Cambridge University accepts that it has a significant problem in the recruitment and retention of staff and provided evidence of	Cambridge University accepts that it has a significant problem in the recruitment and retention of staff	Amended in response to representation 3467 to better reflect the Cambridge Local Plan

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<sup>1</sup> See Glossary for definition

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	<p>this to the Cambridge Local Plan Inquiry in 2005. This evidence shows that 73% of the planned growth in University staff numbers to 2016 would require affordable housing of a variety of tenures. The evidence shows that excluding postgraduate accommodation, the University staff housing requirement to 2016 would be approximately 3,400 dwellings of which 3,250 would be self contained and 150 shared. Even if all of the housing at North West Cambridge were to be affordable it could not provide for all of this need and the open market housing is required to make the provision of the affordable housing viable. The evidence of the University to the Cambridge Local Plan Inquiry considered that a 50% affordable housing provision should be included in the plan and this was accepted by the Local Plan Inspector, subject to caveats concerning viability being included in the policy. However, in view of the high level of housing need demonstrated by the University, and the purpose of the development to address University needs, a higher proportion of affordable housing should be secured if viability evidence at the time of an application demonstrates</p>	<p>and provided evidence of this to the Cambridge Local Plan Inquiry in 2005. This evidence shows that 73% of the planned growth in University staff numbers to 2016 would require affordable housing of a variety of tenures. The evidence shows that excluding postgraduate accommodation, the University staff housing requirement to 2016 would be approximately 3,400 dwellings of which 3,250 would be self contained and 150 shared. Even if all of the housing at North West Cambridge were to be affordable it could not provide for all of this need and the open market housing is required to make the provision of the affordable housing viable. The evidence of the University to the Cambridge Local Plan Inquiry considered that a 50% affordable housing provision should be included in the plan and this was accepted by the Local Plan Inspector, subject to caveats concerning viability being included in the policy. However, in view of the high level of housing need</p>	<p>Inspectors Report conclusion that if the University wanted in future to provide more than 50% affordable housing the policy should not prevent them doing so.</p>

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	that this is deliverable.	demonstrated by the University, and the purpose of the development to address University needs, a higher proportion of affordable housing <del>should be secured</del> could be provided if viability evidence at the time of an application demonstrates that this is deliverable.	
NW7: Balanced and Sustainable Communities	1. Affordable housing will be intermingled with the market housing in small groups or clusters, whilst the student accommodation will primarily be developed as part of a separate and distinct University quarter.	1. Affordable housing will be intermingled with the market housing in small groups or clusters, <del>whilst the student housing can be provided in a number of groups distributed across each phase of development whilst the student accommodation will primarily be developed as part of a separate and distinct University quarter.</del>	Amended in response to representation 3469 as allowing student housing to be provided in each phase of the development would help to ensure its availability when needed, and also that there is little recent history of residential amenity being affected by proximity to College student housing. As over half of the student housing would probably be for post-graduates who can have cars the case for a student accommodation quarter is less convincing.
Paragraph 4.9	Student housing is better provided primarily in a separate University quarter. It is more densely occupied, to a different daily timetable than other housing, and predominantly by young people who have different lifestyles than the general	<del>The layout of the development should integrate affordable housing with the open market housing in ways that minimise social exclusion. The creation of tenure monocultures should be avoided. The</del>	Amended in response to representation 3469 as allowing student housing to be provided in each phase of the development would help to ensure its availability when needed, and also that there is

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	<p>population. Its inclusion can sometimes lead to amenity issues that can be avoided on this site. Furthermore, Cambridge University student housing is essentially car free, and the road safety and traffic noise benefits which arise from this to the student community would be lost if it were to be located amongst general housing. Notwithstanding this, some limited provision may be appropriate away from the University quarter to make the best use of sites, for example above retail provision in the local centre or where accommodation has a need to be located adjacent to an academic or research facility.</p>	<p><u>development of the affordable housing in multiple small groups and clusters of between 6 and 25 dwellings will satisfy the policy requirement to achieve mixed and balanced communities. Student housing is better provided primarily in a separate University quarter. It is more densely occupied, to a different daily timetable than other housing, and predominantly by young people who have different lifestyles than the general population. Its inclusion can sometimes lead to amenity issues that can be avoided on this site. Furthermore, Cambridge University student housing is essentially car free, and the road safety and traffic noise benefits which arise from this to the student community would be lost if it were to be located amongst general housing. Notwithstanding this, some limited provision may be appropriate away from the University quarter to make the best use of sites, for example above retail provision in the local centre or where accommodation has a need</u></p>	<p>little recent history of residential amenity being affected by proximity to College student housing. As over half of the student housing would probably be for post-graduates who can have cars the case for a student accommodation quarter is less convincing.</p>

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		<del>to be located adjacent to an academic or research facility.</del>	
<b>SECTION 5: EMPLOYMENT &amp; UNIVERSITY USES</b>			
Policy NW10: Mix of Uses	<p>Employment development at North West Cambridge will constitute:</p> <ul style="list-style-type: none"> <li>a Up to 70,000 m<sup>2</sup> of higher education uses, including new collegiate provision, academic faculty development and a University Conference Centre, within Use Class D1; and</li> <li>b. Up to 30,000m<sup>2</sup> of University related sui generis research institutes and commercial research uses within Use Class B1(b)</li> </ul>	<p>Employment development at North West Cambridge will constitute:</p> <ul style="list-style-type: none"> <li>a Up to <del>7060</del>,000 m<sup>2</sup> of higher education uses, including <del>new collegiate provision</del>, academic faculty development and a University Conference Centre, within Use Class D1; and</li> <li>b. Up to <del>3040</del>,000m<sup>2</sup> of University related sui generis research institutes and commercial research uses within Use Class B1(b)</li> </ul>	<p>Amended in response to representations 3471 &amp; 3652 to provide clarity and accurately reflect the split of uses in the Local Plan.</p> <p>Consequential change made to core and local output indicators table.</p>
Paragraph 5.5	The University has submitted evidence to the Council at the Inquiry into the Local Plan 2006 that indicates that they have a need for a further 35.5ha upon which they would like to accommodate 100,000m <sup>2</sup> of academic and non-university research space at North West Cambridge.	The University has submitted evidence to the Council at the Inquiry into the Local Plan 2006 that indicates that they have a need for <del>a further 35.5ha upon which they would like to accommodate</del> 100,000m <sup>2</sup> of <del>academic and non-university research space</del> <u>D1 higher education uses, University related research institutes and commercial</u>	Amended in response to representation 3655 to ensure consistency between the paragraph and policy NW10. Reference to land take removed as this is more adequately dealt with at the Masterplanning stage.

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
		<u>research uses</u> at North West Cambridge.	
<b>SECTION 6: TRAVEL</b>			
Policy NW11: Sustainable Travel	Development and transport systems will be planned in order to reduce the need to travel and maximise the use of sustainable transport modes to encourage people to move about by foot, cycle and bus, to achieve a modal split of no more than 40% of trips by car. This will include the provision of car clubs, employee travel plans, residential travel planning, and other similar measures.	Development and transport systems will be planned in order to reduce the need to travel and maximise the use of sustainable transport modes to encourage people to move about by foot, cycle and bus, to achieve a modal <u>split share</u> of no more than 40% of trips by car. This will include the provision of car clubs, employee travel plans, residential travel planning, and other similar measures.	Not in response to a representation but changed to provide clarity.
Paragraph 6.3	<p>Transport modelling for North West Cambridge has shown that an 8 percent reduction in the mode share for journey by car (reducing the mode share from 45 percent to 37 percent) is achievable, if the right conditions are created as part of the development. These conditions include:</p> <ul style="list-style-type: none"> <li>a. Good levels of day-to-day facilities and service provision in the local centre within the development, to encourage trips to be internalised within the site;</li> <li>b. Provision of high quality, high frequency</li> </ul>	<p><del>6.3</del>Transport modelling<sup>1</sup> for North West Cambridge has shown that an 8 percent reduction in the mode <u>share</u> for journey by car (reducing the mode <u>share</u> from 45 percent to 37 percent) is achievable, if the right conditions are created as part of the development. These conditions include:</p> <ul style="list-style-type: none"> <li>a. Good levels of day-to-day facilities and service provision in the local centre within the</li> </ul>	

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
	<p>public transport to give a high standard of public transport accessibility within the development and to key destinations, including the City centre and Cambridge Railway Station;</p> <p>c. High quality cycle provision, including safe and convenient routes and a large amount of high quality cycle parking, to support growth in cycling's modal share;</p> <p>d. Car parking provision below maximum standards as much as possible, combined with controls on on-street parking across the development site</p> <p>e. Car sharing facilities within the development, through the use of car clubs or other similar measures;</p> <p>f. Employee travel plans and residential travel planning, including personal journey to work travel planning for residents of the development;</p>	<p>development, to encourage trips to be internalised within the site;</p> <p>b. Provision of high quality, high frequency public transport to give a high standard of public transport accessibility within the development and to key destinations, including the City centre and Cambridge Railway Station;</p> <p>c. High quality cycle provision, including safe and convenient routes and a large amount of high quality cycle parking, to support growth in cycling's modal share;</p> <p>d. Car parking provision below maximum standards as much as possible, combined with controls on on-street parking across the development site</p> <p>e. Car sharing facilities within the development, through the use of car clubs or other similar measures;</p> <p>f. Employee travel plans and residential travel planning, including personal journey to</p>	

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
		<p>work travel planning for residents of the development.</p> <p><u><sup>1</sup>The transport modelling was carried out as part of the North West Transport Strategy</u></p>	
Transport Section addition of new paragraph (to be numbered 6.4)	N/A	<p><u>6.4 A Transport Assessment will be required alongside the planning application to allow the travel impact to be properly assessed and adequately mitigated. This will include mitigation against environmental impacts, such as noise, pollution and impact on amenity and health.</u></p>	Paragraph added in response to representation 3826 in order to highlight the critical role of Transport Assessment.
Paragraph 6.6 (previously paragraph 6.5)	A limited number of vehicular accesses are proposed in order to limit the impact upon the key radial corridors of Huntingdon Road and Madingley Road. A maximum of two accesses from Huntingdon Road and one from Madingley Road are proposed for general traffic, as indicated on the concept diagram and preferred highway option diagram (Fig 6.1).	<p><u>6.6</u> A limited number of vehicular accesses are proposed in order to limit the impact upon the key radial corridors of Huntingdon Road and Madingley Road. A maximum of two accesses from Huntingdon Road <u>are proposed.</u> <del>and a</del> <u>One main access</u> from Madingley Road <del>are</del> <u>is</u> proposed for general traffic, as indicated on the concept diagram</p>	Amended in response to representation 3362 in order to provide clarity.

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
		<p>and preferred highway option diagram (Fig 6.1). <a href="#">A secondary access into the development from Madingley Road may be required to serve the eastern part of the site using the existing road through the University Observatories.</a></p>	
<p>Paragraph 6.8 (previously paragraph 6.7)</p>	<p>The design will also need to consider how the route would relate to the wider road network and development proposed north east of Huntingdon Road (the NIAB site). In conjunction with other development there is potential for a link from Huntingdon Road to Histon Road, giving the potential for linkage with the Guided Bus route to the North. The design of the junction at Huntingdon Road must be capable of linking satisfactorily with the proposed route from Huntingdon Road to Histon Road to ensure the wider transport benefits are achieved, particularly in terms of segregated public transport provision.</p>	<p>The design will also need to consider how the route would relate to the wider road network and development proposed north east of Huntingdon Road (the NIAB site). In conjunction with other development there is potential for a link from Huntingdon Road to Histon Road, giving the potential for linkage with the Guided Bus route <del>to the North</del>. The design of the junction at Huntingdon Road must be capable of linking satisfactorily with the proposed route from Huntingdon Road to Histon Road to ensure the wider transport benefits are achieved, particularly in terms of segregated public transport provision.</p>	<p>Amended in response to representation 3738 in order to clarify the potential links to the Guided Bus.</p>



SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
<p>NW16: Public Transport Provision</p>	<p>High Quality Public transport provision will be provided to support development, including:</p> <ul style="list-style-type: none"> <li>a) Providing segregated bus priority routes through the development, along internal routes;</li> <li>b) Linkage of bus routes within the development to the wider bus network, including enhanced bus services along Huntingdon Road and the proposed Madingley Road to Huntingdon Road link route;</li> <li>c) Provision of bus stops, shelters and real time passenger information, with the majority of development being within 400m easy walking distance of a bus stop; and</li> <li>d) Support for bus usage via residential travel plans and employee travel plans, funded by development.</li> </ul>	<p>High Quality Public transport provision will be provided to support development, including:</p> <ul style="list-style-type: none"> <li>a) Providing segregated bus priority routes through the development, along internal routes;</li> <li>b) Linkage of bus routes within the development to the wider bus network, including enhanced bus services along Huntingdon Road and the proposed Madingley Road to Huntingdon Road link route;</li> <li>c) Provision of bus stops, shelters and real time passenger information, with the majority of development being within 400m easy walking distance of a bus stop; and</li> <li>d) Support for bus usage via residential travel plans and employee travel plans, <u>including measures to encourage bus use,</u> funded by development.</li> </ul>	<p>Amended in response to representation 3475 to clarify the developers role in supporting public transport.</p>
<p>Policy NW17: Cycling Provision</p>	<p>New and improved cycle links will be provided as part of the development, including:</p>	<p>New and improved cycle links will be provided as part of the development, including:</p>	<p>Amended in response to representation 3662 in order to reflect the importance of links</p>

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
	<ul style="list-style-type: none"> <li>a) Giving priority to cycling links between Huntingdon Road and Madingley Road and to the City centre;</li> <li>b) Giving priority to cycling within the development, including connections to key destinations, including the local centre, bus stops, the primary school and employment; and</li> <li>c) Linking the development with the surrounding walking and cycling network and orbital routes including links to nearby villages and open countryside.</li> </ul>	<ul style="list-style-type: none"> <li>a) Giving priority to cycling links between Huntingdon Road and Madingley Road and to the City centre;</li> <li>b) Giving priority to cycling within the development, including connections to key destinations, including the local centre, bus stops, the primary school, <del>and</del> employment, <del>and adjacent development;</del> <del>and</del></li> <li>c) Linking the development with the surrounding walking and cycling network and orbital routes including links to nearby villages and open countryside.</li> </ul>	<p>between this site and the NIAB development.</p>
<p>Paragraph 6.15 (previously paragraph 6.14)</p>	<p>Development will be designed to maximise the permeability of the site and the legibility of cycling routes to encourage short distance trips to be made by cycling and so reduce the dependence on private cars. Within the development area, excellent facilities therefore need to be provided for cyclists including:</p> <ul style="list-style-type: none"> <li>a. A network of segregated cycle lanes within the development providing maximum permeability for cyclists to the surrounding cycle network and to the local centre;</li> </ul>	<p><u>6.15</u> Development will be designed to maximise the permeability of the site and the legibility of cycling routes to encourage <del>short distance</del> trips to be made by cycling and so reduce the dependence on private cars. Within the development area, excellent facilities therefore need to be provided for cyclists including:</p> <ul style="list-style-type: none"> <li>a. <del>A network of segregated</del> <u>High quality cycle lanes provision</u> within the development providing</li> </ul>	<p>Amended in response to representation 3879 to reflect the fact that some cyclists may travel significant distances.</p> <p>Amended in response to</p>

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
	<ul style="list-style-type: none"> <li>b. Cycle parking provision for all development, including the local centre;</li> <li>c. Cycle storage for all dwellings; and</li> <li>d. Schemes to promote cycling, including consideration of cycle sharing schemes and information on routes to residents and employees.</li> </ul>	<ul style="list-style-type: none"> <li>maximum permeability for cyclists to the surrounding cycle network and to the local centre;</li> <li>b. Cycle parking provision for all development, including the local centre;</li> <li>c. Cycle storage for all dwellings; and</li> <li>d. Schemes to promote cycling, including consideration of cycle sharing schemes and information on routes to residents and employees.</li> </ul>	<p>representation 3878 to reflect that detailed design work on footpaths/cycleways/roads has not yet been carried out.</p>
<p>NW18: Walking Provision</p>	<p><b>Development will be required to provide attractive, direct and safe walking routes as part of the development, including:</b></p> <ul style="list-style-type: none"> <li>a) Giving priority to walking links between Huntingdon Road and Madingley Road and to the City centre;</li> <li>b) Giving priority to walking routes within the development connecting to key destinations, including the local centre, bus stops, the primary school and employment; and</li> <li>c) Linking the development with the surrounding walking network, including links to an improved rights of way network and to nearby villages and</li> </ul>	<p><b>Development will be required to provide attractive, direct and safe walking routes as part of the development, including:</b></p> <ul style="list-style-type: none"> <li>a) Giving priority to walking links between Huntingdon Road and Madingley Road, <b>to adjacent development</b> and to the City centre;</li> <li>b) Giving priority to walking routes within the development connecting to key destinations, including the local centre, bus stops, the primary school and employment; and</li> </ul>	<p>Amended in response to representation 3663 in order to reflect the importance of links between this site and the NIAB development.</p>

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
	open countryside.	c) Linking the development with the surrounding walking network, including links to an improved rights of way network and to nearby villages and open countryside.	
Paragraph 6.19 (previously paragraph 6.18)	Development will be designed to maximise the permeability of the site and the legibility of walking routes to encourage short distance trips to be made by walking and so reduce the dependence on private cars. The majority of walking trips generated by the development will be internal to the development site, but opportunities also exist for walking trips to be made to key external destinations, including schools and colleges in the vicinity of the site, the University West Cambridge site and Cambridge City Centre.	Development will be designed to maximise the permeability of the site and the legibility of walking routes to encourage <del>short distance</del> trips to be made by walking and so reduce the dependence on private cars. The majority of walking trips generated by the development will be internal to the development site, but opportunities also exist for walking trips to be made to key external destinations, including schools and colleges in the vicinity of the site, the University West Cambridge site and Cambridge City Centre.	Not in response to a representation but changed to provide clarity.
<b>SECTION 7. COMMUNITY SERVICES AND FACILITIES</b>			
Addition of new paragraph (to be numbered 7.3)	N/A	<a href="#">Not all services and facilities will be provided by the public or commercial sectors. Some facilities at North West Cambridge will be</a>	Added in response to representation 3842 in order to provide clarity to the policy and recognise that not all services and facilities will be

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
		<p><a href="#">best provided through the direct involvement of community groups, e.g. facilities for faith and public worship and associations including social and sporting clubs. In appropriate instances the development may be required to provide land for their provision. These would be any sporting club that provides facilities over and above that required by the Open Space and Recreation Standards.</a></p>	<p>provided by the public or commercial sectors and some facilities may be best provided through direct involvement of community groups.</p>
<p>Paragraph 7.10 (previously paragraph 7.9)</p>	<p>It is anticipated that, subject to the required strategies and masterplanning, the local centre will include:</p> <ul style="list-style-type: none"> <li>a. a primary school and pre-school care</li> <li>b. an appropriate level of local shopping</li> <li>c. a library, life-long learning centre and information access point</li> <li>d. flexible community meeting rooms and spaces adjacent to the primary school</li> <li>e. provision for the emergency services including the police</li> <li>f. a children’s play area</li> <li>g. neighbourhood recycling point.</li> </ul>	<p>It is anticipated that, subject to the required strategies and masterplanning, the local centre will <del>include</del><a href="#">comprise a range of services and facilities including:</a></p> <ul style="list-style-type: none"> <li>a. a primary school and pre-school care</li> <li>b. an appropriate level of local shopping <a href="#">and other services</a></li> <li>c. a library, life-long learning centre and information access point</li> <li>d. flexible community meeting rooms and spaces adjacent to the primary school</li> <li>e. provision for the emergency services including the police</li> <li>f. a children’s play area</li> </ul>	<p>Amended in response to representation 3320 in order to reflect that the local centre will include a range of services and facilities.</p>

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
		g. neighbourhood recycling point h. <a href="#">Healthcare provision.</a>	Reference to healthcare added in response to representations 3591, 3791 and 3800.
Paragraph 7.12 (previously paragraph 7.11)	The development will generate a need for additional secondary school provision. The County Council proposes to meet this need through a new school to be built on land in the area between Huntingdon Road and Histon Road. The development of North West Cambridge will make an appropriate financial contribution towards this provision.	The development will generate a need for additional secondary school- <a href="#">places provision.</a> The County Council proposes to meet this need through a new school to be built on land in the area between Huntingdon Road and Histon Road. The development of North West Cambridge will make an appropriate financial contribution towards this provision.	Amended in response to representation 3671 in order to provide clarity.
Policy NW22: Public Art	<b>Public art will be provided as part of the development to help generate pride in the area, increase a sense of ownership, develop cultural identity, create distinction, character and identity and contribute to quality of life. The value of public art sought within the development will be at least 1% of the construction cost of the project. A Public Art Strategy will be required to support a planning application.</b>	<b>Public art will be provided as part of the development to help generate pride in the area, increase a sense of ownership, develop cultural identity, create distinction, character and identity and contribute to quality of life. The value of public art sought within the development will be at <a href="#">least a cost equal to</a> 1% of the construction cost of the project. A Public Art Strategy will be required to support a planning application.</b>	Amended in response to representation 3480 to be consistent with other planning policy guidance and seek a cost equal to 1% of the construction cost of the development.

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
<b>SECTION 8: RECREATION</b>			
Paragraph 8.4	In addition to this, provision should be made for Strategic Open Space, which is the sub-regional network of green spaces and linkages. This could include improved access from North West Cambridge into the wider countryside and other areas of Strategic Open Space, such as the Coton Countryside Reserve. These linkages will be important to those living and working in North West Cambridge to ensure access to the wider countryside and also to provide connectivity for reasons of biodiversity.	<del>8.4</del> In addition to this, provision should be made for Strategic Open Space, which <del>is the</del> would form part of the sub-regional network of green spaces and linkages identified in Cambridgeshire Horizons' Green Infrastructure Strategy. This <del>could</del> should include improved access from North West Cambridge into the wider countryside and other areas of Strategic Open Space, such as the Coton Countryside Reserve. These linkages will be important to those living and working in North West Cambridge to ensure access to the wider countryside and also to provide connectivity for reasons of biodiversity.	Amended in response to representations 3677 & 3711 to provide clarity.
<b>SECTION 9: NATURAL RESOURCES</b>			
Policy NW24: Climate Change & Sustainable Design and Construction/Policy NW25: Renewable Energy/NW29: Water	<p><b>Preferred Policy Option NW24: Climate Change &amp; Sustainable Design and Construction</b></p> <p><b>1. Development will be required to demonstrate that:</b></p>	<p><b><u>Preferred Policy Option NW24: Climate Change &amp; Sustainable Design and Construction</u></b></p> <p><b><u>1. Development will be required to demonstrate that it has</u></b></p>	Policies combined in response to representations 3719 and 3720 in order to provide greater clarity and certainty in the proposed approach to higher building standards.

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
Conservation	<p>a) It has been designed to adapt to the predicted effects of climate change; and</p> <p>b) Residential development will achieve a high degree of sustainable design and construction in line with the Code for Sustainable Homes. Code level 4 will be sought for residential buildings, increasing to code level 5 for any planning application approved after April 2012.</p> <p>c) Non-residential development will achieve a high degree of sustainable design and construction in line with BREEAM standards; "Very good" will be sought for non-residential buildings, increasing to "excellent" for any planning applications approved after April 2012.</p> <p>2. The above requirements are subject to wider economic, viability and social testing.</p> <p>-----</p> <p>Preferred Policy Option NW25: Renewable</p>	<p><u>been designed to adapt to the predicted effects of climate change;</u></p> <p><u>2. Decentralised energy will be required at North West Cambridge, in the following order of priority:</u></p> <p>a. <u>Combined Heat and Power (CHP), fuelled by renewable energy sources;</u></p> <p>b. <u>Gas fired CHP;</u></p> <p>c. <u>District heating fuelled by renewable energy sources;</u></p> <p>d. <u>Gas fired district heating scheme, with a strategy to upgrade this to renewably fuelled in the future.</u></p> <p><u>An option lower down the list can only be considered where the option(s) above it have been demonstrated not to be viable. All of the above options will need to meet the needs of a substantial<sup>1</sup> proportion of the development, including a mix of uses.</u></p> <p><u>3. Residential development will be required to demonstrate that:</u></p>	<p>Timescales amended in response to revisions to the housing trajectory.</p>



SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
	<p>Energy</p> <p>1. A minimum of 20% of the developments predicted energy requirements will need to be provided from on-site renewable energy sources. These requirements may be relaxed if it can be clearly demonstrated that to require full compliance would not be viable;</p> <p>2. In addition to a minimum of 20% renewables, the provision of Combined Heat and Power (CHP), preferably fuelled by renewable energy sources, will also be required to meet the needs of a substantial proportion of the development. If it can be demonstrated that this would not be viable, then provision of a District Heating Scheme, again preferably fuelled by renewable energy sources, to meet the requirements of a substantial proportion of the development would be required.</p> <hr/> <p>Preferred Policy Option NW29: Water Conservation</p> <p>1. All development on the North West</p>	<p>a. <u>All dwellings approved on or before 31<sup>st</sup> March 2013 will meet Code for Sustainable Homes Level 4 or higher, up to a maximum of 550 dwellings across the site. All dwellings above 550 will meet Code for Sustainable Homes Level 5 or higher;</u></p> <p>b. <u>All dwellings approved on or after 1st April 2013 will meet Code for Sustainable Homes Level 5 or higher;</u></p> <p>c. <u>Water conservation measures will be incorporated to reduce per capita water consumption by at least 30% compared to 2006 levels to meet Code Level 4, rising to a 47% reduction compared to 2006 levels to meet Code Level 5; and</u></p> <p>d. <u>There is no adverse impact on the water environment and biodiversity as a result of the implementation and management of water conservation measures.</u></p> <p>4. <u>Non residential development</u></p>	<p>Amended in response to representation 3383 in order to acknowledge that the highest BREEAM standards should be sought and representation 3482 to acknowledge emerging proposals. Amended in response to 3483 as</p>

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
	<p>Cambridge site will incorporate water conservation measures, including water saving devices, rainwater harvesting and grey water recycling. The aim should be to reduce per capita water consumption by at least 30% compared to 2006 levels, rising to a 47% reduction compared to 2006 levels for anything approved after April 2012;</p> <p>2. Management of water conservation measures must ensure that there is no adverse impact on the water environment and biodiversity.</p>	<p><u>and student housing will be required to demonstrate that:</u></p> <p>a. <u>It will achieve a high degree of sustainable design and construction in line with BREEAM "excellent " standards or the equivalent if this is replaced;</u></p> <p>b. <u>It will reduce its predicted carbon emissions by at least 20% through the use of on-site renewable energy technologies only where a renewably fuelled decentralised system is shown not to be viable;</u></p> <p>c. <u>It will incorporate water conservation measures including water saving devices, greywater and/or rainwater recycling in all buildings to significantly reduce potable water consumption; and</u></p> <p>d. <u>There is no adverse impact on the water environment and biodiversity as a result of the implementation and management of water</u></p>	<p>the Code for Sustainable Homes includes requirement for renewables. Requirement retained for non-residential. Amended in response to representation 3398 to clarify that water conservation measures will also be expected from non-residential development and student housing.</p> <p>Not in response to a representation but to provide clarity.</p> <p>Consequential change made to core and local output indicators table.</p>

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
		<p style="text-align: center;"><u>conservation measures.</u></p> <p><u>5. The above requirements are subject to wider viability testing.</u></p>	
Paragraph 9.1	<p>In response to climate change, national objectives have been set to reduce the UK's carbon dioxide emissions by at least 60% by 2050, with real progress towards this target by 2020. In addition, the Government has set out its aims for all new development to be zero carbon by 2016, with a 25% improvement in energy/carbon performance by 2010<sup>2</sup>. North West Cambridge will need to play its part in helping to reach this goal, balancing the overall increased emissions due to the scale of the development, with the opportunities that new development offers for reducing carbon emissions, through such measures as sustainable design and the provision of decentralised and renewable energy sources. A Carbon Reduction Strategy for the site addressing these issues will be required to be submitted with any planning application.</p>	<p>In response to climate change, national objectives have been set to reduce the UK's carbon dioxide emissions by at least 60% by 2050, with real progress towards this target by 2020. In addition, the Government has set out its aims for all new <del>development housing</del> to be zero carbon by 2016, <del>with a 25% improvement in energy/carbon performance by 2010<sup>3</sup>.</del> <u>with two scheduled improvements to the building regulations between now and then, to help bridge the gap between current standards and those proposed for 2016. A national standard called the Code for Sustainable Homes (CSH) has also been launched to assess the environmental performance of new homes. It covers a range of issues including energy and water</u></p>	<p>Amended in response to representations 3719 and 3720 in order to provide greater clarity and certainty in the proposed approach to higher building standards.</p>

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
		<p><u>performance, drainage, recycling, environmental impact of construction materials and biodiversity. BREEAM is currently the equivalent standard for non-residential buildings, though the government is considering replacing it with a Code for non-residential buildings with similar goals to the CSH for zero carbon performance, which BREEAM currently lacks.</u></p> <p><del>North West Cambridge will need to play its part in helping to reach this goal, balancing the overall increased emissions due to the scale of the development, with the opportunities that new development offers for reducing carbon emissions, through such measures as sustainable design and the provision of decentralised and renewable energy sources. A Carbon Reduction Strategy for the site addressing these issues will be</del></p>	

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
		<del>required to be submitted with any planning application.</del>	
Paragraph 9.2	Climate change adaptation is the adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities. New development will need to adapt to unavoidable changes in climate without further increasing emissions with active heating and cooling systems. There is much that can be achieved through 'passive measures' such as the location, layout, orientation, aspect and external design of buildings and landscaping around buildings that can help occupants to cope more easily with the effects of climate change.	Climate change adaptation <del>is</del> <u>has been defined as adjustment in natural or human systems in response to actual or expected climatic stimuli or their effects, which moderates harm or exploits beneficial opportunities</u> <u>ability to respond and adjust to actual or potential impacts of climate change in ways that moderate harm or take advantage of any positive opportunities that the climate may afford<sup>2</sup></u> . New development will need to adapt to unavoidable changes in climate without further increasing emissions with active heating and cooling systems. There is much that can be achieved through 'passive measures' such as the location, layout, orientation, aspect and external design of buildings and	Not in response to a representation but to provide clarity.

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
		landscaping around buildings that can help occupants to cope more easily with the effects of climate change.	
Paragraph 9.3	Development at North West Cambridge offers an opportunity to seek a high level of sustainable design and energy conservation measures in all new buildings. Energy conservation of buildings is an important part of meeting that requirement. The policy requires a high degree of measures to increase the sustainable design of buildings in line with the Code for Sustainable Homes, which also covers minimum standards for water consumption. Other measures such as energy efficiency are dealt with by Building Regulations.	<u>New development, and particularly large scale development such as North West Cambridge, provides significant opportunities to reduce the carbon emissions produced during the lifetime of the development. Energy efficiency through design is one of the key climate change mitigation measures and provision of decentralised energy such as combined heat and power (CHP), is another. The existing national system of centralised electricity generation is very inefficient. Power stations discharge significant levels of energy in the form of heat to the atmosphere, rivers or sea. More energy is lost through transmission and distribution</u>	Amended in response to representations 3719 and 3720 in order to provide greater clarity and certainty in the proposed approach to higher building standards.

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
		<p><u>from remote power stations to towns and cities. Local power generation in “decentralised energy systems” such as through combined heat and power (CHP) allows the waste heat to be used locally, and for transmission and distribution losses to be cut significantly. This results in significantly lower carbon emissions. It will also conserve water resources that are a significant resource used in traditional power stations.</u></p> <p><del>Development at North West Cambridge offers an opportunity to seek a high level of sustainable design and energy conservation measures in all new buildings. Energy conservation of buildings is an important part of meeting that requirement. The policy requires a high degree of measures to increase the sustainable design of buildings</del></p>	

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
		<p><del>in line with the Code for Sustainable Homes, which also covers minimum standards for water consumption. Other measures such as energy efficiency are dealt with by Building Regulations.</del></p>	
Paragraph 9.4	<p>The scale of development at North West Cambridge enhances the potential for a comprehensive approach to provision of energy. It offers the opportunity for innovative measures, including the use of renewable energy and combined heat and power or district heating.</p>	<p><u>The policy takes a hierarchical approach to energy reduction through provision of decentralised energy on the site, to ensure that the measures that would produce the greatest carbon emissions reductions are considered first and the next stage in the hierarchy is only considered where the higher order systems can be shown not to be viable on the site. Therefore, subsection c cannot be considered without both a and b (in that order) having been demonstrated not to be viable for the site. A renewably<sup>4</sup> fuelled CHP is therefore the priority for the site, with other</u></p>	<p>Not in response to a representation but to provide clarity.</p>



SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
		<p><u>options of gas fired CHP and renewably fuelled district heating listed in order of their predicted impact on carbon emissions. This site, with its proposed mix of uses, is likely to be very suitable to CHP and initial feasibility work has been undertaken which confirms this.</u></p> <p><u>The scale of development at North West Cambridge and the predominant role of the University in the development enhances the potential for a comprehensive approach to the provision of energy. It offers the opportunity for innovative measures, including the use of renewable energy and combined heat and power or district heating.</u></p>	
Paragraph 9.5	<p>The renewable energy provision could take various forms, including:</p> <ul style="list-style-type: none"> <li>a. Onsite wind turbines;</li> <li>b. Solar thermal;</li> </ul>	<p><u>The energy infrastructure necessary for CHP and/or district heating will need to be explored at a very early stage and designed in at the front end of</u></p>	<p>Not in response to a representation but to provide clarity and avoid repetition.</p>

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
	<p>c. Photo-voltaic cells (PV); d. Biomass for community heating or CHP; e. Ground source heat pumps</p> <p>The energy infrastructure necessary for CHP and/or District Heating will need to be explored at a very early stage and designed in at the front end of development in order to minimise costs and to phase appropriately the installation with the build out of the development. Preferably CHP and/or District Heating should be fuelled by a renewable energy source such as biomass with systems powered by fossil fuels used only if a renewable energy source is not viable, as such systems cannot be considered to be renewable. However, the infrastructure needs to be in place at the outset of development, which will allow the type of fuel used to be altered more easily than if the infrastructure was put in later. This will allow the potential to change over to a renewable fuel. An Energy Strategy for the site will be required to be submitted with the planning application, which will include a feasibility study to identify which technologies would be most suitable. Any feasibility work will</p>	<p><u>development in order to minimise costs and to appropriately phase the installation with the build out of the development. A Carbon Reduction Strategy which will set out the broad strategy for the site as a whole will need to be submitted and approved alongside the masterplan and further detail will be required alongside subsequent planning applications.</u></p> <p><del>9.5 The renewable energy provision could take various forms, including:</del></p> <ul style="list-style-type: none"> <li><del>a. Onsite wind turbines;</del></li> <li><del>b. Solar thermal;</del></li> <li><del>c. Photo-voltaic cells (PV);</del></li> <li><del>d. Biomass for community heating or CHP;</del></li> <li><del>e. Ground source heat pumps</del></li> </ul>	

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
	be tested by the Councils.	<p>The energy infrastructure necessary for CHP and/or District Heating will need to be explored at a very early stage and designed in at the front end of development in order to minimise costs and to phase appropriately the installation with the build out of the development. Preferably CHP and/or District Heating should be fuelled by a renewable energy source such as biomass with systems powered by fossil fuels used only if a renewable energy source is not viable, as such systems cannot be considered to be renewable. However, the infrastructure needs to be in place at the outset of development, which will allow the type of fuel used to be altered more easily than if the infrastructure was put in later. This will allow the potential to change over to a renewable fuel.</p>	

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
		<p><del>An Energy Strategy for the site will be required to be submitted with the planning application, which will include a feasibility study to identify which technologies would be most suitable. Any feasibility work will be tested by the Councils.</del></p>	
Paragraph 9.6	<p>In determining which types of technologies would be most suitable for this site, there would be a requirement to minimise any potential impacts to the environment or local amenity by careful site selection, choice of technologies and mitigation measures. Potential impacts may be acceptable if they are minor, or are outweighed by wider benefits, such as the national need for energy from non-fossil fuels, which will contribute to reducing CO<sub>2</sub> and other emissions.</p>	<p><u>Both Authorities would support the development of an energy services company (ESCo) to provide this energy infrastructure. The ESCo could maintain the system and bill users for their energy consumption. The community could partially or wholly own it, if interest is shown.</u></p> <p><del>In determining which types of technologies would be most suitable for this site, there would be a requirement to minimise any potential impacts to the environment or local amenity by careful site selection, choice of technologies and mitigation</del></p>	<p>Not in response to a representation but to avoid repetition with the development principles.</p>

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
		<p><del>measures. Potential impacts may be acceptable if they are minor, or are outweighed by wider benefits, such as the national need for energy from non-fossil fuels, which will contribute to reducing CO<sub>2</sub> and other emissions.</del></p>	
Paragraph 9.7	<p>Both Authorities would support the development of an energy services company (ESCo) to provide this energy infrastructure. The ESCo would maintain the system and bill users for their energy consumption. The community could partially or wholly own it, if interest is shown.</p>	<p><u>In line with PPS1 there are clear opportunities at North West Cambridge for the use of decentralised energy and on site renewables. Therefore specific requirements for the Code for Sustainable Homes and BREEAM for non-residential uses (or its equivalent, if this is replaced) have been set. These are one step ahead of proposed changes to the Building Regulations and therefore assist in moving towards the Zero Carbon target by 2016 and reflect the AAP objective for the development to be built as an exemplar of sustainable living.</u></p>	<p>Not in response to a representation but to provide clarity.</p>

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
		<p><u>These standards are also phased to improve over time, as the development is built out over a number of years.</u></p> <p><del>Both Authorities would support the development of an energy services company (ESCo) to provide this energy infrastructure. The ESCo would could maintain the system and bill users for their energy consumption. The community could partially or wholly own it, if interest is shown.</del></p>	
Paragraph 9.8		<p><u>As BREEAM does not have as high standards as CSH, particularly in terms of carbon performance, BREEAM Excellent will be required from the outset. In the event that a renewably fuelled decentralised system is not viable there is an additional requirement for the non-residential uses within the development to meet 20% of the predicted carbon emissions from onsite renewable energy technologies. These could take various forms, including:</u></p>	

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
		<ul style="list-style-type: none"> <li>a. <u>Wind turbines;</u></li> <li>b. <u>Solar thermal;</u></li> <li>c. <u>Photo-voltaic cells (PV);</u></li> <li>d. <u>Biomass for community heating or CHP;</u></li> <li>e. <u>Ground source heat pumps</u></li> </ul>	
Paragraph 9.9		<u>In determining which types of technologies would be most suitable for this site, there would be a requirement to minimise any potential impacts to the environment or local amenity by careful site selection, choice of technologies and mitigation measures.</u>	
Paragraph 9.10 (previously 9.16)	The East of England has the lowest rainfall in the country and is described officially as semi-arid. A high proportion of the available water resource is already being exploited and as such, even allowing for the impact of climate change, careful management of water resources will be crucial if the economic potential of the Cambridge Sub-Region is to continue to be realised. Development at North West	The East of England has the lowest rainfall in the country and is described officially as semi-arid. A high proportion of the available water resource is already being exploited and as such, even allowing for the impacts of climate change, careful management of water resources will be crucial if the economic potential of the	Amended in response to representation 3718 to provide clarity.

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
	<p>Cambridge provides an opportunity to design water conservation measures into the infrastructure and buildings in order to reduce per capita demand for water. This should be a fundamental approach of the development.</p>	<p>Cambridge Sub-Region is to continue to be realised. Development at North West Cambridge provides an opportunity to design water conservation measures into the infrastructure and buildings in order to reduce per capita demand for water. This should be a fundamental approach of the development. <u>For residential development, a 30% reduction compared to 2006 levels equates to 105 litres/head/day, while a 47% reduction equates to 80 litres/head/day.</u></p>	
<p>Paragraph 9.11 (previously 9.17)</p>	<p>Improving the efficiency of water use in buildings can be relatively easily achieved by installing water saving devices. Rainwater harvesting systems for garden or landscape irrigation and/or toilet flushing are also available, as well as grey water recycling systems. At the outline planning application stage, a Water Conservation Strategy with basic information as to how this target will be met will be required, with further details of the measures proposed required at the reserved matters stage.</p>	<p>Improving the efficiency of water use in buildings can be relatively easily achieved by installing water saving devices. Rainwater <u>recycling</u> for garden or landscape irrigation and/or toilet flushing are also available, as well as greywater recycling systems. At the outline planning application stage, a Water Conservation Strategy with basic information as to how this target will be met will be required, with further</p>	<p>Not in response to a representation but to ensure consistency with the policy.</p>



SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
		details of the measures proposed required at the reserved matters stage.	
Paragraph 9.15 (previously 9.10)	The principles of Sustainable Drainage Systems (SuDs) should be employed where possible on the site to deal with surface water drainage. SuDs are an alternative approach to drainage that replicate as closely as possible the natural drainage of the development, helps replenish ground water and remove pollutants gathered during run-off, benefiting local wildlife.	<del>9.10</del> The principles of Sustainable Drainage Systems (SuDS) should be employed where possible on the site to deal with surface water drainage. SuDS are an alternative approach to drainage that replicate as closely as possible the natural drainage of the site before development. This reduces the risk of flood downstream of the development, helps replenish ground water and remove pollutants gathered during run-off, benefiting local wildlife, <a href="#">in line with the SuDs management train.</a>	Amended in response to representation 3774 in order to clarify the Councils preference for SuDs over more conventional methods of drainage.
Policy NW27: Management and Maintenance of Surface Water Drainage Systems	<b>All water bodies and watercourses required to serve the development will be maintained and managed by one or more publicly accountable bodies to ensure a comprehensive and integrated approach to surface water drainage with defined areas of responsibility;</b>	<b>All water bodies <del>and</del> watercourses and sustainable drainage features required to serve the development will be maintained and managed by one or more publicly accountable bodies to ensure a comprehensive and integrated approach to surface water drainage with defined areas of responsibility;</b>	Not in response to a representation but to provide clarity.

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
<b>SECTION 10: DELIVERY</b>			
Policy NW28 (previously NW30: Construction Processes)	Where practicable the development will: a. Recycle construction waste; b. Accommodate construction spoil within the development, taking account of the landscape character and avoiding creation of features alien to the topography; c. Maximise the reuse and recycling of any suitable raw materials currently available on site during construction, such as redundant buildings or infrastructure; d. Avoid disruption to adjacent parts of the City and Girton.	Where practicable the development will: a. Recycle construction waste; b. Accommodate construction spoil within the development, taking account of the <a href="#">local urban and</a> landscape character and avoiding creation of features alien to the topography; c. Maximise the reuse and recycling of any suitable raw materials currently available on site during construction, such as redundant buildings or infrastructure; d. Avoid disruption to adjacent parts of the City and Girton.	Amended in response to a number of representations in order to provide more clarity and refer to local urban as well as landscape character. (Rep numbers: 3820, 3306, 3338, 3414, 3439, 3452, 3503, 3512, 3525, 3536, 3543, 3548, 3561, 3597, 3609, 3634, 3754)
NW30 (previously NW32): Phasing & Need	<b>Preferred Policy Option NW32: Phasing &amp; Need</b> 1. A Needs Statement must be submitted to demonstrate that the University has a need for the land to be released for development. 2. Phasing of the development will be determined through masterplanning and as the needs of the University are proven.	<b>Preferred Policy Option NW302: Phasing &amp; Need</b> 1. A Needs Statement must be submitted to demonstrate that the University has a need for the land to be released for development. 2. Phasing of the development will be determined through masterplanning and as the	Not in response to a representation but to reflect that this part of the policy is not required as the AAP does not have an end date.

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
	3. Land not required for development until after 2016 will be safeguarded to meet the long term development needs of the University.	needs of the University are proven. <del>3. Land not required for development until after 2016 will be safeguarded to meet the long term development needs of the University.</del>	
<u>Delivery Mechanisms</u>		<u>Delivery Mechanisms</u>	Amended in response to representation 3722 in order to provide some detail on delivery mechanisms, consistent with the approach in the adopted AAPs.
<u>Paragraph 10.17</u>		<u>The Area Action Plan has been prepared in consultation with key stakeholders involved in the delivery of North West Cambridge and various partnership working arrangements have been in place for the development since 2006, including Cambridgeshire County Council, Cambridgeshire Horizons, the Primary Care Trust, the Environment Agency, and the Highways Agency. Joint working arrangements have also included the developers of land between Huntingdon Road and Madingley</u>	Amended in response to representation 3722 in order to provide some detail on delivery mechanisms, consistent with the approach in the adopted AAPs.

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
		<p><u>Road in order to ensure a holistic approach to the planning and delivery of development in this area. A joint planning committee has been set up to ensure this objective is met in the determination of any planning applications. The Councils are also involved in the preparation of other key strategies and plans that will impact on the development of NW Cambridge such as their respective Community Strategies and strategies prepared by others including the County Council and Cambridgeshire Horizons.</u></p>	
<p><u>Paragraph 10.18</u></p>		<p><u>Cambridgeshire Horizons' key focus is on the delivery of the development strategy for the Cambridge area. As such, it is assisting the local authorities with mechanisms to ensure prompt and efficient delivery of the major developments and necessary infrastructure.</u></p>	<p>Amended in response to representation 3722 in order to provide some detail on delivery mechanisms, consistent with the approach in the adopted AAPs.</p>
<p>Paragraph 10.21 (previously paragraph 10.19)</p>	<p>However, all these assumptions must be heavily caveated that in the event of any changes, the housing trajectory will not</p>	<p><u>10.21</u> However, all these assumptions must be heavily caveated that in the event of any</p>	<p>Amended in response to 3485 representation in order provide clarity and reflect the most up to</p>

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
	<p>reflect actual delivery. Many of these factors are beyond the control of the local planning authorities or development industry. The role of monitoring will an be important in assessing the actual performance in terms of delivery of this and other parts of the development strategy.</p>	<p>changes, the housing trajectory will not reflect actual delivery. Many of these factors are beyond the control of the local planning authorities or development industry. <u>In particular, the split in annual housing completions in each district will depend upon detailed masterplanning and the phasing of development across the site. The split identified in the housing trajectory has been informed by the likely proportions of residential development land to located in each district.</u> The role of monitoring will <del>an</del> be important in assessing the actual performance in terms of delivery of this and other parts of the development strategy.</p>	<p>date position.</p>
<p>Housing Trajectory</p>	<p>2009/2010 = 0  2010/2011 = 50  2011/2012 = 200  2012/2013 = 400  2013/2014 = 600  2014/2015 = 400  2015/2016 = 400  2016/2017 = 200  2017/2018 = 0  2018/2019 = 0</p>	<p>Projected annual completions  2009/2010 = 0  2010/2011 = <u>0</u>  2011/2012 = <u>200</u>  2012/2013 = <u>350</u>  2013/2014 = <u>400</u>  2014/2015 = <u>400</u>  2015/2016 = <u>400</u>  2016/2017 = <u>400</u>  2017/2018 = <u>0175</u></p>	<p>Amended in response to 3485 representation in order provide clarity and reflect the most up to date position.</p>

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
	2019/2020 = 0 Total = 2250	2018/2019 = 0 2019/2020 = 0 Total = <del>2325</del> <del>2250</del>  Split by district Cambridge /SCDC 2009/2010 = 0 2010/2011 = 0 2011/2012 = 200/0 2012/2013 = 350/0 2013/2014 = 300/100 2014/2015 = 200/200 2015/2016 = 150/250 2016/2017 = 200/200 2017/2018 = 15/160 2018/2019 = 0 2019/2020 = 0 Total = 1415/910	
<b>APPENDIX 1: CAR PARKING STANDARDS</b>			
Headers for Car Parking Standards Tables	Standards	<u>Maximum</u> Standards	Wording revised to ensure clarity.
<b>APPENDIX 2: CYCLE PARKING STANDARDS</b>			
Headers for Cycle Parking Standards Tables	Number of Spaces	<u>Minimum</u> Number of Spaces	Wording revised to ensure clarity.
Section 2.3 High Capacity	<b>2.3 High Capacity</b> <b>2.3.1 For increased capacity racks can be arranged at alternate heights with the type</b>	Deleted	Section deleted in response to representations 3817 and 3887 to make clear that on new

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
	<p>of rack that holds the front wheel in place. These racks are only acceptable if a support post is provided between each rack to which the frame of the bicycle can easily be locked. This type of rack also ensures a straight row of bicycles, which is useful where space is at a premium.</p>		<p>developments cycle parking should be provided by the preferred Sheffield stand or Rounded A frame</p>
<p>Paragraph 1.2b</p>	<p>1.2 In addition to the application of these standards, new developments will have to comply with the following principles:</p> <p>a. Cycle racks or stands should conform to the design and dimensions as set out at the end of these standards.</p> <p>b. For residential purposes cycle parking should be within a covered, lockable enclosure. For individual houses this could be in the form of a shed or garage. For flats or student accommodation either individual lockers or cycle stands within a lockable, covered enclosure are required. The cycle parking should be easily accessible and convenient to use.</p> <p>c. Cycle parking for employees should be in a convenient, secure location and where practical covered.</p> <p>d. Short stay cycle parking, e.g. for visitors or shoppers, should be located as near as possible to the main entrance of buildings</p>	<p>1.2 In addition to the application of these standards, new developments will have to comply with the following principles:</p> <p>a. Cycle racks or stands should conform to the design and dimensions as set out at the end of these standards.</p> <p>b. For residential purposes cycle parking should be within a covered, lockable enclosure. For individual houses this could be <b>in the form of additional space in</b> a shed or garage. For flats or student accommodation either individual lockers or cycle stands within a lockable, covered enclosure are required. The cycle parking should be easily accessible and convenient to use.</p> <p>c. Cycle parking for employees</p>	<p>Amended in response to representation 3888 in order to clarify the space requirements of cycle parking provision in sheds and garages.</p>

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
	<p>and covered by natural surveillance or CCTV. For large developments the cycle parking facility should be covered.</p> <p>e. Reference to staff should be taken to mean the peak number of staff expected to be on site at any one time.</p> <p>f. All cycle parking should be located to minimise conflicts between cycles and motor vehicles.</p> <p>g. Some flexibility will be applied to applications where it can be demonstrated that strict adherence to the standards for a multi-purpose site is likely to result in a duplication of provision.</p>	<p>should be in a convenient, secure location and where practical covered.</p> <p>d. Short stay cycle parking, e.g. for visitors or shoppers, should be located as near as possible to the main entrance of buildings and covered by natural surveillance or CCTV. For large developments the cycle parking facility should be covered.</p> <p>e. Reference to staff should be taken to mean the peak number of staff expected to be on site at any one time.</p> <p>f. All cycle parking should be located to minimise conflicts between cycles and motor vehicles.</p> <p>g. Some flexibility will be applied to applications where it can be demonstrated that strict adherence to the standards for a multi-purpose site is likely to result in a duplication of provision.</p>	
Paragraph 2.21	<p>2.2 Layout</p> <p>2.2.1. This diagram shows the spacing required for cycle stands. There should be a 1200mm space between a double row of</p>	<p>2.2 Layout</p> <p>2.2.1. This diagram shows the spacing required for cycle stands. <i>There should be a minimum space</i></p>	<p>Amended in response to representation 3815 and to clarify the distances required between cycle racks to ensure ease of</p>



SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
	stands. All measurements shown are in millimeters	<del>of 2000mm between the centres of a single row of stands and a minimum space of 3000mm between the centres of a double row of stands. There should be a 1200mm space between a double row of stands. All measurements shown are in millimeters</del>	movement around the racks.
Appendix 4: Glossary		<p><u>The following have been added to the Glossary:</u></p> <ul style="list-style-type: none"> <li>- <u>BREEAM</u></li> <li>- <u>Codes for Sustainable Homes</u></li> <li>- <u>Green Infrastructure</u></li> <li>- <u>Recycling Centres</u></li> <li>- <u>Regional Spatial Strategy.</u></li> </ul> <p><u>The following have been deleted from the Glossary:</u></p> <ul style="list-style-type: none"> <li>- <u>Household Waste Recycling Centre</u></li> <li>- <u>Sui generis.</u></li> </ul> <p><u>The definition of the Local Transport Plan has also been updated.</u></p>	Changes to the glossary are to provide clarity and to update the definitions.
<u>Appendix 5: Relationship with the Cambridge Local Plan</u>	N/A	<u>The following policies and proposals in the Cambridge Local Plan (2006) will be superseded</u>	Not in response to a representation but added to provide clarity.

SECTION/POLICY/ PARAGRAPH	PREFERRED OPTIONS REPORT	PROPOSED CHANGE	REASON FOR CHANGE
(2006)		<p><u>when the Area Action Plan is adopted:</u></p> <ul style="list-style-type: none"> <li><u>a. Policy 9/7 – Land between Madingley Road and Huntingdon Road;</u></li> <li><u>b. Proposal Site 9.07 – Madingley Road/Huntingdon Road;</u> <u>and</u></li> <li><u>c. Proposal Site 9.11 – 19 Acre Field and land at Gravel Hill Farm.</u></li> </ul> <p><u>The Proposals Maps for the Cambridge Local Development Framework and South Cambridgeshire District Council Local Development Framework will be update as required.</u></p>	