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Cambridge City Council

DEVELOPMENT PLAN SCRUTINY SUB-COMMITTEE

To: Councillors Reid (Chair), Saunders (Vice-Chair), Blencowe, Herbert, Marchant-Daisley and Tucker

Alternate Councillors: Owers and Stuart

Executive Councillor for Planning and Sustainable Transport: Councillor Ward

Despatched: Monday, 21 May 2012

Date: Tuesday, 29 May 2012

Time: 4.30 pm

Venue: Committee Room 1 & 2 - Guildhall

Contact: James Goddard

Direct Dial: 01223 457015

AGENDA

1 APOLOGIES

To receive any apologies for absence.

2 DECLARATIONS OF INTEREST

Members are asked to declare at this stage any interests, which they may have in any of the following items on the agenda. If any member is unsure whether or not they should declare an interest on a particular matter, they are requested to seek advice from the Head of Legal Services **before** the meeting.

3 MINUTES (*Pages 1 - 6*)

To approve the minutes of the meeting on 17 April 2012 (*Pages 1 - 6*)

4 PUBLIC QUESTIONS (SEE BELOW)

Key Decision not included on the Forward Plan

The following items on the agenda relate to key decisions that have not been included on the Forward Plan. However, it is impractical to defer the decisions to allow inclusion in the next Forward Plan.

The items are included on the agenda by way of formal notice to the Chair, to the Group Spokespersons, to other members of the Committee and to the public that the Executive Councillor is being asked to make this decision.

5 STRATEGIC HOUSING LAND AVAILABILITY ASSESSMENT Head of Planning (*Pages 7 - 722*)

The Strategic Housing Land Availability Assessment Appendix documents are too large to attach to the agenda in hard copy format. All documents are published on the Council's website:

- (i) Main report and Appendices A, B, C & D are attached to the agenda document.
- (ii) Appendix B Annexes 1 & 2 are accessible via the following hyperlinks (please copy all lines as the address is split over 3):

SHLAA Report and Appendices A & B

<http://www.cambridge.gov.uk/democracy/ecSDDisplay.aspx?NAME=SD1082&ID=1082&RPID=34566220&sch=doc&cat=13026&path=13020%2c13021%2c13026>

SHLAA Appendices C & D

<http://www.cambridge.gov.uk/democracy/ecSDDisplay.aspx?NAME=SD1083&ID=1083&RPID=34566234&sch=doc&cat=13026&path=13020%2c13021%2c13026> (*Pages 7 - 722*)

6 LOCAL PLAN ISSUES AND OPTIONS Head of Planning (*Pages 723 - 1524*)

The Cambridge Local Plan Review – Towards 2031 Appendix documents are too large to attach to the agenda in hard copy format. All documents are published on the Council's website:

- (i) Main report and Appendices A, B & D are attached to the agenda document.
- (ii) Appendices C, E, F, G & H are accessible via the following hyperlink (please copy all lines as the address is split over 3):

<http://www.cambridge.gov.uk/democracy/ecSDDisplay.aspx?NAME=SD1081&ID=1081&RPID=34545813&sch=doc&cat=13026&path=13020%2c13021%2c13026> (*Pages 723 - 1524*)

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- For questions and/or statements regarding items NOT on the published agenda, the deadline is 10 a.m. the day before the

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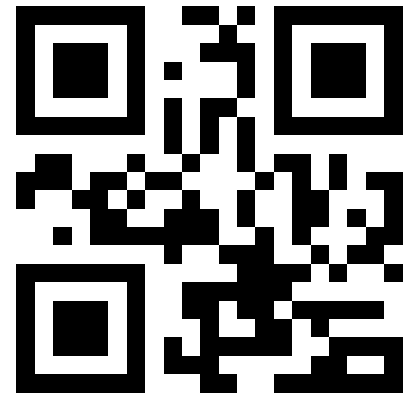
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DEVELOPMENT PLAN SCRUTINY SUB-COMMITTEE17 April 2012
4.30 - 5.30 pm**Present:** Councillors Nimmo-Smith (Chair), Saunders (Vice-Chair), Marchant-Daisley, Stuart and Znajek

Executive Councillor for Planning and Sustainable Transport: Councillor Ward

Officers: Emma Davies (Senior Sustainability Officer), Patsy Dell (Head of Planning), James Goddard (Committee Manager), Myles Greensmith (Principal Planning Policy Officer), and Sara Saunders (Planning Policy Manager)

Other Officers in Attendance: Andrew Keeling (Hotel Solutions)

FOR THE INFORMATION OF THE COUNCIL**12/14/DPSSC Apologies**

Apologies were received from Councillor Herbert.

12/15/DPSSC Declarations of Interest

Name	Item	Interest
Councillor Saunders	12/18/DPSSC	Personal: Member of Transition Cambridge
Councillor Znajek	12/19/DPSSC	Personal: Long standing interest in Garden House Hotel.

12/16/DPSSC Minutes

The minutes of the 14 February 2012 meeting were approved and signed as a correct record.

12/17/DPSSC Public Questions

None.

12/18/DPSSC Community Energy Fund for Cambridgeshire**Matter for Decision:**

In February 2010, Cambridgeshire Horizons commissioned consultants to scope the potential for the development of a Cambridgeshire Community Energy Fund, linked to national zero carbon homes policy. This work was commissioned alongside work to establish the Cambridgeshire Renewables Infrastructure Framework (CRIF), developed to assist the county's transition to a low carbon future. The establishment of a Community Energy Fund (CEF) could help to deliver some of the renewable and low carbon energy projects identified as part of the CRIF. The development of such a fund would also assist developers in meeting their carbon emissions obligations by offsetting residual emissions associated with development through payment into a fund at a set price per tonne of carbon. The fund would then channel this investment into local energy efficiency of energy generation projects to help deliver emissions savings. This initial piece of work, which was presented to Councillors from across the county in July 2010 raised a number of key issues that required further investigation.

In response to these issues, consultants were commissioned to carry out further work, which considered these issues in detail. The study was included as Appendix A of the Officer's report. The study concluded that a county-wide fund would be the most sensible approach to adopt and provides a basis to continue work on developing a Community Energy Fund across the districts and in consultation with Central Government.

Decision of Executive Councillor for Planning and Sustainable Transport:

Noted the findings of the Stage 2 report (Element Energy 2012) and supported officer engagement in the next stages of developing a county-wide fund.

Reason for the Decision:

As set out in the Officer's report.

Any Alternative Options Considered and Rejected:

Not applicable.

Scrutiny Considerations:

The committee received a report from the Senior Sustainability Officer regarding the Community Energy Fund for Cambridgeshire.

The committee made the following comments in response to the report:

- (i) Targets for on-site carbon reduction could make a greater impact on long term carbon reduction than off-setting payments. It would be beneficial to explore options on how to encourage this through the Local Plan Review.

In response to Members' questions the Senior Sustainability Officer confirmed the following:

- (i) The Decarbonising Cambridge Study provided an evidence base that on-site carbon emissions could be reduced by up to 70% for sites in the city. An option would be included in the Local Plan Review to require developers to do more than the nationally defined target of 44 – 60%. Officers recognised it was not practicable to reduce carbon to meet the full requirements of national zero carbon policy on all sites (eg small ones due to constraints on land availability), but the intention was to head for zero carbon overall.
- (ii) Developers would have a statutory duty to contribute towards carbon reduction. Developers would have the option to undertake carbon reduction work, or off set carbon emissions through payment into a fund at a set price per tonne of carbon. The fund would provide monies for carbon reduction projects.
- (iii) The CEF could fund projects in the city and Greater Cambridge Area. There was potential for inter-authority projects so joined up work could be undertaken. The national verification scheme setting out project criteria was still being developed by Central Government.
- (iv) The City Council would monitor and feed into the Central Government policy development process. The zero carbon policy should be finalised by 2016.

The committee resolved unanimously to endorse the recommendation.

The Executive Councillor approved the recommendation.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

Not applicable.

12/19/DPSSC Cambridge Hotel Futures Study**Matter for Decision:**

In February 2012, the Council commissioned consultants to advise it on the performance, plus existing and future demand and supply for new hotels in the City and immediate surrounding area. This was to update the Council's evidence base for the review of the Local Plan, and help inform any decisions relating to applications for hotel development in Cambridge.

The interim study (Appendix A of the Officer's report) has been the subject of a stakeholder consultation on 29th March 2012.

Further work is in progress on comparator historic town benchmarking. 'Fair share analysis' is exploring the role of the colleges, the bed and breakfast and guesthouse sector in relation to recent expansion of budget provision. Work on this will be concluded by the end of April 2012.

As part of the Local Plan review, housing and employment forecasts are being updated and the hotel forecasts will therefore be adjusted accordingly before the report is finalised. The final report will be brought back to committee in June 2012.

Decision of Executive Councillor for Planning and Sustainable Transport:

Noted the findings of the interim report (Cambridge Hotel Futures by Hotel Solutions) and supported officer engagement in concluding the study and developing the implications within the Council's Issues and Options Consultation planned for summer 2012.

Reason for the Decision:

As set out in the Officer's report.

Any Alternative Options Considered and Rejected:

Not applicable.

Scrutiny Considerations:

The committee received a report from the Principal Planning Policy Officer regarding the Cambridge Hotel Futures Study. The Officer highlighted some typographical errors in the report:

- (i) Table 1 (P49) – Total Cumulative Need (2016 Rooms) should read 507 not 347.
- (ii) Table 1 (P49) – Total Cumulative Need (2021 Rooms) should read 714 not 748.

- (iii) Paragraph 4.7 (P51) – Following concerns about loss of permanent residential apartments, an investigation by Enforcement Officers revealed that conversion to serviced apartments did not require planning permission.

In response to Members' questions the Director of Hotel Solutions, Planning Policy Manager and Principal Planning Policy Officer confirmed the following:

- (v) The Officer's report referred to hotels in the city and Greater Cambridge area that serviced Cambridge. Only hotels in Cambridge City and the areas immediately bordering the city boundaries were included in the bedroom forecast.
- (vi) Projections for future hotel demand were forecasts from a model developed by the consultants. Details were set out in the full report. Growth assumptions were based on primary source information (ie trend information direct from hotels). City centre and periphery trends were modelled. 70% occupancy expectations were standard for the industry.
- (vii) Demand for hotels in Cambridge was split 35% for leisure/tourism (including UK and overseas visitors), 65% for business and corporate demand. Other historic towns/cities generally had a 40% tourism and 60% corporate business split, whereas 'corporate' towns had a 30/70% split. Despite being a historic city, Cambridge appeared to have a greater corporate bias than other historic towns/cities. International visitors wanted to stay in the city centre and were prepared to pay a premium to do so.
- (viii) Methodology for measuring business denied (eg people turned away when a hotel was full) varied between hotels and companies. Some monitored and compiled figures more than others.
- (ix) The report referred to the potential to locate hotels near to business parks. Opportunities for new hotels could be explored through the Cambridge Local Plan Review.
- (x) There appeared to be more demand for hotel bed space in Cambridge city centre than on the outskirts. If hotels were built on the outskirts, customers were likely to travel into the city centre, which impacted on traffic generation and demand for city centre car parking.
- (xi) If it was deemed appropriate to source a five star hotel for the city, a location site would have to be identified prior to considering other options. Interest would have to be sought from a relevant hotel chain. A site would likely have to accommodate a minimum of 130 bedrooms. Officers recognised that it was not possible to allocate land for a five

star hotel. Competing economic and housing land needs would have to be reviewed through the Local Plan and market forces.

- (xii) Some hotels were currently rebranding and looking at selling sites. The Council could meet hotel bed space demand through planning policy and engaging with land owners, property developers and hotel companies.

The committee resolved unanimously to endorse the recommendation.

The Executive Councillor approved the recommendation.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)

Not applicable.

The meeting ended at 5.30 pm

CHAIR



To: Executive Councillor for Planning and Sustainable Transport
Report by: Head of Planning Services
Relevant scrutiny committee: Development Plan Scrutiny Sub Committee 29/05/2012
Wards affected: All Wards

Strategic Housing Land Availability Assessment (SHLAA) -Issues & Options Stage of The Local Plan Review.

Non Key Decision

1. Executive summary

- 1.1 The National Planning Policy Framework 2012 requires Local Authorities to produce a Strategic Housing Land Availability Assessment (SHLAA) to form part of a robust evidence base to inform the production of Development Plan Documents. The main purpose of the SHLAA is to assess the amount of land that may be available for new housing in Cambridge over the next 20 years in order to inform the review of the Cambridge Local Plan. It is important to note that the SHLAA does not allocate land for development, or determine whether planning permission would be granted for housing development on a site.
- 1.2 Future housing provision will be set locally through the review of the Local Plan which will need to balance housing need and demand against the capacity of the area to accommodate new development. This will need to ensure that any housing proposal sites are deliverable. Technical work on the SHLAA prepares the way for this work. The review of the Local Plan will also need to balance housing pressures against pressure for the development of other uses such as employment.
- 1.3 Following the Issues & Options consultation in June –July 2012 there will be a further public consultation on sites for all land uses as part of the Local Plan Review.
- 1.4 This report seeks members agreement to the response to the representations, the assessment of sites put forward in the call for sites and other updates since July 2012.

2. Recommendations

- 2.1 This report is being submitted to the Development Plan Scrutiny Sub-Committee for prior consideration and comment before decision by the Executive Councillor for Planning and Sustainable Transport.

- 2.2 The Executive Councillor is recommended to:
- a) agree the response to representations on the draft SHLAA (Appendix A)
 - b) to agree the SHLAA document (Appendices B & C) in advance of consultation commencing the consultation on Issues & Options Stage of the Local Plan Review.
 - c) publish the SHLAA on the Council's web site and write to all consultees who made representations and landowners who submitted sites.
- 2.3 Appendix C is too large to attach to the agenda. A printed copy has been placed in the Member's Room for reference. All documents are published on the Council's web site with the agenda documents.

3. Background

- 3.1 The SHLAA was originally a requirement of national Planning Policy Statement 3 Housing PPS3, which has now been replaced by the National Planning Policy Framework. The National Planning Policy Framework still makes reference to SHLAA's and the responsibility of local planning authorities through evidence work to identify a 5 year supply of deliverable sites and a longer term supply of developable sites or broad locations for future housing growth. The main purpose of a SHLAA is to assess the amount of land that is potentially available for new housing in the future. This is part of the requirement for local planning authorities to plan, monitor and manage the supply of housing.
- 3.2 The SHLAA has been prepared in accordance with government best practice guidance published by CLG in 2007.¹ This sets out a 10-stage process to assess sites in a SHLAA. The main report in Appendix A follows this approach.
- 3.3 The primary role of the SHLAA is to:
- identify sites with potential for housing;
 - assess their housing potential; and
 - assess when these sites are likely to be developed.
- 3.4 The structure of the SHLAA is:-
- a) Part 1 Main Report detailing the methodology and conclusions Part 2 Annexes (Appendix B)
 - b) Part 3 Potential Sites Full Assessments and Maps of all SHLAA sites (Appendix C)

The NPPF encourages LPA's to boost the supply of housing to meet the full objectively assessed needs for market and affordable housing in the housing market area. In addition to the requirement for local planning authorities to identify a rolling five-year supply of deliverable housing sites, there is an additional buffer requirement of 5% to ensure choice and competition in the market for land.

- 3.5 The SHLAA guidance requires sites to be considered deliverable or developable. To be considered **deliverable** (that is it could be brought forward and built in the first 5 years of the Plan), sites should:-

¹ Strategic Housing Land Availability Assessments –Practice Guidance –CLG 2007
(<http://www.communities.gov.uk/publications/planningandbuilding/landavailabilityassessment>)

- **Be available** – the site is available now is free of any legal restrictions, such as restrictive leases or covenants, and the land owner is keen to develop the land for residential purposes and doesn't want to keep the land in its current use or use it for another purpose.
 - **Be suitable** – the site offers a suitable location in planning terms for development now and is free of known planning constraints;
 - **Be achievable** – there is a reasonable prospect that housing will be delivered on the site within five years. The development is viable and there are no cost, market or delivery factors to prevent houses being built and sold.
- 3.6 To be considered **developable** (likely to come forward within 6-10 years or where possible 11-15 years. Sites should be in a suitable location for housing development; the development is viable, and there should be a reasonable prospect that the site is available for, and could be developed at the point envisaged.
- 3.7 The guidance in the National Planning Policy Framework now introduces a slight change of emphasis on viability and deliverability. The approach is however broadly the same as that advocated in the SHLAA guidance which under achievability required a judgement to be made about economic viability and the capacity of a developer to complete and sell the housing over a certain period.
- 3.8 The Council has identified and undertaken a suitability assessment of a large number of sites as either being deliverable, developable or not developable. These assessments have been subject to consultation including consultation with landowners and developers to check if there is any interest on the part of landowners in development and whether such development is developable and deliverable. As part of this and in accordance with the guidance the Council set up a Housing Market Partnership (HMP). The HMP is made up of house builders, developers, social housing providers and others and can assist in ascertaining whether sites are developable and deliverable, as well as any mitigation measures associated with the development of particular sites. The HMP met six times during the preparation of the SHLAA. Subject to the HMP meeting one more time to consider any new work the Council may undertake on viability it agreed that it would be difficult for them to meet following the consultation and call for sites owing to potential for conflicts of interest to arise.
- 3.9 By identifying sites as deliverable / developable in the SHLAA this allows the Council to count those dwellings that could be built on these sites and contribute to future housing provision. The SHLAA is an important source of technical evidence to inform plan making in Cambridge, but **it does not allocate land for development, make decisions about planning policy such as the review of the Green Belt or determine whether planning permission would be granted for housing development on a site.** It is for the formal planning process to make the final decision as to whether development should take place on a site.
- 3.10 The Local Plan will review this figure in conjunction with a broad range of other evidence that informs housing need. For now the SHLAA has used this provisional figure to guide its assessment.
- 3.11 A further update to the SHLAA will be needed towards the end of the year alongside preparing the draft Local Plan. The SHLAA will be updated in this way at key stages in the preparation and examination of the Local Plan Review to

ensure it keeps track of the completion of new development on the ground and it is based on the most up to date information The latest version will be maintained on the Council's Web site.

Methodology

- 3.12 The methodology for the SHLAA is set out in Section 5 of the draft SHLAA report at Appendix A. Stage 7a on page 18 describes assessing the suitability of sites. Potential sites were selected through an extensive desktop exercise using aerial photography, GIS mapping, planning records, constraint designations, the Local Plan, liaison with other Council departments and sections, and the previous Urban Capacity Study. All sites identified were visited where they were publicly accessible. In accordance with the guidance, the Council contacted key stakeholders as part of a call for sites in May 2008. A density methodology was devised and consulted upon in February 2009.
- 3.13 The Site Assessment Criteria and a rigorous three-stage assessment methodology was agreed by Development Plan Steering Group in July 2009 and consulted on between July and August 2009. Consultees on this and the density consultation are listed in Annex 8 to the draft report. The Site Assessment Criteria comprised 43 planning and environmental criteria, which were used to sieve sites. These are detailed in Annex 1. Each stage contained a number of criteria. Level 1 covered strategic considerations such as Green Belt and flooding constraints, Level 2 more local environmental constraints such as protected open space, and tree preservation orders, and Level 3 sustainability access to facilities and design considerations.
- 3.14 Minor amendments were made to the criteria following this consultation and were agreed by the Executive Councillor, Chair and spokes. Sites were then assessed against these agreed criteria. The purpose of the three-stage approach is to filter out poorly performing sites through a series of considerations that move from the fundamental constraints of Level 1 to the more detailed site-specific criteria of Level 3. Sites have been scored using a traffic light system as outlined in figure 1 below. Sites that have passed Level 1 are then subject to more detailed testing against the Level 2 and Level 3 criteria. Sites that pass Level 2 would then be subject to more detailed testing against the Level 3 criteria.
- 3.15 If a site scores a red 'site is not developable' for any of the criteria, it should not be considered as having potential for housing in the SHLAA and will not proceed to being assessed against the next Level of criteria. Where a site scores amber against one or more of these criteria, this does not necessarily mean that the site is not developable but detailed appraisal of the significance of the site in its local context will assess any constraints on the site and identify potential mitigation measures to overcome these constraints. This would fall to any prospective developer as part of the planning application process. However it could be that a site that gets a number of amber scores could be judged to mean that it is unrealistic to consider the site developable. This does have the potential to affect the deliverability of a site.

Figure 1: SHLAA Suitability Assessment Criteria Scoring System

KEY	LIKELY EFFECT
Red = r	The site is not developable.
Amber = a	The site may be developable subject to detailed justification and mitigation measures to enable acceptability of detailed development proposals.
Green = g	The site is developable.

- 3.16 In light of the significant housing pressures in Cambridge, the site identification exercise carried out has attempted to identify as many sites as possible before making an initial assessment as to whether they were developable or not. There has been no lower size limit on sites identified.
- 3.17 Sites identified in the 2002 Urban Capacity Study that have not been developed, allocated or identified in the SHLAA have been reassessed against the methodology used in the SHLAA. This accords with the national practice guidance.
- 3.18 The SHLAA considers a range of different types of site such as vacant and derelict land and buildings, surplus public sector land, land in non-residential uses such as car parks and commercial premises, additional opportunities in housing estates such as under used garage blocks, open space that doesn't meet the Local Plans criteria to justify protection.
- 3.19 Whilst the Council had regard to critical constraints within the SHLAA criteria such as Green Belt, open space meriting protection, sites in the flood plain (Flood Zone 3b), private gardens, and protected industrial land identified in the Employment Land Review (unless they have been carried forward from the Urban Capacity Study or included from the call for sites) they did not avoid assessing sites which fell into these categories. These constraints are consistent with the SHLAA Practice Guidance, the adopted Local Plan and other national guidance. These constraints did not prevent full assessment of sites against other criteria and did not overly restrict the assessments.
- 3.20 All appropriate sites in the Council's own 3-year rolling Housing programme have been considered in the SHLAA, and as new sites are added to the programme they will be incorporated into the SHLAA as appropriate through the annual review.
- 3.21 891 sites were originally identified from a range of potential sources for assessment between 2008 and 2011. They were all subjected to a desktop assessment against the agreed Site Assessment Criteria to assess **suitability** and were also the subject of a site survey. A number of exclusions were applied to separate out sites already built out or in the planning system which reduced the number to 754. 570 of these were found to be small sites likely to generate less than 10 units (Local Plans do not normally allocate sites below this level). Since July 2011 the remaining 184 sites have been assessed by the Council and the Housing Market Partnership (HMP). A further 22 sites were re classified as small by the HMP. The Council has also approached landowners to ascertain the likely **availability**. In all 162 remained after this analysis. **28 of these sites were found to be suitable available and achievable**. These were the subject of the public consultation in September 2011 (see below) along with 134 sites which were

considered unsuitable for development or sites too small to be allocated individually within the Local Plan. A fresh call for sites was initiated alongside the consultation.

Approach to Density

- 3.22 The SHLAA Practice Guidance suggests that a design-led approach can be used to assess housing potential on particular sites and using sample schemes, to extrapolate the number of dwellings that are achievable to the total amount of housing that could potentially be developed.
- 3.23 However, given the very large number of sites to assess this approach was not taken initially. Instead it was considered more appropriate for consistency to use the methodology from the Urban Capacity Study², cross checked against and modified in light of recent trends in development across Cambridge. Crosschecks were also subsequently undertaken on a site-by-site basis for favoured sites using a design led approach with the Council's Urban Design Team. This methodology applies density multipliers to sites according to geographical location and accessibility and the size and shape of individual sites. A further multiplier is applied to convert assumptions from gross to net.
- 3.24 The results were then crosschecked against and modified in light of recent trends in development across Cambridge. Crosschecks were also undertaken on a site-by-site basis for favoured sites using a design led approach with the Council's Urban Design Team. These figures are shown in the assessments as constrained capacity dwelling numbers.
- 3.25 The actual number of dwellings, which might be acceptable on a particular site may be higher or lower than those generated by the assessment and it will be up to the planning application process to make a final judgement.
- 3.26 Informal stakeholder consultation was undertaken on the proposed approach to calculating density was undertaken in February 2009

Approach to small sites

- 3.27 The National Planning Policy Framework at paragraph 48 states that planning authorities may make an allowance for windfall sites in their 5 year housing supply if they have compelling evidence that such sites will consistently become available in the local area and will continue to provide a reliable source of supply. Any allowance should be realistic having regard to the SHLAA, historic windfall delivery rates and expected future trends and should not include residential gardens.
- 3.28 The SHLAA Practice Guidance at Stage 9 allows for broad locations to be identified. These are areas where housing development is considered feasible and will be encouraged, but where specific sites cannot yet be identified. The advantage of identifying broad locations is that the community will be clear about

² The methodology is identical with the exception of a further refinement of the accessibility criteria. Whilst the Urban Capacity Study uses three accessibility multipliers, this SHLAA uses four (as above). In addition the thresholds at which they are applied have been extended to take into account the evidence that relatively small "large sites" are still able to achieve high gross densities

where future development will be directed and there will be greater certainty for developers about where development will be encouraged.

- 3.29 In dense urban areas like Cambridge built up to its boundary such sites have however contributed to the City's housing supply for many years. The SHLAA has identified and assessed over 596 other small sites and has looked at past trends in actual completions of such sites. While it is not proposing to test whether all of these specific sites are likely to be deliverable or developable they will be used to guide the general locations where such development might be considered acceptable in future.
- 3.30 The SHLAA is not currently proposing to rely upon on windfalls for the supply of housing in Cambridge.
- 3.31 Work has been undertaken to cluster the general locations of the large number of small sites, which were assessed. These are mapped in the main SHLAA document at Annex 11. The Council has also compared these with the number of actual planning consents granted and built out for small housing schemes involving less than 10 dwellings since 2001/2. This has revealed that these types of site have contributed 102 dwellings per annum over the 10 years since 2001/2. The SHLAA 's analysis of small sites it has assessed as being has revealed 800 dwellings could be delivered from this source by 2031. This is therefore not an unreasonable assumption given it only relies on about 42 dwellings per annum coming from this source and is lower than past rates.

Approach to Broad Locations

- 3.32 Stage 9 of the Practice Guidance on SHLAA's allows for Broad locations for development to be considered if sufficient specific sites to meet the 15-year target cannot be identified. These can take **three fundamental forms**:
- *Within and adjoining settlements – for example, areas where housing is or could be encouraged, and small extensions to settlements; and*
 - *Outside settlements – for example, **major urban extensions, growth points, new freestanding settlements and eco-towns.***
 - **Residential areas where existing or proposed planning policy actively encourages additional housing, e.g. through infilling and redevelopment on small sites within the area mapped at Annex 11.**
- 3.33 Broad locations can be used to guide general locations of future development where there is insufficient long-term supply of housing land and plan making has yet to decide the precise locations of future growth.
- 3.34 Alongside the public consultation on the SHLAA held between September and November 2011 a fresh call for sites was undertaken as agreed by members in July 2011. A number of strategic sites on the edge of Cambridge were put forward. Issues relating to the principle of further development on the edge of Cambridge, and whether there are exceptional circumstances to release more land from the Green Belt, are being consulted upon as part of the Issues and Options Consultation. These sites have been evaluated in the main SHLAA document but it is not possible to conclude on their assessment at this stage as they raise broader plan making principles. South Cambridgeshire District Council also received cross boundary submissions as part of their SHLAA call for sites process.

- 3.35 The City's Issues and Options Consultation is exploring what the right level of development for Cambridge should be over the next 20 years, and alongside that it is important to explore where development should be directed. As part of this, a key issue for consideration at this stage is to explore the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area. This principle is not being addressed in the SHLAA and is instead being explored through the Issues and Options Report.
- 3.36 Given the tight administrative boundary and close interrelationship with South Cambridgeshire, both Councils will be working together to consider holistically how best to meet the needs of the wider Cambridge area, especially in relation to housing and employment. The current development strategy that came through the cooperative Structure Plan process in 2003, was based on the principle of providing as much housing as possible in and close to Cambridge to create a better balance between jobs and homes and to provide for the most sustainable development strategy that was consistent with protecting the most important qualities of Cambridge and its rural neighbours. The Councils will need to consider how best to achieve a Green Belt boundary that is compatible with long term sustainable development that will endure into the future, and whether this requires the boundary to be revisited in this round of plan making.
- 3.37 The NPPF states that the Government attaches great importance to Green Belts whose essential characteristics are their openness and permanence. Five purposes for Green Belts are set out, the key one for the Cambridge Green Belt being: "To preserve the setting and special character of historic towns". The Cambridge Green Belt is one of the few to which this criteria applies. The purposes and functions of the Cambridge Green Belt are intended to help achieve the preservation of the setting of Cambridge and its special character.
- 3.38 The current Green Belt boundary around the city was established with the expectation that its boundaries could endure beyond the end of the 2016 plan period first established by the Structure Plan, which set out broad locations for development. Given that growth strategy is at an early stage in its delivery, a key question is whether there are exceptional circumstances that would justify further alterations to the Green Belt to cover the period to 2031 and beyond
- 3.39 In order to ensure that the testing process for the local plan is robust, a comprehensive approach to reviewing the land on the edge of Cambridge has to be taken at this stage, with all locations being assessed and presented for comment as part of this Issues and Options consultation. Some of the broad locations are within the City and others straddle the boundary with South Cambridgeshire.
- 3.40 For land in the city, the broad locations considered in the Issues and Options Report cover the area between the urban edge and the administrative boundary. The only exception to this, is broad location 3, land west of Trumpington Road where a smaller area has been looked at and excludes land towards the River Cam and Grantchester Meadows. This is on the basis that this land would not be a reasonable option for development due to its significant impact on Grantchester Meadows.

- 3.41 The Council has assessed the site submissions from developers using the existing SHLAA criteria and has included summary assessments of these sites in Part 3 of this document. The Council is not concluding on the suitability, availability, and achievability of these sites as the principle of releasing any further land from the Green Belt has not been decided at this stage.
- 3.42 Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.
- 3.43 The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.

Achievability

- 3.44 As part of the Strategic Housing Land Availability Assessment (SHLAA) the local planning authority is to assess the achievability of each site tested. Part of this exercise is to undertake a strategic level financial appraisal to determine whether the scheme is likely to be capable of being delivered. The Local Plan is currently being reviewed and this appraisal work should generally be carried out in accordance with proposed Local Plan policies.
- 3.45 The NPPF is clear that the sites and scale of development identified in the Local Plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. It states that: ‘in order to ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.’³
- 3.46 The SHLAA guidance requires achievability to be tested where there is a reasonable prospect that housing will be developed on the site at a particular point in time. This is essentially a judgment about the economic viability of a site, and the capacity of the developer to complete and sell the housing over a certain period. It will be affected. It will be influenced by such factors as :-
- market factors – such as adjacent uses, economic viability of existing, proposed and alternative uses in terms of land values, attractiveness of the locality, level of potential market demand and projected rate of sales (particularly important for larger sites);
 - cost factors – including site preparation costs relating to any physical constraints, any exceptional works necessary, relevant planning standards or obligations (including CIL, minimum space standards policy, Affordable housing policy, Sustainability Code Levels), prospect of funding or investment to address identified constraints or assist development; and
 - delivery factors – including the developer’s own phasing, the realistic build-out rates on larger sites (including likely earliest and latest start and completion dates), whether there is a single developer or several developers offering different housing products, and the size and capacity of the developer.

³ NPPF, para 173
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- 3.47 The Council will undertake a viability assessment on the sites and scale of potential housing and commercial development in Cambridge. This will build on viability work that has been done as part of the Cambridge and South Cambridgeshire Joint Infrastructure Study. The work will involve testing the economic viability of land identified in the Councils Strategic Housing Land Availability Assessment (SHLAA) to meet identified housing need over the Local Plan period. This work should also establish the impact of affordable housing policy and any other policy standards (e.g. code for sustainable homes, and policy options on density standards) on the economic viability of sites and it should assess the appropriate and defensible levels of charge for the Community Infrastructure Levy.
- 3.48 When completed, one of the outcomes of this work will be that it will provide the necessary strategic level financial assessment to determine the achievability of SHLAA sites. It is intended to undertake this work later in the summer alongside work developing the draft submission plan. The SHLAA will be updated accordingly at the same time.

Latest Assessment May 2012

- 3.49 To date the SHLAA has reviewed capacity already in the planning system (sites allocated, with permission and sites already completed) as well as potential new sites.
- 3.50 Initial findings are that there is a potential capacity for 12,670 dwellings to be built up to 2031 (see Table 1 below). This excludes any edge of City strategic locations which the SHLAA is unable to conclude on at present.
- 3.51 The Draft SHLAA In July 2011 identified 60 sites as being potentially suitable and developable The assessments were the subject of more specific discussion and research with land owners and a Housing Market Partnership last summer who are being asked to provide a market view of their developability. Following contact with landowners 8 of the 60 sites were found to be unavailable and a further 3 were deemed to be unsuitable on closer scrutiny by the HMP. One site on Ditton Lane moved from undevelopable to potentially developable when the landowner indicated its current use would become redundant in the longer term. The remaining 50 sites were further scrutinised by the HMP and the Council on developability and density assumptions. This resulted in 28 sites being classified a suitable and 22 sites being reclassified as small. These were the subject of the consultation in September 2011.
- 3.52 . The 2011 Call for sites added 35 new sites and a handful of resubmissions based upon changed boundaries.
- Of the 35 new sites 11 were considered developable, 5 were classified as small sites, and 6 were considered unsuitable. In addition a further 13 of the 35 sites have been added as edge of City strategic sites. The Council has not concluded the assessments of these sites as they all lie within the inner boundary of the Green Belt.
 - Officers have initiated discussions with South Cambridgeshire District Council on edge of City sites.

- These are all shown in Appendix 4 to this report and Table 4 of the main report .Full details of the suitability assessments and constraints facing these 65 sites are included in Part 3 Full Assessments in Appendix B of this report (available electronically).
- Of the 28 original suitable SHLAA sites 1 has been rejected following the consultation and 4 have been withdrawn by landowners. With 23 remaining 11 new sites have been added as being suitable following the call for sites and the public consultation making **a total of 34 sites**.
- Leaving aside the edge of City Strategic Sites the 34 remaining SHLAA sites are likely to deliver a constrained capacity **1260 dwellings** over the 19 years of the next plan to 2031. The capacity of each site is shown in the final column of Table 4 in Appendix B.

3.53 Further analysis then took place on all of the small sites identified. Two further duplicates were removed to leaving 596. All of these sites were assessed using the full suitability assessment methodology described above. This reduced the total number of suitable sites from 591 to222. The housing capacity of these 222 sites was calculated at around **800 dwellings**. ANNEX 2A shows this capacity against each site.

3.54 Appendix D also shows accepted and rejected sites from the call for sites,. There has also been some other changes from the original 28 sites from September 2011 produced by landowners withdrawing their sites from the SHLAA. This is shown in the final comments column. Full details of all of these changes are included in Table 4 of the Main SHLAA report and full Site Assessments in Part 3.

Table 3: Potential Housing Supply Numbers

Total dwellings deliverable / developable 2012-2031

Deliverable Schemes (5 year supply) (2012/13-2016/17)	
Dwellings in urban extensions	4545
Dwellings on other allocations without permission	597
Dwellings other allocated sites with planning permission	1,268
Dwellings deliverable on large sites (Over 50) with permission (not allocated)	228
Dwellings deliverable on small sites (10-49) with permission (not allocated)	107
Sub Total	6,745
Developable Schemes (6-14 years supply) (2017/18-2030/31)	
Dwellings in urban extensions	2,732
Dwellings on other allocations without permission	611
Dwellings other allocated sites with planning permission	111

Dwellings deliverable on large sites (Over 50) with permission (not allocated)	0
Dwellings deliverable on small sites (10-49) with permission (not allocated)	0
Sub Total	3,454
Total Deliverable and Developable Commitments	10,199
Plus Commitments in reporting year of AMR 2011-2012⁴	413
Total Current Commitments	10,612
SHLAA Sites	
Dwellings on identified SHLAA sites over 9 dwellings as potentially being developable / deliverable over 19 years to 2031	1260
Future small sites estimates average of 41pa over 19 years to 2031 ⁵	800
Grand Total Commitments plus SHLAA: (rounded)	12,670

3.55 Based on providing 14,000 new homes to 2031:

- Some 10,612 homes have already been allocated or permitted in planning consents in April 2011. 6,745 of these are the 5-year supply.
- Currently identified and suitable SHLAA sites provide capacity for 1260 dwellings
- The above allowance for small sites of less than 10 dwellings could contribute 800 new homes by 2031.
- This leaves around 1,330 dwellings to be identified as part of the Local Plan Review in other locations.

3.56 The list of sites in this SHLAA (Table 4), at present has potential to contribute a constrained capacity of around 2060 dwellings 1260 of these are on sites over 9 dwellings and 800 on small sites in the broad location identified .

Public Consultation

3.57 After being approved for consultation at Development Plan Scrutiny Sub-Committee on 12th July 2011, public consultation took place on the draft SHLAA between 30th September and 11th November 2011. Around 100 statutory and other consultees identified in Annex 12 of the main SHLAA document were informed of the consultation. 67 of these consultees were Residents Associations.

3.58 In addition, the consultation material and response forms were made available at the Customer Service Centre. A mailshot was also undertaken to 4,750 residents living near the proposed 28 sites. All of the consultation material was made available on the Council's website, advertised on the front page and via Twitter. An online consultation system was utilised to allow people to submit their

⁴ **Commitments in reporting year of AMR 2011-2012⁴** These are schemes under construction and new consents in current monitoring year. The numbers are not usually counted in the AMR trajectory which is a forecast and starts one year further forward. They are nonetheless commitments to be counted in the SHLAA housing supply.

⁵ This is based on an assessment of future sites compared with a past trend of 102pa actual completions over the last 9 years.

comments via the internet, although hard copies of the response forms were made available to those who do not have access to the internet and any hard copy response forms or letters sent in by respondents were entered into the online system to make them publicly available. 44% of responses were entered directly onto the Council's online system, a further 38% were submitted by email and 18 % were returned in paper format, these were subsequently entered onto the online system by officers.

- 3.59 By the end of the consultation period, the Council had received a total of 507 separate representations made by 286 respondents: There were 111 representations in support and 396 objections to the proposals in the document. The Council has worked through all the representations and has drafted responses. Summaries of all representations and proposed responses with recommended changes to the strategy have been attached as Appendix A to this report.
- 3.60 As part of this consultation the Council initiated a fresh call for sites to identify any other land, which might be suitable for new housing development over the period of the Local Plan Review. 40 new sites were registered. One further site off Rustat Road was reassessed when a representation pointed to an error in the original assessment.
- 3.61 These are evaluated in the main SHLAA document along with the updated position on the original 28 sites. Issues raised concerning some of the more strategic submissions are being consulted upon through the Issues & Options stage.

Key Issues

Key Issue 1- RSS and Housing Targets

- 3.62 The first key issue related to concerns raised by Bidwells and Grosvenor Estates concerning the status of the housing numbers in the adopted Regional Spatial Strategy compared with the provisional housing targets being used within the SHLAA of 14,000 agreed with the Cambridgeshire Local Authorities in 2009 as part of work to update the regional strategy.
- 3.63 The level of future housing provision is being set locally now following the Localism Act 2011 and is being reviewed as part of the Local Plan Review. Although the RSS is still technically in place the 14,000 was a starting point. It is not an adopted target and it will be tested through the Local Plan review, which will set an appropriate level.

Key issue 2- Methodology and narrowing scope of SHLAA with assessment criteria

- 3.64 The second issue raised by Bidwells and Emmanuel College concerned the methodology employed within the SHLAA and the scope for the assessment to be narrowed down by existing policies designed to constrain development and that some areas such as land in the green belt and protected open space were excluded from the outset. This it was argued unduly constrains the SHLAA.

- 3.65 The Council has followed the national SHLAA guidance, which states in paragraph 38 that policy restrictions such as designations and protected areas can be taken into account and particular types of land can be excluded where justified.
- 3.66 The Council did not exclude such sites from the assessment process it merely noted that constraints such as these would make some sites unsuitable for development. The sites subject to these constraints were assessed against all other SHLAA criteria.
- 3.67 It is not the role of the SHLAA to review the Green Belt. This is a role for the Local Plan Review, should it be proven to be necessary.

Key Issue 3 Site specific issues

- 3.68 Owlstone Croft attracted 185 representations 179 of which were objections along with a further petition signed by xxx residents. The site is not suitable for traditional open market housing in terms of the impact traffic generated would have on the access to the site, the adjoining Paradise Nature Reserve and the character of the Conservation Area. It is also unachievable owing to land ownership issues. The current use provides much needed student accommodation land for which is in short supply.
- 3.69 Other sites generating around 13-18 representations each included Mill Road Depot (concerns over access, open space provision and loss of garages); Council garages south of Hawkins Road (shape of site and local parking and emergency access to the rear of the Grove School); off Derwent Close (garages in leasehold and freehold ownership and lack of willing owners); BP Garage on Cherry Hinton Road (loss of petrol station); Abbey Stadium and Cromwell Road (design and density issues).
- 3.70 The proposed inclusion of the site of the Ship public house creates an issue in relation to the potential loss of a community facility. Members will be fully aware how sensitive an issue this is and the landowner has been informed of the Council's desire to retain a facility even if it results in redevelopment within the site.

Key Issue 4 Consultation with residents

- 3.71 A handful of representations concerned the lack consultation with residents' associations on the SHLAA process. The Council has tried to be open and transparent in publicising details of its SHLAA work. As can be seen in paragraph 3.40 above 67 residents associations were consulted and a member of the Federation of Cambridge Residents Associations was asked to join the Housing Market Partnership. This together with the widespread local consultation near effected sites demonstrates that the Council has gone to great lengths to involve residents the process over and above what is normally required for a piece of evidence based work.
- 3.72 The Council also consulted residents groups and other stakeholders as part of agreeing the SHLAA assessment criteria and the approach to density consultation.

- 3.73 The SHLAA does not commit the Council to approving development on any given site. It is for the Local Plan Review to consider whether any sites are to be allocated for residential development. After this any development will have to follow usual application processes and nearby residents would again be consulted.
- 3.74 Suggested responses to all of the above issues and actions to these representations are outlined in Appendix 1 to this report.

Next Steps

- 3.75 Following DPSSC, officers will continue to refine the SHLAA as part of work on the Local Plan Review and will undertake viability assessments on preferred sites. It will then consult with the Housing Market Partnership and other stakeholders on the viability of remaining sites within the SHLAA. Owners will again be approached in discussions on viability, as well as exploring any additional measures to overcome development constraints on sites.
- 3.76 The next version of the SHLAA will be updated as part of draft Local Plan stage.
- 3.77 The government practice guidance suggests regular review and update of SHLAA's through the Council's Annual Monitoring process. Regular updates to the SHLAA will also be necessary as the Local Plan Review progresses at each of its key stages and immediately prior to any Examination.

4. Implications

Financial/Procurement

- 4.1 There are no direct financial implications arising from this report.

Staffing

- 4.2 There are no direct staffing implications arising from this report.

Equal Opportunities

- 4.3 There are no adverse equal opportunities impacts arising from this report.

Environmental

- 4.4 There are no direct environmental implications arising from this report. The draft SHLAA has considered a wide range of environmental criteria in the assessment of sites. The new Local Plan for Cambridge will assist in the delivery of high quality and sustainable new developments along with protecting and enhancing the built and natural environment of the City.
- 4.5 The implications of not identifying sufficient deliverable and developable land is that there would be a high risk that the new Local Plan would be found unsound at examination. Without a suitable supply of sites to draw from we would also be

vulnerable to planning appeals being approved by the Secretary of State in undesirable locations such as the Green Belt. The NPPF also requires us to demonstrate a 5 year supply of deliverable residential land otherwise planning applications for housing should be “considered favourably” This could lead to an increased number of appeals as developers may find it easier to challenge planning applications that are refused.

- 4.6 It is required that the SHLAA be reviewed annually in order to maintain a 5 year rolling supply of deliverable sites. The proposed way to do this is through the Annual Monitoring Report, accepting that this is likely to have some implications for staff resources.

Community Safety

- 4.7 There are no direct community safety implications arising from this report although any subsequent policies in the Local Plan will have to consider this

5. Background papers

- 5.1 These background papers were used in the preparation of this report:

- National Planning Policy Framework 2012
- Strategic Housing Land Availability Assessment: Practice Guidance.2007
- Annual Monitoring Report 2011.
- Urban Capacity Study 2002

6. Appendices

Appendix A: Public Consultation Response

Appendix B: Strategic Housing Land Availability Assessment – Main Report

Appendix C: Draft Strategic Housing Land Availability Assessment – Site Maps and Assessments (only available electronically)

Appendix D: Latest Assessment Headline Conclusions

7. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

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<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
1. Introduction 1.4				
6182 - Grosvenor Developments	Object	<p>The Council's position in relation to reducing the level of housing provision needs to be justified and tested through the review of the local plan. It is likely to have significant economic, environmental and social consequences. It risks undermining the Cambridge economy, exacerbating affordability issues and increasing carbon emissions from car travel into Cambridge from more distant locations.</p> <p>Until such a time as the local plan has been reviewed the information which underpinned the adopted Regional Strategy and was tested through the examination and found sound, will remain a significant material consideration.</p>	<p>The SHLAA is a technical document to identify potentially suitable sites to accommodate the City's future housing provision.</p> <p>The level of future housing provision is being reconsidered through the Local Plan Review and the SHLAA feeds into this process. The RSS figures are still in place but the 14,000 dwelling figure for new provision between 2011-2031 was a starting point and will be tested. It is not an adopted target. It is for the Local Plan Review to set an appropriate level of provision.</p> <p>It was considered reasonable to do this, on the basis that the Government indicated that for those Councils who decide to revise their housing targets, it was appropriate to use the targets that have been agreed between individual local authorities the Regional Planning Body and published in the draft RSS. These figures know as option 1 figures, were the figures agreed through the response to the review of the East of England Plan in 2009 and included in the draft version of the East of England Plan in March 2010.</p>	

Representations

Nature Summary of Main Issue

Council's Assessment

Action

6212 - Cambridge South Consortium

Object

It is considered that while the adopted Regional Spatial Strategy is still in place and in the absence of any background technical work specifically considering locally derived housing needs, including aspects such as affordability, it is premature to make reference to, and base the housing trajectory included within the SHLAA on a housing provision of 14,000 dwellings between 2011 and 2031.

The Regional Spatial Strategy (RSS) is in the process of being abolished following the Localism Act 2011.

The SHLAA however is a technical document to identify potentially suitable sites to accommodate the City's future housing provision.

The level of future housing provision is being reconsidered through the Local Plan Review and the SHLAA feeds into this process. The RSS figures are still in place but the 14,000 dwelling figure for new provision between 2011-2031 was a starting point and will be tested. It is not an adopted target. It is for the Local Plan Review to set an appropriate level of provision.

It was considered reasonable to do this on the basis that the Government indicated that for those Councils who decide to revise their housing targets, it was appropriate to use the targets that have been agreed between individual local authorities the Regional Planning Body and published in the draft RSS. These figures know as option 1 figures, were the figures agreed through the response to the review of the East of England Plan in 2009 and included in the draft version of the East of England Plan in March 2010.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

6183 - Grosvenor Developments

Object

Until the local plan has been replaced the housing trajectory should be based on the figures in the Adopted Regional Strategy. that should be the case even if the RS is revoked as the figures within that plan were tested and found sound and the Council's alternative has not been subject of Strategic Environmental Assessment or an independent testing.

The Regional Spatial Strategy (RSS) is in the process of being abolished following the Localism Act 2011.

The SHLAA however is a technical document to identify potentially suitable sites to accommodate the City's future housing provision.

The level of future housing provision is being reconsidered through the Local Plan Review and the SHLAA feeds into this process. The RSS figures are still in place but the 14,000 dwelling figure for new provision between 2011-2031 was a starting point and will be tested. It is not an adopted target. It is for the Local Plan Review to set an appropriate level of provision.

It was considered reasonable to do this on the basis that the Government indicated that for those Councils who decide to revise their housing targets, it was appropriate to use the targets that have been agreed between individual local authorities the Regional Planning Body and published in the draft RSS. These figures know as option 1 figures, were the figures agreed through the response to the review of the East of England Plan in 2009 and included in the draft version of the East of England Plan in March 2010.

The Local Plan Review will be subject to independent testing.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

2. Background

2.8

6184 - Grosvenor Developments

Object

Until the local plan has been replaced the housing trajectory should be based on the figures in the Adopted Regional Strategy. that should be the case even if the RS is revoked as the figures within that plan were tested and found sound and the Council's alternative has not been subject of Strategic Environmental Assessment or an independent testing.

The Regional Spatial Strategy (RSS) is in the process of being abolished following the Localism Act 2011.

The SHLAA however is a technical document to identify potentially suitable sites to accommodate the City's future housing provision.

The level of future housing provision is being reconsidered through the Local Plan Review and the SHLAA feeds into this process. The RSS figures are still in place but the 14,000 dwelling figure for new provision between 2011-2031 was a starting point and will be tested. It is not an adopted target. It is for the Local Plan Review to set an appropriate level of provision.

It was considered reasonable to do this on the basis that the Government indicated that for those Councils who decide to revise their housing targets, it was appropriate to use the targets that have been agreed between individual local authorities the Regional Planning Body and published in the draft RSS. These figures know as option 1 figures, were the figures agreed through the response to the review of the East of England Plan in 2009 and included in the draft version of the East of England Plan in March 2010.

The Local Plan Review will be subject to independent testing.

Representations **Nature** **Summary of Main Issue** **Council's Assessment** **Action**

6213 - Cambridge South Consortium	Object	It is considered that while the adopted Regional Spatial Strategy is still in place and in the absence of any background technical work specifically considering locally derived housing needs, including aspects such as affordability, it is premature to make reference to, and base the housing trajectory included within the SHLAA on a housing provision of 14,000 dwellings between 2011 and 2031.	<p>The Regional Spatial Strategy (RSS) is in the process of being abolished following the Localism Act 2011.</p> <p>The SHLAA however is a technical document to identify potentially suitable sites to accommodate the City's future housing provision.</p> <p>The level of future housing provision is being reconsidered through the Local Plan Review and the SHLAA feeds into this process. The RSS figures are still in place but the 14,000 dwelling figure for new provision between 2011-2031 was a starting point and will be tested. It is not an adopted target. It is for the Local Plan Review to set an appropriate level of provision.</p> <p>It was considered reasonable to do this on the basis that the Government indicated that for those Councils who decide to revise their housing targets, it was appropriate to use the targets that have been agreed between individual local authorities the Regional Planning Body and published in the draft RSS. These figures know as option 1 figures, were the figures agreed through the response to the review of the East of England Plan in 2009 and included in the draft version of the East of England Plan in March 2010.</p> <p>The Local Plan Review will be subject to independent testing.</p>	
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2.9 6081	Object	"physical capacity" for residential development but does this account for required green space etc as part of those developments?	Open space provision will be a requirement as part of those developments.	
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Representations

Nature Summary of Main Issue

Council's Assessment

Action

6214 - Cambridge South Consortium

Object

It is considered that while the adopted Regional Spatial Strategy is still in place and in the absence of any background technical work specifically considering locally derived housing needs, including aspects such as affordability, it is premature to make reference to, and base the housing trajectory included within the SHLAA on a housing provision of 14,000 dwellings between 2011 and 2031.

The Regional Spatial Strategy (RSS) is in the process of being abolished following the Localism Act 2011.

The SHLAA however is a technical document to identify potentially suitable sites to accommodate the City's future housing provision.

The level of future housing provision is being reconsidered through the Local Plan Review and the SHLAA feeds into this process. The RSS figures are still in place but the 14,000 dwelling figure for new provision between 2011-2031 was a starting point and will be tested. It is not an adopted target. It is for the Local Plan Review to set an appropriate level of provision.

It was considered reasonable to do this on the basis that the Government indicated that for those Councils who decide to revise their housing targets, it was appropriate to use the targets that have been agreed between individual local authorities the Regional Planning Body and published in the draft RSS. These figures know as option 1 figures, were the figures agreed through the response to the review of the East of England Plan in 2009 and included in the draft version of the East of England Plan in March 2010.

The Local Plan Review will be informed by other sources and will be subject to independent testing.

Representations *Nature* *Summary of Main Issue* *Council's Assessment* *Action*

4. Policy Context

4.1

6145 - Cambridgeshire County Council	Support	The County Council requests that the City Council takes not only housing needs into account but also the supporting service needs, particularly, as far as Children and Young Persons' Services Infrastructure is concerned, the need for early years and school places. The request is not just for the City Council to recognise this as a Section 106 need but rather that sites need to be earmarked/retained for the services, particularly schools and early years' provision, to support housing expansion within the City.	Noted
6147 - Cambridgeshire County Council	Support	Community Services As noted in representations pertaining to Highways and Access and Education, the County Council expects to work in tandem with the City Council to ensure that requirements are appropriately considered. The same is true of Community Services more broadly as the provision of additional housing will trigger the requirement for additional Community Services, and so the County Council expects to work with the City Council to ensure the timely provision of these services.	Noted.
6143 - Cambridgeshire County Council	Support	Highways and Access The County Council has been asked for preliminary views on issues such as the ability of sites to be accessed safely and practicably and a Development Control Engineer has attended various meetings regarding the SHLAA to provide relevant input. There have been various correspondences relating to specific sites and the suitability of access. These have been very much in principle rather than detail however as the process continues and development on sites becomes more likely, we would expect to work in tandem with the City Council to ensure that Highways and Access requirements are appropriately considered.	Noted.
6144 - Cambridgeshire County Council	Support	Ecology The County Council is aware that the City Council's ecologist will be reviewing the SHLAA and as such, we do not feel it is necessary to provide separate comments relating to biodiversity etc.	Noted

Representations **Nature** **Summary of Main Issue** **Council's Assessment** **Action**

6175 - Cambridgeshire County Council Support Archaeology
Individual representations have been submitted pertaining to each individual site however it should be noted that reassessment of sites may be appropriate as and when new information becomes available.

Noted. The SHLAA will be reviewed over time as indicated in Stage 11 of the report.

4.3.3

6082 Support "the framework states that local planning authorities should set out their own approach to housing density to reflect local circumstances". Yes - this provides a mandate for the council to reflect the significant pre-existing density of development and congestion in Cambridge in future planning i.e. not adding to these issues.

Noted

4.3.3
6082

Object I can't see that the key issue of traffic/congestion is mentioned?

It is accepted that traffic levels and congestion are important issues. The County Council are preparing a Transport Strategy for Cambridge and this will include detailed traffic modelling. Individual traffic assessments will be required as part of any planning applications, which subsequently come forward.

Add reference to Policy 8/1 8/2 and 8/3

<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
6839 - Bidwells	Object	Additional Site Suggestion: Site 912 (previously site 28) Owlesstone Croft 1.078 ha 72 dwellings (unconstrained capacity of site)	Noted	Assess additional site in SHLAA
6433 - King's College	Object	Additional Site Suggestion: Site 921 Land to the north and south of Barton Road 34.9ha in Cambridge (148ha in total) 600+ units in Cambridge (2,500 in total)	Noted	Assess additional site in SHLAA
6298 - Cambridgeshire County Council Property and Procurement Division	Object	Additional Site Suggestion: Site 903 Glebe Farm, North of Addenbrookes Access Rd 1 ha 40 units	Noted	Assess additional site in SHLAA
6323 - Bidwells	Object	Additional Site Suggestion: Site 878 Cambridge South, land east of Hauxton Rd Area not yet known No. of dwellings not yet known	Noted	Assess additional site in SHLAA
6310 - Januarys Consultants Surveyors	Object	Additional Site Suggestion: Site 915 169-173 High St, Chesterton 0.2 ha (approx) 12 units (11 houses and a flat above a shop) Potential alternative uses: housing/commercial	Noted	Assess additional site in SHLAA

Representations

Nature Summary of Main Issue

Council's Assessment

Action

6838 - Bidwells	Object Additional Site Suggestion: Site 911 Cambridge South-East: Land south of Fulbourn Road, rear of Peterhouse Tech. Park extending south and west of Beechwood on Worts Causeway, land west of Babraham P&R 182.4 ha 2367 dwellings in the city area (plus 740 in South Cams)	Noted	Assess additional site in SHLAA
6837 - Cambridgeshire County Council Property and Procurement Division	Object Additional Site Suggestion: Site 904 Land south of Addenbrookes Access Rd 9.22 ha c250 units	Noted	Assess additional site in SHLAA
6671 - University of Cambridge	Object Additional Site Suggestion: Site 923 Land at George Nuttall Close 0.13ha 21 Units Potential alternative uses: None proposed	Noted	Assess additional site in SHLAA
6316	Object Additional Site Suggestion: Site 921 Land to the north and south of Barton Rd 34.9 ha in the Cambridge (148 ha in total) 600+ units in Cambridge (2,500+ in total)	Noted.	Assess additional site in SHLAA.
6295	Object Additional Site Suggestion: Site 894 Rear of 551,553 & 555 Newmarket Road 0.2 ha (approx) 10-12 units Potential alternative uses: light industrial on part of site (rear of 551)	Noted	Assess additional site in SHLAA

<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
6321 - Cambridgeshire County Council Property and Procurement Division	Object Site 629 Horizons Centre, Coldhams Lane	Additional Site Suggestion: Site could be re-submitted for consultation if updated Environment Agency modelling shows no adverse flooding impact.	Noted	Assess additional site in SHLAA
6322 - Cambridgeshire County Council Property and Procurement Division	Object Site 907 Libraries & Info Service HQ Roger Ascham Site, Ascham Road 0.26ha No. of units not known	Additional Site Suggestion: Potential alternative uses: offices	Noted	Assess additional site in SHLAA
6432 - Savills	Object Site 877 Land south of Emmanuel playing fields (south of Staceys Lane) 0.6 ha No. of units not yet known	Additional Site Suggestion: Site re-submitted	Noted	Assess additional site in SHLAA
6435 - Queens' College	Object Site 921 Land to the north and south of Barton Road 34.9ha in Cambridge (148ha in total) 600+ units in Cambridge (2,500 in total)	Additional Site Suggestion:	Noted	Assess additional site in SHLAA

<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
6309 - Savills (L&P) Ltd	Object	<p>Additional Site Suggestion:</p> <p>Site 914b Land west of Hauxton Rd, Trumpington 4.65 ha in the city (36 ha in total) None in the city - the City element site to be site of new Community Stadium (420 dwellings in SCDC boundaries)</p> <p>Potential alternative uses: sporting, retail</p>	Noted	Assess additional site in SHLAA
6842	Object	<p>Additional Site Suggestion:</p> <p>Pembroke College Playing Field Granchester Road (Site 896) 3.76ha</p> <p>Additional accommodation could be constructed along the periphery of each of these playing fields while leaving the central portion facing the principal streetscape as open space/playing field.</p> <p>No. Of Units: Not known</p> <p>Potential alternative uses: As underutilised college playing field</p>	Noted	Assess additional site in SHLAA
6843	Object	<p>Additional Site Suggestion:</p> <p>St Catherine's College Playing Field Granchester Road (Site 897) 2.71ha</p> <p>Additional accommodation could be constructed along the periphery of each of these playing fields while leaving the central portion facing the principal streetscape as open space/playing field.</p> <p>No. Of Units: Not known</p> <p>Potential alternative uses: As underutilised college playing field</p>	Noted	Assess additional site in SHLAA

APPENDIX A

<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
6840	Object	<p>Additional Site Suggestion:</p> <p>Site 914a Land west of Hauxton Rd 4.65 ha in City (36 ha in total) 500 dwellings (in total - no. in the city TBC)</p> <p>Potential alternative uses: Cambridge Sporting Village & Community Stadium</p>	Noted	Assess additional site in SHLAA
6315 - Iceni Projects Limited	Object	<p>Additional Site Suggestion:</p> <p>Site 920 Former Blue Circle Site, Coldhams Lane 9.182 ha c300 units</p>	Noted	Assess additional site in SHLAA
6893 - Cambridgeshire County Council Property and Procurement Division	Object	<p>Additional Site Suggestion:</p> <p>Site 909 Shire Hall Site, Old Police Station, Castle Mound and 42 Castle Street 2.9 ha No. of units not known</p> <p>Potential alternative uses: offices, hotel, student housing, university uses</p>	Noted	Assess additional site in SHLAA
6293 - unex holdings limited	Object	<p>Additional Site Suggestion:</p> <p>Site 892 64-68 Newmarket Road 0.272 ha Capacity for 81 houses</p> <p>Potential alternative uses: retail, hotel, leisure and education</p>	Noted.	Review additional site within SHLAA

<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
6294	Object	<p>Additional Site Suggestion:</p> <p>Site 893 189 Coleridge Road Size not known 12 apartments</p> <p>Potential other uses: residential</p>	Noted	Assess additional site in SHLAA
6319 - University of Cambridge	Object	<p>Additional Site Suggestion:</p> <p>Site 886 34a Storeys Way, Cambridge 0.79 ha No. of dwellings not yet known</p> <p>Site re-submitted for assessment</p>	Noted	Assess additional site in SHLAA
6437 - Jesus College	Object	<p>Additional Site Suggestion:</p> <p>Site 921 Land to the north and south of Barton Road 34.9ha in Cambridge (148ha in total) 600+ units in Cambridge (2,500 in total)</p>	Noted	Assess additional site in SHLAA
6307	Object	<p>Additional Site Suggestion:</p> <p>Site 913 Clifton Industrial Estate, Clifton Rd 4 ha Resi density 215-409 units Resi & business density 95-181 units</p> <p>Potential alternative uses: extend leisure & recreation, providing different forms of employment land</p>	Noted	Assess additional site in SHLAA

Representations

Nature Summary of Main Issue

Council's Assessment

Action

6844	Object	Additional Site Suggestion: Trinity Olf Fields Playing Field Grange Road (Site 898) 3.90ha	Noted	Assess additional site in SHLAA
		Additional accommodation could be constructed along the periphery of each of these playing fields while leaving the central portion facing the principal streetscape as open space/playing field.		
		No. Of Units: Not known		
		Potential alternative uses: As underutilised college playing field		
6841 - Januarys	Object	Additional Site Suggestion: Site 918 18 Vinery Road, Cambridge 0.2 ha 10-12 units	Noted	Assess additional site in SHLAA
		Potential alternative uses: Redevelopment to provide new B1 office accommodation		
6296	Object	Additional Site Suggestion: Site 895 : Downing College Playing Field Granchester Road (Site 895) 4.83ha	Noted	Assess additional site in SHLAA
		Additional accommodation could be constructed along the periphery of each of these playing fields while leaving the central portion facing the principal streetscape as open space/playing field.		
		No of Units: Not known		
		Potential alternative uses: As underutilised college playing field		

<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
6304 - Bidwells	Object	Additional Site Suggestion: Site 910 Land between 21-29 Barton Rd 0.555ha 14 family dwellings	Noted	Assess additional site in SHLAA
6312 - Januays	Object	Additional Site Suggestion: Site 917 Auckland Rd Clinic, Auckland Rd c0.11 ha 10-13 units	Noted	Assess additional site in SHLAA
6834 - Cambridgeshire County Council Property and Procurement Division	Object	Additional Site Suggestion: Site 908 Cambridge Student Support Centre (CSSC) Ascham Road 0.58 ha No. of units not known Potential alternative uses: offices	Noted	Assess additional site in SHLAA
6844	Object	Resubmission of Rejected Site: Site 182 Emmanuel College Playing Field Wilberforce Road (Site 182) 6.44ha Additional accommodation could be constructed along the periphery of each of these playing fields while leaving the central portion facing the principal streetscape as open space/playing field. No. Of Units: Not known Potential alternative uses: As underutilised college playing field	Noted	Assess additional site in SHLAA

<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
6845	Object	Additional Site Suggestion: St Johns College Playing Field Grange Road (Site 899) 10.31ha	Noted	Assess additional site in SHLAA
		Additional accommodation could be constructed along the periphery of each of these playing fields while leaving the central portion facing the principal streetscape as open space/playing field. No. Of Units: Not known Potential alternative uses: As underutilised college playing field		
6847	Object	Additional Site Suggestion: Westis Renault RUFC Granchester Road (Site 901) 8.55ha	Noted	Assess additional site in SHLAA
		Additional accommodation could be constructed along the periphery of each of these playing fields while leaving the central portion facing the principal streetscape as open space/playing field. No. Of Units: Not known Potential alternative uses: As underutilised college playing field		
6311 - Savills	Object	Additional Site Suggestion: Site 916 Land at Grange Farm, Cambridge 44 ha 1,500 approx(assuming net developable area of 35 ha and a density of 40 dph)	Noted	Assess additional site in SHLAA

<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
6318 - Januarys Consultant Surveyors	Object	Additional Site Suggestion: Site 922 (formally site 620) Rigeons Site, Cromwell Rd Area not known yet	Noted	Assess additional site in SHLAA
6846	Object	Additional Site Suggestion: Corpus Christi College Playing Field west of Leckhamton House Road (Site 900) 4.29ha Additional accommodation could be constructed along the periphery of each of these playing fields while leaving the central portion facing the principal streetscape as open space/playing field. No. Of Units: Not known Potential alternative uses: As underutilised college playing field	Noted	Assess additional site in SHLAA
6297 - David Russell Associates	Support	Additional Site Suggestion: Site 902 (formally site 222) Land at and south of The Ship Public House Northfield Avenue 0.372 ha 15-20 units	Noted	Assess additional site in SHLAA

Representations

Nature Summary of Main Issue

Council's Assessment

Action

5.5

6084

Object

The HMP membership appears significantly weighted in favour of those interest groups that have a vested interest in development with only a single residents' association member present?

The Council has consulted widely on its draft SHLAA in the interests of transparency. This included widespread consultation with key stakeholders residents associations and other organisations to agree the assessment criteria and the approach to density methodology in 2009. This is detailed in Annex 8 of the SHLAA. Annex 12 also included a list of consultees for the consultation in September 2011. In addition consultation letters were sent to approximately 4,750 residents living near all suitable SHLAA sites.

Annex 6 of the SHLAA outlines the terms of reference of the HMP and its composition. The Council consulted the Federation of Cambridge Residents Association regarding representation on the HMP.

Object

I would take issue with the "community" as having been consulted when I have never seen this advertised anywhere other than on the Council website and no-one that I have spoken to has ever heard of it. Also, the 74pg PDF document whilst comprehensive is very difficult to read and comment on given its enormous size and complexity.

The SHLAA is a technical piece of work to identify potentially suitable sites to accommodate the City's future housing provision. However the Council has consulted widely on its draft SHLAA in the interests of transparency. This included widespread consultation with key stakeholders residents associations and other organisations to agree the assessment criteria and the approach to density methodology in 2009. This is detailed in Annex 8 of the SHLAA. Annex 12 also included a list of consultees for the consultation in September 2011. In addition consultation letters were sent to approximately 4,750 residents living near all suitable SHLAA sites.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

5.8

6086

Object

"detailed consultation with residents and stakeholders". I would take issue with this statement given no-one that I speak to seems to have ever heard of this consultation.

The SHLAA is a technical piece of work to identify potentially suitable sites to accommodate the City's future housing provision. However the Council has consulted widely on its draft SHLAA in the interests of transparency. This included widespread consultation with key stakeholders residents associations and other organisations to agree the assessment criteria and the approach to density methodology in 2009. This is detailed in Annex 8 of the SHLAA. Annex 12 also included a list of consultees for the consultation in September 2011. In addition consultation letters were sent to approximately 4,750 residents living near all suitable SHLAA sites.

5.10

6087

Object

I'd be interested to know who from the community has been involved in scrutinising this document and these plans as I'm not currently aware of anyone who has? Would it be possible to outline which community members have had input?

The SHLAA is a technical piece of work to identify potentially suitable sites to accommodate the City's future housing provision. However the Council has consulted widely on its draft SHLAA in the interests of transparency. This included widespread consultation with key stakeholders residents associations and other organisations to agree the assessment criteria and the approach to density methodology in 2009. This is detailed in Annex 8 of the SHLAA. Annex 12 also included a list of consultees for the consultation in September 2011. In addition consultation letters were sent to approximately 4,750 residents living near all suitable SHLAA sites.

Respondents to this consultation are all posted on the Council's website.

Row 8

6088

Object

The 2002 Urban Capacity document is almost 10 years out of date. Given the significant growth and development of the city since this time do the findings and recommendations from this document still apply in 2011?

National Guidance on the preparation of SHLAA's advises sites identified in Urban Capacity Studies should be taken into account and their assumptions reviewed if they are still available.

Representations *Nature* *Summary of Main Issue* *Council's Assessment* *Action*

5.20

6130 - Andrew Roberts Support The Trumpington Residents' Association notes the comments on the approved major development sites in the Southern Fringe (Trumpington Meadows, Glebe Farm and Clay Farm). We stress the dramatic impact these will have on Trumpington which will lead to an increase in dwellings and population greater than in any other part of the city. We stress the need to avoid any further substantial development in Trumpington ward or the immediately surrounding South Cambridgeshire District Council area. Noted.

6204 Support (Submitted on behalf of the Nineteen Acre Field RA) Two major developments - NIAB and North West Cambridge - will between them use virtually all land suitable for development in Castle Ward in the coming years. It is unsurprising, therefore, that no additional sites (other than a couple of "small" ones) have been identified in Castle. As local residents we would be opposed to the loss of further green space for building. Noted.

Page 46

What has been excluded from the Assessment?

6195 - North Newnham Res.Ass Support On behalf of the NNRA (North Newnham Residents Association), we support the exclusion of the Green Belt, Protected Open space and Private gardens and protected industrial sites for the reasons given in this assessment. Penny Heath. Chair NNRA. Noted.

6262 - Cambridge Past, Present and Future Support We also note that paragraphs 5.23 to 5.27 set out what types of site have been excluded from the SHLAA and that this includes sites in the Green Belt, Protected Open Space, Private Gardens and Protected industrial sites. The Society strongly supports such exclusions and must emphasise the need for the City Council to maintain its resolve on this. Noted.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

5.23

6216 - Cambridge South Consortium

Object

We wish to object to the SHLAA methodology and the wording in Paragraph 5.24.

It is considered that the methodology used in the SHLAA, with reference to Level 1 Considerations, such as the Green Belt, has resulted in an unduly constrained SHLAA.

In terms of Paragraph 5.24, it is premature to advise that it is not necessary to remove any land from the Green Belt since the Local Plan Review has not yet commenced and the associated growth strategy, including the level and the location of future growth has not yet been consulted upon or considered through a public examination.

It is not the role of the SHLAA to review the Green Belt. This is a role for the Local Plan should it be proven to be necessary. The criteria used in the SHLAA were agreed with members and consulted upon with stakeholders. The criteria used provide a balanced approach in terms of suitability assessment. The scope has not been purposely narrowed down in order to constrain development. A very extensive number of sites were assessed. The national guidance for SHLAA's states that policy restrictions such as designations and protected areas in existing policy can be taken into account and particular types of land can be excluded from the assessment where justified.

The SHLAA is not premature and has been based on the best information available to it at the time. The SHLAA is not a static document and will be reviewed periodically as pointed out in Stage 11 paragraph 5.91.

6000

Object

Benefits of fringe development acknowledged in SHLAA document. Can further 7,000 dwellings really be obtained within the city? Current green belt land is not of immediate public benefit. Why not purchase further land for fringe development to avoid exacerbating current city centre overcrowding and congestion?

The SHLAA is a technical document to identify potentially suitable sites to accommodate the City's future housing provision. It is not the role of the SHLAA to review the Green Belt. This is for the Local Plan Review to undertake should it prove necessary.

Since the Localism Act 2011 the Council can now set its own levels of future housing provision. This is also being reconsidered through the Local Plan Review. The SHLAA feeds into this process.

6186 - Grosvenor Developments

Object

We consider there is a clear strategic case for reviewing the Cambridge Green Belt. It is vital that the economy of Cambridge continue to be supported. The non-availability of land at Cambridge East and the delays to Northstowe require that the role and implications of the Green Belt be revisited through the local plan review.

It is not the role of the SHLAA to review the Green Belt. These issues will be explored as part of the Review of the Local Plan.

Representations **Nature** **Summary of Main Issue** **Council's Assessment** **Action**

6196 - North Newnham Res.Ass Support On behalf of the NNRA,(North Newnham Residents' Ass), we support the Council policy to exclude the Green Belt around Cambridge and would hope the Council will robustly defend the existing National Policies that protect and recognise the importance of the Green belt to the Cambridge Setting. Penny Heath, Chair NNRA.

Noted

5.24

6217 - Cambridge South Consortium Object We wish to object to the SHLAA methodology and the wording in Paragraph 5.24.

It is considered that the methodology used in the SHLAA, with reference to Level 1 Considerations, such as the Green Belt, has resulted in an unduly constrained SHLAA.

In terms of Paragraph 5.24, it is premature to advise that it is not necessary to remove any land from the Green Belt since the Local Plan Review has not yet commenced and the associated growth strategy, including the level and the location of future growth has not yet been consulted upon or considered through a public examination.

It is not the role of the SHLAA to review the Green Belt. This is a role for the Local Plan should it be proven to be necessary. The criteria used in the SHLAA were agreed with members and consulted upon with stakeholders. The criteria used provide a balanced approach in terms of suitability assessment. The scope has not been purposefully narrowed down in order to constrain development. A very extensive number of sites were assessed. The national guidance for SHLAA's states that policy restrictions such as designations and protected areas in existing policy can be taken into account and particular types of land can be excluded from the assessment where justified.

The SHLAA is not premature and has been based on the best information available to it at the time. The SHLAA is not a static document and will be reviewed periodically as pointed out in Stage 11 paragraph

6187 - Grosvenor Developments Object We consider there is a clear strategic case for reviewing the Cambridge Green Belt. It is vital that the economy of Cambridge continue to be supported. The non-availability of land at Cambridge East and the delays to Northstowe require that the role and implications of the Green Belt be revisited through the local plan review.

It is not the role of the SHLAA to review the Green Belt. This is a role for the Local Plan should it be proven to be necessary.

6091 Object "It is not intended or necessary to remove any more land from the Green Belt." Totally disagree with this statement - even if it is "technically" feasible to build sufficient houses within existing boundaries, building on every square inch of brownfield site will surely have a hugely negative impact on existing congestion?

National planning policy guidance has for some time been encouraging the planning system to make the most efficient use of land. Building within the existing City boundary will enable more people to live closer to where they work and should help reduce congestion.

Representations **Nature** **Summary of Main Issue** **Council's Assessment** **Action**

6197 - North Newnham Res.Ass	Support	On behalf of the NNRA (North Newnham Residents' Ass), we support the intention that the Council will not remove any more land from the Green Belt until all existing developments are completed and the impact of loss of green belt on the Cambridge setting is fully assessed. In west Cambridge the eventual completion of the West Cambridge site footprint could be considered as changes within the Green belt or boundary area since 1999.	Noted
6131 - Andrew Roberts	Support	The Trumpington Residents' Association welcomes and strongly supports the decision to exclude the Green Belt from the assessment and stresses the vital importance of the remaining areas of Green Belt to the local community.	Noted
5.25	Object	We wish to object to the methodology. The SHLAA Practice Guidance (2007) published by the Department of Communities and Local Government advises in Paragraph 21 that 'the scope of the assessment should not be narrowed down by existing policies designed to constrain development'. The Planning Advisory Service confirmed in January/February 2008 that Paragraph 21 'seeks to avoid areas which might have housing potential from being excluded from the outset'. It is considered that the methodology used in the SHLAA, with particular reference to Level 1 Considerations such as protected open space has resulted in an unduly constrained SHLAA.	The criteria used in the SHLAA were agreed with members and consulted upon with stakeholders. The criteria used provide a balanced approach in terms of suitability assessment. The scope has not been purposely narrowed down in order to constrain development. A very extensive number of sites were assessed. The national guidance for SHLAA's states in paragraph 38 that policy restrictions such as designations and protected areas in existing policy can be taken into account and particular types of land can be excluded from the assessment where justified.
6206	Support	(Submitted on behalf of the Nineteen Acre Field RA) NAFRA notes that protected open spaces have been excluded from consideration "to protect the amenity and infrastructure of existing and future residents", and we agree that this is fundamentally critical to the development of the city. It is also important that significant private open spaces (mostly college playing fields and gardens) in Castle do not fall prey to development given the dearth of open spaces generally in this ward.	Noted

<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
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6132 - Andrew Roberts	Support	The Trumpington Residents' Association strongly supports the decision to exclude Protected Open Spaces from the assessment and stresses the vital importance of protected open space to the local community.	Noted	
6198 - North Newnham Res.Ass	Support	On behalf of the NNRA,(North Newnham Residents' Ass), we strongly support the Council policy to protect Open spaces around Cambridge and fully support the methodology for this technical document and the tandem Open space and Recreation strategy consultation and methodology of assessment. Penny Heath, Chair NNRA.	Noted.	
6133 - Andrew Roberts	Support	The Trumpington Residents' Association also welcomes the exclusion of private gardens from the assessment.	Noted	
6199 - North Newnham Res.Ass	Support	On behalf of the NNRA,(North Newnham Residents' Ass), we support the Council policy to classify gardens as green field development and no longer Brown field development. As an area of early 20th C. family houses with gardens - there was a threat to the character of the conservation area. Penny Heath, Chair. NNRA.	Noted	

Representations

Nature Summary of Main Issue

Council's Assessment

Action

5.29

6218 - Cambridge South Consortium

Object

We wish to object to the SHLAA methodology and the wording in Paragraph 5.24.

It is considered that the methodology used in the SHLAA, with reference to Level 1 Considerations, such as the Green Belt, has resulted in an unduly constrained SHLAA.

In terms of Paragraph 5.24, it is premature to advise that it is not necessary to remove any land from the Green Belt since the Local Plan Review has not yet commenced and the associated growth strategy, including the level and the location of future growth has not yet been consulted upon or considered through a public examination.

It is not the role of the SHLAA to review the Green Belt. This is a role for the Local Plan should it be proven to be necessary. The criteria used in the SHLAA were agreed with members and consulted upon with stakeholders. The criteria used provide a balanced approach in terms of suitability assessment. The scope has not been purposely narrowed down in order to constrain development. A very extensive number of sites were assessed. The national guidance for SHLAA's states that policy restrictions such as designations and protected areas in existing policy can be taken into account and particular types of land can be excluded from the assessment where justified.

The SHLAA is not premature and has been based on the best information available to it at the time. The SHLAA is not a static document and will be reviewed periodically as pointed out in Stage 11 paragraph 5.91.

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6092

Object

The 2002 Urban Capacity study is almost 10 years out of date. Is it not dangerous to assume that there will have been no change in these sites during this time?

National Guidance on the production of SHLAA's advises Urban Capacity Studies are a relevant source of information to use where sites haven't come forward provided sites are reassessed. This is the process the Council has followed as well as looking to identify other new sites.

5.34

6093

Object

My concern with this statement is that new, high density housing developments can then act as a precedent for other developments such that an entire area can then be rendered out of proportion with its surroundings - for example the developments along Cromwell Road.

All developments need to be designed in such a way that they are appropriate to their context and that prevailing density in an area is taken into account. It is also important to make the best use of land in sustainable locations.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

5.40

6210 - Emmanuel College and
Gonville & Caius College

Object

We wish to object to the methodology. The SHLAA Practice Guidance (2007) published by the Department of Communities and Local Government advises in Paragraph 21 that 'the scope of the assessment should not be narrowed down by existing policies designed to constrain development'. The Planning Advisory Service confirmed in January/February 2008 that Paragraph 21 'seeks to avoid areas which might have housing potential from being excluded from the outset'.

It is considered that the methodology used in the SHLAA, with particular reference to Level 1 Considerations such as protected open space has resulted in an unduly constrained SHLAA.

The criteria used in the SHLAA were agreed with members and consulted upon with stakeholders. The criteria used provide a balanced approach in terms of suitability assessment. The scope has not been purposely narrowed down in order to constrain development. A very extensive number of sites were assessed. The national guidance for SHLAA's states in paragraph 38 that policy restrictions such as designations and protected areas in existing policy can be taken into account and particular types of land can be excluded from the assessment where justified.

6210 - Cambridge South
Consortium

Object

We wish to object to the SHLAA methodology and the wording in Paragraph 5.24.

It is considered that the methodology used in the SHLAA, with reference to Level 1 Considerations, such as the Green Belt, has resulted in an unduly constrained SHLAA.

In terms of Paragraph 5.24, it is premature to advise that it is not necessary to remove any land from the Green Belt since the Local Plan Review has not yet commenced and the associated growth strategy, including the level and the location of future growth has not yet been consulted upon or considered through a public examination.

It is not the role of the SHLAA to review the Green Belt. This is a role for the Local Plan should it be proven to be necessary. The criteria used in the SHLAA were agreed with members and consulted upon with stakeholders. The criteria used provide a balanced approach in terms of suitability assessment. The scope has not been purposely narrowed down in order to constrain development. A very extensive number of sites were assessed. The national guidance for SHLAA's states that policy restrictions such as designations and protected areas in existing policy can be taken into account and particular types of land can be excluded from the assessment where justified.

The SHLAA is not premature and has been based on the best information available to it at the time. The SHLAA is not a static document and will be reviewed periodically as pointed out in Stage 11 paragraph 5.91.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

5.41

6211 - Emmanuel College and
Gonville & Caius College

Object

We wish to object to the methodology. The SHLAA Practice Guidance (2007) published by the Department of Communities and Local Government advises in Paragraph 21 that 'the scope of the assessment should not be narrowed down by existing policies designed to constrain development'. The Planning Advisory Service confirmed in January/February 2008 that Paragraph 21 'seeks to avoid areas which might have housing potential from being excluded from the outset'.

It is considered that the methodology used in the SHLAA, with particular reference to Level 1 Considerations such as protected open space has resulted in an unduly constrained SHLAA.

The criteria used in the SHLAA were agreed with members and consulted upon with stakeholders. The criteria used provide a balanced approach in terms of suitability assessment. The scope has not been purposely narrowed down in order to constrain development. A very extensive number of sites were assessed. The national guidance for SHLAA's states in paragraph 38 that policy restrictions such as designations and protected areas in existing policy can be taken into account and particular types of land can be excluded from the assessment where justified.

5.42
6210 - Cambridge South
Consortium
53

Object

We wish to object to the SHLAA methodology and the wording in Paragraph 5.24.

It is considered that the methodology used in the SHLAA, with reference to Level 1 Considerations, such as the Green Belt, has resulted in an unduly constrained SHLAA.

In terms of Paragraph 5.24, it is premature to advise that it is not necessary to remove any land from the Green Belt since the Local Plan Review has not yet commenced and the associated growth strategy, including the level and the location of future growth has not yet been consulted upon or considered through a public examination.

It is not the role of the SHLAA to review the Green Belt. This is a role for the Local Plan should it be proven to be necessary. The criteria used in the SHLAA were agreed with members and consulted upon with stakeholders. The criteria used provide a balanced approach in terms of suitability assessment. The scope has not been purposely narrowed down in order to constrain development. A very extensive number of sites were assessed. The national guidance for SHLAA's states that policy restrictions such as designations and protected areas in existing policy can be taken into account and particular types of land can be excluded from the assessment where justified.

The SHLAA is not premature and has been based on the best information available to it at the time. The SHLAA is not a static document and will be reviewed periodically as pointed out in Stage 11 paragraph 5.91.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

5.49

6094

Object

The Housing Market Partnership are a body composed predominantly (on paper) of bodies with interests in promoting housing development. I'd like to emphasise the need for a better communication with the community and residents who I still believe are largely unaware of these plans.

Annex 6 of the SHLAA outlines the terms of reference of the HMP and its composition. The HMP assisted the Council in its assessment of deliverability of sites. The Federation of Cambridge Residents Associations was consulted regarding representation on the HMP.

The Council has done much more by way of consultation than is required in the SHLAA guidance. It has consulted widely on its draft SHLAA in the interests of transparency. Key stakeholders, residents associations and other organisations were consulted on the assessment criteria and the approach to density methodology in 2009. This is detailed in Annex 8 of the SHLAA. Annex 12 also included a list of consultees for the consultation in September 2011. In addition consultation letters were sent to approximately 4,750 residents living near all suitable SHLAA sites.

Page 54

6095

Object

Further to previous comments, I feel that residents' interests were significant under-represented in this meeting due to the presence of only one committee member from a non pro-development interest group.

Annex 6 of the SHLAA outlines the terms of reference of the HMP and its composition. The HMP assisted the Council in its assessment of deliverability of sites. The Federation of Cambridge Residents Associations was consulted regarding representation on the HMP.

The Council has done much more by way of consultation than is required in the SHLAA guidance. It has consulted widely on its draft SHLAA in the interests of transparency. Key stakeholders, residents associations and other organisations were consulted on the assessment criteria and the approach to density methodology in 2009. This is detailed in Annex 8 of the SHLAA. Annex 12 also included a list of consultees for the consultation in September 2011. In addition consultation letters were sent to approximately 4,750 residents living near all suitable SHLAA sites.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

5.57

6215 - Cambridge South Consortium

Object

It is considered that while the adopted Regional Spatial Strategy is still in place and in the absence of any background technical work specifically considering locally derived housing needs, including aspects such as affordability, it is premature to make reference to, and base the housing trajectory included within the SHLAA on a housing provision of 14,000 dwellings between 2011 and 2031.

The Regional Spatial Strategy (RSS) is in the process of being abolished following the Localism Act 2011.

The SHLAA however is a technical document to identify potentially suitable sites to accommodate the City's future housing provision.

The level of future housing provision is being reconsidered through the Local Plan Review and the SHLAA feeds into this process. The RSS figures are still in place but the 14,000 dwelling figure for new provision between 2011-2031 was a starting point and will be tested. It is not an adopted target. It is for the Local Plan Review to set an appropriate level of provision.

Page 55

It was considered reasonable to do this on the basis that the Government indicated that for those Councils who decide to revise their housing targets, it was appropriate to use the targets that have been agreed between individual local authorities the Regional Planning Body and published in the draft RSS. These figures know as option 1 figures, were the figures agreed through the response to the review of the East of England Plan in 2009 and included in the draft version of the East of England Plan in March 2010.

The Local Plan Review will be informed by other sources and will review these levels of provision. These will be reflected in future updates of the SHLAA.

Sites Currently Identified as Suitable in the SHLAA

6134 - Andrew Roberts

Support

The Trumpington Residents' Association supports the outcome that there are only a small number of potential sites in the Ward, most of which are rejected in the report, given the scale of already approved development which will take place in the Ward from 2011-2021.

Noted

Representations

Nature Summary of Main Issue

Council's Assessment

Action

Bullet 8

6096

Object

Further to previous comments the HMP scrutiny of these sites as a triage step for future developable sites seems to have been performed in the absence of a balanced panel?

Annex 6 of the SHLAA outlines the terms of reference of the HMP and its composition. The HMP assisted the Council in its assessment of deliverability of sites. The Federation of Cambridge Residents Associations was consulted regarding representation on the HMP.

The Council has done much more by way of consultation than is required in the SHLAA guidance. It has consulted widely on its draft SHLAA in the interests of transparency. Key stakeholders, residents associations and other organisations were consulted on the assessment criteria and the approach to density methodology in 2009. This is detailed in Annex 8 of the SHLAA. Annex 12 also included a list of consultees for the consultation in September 2011. In addition consultation letters were sent to approximately 4,750 residents living near all suitable SHLAA sites.

Page 56
Table 4

6099

Object

Abbey ward appears to be earmarked for a significant proportion of the developments planned. This is an already heavily congested entrance to the city. Other areas (such as west Cambridge) seem little affected - will this not lead to lop-sided development of the city?

The west side of the City has already committed to significant urban extensions at NIAB and NW Cambridge. It will be for the spatial strategy of the Local Plan Review to conclude on the best locations for future growth.

6207

Support

(Submitted on behalf of the Nineteen Acre Field RA) We note that the only sites in Castle Ward included in the initial list of sites considered suitable were both then reclassified as "small sites". This confirms our view that Castle really is close to "full".

Noted.

Ref 1

6097

Object

Further development in this area will negatively impact on an area of very high traffic congestion (Coldham's Lane/Newmarket Road junction)

Site 46 Wests Garage has already been withdrawn by the landowner.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

Ref 4

6098

Object
Newmarket Road is one of the most congested entrances to the city and a quick examination of the likely sites for significant development (including the Cambridge United site) seems to show that Abbey will be disproportionately bear the brunt of residential development. I would like to know how these plans are compatible with the East Area gate vision which identified traffic and congestion (in particular associated with the retail activity close to the Abbey Stadium)?

It is accepted that traffic levels and congestion are important issues. The County Council are preparing a Transport Strategy for Cambridge and this will include detailed traffic modelling. Individual traffic assessments will be required as part of any planning applications, which subsequently come forward.

5975

Support
This is an excellent area for housing redevelopment and I feel strongly that this should set the trend of redeveloping the rest of Newmarket Road from retail use to housing, moving the retail and industrial elements further out of the City. The common land and transport system will be utilised more efficiently and the Newmarket Road area will benefit.

Noted

Page 57

Ref 42

6098

Support
The Site (102) borders a residential area and is therefore suitable for new housing - individual houses, NOT highrise flats.

Noted

SHLAA Draft Trajectory

6253

Object

The target of 14,000 new homes for the City between 2011 and 2031 (ie 700 dwellings per annum over this period), a figure taken from the Joint Interim Assessment agreed with other Cambridgeshire local authorities, seems ambitious in the current economic climate but could possibly be deliverable in the second half of the period. Certainly it is more credible than the unrealistic target of 19,000 new homes previously agreed with the now discarded 2009 Regional Spatial Strategy, and in that context it is welcome.

Noted. It is for the Local Plan Review rather than the SHLAA to decide the appropriate level of future provision.

<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
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6261 - Cambridge Past, Present and Future	Support	The Society notes that the City Council has taken 14,000 new homes as its overall housing target between 2011 and 2031 (i.e. 700 dwellings per annum over the period) and that this figure is taken from the Joint Interim Assessment agreed with other Cambridgeshire Councils. We also note that the corresponding figure in the Regional Spatial Strategy for the East of England was 19,000 new homes. CambridgePPF had suggested an annual building rate of 720 up to 2036 for Cambridge in our response to the RSS (in November 2009). CambridgePPF would therefore support the City Council's adopted target	Noted. It is not however an adopted target. It is for the Local Plan Review to set an appropriate level of provision.	
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5.71

6100

Page 58

Object	Therefore these figures demonstrate that even if every possible site identified is developed (is this realistic or desirable in terms of its impact on the city centre?) then the target of 14,000 dwellings is still unachievable. This is a strong argument to re-examine the current stance of not considering further development of green belt land.	It is not the role of the SHLAA to review the Green Belt. This is a role for the Local Plan should it be proven to be necessary.
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Representations

Nature Summary of Main Issue

Council's Assessment

Action

Table 6

6223 - Cambridge South Consortium

Object

It is considered that while the adopted Regional Spatial Strategy is still in place and in the absence of any background technical work specifically considering locally derived housing needs, including aspects such as affordability, it is premature to make reference to, and base the housing trajectory included within the SHLAA on a housing provision of 14,000 dwellings between 2011 and 2031.

The SHLAA is a technical document to identify potentially suitable sites to accommodate the City's future housing provision.

The level of future housing provision is being reconsidered through the Local Plan Review and the SHLAA feeds into this process. The RSS figures are still in place but the 14,000 dwelling figure for new provision between 2011-2031 was a starting point and will be tested. It is not an adopted target. It is for the Local Plan Review to set an appropriate level of provision.

It was considered reasonable to do this on the basis that the Government indicated that for those Councils who decide to revise their housing targets, it was appropriate to use the targets that have been agreed between individual local authorities the Regional Planning Body and published in the draft RSS. These figures know as option 1 figures, were the figures agreed through the response to the review of the East of England Plan in 2009 and included in the draft version of the East of England Plan in March 2010.

The 14,000 figure is therefore a starting point for the review of the Local Plan process, which will also be informed by other sources of evidence.

6254

Support

Table 6 in the SHLAA summarises the sources of developable/deliverable sites up to 2031 which could yield some 12,000 new homes, with the 28 sites identified in the SHLAA contributing some 950 dwellings. The bulk of the 2031 target is therefore covered, and presumably the balance can be made up through judicious extensions to current major developments.

The big unknown for both the City and South Cambs SHLAA is the future of Marshall's Cambridge East. I think it is correct to assume that Cambridge East is unlikely to come forward before 2031 and that alternative housing provision will be required.

Noted.

Representations *Nature* *Summary of Main Issue* *Council's Assessment* *Action*

Row 11

6188 - Grosvenor Developments	Object	Until the local plan has been replaced the housing trajectory should be based on the figures in the Adopted Regional Strategy. that should be the case even if the RS is revoked as the figures within that plan were tested and found sound and the Council's alternative has not been subject of Strategic Environmental Assessment or an independent testing.	The SHLAA is a technical document to identify potentially suitable sites to accommodate the City's future housing provision. The level of future housing provision is being reconsidered through the Local Plan Review and the SHLAA feeds into this process. The RSS figures are still in place but the 14,000 dwelling figure for new provision between 2011-2031 was a starting point and will be tested. It is not an adopted target. It is for the Local Plan Review to set an appropriate level of provision.	
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Table 7

6208	Support	(Submitted on behalf of the Nineteen Acre Field RA) 34a Storeys Way is reported as having been "withdrawn" following the 2008/9 consultation. This site has also been kept outside the boundary of the North West Cambridge development, despite being owned by the University and immediately adjacent to the NWC site. NAFRA will be watching with interest to see what, if anything, is proposed for this site in the coming years.	It was considered reasonable to do this on the basis that the Government indicated that for those Councils who decide to revise their housing targets, it was appropriate to use the targets that have been agreed between individual local authorities the Regional Planning Body and published in the draft RSS. These figures know as option 1 figures, were the figures agreed through the response to the review of the East of England Plan in 2009 and included in the draft version of the East of England Plan in March 2010.	The Local Plan Review will be subject to independent testing.
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Representations

Nature Summary of Main Issue

Council's Assessment

Action

Site 182

6227 - Emmanuel College and Gonville & Caius College

Object

We wish to object to the methodology. The SHLAA Practice Guidance (2007) published by the Department of Communities and Local Government advises in Paragraph 21 that 'the scope of the assessment should not be narrowed down by existing policies designed to constrain development'. The Planning Advisory Service confirmed in January/February 2008 that Paragraph 21 'seeks to avoid areas which might have housing potential from being excluded from the outset'.

It is considered that the methodology used in the SHLAA, with particular reference to Level 1 Considerations such as protected open space has resulted in an unduly constrained SHLAA.

The criteria used in the SHLAA were agreed with members and consulted upon with stakeholders in July to August 2009. The criteria used provide a balanced approach in terms of suitability assessment. The scope has not been purposely narrowed down in order to constrain development. A very extensive number of sites were assessed. The national guidance for SHLAA's states in paragraph 38 that policy restrictions such as designations and protected areas in existing policy can be taken into account and particular types of land can be excluded from the assessment where justified.

The Council has fully assessed all sites against its agreed criteria. Sites were not excluded from this process from the outset. It has however applied relevant policy designations and constraints in reaching its conclusions.

Page 61

6228 - North Newnham Res.Ass

Support

On behalf of North Newnham Residents Association, we support the Methodology and results of the assessment to protect Open spaces & recreation land and exclude this specific site Emmanuel playing field, for development.
Penny Heath, Chair NNRA

Noted

Site 854

6228 - DB Schenker Rail (UK) Ltd

Object

It should be noted that for Site 854; Railway Sidings West of Rustat Road, the Employment Land Review (July 2008) concluded that the site has potential for '10,700 sq m B1 (a) Office scheme with residential.....' and the SHLAA is therefore factually incorrect in the conclusions made in respect of this site and in its assessment that the site is not suitable for residential development on the basis of the Employment Land Review.

Noted. This is a factual error. The landowner Network Rail have confirmed their continued interest in pursuing mixed residential and employment use in the longer term. Because the site was rejected primarily to safeguard its employment potential in the Employment Land Review it should be reassessed for mixed use including residential.

Reassess site 854 in the SHLAA.

APPENDIX A

Representations Council's Assessment Action

Site 876

6202 - North Newnham Res.Ass	Support	On behalf of North Newnham residents Association, we support all considerations for protecting the Green belt. Penny Heath, Chair, NNRA	Noted.
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Site 877

6203 - North Newnham Res.Ass	Support	On behalf of North Newnham Residents Association we support National Policies to protect the Green Belt and the Councils policies to exclude further development of the existing Green Belt. Penny Heath, Chair NNRA.	Noted.
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Site 878

6204 - Cambridge South Consortium	Object	We wish to object to the SHLAA methodology and the wording in Paragraph 5.24. It is considered that the methodology used in the SHLAA, with reference to Level 1 Considerations, such as the Green Belt, has resulted in an unduly constrained SHLAA. In terms of Paragraph 5.24, it is premature to advise that it is not necessary to remove any land from the Green Belt since the Local Plan Review has not yet commenced and the associated growth strategy, including the level and the location of future growth has not yet been consulted upon or considered through a public examination.	It is not the role of the SHLAA to review the Green Belt. This is a role for the Local Plan should it be proven to be necessary. The criteria used in the SHLAA were agreed with members and consulted upon with stakeholders. The criteria used provide a balanced approach in terms of suitability assessment. The scope has not been purposely narrowed down in order to constrain development. A very extensive number of sites were assessed. The national guidance for SHLAA's states that policy restrictions such as designations and protected areas in existing policy can be taken into account and particular types of land can be excluded from the assessment where justified. The SHLAA is not premature and has been based on the best information available to it at the time. The SHLAA is not a static document and will be reviewed periodically as pointed out in Stage 11 paragraph 5.91.
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Representations **Nature** **Summary of Main Issue** **Council's Assessment** **Action**

5.74

6230 - Cambridge South Consortium

Object

If there is a shortfall in the potential housing supply from identified sites within Cambridge City, consideration should be given in the SHLAA to new broad locations for future housing growth, rather than existing allocations, and this may involve the need to review Green Belt boundaries around the City.

It is not the role of the SHLAA to review the Green Belt. This is a role for the Local Plan should it be proven to be necessary.

6263 - Cambridge Past, Present and Future

Support

In paragraph 5.74 broad locations are identified which could be considered if sufficient specific sites cannot be identified to meet the 15 year target. One such location is Marshall's Cambridge East. In the document it is stated that Cambridge East is unlikely to come forward before 2031 and the Society supports this prudent assertion.

Noted

5.75

6205 - Cambridge South Consortium

Object

If there is a shortfall in the potential housing supply from identified sites within Cambridge City, consideration should be given in the SHLAA to new broad locations for future housing growth, rather than existing allocations, and this may involve the need to review Green Belt boundaries around the City.

It is not the role of the SHLAA to review the Green Belt. This is a role for the Local Plan should it be proven to be necessary.

6205

Support

(Submitted on behalf of the Nineteen Acre Field RA) Two major developments - NIAB and North West Cambridge - will between them use virtually all land suitable for development in Castle Ward in the coming years. It is unsurprising, therefore, that no additional sites (other than a couple of "small" ones) have been identified in Castle. As local residents we would be opposed to the loss of further green space for building.

Noted.

5.76

6232 - Cambridge South Consortium

Object

If there is a shortfall in the potential housing supply from identified sites within Cambridge City, consideration should be given in the SHLAA to new broad locations for future housing growth, rather than existing allocations, and this may involve the need to review Green Belt boundaries around the City.

It is not the role of the SHLAA to review the Green Belt. This is a role for the Local Plan should it be proven to be necessary.

Representations *Nature* *Summary of Main Issue* *Council's Assessment* *Action*

5.77	6233 - Cambridge South Consortium	Object	If there is a shortfall in the potential housing supply from identified sites within Cambridge City, consideration should be given in the SHLAA to new broad locations for future housing growth, rather than existing allocations, and this may involve the need to review Green Belt boundaries around the City.	It is not the role of the SHLAA to review the Green Belt. This is a role for the Local Plan should it be proven to be necessary.
6102	Object	The bullet points associated with this main point seem to be a tacit confirmation that future high density development of the city centre is a preferred option in order to achieve the target of 14,000 dwellings. This despite an acknowledgement elsewhere (5.81) that Cambridge is already a "highly build up city with its tight boundary surrounded by Green Belt". Further large-scale high density development can surely only be detrimental to the city and its already highly congested infrastructure.	The points made are merely observations on the Cambridge housing market. The SHLAA is not a policy document.	
<p>Page 64</p> <p><i>Bullet 1</i></p> <p>6103</p>				
5.78	Object	But if city centre over-development is allowed to happen then this trend will conceivably soon reverse.	Increases in supply may help stem the rate of increase in prices. The opposite effect would occur if development were curtailed.	
5.78	6189 - Grosvenor Developments	Object	The Cambridge housing market is proving to be extremely resilient to the recession. House prices continue to rise, in part due to the lack of available supply. New sites being brought to the market are selling extremely well. It is the difficulty in obtaining planning which is holding back delivery of sites.	Noted. The statements in this paragraph are the Council's perception based on discussions with developers as part of Annual monitoring.
5.79	6193 - Grosvenor Developments	Object	It is inappropriate to include an allowance for small sites as they have not been subject to an assessment. It can not therefore be considered that such sites are suitable, achievable or available.	The Council did assess the suitability of a large number of small sites and are using them as an example of the types of site which may come up in broad locations as explained in paragraphs 5.79-5.86.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

5.80

6103

Object

"windfalls should not be included in the first 10 years of supply unless robust evidence of genuine local circumstances that prevent specific sites or broad locations being identified." Surely Cambridge is one of the fastest growing cities in the UK and is acknowledged to be a "highly built up City with its tight boundary surrounded by Green Belt land" (5.81)? Is this, and challenges of finding sites demonstrated by the SHLAA, not "evidence of genuine local circumstances that prevent specific sites or broad locations being identified"?

The Council has been able to identify small sites in broad locations. The SHLAA guidance provides for also including windfalls but care needs to be taken to avoid double counting sites identified in broad locations where these have been identified. The NPPF has recently changed the rules regarding an allowance for windfalls in the first 5 years. This will be explored through the SHLAA.

5.81

6104

Support

Agree - the statement confirms that Cambridge is already a highly built-up and physically constrained city. On the basis of the statement in this point I find it difficult to understand why the council is not entertaining the idea of further use of the green belt land, which I still maintain is of little benefit to Cambridge or surrounding environs.

Noted. It is not a role of the SHLAA however to review the Green Belt.

Page 65

5.83

6190 - Grosvenor Developments

Object

the supply of small sites can not continue indefinitely. Given the high level of land value in Cambridge it is likely that most land which could be developable has come forward and that this source of supply will diminish quickly. In addition, the Council has recently been taking a strong line against development of garden land, which in the past would have constituted a significant element of the small site supply.

The SHLAA will need monitoring on a regular basis as pointed out in Stage 11 paragraph 5.91

5.86

6192 - Grosvenor Developments

Object

It is inappropriate to include small sites as they have not been subject to an assessment. It can not therefore be considered that they are suitable, achievable or available.

The Council did assess the suitability of a large number of small sites and are using them as an example of the types of site which may come up in broad locations as explained in paragraphs 5.79-5.86.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

5.88

6107

Object

The tone of this point is that "enough is enough" when it comes to consideration of the green belt as a potential source of land for development. However, it also highlights that Cambridge is a "constrained urban area". I would prefer a more holistic approach, without ruling out options such as green belt usage, which appears to stem from the prior release of green belt for development. Previous release of green belt land was surely driven by a significant need and has this really changed?

Significant releases of Green Belt land have recently been made through the current Local Plan. These provide a large land supply for some time to come. The SHLAA will be monitored over time as pointed out in Stage 11 paragraph 5.91

5.89

6105

Object

What are the "genuine local circumstances" if not significant difficulty in identifying sites that will not lead to overdevelopment of the city? The SHLAA document has potentially found suitable sites that could yield dwellings that are still below the required level (5.71), surely indicative of a "genuine local circumstance" i.e. issue with developing an already highly-developed city?

The SHLAA is a live document and will need regular updating to ensure it keeps up with commitments through planning decisions. Council has reserved its position on whether it wants to rely on windfalls until it has done more work following the recent changes introduced by the National Planning Policy Framework.

Page 66

5.90

6106

Object

"Genuine local reasons" are unclear to me if not exemplified by the difficulty, as demonstrated in the SHLAA document, of finding sufficient sites to meet dwelling targets.

The SHLAA is a live document and will need regular updating to ensure it keeps up with commitments through planning decisions. Council has reserved its position on whether it wants to rely on windfalls until it has done more work following the recent changes introduced by the National Planning Policy Framework.

Representations *Nature* *Summary of Main Issue* *Council's Assessment* *Action*

6. Conclusions

6. Conclusions

6109

Support

Thanks to the council for organising this consultation but please - it has not been publicised enough and surely there can be few responders to it from the public.

Noted.

Please do not allow the over-development of Cambridge to meet targets and to improve the appearance of areas/buildings above all other considerations. Residents have to live with the consequences. The green belt has been used in previously and please do not rule this out. At the risk of sounding flippant no-one wants a skyscraper skyline to save a few fields of oilseed rape.

6108
608

Object

I would argue that sufficient community members/residents have not been engaged - surely these are one of the key stakeholders. I have recently contacted the head of our local residents association to see if they were adequately consulted and they recalled that minimal consultation was made (i.e. a letter announcing the consultation was starting, in a period when they had received notification of many other consultations too). It is fantastic that the council even has a consultation but it has not been adequately advertised or is very user-friendly to find and read.

The SHLAA is a technical piece of work to identify potentially suitable sites to accommodate the City's future housing provision. However the Council has consulted widely on its draft SHLAA in the interests of transparency. This included widespread consultation with key stakeholders residents associations and other organisations to agree the assessment criteria and the approach to density methodology in 2009. This is detailed in Annex 8 of the SHLAA. Annex 12 also included a list of consultees for the consultation in September 2011. In addition consultation letters were sent to approximately 4,750 residents living near all suitable SHLAA sites.

APPENDIX A

7. Next Steps

7. Next Steps

Representations *Nature* *Summary of Main Issue* *Council's Assessment* *Action*

7. Next Steps

7. Next Steps

6009 - Natural England	Support	We have no specific comments to make on individual sites contained in the SHLAA, nor do we have any sites we wish to suggest for future development. We would, however, request full consideration of our interests in the process of selecting and assessing sites for allocation through the Local Development Framework (LDF).	Noted
		These interests include biodiversity; geodiversity; landscape character and quality; green infrastructure; access to the countryside and other open space; the protection and enhancement of soils; and environmental land management.	

Representations

Nature Summary of Main Issue

Council's Assessment

Action

Annex 1: Assessment Criteria

Annex 1: Assessment Criteria

6225 - Cambridge South Consortium	Object	We wish to object to the SHLAA methodology and the wording in Paragraph 5.24.	It is not the role of the SHLAA to review the Green Belt. This is a role for the Local Plan should it be proven to be necessary. The criteria used in the SHLAA were agreed with members and consulted upon with stakeholders. The criteria used provide a balanced approach in terms of suitability assessment. The scope has not been purposely narrowed down in order to constrain development. A very extensive number of sites were assessed. The national guidance for SHLAA's states that policy restrictions such as designations and protected areas in existing policy can be taken into account and particular types of land can be excluded from the assessment where justified.
6226 - Emmanuel College and Gonville & Caius College	Object	It is considered that the methodology used in the SHLAA, with reference to Level 1 Considerations, such as the Green Belt, has resulted in an unduly constrained SHLAA. In terms of Paragraph 5.24, it is premature to advise that it is not necessary to remove any land from the Green Belt since the Local Plan Review has not yet commenced and the associated growth strategy, including the level and the location of future growth has not yet been consulted upon or considered through a public examination.	The SHLAA is not premature and has been based on the best information available to it at the time. The SHLAA is not a static document and will be reviewed periodically as pointed out in Stage 11 paragraph 5.91.
6226 - Emmanuel College and Gonville & Caius College	Object	We wish to object to the methodology. The SHLAA Practice Guidance (2007) published by the Department of Communities and Local Government advises in Paragraph 21 that 'the scope of the assessment should not be narrowed down by existing policies designed to constrain development'. The Planning Advisory Service confirmed in January/February 2008 that Paragraph 21 'seeks to avoid areas which might have housing potential from being excluded from the outset'. It is considered that the methodology used in the SHLAA, with particular reference to Level 1 Considerations such as protected open space has resulted in an unduly constrained SHLAA.	The criteria used in the SHLAA were agreed with members and consulted upon with stakeholders. The criteria used provide a balanced approach in terms of suitability assessment. The scope has not been purposely narrowed down in order to constrain development. A very extensive number of sites were assessed. The national guidance for SHLAA's states in paragraph 38 that policy restrictions such as designations and protected areas in existing policy can be taken into account and particular types of land can be excluded from the assessment where justified.

Representations Nature Summary of Main Issue

Council's Assessment

Action

Annex 1A: Flood Risk Assessment

Annex 1A: Flood Risk Assessment

6320 - Cambridgeshire County Council Property and Procurement Division	Object	Site 629 should not have been dismissed on grounds of flooding. It is understood that the data modelling on which this decision was made may be inaccurate. Thus, the site should not be rejected until new data from the Environment Agency has been received, and the County has had an opportunity to seek its own advice on the revised data. The site has no known history of flooding.	The data modelling is being reviewed by the Environment Agency. This won't be completed for another 8 weeks.	Reinstate the site in the SHLAA until the conclusions are available.
6241 - Cambridgeshire County Council Property and Procurement Division	Object	Rejected site 629 Horizons Site, Coldhams Lane: The County Council objects to this site being dismissed due to concerns based on flooding.	The data modelling is being reviewed by the Environment Agency. This won't be completed for another 8 weeks.	Reinstate the site in the SHLAA until the conclusions are available.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

Annex 2: Small Identified Sites

Paragraph 1

6191 - Grosvenor Developments	Object	It is inappropriate to include these sites as they havenot been subject to an assessment. It can not therefore be considered that they are suitable, achievable or available.	The Council did assess the suitability of a large number of small sites and are using them as an example of the types of site which may come up in broad locations as explained in paragraphs 5.79-5.86.
<i>Row 6</i>	Object	The shortage of available off-street parking in many areas around Cambridge is apparent. Many residential roads have properties with no garages or driveways and vehicles are left parked along the sides of roads. This reduced the width of road space available to other road users, e.g. drivers and cyclists, and can make navigation of cambridge on a bicycle quite dangerous in some places. Removing garages will only increase the quantity of vehicles left parked at the roadside.	The County Council are producing a Transport Strategy for Cambridge, which will shortly be the subject of consultation. Should any SHLAA sites end up being allocated within the Local Plan Review and or be the subject of any subsequent planning applications, a Transport Impact Assessment would be required to assess any mitigate any adverse impact on on-street parking in adjoining streets.
<i>Row 13</i>	Object	The site is appropriate for housing. However, an opportunity for commercial uses at ground floor should be explored because of its riverside location. Flats above with the potential to incorporate steps down from Elizabeth Way bridge to improve accessibility between riverside and bridge.	Noted. This would have to be reviewed in the context of any future planning application on the site.
5992	Object	Why build on car parks? Where are people supposed to park their cars? There is a big difference between encouraging people to make use of buses, trains and bicycles and forcing them to leave their vehicles at the roadside.	The County Council are producing a Transport Strategy for Cambridge, which will shortly be the subject of consultation. This will review future policy towards traffic and parking.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

Row 69

5998

Object

ADJACENT TO 11 UPHALL ROAD ALSO ADJACENT TO MY PROPERTY - 13 UPHALL ROAD! SMALL AREA OF PROPERTIES BUILT IN THE 1950'S- VERY SMALL GARAGE AREA PROPOSED WOULD INFRINGE EXCESSIVELY ON BOTH MENTIONED PROPERTIES AND SMALL ESTATE MENTIONED. ACCESS POINT TO BARNWELL NATURE RESERVE WHICH IS USED CONSIDERABLY BY THE LOCAL & NOT SO LOCAL COMMUNITIES. AN ACCESS POINT TO MY OWN BACK GARDEN, MY ONLY OUTSIDE ACCESS! THE AREA ITSELF IS TOO SMALL FOR HOUSES AND FLATS WOULD BE TOTALLY OUT OF CHARACTER FOR THE AREA. TRAFFIC OUTBOUND IS ALREADY DIFFICULT ONTO COLDHAMS LANE

The small sites are included only as examples of the types of site which might come up over the period of the next Plan. They will not be allocated for residential uses in the Local Plan as they are too small. Should an planning application come up on this site these issues can be more fully explored at the time.

Row 70

5999

Object

ADJACENT TO 11 UPHALL ROAD IT IS IN FACT ALSO ADJACENT TO MY PROPERTY 13 UPHALL ROAD! SMALL AREA OF PROPERTIES BUILT IN THE 1950'S VERY SMALL GARAGE AREA PROPOSED WOULD INFRINGE EXCESSIVELY ON BOTH MENTIONED PROPERTIES AND SMALL ESTATE MENTIONED. CURRENTLY AN ACCESS POINT TO BARNWELL NATURE RESERVE WHICH IS USED CONSIDERABLY BY THE LOCAL AND NOT SO LOCAL COMMUNITIES. AN ACCESS POINT TO MY OWN BACK GARDEN, MY ONLY OUTSIDE ACCESS POINT! THE AREA ITSELF IS TOO SMALL FOR HOUSES AND FLATS WOULD BE TOTALLY OUT OF CHARACTER FOR THE AREA AS A WHOLE. TRAFFIC ACCESS OUTBOUND IS ALREADY DIFFICULT ONTO COLDHAMS LANE

The small sites are included only as examples of the types of site which might come up over the period of the next Plan. They will not be allocated for residential uses in the Local Plan as they are too small. Should an planning application come up on this site these issues can be more fully explored at the time.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

Row 76

5979

Object

1. Removal of parking, forcing more cars onto already busy street parking.
2. Unsuitable shape of building plot with a limited access.
3. Crammed in buildings giving a detrimental impact on local area.
4. 19 Wadloes Road and properties either side would be overlooked by proposed development.

The small sites are included only as examples of the types of site which might come up over the period of the next Plan. They will not be allocated for residential uses in the Local Plan as they are too small. Should an planning application come up on this site these issues can be more fully explored at the time.

Row 338

6246

Object

Some of the houses on Ainswoth Street that abut the development site have ground floor habitable room that face, and are less than 20 meters from, the boundary. Unless the height of any development of the site is severely restricted it will affect the amenity of the Ainswoth Street properties through overlooking of habitable rooms and gardens and consequent loss of privacy. There would also be a loss of amenity through loss of sunlight. The existing workshop and garage that are on the site support employment and create daytime activity which also contributes to the amenity of the area.

The role of the SHLAA is merely to identify potentially suitable sites to accommodate the City's future housing provision. Should sites be progressed through the Local Plan Review or planning applications decisions will have to be made on how best to promote good design. These are not issues for the SHLAA as it is a technical exercise.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

Part 3 Annex 1 - Potential Sites

Site 105: Abbey Stadium (Assessment)

5973	Object	<p>-Newmarket Road cannot handle the extra rush-hour traffic; -Crime (inc. ASB, burglary, criminal damage) is a problem in the vicinity at present, so adding more people will not help; -New housing will not include garages or driveways for cars, meaning that they will be left on roads.</p>	<p>The Highway Authority have not raised the issue of rush hour traffic as a constraint inhibiting the development of the site.</p> <p>The role of the SHLAA is merely to identify potentially suitable sites to accommodate the Districts future housing provision. Should sites be progressed through the Local Plan Review other policies in the Plan aim to tackle how best to promote good design and crime considerations. These are not issues for the SHLAA as it is a technical exercise.</p>	
6180	Object	<p>In terms of the lease on the vehicle depot, this is not a barrier to development as the lease includes a notice period in order to gain possession of the site. It is possible that this part of the sould come forward ahead of the stadium relocation.</p>	<p>Agree but to avoid piecemeal development it should be designed flexibly to be compatible with the development of the rest of the site, or as standalone development, should a satisfactory replacement not be found for protected open space on the larger site.</p>	
6054	Object	<p>Concerned that if houses built on the site that Cut Throat Lane would be used as access, as the road is not suitable for a high number of vehicles. Also hope that Elfreda Road wont be used for parking by residents of new hosesues, as there is already an issue with parking space here. Also hope that if hosesues are built here, that the trucks working on the buildings will not use our Lane as a cut through.</p>	<p>Details of suitable access to the site will be explored as part of the Local Plan Review and any subsequent planning application. The Highway Authority have been consulted on the broad principles of development and their comments have been incorporated in the assessment for the site.</p> <p>Construction traffic would be considered and regulated appropriately in conjunction with any subsequent planning application.</p>	
6179	Object	<p>We consider that Boston Road should be removed from the site - it is not an adopted public highway and there is no intention or need to take vehicular access from Boston Road. A single point of access for vehicles can be achieved from Newmarket Road, although it may be desirable to provide a point of access for cyclists and/or pedestrians from Boston Road.</p>	<p>Noted. Site boundary should be amended to exclude Boston Road</p>	<p>Amend site boundary</p>

Representations

Nature Summary of Main Issue

Council's Assessment

Action

6178 - Grosvenor Developments Object

Work is under way on a development brief for the site for agreement with the Council regarding principles for development. We consider that the scale of development is likely to fall in the range from 154 (as identified in the SHLAA) to around 200 units.

Comments noted.

5982

Object

Please view full written justification.

In my view, the proposed use changes for site 105 will result in the following issues:

An unacceptable increase in road traffic and congestion on Newmarket Road

Proposed development will likely cause an unmanageable increase in the use of already constrained local amenities

The addition of 154 properties, in the absence of sufficient road access at the main site, will likely increase road traffic along the un-adopted and poorly surfaced lane colloquially referred to as Cutthroat Lane

Development has the potential to have a negative effect on the market value of existing properties in the area.

The County Council are preparing a Transport Strategy for Cambridge and this will include detailed traffic modelling. Individual traffic assessments will be required as part of any planning applications, which subsequently come forward.

The City Council will also have to consider the impact of the development on community facilities and if necessary seek S106 contributions to mitigate adverse impacts.

The Highway Authority have also been consulted on the broad principles of development including access. Their comments have been incorporated in the assessment for the site.

6181 - Grosvenor Developments Object

The covenant in relation to the south stand needs to be considered by the Council, but it is not a barrier to bringing forward the majority of the site.

Noted. However the site boundary may need amendment.

Council to give a formal response in relation to the covenant. Amend boundary as appropriate

6024

Object

The football ground is a much-loved and very important civic amenity within the Cambridge metropolitan area. In addition, it borders a very small but important area of natural significance. Any housing development here would be detrimental, and would be too much for the local infrastructure to cope.

The SHLAA assessment has recognised the importance of the football ground and has stated that the site will only be considered suitable for development if the protected open space use on the site can be satisfactorily replaced elsewhere and is similarly accessible to its users.

The significance of constraints in the immediate surroundings have been acknowledged in the assessment.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

6050	Object	<p>I'm not objecting and am merely commenting.</p> <p>Two requests if this site is developed please:</p> <ol style="list-style-type: none"> 1) Ensure that Elifleda Road remains a cul de sac and is not used for vehicular access to the development 2) Ensure that the height of development is in keeping with the local area, currently predominantly two-storey. 154 units would almost certainly mean building higher than this, in which case please graduate height increase sympathetically, i.e. not five storeys hard on the boundary of existing two-storey properties. <p>Any local facilities incorporated in the new development would be welcome as this part of town is not currently well served.</p>	<p>Comments noted. The Highway Authority have been consulted on the broad principles of development and access to the site. Their comments have been incorporated in the assessment for the site.</p> <p>Should the site progress to an allocation in the Local Plan Review, the detailed design of any development would have to be considered in the context of any subsequent planning application.</p> <p>The Council will have to consider the impact of the development on community facilities and if necessary seek contributions via the Community Infrastructure Levy or S106 contributions to mitigate any adverse impacts</p>	
6176 - Grosvenor Developments and Future	Object	<p>The SHLAA should be amended to ensure consistency with the tests set out in Policy 4/2 and Policy 5/11 of the local plan - namely references to "equally accessible" should be replaced by references to satisfactory replacement (4/2) and similar accessibility (5/11).</p>	<p>Noted.</p> <p>Amend the wording in the SHLAA assessment.</p>	
6265 - Cambridge Past, Present and Future	Support	<p>agree with assessment conclusion and criteria set</p>	<p>Noted.</p>	
6176 - Grosvenor Developments	Support	<p>We support the identification of the site for residential redevelopment subject to the relocation of existing stadium. The SHLAA identifies a number of amber ratings against detailed elements of the site. Many of these are detailed points of design consideration rather than points of principle which would prevent redevelopment. The Level 1 conclusion that development of the site will not have a negative impact on any of the strategic considerations is supported.</p>	<p>Noted.</p>	
6148 - Cambridgeshire County Council	Support	<p>Archaeology Located in an area known for its 18th and 19th century industry, evidence for Roman and Saxon settlement has been identified to the north (HER 17486). Of particular significance is Stourbridge Chapel to the north west, dating from the 12th century (HER 04781).</p>	<p>Noted. Archaeology officers at the County Council have been consulted as part of the SHLAA assessment process.</p>	<p>Add additional comments to SHLAA Assessment</p>

Representations

Nature Summary of Main Issue

Council's Assessment

Action

Site 105 Map

5981	Object	Please view full written justification. In my view, the proposed construction and demolition activities for site 105 will result in the following issues: Negative impact to existing residents parking and property access along the boundary of Boston Road. Negative impact to existing residents rights to light and air along the boundary of Boston Road. Increase in overlook of private properties along the boundary of Boston Road. Negative impact of demolition and construction activities on health, disruption and structure and cosmetics of existing residents and properties.	Noted. The landowner has requested the removal of Boston Road from the site. The issues raised would also be considered should the Local Plan decide to allocate the site for residential use. Any future planning application would need to take these issues into account in order to minimise any disruption to residents during the construction phase.	Amend site boundary of site 105
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Site 202: 1 Ditton Walk (Assessment)

6025	Object	Fen Ditton represents an important green lung in the city of Cambridge. Any development adjacent to green spaces should be discouraged.	The sites proximity to Stourbridge Common which is in the Green Belt has been noted. By way of update the site has subsequently been the subject of an outline planning application for 12 dwellings and which has been approved 10/086/OUT. This will be picked up in the 2012 Annual Monitoring Report.	
6264 - Cambridge Past, Present and Future	Object	site should also be considered to be retained for employment purposes (i.e. light industry/ employment) to ensure a mixed community is retained	The Council's Employment Land Review recommended releasing this site for residential development. By way of update the site has subsequently been the subject of an outline planning application for 12 dwellings and which has been approved 10/086/OUT. This will be picked up in the 2012 Annual Monitoring Report.	
6149 - Cambridgeshire County Council	Support	Archaeology Located in an area known for its 18th and 19th century industry, evidence for Roman and Saxon settlement has been identified to the west (HER 17486). Of particular significance is Stourbridge Chapel to the west, dating from the 12th century (HER 04781).	Noted. Archeology officers at the County Council have been consulted as part of the SHLAA assessment process. By way of update the site has subsequently been the subject of an outline planning application for 12 dwellings and which has been approved 10/086/OUT. This will be picked up in the 2012 annual monitoring report.	Update SHLAA record with archaeology comments.

<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
<i>Site 430: Catholic Church of St Vincent de Paul (Assessment)</i>				
6026	Object	The loss of the church would be a regrettable loss of an important civic amenity.	Noted. Land owner has indicated this is a longer term aspiration. The proposal would have to be tested against the Council's policy towards the loss of community facilities and whether any satisfactory relocation or alternative provision was possible.	
6150 - Cambridgeshire County Council	Support	Archaeology Located in an area with little previous investigation. Roman settlement is known to the south east (HER 14647).	Noted	
6267 - Cambridge Past, Present and Future	Support	support subject to: agree with assessment conclusion and criteria set and any new scheme schemes should maximise wider community usage and integration at the heart of Abbey	Noted	
<i>Site 443: 636-656 Newmarket Road (Assessment)</i>				
5874	Object	Removal of these valuable facilities and replacement with more new homes will have a detrimental effect on the local community. Again, having lived around this area for >2 years I am very aware that there are groups of youths engaging in under-age drinking, vandalism and anti-social behaviour. Adding more people will only exacerbate the problems. Perhaps knocking down the existing flats and building some nicer ones would be a suitable alternative?	It is anticipated the redevelopment of the site will seek to retain and improve the existing community facilities as part of the development.	
6151 - Cambridgeshire County Council	Support	Archaeology Archaeological investigations undertaken on the adjacent Barnwell Road site revealed a cemetery of probable Saxon date (HER 16936). Additional burials or associated settlement evidence may extend into the proposal area.	Noted. Archaeology officers at the County Council have been consulted as part of the SHLAA assessment process.	Update SHLAA record
6027	Support	In principle, I am not opposed to development here. However, any development would absolutely have to replace - and indeed, improve, the civic amenities of the area. Good quality design is paramount. I'm not sure the city has a good enough understanding of what good design actually is.	Noted.	

Representations

Nature Summary of Main Issue

Council's Assessment

Action

6234	Support	Quality community building(s) would be required if scheme went ahead. Preserve/relocate the outdoor hard court used by local young people. Trees - more existing trees need protecting on the site. Some parts of the site need greening up - quite bleak at the moment	Noted.
6266 - Cambridge Past, Present and Future	Support	support subject to: scope for greater use on site if 1 or more of community uses became available for redevelopment; their continuation on site could be subject to better integration into scheme	Noted.
Site 443 Map	Object	<p>As a resident in Peverel Road near to the proposed site I am concerned about a couple of things.</p> <ol style="list-style-type: none"> 1. not enough parking spaces now in this section of Peverel Rd with some parking on the grass verges and across the pavement. 2. The lack of amenities for local people. This is not just a community centre, there are playing courts and a church hall. Will all these be replaced at an equivalent size? 4. The eyesore all the extra buildings will cause. I can see trees and blue sky from my house! I don't want to look out onto buildings. 	<p>Any redevelopment would aim to substantially improve the the built environment and reprovide the existing community facilities as part of the redevelopment. Parking issues would be reviewed as part of any future planning application should the site be allocated in the Local Plan Review.</p>
Site 870: Ditton Fields Nursery School (Assessment)	Object	<p>Adding more residential housing to this location would not serve the community. There are already a large number of residential addresses in this area, with very little in the way of community or commercial buildings. Furthermore, the noise from McDonald's and its car park would be a significant nuisance to anyone moving into a residential property on site 870.</p>	<p>The nursery provision has been transferred to Abbey Meadows Primary School in Galfrid Road. A noise assessment would need to be prepared in conjunction with any planning application, which would guide any mitigation measures needed.</p>

Representations

Nature Summary of Main Issue

Council's Assessment

Action

6028	Object	I regret the loss of nursery facilities, which are much needed. This part of Abbey needs wholesale re-consideration - beginning with the McDonalds, which is a blight and contributes little to the area. Any development here, or on the other side of Newmarket Road, should begin with the replacement of McDonalds with a series of independent shops and cafes - which should be the first step in contributing to a sense of place.	The nursery provision has been transferred to Abbey Meadows Primary School in Galfrid Road. The Council would not be able to replace McDonalds unless they voluntarily relocated from the site.	
5980	Object	This area is already built up and my concerns are for parking amenities for residents, depending on the type of housing there is already little space locally for street car parking. Secondly, accessing the said development by cars from the already busy Wadloes Road. Any loss or damage to any trees or habitat within the property. Noise to other residents.	These are considerations which would be taken into account in any subsequent planning application. Site is suitable for development.	
6153 - Cambridgeshire County Council	Support	Archaeology Archaeological investigations undertaken to the south revealed a cemetery of probable Saxon date (HER 16936).	Noted. Archaeology officers at the County Council have been consulted as part of the SHLAA assessment process.	Update SHLAA record
6269 - Cambridge Past, Present and Future	Support	support subject to: CambridgePPF's concern that this site provides a good location for community facilities being at the heart of Abbey Ward and retention and good integration of such facilities is essential	Noted	
<i>Site 855: 1 Ditton Walk (Assessment)</i>				
6153 - Cambridgeshire County Council	Support	The site is located between an area of known Roman settlement to the east (HER 14647) and a cemetery of probable Saxon date to the south (HER 16936).	Noted	
6269 - Cambridge Past, Present and Future	Support	support subject to: it is marginal site and perhaps better retained as commercial site for light employment	Noted	
<i>Site 012: 162-184 Histon Road (Assessment)</i>				
6154 - Cambridgeshire County Council	Support	Archaeology Previous development of this site is likely to have removed any significant archaeological remains.	Noted. Archaeology officers at the County Council have been consulted as part of the SHLAA assessment process.	Add additional comments to SHLAA Assessment

<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
6270 - Cambridge Past, Present and Future	Support	agree with assessment conclusion and criteria set	Noted	
<i>Site 312: Land R/O 129-133 Histon Road (Assessment)</i>				
6155 - Cambridgeshire County Council	Support	Archaeology The site is located between the Roman town at Cambridge and an area of late Iron Age and Roman settlement to the north west (HER 17974).	Noted. Archaeology officers at the County Council have been consulted as part of the SHLAA assessment process.	Add additional comments to SHLAA Assessment
6271 - Cambridge Past, Present and Future	Support	agree with assessment conclusion and criteria set	Noted.	

Representations

Nature Summary of Main Issue

Council's Assessment

Action

Site 057: BP Garage - 452 Cherry Hinton Road (Assessment)

6014

Object What would happen to the WELL USED BP garage if it was to be taken for housing?
Do you anticipate the garage being closed and moved?
Why do you think this address could be used for housing?
Perhaps four houses could be fitted in this plot, more if the garages behind the BP Garage in Rothmere Road were used in conjunction.

Whilst the Council fully acknowledges the public support for retaining the petrol filling station, it cannot be considered as a building / facility in community use. It does not serve an immediate local community in the way that other facilities do, such as a public house or village shop. A petrol filling station is not the type of local facility that community policies in the local plan, seek to safeguard.

Furthermore, there are alternative petrol filling stations currently in 8 other locations across the City the nearest being at Sainsbury's Coldhams Lane, Teversham Corner Newmarket Road, Elizabeth Way, High St Trumpington, Newnham Road, 159 Histon Road, Huntingdon Road, and Tesco Milton. Depending on the route being taken out of the City this still provides for some choice.

Many independently owned fuel stations although branded with the name of a major oil company have to buy fuel from independent fuel wholesalers adding another layer of cost. Independent petrol stations face tough competition currently with supermarkets and sites owned by major oil companies. There is also an issue with the very high rate of duty charged on petrol, which creates cash flow problems for smaller operators. Margins are very narrow if other retail functions are not included. This garage does have limited retail functions but the area is well served by three local shopping centres nearby on Cherry Hinton High Street, Adkins Corner and Wulfstan Way

If the station were to close during the next 20 years an alternative use will need to be found for the site. The Council consider in this situation the loss of the petrol station would be regrettable but on balance would be outweighed by the strong need for housing land.

<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
6003	Object	The proposal will undo the City Council's previous planning decisions: a large building opposite the BP Garage was pulled down for development in the 1970s giving rise to Coe's Court and bungalows (note the parking provision and building height considerations) all in keeping with the suburban area. Around the same time my grandfather stopped Marshalls from expanding onto Cherry Hinton Rd. to the left and right of number 388, otherwise the road would now have car showrooms like Newmarket Road.	The role of the SHLAA is merely to identify potentially suitable sites to accommodate the City's future housing provision. Should sites be progressed through the Local Plan Review decisions will have to be made on how best to promote amenity and good design. These are not issues for the SHLAA as it is a technical exercise.	

Representations

Nature Summary of Main Issue

Council's Assessment

Action

6064

Object

The BP Garage is a valuable and important amenity. It provides a 24 hour service Petrol, shop, non-charging cashpoint, post office and car-related facilities - car wash.

It is thriving business that is crucial to the local community, many of whom are elderly as well as people using park, church or passing through. There are few garages/shops with these facilities in this area of town.

I STRONGLY object to this proposal This is a nice pleasant neighbourhood that should stay as it is. The site is small where housing will benefit very very few people. I WILL actively campaign locally against this proposal.

Whilst the Council recognises the public support for retaining the petrol filling station, it cannot be considered as a building / facility in community use. It does not serve an immediate local community in the way that other facilities do, such as a public house or village shop. A petrol filling station is not the type of local facility that community policies in the local plan, seek to safeguard.

Furthermore, there are alternative petrol filling stations currently in 8 other locations across the City the nearest being at Sainsbury's Coldhams Lane, Teversham Corner Newmarket Road, Elizabeth Way, High St Trumpington, Newnham Road, 159 Histon Road, Huntingdon Road, and Tesco Milton. Depending on the route being taken out of the City this still provides for some degree of choice.

Many independently owned fuel stations although branded with the name of a major oil company have to buy fuel from independent fuel wholesalers adding another layer of cost. Independent petrol stations face tough competition currently with supermarkets and sites owned by major oil companies. There is also an issue with the very high rate of duty charged on petrol, which creates cash flow problems for smaller operators. Margins are very narrow if other retail functions are not included. This garage does have limited retail functions but the area is well served by three local shopping centres nearby on Cherry Hinton High Street, Adkins Corner and Wulfstan Way

If the station were to close during the next 20 years an alternative use will need to be found for the site. The Council consider in this situation the loss of the petrol station would be regrettable but on balance would be outweighed by the strong need for housing land.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

6001

Object

Although many of the garages off Glenmere Close are not in regular use, this is not true of them all! The garages are too narrow for today's cars, but are used as lockable storage areas. Many of the properties in the area are maisonettes; the occupants of the first floors have no access to rear gardens or sheds, but are responsible for maintenance of the gardens to the front of these properties. Commonly lawnmowers and other gardening equipment are stored in the garages. Cycles are also stored in these garages. Provision of alternative lockable storage areas would negate this objection.

Comments noted. The SLAA is a Technical Document to identify potentially suitable sites to accommodate the City's future housing provision. If many of the garages are not in use or are not suited to modern vehicles they do not represent an efficient use of land given the City's housing needs. Should the site be allocated it may be possible to negotiate some alternative storage provision as mitigation for the loss of this facility.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

6136

Object

This petrol station is a community asset. 10 years ago there were 4 petrol stations in the vicinity, now there are two, one this site, the other Sainsburys. It is important to retain an alternative to the supermarket station as part of choice for residents, to avoid yet more congestion at the Sainsbury roundabout, and as part of the objective of retaining diversity of facilities in the area.

Whilst the Council fully acknowledges the public support for retaining the petrol filling station, it cannot be considered as a building / facility in community use. It does not serve an immediate local community in the way that other facilities do, such as a public house or village shop. A petrol filling station is not the type of local facility that community policies in the local plan, seek to safeguard.

Furthermore, there are alternative petrol filling stations currently in 8 other locations across the City the nearest being at Sainsbury's Coldhams Lane, Teversham Corner Newmarket Road, Elizabeth Way, High St Trumpington, Newnham Road, 159 Histon Road, Huntingdon Road, and Tesco Milton. Depending on the route being taken out of the City this still provides for some choice.

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Many independently owned fuel stations although branded with the name of a major oil company have to buy fuel from independent fuel wholesalers adding another layer of cost. Independent petrol stations face tough competition currently with supermarkets and sites owned by major oil companies. There is also an issue with the very high rate of duty charged on petrol, which creates cash flow problems for smaller operators. Margins are very narrow if other retail functions are not included. This garage does have limited retail functions but the area is well served by three local shopping centres nearby on Cherry Hinton High Street, Adkins Corner and Wulfstan Way

If the station were to close during the next 20 years an alternative use will need to be found for the site. The Council considers in this situation the loss of the petrol station would be regrettable but on balance would be outweighed by the strong need for housing land.

6063

Object

In removing the existing garages you will create parking problems for local residents increasing the number of cars that will be parked on the road and decreasing the spaces on the road in which to park.

Many of the garages are not in use as they are not suited to modern vehicles. There are several laybys on the estate which allow for off carriageway parking.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

6156 - Cambridgeshire County Council	Support	Archaeology Cherry Hinton Hall and its grounds, to the north east, were established in the mid 19th century, but may be located on the site of a small Priory (HER 04907, 09927).	Noted. Archaeology officers at the County Council have been consulted as part of the SHLAA assessment process.	Add additional comments to SHLAA Assessment
6275 - Cambridge Past, Present and Future	Support	support subject to: agree with assessment conclusion and criteria set but concern of loss of petrol station in this part city may be unacceptable; overall location and accessibility of local refuelling stations need to be tackled as an important issue as part of the LOCAL PLAN REVIEW prior to considering removal of this site as petrol station	<p>Whilst the Council fully acknowledges the public support for retaining the petrol filling station, it cannot be considered as a building / facility in community use. It does not serve an immediate local community in the way that other facilities do, such as a public house or village shop. A petrol filling station is not the type of local facility that community policies in the local plan, seek to safeguard.</p> <p>Furthermore, there are alternative petrol filling stations currently in 8 other locations across the City the nearest being at Sainsbury's Coldhams Lane, Teversham Corner Newmarket Road, Elizabeth Way, High St Trumpington, Newnham Road, 159 Histon Road, Huntingdon Road, and Tesco Milton. Depending on the route being taken out of the City this still provides for some choice.</p> <p>Many independently owned fuel stations although branded with the name of a major oil company have to buy fuel from independent fuel wholesalers adding another layer of cost. Independent petrol stations face tough competition currently with supermarkets and sites owned by major oil companies. There is also an issue with the very high rate of duty charged on petrol, which creates cash flow problems for smaller operators. Margins are very narrow if other retail functions are not included. This garage does have limited retail functions but the area is well served by three local shopping centres nearby on Cherry Hinton High Street, Adkins Corner and Wulfstan Way</p> <p>If the station were to close during the next 20 years an alternative use will need to be found for the site. The Council consider in this situation the loss of the petrol station would be regrettable but on balance would be outweighed by the strong need for housing land.</p>	

Representations

Nature Summary of Main Issue

Council's Assessment

Action

Site 057 Map

6051

Object

Petrol station is only one left in this sector of Cambridge. Nearest ones are Sainsburys or Trumpington. The area must have station or many unnecessary journeys will occur just to get petrol. The station is a community facility.

Whilst the Council fully acknowledges the public support for retaining the petrol filling station, it cannot be considered as a building / facility in community use. It does not serve an immediate local community in the way that other facilities do, such as a public house or village shop. A petrol filling station is not the type of local facility that community policies in the local plan, seek to safeguard.

Furthermore, there are alternative petrol filling stations currently in 8 other locations across the City the nearest being at Sainsbury's Coldhams Lane, Teversham Corner Newmarket Road, Elizabeth Way, High St Trumpington, Newnham Road, 159 Histon Road, Huntingdon Road, and Tesco Milton. Depending on the route being taken out of the City this still provides for some choice.

Many independently owned fuel stations although branded with the name of a major oil company have to buy fuel from independent fuel wholesalers adding another layer of cost. Independent petrol stations face tough competition currently with supermarkets and sites owned by major oil companies. There is also an issue with the very high rate of duty charged on petrol, which creates cash flow problems for smaller operators. Margins are very narrow if other retail functions are not included. This garage does have limited retail functions but the area is well served by three local shopping centres nearby on Cherry Hinton High Street, Adkins Corner and Wulfstan Way

If the station were to close during the next 20 years an alternative use will need to be found for the site. The Council consider in this situation the loss of the petrol station would be regrettable but on balance would be outweighed by the strong need for housing land.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

6060

Object This petrol station and shop are very important amenities to local community and drivers further afield. We would have to drive 2 miles to get petrol; there are always queues for petrol & the shop is used continuously. Local people as they get older and can't walk great distances would always have more need of the shop. This community facility is vital to retain as others are being eroded.

Whilst the Council fully acknowledges the public support for retaining the petrol filling station, it cannot be considered as a building / facility in community use. It does not serve an immediate local community in the way that other facilities do, such as a public house or village shop. A petrol filling station is not the type of local facility that community policies in the local plan, seek to safeguard.

Furthermore, there are alternative petrol filling stations currently in 8 other locations across the City the nearest being at Sainsbury's Coldhams Lane, Teversham Corner Newmarket Road, Elizabeth Way, High St Trumpington, Newnham Road, 159 Histon Road, Huntingdon Road, and Tesco Milton. Depending on the route being taken out of the City this still provides for some choice.

Many independently owned fuel stations although branded with the name of a major oil company have to buy fuel from independent fuel wholesalers adding another layer of cost. Independent petrol stations face tough competition currently with supermarkets and sites owned by major oil companies. There is also an issue with the very high rate of duty charged on petrol, which creates cash flow problems for smaller operators. Margins are very narrow if other retail functions are not included. This garage does have limited retail functions but the area is well served by three local shopping centres nearby on Cherry Hinton High Street, Adkins Corner and Wulfstan Way

If the station were to close during the next 20 years an alternative use will need to be found for the site. The Council consider in this situation the loss of the petrol station would be regrettable but on balance would be outweighed by the strong need for housing land.

Site 755: 78 and 80 Fulbourn Road (Assessment)

6157 - Cambridgeshire County Council

Support

Archaeology Activity of Bronze Age date includes ring ditch remains of burial mounds to the south east (HER 08880).

Noted. Archaeology officers at the County Council have been consulted as part of the SHLAA assessment process.

Add additional comments to SHLAA Assessment

Representations

Nature Summary of Main Issue

6276 - Cambridge Past, Present and Future Support support subject to: agree with assessment conclusion and criteria set; ensure setting, openness and access to Green Belt, reestablishment of right of way or new term (link Fulbourn Road with countryside/ Gog Magog Hills to south for the varied countryside users and linkage with recreational network)

Council's Assessment

Noted

Action

Site 755 Map

5987

Support

(I just wanted to comment on this but the drop down menu only had support or object) Just to let you know that the top half of this site has already been developed with new houses, so not much opportunity to comment its suitability now! I guess the bottom half will be done as well eventually but you can only see that from the new houses so no bother to me over the road.

Noted. The assesement does mention this.

The boundary of Site 755 needs amendment in the SHLAA.

Page 00

Site 0063: Garages adjacent to 2 Derwent Close (Assessment)

5987

Object

All garages are in active use and half of the garages are owned freehold with the remainder owned on a leasehold basis. Land assembly would therefore be very difficult without willing landowners. The redevelopment will result in on street parking problems, environmental issues, loss of character, and problems with the continued servicing of the Anglian Water Pumping Station.

Remove the site from the SHLAA

5988

6000

6004

6005

6012

6062

6079

6123

6141

6251 - Derwent Close Residents

Association

6015 - Cambridgeshire County Council

Object

Please note that the bus services serving this site are the C2 and C3, not C1 and C3 as incorrectly stated in the Annex. The C1 and C2 routes changed recently and the C1 no longer travels along Cherry Hinton Road.

The C2 service does still travel along Cherry Hinton Road between Walpole Road, near the site, and Wulfstan Way.

Amend assessment.

The C1 route however no longer travels along Cherry Hinton Road.

<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
6272 - Cambridge Past, Present and Future	Support	agree with assessment conclusion and criteria set	Noted. The SHLAA has to take into account the availability of land for development. This usually involves a developer expressing an intention to develop or a landowner expressing an intention to sell the land. The complexity of ownership on this site is such that it is not likely to come forward for development.	
6158 - Cambridgeshire County Council	Support	Archaeology Cherry Hinton Hall and its grounds, to the east, were established in the mid 19th century, but may be located on the site of a small Priory (HER 04907, 09927).	Noted.	
<i>Site 081: 152 Coleridge Road (Assessment)</i>				
6159 - Cambridgeshire County Council	Support	Archaeology It is not anticipated that significant archaeological remains would survive in this area.	Noted. Archaeology officers at the County Council have been consulted as part of the SHLAA assessment process.	Add additional comments to SHLAA Assessment
6033 - Cambridge Past, Present and Future	Support	agree with assessment conclusion and criteria set	Noted.	
<i>Site 872: 82-90 Hills Road and 57-63 Bateman Street (Assessment)</i>				
6034	Support	This is currently a visually unattractive area, and would benefit from development. However, any building would have to carefully represent the visual character of Bateman Street AND also acknowledge its proximity to the Botanic Gardens behind.	Noted. The assessment acknowledges the existence of these constraints which would have to be taken into account in any development.	
6291 - Cambridge Past, Present and Future	Support	agree with assessment conclusion and criteria set	Noted.	
6252	Support	I think this site is entirely appropriate for residential accommodation development.	Noted.	
6173 - Cambridgeshire County Council	Support	Archaeology The site is located close to the probable line of the Roman road approaching the Roman town at Cambridge from the south east.	Noted. Archaeology officers at the County Council have been consulted as part of the SHLAA assessment process.	Add additional comments to SHLAA Assessment

Representations

Nature Summary of Main Issue

Council's Assessment

Action

Site 583: Car park east of 1 to 12 Porson Court (Assessment)

6018

Object

The parking of cars not owned by, or visiting, residents of Porson Road is an ongoing issue. Any conversion of car parking land to housing will only exacerbate the problem.

The landowner of the site proposes to reduce the amount of commercial floorspace on the adjoining telephone exchange site. This should reduce the demand for parking in the area. The adjoining telephone exchange site is allocated for housing already and it makes sense to consider extending this to cover its car park in the SHLAA as the parking there is wholly related to the telephone exchange use. There doesn't appear to be any right of way into the BT site from Porson Road.

6174 - Cambridgeshire County Council

Support

Archaeology
The site is located on the probable line of a Roman road identified at Addenbrookes and Long Road College. There is also substantial evidence for Bronze Age settlement from the excavations at Clay Farm to the south (HER ECB2165).

Noted. Archaeology officers at the County Council have been consulted as part of the SHLAA assessment process.

Add additional comments to SHLAA Assessment

6239 - Cambridge Past, Present and Future

Support

support subject to: agree with assessment conclusion and criteria set - however we are concerned that this site may prove difficult to be integrated with the surrounding residential area; lack of informal/ formal Open Space in area - i.e. with reference to the recent adopted Open Space & Recreation Strategy the Trumpington ward (as existing) has below average provision of Public Open Space

Noted. Open space provision would be considered within any application, which might follow the extension of the allocation.

Amend assessment to include comment about open space provision in area.

Site 087: 149 Cherry Hinton Road (Assessment)

6239 - The Swiss Laundry Ltd

Object

In the shorter term, small development and adaptation plans are likely, in order to maintain the current activities and employment.
However, due to the age of the current building, it is unlikely to be suitable as a commercial laundry by the end of this consultation timeframe 2031. One of the possible alternative change of use applications, that would be considered, is towards housing.

Noted. The site is suitable for residential development. Any policy in the Local Plan would not preclude the existing use continuing in the medium term.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

6135	Object	This laundry is a community asset. In an area which is heavily residential, local people wish to retain a diversity of facilities within the area, both for convenience and to avoid increased travel, usually by car. This well used laundry provides one such service. There is no other dry cleaner within a mile of this site. Additionally, it provides a full laundry service widely used residents and businesses throughout Cambridge. This site needs to be retained, not developed.	The SHLAA has identified the potential for residential use on the site. The landowner intends to continue the business for as long as it can but they consider that they may decide to move or close the business before the end of the plan period in 2031. The Council is merely considering this eventuality but not forcing it.	
6274 - Cambridge Past, Present and Future	Support	agree with assessment conclusion and criteria set	Noted	
6160 - Cambridgeshire County Council	Support	Archaeology it is not anticipated that significant archaeological remains would survive in this area.	Noted. Archaeology officers at the County Council have been consulted as part of the SHLAA assessment process.	Add additional comments to SHLAA Assessment
Site 087 Map page 93	Object	<ol style="list-style-type: none"> Mixed use good - single use (residential bad). Thumbs up to status quo. Access and egress? May be grounds for vehement objection. 	<p>The SHLAA has identified the potential for residential use on the site. The landowner intends to continue the business for as long as it can but they consider that they may decide to move or close the business before the end of the plan period in 2031.</p> <p>The highway authority have not raised any issues with the access.</p>	
6240 - The Swiss Laundry Ltd	Object	"In the shorter term, small development and adaptation plans are likely, in order to maintain the current activities and employment. However, due to the age of the current building, it is unlikely to be suitable as a commercial laundry by the end of this consultation timeframe 2031. One of the possible alternative change of use applications, that would be considered, is towards housing"	Noted. The site is suitable for residential development. Any policy in the Local Plan would not preclude the existing use continuing in the medium term.	

Representations

Nature Summary of Main Issue

Council's Assessment

Action

Site 352: Shirley Infants School (Assessment)

6146 - Cambridgeshire County Council	Object	The County Council's Cabinet agreed to rescind its previous decision to declare this site as surplus to educational requirements in view of the demographic pressures in the north of Cambridge and particularly in the Shirley catchment area. The site is being assessed alongside others in the north of the City and will form part of a detailed options appraisal paper, which is being produced at present, on how to meet this need.	Noted. The landowner has decided that given the demand for school places they wish to retain the current use for the period covered by the Local Plan Review.	Remove the site from the SHLAA
6257 - Cambridgeshire County Council Property and Procurement Division	Object	Just to confirm that this site is for the foreseeable future (up to the next SHLAA review anyway) to be retained in educational use so it can be deleted as a potential housing site.	Noted.	Remove the site from the SHLAA.
5996	Object	Shirley Infants School objection: Loss of amenities: School and Scout Hut, expect school to re-open; Density is too high: means parking problems in surrounding streets; Trees: TPOs exist, trees will make high-density dwellings very dark; Loss of amenity to surrounding dwellings: noise, privacy, security, because a school is only used during weekdays daytime.	The SHLAA assessment had taken these points in to account. However the landowner has now decided to retain the site for education use so the site is to be removed from the SHLAA.	
5986	Object	Commenting: Please retain the trees that run along the alley way at the side of the newsagents shop (Antony's) on green end road. These trees shield our gardens (corner of kendal way and green end road) from this site. The site also needs to provide sufficient car parking for all houses as there is no available car parking spaces on green end road.	Noted. The landowner has decided that given the demand for school places they wish to retain the current use for the period covered by the Local Plan Review.	Remove the site from the SHLAA
6011	Object	We cannot give an opinion one way or the other, as we have no computer. Our main concern would be how many houses would fit in this small space. Access here is not very wide, thus would be even more cars in Chesterton and there are too many already.	The assessment had taken the local context into account. The highway authority did not raise any concerns with the access. The land owner has now decided however that they would like to retain the school use so the site will be removed from the SHLAA.	
6277 - Cambridge Past, Present and Future	Support	agree with assessment conclusion and criteria set	Noted.	

Representations

Nature Summary of Main Issue

Council's Assessment

Action

Site 151: Land R/O 1-28 Jackson Road (Assessment)

6279 - Cambridge Past, Present and Future Support agree with assessment conclusion and criteria set Noted.

6161 - Cambridgeshire County Council Support Archaeology Cropmarks and archaeological investigations to the north west have revealed an extensive landscape of late prehistoric and Roman activity.

Noted. Archaeology officers at the County Council have been consulted as part of the SHLAA assessment process.

Add additional comments to SHLAA Assessment

Site 230: Garages South of Hawkins Road (Assessment)

6016 Object The site is very narrow with poor access. Furthermore the removal of garages and parking spaces combined with the new housing would cause problems with on-street parking and vital rear access to the sub station and for emergency vehicles needing to get to the back of the school. Such access is not available from the front. The development will also cause problems of overlooking and will result in the loss of garages rented by local residents.

Noted. The landowner however has decided that they wish to retain the current use for the period covered by the Local Plan Review.

Remove the site from the SHLAA

6119 - Grove Primary School

6162 - Cambridgeshire County Council Support Archaeology Extensive archaeological remains are relating to the late prehistoric and Roman settlement of the area are known to the north and west. Archaeological investigations in the grounds of Manor College suggest that evidence for this settlement continues in close proximity to this site (HER 16487).

Noted.

6280 - Cambridge Past, Present and Future Support agree with assessment conclusion and criteria set Noted.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

Site 230 Map

5985

Object

This housing would overlook a primary school and many houses in the surrounding roads. Many of us have vehicular access to the rear of our properties, for which we pay an annual fee. The site is also used by the Grove School for parent parking and is the only Emergency and maintenance access to the school. So, the site does "provide access to properties". So apart from the access issues, what about the vehicles which use this site, where will they go? forced onto the surrounding roads with all the congestion issues. Is it really worth it?

Noted. By way of update the landowner has asked for this site to be removed from the SHLAA

6126

Object

The Grove Primary School playing fields would back onto the proposed site. This seems a crazy idea. There is also a gate which gives emergency access to the school. Where would emergency access be made after building takes place? Children arriving by car for school are dropped off by a parent in this area. Where would this happen if the development goes ahead, on Campkin Road! As for cars which already park in this area, they would have to park on Hawkins Road causing even more congestion than at present.

Noted. By way of update the landowner has asked for this site to be removed from the SHLAA

Page 96

Site 236: Vindis Garage Milton Road (Assessment)

6282 - Cambridge Past, Present and Future

Support

Support subject to: agree with assessment conclusion and criteria set but site should also be considered for employment purposes (i.e. light industry/ employment)

Noted. By way of update the landowner has asked for this site to be removed from the SHLAA.

Delete site from SHLAA

6163 - Cambridgeshire County Council

Support

Archaeology
It is not anticipated that significant archaeological remains would survive in this area.

Noted. By way of update the landowner has asked for this site to be removed from the SHLAA.

Delete site from SHLAA

Representations

Nature Summary of Main Issue

Council's Assessment

Action

Site 236 Map

5994

Object

As a resident of Lovell Road I do not support this proposed development. One of the reasons I purchased my property was the fact that there was no housing at the rear of my house and I have no complaints at all with the garage being there and would not like this to change. I think this site is totally unsuitable as there are serious traffic considerations with the site being next to the guided busway and the science park, surely not a suitable site for any housing.

Noted. By way of update the landowner has asked for this site to be removed from the SHLAA

Site 887: 98-144 Campkin Road (Assessment)

6281 - Cambridge Past, Present and Future

Support

agree with assessment conclusion and criteria set

Noted.

6164 - Cambridgeshire County Council

Support

Cropmarks and archaeological investigations to the north west have revealed an extensive landscape of late prehistoric and Roman activity.

Noted. Archaeology officers at the County Council have been consulted as part of the SHLAA assessment process.

Add additional comments to SHLAA Assessment

Site 222: Land South of the Ship (Assessment)

6274 - Cambridge Past, Present and Future

Object

site adjoins/ is part of the pub area and important asset to ensure viability and retention of pub at the heart of the community; loss of open space is unacceptable in this area; refer also to recent adopted Open Space & Recreation Strategy: Arbury Ward has very low average provision of Public Open Space and any further loss is unacceptable and creation of improved or new spaces should be explored (such as community market next to pub etc) to make up the deficiency of public open space.

The site, located in the King's Hedge Ward, does not meet the criteria in the Local Plan to be designated as Protected Open Space.

Site 222 does not include the Ship Public House (PH) however an additional SHLAA site that included Site 222 and the Ship PH was submitted under reference (Site 902) as a landowner re-submission and was treated as an additional site.

The closure of public houses in the City has become a local concern and in response, the Council has commissioned consultants to complete a Public House Study for Cambridge and to provide interim policy guidance to inform planning decisions until the new Local Plan has been adopted.

This policy guidance will be applicable to all applications involving a public house.

<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
6124 - Charles Wells Ltd	Support	Taking account of the proposed boundary, there is an even stronger case for the site's inclusion as a residential development site than that made by the SHLAA. It would be available at an early stage (0-5 years) in the Council's future housing programme trajectory. It scores green against all criteria at Stages 1 and 2 of the Assessment. It scores green against twenty-two out of twenty-five of the criteria employed at Stage 3. The three remaining amber scores relate to distance from the City centre, local centre and archaeological assessment. The site is clearly developable.	Comments noted.	
6165 - Cambridgeshire County Council	Support	Archaeology The site is located on the site of a Roman villa complex, known through cropmarks and previous archaeological investigations.	Noted.	
Page 98				
Site 204: 48-61 Burleigh Street (Assessment)				
	Object	Question the feasibility of using the rear of this site for residential use whilst retaining service access to the shops on Burleigh Street, which is close to vehicular traffic after its junction with Adam and Eve Street. The shops are currently serviced from Paradise Street. There are also general traffic problems at the T-junction of Paradise Street and City Road caused by large vehicles trying to manoeuvre. This can cause dangers to other road users and pedestrians.	It may be possible to service the shops from Burleigh St as part of any redevelopment. This happens in other pedestrianised streets such as Petty Cury. This would enable the rear of the site to be considered for residential use which in turn would lessen commercial traffic on Paradise Street.	
6166 - Cambridgeshire County Council	Support	Archaeology This site was originally developed as part of the Victorian expansion of Cambridge. Evidence for this development and for earlier structures may survive in the area.	Noted. Archaeology officers at the County Council have been consulted as part of the SHLAA assessment process.	Add additional comments to SHLAA Assessment
6283 - Cambridge Past, Present and Future	Support	agree with assessment conclusion and criteria set	Noted.	
6029	Support	This part of Burleigh Street is in urgent need of development. I welcome this plan. I would like the council to very carefully consider what development would be appropriate here - the Grafton Centre should be an example of what NOT to build. Shops to face directly onto Burleigh Street, please.	Noted.	

Representations *Nature* *Summary of Main Issue* *Council's Assessment* *Action*

Site 204 Map

5978 Support While the map has my general support, I ask you to consider also including numbers 43-45 as well. No. 45, in particular, a disused bakery has the distinct smell of mould and mildew from outside, meaning that only extensive renovation at a price or more likely replacement will be feasible. Please deal with it now before it becomes more of a hazard.

Noted. These are issues for environmental health rather than the SHLAA however.

6030 Support Why can't the whole area be improved? The Grafton Centre is a shocking blight on the area and would be much better flattened and replaced with proper shopping streets.

Noted.

<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
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Site 028: Owistone Croft (Assessment)

Representations

Nature Summary of Main Issue

Council's Assessment

Action

Object	Nature Summary of Main Issue	Council's Assessment	Action
5995			
6007	Large number of strong objections (180 objections plus 367 person petition and only 6 supports):-		
6008			
6019	Proposed access is wholly inadequate.		
6031			
6055	Owlstone Road is already very difficult to travel along. If traffic increases it will become unsafe. Small children play in the street. The bend is tight and almost a blind corner. Commercial vehicles (such as refuse lorries, removals and home delivery vans) need to make special arrangements to travel down the road. Parking is already a difficult issue in the area.		
6056			
6059			
6061			
6076			
6078			
6089			
6127			
6138	Grantchester Street is narrow and access is tight, which can cause opposing traffic conflicts throughout the day, this is because of the single lane nature of the road and on street parking.		
6140			
6256			
6259			
6325			
6326	The proposed development will add many additional trips from this site would make traffic situation even worse.		
6327			
6328			
6329			
6331	Owlstone Road is narrow and does not provide for two way movement with on-street parking. The lane from Grantchester Street is even narrower and refuse lorries have difficulty negotiating it safely.		
6332			
6333			
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6338			
6339	Impact on Paradise Nature Reserve should the road need widening to include two lanes and a footpath. Hazards to large numbers of walkers using the path through Paradise Nature Reserve and heading on to Grantchester Meadows. Also hazards arising from garages, which open out onto the track.		
6341			
6346			
6347			
6349	Proposed access is over a quiet footpath used to access Paradise Nature reserve. This would transform it into a busy thoroughfare. It is not wide enough to accommodate two lanes and a footpath so pedestrians would have to walk on what would be a busy road and lives would be put at risk.		
6353			
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6358			
6360	Assessment of Local Nature conservation should be changed to red in the site assessment to reflect impact of access alterations.		
6361			
6366			
6367	Access on site assessment should also be red.		
6368			

<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
6369		It is not within 400m of a high quality public transport service providing 10 min service.		
6370				
6371				
6372		Dangers to pedestrians and cyclists including school children, the elderly and walkers from the nature reserve and beyond.		
6373				
6374				
6375				
6376		Legal concerns over the ownership of the land constituting the access road.		
6377				
6378				
6379		Impact on character of conservation area and biodiversity. Potential threats to wildlife and plant life on borders of Paradise Nature reserve acknowledged in councils assessment.		
6380				
6381				
6382				
6383				
6384		Communal residences should be excluded from the SHLAA.		
6385				
6386				
6387		Flooding-the land is liable to flooding.		
6388				
6389		Design capacity of site is 29 dwellings but this represents only a marginal improvement to the housing stock.		
6390				
6391		Student accommodation offers greatest density without creating adverse traffic problems.		
6392				
6393		Site should be reserved for sheltered or elderly persons accommodation given the shortage of such accommodation trends in ageing population and the large numbers in Newham Croft.		
6394				
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6402				
6403		The information in the transport assessment is misleading. Newham is badly served by public transport. Bus frequency figures incorrect as only one bus an hour.		
6404				
6405				
6406				
6407				
6408		Access Appraisal is far too limited in scope it makes no reference to local traffic conditions.		
6409				
6410				
6411		Both Cambridge and Anglia Ruskin University are expanding and increasing pressures and the need for student housing. Removing what's there is not appropriate as student accommodation in short supply.		
6412				
6413				
6414				
6415				
6416		Marginal improvement in dwellings numbers it won't alleviate city's overall requirement for more housing.		
6417				

APPENDIX A

<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
6418				
6419				
6420		Queens College a poor curator of their built environment.		
6421				
6431				
6432		Access appraisal misrepresents the current status of the road. It is unlikely the landlord or highway authority has control of the proposed access route.		
6434				
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APPENDIX A

<i>Representations</i>	<i>Nature Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
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<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
6002	Support	There is already development on the site, and while some parts are derelict and development and the attendant tidying up would be welcome, there should only be very limited increase in numbers resident because there is limited access, enough traffic already in the vicinity, the need to protect local wildlife and general amenity considerations. Demolition of current building and erection of modern facilities, with onsite parking, but no increase in traffic density would be an asset for the area.	Noted.	
6284 - Cambridge Past, Present and Future	Support	support subject to: redevelopment for residential purposes is marginal and based on information from the current assessment this site should not be judged undevelopable; suggest sheltered accommodation or similar	Noted.	
6359	Support	<p>Access and traffic issues over-exaggerated by those against development.</p> <p>Much needed student accommodation is an issue for Queens not the Newnham residents.</p> <p>The Croft would benefit from an infusion of more permanent residents.</p> <p>he site represents a rare opportunity for an exceptional housing scheme with restricted car ownership and access.</p> <p>Car constraints are not new to the city.</p> <p>The 40% affordable component (30/40 dwellings?) is perhaps the most welcome feature.</p> <p>Cycle/pedestrian access direct to the Mill should be possible adjacent to the nature reserve</p> <p>The site frankly is an eyesore</p> <p>A resident's parking scheme is already necessary. This-could-bring-one-about.</p>	Noted.	

Representations **Nature** **Summary of Main Issue** **Council's Assessment** **Action**

6167 - Cambridgeshire County Council	Support	Archaeology High status Iron Age burials are known to the west (HER 5161, 4429). Extensive evidence for Roman activity is known to the south of the river.	Noted.	
6340	Support	<ul style="list-style-type: none"> - Current land use is sub-optimal - Current buildings are in disrepair and unsightly - Residential development enhances the local micro-economy, encouraging local business and services - Negative impact of additional travel can be ameliorated by parking permit scheme - Residential units should be predominantly private as I am concerned that social housing may be associated with anti-social behaviour. 	Noted.	
6469 - Cambridge Past, Present and Future	Support	support subject to: redevelopment for residential purposes is marginal and based on information from the current assessment this site should not be judged undevelopable; suggest sheltered accommodation or similar	Noted.	
Site 028 Map 5989	Object	Concerns - Increased congestion in Grantchester Street, main access route to this site. Additional parking restrictions may not take into account 'essential visitors' eg carers.	To be completed	

Representations

Nature Summary of Main Issue

Council's Assessment

Action

Site 102: Mill Road Depot (Assessment)

6069

Object

The proposal suggests that access may be gained via Hooper Street, Ainsworth Street and Sturton Street. These road are already overcrowded and increased traffic volumes would be totally unacceptable.

Additionally it would involve the demolition of the garages which are currently used by many local residents. The use of these garages reduces the number of cars parked in these already congested streets and their removal would put unacceptable pressure on parking in the surrounding streets.

This development makes no sense at all and will be vigorously opposed by all residents in teh affected area.

The SHLAA is a technical document to identify potentially suitable sites to accommodate the City's future housing provision. Should sites be progressed through the Local Plan Review and subsequent planning applications are made, negotiations would have to be undertaken with any prospective developer on how best to provide / replace car parking spaces and garage provision. Site access issues would also need to be overcome. Any development proposal would also need to respond to local context.

6119

Object

Concerned about traffic entering Mill Rd from site and difficulties created for those trying to cross from Kingston St to Devonshire Rd.

Increased pressure on streets adjacent to Hooper St from traffic returning to site.

Loss of Grade 2 building.

The SHLAA is a technical document to identify potentially suitable sites to accommodate the City's future housing provision. Should sites be progressed through the Local Plan Review and subsequent planning applications are made, negotiations would have to be undertaken with any prospective developer on how best to overcome transport and access issues. Any development proposal would need to respond to local context.

6247

Object

Given the Highways Department's views that vehicular ingress and egress onto Mill Rd would be impractical, the development of the site would lead to a substantial increase of traffic on Sturton Street and Ainsworth Street. This would be severely detrimental to the amenity of the existing dwellings on those streets and the streets leading to them. Mill Rd is the natural and historical vehicular entry and exit to the site. The site should not be developed unless a suitable Mill Rd vehicular entry and exit to the site can be formed.

The role of the SHLAA is merely to identify potentially suitable sites to accommodate the City's future housing provision. Should sites be progressed through the Local Plan Review and subsequent planning applications are made, negotiations would have to be undertaken with any prospective developer on how best to overcome transport and access issues, including possible access onto Mill Road. Any development proposal would also need to respond to local context.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

6075

Object

My major objection is the scale and quality of any development; most recent residential development in this part of Cambridge (railway station, junction of Hills Road & Cherry Hinton Road) are grossly out of proportion with the existing buildings and of very low architectural merit - how does fit with the proposed site being in, and overlooking, conservation areas?

Another significant issue is that of the site's very poor access.

The SHLAA is a technical document to identify potentially suitable sites to accommodate the City's future housing provision. Should sites be progressed through the Local Plan Review and subsequent planning applications are made, negotiations would have to be undertaken with any prospective developer on how best to overcome transport and access issues.

The site is within the Central Conservation Area and any development proposal would need to respond to local context, including how any new development overlooks neighbouring streets / properties.

6129

Object

I live immediately opposite this site. I need to know more about the 'significant contamination issues that need tackling' before I can give the proposal my support.

The concerns relating to Contamination relate to its previous and present uses (smelting works and council depot and railway land).

6134

Object

Potential loss of garages; lack of existing on-street parking; concern re existing trees and need for more public open space in Petersfield including allotments, not more development; legal implications with existing garage leases; concerns of garages users who have not been consulted directly.

The SHLAA is a technical document to identify potentially suitable sites to accommodate the City's future housing provision. Should sites be progressed through the Local Plan Review and subsequent planning applications are made, negotiations would have to be undertaken with any prospective developer on how best to overcome transport and access issues and provide / replace car parking spaces and garage provision.

The site is within the Central Conservation Area and this means all the trees onsite are protected from development. Any development proposal would also need to respond to local context. This could include opportunities to provide additional open space onsite. The Council recognises there are deficiencies in terms of open space provision in this Ward.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

6068

Object

A new residential area will attract more traffic and parking problems. Hooper Street is not a through flow street at present, and whilst the assessment says residential area may lead to a reduction in traffic flows I find that highly improbable. If a residential area is to be built on the new site, it should have restricted parking for up to 30% of residents, the remainder should use bikes and public transport.

The development should not result in the destruction or permanent removal of any trees

Would also be problems overlooking Hooper Street. Please revise the assessment to say this

The SHLAA is a technical document to identify potentially suitable sites to accommodate the City's future housing provision. Should sites be progressed through the Local Plan Review and subsequent planning applications are made, negotiations would have to be undertaken with any prospective developer on how best to overcome transport and access issues.

The site is within the Central Conservation Area and this means all the trees onsite are protected from development.

Any development proposal would also need to respond to local context, in particular how any new development overlooks neighbouring streets / properties.

6013

Object

The conclusion that development at this location is not optimal seems to be rather objective in nature. The site is currently not hosting that many jobs, and probably could provide mixed commercial residential uses greater than a glorified parking lot with some mechanic jobs could justify. If the fire station near parkers piece can be sold for development, I think this site could be as well. Also, the site is a motor vehicle services location- which by the nature of the work could be moved further outside the city center opening up room for walking friendly businesses or housing.

The SHLAA is a technical piece of work to identify potentially suitable sites to accommodate the City's future housing provision. The results of the SHLAA will be fed into the review of the Local Plan, which will be the subject of public consultation starting with the Issues Options stage this summer.

6021

Object

I strongly object to this development. Mill Road is already overcrowded and the existing infrastructure cannot support additional traffic. The Grade 2 ex-library is a valuable civic amenity and important aspect of the conservation area. I'm disappointed the council could even countenance its demolition - this would be a very, very unpopular decision and will be vigorously opposed.

It is highly unlikely that the Grade II listed building will be demolished. Any development proposal would need to respond to local context. This could include opportunities to provide additional open space onsite. The Council recognises there are deficiencies in terms of open space provision in this Ward.

6023

Object

This area would be far better served as a park. Petersfield and Romsey are in dire need of public green space.

The Council recognises there are deficiencies in terms of open space provision in this Ward. Opportunities to provide additional open space onsite provision should be explored.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

6222

Object Petersfield already densely populated with lack of open space.
 My concerns include:
 Loss of jobs
 Loss of cultural facility
 Loss of local business
 Loss of garages and general impact on residential parking
 Impact on air quality
 Impact on existing congestion and road safety issues
 Demolition of Grade-2-listed building
 The difficulty of integrating new development with existing community.
 Impact of noise and inconvenience of demolition and rebuilding.
 Waste disposal capacity including sewage.
 Unless height restricted to 2 storeys, new development would overlook existing housing.
 Potential for any new development to ameliorate existing issues by offering affordable housing, parking solutions, Mill Road traffic management solutions, enhanced recycling opportunities and additional open space for existing community.

The SHLAA is a technical document to identify potentially suitable sites to accommodate the City's future housing provision.
 Should sites be progressed through the Local Plan Review and subsequent planning applications are made, negotiations would have to be undertaken with any prospective developer on how best to: contribute to community facilities; promote local employment opportunities and local housing needs; overcome transport and access issues; provide / replace car parking spaces and garage provision.
 Any development proposal would also need to respond to local context, in particular how any new development overlooks neighbouring streets / properties. This could include opportunities to provide additional open space onsite. The Council recognises there are deficiencies in terms of open space provision in this Ward. The listed building would need to be retained within any redevelopment. The site is within the Central Conservation Area and therefore all the trees onsite are protected from development.

6242 - Petersfield Area Community Trust (PACT)

Object Loss of employment that changing the use of the site would entail.
 If site 102 were to be subject to a change of use, top priority should be to provide recreational open space - of which Petersfield is in acutely short supply.
 Any housing were to be provided on this site, the priority should be for social housing, together with ample open public space to compensate for the open space deficit in Petersfield.
 Since the land of site 102 is owned by the City Council, PACT would expect priority to the needs of local residents - not to property speculators.

The SHLAA is a technical document to identify potentially suitable sites to accommodate the City's future housing provision. Should sites be progressed through the Local Plan Review and subsequent planning applications are made, negotiations would have to be undertaken with any prospective developer on how best to promote local employment opportunities and local housing needs.
 The Council recognises there are deficiencies in terms of open space provision in this Ward. Opportunities to provide additional open space onsite provision should be explored.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

6053

Object
Loss of existing employment use. Limited vehicular Access for private motor vehicles. Current lack of open spaces and community facility within Petersfield. Lack of secure and affordable housing, which previous housing developments within Petersfield have contributed to. Conservation Area issues.

The SHLAA is a technical document to identify potentially suitable sites to accommodate the City's future housing provision. Should sites be progressed through the Local Plan Review and subsequent planning applications are made, negotiations would have to be undertaken with any prospective developer on how best to contribute to community facilities, local employment opportunities and local housing needs.

The Council recognises there are deficiencies in terms of open space provision in this Ward. Opportunities to provide additional open space onsite provision should be explored.

6122

Object
Increased traffic volumes from 167 new dwellings would be totally unacceptable in adjoining streets. Access should only be from Mill Road.

The SHLAA is a technical document to identify potentially suitable sites to accommodate the City's future housing provision.

The removal of 40 recently built garages will put unacceptable pressure on on street parking in surrounding streets.

Should sites be progressed through the Local Plan Review and subsequent planning applications are made, negotiations would have to be undertaken with any prospective developer on how best to provide / replace car parking spaces and garage provision.

Most of the garages are owned on long leases and are not likely to be sold back.

Site access issues would also need to be overcome.

If the site of the garages is needed they should be reprovided/ relocated within the new development at no additional cost to leaseholders.

The site is within the Central Conservation Area and this means all the trees onsite are protected from development. Any development proposal would also need to respond to local context. This could include opportunities to provide additional open space onsite. The Council recognises there are deficiencies in terms of open space provision in this Ward.

Trees on the Hooper St frontage are safeguarded by the Conservation area designation.

Consideration should be given to providing more open space in the area.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

6235

Support Support, but with reservations about relocation of the depot and how it could create extra traffic in Mill Rd, even if moved further away. Any housing development would need to be 'low car ownership' but with service vehicle access, not all from Mill Rd itself. The site must be divided for access from Hooper St with provision for garaging & parking for neighbouring streets, which will benefit from a one-way traffic flow. Open space must be provided & should be used to protect Kingston/Hooper St from noise and shadow.

Comments noted. Should sites be progressed through the Local Plan Review and subsequent planning applications are made, negotiations would have to be undertaken with any prospective developer on how best to: overcome transport and access issues; provide / replace car parking spaces and garage provision.

Any development proposal would also need to respond to local context, in particular how any new development overlooks neighbouring streets / properties. This could include opportunities to provide additional open space onsite. The Council recognises there are deficiencies in terms of open space provision in this Ward.

6258

Support 1)Any development needs to be sensitive to the impact on surrounding streets
2)Contamination issues must be thoroughly dealt with as-well-as the potential impact on surrounding streets
3)Road access is a major issue. The stated advice that Mill Road is not suitable is a concern. Whilst accepting that Mill Road is already busy and narrow, the option of Hooper Street seems even more problematic. might also have considerable adverse impact on Kingston Street and Gwidyr Street.
4)The necessary requirements of parking, shopping, schools, community facilities, etc need to be planned from the start and, where necessary, implemented, at an early stage.

Noted.

6168 - Cambridgeshire County Council

Support Archaeology
Previous activities on site include an iron foundry, coprolite mill and timber yard. The site may have significance for the 19th century industrial archaeology of Cambridge. It should also be noted that there is a Grade II listed building on the site, which would need to be retained as part of any redevelopment.

Comments noted.

6285 - Cambridge Past, Present and Future

Support support subject to: if serious consideration for site to be redevelopment as housing then substantial open space should be provided also considering the lack of green space in this ward

Comments noted. The Council recognises there are deficiencies in terms of open space provision in this Ward. Opportunities to provide additional open space onsite provision should be explored.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

Site 196: 31 Queen Edith's Way (Assessment)

6052	Object	Your suitability assessment says that a more intense form of development is likely to prove visually intrusive... I agree with this and submit that a redevelopment of the site would need to be sensitive to these dangers. In particular, any new building should not be higher than the adjoining Mulgrave Court. Further, it should be sited a suitable distance from Mulgrave Court to avoid any problems of overshadowing or loss of light to Mulgrave Court. Note also that a 1922 conveyance imposes restrictions on what can be done with the site.	Comments noted. The role of the SHLAA is to identify potentially suitable sites to accommodate the City's future housing provision. Should sites be progressed through the Local Plan Review and any subsequent applications are submitted decisions will have to be made on how best to promote good design, height, overshadowing and loss of light considerations. These are not issues for the SHLAA as it is a technical exercise.	Investigate the 1922 conveyance restrictions and add to assessment as appropriate.
6022	Object	Mill Road is already over-congested. Any development will have a negative impact on the area's infrastructure and civic amenity. The area would be far better served as a public park - Petersfield and Romsey are in dire need of green space.	This representation appears to have been submitted against the wrong site. The Council is aware of the shortages of open space in Petersfield and Romsey and will be seeking to redress this on SHLAA sites in this area.	
6169	Object	Quantity should not take priority over quality. Queen Edith's Way is becoming overdeveloped on a relatively small area on our doorstep and we now know from experience that this comprises privacy, security and safety.	Comments noted. The role of the SHLAA is to identify potentially suitable sites to accommodate the Districts future housing provision. Should sites be progressed through the Local Plan Review decisions will have to be made on how best to promote good design privacy, security and safety. These are not issues for the SHLAA as it is a technical exercise.	
6065	Support	I feel it is extremely important to maintain the 'spacious quality' and 'visual identity' of the area. I would be happy for the site to be developed as long the design continued to be in keeping with the area.	Noted.	
6286 - Cambridge Past, Present and Future	Support	agree with assessment conclusion and criteria set	Noted.	
6169 - Cambridgeshire County Council	Support	Archaeology Evidence for Iron Age activity is known to the north west (HER 15272) and south west (HER 04800).	Noted. Archaeology officers at the County Council have been consulted as part of the SHLAA assessment process.	Add additional comments to SHLAA Assessment

Representations

Nature Summary of Main Issue

Council's Assessment

Action

Site 196 Map

6080

Object

There are already several large developments on 27, 29, 30 and a monstrous one on 21/21a Queen Edith's Way. Enough is enough it is ruining what used to be a nice neighbourhood.

Noted. The role of the SHLAA is merely to identify potentially suitable sites to accommodate the Districts future housing provision. Should sites be progressed through the Local Plan Review decisions will have to be made on how best to promote good design. These are not issues for the SHLAA as it is a technical exercise.

Site 068: Railway depot adjacent to 125a Cavendish Road (Assessment)

5983

Object

Cavendish Road is already busy with a great deal of pressure on parking due to multiple occupancy. There are many families with young children. It is also now part of the conservation area. If the site is developed we would ask that this is done in conjunction with the Rigeons site so that vehicular access can be from Cromwell Road.

Noted. The landowner has decided however that they wish to retain the current use for the period covered by the Local Plan Review.

Remove the site from the SHLAA

6170 - Cambridgeshire County Council

Support

Archaeology
It is not anticipated that significant archaeological remains would survive in this area.

Noted. Archaeology officers at the County Council have been consulted as part of the SHLAA assessment process.

Delete the site from the SHLAA.

6287 - Cambridge Past, Present and Future

Support

support subject to: agree with conclusion but subject to consideration of adding significant public open space to Romsey Ward as well as other community provision.
Note: Romsey is the worst ward with lowest (and well below average) provision of publicly accessible open space in Cambridge City.

Noted. The landowner however has decided to withdraw the site from the SHLAA.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

Site 070: 213-217 Mill Road (Assessment)

6137	Object	A large part of this site is a local DY1 store which we view as a community asset. It provides an attractive alternative to the big national chains like B7Q and Homebase and is justifiably popular with local residents. We consider it most important that local residents continue to have immediate access to a diverse range of local shops and that such sites are retained as commercial, not converted into yet more housing in an area which is already very heavily residential. It will detract from local amenity to lose such sites and facilities	Noted. The redevelopment of the site for residential use should include the retention of an element of the retail floorspace on the Mill Road frontage. It is just located within the Local Centre.	Amend the assessment to require the retention of an element of the retail use on the Mill Road frontage in any redevelopment.
6032	Support	In principle, I support any development proposal for this site. At the moment, it is an ugly area and does not contribute to the character of Romsey. Any new development HAS to take into consideration the urban design of the area. This is paramount.	Noted.	
6031 - Cambridgeshire County Council	Support	Archaeology Remains associated with the mid to late 19th century development of Cambridge and possibly pre 19th century development may survive in the area.	Noted. Archaeology officers at the County Council have been consulted as part of the SHLAA assessment process.	Add additional comments to SHLAA Assessment
5275	Support	At present it is an untidy, poorly developed site; it could provide mixed housing and also car parking for 1. the new housing 2. residents in 2-16 Ross Street who could be invited to purchase access rights to the rear of their properties 3. local shoppers; part of the site is already in use in this way on an ad hoc basis. Having people residing on this corner (even if above car parking areas - this obviously is part of a later planning process - would improve the visual impact and increase general security and civic awareness in this part of Mill Road.	Noted. The matter of access rights is however ultimately an issue for the landowner.	
6288 - Cambridge Past, Present and Future	Support	support subject to: agree with conclusion but subject to consideration of retention of commercial/ retail premise at ground level to serve the local community in this area (ref loss of other light retail space in recent years).	Noted. The site is just within the local centre so it would be appropriate under existing Local Plan policies to retain some retail floorspace.	Amend the assessment to require the retention of an element of the retail use on the Mill Road frontage in any redevelopment.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

Site 620: Ridgeons, Cromwell Road (Assessment)

6017 Object Ridgeons is a valued retail facility the area cannot cope with another highly condensed development of flats, for reasons of increased traffic and lack facilities & school places.

The County Council as highway authority have been consulted as part of the SHLAA. They have not raised any adverse issues on the access. The Council will continue to work closely with colleagues in County Education and Community Services on this and other sites to ensure the timely provision of key services.

6244 - January's Consultant Object I have no comment on the principle of development on this site and do not seek to represent any views here, however I wanted to draw your attention that the boundaries you have shown in the SHLAA document for the Ridgeons site are incorrect both at the southern and northern ends of the site. I have sent you a plan showing the correct site boundaries.

Noted. Site boundary has been amended.

Page 16

6244 - Cambridgeshire County Support Archaeology Although little is known of this area, there is evidence of Roman activity in the vicinity (HER 04626).

Noted. Archaeology officers at the County Council have been consulted as part of the SHLAA assessment process. Add additional comments to SHLAA Assessment

6244 Support Area seems ideally suited to residential development, however buildings need to be made visually attractive, unlike the flats that have recently gone up on Cromwell Rd. My particular concern is that my garden should not be overlooked by a tower block, as it'd be a loss of privacy and amenity.

Noted. The role of the SHLAA is to identify potentially suitable sites to accommodate the Districts future housing provision. Should sites be progressed through the Local Plan Review decisions will have to be made on how best to promote good design, any overlooking and privacy issues. These are not issues for the SHLAA as it is a technical exercise.

My worry is that few of my neighbours are likely to be able to respond to your consultation: many are elderly and not at all computer literate. Ideally people should be canvased at home.

6020 Support In line with current residential developments. Should cut down on traffic such as very large lorries manoeuvring in Cromwell Road. Business and retail areas nearby so no over- concentration of residential use. Have some concerns over increase in littering and cars joining Cromwell Road which is already a hazard from Green's, Winstanley Court and Ridgeon's.

Noted.

<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
6289 - Cambridge Past, Present and Future	Support	support subject to: agree with assessment conclusion and criteria set but also wish to highlight the significant underprovision of publicly accessible open space in the Romsey ward (recently adopted Open Space and Recreation Study) and new green spaces should be established with public access	Noted.	
<i>Site 620 Map</i>				
6317 - Januarys Consultant Surveyors	Object	Plan submitted showing revised boundary of land in companies control, as original assessment was incorrect.	Noted.	

<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
Technical Appendix: Undevelopable Sites - Summary of Reasons for Refusal				
<i>Row 8</i>				
6035	Object	This area of Abbey would benefit from widespread development and offers a valuable opportunity for regeneration. Don't let a car park stand in the way of regeneration - the Technopark can easily be relocated.	The landowner does not wish to pursue residential development on this site. Government guidance on SHLAA's requires the Council to take their views into account.	
<i>Row 9</i>				
6036	Object	This area of Abbey would benefit from widespread development and offers a valuable opportunity for regeneration. Don't let a car park stand in the way of regeneration - the Technopark can easily be relocated.	The landowner does not wish to pursue residential development on this site. Government guidance on SHLAA's requires the Council to take their views into account.	
<i>Row 20</i>				
6037	Object	The entirety of the industrial site - not only the car park, but ALSO Staples and Comet, should be redeveloped and turned into residential housing. ALL out-of-town shopping centres and warehouses should be discouraged and turned over to better use.	The SHLAA has to take into account the availability of land for development. This usually involves a developer expressing an intention to develop or a landowner expressing an intention to sell the land. Neither Comet nor Staples have expressed any intention to discontinue their use of the site.	
<i>Row 22</i>				
6038	Object	The entirety of this - not only the car park, but ALSO the Tesco superstore - should be redeveloped and turned into residential housing. ALL out-of-town shopping centres and warehouses should be discouraged and turned over to better use. The council needs to get its priority right, and turn anonymous space into characterful places.	The SHLAA has to take into account the availability of land for development. This usually involves a developer expressing an intention to develop or a landowner expressing an intention to sell the land. Tesco have not expressed any intention to discontinue their use of the site.	

<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
Row 24 6039	Object	This is laughable. Cambridge's status as a 'regional shopping entity' is not at risk at all - indeed, it is far too popular! In addition, many of the shops here have closed down and it is a sad place to be these days. The entirety of this site should be redeveloped and turned into residential housing. ALL out-of-town shopping centres and warehouses should be discouraged and turned over to better use. The council needs to get its priority right, and turn anonymous space into characterful places.	Comments noted. Residential development would however not be suitable on this site as it has longstanding underground contamination issues as a former household recycling site.	
Row 62 6040	Object	The so-called 'leisure' centre is a shocking aberration to the city of Cambridge, and actions must be taken to improve its character. Redeveloping the car park would be a start - make it a truly sustainable, car-free centre. ALL out-of-town shopping centres and warehouses should be discouraged and turned over to better use. The council needs to get its priority right, and turn anonymous space into characterful places.	The landowner does not wish to pursue residential development on this site. Government guidance on SHLAA's requires the Council to take their views into account.	
Row 67 6229 - DB Schenker Rail (UK) Ltd	Object	It should be noted that for Site 854, Railway Sidings West of Rustat Road, the Employment Land Review (July 2008) concluded that the site has potential for '10,700 sq m B1 (a) Office scheme with residential.....' and the SHLAA is therefore factually incorrect in the conclusions made in respect of this site and in its assessment that the site is not suitable for residential development on the basis of the Employment Land Review.	Noted. This is a factual error. The landowner Network Rail have confirmed their continued interest in pursuing mixed residential and employment use in the longer term. As this site was rejected primarily because of the Employment Land Review status it should be reassessed.	Reassess site 854 in the SHLAA on basis of it being developed for mixed use B1(a) office use and residential development.

Representations

Nature Summary of Main Issue

Council's Assessment

Action

Row 85

6041

Object

Again, this is ridiculous. Cambridge has a severe problem with traffic - and this is largely because of out-of-town inhabitants who refuse to use the park and ride and simply drive into town. The congestion of Cambridge is far more of an hindrance to economic progress than parking spaces. Focus on sustainable and shared modes of transport. Why can't our council be brave?

The County Council are producing a Transport Strategy for Cambridge, which will shortly be the subject of public consultation.

Row 86

6042

Object

No! Please see my earlier comment relating to Lion Yard. Cambridge has a big problem relating to congestion and too many cars. Car parks, such as this one, only add to the problem - they encourage congestion, and as such, are an economic hindrance. Far better to remove the multi-storey parking, and turn it into housing. A really well-designed residential block would also be much more attractive when viewed from Parker's Piece - a really important civic area. Look at it this way - if the car park was proposed today, it would never get permission. Why not?

The County Council are producing a Transport Strategy for Cambridge, which will shortly be the subject of public consultation.

Row 87

6043

Object

No! Everyone knows the Grafton Centre was a horrendous mistake, and everyone knows the streets it replaced were much, much nicer than this monstrosity. The time is right to knock down both car parks and the Centre itself, and develop a more sustainable, more characterful, more appropriate residential and shopping development.

The County Council are producing a Transport Strategy for Cambridge, which will shortly be the subject of public consultation.

<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
<i>Row 88</i> 6044	Object	No! Everyone knows the Grafton Centre was a horrendous mistake, and everyone knows the streets it replaced were much, much nicer than this monstrosity. The time is right to knock down both car parks and the Centre itself, and develop a more sustainable, more characterful, more appropriate residential and shopping development.	The County Council are producing a Transport Strategy for Cambridge, which will shortly be the subject of public consultation.	
<i>Row 100</i> 6045	Object	I would actually support the redevelopment of this car park. Anything that encourages the removal of cars from our over-congested city centre can only be a good thing. The winds are changing; the age of the car is approaching its end. The city council needs to be much more proactive in advocating a more sustainable approach to transport. Car parks are not the answer. The city of Cambridge, and its economy, would be much better served by a residential development on this site.	The County Council are producing a Transport Strategy for Cambridge, which will shortly be the subject of public consultation.	
<i>Row 102</i> 6049	Support	Absolutely. They are a very important civic amenity. In fact, I would say the potential of this site has not yet been awakened. Can the car park not be turned over to employment uses? Why not a covered market?	Noted.	
<i>Row 104</i> 6046	Object	No! The Beehive Centre is an awful, embarrassing aberration in our beautiful city. Out-of-town shopping centres are not the answer. The city of Cambridge, and its economy, would be much better served by a mixed-use residential AND shopping development on this site. Anything that encourages the removal of cars from our over-congested city centre can only be a good thing.	The SHLAA has to take into account the availability of land for development. This usually involves a developer expressing an intention to develop or a landowner expressing an intention to sell the land. The landowner has not expressed any intention to discontinue the use of the site.	

APPENDIX A

<i>Representations</i>	<i>Nature</i>	<i>Summary of Main Issue</i>	<i>Council's Assessment</i>	<i>Action</i>
<i>Row 105</i> 6047	Support	Absolutely. Highsett is a beautiful place; let's keep it that way.	Noted.	Noted.
<i>Row 106</i> 6048	Support	Absolutely. They are an important amenity.	Noted.	Noted.

APPENDIX B

STRATEGIC HOUSING LAND AVAILABILITY ASSESSMENT SUPPORTING THE ISSUES & OPTIONS STAGE OF THE LOCAL PLAN REVIEW MAY 2012

Contents

PART 1 – MAIN REPORT

MAIN REPORT

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1 Introduction

- 1.1 The Strategic Housing Land Availability Assessment (SHLAA) is a requirement of the National Planning Policy Framework (March 2012). It aims to ensure there is an informed understanding of the likely availability suitability and economic viability of land for housing over the period of the next Local Plan. It is a top priority for Government to ensure land availability is not a constraint on the delivery of more homes.
- 1.2 The SHLAA project has been based upon the geographic area covered within the City boundary (Maps Annex 10)
- 1.3 The Strategic Land Availability Assessment (SHLAA) has been prepared in accordance with the government's Strategic Housing Land Availability Assessment: Practice Guidance and the City Council's assessment methodology agreed in July 2009. It is a technical evidence based document to help the Council to assess the amount of land, which might be available between 2011 and 2031. It does not allocate land or commit to development but assists in informing more detailed work on the Local Plan Review.
- 1.4 The results of this assessment in this report have been the subject of public consultation in 2008 and 2009 concerning assessment criteria, density assumptions and methodology. Two calls for sites have now been undertaken and the draft SHLAA agreed in July 2011 has been the subject of public consultation between September 2011 and November 2011. This has resulted in a preferred list of sites being formulated which are considered to be deliverable and developable which along with commitments and allocations can be used to produce a housing trajectory to show how housing capacity of its housing requirements can be met by 2031.
- 1.5 Given the importance of this work and the Council's commitment to having an open and transparent process, consultation at this stage goes beyond the requirements of the guidance for evidence based work of this nature.
- 1.6 Future housing targets are currently being reviewed and will be set through Local Plan Review. These will be fed back into the SHLAA in the next update at draft plan stage.

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2. Background

- 2.1 The SHLAA helps to assess the amount of land that may potentially be available for new housing over the years 2011-2031. It is a key part of the evidence that the Council will consider and consult on as the Local Plan is reviewed.
- 2.2 SHLAA's aim to:-
Identify sites with potential for housing;
Assess their housing potential; and
Assess if and when these sites are likely to be developed.
Identify broad locations for growth when it is not possible to identify sites for growth beyond 10 years.
- 2.3 The SHLAA forms part of the evidence base for the review of the Local Plan. It identifies potential housing land, and provides a detailed assessment of it, but does not make decisions about which sites should be developed. Instead the SHLAA will be used to support decision making about housing provision and land allocations. It does not pre-judge the strategic approach that the plan will take. The information provided in the SHLAA is not binding on any future recommendation that may be made by the Council through the planning process.
- 2.4 This document is an updated version of the SHLAA following the public consultation held between September – November 2011. It is background evidence to the Issues & Options Stage of the Local Plan Review June 2012. As part of this consultation the Council initiated a fresh call for sites which are evaluated in this document. Issues raised concerning some of the more strategic submissions are being consulted upon through the Issues & Options stage. Following the Issues & Options consultation in June –July 2012 there will be a further public consultation on sites for all land uses later in the year.
- 2.5 The SHLAA is a live document and is being updated at key stages in the Local Plan Review. The Council's Web site will include the latest version.
- 2.6 The SHLAA is only one factor within the wider evidence base for the review of the Plan. It will be used in conjunction with, and alongside, other evidence including the Employment Land Review (ELR); Strategic Flood Risk Assessment (SFRA) and Strategic Housing Market Assessment (SHMA).
- 2.7 At the land allocation or planning application stage, any evidence from the SHLAA will be considered alongside these other background studies and any information gathered during pre-application discussions. The assessment itself does not represent a statement of Council policy; it is for the Local Plan Review to decide which sites are deliverable and should come forward for residential development and

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in what timescale. The inclusion of sites in the SHLAA should not be taken to imply that they will be allocated for development, or that the Council will consider planning applications favourably.

- 2.8 This means that the identification of sites in this study **does not** necessarily mean that they will be allocated for housing development later on, or that sites will be granted planning permission.
- 2.9 One of the purposes of a SHLAA is to demonstrate that enough land can be identified to meet policy requirements. The Government has announced that it intends to revoke the RSS, which provides a housing figure for Cambridge. Through the review of the Local Plan the Council will determine the appropriate level of housing provision in the light of the need to balance housing need and demand against the capacity of the area to accommodate new development.
- 2.10 Following the Government's decision about the possible imminent revocation of the RSS, local authorities in Cambridgeshire agreed a joint planning statement¹ on the future development strategy for the County to 2031. This proposed a more locally justified level of future housing supply and incorporated recent evidence prepared by Cambridgeshire authorities in responding to the draft review of the RSS submitted to the Government in March 2010. For Cambridge this work suggested that provision of 14,000 dwellings would be more appropriate for Cambridge than the previous figure of 19,000 dwellings in the adopted RSS May 2008. This was a starting point following the government's decision to abolish the RSS. It is not an adopted target. An appropriate level of future provision will be set through the Local Plan Review.
- 2.11 The starting point has been to set out how much development land already has planning permission or is allocated in existing plans – in effect sites that are already know about, are planned for and which are likely to come forward. It is then the role of the SHLAA to look for additional sites and ascertain what the prospect is for them coming forward and the likely timing of their delivery. It does this by separating new sites out according to the following typology²:

1 Environment Scrutiny Committee Meeting–October 5th 2010 Minute 10/65/ESC refers (<http://www.cambridge.gov.uk/democracy/ieListDocuments.aspx?CId=177&MId=282&Ver=4>)

2 ² See paragraphs 47-48 of the National Planning Policy Framework To be considered **deliverable**, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable. Sites with planning permission should be considered **deliverable** until permission expires, unless there is clear evidence that schemes will not be implemented within five years To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable. Sites with planning permission should be considered deliverable until permission expires, unless there is clear evidence that schemes will not be implemented within five years.
To be considered **developable**, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged.

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Whether it is **developable** – i.e. in a suitable location for residential development; development is viable and there is a reasonable prospect that site will be available for housing and be developed within 6-10 or where possible 11-15 years

Whether a site is **deliverable**. Sites will have different degrees of developability, and to maintain housing supply we need to work out which are deliverable in the short term (usually the first 5 years of the plan).

According to national guidance³ for a site to be **deliverable**, it needs to be:

Suitable – the site is in a suitable location for housing development and is free of known planning constraints (for example is it public open space, close to services and facilities or are there listed building or landscape constraints).

These categories and terminology are applied precisely and methodically within this SHLAA to help the Council identify the best sites and eventually manage how and where housing land may come forward.

Available - there are no legal or ownership constraints to development, and the site is not used for an existing use that is likely to continue;

Achievable – the development of the site is viable, and there are no cost, market or delivery factors that may prevent the site coming forward in the next five years

One important aspect of this approach is that these categories are applied using the help and expertise of the Housing Market Partnership, which is a group convened by the City Council made up of developers, agents, local authorities and residents' associations representative.

3 [Strategic Housing Land Availability Guidance – Practice Guidance](#). (2007). Department of Communities and Local Government

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3. Structure of Document

- 3.1 The SHLAA comprises this report and a series of Annexes that summarise the assessment criteria, the calculation of the potential of sites and work carried out. Ward maps of potential sites are included in Annex 10 with detailed assessments on a site by site basis included in Part 3 of the document. Owing to size limitations sites that were rejected are being made available in a separate Technical Appendix along with a summary of the reasons for rejection.

4. Policy Context

- 4.1 A number of key policy documents have been taken into account in producing the SHLAA. In addition a series of environmental and other planning constraints held in the Council's GIS system have been used in the assessment of sites. These include a number of statutory and other constraints and planning designations. Full details are included in Annex 1

The National Planning Policy Framework :

- 4.2 In March 2012 the Government published the National Planning Policy Framework, which serves to replace Planning Policy Statement 3 (PPS3) and Planning Policy Statement 25 (PPS25) and all previous planning guidance. Section 6 and paragraphs 47-55 sets out the government's strategy for delivering a wide choice of quality homes.
- 4.3 Local planning authorities are encouraged to boost the supply of housing to meet the full objectively assessed needs for market and affordable housing in the housing market area. In addition to the requirement for local planning authorities to identify a rolling five-year supply of deliverable housing sites, there is an additional buffer requirement of 5% to ensure choice and competition in the market for land. In cases where there has been a record of persistent under delivery of housing this buffer would rise to 20%.
- 4.4 The NPPF does make allowance for the role of windfall sites in the five-year housing supply. It states that residential gardens should not be included under windfall sites. The NPPF also sets out that local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens. Such a policy option is being considered as part of the review of the Local Plan.
- 4.5 The NPPF states that the Council will also be able to set out its own approach to housing density. This is being considered as part of the review of the Local Plan.
- 4.6 The approach towards SHLAA's remains broadly similar to that previously advocated in PPS3 and are outlined above in paragraph 2.10 and associated footnotes. The SHLAA was originally a requirement of national Planning Policy Statement 3 Housing PPS3 which has now been replaced by the National Planning Policy Framework. The National Planning Policy Framework still makes reference to SHLAA's and the responsibility of local planning authorities through evidence work to identify a 5 year supply of deliverable sites and a longer term supply of developable sites or broad locations for future housing growth.
- 4.7 **Technical Guidance to the National Planning Policy Framework which replaces key elements of Planning Policy Statement 25:**

Development and Flood Risk (Dec, 2006). This aims to ensure that flood risk is taken into account into all levels of decision-making. Any sites identified within functional floodplain have been excluded from any further assessment. In terms of high probability of flood risk, i.e. Zone 3a, SHLAA methodology sets out that appropriate weight will be given to the redevelopment of land at risk of flooding that provides significant regeneration benefits on previously developed land. Any proposals will also be considered against the requirements of the Technical Guidance in terms of the sequential and exception tests. A separate note is available at ANNEX 1A of how flood risk was assessed in the SHLAA.

Regional

- 4.8 The RSS for the East of England (the East of England Plan) is the current regional planning guidance and sets out a housing requirement to 2021. The government have announced their intention to abolish the regional strategy and its associated housing targets through the Localism Act 2011. The Act hasn't automatically abolished the East of England Plan. It gives the Secretary of State the power to revoke Regional Spatial Strategies but the Secretary of State now needs to make an order to revoke them. Pending actual revocation of the whole or parts of regional strategies they will remain material considerations.

Local

- 4.9 Current Local Development Framework (LDF) development plan documents are the Cambridge Local Plan adopted in 2006, the Cambridge East Area Action Plan adopted in 2008, and the North West Cambridge Area Action Plan adopted in 2009.
- 4.10 The 2006 Local Plan has a number of key policies which were taken into account in the suitability assessment undertaken in the SHLAA: -
- Spatial Strategy
 - 3/1 Sustainability
 - 3/2 Setting
 - 3/4 Context
 - 3/5 Mixed Use
 - 3/10 Subdivision of plots
 - 4/1 Green Belt
 - 4/4 Trees
 - 4/5 Nature conservation sites
 - 4/6 Local Nature Conservation
 - 4/9 Ancient Monuments
 - 4/10 Listed Buildings
 - 4/11 Conservation Areas
 - 4/12 Buildings Of Local Interest
 - 4/13 Pollution
 - 4/14 Air quality
 - 4/16 Flooding

5/2 Conversions
5/11 Community Facilities
7/3 Protected industrial space
8/1 Spatial location
8/2 & 8/3 Traffic
8/4 & 8/5 Walking and cycling
8/7 Public transport access
8/13 Cambridge Airport public safety zone

Annual Monitoring Report

- 4.11 The most recent Annual Monitoring Report December 2011 is relevant to the SHLAA housing trajectory referred to later in this report.
- 4.12 The National Planning Policy Framework advises sites with planning permission should be considered deliverable until permission expires, unless there is clear evidence that schemes will not be implemented within five years, for example they will not be viable, there is no longer a demand for the type of units or sites have long term phasing plans. There is also an additional buffer requirement of 5% additional supply required to ensure choice and competition in the market for land.

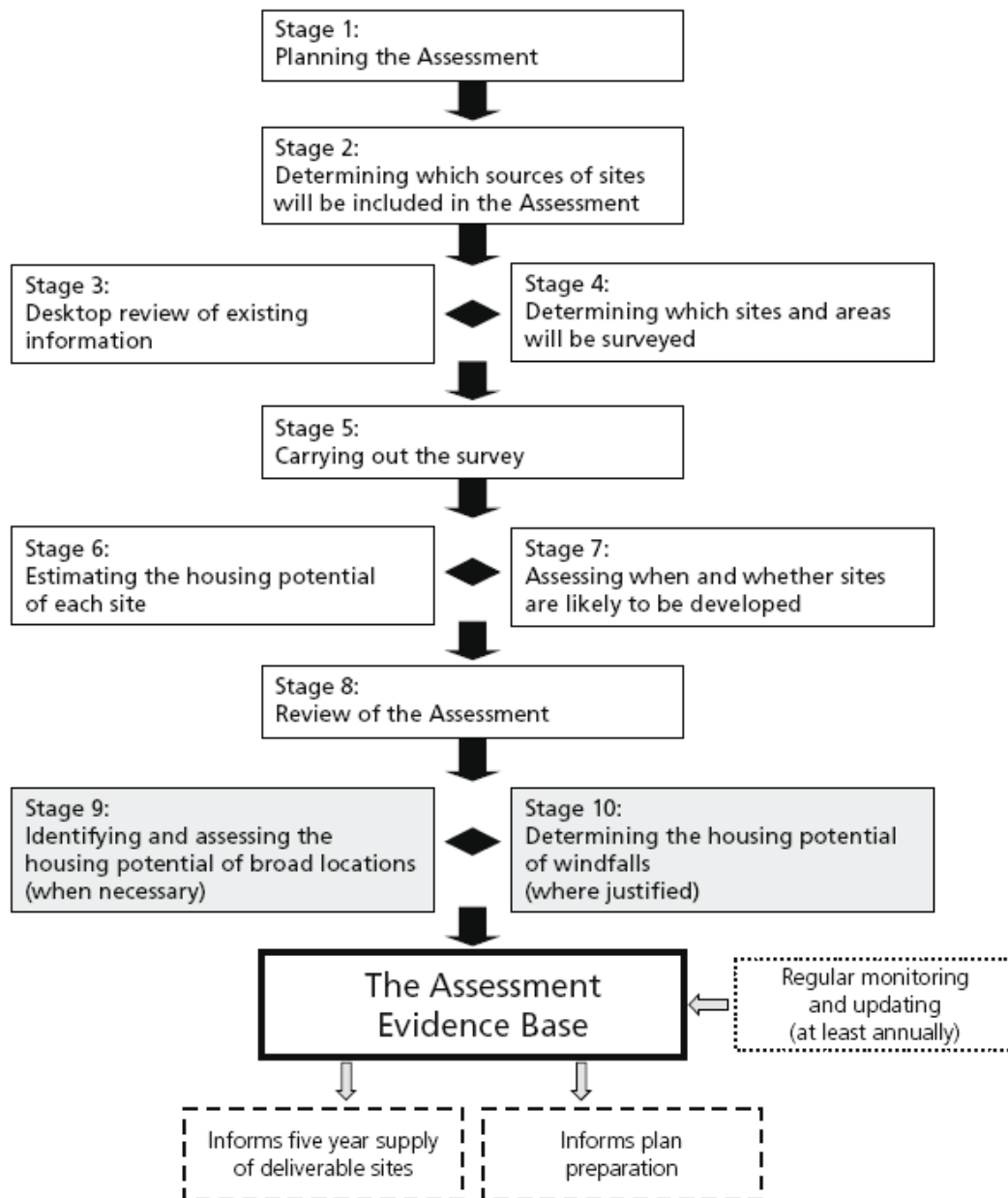
Urban Capacity Study

- 4.13 The Council undertook an Urban Capacity Study (UCS) in 2002. The sites, which were identified but have yet to be built out, have been rolled forward for reconsideration in this assessment in the SHLAA. This accords with the national SHLAA guidance. The UCS sites have site ID references of 206 and below.

5. Methodology

5.1 Central Government has produced SHLAA Practice Guidance.⁴ This sets out the main stages that a SHLAA should go through, as illustrated below. This SHLAA follows this staged approach:

Figure 1: The SHLAA process and outputs



Source: Strategic Housing Land Availability Assessments – Practice Guidance, DCLG, July 2007

⁴ [Department of Communities and Local Government - Strategic Housing Land Availability Assessments – Practice Guidance \(2007\)](#)

Stage 1: Planning the Assessment

A Joint Approach

- 5.2 Guidance on preparing SHLAAs suggests that in planning assessments consideration should be given to carry it out with other local planning authorities in the same housing market areas. However, at the time the City Council started work on this document, the City Council and South Cambridgeshire District Council has different LDF timetables and it was considered impractical to prepare a joint assessment. This position has now changed and the two districts are running their Local Plan reviews in parallel. South Cambridgeshire have just commenced work on their SHLAA and undertaken a call for sites. The information on these sites will be available at the end of September. This is especially relevant for sites where there are cross boundary issues.
- 5.3 Any additional sites brought to the City Council's attention as part of consultation on this document will be made available after the consultation and once the Council has assessed the sites.

Partners and Stakeholders

- 5.4 Consultation on methodology and site assessment criteria was carried out in February 2009 and July 2009 included other Local Authorities, Agents, and the former Government Office for the East of England and the House Builders Federation.
- 5.5 The Practice Guidance encourages the full involvement of relevant stakeholders via the establishment of a Housing Market Partnership (HMP). This has been set up and is made up of representatives of the following interest groups:
- House Builders Federation (HBF)
 - Local Property Agents
 - A National House builder
 - A Local House builder
 - A Registered Social Landlord (RSL)
 - A representative of Residents Associations
 - Local authority representatives
- 5.6 The HMP provide input on the SHLAA process at specific milestones. It is important that the SHLAA is as robust as possible and it is anticipated that the local knowledge, and the expertise of market conditions and viability factors of Partnership members will ensure the SHLAA's robustness. A full list of consultees and members of the Housing Market Partnership can be found at Annex 6. Assessment of sites has also been informed through the input of the HMP.

Resources and Skills

- 5.7 The Planning Policy team at Cambridge City Council has led, prepared and conducted the majority of the work for the Assessment. Specialist technical expertise and local knowledge has been sought from Council members, other services within the Council and from the local development industry through the HMP, the community and other stakeholders.

Management and Scrutiny Arrangements

- 5.8 The Assessment has been prepared under the management of the Planning Policy Manager. The Executive Councillor for Planning and Sustainable Transport has made decisions, where necessary, on the assessment with the aid of Environment Scrutiny Committee and Development Plan Steering Group and Development Plan Scrutiny Sub Committee. The findings of the Assessment are being made available through detailed consultation with stakeholders, and local residents, including those living near suggested sites, to seek their input on the sites being put forward. Given the importance of this work and the Council's commitment to having an open and transparent process, consultation at this stage goes beyond the requirements of the guidance for evidence based work of this nature.

Quality Assurance

- 5.9 In order to ensure the quality of the work, and to complete consistent and worthwhile assessments, the process of assessing individual sites has been standardised as much as possible, using a standard pro-forma (see Annex 7). Extensive liaison has also occurred with various officers around the Council on the assessments including Principal Development Control Officers, Environmental Health officers, Conservation and Urban Design officers, the Head of Property and colleagues in the Housing Strategy Team, who helped review the assessments carried out.
- 5.10 Partners and Stakeholders have helped in scrutinising the Assessments to further evaluate the developability and / or deliverability of sites.

Work Programme and Project Milestones

- 5.11 A full list of milestones is included at Annex 5. The SHLAA will inform the review of the 2006 Local Plan starting with Issues and Options. Two 'call for sites' has been undertaken and this document has been agreed by members in July 2011 and has been the subject of public consultation for 6 weeks from the 30th September 2011.

- 5.12 An annual update will occur, through the Council's Annual Monitoring Report. The annual review of the sites will update their status in terms of new planning permissions, sites under construction, sites completed and sites that are no longer likely to come forward, as well as updating the 5 year supply of deliverable sites.
- 5.13 The SHLAA will also be revisited and updated as appropriate during key stages in the preparation and progress of the review of the Local Plan so that the Inspector and objectors have access to the latest relevant information

Stage 2: Determining which sources of sites will be included in the Assessment

- 5.14 The SHLAA Practice Guidance sets out the following sources of sites with potential for housing, and this has informed the Council's approach:

Sites in the planning process:

- Land allocated (or with permission) for employment or other land uses which are no longer required for those uses;
- Existing housing allocations and site development briefs;
- Unimplemented / outstanding planning permissions for housing; and Planning permissions for housing that are under construction

Sites not currently in the planning process:

- Vacant and derelict land and buildings;
 - Surplus public sector land;
 - Land in non-residential use, which may be suitable for re-development for housing, such as commercial buildings or car parks, including as part of mixed-use development;
 - Additional housing opportunities in established residential areas, such as under-used garage blocks;
 - Large scale redevelopment and redesign of existing residential areas;
 - Sites in rural settlements and rural exception sites (not applicable in Cambridge);
 - Urban extensions and
 - New free standing settlements (not applicable in Cambridge).
- 5.15 No minimum site threshold has been applied, and officers have endeavoured to identify as many sites as possible, regardless of their potential. This was to ensure a thorough and robust approach to the identification of new potential land.

Stage 3: Desktop Review of Existing Information

- 5.16 The following data sources are suggested when investigating identification of sites with potential for housing, and / or to identify any other information, such as constraints:

Table 1 Data Sources

Sites in the planning process	Purpose
Site allocations not yet the subject of planning permission	To identify sites
Planning permissions / sites under construction	To identify sites
Site specific development briefs	To identify sites and any constraints to delivery
Planning application refusals and lapsed planning consents	To identify sites – particularly those applications rejected on grounds of prematurity
Dwelling starts and completion records	To identify the current development progress on sites with planning permission
Other sources of information that may help to identify sites	Purpose
Cambridge City Urban Capacity Study 2002. Where sites were identified but have yet to be built out they have been rolled forward into this assessment.	To identify sites and any constraints to delivery
English House Condition Survey	To identify buildings
National Land Use Database	To identify buildings and land, and any constraints to delivery
Register of Surplus Public Sector Land	To identify buildings and land
Cambridge City Council Employment Land Review	To identify surplus employment buildings and land
Valuation Office Database	To identify vacant buildings
Cambridge City Council vacant property register (commercial and industrial)	To identify vacant buildings
Commercial property databases e.g. estate agents and property agents	To identify vacant buildings and land
Ordnance Survey maps	To identify land
Aerial photography	To identify land
Invitation to development industry, agents, landowners and stakeholders to put forward sites	To identify sites

Stage 4: Determining which sites and areas will be surveyed

- 5.17 The SHLAA Practice Guidance notes a number of factors to consider when determining how comprehensive (in terms of geographic coverage) and intensive (in terms of minimum size of site to be surveyed) the survey element of the assessment will include.
- 5.18 **The nature of the housing challenge** –Affordability of housing remains a problem in Cambridge. The ratio of lower-quartile house prices to lower-quartile earnings, a measure of affordability used in the Barker Review was around 9.5 in 2010, up from 8.2 in 2009 source: Cambridge City Council AMR 2011. This measure is particularly significant for first time buyers. The SHLAA Guidance notes that in areas with high housing targets and / or worsening affordability the Assessment should be more comprehensive and intensive. For this reason the Council has identified as many sites as possible throughout the city.
- 5.19 **The nature of the area** – Cambridge is an urban area of compact size. The Guidance notes that in urban areas it may not be necessary or feasible to identify all the sites with potential for housing. However, as mentioned above the Council has not applied a minimum site size threshold
- 5.20 **The nature of land supply** –The current Cambridge Local Plan provides approximately a 50/50 split between allocated sites on the urban fringes of Cambridge and sites within the existing built up area of the City. Between 1999 and 2009 housing development has been concentrated on sites within to the existing areas of the City. However, this will shift in the forthcoming years as the sites on the fringes of the City that have been released from the Green Belt will be under construction and delivering a large number of new homes and associated infrastructure. Progress to date is as follows:
- **Trumpington Meadows** up to 1,200 new homes are to be built out from late 2011 to 2018 including 40% affordable housing. 600 of these are in the City. The first phase of 353 dwellings is under construction.
 - **Glebe Farm** east of Hauxton Road 286 homes (including 40% affordable housing) has full planning consent and is under construction.. Completion expected by the end of 2015.
 - **Clay Farm** up to 2,300 homes including 40% affordable housing to be built out from late 2011 to 2018. Reserved matters has been approved for two schemes for 306 and 128 homes in the southern part of the site. These are both under construction. Work on the infrastructure for the whole site is well underway with the construction of the spine road and balancing ponds to be completed by summer 2012. Build out from 2011 to 2018.
 - **Bell School** Has outline consent for 347 homes including 40% affordable housing and 100-bed student accommodation for the Bell

Language School. Discussions on taking this forward are ongoing. . Build out likely to commence in 2013.

- **North West Cambridge** 3,000 new homes split between the City and South Cambs District Council (SCDC). An application was submitted in September 2011 and is currently under consideration by both authorities..
- **NIAB** In April 2012 90 dwellings were complete and occupied on the frontage site. A further 61 are expected to be completed over the next 18 months. Outline consent has been approved by Committee for a further 1593 dwellings on the remainder subject to the completion of a S106 agreement. This is still under negotiation.

- 5.21 **The resources available to the team** –The SHLAA has been prepared by officers in the Policy Team, with the assistance and guidance of other officers within the Council, as well as advice from the HMP, other stakeholders and best practice by other authorities.
- 5.22 For the reasons explained above all sites identified using the sources of information in Stage 3 have been visited by officers and assessed. This allowed an up to date view on development progress, and to identify any possible constraints to development.

Key Constraints Within the Assessment

- 5.23 **Green Belt.** Green Belt is an important national policy constraint and there remains a presumption against inappropriate development. As this SHLAA is a technical rather than policy document it is not the forum to make judgments on the relative merits of Green Belt sites over sites elsewhere unless a policy case has already been established to do so, or where it is necessary to look at Green Belt sites to achieve agreed numbers. The National Planning Policy Framework continues to support Green Belt policy.
- 5.24 The boundary of the Green Belt around the City has also been recently reviewed and amended and sites have been taken out to enable the urban extensions. These will continue to be built out over the next 10 years. The Cambridge Local Plan (2006) also included provision for safeguarded land to meet development needs in the urban extensions beyond the year 2016. The Local Plan Review will consider if there are exceptional circumstances that justify the need for any further reviews of the Green Belt. The Issues and Options consultation has identified a number of broad locations within which the Council has received SHLAA additional site submissions. Further changes to the Green Belt can only be effected in exceptional circumstances and through the preparation or review of the Local Plan.
- 5.25 **Protected open space.** This has been included to protect the amenity and infrastructure of existing and future residents. Where sites conflict with protected open space shown on the Local Plan Proposals Map it

has been noted in the assessment. Where land has been identified which may meet the criteria for future designation this has been included and assessed. The City Council has adopted an Open Space and Recreation Strategy in October 2011. Where sites have been identified within the SHLAA as meeting the criteria for designation as protected open space they have been assessed and considered unsuitable.

- 5.26 **Private gardens.** Whilst such sites are likely to continue to remain a small source of new housing supply it is impossible to predict the level at which sites will be developed as it depends on the intentions of a number of private individuals. In addition, private residential gardens are now classified as green field development and do not therefore constitute a favoured source of supply. Planning Committee, has considered a separate advice note in June 2011, on development affecting private gardens.
- 5.27 **Protected industrial sites.** Sites currently designated as protected industrial sites under Policy 7/3 of the Cambridge Local Plan have been noted from the study. Where the subsequent Employment Land Review has recommended that sites may be considered for housing they have been included and assessed for developability potential.

Other Uses

- 5.28 Communal establishments (including student halls of residence and student flats where there is an element of supervision). These do not count towards housing supply under national definitions. Where they comprise self-contained student or warden accommodation they can be counted for monitoring purposes.
- 5.29 Where sites have been submitted to the Council and fall within the above constraints they have been subject to a full assessment against other constraints.

Stage 5: Carrying out the survey

Methodology

- 5.30 Officers from the Planning Policy team have carried out site surveys for all the sites in the SHLAA, except where they were included in the 2002 Urban Capacity Study. All officers were briefed to ensure they followed consistent practice in identifying sites and recording information.
- 5.31 The following site characteristics have been recorded and checked on site visits:
Site Description;
Current Use;
Site area;
Source of supply;

Site owner(s) (where known);
Site boundaries;
Surrounding land uses;
Character of surrounding area;
Physical constraints (e.g. access, steep slopes, potential for flooding, natural features of significance, location of pylons);
Policy designations;
Development progress;
Relevant planning history; and
Initial assessment: is the site Developable/Deliverable?

- 5.32 Where landowners, developers or the public submitted sites to the Assessment they were asked to fill in a copy of the site pro forma, and officers in the Planning Policy team visited these sites and assessed them taking into account the information in the submitted pro forma.

Stage 6: Estimating the housing potential of each site

- 5.33 To arrive at an eventual figure for the amount of potential new housing the SHLAA has to apply an assumed density to each site to derive a figure. This is difficult in practice given that location and accessibility affects density over time, as do changing policy constraints, development trends and the types of sites coming forward.
- 5.34 The SHLAA Practice Guidance suggests that the estimation of housing potential for identified sites should be guided by emerging or existing policy, particularly the approach to housing densities at the local level.
- 5.35 *The Guidance proposes that a design-led approach to assessing individual sites can be used. However, given the time and resources of the assessment team it was unrealistic to go down the design led approach for the assessment given the large number of sites initially identified (in excess of 890). An assessment of housing potential was therefore assessed through the use of density formulae taking into account the location, accessibility, size and shape of sites. Annex 3 sets out the methodology for assessing densities.*
- 5.36 Following further evaluation, sites considered to be suitable were subject to a design led approach with the Council's Urban Design Team to test the robustness of the initial estimates. The assessments of remaining SHLAA sites now show the constrained housing capacity on each site based on a design led approach. This has resulted in 21 developable SHLAA sites being reclassified as small sites likely to deliver less than 10 dwellings. These have been added to the list of small sites with potential for less than 10 dwellings. The Local Plan would not normally consider allocating sites likely to produce less than 10 dwellings.

- 5.37 The Council has also been careful to ensure any existing housing on sites is taken into account so that constrained housing number estimates are net increases in stock.
- 5.38 Just because a number is generated from this assessment this does not necessarily mean that the same number of dwellings will be acceptable on a particular site as is included in this assessment. The actual number may be higher or lower and it will be up to the planning application process to make a final judgement.

Stage 7a: Assessing Suitability for Housing

- 5.39 Assessing the suitability, availability and achievability of residential development on a site will provide the information on which a judgement can be made as to whether a site can be considered deliverable, developable or not currently developable. Site suitability was researched through a desktop exercise, through site visits and with the help and advice of the Housing Market Partnership. The site visit pro-forma (Annex 7) identifies the information that will be used to assess a site's suitability, availability, achievability and action needed to overcome constraints.
- 5.40 As the SHLAA needs to assess the maximum potential for housing development in the City it should not unnecessarily constrain potential by removing sites at an early stage unless there are very sound reasons for doing so. To help achieve this, a three-stage approach to assessment has been adopted. This was agreed with Development Plan Steering Group in July 2009 along with 43 planning and environmental criteria to assess sites. These are detailed in Annex 1.
- 5.41 Each stage contained a number of criteria. Level 1 covered strategic considerations such as Green Belt and flooding constraints, Level 2 more local environmental constraints such as protected open space, and tree preservation orders, and Level 3 sustainability access to facilities and design considerations. Sites are given red, amber and green marking against each of the 43 criteria to indicate the sites suitability.

Figure 2: SHLAA Suitability Assessment Criteria Scoring System

KEY	LIKELY EFFECT
Red	The site is undevelopable.
Amber	The site may be developable subject to detailed justification and mitigation measures to enable acceptability of detailed development proposals.
Green	The site is developable.

- 5.42 Sites were filtered against this traffic light system. Where sites have scored red this means a constraint is present which is considered to be a 'show stopper' and the site has not been carried forward to the next level of assessment.
- 5.43 Where sites have scored amber this does not necessarily mean they are unsuitable for development. However, there may be constraints on the site that may prevent development in the short to medium term, or sites may perform more poorly against planning criteria. Sites are still brought forward into the next level for assessment and this information will be used to inform development options as part of preparation of the next development plan.
- 5.44 Initially 891 sites were identified and assessed for suitability against the above criteria. Around 137 were subject to existing allocations and consents and were removed to prevent double counting in the SHLAA and AMR. Development was completed on a few sites while work on assessment progressed and these were also discounted.
- 5.45 570 smaller sites were identified through the site search and have been subject to site visits but have not been further assessed for deliverability, as they would yield less than ten residential units once density assumptions were applied and therefore would not be of a size that would be allocated in future development plans. A list of these sites is included at Annex 2 (Note 21 further sites were added to this following the subsequent evaluation of remaining sites see stage 7 & 8 below).
- 5.46 This left 184 sites for detailed suitability assessment. 61 of these sites were concluded to be suitable and were discussed in a series of member briefings in June 2011 prior to the July 2011 Development Plan Scrutiny Sub Committee. 123 sites were deemed to be unsuitable for development. Details outlining the summary of the reasons and maps for rejected sites with a capacity of 10+ dwellings, are being published in a separate technical appendix to the SHLAA. Copies of the full assessments for developable sites are included in Part 3 of this report.
- 5.47 Inclusion of these sites in the SHLAA does not indicate that sites will be developed or are capable of being developed; instead they represent the types of land uses that can come forward. They are included in this SHLAA to help inform future land supply assumptions.

Stage 7b: Assessing availability for housing

- 5.48 In 2008 the Council initiated a 'call for sites'. 13 sites that were suggested to the Council were evaluated alongside other sites identified by officers in the desktop assessment using the above methodology. There was an initial assumption that these were available

for development save for any constraints, which may need to be addressed.

- 5.49 Further work was undertaken to assess remaining sites considered to be deliverable or developable through researching and contacting landowners or their agents during July and August 2011 to establish whether they have any development intentions and whether the sites are available for development over what timescale and whether they faced any constraints. These were discussed with the Housing Market Partnership. The conclusions are also presented in Table 4. Developable sites have to be available now and not in any use which is likely to continue. The assessment column in Table 4 outlines the current use of each site.
- 5.50 In addition, owners of sites with planning permission, which have not yet started (commitments) and those sites, which are allocated through the Cambridge Local Plan, have been contacted through the SHLAA and Annual Monitoring Report (AMR) surveys to update the current position regarding availability. Table 5 reviews the position on existing allocations in the current adopted Local Plan.
- 5.51 As part of the consultation on the SHLAA between September and November 2011 a fresh call for sites from landowners and developers was initiated. This resulted in a further 40 sites being submitted of which 7 were resubmissions and 2 were within the new broad locations being put forward by the Council. 1 further site was reinstated for assessment as a result of representations received. This resulted in 34 new sites for assessment
- 5.52 Table 7 of this report includes conclusions on the 'call for sites'.

Stage 7c: Assessing achievability for housing

- 5.53 Initial work on assessing achievability was undertaken through the desktop study using information researched by the Council, site visits and through a call for sites. This will be further developed following specific discussions with the landowners to ascertain what if any development intentions there were on the part of landowners and at what stage the site was likely to be available
- 5.54 There was also general discussion, through the Housing Market Partnership meeting, around those aspects which could affect viability including
- Current market conditions leading to the existing use value being greater than residential value in some circumstances;
 - Front-loading of costs, e.g. legal and planning fees, specifically affecting small sites;
 - ⊖ The impact of demands for mixed uses on sites;

- Potential future cuts in grant funding from the Homes and Communities Agency may affect sites with regard to affordable housing;
- 5.55 The result of this discussion along with their views on the suitability of sites has been fed into the overall assessment. The Housing Market Partnership has met six times to oversee work on the SHLAA and to advise the evaluation of sites. Table 4 again summarises the conclusions reached on achievability.
- 5.56 As part of the Strategic Housing Land Availability Assessment (SHLAA) the local planning authority is to assess the achievability of each site tested. Part of this exercise is to undertake a strategic level financial appraisal to determine whether the scheme is likely to be capable of being delivered. The Local Plan is currently being reviewed and this appraisal work should generally be carried out in accordance with proposed Local Plan policies.
- 5.57 The NPPF is clear that the sites and scale of development identified in the Local Plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. It states that: ‘in order to ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.’⁵
- 5.58 In accordance with Communities and Local Government (DCLG) practice guidance a site is considered achievable for development where there is a reasonable prospect that housing will be developed on the site at a particular point in time. This is essentially a judgment about the economic viability of a site, and the capacity of the developer to complete and sell the housing over a certain period. It will be affected by:
- market factors – such as adjacent uses, economic viability of existing, proposed and alternative uses in terms of land values, attractiveness of the locality, level of potential market demand and projected rate of sales (particularly important for larger sites);
 - cost factors – including site preparation costs relating to any physical constraints, any exceptional works necessary, relevant planning standards or obligations (including CIL, minimum space standards policy, Affordable housing policy, Sustainability Code Levels), prospect of funding or investment to address identified constraints or assist development; and
 - delivery factors – including the developer’s own phasing, the realistic build-out rates on larger sites (including likely earliest

⁵ NPPF, para 173

and latest start and completion dates), whether there is a single developer or several developers offering different housing products, and the size and capacity of the developer.

- 5.59 The Council will undertake a viability assessment on the sites and scale of potential housing and commercial development in Cambridge. This will build on viability work that has been done as part of the Cambridge and South Cambridgeshire Joint Infrastructure Study. The work will involve testing the economic viability of land identified in the Councils Strategic Housing Land Availability Assessment (SHLAA) to meet identified housing need over the Local Plan period. This work should also establish the impact of affordable housing policy and any other policy standards (e.g. code for sustainable homes, and policy options on density standards) on the economic viability of sites and it should assess the appropriate and defensible levels of charge for the Community Infrastructure Levy.
- 5.60 When completed, one of the outcomes of this work will be that it will provide the necessary strategic level financial assessment to determine the achievability of SHLAA sites. It is intended to undertake this work later in the summer alongside work developing the draft submission plan. The SHLAA will be updated accordingly at the same time.

Stage 7d: Overcoming constraints

- 5.61 For each stage of the assessment through this SHLAA there has been work on constraints and issues applicable to each site. These may be planning constraints but could equally be legal, financial, or other constraints such as infrastructure. The delivery of these is considered to largely be the responsibility of the developer in discussion with and agreement of the Local Planning Authority when planning applications are considered and determined. Where the issues/ constraints for these sites scored amber in the assessment these matters were not considered so significant that they could not be mitigated against and therefore prevent the underlying potential for housing. For those where constraints were considered too significant these were found unsuitable for housing.
- 5.62 Table 4 identifies those sites, which are considered to be developable or deliverable. This table also lists key constraints against each site and how they could be overcome. This has been developed from the consideration of sites with the HMP, partners and landowners.

Stage 8: Assessment Results & Review of the Assessment

- 5.63 The outcome of this stage is bringing together information on all potential sources of housing supply found to be deliverable and developable and to inform a housing trajectory to 2031.

What is the assessment telling us?

- 5.64 Initial assumptions are that the review of the Local Plan will need to consider the provision of up to 14,000 new homes between the years 2011 and 2031 (700 per year). This will be updated through further work as part of the Local Plan Review.

Sites in The Planning Process

- 5.65 Between 2001/02 and 2010/11 4,698 dwellings were built. In the early years of the plan housing completions were below the average annual requirement. This is because larger sites, particularly those allocated on the edge of Cambridge require a long lead in time and are therefore unlikely to bring forward significant numbers of completions until the middle to later part of the plan period. In April 2011 there were commitments and allocations, which provide capacity for 10,612 dwellings. These are detailed in the Councils December 2011 Annual Monitoring Report housing trajectory. Table 2 follows and highlights the main commitments.

Table 2: Dwellings In The Pipeline 2012-2031

	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	Totals
Dwellings on deliverable urban extensions	392	783	1251	1326	793															4545
Dwellings on developable urban extensions						930	490	280	80	0	0	0	0	0	0	0	0	0	0	2732
Dwellings on other allocations without permission	25	138	117	111	206															597
Dwellings on other allocations without permission						207	80	43	68	50	81	72	10	0	0	0	0	0	0	611
Dwellings on other allocated sites with planning permission	279	635	244	30	80															1268
Dwellings on other allocated sites with planning permission						64	47	0	0	0	0	0	0	0	0	0	0	0	0	111
Dwellings on deliverable on large sites (Over 50) with permission (not allocated)	63	65	70	30	0															228
Dwellings on deliverable on large sites (Over 50) with permission (not allocated)						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwellings deliverable on small sites (10-49) with permission (not allocated)	82	11	14	0	0															107
Dwellings deliverable on small sites (10-49) with permission (not allocated)						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL																				
Total deliverable sites (five year land supply): cumulative	841	1632	1696	1497	1079															6745
Total developable & deliverable sites						1201	1079	533	348	130	81	72	10	0	0	0	0	0	0	3454

(Source: Cambridge City Council Annual Monitoring Report 2010/11)

Sites Currently identified as Suitable in the SHLAA

- 5.66 The Council originally identified around 891 sites for assessment.
- This number reduced to 750 sites after removing sites in the process of being built out, sites already allocated or with planning consents. These sites were assessed against a broad range of environmental & planning constraints detailed in Annex 1.
 - Density assumptions were then applied to reveal which sites may be capable of yielding more than ten units.
 - The 570 small sites yielding less than 10 units were removed and are listed in Annex 2
 - This reduced the number of sites to 184 sites.
 - In July 2011 60 of these were identified as being potentially developable and
 - 124 sites were rejected.

 - Following contact with land owners 8 of the 60 sites were found to be unavailable for housing development and a further 3 sites were deemed to be undevelopable on closer scrutiny by officers and the HMP. One site was moved from undevelopable to potentially developable when the landowner indicated its current use will become redundant in the longer term this left 50 developable sites and 134 undevelopable sites. Details of the latter are contained in a separate Technical Appendix to this document.

 - The remaining 50 sites were further scrutinised by the Housing Market Partnership and the Urban Design Team on developability and density assumptions. This resulted in a further 22 sites being re-classified as small sites likely to deliver less than 10 units net and were added to the 569 sites in Annex 2 to make 591.

 - This left a final list of 28 sites, which are considered to be developable or deliverable before 2031 and were subject to consultation in September 2011. The 2011 Call for sites added 35 new sites

 - The consultation produced 35 new sites of which 11 were considered developable, 5 were classified as small sites, and 6 were considered unsuitable. In addition a further 13 of the 35 sites have been added as edge of City strategic sites. The Council has not concluded the assessments of these sites as they all lie within the inner boundary of the Green Belt.

 - Officers have initiated discussions with South Cambridgeshire District Council on edge of City sites.

- These are all shown in Table 4. Full details of the suitability assessments and constraints facing these 65 sites are included in Part 3 of this report.
- Of the 28 original suitable SHLAA sites 1 has been rejected following the consultation and 4 have been withdrawn by landowners. With 23 remaining 11 new sites have been added as being suitable following the call for sites and the public consultation making a **total of 34 sites**.
- Leaving aside the edge of City Strategic Sites the 34 remaining SHLAA sites are likely to deliver a constrained capacity **1260 dwellings** over the 19 years of the next plan to 2031. The capacity of each site is shown in the final column of Table 4.

5.67 Further analysis then took place on all of the small sites identified. Two further duplicates were removed to leaving 596. All of these sites were assessed using the full suitability assessment methodology described above. This reduced the total number of suitable sites from 591 to 222. The housing capacity of these 222 sites was calculated at around **800 dwellings**. ANNEX 2A shows this capacity against each site.

Table 3: Potential Housing Supply Numbers

Total dwellings developed / deliverable / developable 2011-2031 (work in progress)

Table 3: Potential Housing Supply Numbers

Total dwellings developed / deliverable / developable 2012-2031

Dwellings developed 1 st April 2001 to 31 st March 2011:	4,698
Deliverable Schemes (5 year supply) (2012/13-2016/17)	
Dwellings in urban extensions	4545
Dwellings on other allocations without permission	597
Dwellings other allocated sites with planning permission	1,268
Dwellings deliverable on large sites (Over 50) with permission (not allocated)	228
Dwellings deliverable on small sites (10-49) with permission (not allocated)	107
Sub Total	6,745
Developable Schemes (6-14 years supply) (2017/18-2030/31)	

Dwellings in urban extensions	2,732
Dwellings on other allocations without permission	611
Dwellings other allocated sites with planning permission	111
Dwellings deliverable on large sites (Over 50) with permission (not allocated)	0
Dwellings deliverable on small sites (10-49) with permission (not allocated)	0
Sub Total	3,454
Total	10,199
Commitments in reporting year of AMR 2011-2012	413
	10,612
SHLAA Sites	
Dwellings on identified SHLAA sites over 9 dwellings as potentially being developable / deliverable over 19 years	1260
Future small sites estimates average of 42pa over 19 years based on assessment of future sites compared with a trend of 102pa actual completions over the last 9 years.	800
Grand Total: (rounded)	12,670

- 5.68 Some 10,199 homes have already been allocated or permitted in planning consents in April 2011. 6,745 of these are deliverable within the next 5 years and 3,454 dwellings are considered to be developable beyond 5 years but in the lifetime of the next plan. This excludes dwellings being built in 2011/12 which was the reporting year 2011/12 and is not part of the trajectory. These amount to a further 413 projected completions.
- 5.69 The provisional list of sites in this draft SHLAA at present has potential to contribute to a constrained capacity of around 1260 dwellings. Table 4 below lists currently suitable, achievable, and deliverable/developable sites.
- 5.70 The future allowance for small sites of less than 10 dwellings, included in Table 3 above, could be found in the broad location beyond the City Centre shown on the map in Annex 11 and contribute 800 new homes by 2031.
- 5.71 Officers have also looked at planning consents granted and built out since 2001/2 Table 8 on pages 70 & 71. This has revealed that small sites have contributed 102 dwellings per annum in the 10 years since 2001/2. This compares favourably with the number of small sites identified through the SHLAA which were concluded as being suitable

and could potentially deliver 42pa to 2031. This source would therefore contribute 800 dwellings over the next 19 years to 2031

- 5.72 An analysis of the current deliverability and developability of allocated sites can be found in Table 5. To be deliverable in the first 5 years sites have to be available now, achievable and suitable. To be developable they have to be suitable, and achievable but not necessarily immediately available.
- 5.73 The suitability of current allocations in Table 5 and planning consents consents in Table 2 has not been revaluated at this stage as it has been assumed that they were considered to be suitable in relation to planning constraints by virtue of the fact they were allocated or determined through a formal planning process. Officers and the HMP have however reconsidered their achievability and availability.
- 5.74 Work has been undertaken on clustering the broad locations of the 222 remaining small sites, which were assessed. Further details on this are included at Stage 9. Stage 9 also considers other edge of City strategic sites.

Table 4 SHLAA Deliverability & Developability of Initial Sites Considered Suitable

Ref	Address	Site Ref No	Ward	Area Hectares	Density Multiplier (dph)	Initial Indicative Capacity	Constrained capacity	Availability- <i>no legal or ownership constraints not in use that will continue</i>	Achievability <i>Cost market or delivery factors</i>	Suitability <i>Suitable for housing and free from key constraints</i>	Constraints <i>Contamination etc access</i>	Deliverable/Developable	Estimated Capacity
1	Abbey Stadium and land fronting Newmarket Road	105	Abbey	2.88	53.63	154.33	154	In use as football stadium supporters club and ancillary uses. Not yet available.	Yes –pre-discussions in progress with landowner. Potentially achievable if replacement open space can be provided	Yes subject to satisfactory replacement of open space and other constraints in assessment being resolved	Access and constrained nature of frontage. Covenant on south stand re allotments. Landowner suggested removing Boston Road from site which will mitigate overlooking.	Developable in 6-10 years	154
2	1 Ditton Walk	202	Abbey	0.28	65	17.97	14	Yes	Yes-outline Planning permission now granted for 12 houses (6 yr consent) 10/0861/OUT 24th Nov 10	Yes	Trees at rear of site and other constraints in assessment	Deliverable in 0-5 years	12
3	Catholic Church of St Vincent de Paul	430	Abbey	0.16	75	11.89	6-10	No. in use currently as church	Yes land owner has indicated has potential in longer term and they have bought adjoining land at 30 Ditton Lane which could make the site larger	Yes	The site initially considered to be suitable for development. Site may result in a gain of only 6 on redevelopment. This could increase by addition of adjoining land	Developable in 6-20 years	10 including adjoining site

Table 4 SHLAA Deliverability & Developability of Initial Sites Considered Suitable

Ref	Address	Site Ref No	Ward	Area Hectares	Density Multiplier (dph)	Initial Indicative Capacity	Constrained capacity	Availability- <i>no legal or ownership constraints not in use that will continue</i>	Achievability <i>Cost market or delivery factors</i>	Suitability <i>Suitable for housing and free from key constraints</i>	Constraints <i>Contamination etc access</i>	Deliverable/Developable	Estimated Capacity
4	636-656 Newmarket Road, Holy Cross Church Hall, East Barnwell Community Centre and Meadowlands Methodist Church, Newmarket Road	443	Abbey	1.01	75	76.10	75	No- in current use as 2 churches community hall and other uses	Yes County Council owns part, is interest from 3 of the 4 site owners. Waiting to hear from remaining owner. Potentially achievable.	Yes	Access would have to be from Peverel Road Existing community facilities would need to be incorporated in any redevelopment	Developable in 6-20 years	75
5	Ditton Fields Nursery School, Wadloes Road	870	Abbey	0.19	75	14.29	14	Yes- School now demolished site available	Yes -City Council own and want to develop in 3 year programme	Yes	Mitigation over loss of community facility-Nursery provision has been transferred to Meadows Primary School in Galfrid Road.	Deliverable in 0-5 years.	14

Table 4 SHLAA Deliverability & Developability of Initial Sites Considered Suitable

Ref	Address	Site Ref No	Ward	Area Hectares	Density Multiplier (dph)	Initial Indicative Capacity	Constrained capacity	Availability-no legal or ownership constraints not in use that will continue	Achievability Cost market or delivery factors	Suitability Suitable for housing and free from key constraints	Constraints Contamination etc access	Deliverable/Developable	Estimated Capacity
6	Telephone Exchange south of 1 Ditton Lane	855	Abbey	0.17	75	13	13	No it is in use currently as a telephone exchange building and car park.	Yes - landowner has indicated that its use will become redundant in longer term and it may be released for residential development after 2020.	Yes	The site may be appropriate for housing development subject to amenity issues being addressed	Developable in 10-20 years	13
7	Land to r/o 551-555 Newmarket Road	894	Abbey	0.11	65	7	4	No in use as residential property	Yes achievable. Land owner put forward in call for additional sites	Yes	Subject to agreeing access details and clean up of past contamination on site		Small site
8	Camfields Resource Centre Ditton Walk	906	Abbey	0.31	40	13	14	Yes vacant warehouse on market.	Yes achievable. Land owner put forward in call for additional sites	Yes	Contamination from adjoining site which is oil depot. Noise.	Deliverable in 0-5 years	14
9	162 - 184 Histon Road	012	Arbury	0.23	75	17.57	18	No in use as tyre depot	Yes-Landowner has indicated lease been renewed for Quickfit but owners explored residential 18 months ago. Will revisit within 10-15	Yes	See assessment	Developable in 10-20 years	18

Table 4 SHLAA Deliverability & Developability of Initial Sites Considered Suitable

Ref	Address	Site Ref No	Ward	Area Hectares	Density Multiplier (dph)	Initial Indicative Capacity	Constrained capacity	Availability-legal or ownership constraints not in use that will continue	Achievability Cost market or delivery factors	Suitable for housing and free from key constraints	Constraints Contamination etc access	Deliverable/Developable	Estimated Capacity
10	Land rear of 129 to 133 Histon Road	312	Arbury	0.14	75	10.64	11	No, in use currently as parking for car dealership and showroom	Yes achievable dependant on landowner intentions in respect of larger allocated site to north	Yes	Would only be available in conjunction with adjoining allocation, which is part of same use. Waiting to hear from landowner	Developable in 6-19 years	11
11	St Johns College Playing Fields	899	Castle	10.31	37.5	96.69	10	No in use as College playing fields by two colleges.	Not achievable. No involvement by landowner. Submitted to SHLAA by member of public	Not suitable	Loss of protected open space. Proximity to Trinity College Fellows garden, flooding unsuitable to housing, Zone 3b. TPO's significant archaeology constraints.	Not developable	0
12	Shire Hall Site, Old Police Station, Castle Mound, and 42 Castle St	909	Castle	2.91	66	192	105	No in use currently as County Council offices.	Achievable. Land owner put forward in call for additional sites	Yes subject to exclusion of Castle Mound and land in front of existing Shire Hall building	Old Police Station on Castle St listed building, Castle Mound Ancient Monument. Subject to finding suitable site to relocate to.	Developable in 6-19 years	105

Table 4 SHLAA Deliverability & Developability of Initial Sites Considered Suitable

Ref	Address	Site Ref No	Ward	Area Hectares	Density Multiplier (dph)	Initial Indicative Capacity	Constrained capacity	Availability- <i>no legal or ownership constraints not in use that will continue</i>	Achievability Cost market or delivery factors	Suitability Suitable for housing and free from key constraints	Constraints Contamination etc access	Deliverable/Developable	Estimated Capacity
13	Mount Pleasant House	919	Castle	0.57	65	37	50		Achievable. Land owner put forward in call for additional sites				50
14	34 a b Storeys Way	886	Castle	0.75	40	30	4	No in use currently by University Dept of Archaeology	Achievable. Land owner put forward in call for additional sites	Yes	Trees on site. Limited potential may suit student hostel better. Too small for SHLAA	Small Site	0
15	BP Garage, 452 Cherry Hinton Road & garages off Glenmere Close	057	Cherry Hinton	0.26	65	17.11	17	No in current use as petrol station and garages to rear	Yes- Land owner has confirmed interest in residential development in medium to long term.	Yes	Remediation costs and loss of parking. Multiple ownership of garages to rear which may or may not form part of site. Garages too small for modern cars. Some local storage facilities in conjunction with development would mitigate loss of garages. Loss of petrol station, see response to representations.	Developable in 10-20 years	17

Table 4 SHLAA Deliverability & Developability of Initial Sites Considered Suitable

Ref	Address	Site Ref No	Ward	Area Hectares	Density Multiplier (dph)	Initial Indicative Capacity	Constrained capacity	Availability-legal or ownership constraints not in use that will continue	Achievability Cost market or delivery factors	Suitability Suitable for housing and free from key constraints	Constraints Contamination etc access	Deliverable/Developable	Estimated Capacity
16	78 and 80 Fulbourn Road and the open space to the south	755	Cherry Hinton	0.59	40	23.68	10	Yes site open greenfield site not in use	Yes-Site potentially achievable. Site to north recently developed for housing. Waiting to hear from land owner	Yes	See assessment. Green Belt to south	Deliverable in 0-5 years	10
17	Blue Circle Site - Coldhams Lane	920	Cherry Hinton	9.11	25	228	273		Yes achievable. Land owner put forward in call for additional sites	Not suitable	Serious contamination issues render site unsuitable for residential development. Designation as City wildlife site and protected open space.	Not developable	0
18	Lock up garages adjacent to 2 Derwent Close	063	Coleridge	0.19	65	12.21	10	No in use as garages. Complexity of freehold and leasehold. Many owners and leaseholders unwilling to see site developed.	Not achievable	Yes	Multiple garage owners. Large of garages. On street parking issues, environmental issues, Anglian Water pumping Station a further constraint	Not Developable	0

Table 4 SHLAA Deliverability & Developability of Initial Sites Considered Suitable

Ref	Address	Site Ref No	Ward	Area Hectares	Density Multiplier (dph)	Initial Indicative Capacity	Constrained capacity	Availability-legal or ownership constraints not in use that will continue	Achievability Cost market or delivery factors	Suitability Suitable for housing and free from key constraints	Constraints Contamination etc access	Deliverable/Developable	Estimated Capacity
19	152 Coleridge Road	081	Coleridge	0.21	75	15.50	6	No in use as telephone exchange	Yes. In operational use currently but land owner has confirmed interest in residential development after 2020 when site will be redundant	Yes	Small site unless developed in conjunction with Site 87	Developable in 10-20 years	6
20	149 Cherry Hinton Road	087	Coleridge	0.18	75	13.41	17	No in use as dry cleaners	Yes potentially achievable. Landowner considers current use will continue for some time but site could come forward before end of plan period and residential use is one of a range of uses which would be considered. Could be developed on own or in conjunction with Site 81 above	Yes	Noise issues, contamination and loss of employment land.	Developable in 10-20 years	17
21	189 Coleridge Road	893	Coleridge	0.10	75	7	2	In use currently as single double fronted dwelling house and garden	Achievable. Land owner put forward in call for additional sites	Difficult site to develop no access to rear without demolishing existing property. Any net gain small Would involve loss of garden land	Issues of overlooking and loss of light. Retain current building line at front	Small site	0

Table 4 SHLAA Deliverability & Developability of Initial Sites Considered Suitable

Ref	Address	Site Ref No	Ward	Area Hectares	Density Multiplier (dph)	Initial Indicative Capacity	Constrained capacity	Availability- <i>no legal or ownership constraints not in use that will continue</i>	Achievability <i>Cost market or delivery factors</i>	Suitability <i>Suitable for housing and free from key constraints</i>	Constraints <i>Contamination etc access</i>	Deliverable/Developable	Estimated Capacity
22	Clifton Industrial Estate	913	Coleridge	4.15	61.88	257	100	In use currently as industrial estate	Achievable. Land owner put forward in call for additional sites	Yes subject to retention of employment floorspace within any redevelopment	Subject to access and traffic impact assessment. Protected industrial land	Developable in 6-10 years	100
23	Railway Sidings west of Rustat Road	854	Coleridge	2.11	53.63	113	0	In railway use currently as sidings	Achievable. Land owner put forward in consultation	Not suitable owing to proximity to railway with noise and design issues	Noise and design constraints. Better suit employment uses	Not developable	0
24	169-173 High St Chesterton	915	East Chesterton	0.16	75	12	8 if former pub to be retained.	Yes vacant restaurant	Yes. landowner has put forward in call for sites	Yes	Former Saigon City Restaurant. Recently the subject of a planning refusal on grounds of loss of former public house.	Land to rear is developable	0 - Small site if former pub to be retained.
25	Shirley Infants School, Green End Road	352	East Chesterton	0.91	75	68.51	35	No in use as school.	Not achievable Owing to changed demographics landowner has decided to retain in educational use and asked to remove site from SHLAA	Yes	Timing depends on demand from education dept for future school places. From an urban design perspective The current grain of development in adjoining area would suggest a	Not developable	0

Table 4 SHLAA Deliverability & Developability of Initial Sites Considered Suitable

Ref	Address	Site Ref No	Ward	Area Hectares	Density Multiplier (dph)	Initial Indicative Capacity	Constrained capacity	Availability- <i>no legal or ownership constraints not in use that will continue</i>	Achievability <i>Cost market or delivery factors</i>	Suitability <i>Suitable for housing and free from key constraints</i>	Constraints <i>Contamination etc access</i>	Deliverable/Developable	Estimated Capacity
26	Land to R/O 1 - 28 Jackson Road (Car parking and lock-up garages)	151	Kings Hedges	0.27	75	20.48	20	Yes subject to satisfactory re-housing of any displaced residents	Yes Council own and considering residential development options	Yes	Access issues potentially. Housing Dept considering the site to improve developability.	Developable 6-10 years	20
27	Garages south of Hawkins Road	230	Kings Hedges	0.25	48.75	12.16	12	Landowner has decided not to develop site and has withdrawn from SHLAA	Council owned. Not now achievable	Yes	Narrow site. Access to the site is up a narrow unadopted access road between two dwellings. Highway Authority state that the site has no highway frontage for access. May be other forms of sheltered residential, which would reduce need for vehicular access. Loss of	Not developable	0

Table 4 SHLAA Deliverability & Developability of Initial Sites Considered Suitable

Ref	Address	Site Ref No	Ward	Area Hectares	Density Multiplier (dph)	Initial Indicative Capacity	Constrained capacity	Availability- <i>no legal or ownership constraints not in use that will continue</i>	Achievability <i>Cost market or delivery factors</i>	Suitability <i>Suitable for housing and free from key constraints</i>	Constraints <i>Contamination etc access</i>	Deliverable/Developable	Estimated Capacity
29	Vindis garage Milton Road	236	Kings Hedges	0.44	75	33.28	33	No site in use currently as car dealership and showroom. Landowner has said site unavailable. Delete from SHLAA	Not achievable. Landowner has said site unavailable	Yes	Part of frontage may be highway land.	Not developable	0
29	98 -144 Campkin Road	887	Kings Hedges	0.52		0.00	28	Yes subject to satisfactory rehousing of any displaced residents	Yes –Council own and are considering the site's inclusion in its housing programme	Yes	Protected open space to south	Developable in 6-10 years	28
30	Land south of the Ship, including the car park	902	Kings Hedges	0.34	65	22	10	No in use in conjunction with pub	Yes Land owner has confirmed site could be available for development including site of pub as well and land to north Site 257. Call for sites submission.	Yes	The loss of the community public house would have a major impact on the local area. The replacement of the public house would therefore need to be overcome before any residential development	Developable in 6-10 years provided mitigation occurs	10

Table 4 SHLAA Deliverability & Developability of Initial Sites Considered Suitable

Ref	Address	Site Ref No	Ward	Area Hectares	Density Multiplier (dph)	Initial Indicative Capacity	Constrained capacity	Availability-legal or ownership constraints not in use that will continue	Achievability Cost market or delivery factors	Suitable for housing and free from key constraints	Constraints Contamination etc access	Deliverable/Developable	Estimated Capacity
31	Land at George Nuttall Close			0.13	40	5	4	No in use as entrance /amenity space and access road for existing flats	Achievable. Land owner put forward in call for additional sites	Not suitable. In use as entrance/amenity space for existing flats. Other section represents entrance to car park built on contaminated land.	Possible contamination risks. Design constraints. Will block access to existing development and reduce amenity.	Undevelopable even as small site	0
32	48-61 Burleigh Street	204	Market	0.30	80	24.18	12	No in use for range of retail and office uses	Yes potentially achievable. Some development to rear has already occurred. Waiting to hear from landowners	Yes	Would wish to retain grain of retail frontage to Burleigh St. Ownership issues could prove to be a constraint	Developable in 6-20years	12
33	64-68 Newmarket Rd	892	Market	0.27	80	22	60	Yes landowner put forward in call for sites	Achievable. Land owner put forward in call for additional sites		Design issues	Deliverable 0-5 years	60
34	Auckland Road Clinic	917	Market	0.20	80	16	12	Yes landowner put forward in call for sites.	Achievable. Land owner put forward in call for additional sites	Suitable	Trees on site. Existing property on common frontage.	Deliverable in 0-5 years	12

Table 4 SHLAA Deliverability & Developability of Initial Sites Considered Suitable

Ref	Address	Site Ref No	Ward	Area Hectares	Density Multiplier (dph)	Initial Indicative Capacity	Constrained capacity	Availability- <i>no legal or ownership constraints not in use that will continue</i>	Achievability <i>Cost market or delivery factors</i>	Suitability <i>Suitable for housing and free from key constraints</i>	Constraints <i>Contamination etc access</i>	Deliverable/Developable	Estimated Capacity
35	Owlstone Croft, Owlstone Road (formerly site 28)	912	Newnham	0.96	75	72.33	30	No in use as student hostel currently. Land owner put forward in call for sites	Land ownership issues over access. Multiple ownership. Agreement to alterations to track not likely to be forthcoming. Land registry searches have confirmed that a right of way exists. Owners have right of way over track leading to Grantchester Street. The track is owned by at least 2 other landowners. College has right of way over land and can undertake surface maintenance but not other alterations. Site in use as student hostel at present which is a much needed use. No evidence of replacement intentions.	Not suitable on basis of impacts upon Conservation area, impacts on Paradise Nature Reserve and its users.	Difficult access issues potentially. Adjoining streets are narrow with on street parking. Track also serves as public footpath from nature reserve and its use by vehicles creates pedestrian hazards. Site would require a full transport assessment in terms of its potential impact on surrounding roads. The Highway Authority has commented that the site has no adopted highway frontage for access and this could be available to future occupiers. An edge of the site falls within Zone 2 and 3a (medium to high probability of flooding) under the Cam study.	Not deliverable or developable	0

Table 4 SHLAA Deliverability & Developability of Initial Sites Considered Suitable

Ref	Address	Site Ref No	Ward	Area Hectares	Density Multiplier (dph)	Initial Indicative Capacity	Constrained capacity	Availability- <i>no legal or ownership constraints not in use that will continue</i>	Achievability <i>Cost market or delivery factors</i>	Suitability <i>Suitable for housing and free from key constraints</i>	Constraints <i>Contamination etc access</i>	Deliverable/Developable	Estimated Capacity
36	Grange Farm	916	Newnham	44.03	18.75	825	1500 developer				Proposals for development in this zone should be accompanied by a Flood Risk Assessment. Adverse impacts on Conservation area and Nature Reserve. Site only suitable for elderly sheltered housing or for redeveloped student hostel which would mitigate access and ownership constraints. These uses are not counted in SHLAA housing numbers.		Edge of City strategic site
37	Land North & South Of Barton Road	921	Newnham	36.97	18.75	693	600 developer				In Green belt		Edge of City strategic site
38	Downing Playing Field Grantchester Rd	895	Newnham	4.83	24.75	Part development only	50	No in use as college playing field	Not achievable. No involvement by landowner. Submitted to SHLAA	Not suitable	In Green Belt and designated as protected open space	Not Developable	Edge of City strategic site

Table 4 SHLAA Deliverability & Developability of Initial Sites Considered Suitable

Ref	Address	Site Ref No	Ward	Area Hectares	Density Multiplier (dph)	Initial Indicative Capacity	Constrained capacity	Availability-no legal or ownership constraints not in use that will continue	Achievability Cost market or delivery factors	Suitability Suitable for housing and free from key constraints	Constraints Contamination etc access	Deliverable/Developable	Estimated Capacity
39	Pembroke Playing Field Grantchester Road	896	Newnham	3.76	24.75	Part development only	0	No in use as college playing field	Not achievable. No involvement by landowner. Submitted to SHLAA by member of public	Not suitable	In Green Belt and designated as protected open space	Not Developable	Edge of City strategic site
40	St Catherine's Playing Field Grantchester Road	897	Newnham	2.71	24.75	Part development only	50	No in use as college playing field	Not achievable. No involvement by landowner. Submitted to SHLAA by member of public	Not suitable	In Green Belt and designated as protected open space	Not Developable	Edge of City strategic site
41	Trinity Old Fields Grange Road	898	Newnham	3.90	24.75	Part development only	20	No in use as college playing field	Not achievable. No involvement by landowner. Submitted to SHLAA by member of public	Not suitable	Protected Open Space	Not Developable	0
42	Corpus Christi College Playing Fields to west Leckhampton House	900	Newnham	2.71	24.75	Part development only	20	No in use as college playing field	Not achievable. No involvement by landowner. Submitted to SHLAA by member of public	Not suitable	Protected Open Space	Not Developable	0
43	West's Renault RUFC Grantchester Road	901	Newnham	8.55	24.75	Part development only	25	No in use as playing field	Not achievable. No involvement by landowner. Submitted to SHLAA by member of public in call for sites	Not suitable	In Green Belt and designated as protected open space. Serious flood risk.	Not Developable	0
44	21-29 Barton Road	910	Newnham	0.55	40	Part development only	15	No in use as residential accommodation	Put forward by landowner in call for sites	Yes	Protected trees on site. Asbestos building at rear	Deliverable 6-19 years	15

Table 4 SHLAA Deliverability & Developability of Initial Sites Considered Suitable

Ref	Address	Site Ref No	Ward	Area Hectares	Density Multiplier (dph)	Initial Indicative Capacity	Constrained capacity	Availability- <i>no legal or ownership constraints not in use that will continue</i>	Achievability <i>Cost market or delivery factors</i>	Suitability <i>Suitable for housing and free from key constraints</i>	Constraints <i>Contamination etc access</i>	Deliverable/Developable	Estimated Capacity
45	Land at Wilberforce Road	877	Newnham	0.60	30	18	3 developer estimate	Yes in use as open pasture	Put forward by landowner in call for sites	Not suitable	In Green Belt	Not Developable	0
46	Emmanuel Sports Ground & City Hockey Club	182	Newnham	6.44	33	Part development only	0	No. in use as College Playing Field and Sports Ground	Not achievable. No involvement by landowner. Submitted to SHLAA by member of public in call for sites. Already categorised as unsuitable	Not suitable	Protected open space	Not Developable	0
47	Mill Road Depot and adjoining properties, Mill Road	102	Petersfield	2.70	61.88	166.99	167	No in use as Council Depot	Yes- Ongoing Council project looking into relocation of depot. Subject to a development brief being drawn up	Yes	Access and contamination issues. Highway Authority has commented they would prefer access to not be from Mill Road.	Developable in 10-20 years	167
48	31 Queen Edith's Way	196	Queen Edith's	0.23	75	17.48	12	No in use as residential	Yes potentially pending what landowner intentions are. Nearby plots have been successfully redeveloped	Yes	See assessment. Design issues	Developable 6-20 years	12
49	Cambridge South East-Land south Fulbourn Road r/o Peterhouse Technology Park extending south & west of Beechwood	911	Queen Edith's	116.55	25	2914	2367 developer estimate						Edge of City strategic site

Table 4 SHLAA Deliverability & Developability of Initial Sites Considered Suitable

Ref	Address	Site Ref No	Ward	Area Hectares	Density Multiplier (dph)	Initial Indicative Capacity	Constrained capacity	Availability- <i>no legal or ownership constraints not in use that will continue</i>	Achievability <i>Cost market or delivery factors</i>	Suitability <i>Suitable for housing and free from key constraints</i>	Constraints <i>Contamination etc access</i>	Deliverable/Developable	Estimated Capacity
50	on Worts Causeway, land west of Babraham P&R Land South of Addenbrookes and Southwest of Babraham Road	925	Queen Edith's	39.80									Edge of City strategic site
51	Railway depot adjacent to 125a Cavendish Road	068	Romsey	0.30	75	22.65	20	No in use as railway workshop. Network Rail have confirmed existing use likely to continue to 2031. Remove from SHLAA	Not achievable	Yes	No current highway frontage and noise issues. Adjoining site to north allocated and is being considered for residential use	Not Developable	0
52	213 - 217 Mill Road	070	Romsey	0.22	75	16.38	10	In use as retail store and parking. Cutlacks customer parking to rear and garages	Yes potentially pending what landowner intentions are.	Yes	Access from Ross St rather than Mill Road. Retain garages and Mill Road houses	Developable 6-20 years	10
53	Ridgeons, Cromwell Road	922	Romsey	3.27	33	108	120	No in use as builders merchants	Yes-Put forward by landowner occupier in call for sites. Could be developed in conjunction with adjoining allocated site	Yes	Loss of employment land, contamination Relocation of existing use. Highway frontage needs investigating.	Developable in 6-10 years	120

Table 4 SHLAA Deliverability & Developability of Initial Sites Considered Suitable

Ref	Address	Site Ref No	Ward	Area Hectares	Density Multiplier (dph)	Initial Indicative Capacity	Constrained capacity	Availability-no legal or ownership constraints not in use that will continue	Achievability Cost market or delivery factors	Suitability Suitable for housing and free from key constraints	Constraints Contamination etc access	Deliverable/Developable	Estimated Capacity
54	18 Vinery Road		Romsey	0.20	65	13	10	No. in use as NHS offices	Yes-Put forward by landowner occupier in call for sites.	Yes		Deliverable 0-5 years	10
55	Horizons Resource Centre, Coldhams Lane	629	Romsey	0.82	40	33	40	No in use as County adult centre	Yes-Put forward by landowner occupier in call for sites.	Yes	Subject to revised flood risk assessment of this part of Cambridge by Environment Agency summer 2012	Developable in 6-19 Years	40
56	82-90 Hills Road and 62-63 Bateman Street	872	Trumpington	0.58	75	43.66	20	No in use as language centre office and other uses	Yes some potential for mixed use including residential on part. No potential on 57-60 Bateman St as 100+ year lease. Some potential for mixed use including residential on remainder but landowner deferring decisions until can negotiate early surrender of lease on 90 Hills Rd.	Yes	Site 872 can be considered to be suitable for development subject to the early consideration of trees on site, the adjacent Historic Park and Garden / Protected Open Space, noise, parking, the issues with the surrounding historic environment,	Developable in 10-20 years	20

Table 4 SHLAA Deliverability & Developability of Initial Sites Considered Suitable

Ref	Address	Site Ref No	Ward	Area Hectares	Density Multiplier (dph)	Initial Indicative Capacity	Constrained capacity	Availability- <i>no legal or ownership constraints not in use that will continue</i>	Achievability Cost market or delivery factors	Suitability Suitable for housing and free from key constraints	Constraints Contamination etc access	Deliverable/Developable	Estimated Capacity
57	Car park east of 1 to 12 Porson Court	583	Trumpington	0.38	65	24.94	21	No in operational use as car park for adjoining allocated residential use	Yes- Land owner has confirmed interest in residential development in medium term. This and adjoining allocated site 5.06 is underutilised and land owner looking to partially release part of the site for residential development with phasing on further releases.	Yes	Dependant on future of allocated site 5.06. Access otherwise difficult	Developable in 10-20 years	21
58	Land East of Hauxton Road (part Cambridge South)	878	Trumpington	20.46	18.75	384	350 developer estimate	Yes open green field site	Yes-Put forward by landowner occupier in call for sites.		In Green Belt		Edge of City strategic site

Table 4 SHLAA Deliverability & Developability of Initial Sites Considered Suitable

Ref	Address	Site Ref No	Ward	Area Hectares	Density Multiplier (dph)	Initial Indicative Capacity	Constrained capacity	Availability- <i>no legal or ownership constraints not in use that will continue</i>	Achievability <i>Cost market or delivery factors</i>	Suitability <i>Suitable for housing and free from key constraints</i>	Constraints <i>Contamination etc access</i>	Deliverable/Developable	Estimated Capacity
59	Land South of Addenbrookes Road	904	Trumpington	9.22	25	230	250 developer estimate	Yes open greenfield site.	Yes-Put forward by landowner occupier in call for sites.		In Green Belt		Edge of City strategic site
60	Land West Of Hauxton Road- Predominantly Residential option	914a	Trumpington	4.65	33	153	80 developer estimate	Yes, open greenfield site	Yes-Put forward by landowner occupier in call for sites		In Green Belt		Edge of City strategic site
61	Land West Of Hauxton Road- Community Stadium option	914b	Trumpington	4.65	N/A	N/A	Developer proposes Community Stadium option	Yes, open greenfield site	Yes-Put forward by landowner occupier in call for sites		In Green Belt	Non residential proposal	Edge of City strategic site

Table 4 SHLAA Deliverability & Developability of Initial Sites Considered Suitable

Ref	Address	Site Ref No	Ward	Area Hectares	Density Multiplier (dph)	Initial Indicative Capacity	Constrained capacity	Availability-no legal or ownership constraints not in use that will continue	Achievability Cost market or delivery factors	Suitability Suitable for housing and free from key constraints	Constraints Contamination etc access	Deliverable/Developable	Estimated Capacity
62	Land West of Trumpington Road	924	Trumpington	45.30	25	1133	-	Yes, open green field site, part football ground and pitch and put golf course	Yes-Put forward by landowner occupier in call for sites		In Green Belt		Edge of City strategic site
63	Glebe Farm North of Addenbrookes Access Rd	903	Trumpington	1.00	65	65	25	Yes, open greenfield site	Yes-Put forward by landowner occupier in call for sites	Yes	Allocated without planning consent	Deliverable in 0-5 years	25
64	Cambridge Professional Development Centre Padget Road Trumpington	905	Trumpington	3.15	33	104	50	No in use as a professional County Council training centre	Yes-Put forward by landowner occupier in call for sites	Yes.	Open space needs to be retained for community use	Developable in 6-19 years	50

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65	Libraries & Info Service HQ, Roger Ascham Site, Ascham Road	907	West Chesterton	0.27	40	11	8	No in use as a Library Service HQ	Yes-Put forward by landowner occupier in call for sites	Yes	Too small to be a SHLAA site	Small Site	0
66	Cambridge Student Support Centre (CSSC), Ascham Road	908	West Chesterton	0.58	40	23	0	No in use as special needs school	Yes-Put forward by landowner occupier in call for sites	Not suitable	The school and adjoining pavilions are a Grade II Listed Building.	Not Developable	0

Table 5: Deliverability and Developability Of Allocations in 2006 Local Plan

Allocation	Address	Area (ha)	Proposed Use	Housing Units	Comments	Owner/Agent	Available	Suitable	Achievable	Current position developability/deliverability
5.01	Land off Fitzwilliam Road and Clarendon Road	3.04	Housing	208	154 market 54 affordable	Crest Nicholson Eastern/ Januarys	✓	✓	✓	Under Construction DELIVERABLE
5.02	The Paddocks Trading Estate, Cherry Hinton Road	2.80	Housing	123	74 market 49 affordable	BAE Systems Pension Fund/ Bidwells	x	✓	✓	Not available until after 2016 DEVELOPABLE
5.03	Cromwell Road	2.44	Housing	124		BT Plc	✓	✓	✓	Mostly built out. Small section subject of outstanding outline consent 08/0500/OUT Reserved Matters application imminent Current use moving to Long Road DELIVERABLE
5.04	379 to 381 Milton Road	2.41	Housing	83		EMG Ford Dealership occupies/ Rapleys	X	✓	✓	Car dealership with long lease No immediate plans but owner would consider residential use in long term provided allocation doesn't preclude current use DEVELOPABLE
5.05	Cambridge City Football Ground, Milton Road	1.71	Housing	147	See Mitcham's Corner Strategic Planning and Development Brief.2003. Public Open Space should be included on site.	Savills	✓	✓	✓	Application refused. Possible constraints: Access restrictions and reprovision of existing open space. DELIVERABLE if reprovision can be secured

Allocation	Address	Area (ha)	Proposed Use	Housing Units	Comments	Owner/Agent	Available	Suitable	Achievable	Current position developability/ deliverability
5.06	British Telecom, Long Road	1.67	Housing	76	Development dependent upon successful relocation of football club	BT Plc	X	✓	✓	Current owner reviewing and considering partial land release as site is underutilised despite recent rationalisation DELIVERABLE
5.07	Willowcroft, Histon Road	1.47	Housing	67		Murketts ATS	X	✓	Y	DEVELOPABLE subject to both landowners intentions being established NO INTENTION of developing for residential use NOT DEVELOPABLE
5.08	Territorial Army, Cherry Hinton Road	1.26	Housing	0		East Anglia Reserve Forces & Cadets Association	x	✓	x	Application expected 66% for housing 1.01 acres contamination issues, existing use remains on part site DELIVERABLE
5.09	Travis Perkins, Devonshire Road	1.23	Housing	43		Explore Living /Savills	✓	✓	✓	NO INTENTION of developing for residential use
5.10	The Nuffield Hospital, Trumpington Road	1.19	Housing	0		Nuffield Foundation	x	✓	x	NO INTENTION of developing for residential use 5 pitches occupied by persons who identify themselves as travellers. Remainder is permanent caravan site. NOT DEVELOPABLE OWNER UNKNOWN
5.11	Caravan Park, Fen Road	0.95	Housing	0		Subject to establishing details of owner	X	✓	X	Under construction DELIVERABLE Part built out as nursing home.
5.12	Parkside Police and Fire Stations, Parkside	0.95	Housing and community facilities	230	99 u/c on fire station 131 on police HQ	Stoford /Grosvenor/Bidwells –Fire Station (Universities Superannuation Fund)	✓	✓	✓	
5.13	Milton Infant	0.89	Housing and	2-3?	See Mitcham's	Januarys	✓	✓	X	

Allocation	Address	Area (ha)	Proposed Use	Housing Units	Comments	Owner/Agent	Available	Suitable	Achievable	Current position developability/ deliverability
	and Junior School, Milton Road		community facilities		Corner Strategic Planning and Development Brief 2003					Remainder being explored as serviced apartments and residential and community facility 67 residential flats unlikely.
	Ridgeons, Cavendish Road	0.80	Housing	28		Ridgeons/ January's	X	✓	✓	DELIVERABLE but small site numbers for SHLAA Part built out 1-17 Cavendish Place. Major part will be available in 2012/13
5.14	Henry Giles House, Chesterton Road	0.77	Housing	48	See Mitcham's Corner Strategic Planning and Development Brief 2003	Dept Work and Pensions/ Telereal Trillium	X	✓	✓	DELIVERABLE Land owner working on plans to bring this site forward in medium term. Will also involve relocation of current tenant.
5.15										DEVELOPABLE Had consent. Details of scheme being reviewed. Contamination issues.
5.16	147 Hills Road	0.77	Housing	133	93 market 40 affordable	Trilatera site Almaren Properties/ Januarys	✓	✓	✓	DELIVERABLE
5.17	295 Histon Road	0.71	Housing	32		Squash Club Januarys	✓	✓	?	DELIVERABLE? Planning consent. Site cleared and site started (drainage works) but halted. Legal issues with S106.
5.18	Sandy Lane 135 Long Road	0.60	Housing	23		Sandy Lane Developments	✓	✓	Y	DELIVERABLE? Built out
5.19		0.43	Housing	0						
6.01	Bradwell's Court	0.36	Mixed uses including A1 retail, A2, A3 and with private or	0	See Bradwell's Court Planning Brief					Built out

Allocation	Address	Area (ha)	Proposed Use	Housing Units	Comments	Owner/Agent	Available	Suitable	Achievable	Current position developability/ deliverability
7.01	New Street/Newmarket Road	2.01	student residential above Employment, B1, Housing, Student hostels	95	Plus 5 u/c inc reporting year	Harvest Way-Almaren Properties Occupation Rd- section Hames Bros, Falcon Estates & others	?	✓	Y	5 Planning applications being pursued on most of remaining sites see AMR DELIVERABLE Application approved for redevelopment to provide mixed use scheme comprising 156 residential units (including 40% affordable), B1 office use, retail / food and drink (classes A1, A3 and A4 uses including retention of "Flying Pig" public house), and new community use. Phase 1 offices Under construction. Phase 2 Phase 3 Housing
7.02	Bejeman House, Hills Road	1.17	Mixed use B1(a), B1(b), A1 retail, A3 and housing Mixed uses including housing and employment B1(a) (not exceeding existing B1(a) floorspace), hotel, student hostel and A1 non-food retail (not exceeding 50% of the site area)	156		11/534 Pace Cambridge/The Halpern Partnership Ltd	✓	✓	✓	DELIVERABLE
7.03	Coldham's Lane/Newmarket Road	0.95		40		Premier Inns	x	y	x	Application for Premier Inn hotel pending.

Allocation	Address	Area (ha)	Proposed Use	Housing Units	Comments	Owner/Agent	Available	Suitable	Achievable	Current position developability/ deliverability
7.04	Mitcham's Corner Sites	0.71	Mixed uses including employment B1(a), local A1, A2, A3 and housing	0	See Mitcham's Corner Strategic Planning and Development Brief 2003	Pegaus Planning	x	✓	x	Pre discussions re student housing and retail scheme
7.06	West Cambridge Site, South of Madingley Road	66.90	Higher Education. D1 University Faculty, B1(b), suit generis research institutes, staff and student housing, sports and shared facilities	0	In accordance with agreed Masterplan	University Of Cambridge	x	✓	x	200 units completed staff units. No more residential anticipated
7.07	Leckhampton House Grounds	2.94	Student hostel or affordable/key worker housing for the Colleges.	0	The capacity and approach to development will be constrained by the need to be sensitive to the landscape aspects, including the trees, the buildings at the northern end and the nature conservation interest and tree planting of the	Corpus Christie/ January's	x	✓	x	No landowner intention currently built student hostel on alternative site. Private sector housing being sought on Spens Ave section 4 units

Allocation	Address	Area (ha)	Proposed Use	Housing Units	Comments	Owner/Agent	Available	Suitable	Achievable	Current position developability/deliverability
7.09	Grange Farm off Wilberforce Road	1.21	Student hostel or affordable/key worker housing for the Colleges Redevelopment /refurbishment for predominantly University uses, with some mixed use to	0	Form of development must respect sensitive location; vehicle access from Wilberforce Road; should provide pedestrian and cycleway links between the Coton footpath and Rifle Range Road and along Rifle Range Road	St Johns College	✓	✓	✓	Land owner wants to pursue current allocated use would like to realign site but this would encroach upon Green Belt DEVELOPABLE SHLAA site 916 broad location
7.10	Mill Lane/Old Press Site	0.82		150	Planning Brief to be prepared 90 market and 60 affordable	University of Cambridge	x	✓	✓	SPD approved Not likely to come forward for 10 years. Mostly student accommodation commercial and University uses. Relocating existing uses DEVELOPABLE

Allocation	Address	Area (ha)	Proposed Use	Housing Units	Comments	Owner/Agent	Available	Suitable	Achievable	Current position developability/ deliverability
			enhance the attractiveness of the public realm							
			Mixed use housing development and community facilities. Could include a student hostel for Anglia Ruskin University on part of the site in lieu of affordable housing							
7.11	Brunswick Site	1.57	Mixed use housing development and community facilities. Could include a student hostel for Anglia Ruskin University on part of the site in lieu of affordable housing	205		McLaren Properties/ Savills	✓	✓	✓	Under construction for residential plus student accommodation for ARU DELIVERABLE
7.12	Former Magnet Warehouse, Mill Road	1.10	Mixed use housing development and community facilities. Could include a student hostel for Anglia Ruskin University on part of the site in lieu of affordable	50		Coop and Muslim Academic Trust own. Rapleys Huntingdon and Bidwells /Nathaniel Lichfield	✓	✓	✓	Site cleared. Development Brief approved. Application for Mosque pre-app submitted DELIVERABLE

Allocation	Address	Area (ha)	Proposed Use	Housing Units	Comments	Owner/Agent	Available	Suitable	Achievable	Current position developability/deliverability
7.13	Sedley School Site	0.52	housing Student hostels for Anglia Ruskin University	Completed						Built out
7.14	Bradmore Street Site	0.05	Student hostels for Anglia Ruskin University	N/A		ARU	x	✓	x	Not likely to proceed. To be used for relocation of the University's Optometry Clinic instead
9.01	East Cambridge	114.89	Mixed uses (see policy 9/4)	406	Details to be determined in Masterplan 315 plus 91	Pinks/Januarys Whites	✓	✓	?	Marshalls advised that relocation not anticipated in period to 2031. . . Developer being sought on two residual sites allocated in AAP outside Marshalls ownership. Land may come forward independently of rest of Cambridge East AAP sites. Land north of Cherry Hinton 8.38ha from 2015/2016 Land off Coldhams Lane 1.30 ha likely 2013/14. DELIVERABLE
9.02	Addenbrooke's	57.93	Mixed uses (see policy 9/5)	Completed	Staff housing only. Details to be determined in Masterplan	Addenbrookes NHS Trust				Completed 100 units NIAB 151 of 187 homes under construction on the frontage and outline consent for a further 1593 dwellings on the remainder pending the conclusion of a S106 agreement
9.03	Huntingdon Road/Histon Road	52.87	Mixed uses (see policy 9/8)	1686	Details to be determined in Masterplan. The existing Christ's & Sidney Sussex Sports Ground should be	Barratt Homes	✓	✓	✓	DELIVERABLE

Allocation	Address	Area (ha)	Proposed Use	Housing Units	Comments	Owner/Agent	Available	Suitable	Achievable	Current position developability/ deliverability
9.04	Cambridge Northern Fringe	52.64	Mixed uses (see policy 9/6)	0	retained unless adequate provision can be made elsewhere Details to be determined in Masterplan	Anglia Water, Network Rail, City Council	x	x	x	No longer viable STW to remain. Employment led solution sought. SCDC withdrawn Chesterton Sidings
9.05	East of Shefford Road	31.38	Mixed uses (see policy 9/5)	See below	Details to be determined in Masterplan	Countryside own with CCC (formerly Pemberton Trustees) /Bridwells Skanska and Bovis developing parts	✓	✓	✓	2011-2022 DELIVERABLE AND DEVELOPABLE
9.06	Clay Farm, South of Long Road	29.31	Primarily residential with ancillary uses (see policy 9/5)	2125 on 9.05 and 9.06	Details to be determined in Masterplan	Countryside/Bidwells (formerly Pemberton Trustees)	✓	✓	✓	Overview: Clay Farm (land between Long Road and Shefford Road): C/00620/07 2,300 homes including 40% affordable housing; a new secondary and primary schools; community, sport and recreation facilities; local shops; public open space, including allotments; roads, footpaths, cycleways and crossings of Hobson's Brook to a new area of public open space. Status: Clay Farm-Reserved matters approved for two sites in southern part of site for 306 homes and 128 homes. Both under construction April 2012 Infrastructure on whole site under construction and complete by summer 2012. Timescales: Build out from 2011 to 2022

Allocation	Address	Area (ha)	Proposed Use	Housing Units	Comments	Owner/Agent	Available	Suitable	Achievable	Current position developability/ deliverability
										Developer indicates 1950 anticipated DELIVERABLE completions in 5 years on Clay Farm and Glebe Farm (get split) and 586 DEVELOPABLE dwellings on Clay Farm Glebe Farm 2016-2018/19 DELIVERABLE AND DEVELOPABLE
										Glebe Farm 286 homes including 40% affordable housing has full consent and is under construction April 2012. Completion expected by end of 2015. Small area of 1ha allocated but without consent following abandonment of Household Waste Recycling Site by County Council. See site 903 in SHLAA call for sites . DELIVERABLE
9.13	Glebe Farm			286	172 market and 114 affordable To be released for development only when the University can show a clear need. Details to be determined in a Masterplan,		✓	✓	✓	
9.07	Madingley Road/Huntingd on Road	67.86	Mixed uses (see policy 9/7)	1910		Cambridge University	x	✓	✓	North West Cambridge 3,000 new homes split between the City and South Cambs District Council (SCDC). Work is in progress on master planning. Outline Application pending Build out after the achievement of an outline planning and reserved matters applications.

Allocation	Address	Area (ha)	Proposed Use	Housing Units	Comments	Owner/Agent	Available	Suitable	Achievable	Current position developability/ deliverability
9.08	Trumpington Meadows	15.5	Primarily residential with ancillary uses (see policy 9/5)	517	including the boundaries of Green Belt and green corridor. A strong landscape and biodiversity framework should be adopted early in the development of the site drawing on existing character and features	Barratts/Grosvenor/ University Superannuation Fund	✓	✓	✓	Position may change depending on decisions of Highway Agency in light of withdrawal of A14 expansion plan DEVELOPABLE
										Overview: (the former Monsanto land, around the Trumpington Park and Ride site); 1,200 homes including 40% affordable housing; a primary school (including community facilities); local shops; a 60-hectare country park; a children's play area; a multi-use games area; tennis courts; allotments; access roads, footpaths and cycleways. Status First phase reserved matters application for 353 homes at Trumpington Meadows under construction April 2012 completion expected end 2015. . Timescales: Built out from

Allocation	Address	Area (ha)	Proposed Use	Housing Units	Comments	Owner/Agent	Available	Suitable	Achievable	Current position developability/ deliverability 2011 to 2021
										DELIVERABLE AND DEVELOPABLE
										Overview Outline Application approved. Reserved matters for student accommodation for ARU approved. Both RM's approved and current RM for residential (11/0633) Office development for Microsoft on former Gt Eastern House site Status Timescale DELIVERABLE AND DEVELOPABLE
	Station Area	8.77	Mixed uses (see policy 9/9)	169		Brookgate	✓	✓	✓	
	19 Acre Field and land at Gravel Hill Farm	11.85	Mixed uses (see policy 9/7). Site is part of First Phase of development of land between Madingley Road and Huntingdon Road	See NW Cambridge	Details to be determined in Masterplan. Otherwise, the site is available for immediate development.	Cambridge University	X	✓	✓	North West Cambridge First Phase of Site 9.07 above. Work is in progress on master planning. Build out after the achievement of an outline planning and reserved matters applications DEVELOPABLE Consent granted. Site to be sold
9.11					Details to be determined in Masterplan Site includes Bell Language School playing field. Public open space					
9.12	Bell School Site, Red Cross Lane	7.61	Housing	347		Bell School / Geoff Bolton Stuart Smith Reynolds	✓	✓	✓	Overview: (land south of Greenlands, south west of the Bell School and west of Babraham Road): 347 homes including 40% affordable housing and 100-bed student accommodation for the Bell Language School; public open

Allocation	Address	Area (ha)	Proposed Use	Housing Units	Comments	Owner/Agent	Available	Suitable	Achievable	Current position developability/deliverability
					should be included on site and an appropriate contribution made to sports provision through committed payments to compensate for the loss of this playing field					space, including allotments; access roads, footpaths and cycleways. Status :. Awaiting appeal decision on refusal over access. Timescales : Build out to commence in 2013 DELIVERABLE
9.14	Land between 64-66 Peverel Road	1.44	Housing	0		City Council	X	X	X	Land currently allotments No intention of building due to demand for current use. Designated POS in Draft OS & Recreation Strategy
9.15	Land between Hills Road and Station Road (Triangle Site)	1.51	Housing	N/A	Details to be determined in Masterplan Part of large development north of Newmarket Road					Built out
9.16	Marshalls North Works	1.29	Housing	-		Marshall	x	✓	?	

SHLAA Draft Trajectory

- 5.75 An indicative draft housing trajectory follows at Table 6 which sets out the amount of housing that could be provided, and at what point in the future. This table takes into account the findings of the SHLAA and the constraints faced in the development of each identified site which could affect the sites availability and achievability.
- 5.76 Current market constraints and general slow down in the housing market may mean that initially not all of the expected number of housing units identified in this version of the SHLAA will be developed. The Council's AMR updates the Housing Trajectory on an annual basis in conjunction with land owners and developers setting out any changes in the rate of development approved coming forward.
- 5.77 A discount rate has not been applied to Table 6 for the non-implementation of planning permissions as detailed work on the deliverability and developability of specific sites has been carried out. The demand for housing in the City is also such that a very high rate of take up is generally experienced with consents granted.
- 5.78 At this stage it is not possible to finalise the trajectory. New forecasts are in preparation and the Council is about to undertake consultation on Issues & Options for the Review of the Local Plan. Current site numbers indicate that there is the potential capacity for 12,670 new dwellings in Cambridge from 2011 to 2031. Table 6 also shows the timing of development already in the pipeline.
- 5.79 The Council's 2012 Annual Monitoring Report will update the position on housing commitments and progress in the development of allocations towards the end of the year.
- 5.80 At this stage the SHLAA will be finalised with more up to date figures on planning commitments

Table 6 Draft SHLAA Trajectory May 2012

	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	Total
EXISTING URBAN EXTENSIONS																					0
Dwellings on deliverable urban extensions (5 yr supply)	190	392	783	1251	1326	793															4735
Dwellings on developable urban extensions							930	952	490	280	80	0	0	0	0	0	0	0	0	0	2732
Dwellings on other allocations without planning permission	0	25	138	117	111	206															597
Dwellings on other allocations without planning permission							207	80	43	68	50	81	72	10	0	0	0	0	0	0	611
Dwellings on other allocated sites with planning permission	115	279	635	244	30	80															1383
Dwellings on other allocated sites with planning permission							64	47	0	0	0	0	0	0	0	0	0	0	0	0	111
Dwellings on deliverable large sites (Over 50) with permission (not allocated)	40	63	65	70	300																268
Dwellings on deliverable large sites (Over 50) with permission (not allocated)							0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dwellings on deliverable small sites(10-49) with permission	68	82	11	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175
TOTAL	413	841	1632	1696	1497	1079	1201	1079	533	348	130	81	72	10	0	0	0	0	0	0	10612
Plan Total																					
Cumulative total planned supply, 10, 15 & 19 years																					
Total planned supply, 5, 10, 15 & 20 years					6079					10319					10612					10612	10612
TOTAL DIFFERENCE																					
Add initial SHLAA sites (10 dwelling plus)																					
Total estimated supply including initial SHLAA sites																					
Difference																					
Add small site estimates @41 per annum from identified future small sites		42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	42	800
Small site total																					
GRAND TOTAL																					

Source: Cambridge City Council Annual Monitoring Report 2011 t, Initial SHLAA work

Table 7 Conclusions on Call For Sites 2008/9 and 2011/12.

Site Ref	Name	Size ha	Source	Current Use	High Level Reason
163	Portland Place Garages	0.03ha	Call for Sites – Bidwells	Garages	SIZE SMALL SITE-Suitable small site but too small for SHLAA
182	Emmanuel Playing Fields Wilberforce Road		Call for sites-Bidwells	Playing fields	REJECTED- Protected open space. Same reasons apply 2011/12
201	Beadle Estate Ditton Walk	1.5ha	Call For Sites-Bidwells	Industrial	REJECTED- Employment Land Review
202	1 Ditton Walk	0.27ha	Call For Sites-Bidwells	Industrial/Storage	SITE DEVELOPABLE
620	Ridgeons Depot Cromwell Road	3.2ha	Ridgeons	Builders Merchants	SITE DEVELOPABLE
629	Coldhams Lane	0.72ha	Call For Sites-County Council	Withheld	Awaiting results of Environment Agency reassessment of flood risks on east side of Cambridge. Expected summer 2012.Developable PENDING EA
658	Hope St Yard	0.11ha	Call For Sites-Mrs S Williams	Garages/storage offices/workshops	SIZE SMALL SITE-Too small to be SHLAA site (5 dwelling capacity)
854	Rail Sidings Rustat Rd	2.11ha	Call For Sites-Bidwells	Rail sidings	REJECTED Employment Land Review. Reassessed following consultation which identified error in classification in Employment Land Review which identified mixed use potential. REJECTED –INCOMPATIBLE ENVIRONMENT as to close to railway to create satisfactory residential environment. More suitable for employment uses.
876	Grange Farm	1.6ha	Call For Sites Savills	Agricultural use	REJECTED Green Belt. See site 916 also
877	South of Emmanuel Playing Fields	0.6ha	Call For Sites Savills	Agricultural use	REJECTED- Green Belt. Resubmitted in 2011 Call for

Site Ref	Name	Size ha	Source	Current Use	High Level Reason
					sites. REJECTED for same reasons and SIZE SMALL SITE to small to be in SHLAA.
878	East Of Hauxton Rd	25.6ha	Call For Sites- Bidwells	Agricultural use	REJECTED- Part of BROAD LOCATION in Green Belt
879	St Andrews Road	3.23ha	Call For Sites- Bidwells	Offices	REJECTED-Employment Land Review
886	34a Storeys Way	0.79ha	Call For sites – University EMBS	Field stations	SIZE SMALL SITE-Suitable small site but too small for SHLAA
2011 Call For Sites					
892	64-68 Newmarket Road	0.27ha	Unex	Vacant commercial buildings	SITE DEVELOPEABLE
893	189 Coleridge Road	0.10ha		Residential garden	SIZE SMALL SITE-Suitable small site but too small for SHLAA. GARDEN LAND
894	Land r/o 551-555 Newmarket Road	0.11ha		Residential garden	SIZE SMALL SITE-Suitable small site but too small for SHLAA. GARDEN LAND
895	Downing College Playing Field Grantchester Road	4.83ha		Playing field	REJECTED- Part of EDGE OF CITY STRATEGIC SITE in Green Belt; Protected Open Space
896	Pembroke Playing Field Grantchester Road	3.76		Playing field	REJECTED- Part of EDGE OF CITY STRATEGIC SITE in Green Belt; Protected Open Space
897	St Catherine's Playing Field Grantchester Road	2.71		Playing field	REJECTED- Part of EDGE OF CITY STRATEGIC SITE in Green Belt; Protected Open Space
898	Trinity Old Fields Grange Road	3.90		Playing field	REJECTED –Protected Open Space. Some minor development may be possible on site of pavilion but would be for student residential rather than SHLAA uses
899	St Johns College Playing Fields	10.31		Playing field	REJECTED –Protected Open Space.

Site Ref	Name	Size ha	Source	Current Use	High Level Reason
900	Corpus Christi College Playing Fields to west Leckhampton House	4.29		Playing field	REJECTED –Protected Open Space.
901	Wests Renault RUFC Grantchester Road	8.55		Playing field	REJECTED- Part of EDGE OF CITY STRATEGIC SITE in Green Belt; Protected Open Space; serious flooding issues.
902	Land at and south of The Ship PH Northfield Ave	0.34		Public house and car park	ONLY DEVELOPABLE if existing community Public House can be retained as part of development.
903	Glebe Farm North of Addenbrookes Access Rd	1.00		Open greenfield site	DEVELOPABLE
904	Land South of Addenbrookes Road	9.22		Open greenfield site	REJECTED- Part of EDGE OF CITY STRATEGIC SITE in Green Belt
905	Cambridge Professional Development Centre Padget Road Trumpington	3.15		County Professional training centre	DELIVERABLE/DEVELOPABLE
906	Camfields Resource Centre Ditton Walk	0.31		Vacant commercial property	DELIVERABLE/DEVELOPABLE
907	Libraries & Info Service HQ, Roger Ascham Site, Ascham Road	0.27		Library Service HQ	REJECTED-Involves demolition of Grade II Listed building
908	Cambridge Student Support Centre (CSSC) Ascham Road	0.58		Special school	SIZE SMALL SITE-Suitable small site but too small for SHLAA.
909	Shire Hall Site, Old Police Station, Castle Mound, and 42 Castle St	2.91		County Council offices	DEVELOPABLE
910	21-29 Barton Road	0.55		Residential	DEVELOPABLE
911	Cambridge South East-Land south Fulbourn Road r/o Peterhouse Technology Park extending south & west of Beechwood on Worts Causeway, land west of Babraham P&R	116.55		Open greenfield site. Arable agricultural land	REJECTED- Part of EDGE OF CITY STRATEGIC SITE in Green Belt
912	Owlstone Croft	1.08		Student hostel	REJECTED-Ownership

Site Ref	Name	Size ha	Source	Current Use	High Level Reason
913	Clifton Industrial Estate	4.15		Industrial estate	constraints, access difficulties, ecology and conservation constraints DELIVERABLE
914a	Land West Of Hauxton Road- Predominantly Residential	4.82		Open greenfield land agricultural use	REJECTED- Part of EDGE OF CITY STRATEGIC SITE in Green Belt
914b	Land West Of Hauxton Road- Residential & Community Stadium	0.00		Open greenfield land agricultural use	REJECTED- Part of EDGE OF CITY STRATEGIC SITE in Green Belt
915	169-173 High St Chesterton	0.16		Vacant restaurant and former public house	SIZE SMALL SITE following decision on application
916	Grange Farm	44.03		Open greenfield land agricultural use	REJECTED- Part of EDGE OF CITY STRATEGIC SITE in Green Belt
917	Auckland Road Clinic	0.20			DEVELOPABLE
918	18 Vinery Road	0.20			DEVELOPABLE
919	Mount Pleasant House	0.57			DEVELOPABLE
920	Blue Circle Site -Coldhams Lane	9.11			REJECTED-Contamination, Biodiversity, Protected open space
921	North & South of Barton Road	36.97		Open greenfield land agricultural use	REJECTED- Part of EDGE OF CITY STRATEGIC SITE in Green Belt
922	Cromwell Road (new site plan)	3.27			DEVELOPABLE
923	Land at George Nuttall Close	0.13		Landscaped frontage of residential development	REJECTED- NOT SUITABLE

Stage 9 Identifying and assessing the housing potential of broad locations (when necessary) & Stage 10: Determining the housing potential of windfall sites (where justified)

5.81 Stages 9 and 10 are both Optional in the guidance depending on the level of land identified in the SHLAA. Stage 9 Broad locations for development will be considered if sufficient specific sites to meet the 15-year target cannot be identified. **These can take three fundamental forms:**

- *Within and adjoining settlements – for example, areas where housing is or could be encouraged, and small extensions to settlements; and*
- *Outside settlements – for example, **major urban extensions, growth points**, new freestanding settlements and eco-towns.*
- ***Residential areas** where existing or **proposed planning policy actively encourages additional housing**, e.g. through infilling and redevelopment.*

5.82 The current Local Plan carried forward the 12,500 housing target contained in the Cambridgeshire Structure Plan and put specific sites forward both within and on the edges of the city that could deliver that target. 6,500 of these are within the urban area and 6,000 are envisaged in the urban extensions. Land was released from the Green Belt for the developments at the Southern Fringe, North West Cambridge, NIAB and Cambridge East sites. Large allocations were also made to redevelop the site at Cambridge Northern Fringe East and the Station Area.

- *Cambridge East: 10-12,000 dwellings on Cambridge Airport, this site crosses the boundary with South Cambridgeshire. Most of this site is unlikely to come forward before 2031 as the airport will not relocate in the immediate future. Some development is possible on the edges of the airfield north of Cherry Hinton (406 dwellings) and north of Newmarket Road (1750 dwellings). These sites are included in the City and South Cambridgeshire District Council's 2011 AMR's.*
- *Cambridge Southern Fringe: Just over 4,000 dwellings across various sites along the southern edge of the city (including the Bell School). One of these sites Trumpington Meadows crosses the boundary with South Cambridgeshire.*
- *North West Cambridge: 3,000 dwellings plus 2,000 student beds on land between Madingley Road and Huntingdon Road, this site crosses the boundary with South Cambridgeshire.*
- *NIAB: up to 1,780 dwellings on land between Huntingdon Road and Histon Road.*

- *Cambridge Northern Fringe East: This site is no longer considered developable for housing as relocation of the works is not considered viable and employment led development here would fit better with the remaining works*

Cambridge Station: 650 dwellings around Cambridge Station

- 5.83 In the Southern Fringe, Glebe Farm has full planning consent. On both Clay Farm and Trumpington Meadows Phase 1 Reserved Matters applications have been approved, further Phases are expected to be granted detailed consent on Clay Farm in 2011. The Bell School has outline approval for up to 347 dwellings. In the North West, the University will submit an outline application on the North West Cambridge site in September 2011; on NIAB 1 the S106 agreement for the outline application for the Main Site is likely to be signed before the end of 2011. Both sites are expected to commence residential construction in late 2012/2013 subject to detailed consents.
- 5.84 There remain a number of reasons why the rate of housing completions may remain high during the next plan period:
- The housing market in Cambridge remains strong, with a continued demand and high prices achieved;
 - High densities have continually been achieved in Cambridge;
 - Intensification of existing residential plots and redevelopment of existing residential has been relatively consistent and is popular method of developers.
 - The number of smaller households continues to increase nationally and this increased demand for small dwellings can be partly met by houses converted into flats

Impact of the recession

- 5.85 The economic downturn will inevitably have an effect on housing delivery in the next few years. Information from developers suggests that, generally speaking, they expect developments to start one or two years later than planned, this is especially so for developments thought likely to start within the next year or two, and in addition larger developments are likely to be spread over a longer time period. It should be noted the effects of the recession relate to the timing of development rather than to the extent, or location of development sites.

Broad Locations of Small Sites with potential for housing beyond 2021

Approach to Small Sites

- 5.86 It is usual practice for SHLAAs to exclude any sites below a certain size threshold (typically 0.25 hectares or less than ten dwellings) so that it can focus on more strategic major sites. Sites below these sizes are not usually identified and allocated in development plans.

- 5.87 Where sites come forward for development and have not been identified in the Local Plan or SHLAA and are on previously developed land they are known as and counted as unidentified 'windfall' development. Under current Government guidance this is to make sure a Local Plan provides certainty and has a sufficiently long-term strategy in place, which does not rely upon unanticipated and unplanned development coming forward. Any windfall sites that are built over this time will still however contribute to housing completions. states that windfalls should not be included in the first 5 years of supply unless robust evidence of genuine local circumstances that prevent specific sites or broad locations being identified.
- 5.88 Due to the highly built up nature of the City with its tight boundary surrounded by Green Belt many such small sites have come forward in the past and they remain a significant and continuing component of housing supply. As a result of this and the high demand for new housing in the area, sites likely to deliver less than 10 dwellings have been identified in the SHLAA trawl for sites, to help give the Council a robust an understanding as to their likely contribution. A list of identified sites that may be typical of the kinds of smaller sites that may come forward is included at Annex 2.
- 5.89 The Council has analysed the specific small sites it identified through the SHLAA process to see if there was any geographic pattern or type of land use, The map in ANNEX 11 shows that most were located outside the City centre as defined in the 2006 adopted Local Plan in residential neighbourhoods across the City. The draft housing trajectory Table 6 identifies a supply of new housing from the broad location of "sites with a capacity of under 10 dwellings within the developed area of Cambridge outside the defined City centre". This is based upon the assessment of the suitability of such sites carried out through the SHLAA. While the Council is not necessarily saying that these specific sites will come forward within the plan period, collectively they help provide a better understanding of the type of small sites that will come forward within the urban area. Furthermore, the thorough nature of the assessment of such sites is suitable evidence that this broad location will continue to provide dwelling completions in the future. It will be for the Review of the Local Plan to consider the merits of developing a policy to encourage residential development in this area.
- 5.90 By assessing the suitability of all sites included in the broad location "sites with a capacity of under 10 dwellings within the developed area of Cambridge outside the defined City centre" the Council can be sure that there are enough suitable sites within this broad location. By comparing the number of dwellings predicted from this source with the past rate of actual completions from this source (see table 8 Small Sites Past Completion Rates 2001/2-2009/10), the Council can be sure that it is not being unrealistic about the number of completions from this source. Past rates of completion from this source are far higher. The Councils assessment of future developable small sites identifies 41 dwellings per year from this source; past completions from this source

are 103 dwellings per year. This suggests that the Council's analysis is realistic and, if anything, underestimates future completions from the broad location.

5.91 By including small sites listed in Annex 2 the Council is seeking to avoid the need to identify windfalls.

5.92 The SHLAA also identifies these types of sites as [advice](#)⁶ from the Planning Advisory Service on preparing SHLAAs confirms that:

“Broad locations within settlements could include residential areas where existing or proposed planning policy actively encourages additional housing, e.g. through infilling and redevelopment. By the nature of such areas it is often not possible to identify individual sites, because one cannot predict which property owners will bring forward proposals. However, an assessment of the potential supply can be made by reference to past levels of development and the study partners' assessment of the future potential. It should be noted that since it is based upon proactive policy, the likely supply from such a broad location is not windfall in terms of the National Planning Policy Framework, and can therefore be included in the SHLAA, but only for the 11-15 year period”. The individual sites identified may not come forward, but collectively they can help provide a better understanding of the contribution that smaller sites may make and could allow the SHLAA to avoid having to identify a windfall assumption as well. In addition, the Council also made an assessment of how much potential may come forward on sites of less than ten dwellings based upon development trends over the past ten years.

6 Planning Advisory Service, Strategic Housing Land Availability Assessment and Development Plan Documents, July 2008.

Table 8: Small sites past completion rates

BREAKDOWN OF HOUSING COMPLETIONS BY SIZE OF SITE AND TYPE OF APPLICATION 2001/2 TO 2010/11

	2001/2	2002/3	2003/4	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11
Net completions on sites of 10 dwellings or more	109	223	375	466	558	423	502	166	299	3676
Net completions on sites of 9 dwellings or less	50	64	130	135	173	98	85	122	91	1022
TOTAL	159	287	505	601	731	521	587	288	390	
Total 2001/2 to 2010/11										4698
Average number on large sites 2001/2 - 2010/11										368
Average number on small sites 2001/2 - 2010/11										102
Percentage small sites (1-9 dwellings) from total sites.	31.4%	22.3%	25.7%	22.5%	23.7%	11.8%	18.8%	14.5%	42.4%	23.3%
Average percentage 2001/2 to 2010/11										23.6%

	Total	10 plus dwellings	1-9 dwellings
TOTAL 2001/2-2010/11	4698	3665	1033
Number of dwellings - demolition	-28	0	-28
Number of dwellings - rebuild	608	527	81
Number of dwellings - change of use	123	6	117
Number of dwellings - conversion/subdivision/amalgamation	208	26	182
Number of dwellings - new build	3787	3106	681
TOTAL	4698	3665	1033

	2001/2	2002/3	2003/4	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11	TOTAL
Demolitions 1-9 net units	-6	0	0	-1	-3	-2	-6	-4	-2	-4	-28
Rebuilds 1-9 net units	1	10	8	-7	11	11	-2	5	28	16	81
Changes of Use 1-9 net units	7	5	29	18	21	-5	33	1	2	6	117
Conversions 1-9 net units	15	5	12	26	26	19	15	32	13	19	182
New Builds 1-9 net units	33	44	81	99	118	51	58	51	81	65	681
TOTAL	50	64	130	135	173	74	98	85	122	102	1033

Source: Cambridge City and Cambridgeshire County Council Research & Monitoring

Approach to Edge Of City Strategic Sites

- 5.93 Alongside exploring what the right level of development for Cambridge should be over the next 20 years, it is important to explore where development should be directed. As part of this, a key issue for consideration at this stage is to explore the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area. This principle is not being addressed in the SHLAA and is instead being explored through the Issues and Options Report.
- 5.94 Given the tight administrative boundary and close interrelationship with South Cambridgeshire, both Councils will be working together to consider holistically how best to meet the needs of the wider Cambridge area, especially in relation to housing and employment. The current development strategy that came through the cooperative Structure Plan process in 2003, was based on the principle of providing as much housing as possible in and close to Cambridge to create a better balance between jobs and homes and to provide for the most sustainable development strategy that was consistent with protecting the most important qualities of Cambridge and its rural neighbours. The Councils will need to consider how best to achieve a Green Belt boundary that is compatible with long term sustainable development that will endure into the future, and whether this requires the boundary to be revisited in this round of plan making.
- 5.95 The NPPF states that the Government attaches great importance to Green Belts whose essential characteristics are their openness and permanence. Five purposes for Green Belts are set out, the key one for the Cambridge Green Belt being: "To preserve the setting and special character of historic towns". The Cambridge Green Belt is one of the few to which this criteria applies. The purposes and functions of the Cambridge Green Belt are intended to help achieve the preservation of the setting of Cambridge and its special character.
- 5.96 The current Green Belt boundary around the city was established with the expectation that its boundaries could endure beyond the end of the 2016 plan period first established by the Structure Plan, which set out broad locations for development. Given that growth strategy is at an early stage in its delivery, a key question is whether there are exceptional circumstances that would justify further alterations to the Green Belt to cover the period to 2031 and beyond
- 5.97 In order to ensure that the testing process for the local plan is robust, a comprehensive approach to reviewing the land on the edge of Cambridge has to be taken at this stage, with all locations being assessed and presented for comment as part of this Issues and Options consultation. Some of the broad locations are within the City and others straddle the boundary with South Cambridgeshire.

- 5.98 For land in the city, the broad locations considered in the Issues and Options Report cover the area between the urban edge and the administrative boundary. The only exception to this, is broad location 3, land west of Trumpington Road where a smaller area has been looked at and excludes land towards the River Cam and Grantchester Meadows. This is on the basis that this land would not be a reasonable option for development due to its significant impact on Grantchester Meadows.
- 5.99 The Council has assessed these submissions using the existing SHLAA criteria and has included summary assessments of these sites in Part 3 of this document. The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.
- 5.100 Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.
- 5.101 The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.

Stage 10 Determining the potential of windfalls (where justified)

- 5.102 Cambridge is a constrained urban area surrounded by a Green Belt but significant land releases are already providing for development in the short to medium term in the urban extensions.
- 5.103 The SHLAA guidance provides for the inclusion of windfalls where there are genuine local circumstances that prevent specific sites being identified. In line with the National Planning Policy Framework such allowances can be in first five-year supply if there is compelling evidence that such sites have consistently become available in the local area and will continue to provide a reliable source of supply. Any allowance should be realistic having regard to the Strategic Housing Land Availability Assessment, historic windfall delivery rates and expected future trends, and should not include residential gardens.
- 5.104 The Council has done a lot of work on the SHLAA, on small sites, and subsequently broad locations. It does not want to rely on windfalls unless there are genuine local circumstances.
- 5.105 At this stage there is insufficient evidence of the need to rely on windfalls. A view will be taken once further work is completed on the SHLAA and the housing trajectory.

Stage 11: Annual Monitoring & Review

5.106 The SHLAA is not a static document in that it will need to be updated annually in conjunction with the Council's Annual Monitoring Reports as construction starts or completes on allocated and other schemes. A full SHLAA resurvey will not normally be required annually but information on new sites put forward as part of the Local Plan process can be included as appropriate.

6. Conclusions

- 6.1 The SHLAA report provides a snapshot of both committed and potential future housing land supply up to 2031 from a base date of April 2012. The results of the assessments in this report will help to inform future work to be undertaken to review the Cambridge Local Plan.
- 6.2 It has been carried out in accordance with government practice guidelines on the production of SHLAA's and has sought to engage stakeholders at appropriate stages in the process, including consulting on the draft methodology, a density methodology consultation, and a 'call for sites' stage and further consultation with a Housing Market Partnership on the suitability availability and achievability of sites.
- 6.3 There will be further opportunities as the SHLAA evolves and through Annual Monitoring of the Local Plan for stakeholders to continue to be involved, for example by providing information about new or existing sites as they become available.
- 6.4 The sites identified within this SHLAA have been researched from a number of resources including a previous Urban Capacity Study. It is important to note that a number of assumptions have been used as detailed in this report in accordance with the Practice Guidance and at times planning officer's professional judgment at a certain point in time. Given the complexity of criteria used, the number of sites, and the development monitoring processes, the SHLAA document should be regarded as a living document and the information contained within it will be subject to frequent change over short periods of time, for example as a site moves from investigation, possibly to allocation, and then subsequently a planning application which is approved will then entail construction and completion. The Council intends to keep the document up to date through Annual Monitoring and will periodically review the whole document, for example every five years, during the plan period to 2031.
- 6.5 Planning applications for residential development will continue to be assessed on their individual planning merits having regard to government guidance the development plan and other material considerations. Information contained in the SHLAA Assessments may provide a useful guide to planning constraints and other considerations on a given site, but applicants will still need to undertake their own detailed research to identify any potential opportunities on sites within the SHLAA or indeed on other windfall sites that have not been identified but are in the areas of search indicated.

7. Next Steps

- 7.1 There will be further opportunity to comment on any sites the Council decides to pursue as part of the formal review of the Local Plan. There will also be a further consultation on sites for the Local Plan Review later in the year. The SHLAA itself will continue to be maintained through annual monitoring processes and may be updated more comprehensively at key stages in the plan process. The next update will be undertaken towards the end of the year and before consultation commences on the Draft Submission Plan.

PART 2 – ANNEXES

ANNEX 1 – ASSESSMENT CRITERIA

ANNEX 1A-FLOOD RISK ASSESSMENT

ANNEX 2 – SMALL IDENTIFIED SITES (LESS THAN 10 DWELLINGS)

ANNEX 2A- CAPACITY OF SMALL IDENTIFIED SITES

ANNEX 3 – CALCULATING THE POTENTIAL OF SITES

ANNEX 4 – NATIONAL POLICY CHECK

ANNEX 5 – WORK CARRIED OUT SO FAR

ANNEX 6 – THE HOUSING MARKET PARTNERSHIP

ANNEX 7 – SITE VISIT PROFORMA

ANNEX 8 – INITIAL CONSULTEES

ANNEX 9 – ADDITIONAL SITES FORM

ANNEX 10- WARD INDEX MAPS OF POTENTIAL SITES

ANNEX 11- MAP OF BROAD LOCATIONS AND SMALL SHLAA SITES

ANNEX 12- LIST OF CONSULTEES SHLAA CONSULTATION SEPT 2011

ANNEX 1 - ASSESSMENT CRITERIA

SITE ASSESSMENT CRITERIA		COMMENTS	SCORE
AVAILABILITY			
1	Site owner	Identification of the owner of a site is important in ascertaining the likelihood of the site coming forward for development.	
2	What are the owner's intentions towards the site?	A site is considered available if it is controlled by a house builder who has expressed an intention develop the land or a landowner who has expressed an intention to sell.	
3	Is the site currently in use? If yes, what is its use and how well used is it?	This could have a bearing on how soon a site could come forward for housing development, i.e. whether it will be developable in the short, medium or long term.	
4	Are there any existing buildings or structures on site? If so, are they in use?	This may have an impact on the timescales for development (i.e. short, medium or long-term).	
5	Are there any known legal issues / covenants that could constrain the development of the site?	Issues for consideration that could constrain the development of a site include multiple ownerships and the presence of ransom strips, tenancies or operational requirements of landowners. Such information can be obtained through legal searches and land registry searches.	
Overall Availability Assessment Conclusion			
SUITABILITY			
LEVEL 1: STRATEGIC CONSIDERATIONS			
6	Is the site in the Green Belt?	There is a presumption against development in the Green Belt. The purposes of the Cambridge Green Belt as set out in RSS Policy CSR3 are to: Preserve the unique character of Cambridge as a dynamic City with a thriving historic centre; Maintain and enhance the quality of its setting; and Prevent communities in the environs of Cambridge from merging into one another and with the City. The Cambridgeshire & Peterborough Structure Plan (2003) identified a number of specific locations around Cambridge	

SITE ASSESSMENT CRITERIA		COMMENTS	SCORE
		<p>where land should be released from the Green Belt. In order to assess the importance of various sites to the purpose of the Green Belt and the potential impact of developing these sites, the City Council undertook an Inner Green Belt Boundary Study (2002). As a result a number of sites were subsequently allocated for development in the Cambridge Local Plan, Cambridge East Area Action Plan, Southern Fringe Area Action Plan and the Submission Draft North West Cambridge Area Action Plan. The presumption against further releases of land from the Cambridge Green Belt has been established in policy CSR3 of the RSS (2008).</p> <p>As such, when assessing any Green Belt sites, consideration will need to be given to the impact of such development on the purposes of the Cambridge Green Belt.</p>	
7	Is the site in an area of flood risk?	<p>The Council (with partners) has commissioned and completed a detailed Strategic Flood Risk Assessment. This informs a sequential approach to determining the suitability of land for development in areas at risk of flooding, steering new development to areas at the lowest possible risk of flooding (Zone 1). Where there are no reasonably available sites within Zone 1, consideration of available sites in Flood Zone 2 (Medium Probability) should be made, where sites ultimately shown to be developable through site based Flood Risk Assessment. Only where there are no reasonably available sites in Flood Zones 1 or 2 will consideration be given to the suitability of sites in Flood Zone 3a (High Probability). Where sites are allocated an 'exceptions test' will be applied to demonstrate that the sustainability benefits of allocation are such that allocation is necessary. Where sites fall within Zone 3b (flood plain) this has been treated as a 'Level 1' constraint and sites have been removed from consideration at an early stage.</p>	
8	Is the site	European Sites for Nature Conservation	

SITE ASSESSMENT CRITERIA	COMMENTS	SCORE
	<p>Importance include Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and RAMSAR sites. SACs and SPAs (including candidate SACs and SPAs) are protected under the Habitats Directive (transposed into UK law as the Conservation (Natural Habitats, &C) Regulations 1994). RAMSAR sites support internationally important wetland habitats and are designated under the Ramsar Convention. Development will not be permitted where there is the possibility that it will have an impact on such sites, unless it can be demonstrated to the European Commission that development is required for Imperative Reasons of Overriding Public Interest (the 'IROPI' test). It should be noted that developments away from such sites could have the potential to damage these sites. While there are no such sites within Cambridge itself, there are a number of sites in surrounding districts that should be considered because of their proximity to Cambridge and/or the nature of their conservation interest. These sites are:</p> <ul style="list-style-type: none"> • Eversden and Wimpole Woods SAC; • Ouse Washes SAC, SPA and Ramsar Site; • Fenland SAC and Ramsar Site; • Portholme SAC; and • Devil's Dyke SAC 	
9	<p>Sites designated as being of national importance for nature conservation include Sites of Special Scientific Interest (SSSIs). The Wildlife and Countryside Act 1981, as amended, imposes a duty on a range of authorities carrying out functions which are likely to affect SSSIs. This duty requires an authority to take reasonable steps, consistent with the proper exercise of their functions, to further the conservation and enhancement of the features for which sites are of special interest. In line with this and the further requirements of PPS9, such sites are given a high degree of protection under the planning system. Development</p>	

SITE ASSESSMENT CRITERIA		COMMENTS	SCORE
		on such sites should be avoided, and full consideration given to any development likely to have a negative impact on such sites. There are currently two SSSIs in Cambridge - Cherry Hinton Pit; and Traveller's Rest Pit	
10	Would development of the site involve the demolition of Listed Buildings?	In line with the requirements of PPG15, development that involves the demolition of a listed building will not normally be permitted unless: The building is structurally unsound for reasons other than deliberate damage or neglect; or It cannot continue in its current use and there are no viable alternative use; and Wider public benefits will accrue from redevelopment.	
11	Would development of the site affect a Scheduled Ancient Monument?	Scheduling is the process through which nationally important sites and monuments are given legal protection. A schedule has been kept since 1882 of monuments whose preservation is given priority over other land uses. As such, development affecting a Scheduled Ancient Monument or its setting should be avoided. The current legislation, the Ancient Monuments and Archaeological Areas Act 1979, supports a formal system of Scheduled Monument Consent for any work to a designated monument. The Cambridgeshire Environment Report (2005) noted that there are 5 Scheduled Ancient Monuments in Cambridge, as follows: <i>Cambridge Castle Mound (Monument No. 14); Chesterton Abbey (Monument No. 25); Hobson's Conduit (Monument No. 35); Civil War earthworks at the Castle (Monument No. 48); Old Cheddar's Lane pumping station (Monument No. 65).</i>	
12	Would development of the site affect any Historic Park & Gardens?	PPG15 requires local planning authorities to protect registered parks and gardens in preparing development plans and in determining planning applications. The effect of proposed development on a	

SITE ASSESSMENT CRITERIA		COMMENTS	SCORE
		<p>registered park or garden or its setting is a material consideration in the determination of a planning application. Planning and highway authorities should also safeguard registered parks or gardens when themselves planning new developments or road schemes. There are 11 Historic Parks and Gardens in Cambridge as follows:</p> <p><i>Cambridge Botanic Garden; Christ's College; Clare College; Emmanuel College; Histon Road Cemetery; King's College; Mill Road Cemetery; Queens' College; St John's College; Trinity College; and Trinity Hall.</i></p>	
Level 1 Conclusion			
Does the site warrant further assessment?			
SUITABILITY			
LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS			
13	Is the site designated as Protected Open Space on the Proposals Map or does it meet the criteria for Protected Open Space (policy 4/2)?	<p>Open space is an essential part of our natural resource base, making a significant contribution to the setting, character, amenity and biodiversity of the City and local communities. Open space includes commons, recreation grounds, Historic Parks and Gardens, sites with a local nature conservation designation, outdoor sports facilities, provision for children and teenagers, semi-natural green spaces, allotments, urban spaces and cemeteries. Spaces designated 'Protected Open Space' are shown on the proposals map, while other sites not designated but which fulfil at least one of the Criteria to Assess Open Space can also be considered. The Criteria to Assess Open Space are:</p> <p>Criteria for Environmental Importance Does the site make a major contribution to the setting, character, structure and the environmental quality of the City?</p>	

SITE ASSESSMENT CRITERIA		COMMENTS	SCORE
		<p>Does the site make a major contribution to the character and environmental quality of the local area?</p> <p>Does the site contribute to the wildlife value and biodiversity of the City?</p> <p>(If yes to any of these, the site is worthy of protection for environmental reasons).</p> <p>Criteria for Recreational Importance</p> <p>Does the site make a major contribution to the recreational resources of the City?</p> <p>Does the site make a major contribution to the recreational resources of the local area?</p> <p>(If yes to either of these, the site is worthy of protection for recreational reasons).</p> <p>In line with local planning policy, development will not normally be permitted which would be harmful to the character or lead to the loss of open space of environmental and/or recreational importance unless the open space uses can be satisfactorily replaced elsewhere and the site is not important for environmental reasons.</p>	
14	Is the site designated as a Local Site of Nature Conservation Importance or does it contain any BAP Priority Species or Habitats?	<p>Sites of local nature conservation include Local Nature Reserves, County Wildlife Sites and City Wildlife Sites and a number of Biodiversity Species and Habitat Action Plans exist for Cambridge. Such sites play an important role in enhancing existing biodiversity for enjoyment and education. National and Local Biodiversity Action Plan (BAP) targets are a high priority for their habitat conservation and management. Local authorities have a Duty to have regard to the conservation of biodiversity in exercising their functions. As such development within such sites, or that may affect the substantive nature conservation value of such sites, will not normally be permitted. Where development is permitted, suitable mitigation and/or compensatory measures and nature conservation enhancement measures should be implemented.</p>	
15	Is the site allocated as Protected	<p>Protected Industrial Sites are identified on the Proposals Map. In an attempt to maintain a balance in the nature of job</p>	

SITE ASSESSMENT CRITERIA		COMMENTS	SCORE
	Industrial Site (Policy 7/3 of the Local Plan) or in a B1(c), B2 or B8 use?	<p>opportunities in the City, the best industrial/storage sites (B1(c), B2 and B8 uses) are specifically protected from redevelopment for other uses. For those sites not identified as being protected, a number of criteria need to be met if redevelopment for an alternative use is deemed to be acceptable, namely:</p> <p>That there is sufficient supply of such floorspace in the City to meet demand and/or vacancy rates are high; and either;</p> <p>The proposed development will generate the same number or more unskilled jobs than could be expected from the existing use; or</p> <p>The continuation of industrial and storage uses will be harmful to the environment or amenity of the area; or</p> <p>The loss of a small proportion of industrial or storage floorspace would facilitate the redevelopment and continuation of industrial and storage use on a greater part of the site; or</p> <p>Redevelopment for mixed use or residential development would be more appropriate.</p> <p>As such, the need to protect industrial sites will need to be weighed up against a sites potential for housing.</p>	
16	Are there any protected trees (TPOs) on the site?	<p>Trees on, or affected by, development sites are a material consideration that needs to be considered early on in the process of development. They are an important facet of the townscape and landscape and the maintenance of a healthy and species diverse tree cover brings a range of health, social, biodiversity and microclimate benefits. When considering sites that include trees covered by TPOs, the felling, significant surgery or potential root damage to such trees should be avoided unless there are demonstrable public benefits accruing from the proposal that outweigh the current and future amenity value of the trees.</p>	
17	Is there any relevant planning history? (Planning applications,	<p>Some of the sites being considered as part of this assessment may have previously been considered through the plan making process or planning application.</p>	

SITE ASSESSMENT CRITERIA		COMMENTS	SCORE
	planning appeals, Local Plan Inquiry)	Consideration of planning history may provide useful information as to the principle of development of a particular site, and whether there are any considerable constraints that would affect the suitability or viability of the site for development.	
18	Is the site already allocated for development? If so, what use is it allocated for?	Consideration has been given to whether or not the site has already been allocated for a certain type of development, for example through allocation in the Local Plan Proposals Map. Where a site has been allocated for a use other than housing (for example employment), regard will need to be given to contribution that the site could make to housing provision and whether this outweighs the need for other uses.	
19	Is the site allocated / being considered for development in the Minerals and Waste LDF?	Cambridgeshire County Council is responsible for the preparation of plans relating to minerals and waste, and are currently in the process of preparing the Minerals and Waste LDF. These plans allocate sites for minerals and waste development and also safeguard sites for such uses. As such, consideration has been given to the Minerals Local Plan, the Waste Local Plan and proposals in the draft Minerals and Waste LDF in assessing sites suitability for housing. Minerals and Waste Plans also identify 'areas of search' which can cover large areas of land, but would not necessarily rule out a site for housing development. Nevertheless, consideration needs to be given as to whether development of the site could prejudice any future Minerals and Waste sites.	
Level 2 Conclusion			
Does the site warrant further assessment?			
SUITABILITY			
LEVEL 3: OTHER CONSIDERATIONS			
Environmental Considerations:			
20	Is there potential contamination on site?	Contaminated land is a material consideration under the land use planning process, and Land Use History Reports are available from the Council's Environmental Health Scientific Team. The presence of contamination will not always rule out	

SITE ASSESSMENT CRITERIA		COMMENTS	SCORE
		development, but development should not be permitted in areas subject to pollution levels that are incompatible with the proposed use. Mitigation measures can be implemented to overcome some contaminated land issues, although this may have an impact on the economic viability of the development. Further investigation will be required to establish the nature of any contamination present on sites and the implications that this will have for development.	
21	Are there potential noise problems with the site?	When assessing a site's potential, consideration will need to be given to whether there are any existing noise sources that could impact on the suitability of a site for residential development. The presence of noise sources will not necessarily render a site undevelopable as appropriate mitigation measures may be available. Further investigation will be required to establish the nature and level of noise impacts and the implications this will have for development.	
22	Could the topography constrain development of the site?	Certain topographical or ground conditions may need to be mitigated for in order to make development for particular uses acceptable. While the presence of such conditions may not render a site undevelopable, it could have an impact on the economic viability of development in terms of the cost of mitigation measures.	
23	Would development of the site be likely to affect, or be affected by, an Air Quality Management Area?	The planning system has a role to play in the protection of air quality by ensuring that land use decisions do not adversely affect, or are not adversely affected by, the air quality in any AQMA, or conflict with or render ineffective any elements of the local authorities air quality action plan. There is currently one AQMA declared within Cambridge. As such, consideration has been given to the location of sites within or near the AQMA, or large sites that could affect the AQMA. This would not necessarily render a site unsuitable for housing, but an Air Quality Assessment would be required to ensure that housing development in such locations was acceptable.	

SITE ASSESSMENT CRITERIA		COMMENTS	SCORE
Access and Transport Considerations:			
24	Are there issues with car parking in the local area?	This consideration will be especially important where a site's former use is car parking, as development of the site will have the potential to push car parking onto streets within the vicinity of the site. The Councils policy in relation to car parking is to promote lower levels of car parking in order to encourage modal shift. However, care must be taken to ensure that such an approach does not exacerbate problems with on-street car parking in the vicinity of new development. This scoring for this criterion will be based on officer assessment based on time of visit to the site. It is difficult at this stage to assess the cumulative impact of traffic increases associated with multiple sites coming forward as the SHLAA can only assess sites on a site-by-site basis. Before a site is developed a transport assessment must be submitted that will examine in more detail the impacts of the development of a site on the wider area. Where the site is within the Controlled Parking Zone this will be noted.	
25	Is there sufficient access to the site?	Sites will need to be capable of achieving appropriate access that meets Local Highway Authority standards for the scale of the development.	
26	Is the site used to access nearby properties / businesses / roads or pathways?	The maintenance of access to existing properties may have an impact on the potential of bringing sites forward for housing development, although this may not necessarily rule all sites out if alternative access points are available.	
27	Is the site within 400m ⁷ of a high quality public transport ⁸ route?	Access to high quality public transport routes for new residents from the day that they move into a new development is vital to ensure that modal shift is encouraged. New development should offer realistic,	

7 400m will be measured using a moderated buffer that will take into account any significant barriers

8 A High Quality Public Transport service is one that provides a 10 minute frequency during peak periods and a 20 minute frequency inter-peak. Weekday evening frequency should run ½ hourly until 11pm and on Sunday an hourly service should run between 8am – 11pm (Source: Cambridge Local Plan, 2006). It should also provide high quality low floor, easy access buses, air conditioning, pre-paid/electronic ticketing and branding to encourage patronage.

SITE ASSESSMENT CRITERIA		COMMENTS	SCORE
		safe and easy access by a range of transport modes, and not exclusively by car. In planning for new development, consideration of good accessibility should be a vital element influencing the location, scale, density, design and mix of land uses. As such, measuring the distance of a site from its nearest high quality public transport route has been carried out to provide an indication of the sustainability of the site and to determine the appropriate density of development of a site. Development will also be required to contribute to the provision of new transport infrastructure via S106 payments.	
Design and Impact Considerations:			
28	Do any nearby buildings overlook or front onto the site?	Concerns of over-looking and the impact of development on the amenity of neighbouring sites could have the potential of reducing the amount of housing that could be brought forward on particular sites.	
29	Is the site part of a larger site or could it prejudice the development of any strategic sites?	Where a site is part of a larger site or is located in close proximity to a strategic site (e.g. an urban extension), consideration will need to be given to the need to ensure coordinated development and ensuring that development does not prejudice the development of strategic sites. If development is poorly planned and is not carried out in a coordinated and comprehensive way, there is a chance that the special character of the City will be damaged, that infrastructure will not be provided to serve development when it is needed, that provision will not be made for necessary land uses and that the intention to make development sustainable will not be met.	
30	Would development impact upon the setting of a Listed Building?	The desirability of preserving Listed Buildings and their settings is a material planning consideration. As such, the impact of development on the setting of Listed Buildings will be considered when assessing sites.	
31	Is the site within or adjacent to a Conservation Area?	The Planning (Listed Buildings and Conservation Areas) Act 1990, imposes a duty on LPAs to designate as conservation areas 'areas of special architectural or	

SITE ASSESSMENT CRITERIA		COMMENTS	SCORE
		historic interest that character or appearance of which it is desirable to preserve or enhance'. Cambridge's Conservation Areas are relatively diverse. When considering locations for new developments that are within or affect the setting, or views into and out of a Conservation Area, the desirability of preserving or enhancing the Area's character or appearance is a material consideration. When considering the demolition of buildings that contribute positively to the character of a Conservation Area, the same tests that would apply to a Listed Building will be applied (see Criterion 8 above).	
32	Would development of the site affect any locally listed buildings (e.g. Buildings of Local Interest)?	There are over 1,000 buildings in Cambridge that, although unlikely to meet current criteria for statutory listing, are nevertheless important to the locality or the City's history and architectural development. Local planning policy therefore protects such buildings from development which adversely affects them unless: The building is demonstrably incapable of beneficial use or reuse; or There are clear public benefits arising from redevelopment. As such, while the presence of a locally listed building on a site would not necessarily rule out housing development, detailed justification would be required to demonstrate acceptability of schemes at the planning application stage.	
33	Would development of the site affect any archaeological remains and their settings?	Archaeological remains should be seen as a finite and non-renewable resource, in many cases highly fragile and vulnerable to damage and destruction. Where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by proposed development there should be a presumption in favour of their physical preservation. Cases involving archaeological remains of lesser importance will not always be so clear cut and planning authorities will need to weigh the relative importance of archaeology against other factors including the need for	

SITE ASSESSMENT CRITERIA		COMMENTS	SCORE
		the proposed development. Information regarding known archaeological features is contained within the Cambridgeshire Historic Environment Record. However, this does not guarantee that there will be no further archaeological remains present, and further investigation and mitigation measures may be required prior to the development of sites.	
34	Does the shape of the site impact upon its developability?	It is considered important to take into consideration the constraints imposed by the problems of developing a site with an awkward shape. For example, a long narrow site could pose difficulties in terms of providing an access road alongside dwellings. This would have an impact on the housing capacity of such sites, with a judgement needing to be made on a case-by-case basis.	
35	Relationship with existing communities	Examines how the site relates to the community it adjoins. The integration of new and existing communities is a key element in the creation of sustainable communities.	
Access to Services and Facilities:			
36	Is the site within 400m ⁹ from the City Centre?	A key element of sustainable development is ensuring that people are able to meet their needs locally, thus helping to encourage modal shift. As such, measuring the distance of the site from the City Centre has been carried out in order to provide an indication of the sustainability of the site and to determine the appropriate density of development of a site. For some very large developments, new facilities may be provided as part of a development proposal. For those outside this 400m radius, it will be important to ensure easy access to the City Centre using sustainable modes of transport.	
37	Is the site within 400m ⁴ of a District Centre / Local Centre?	A key element of sustainable development is ensuring that people are able to meet their daily needs locally, thus helping to encourage modal shift. As such, measuring the distance of a site from its nearest district/local centre has been	

⁹ 400m will be measured using a moderated buffer that will take into account any significant barriers

SITE ASSESSMENT CRITERIA		COMMENTS	SCORE
		carried out to provide an indication of the sustainability of the site and to determine the appropriate density of development of a site. For some very large developments, new facilities may be provided as part of a development proposal. For those outside this 400m radius, it will be important to ensure easy access to these centres using sustainable modes of transport.	
38	Is the site within 400m of local services? (Doctors surgery, nursery, primary school, secondary school, public open space)	Local services are essential to the quality of life of residents, employees and visitors to the City, and as such they must be conveniently located in relation to new and existing development. In planning for new development, consideration needs to be given to the proximity of development to local services so that new residents can access these using sustainable modes of transport. As such, measuring the distance of a site from local services has been carried out to provide an indication of the sustainability of the site. Development will also be required to contribute to the provision of new local services via S106 contributions.	
39	Is the use of the site associated with a community facility?	The protection of existing community facilities is necessary as the scope to provide additional facilities is limited by high land values and competition with other land uses such as employment and housing. While the existence of a community facility on a site may not necessarily rule out housing on the site, consideration needs to be given to: The extent to which the facility is used by the local community; The current provision of community facilities in the local area; The accessibility of the site.	
Planning Policy Considerations:			
40	Is the site in an Area of Major Change?	Areas of Major Change are identified on the Proposals Map and are strategic growth sites delivering housing and mixed use developments. Given the importance of these sites in helping to meet housing targets in a sustainable manner, the allocation of sites that could prejudice the appropriate delivery of these strategic sites should be avoided.	

SITE ASSESSMENT CRITERIA		COMMENTS	SCORE
41	Will development take place on Previously Developed Land?	National planning policy seeks to use previously developed land for development rather than Greenfield land where possible and appropriate. As such, appropriately located previously developed land should be given priority for development over Greenfield land, subject to other considerations.	
42	Is the site identified in the Council's Employment Land Review (ELR)?	The ELR seeks to identify an adequate supply of sites to meet indicative job growth targets and safeguard and protect those sites from competition from other higher value uses, particularly housing. Any housing proposals for sites identified for potential protection in the ELR should therefore be weighed up against the potential for housing.	
Other Considerations:			
43	Are there any other constraints on site?	Are there any other constraints that may affect development of the site?	
Level 3 Conclusion			
Overall Suitability Assessment Conclusion			
ACHIEVABILITY			
44	Market factors	Such as adjacent uses, economic viability of existing, proposed and alternative uses in terms of land use values, attractiveness of the locality, level of potential market demand and projected rate of sales (particularly important for larger sites).	
45	Cost factors	Including site preparation costs relating to any physical constraints, any exceptional works necessary, relevant planning standards or obligations, prospect of funding or investment to address identified constraints or assist development.	
46	Delivery factors	Including the developer's own phasing, the realistic build-out rates on larger sites (including likely earliest and latest start and completion dates), whether there is a single developer or several developers offering different housing products, and the size and capacity of the developer.	

SITE ASSESSMENT CRITERIA	COMMENTS	SCORE
Overall Achievability Assessment Conclusion		
DELIVERABLE / DEVELOPABLE / UNDEVELOPABLE		
Overall Assessment Conclusion		

ANNEX 1A FLOOD RISK ASSESSMENT OF SHLAA SITES

Methodology for Assessing Flood Risk.

Background

1. The Technical Guidance to the National Planning Policy Framework applies the sequential test to new development, steering new development to areas of lowest risk. This largely repeats guidance from the previous guidance PPS25.
2. Residential development is included within the 'more vulnerable' classification. This applies the exception test (site should only be developed if it has wider sustainability benefits that may outweigh risk) in areas of higher risk.
3. Identified flood zones are derived from WSP flood mapping, which includes mapping of the Cam, Great Ouse and Bin Brook catchments. Where these differ from Environment Agency data the former is used as it is more up to date and detailed.
4. The sequential test categories are:

Flood Zone	SHLAA Category	SHLAA Wording
Zone 1: Low probability. Defined as less than a 1 in 1000 annual probability of river flooding, and all land uses are appropriate.	Green	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
Zone 2: Medium Probability. Defined as having between a 1 in 100 and 1 in 1000 annual probability of river flooding. More vulnerable uses are appropriate. Proposals for development in this zone should be accompanied by a Flood Risk Assessment.	Amber (commentary column is marked as yellow to show solely zone 2 rather than zone 2/3a/3b)	Site falls within Zone 2 (medium probability of flooding). Proposals for development in this zone should be accompanied by a Flood Risk Assessment.
Zone 3a: High Probability. Defined as having a 1 in 100 or greater annual probability of river flooding. More vulnerable uses are suitable subject to application of the exception test.	Amber	Site falls within Zone 3a. Proposals for development must be subject to application of the exception test.
Zone 3b: Functional Floodplain. Areas required for storage of flood water. Essential infrastructure only.	Red.	Site (or part of the site) falls within Zone 3b (Functional Floodplain). Site unsuitable for housing.

4. Sites within zones 2 and 3a have not been removed from the SHLAA as they are not necessarily undevelopable. However, risk of flooding may be a factor in site selection in future planning processes.
5. Where sites are partly included within flood zone areas they have been included in the list below.

Sites identified and categorised against probability of flood risk (more detail than in main spreadsheet):

	Site ID	Site Name	ID	6_Flood (yellow = Zone 2)	6_Score
1	Site 17 Detail	Car Park at the bottom of Abbey Road	017	Site falls within Zone 3a (Cam Wider . Proposals for year event), not classed in EA Zone 3) development must be subject to application of the exception test.	
2	Site 27 Detail	Apple Court, Newton Road	027	Some edges of the site falls within Zone 3b under the Cam Study 20 year event (Functional Floodplain) and is therefore unsuitable for housing.	
3	Site 28 Detail	Owlstone Croft, Owlstone Road	028	An edge of the site falls within Zone 2 and 3a (medium to high probability of flooding) under the Cam study. Proposals for development in this zone should be accompanied by a Flood Risk Assessment.	
4	Site 29 Detail	Croftgate, Fulbrooke Road	029	Edge of the site is in functional floodplain (3b) and is therefore unsuitable for development.	
5	Site 60 Detail	50 & 52 Chalmers Road	060	Site falls within Flood Zone 2 - Medium Probability of Flood Risk. Proposals for development should be accompanied by a flood risk assessment.	
6	Site 61 Detail	41 - 47 Ward Road Cambridge	061	Majority of the site falls within Zone 3a. Any proposals for development must satisfy the exception test.	
7	Site 75 Detail	28 - 30 Natal Road	075	Site falls within Flood Zone 2 - Medium Probability of Flood Risk. Proposals for development should be accompanied by a flood risk assessment.	
8	Site 128 Detail	Lock up garages to the r/o 1 to 7 St Thomas' Road	128	Site is within flood zone 3b and is within floodplain and is not suitable for development	
9	Site 133 Detail	lock up garages adjacent to 95 Seymour Street	133	Site falls within Flood Zone 2 - Medium Probability of Flood Risk. Proposals for development should be accompanied by a flood risk assessment.	
10	Site 134 Detail	Lock up garages adjacent to 71 Seymour Street	134	Site is within flood zone 3b and is within floodplain and is not suitable for development	
11	Site 157 detail	Lock-up garages to R/O 6 - 20 Acrefield Drive.	157	Sequential test has been applied according to PPS25. Site falls within flood zone 3a. Proposals for development must be subject to application of the exception test.	

	Site ID	Site Name	ID	6_Flood (yellow = Zone 2)	6_Score
12	Site 158 detail	Lock-up garages adjacent to 57 Acrefield Drive.	158	Sequential test has been applied according to PPS25. Site falls within flood zone 3a. Proposals for development must be subject to application of the exception test.	
13	Site 159 detail	Lock-up garages adjacent to 33 Pentlands Close.	159	Sequential test has been applied according to PPS25. Site falls within flood zone 3a. Proposals for development must be subject to application of the exception test.	
14	Site 171 Detail	Land to the r/o 12 Brookfields	171	Site falls within Flood Zone 2 - Medium Probability of Flood Risk. Proposals for development should be accompanied by a flood risk assessment.	
15	Site 201 Detail	Beadle Industrial Estate	201	Sequential test has been applied according to PPS25 and part of the site falls inside of flood zone 2 and is therefore at medium risk of fluvial flooding. Applications for development will need to be supported by a flood risk assessment.	
17	Site 203 Detail	The Paddocks Trading Estate, 1 Cherry Hinton Road	203	Parts of the site are within flood zones 2 and 3a - medium to high risk of fluvial flooding. Residential development should be subject to the exception test.	
18	Site 464 Detail	Various warehouses, depot etc, Ditton Walk south	464	Edge of the site is in functional floodplain (3b) and is therefore unsuitable for development.	
20	Site 485	Open space / garden of Newnham Cottage and Harvey Court (Gonville & Caius College).	485	Site falls within Flood Zone 2 - Medium Probability of Flood Risk. Proposals for development should be accompanied by a flood risk assessment.	
21	Site 497 Detail -	Caius College Fellows' Garden	497	Part of the site falls inside of flood zone 3a. Residential development must be subject to the exception test.	
22	Site 617	Various warehouses, car parks etc at Cambridge Retail Park, east of the railway	617	Part of the site is in functional floodplain (3b) and is therefore unsuitable for development.	a
23	Site 624	Car park and garages to north-west of The Paddocks Coldhams Lane	624	Site is within flood zone 3a and development must be subject to the exceptions test.	
24	Site 625	Car park and garages to north-west of The Paddocks Coldhams Lane	625	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding however it is accessed from a road that falls outside of EA flood zone 1 and is therefore at medium to high risk of fluvial flooding	
25	Site 626 Detail	Garages north of 19 The Paddocks Coldhams Lane	626	Site falls within Flood Zone 2 - Medium Probability of Flood Risk. Proposals for development should be accompanied by a flood risk assessment.	
26	Site 627	Land to r/o 24-29 The Paddocks Coldhams Lane	627	Site falls within Flood Zone 2 - Medium Probability of Flood Risk. Proposals for development should be accompanied by a flood risk assessment.	

	Site ID	Site Name	ID	6_Flood (yellow = Zone 2)	6_Score
27	Site 628 Change conclusion as floods	Land Adjoining 34 The Paddocks Coldhams Lane	628	Site falls within Flood Zone 2 - Medium Probability of Flood Risk. Proposals for development should be accompanied by a flood risk assessment.	
28	Site 629 Detail Change conclusion as floods	Horizons Resource Centre, Coldhams Lane	629	Part of the site fall within flood zone 3b and is functional floodplain. The site is not suitable for development.	
29	Site 630 Detail	Garages south of 69 to 71 Wycliffe Road	630	Part of the site fall within flood zone 3b and is functional floodplain. The site is not suitable for development.	
30	Site 631	Car park west of 58 Wycliffe Road	631	Part of the site fall within flood zone 3b. The site is not suitable for development.	
31	Site 632	Open space and car park north of 22 Wycliffe Road	632	Part of the site fall within flood zone 3b. The site is not suitable for development.	
32	Site 633 Score	Car park north of 1 Wycliffe Road	633	Part of the site fall within flood zone 3b. The site is not suitable for development.	
33	Site 636	Car park for Brookfields Medical Practice.	636	Part of the site falls within flood zone 3b and is therefore unsuitable for development.	
34	Site 637	Car park.	637	Part of the site falls inside of flood zone 2 and is therefore proposals must be subject to flood risk assessment.	
35	Site 646	Sainsbury's car park	646	Part of the site falls inside of flood zone 2 and is therefore proposals must be subject to flood risk assessment.	
36	Site 647	Area of trees.	647	Part of the site falls within flood zone 3b and is therefore unsuitable for development.	
38	Site 667	Garages south of 14 to 38 Natal Road	667	Site falls within Flood Zone 2 - Medium Probability of Flood Risk. Proposals for development should be accompanied by a flood risk assessment.	
39	Site 727	Garages south of 90 Malvern Road	727	Parts of the site fall within flood zones 3a. Development must be subject to the exception test.	
40	Site 770 Detail	Land west of 84 to 92 Walpole Road	770	Parts of the site fall within flood zone 3a. Development must be subject to the exception test.	
41	Site 771	Car park west of 125 Walpole Road	771	Parts of the site fall within flood zones 3a. Development must be subject to the exception test.	

	Site ID	Site Name	ID	6_Flood (yellow = Zone 2)	6_Score
42	Site 772	Car park west of 175 Walpole Road	772	Parts of the site fall within flood zone 3b, and the site is therefore unsuitable for development.	
43	Site 773	Land north of 13 to 27 St Bede's Crescent	773	Parts of the site fall within flood zone 3b, and the site is therefore unsuitable for development.	
44	Site 774	Play area north of 29 to 47 St Bede's Crescent	774	Parts of the site fall within flood zone 3b, and the site is therefore unsuitable for development.	
45	Site 775	Land north of 49 to 71 St Bede's Crescent	775	Parts of the site fall within flood zone 3b, and the site is therefore unsuitable for development.	
46	Site 776	Car park north of 62 to 72 St Bede's Crescent	776	Parts of the site fall within flood zones 2 and 3a. Development must be subject to the exceptions test.	
47	Site 777	Land north of 75 St Bede's Crescent and 18 St Bede's Gardens	777	Parts of the site fall within flood zone 3b, and the site is therefore unsuitable for development.	
48	Site 778	Car park south of 19 to 24 St Bede's Gardens	778	Parts of the site fall within flood zones 2 and 3a. Development must be subject to the exceptions test.	
49	Site 779	Car park south of 9 and 10 St Bede's Gardens	779	Parts of the site fall within flood zones 2 and 3a. Development must be subject to the exceptions test.	
50	Site 780	Land south of 5 St Bede's Gardens	780	Parts of the site fall within flood zones 2 and 3a. Development must be subject to the exceptions test.	
51	Site 781	Land north of 39 St Bede's Gardens	781	Parts of the site fall within flood zones 2 and 3a. Development must be subject to the exceptions test.	
52	Site 782	Car park south of 39 to 41 St Bede's Gardens	782	Parts of the site fall within flood zones 2 and 3a. Development must be subject to the exceptions test.	
53	Site 783	Land west of 51 and 52 St Bede's Gardens	783	Parts of the site fall within flood zones 2 and 3a. Development must be subject to the exceptions test.	
54	Site 791	Car park north of 3 to 5 Britten Place	791	Part of the site fall within flood zone 2. Proposals for development must be accompanied by a flood risk assessment.	
55	Site 792	Open space east of 3 to 10 Trevone Place	792	Parts of the site fall within flood zone 3b, and the site is therefore unsuitable for development.	

	Site ID	Site Name	ID	6_Flood (yellow = Zone 2)	6_Score
56	Site 793	Car park and open space south of 5 to 16 Ancaster Way	793	Site falls within Flood Zone 2 - Medium Probability of Flood Risk. Proposals for development should be accompanied by a flood risk assessment.	
57	Site 794	Car parks north of 17 to 27 Birdwood Road	794	Parts of the site fall within flood zones 2 and 3a. Development must be subject to the exceptions test.	
58	Site 795 Detail	Play area south of 72 to 84 Birdwood Road	795	Parts of the site fall within flood zones 2 and 3a. Development must be subject to the exceptions test.	
59	Site 796 Detail	Garages south of 86 to 90 Birdwood Road	796	Parts of the site fall within flood zones 2 and 3a. Development must be subject to the exceptions test.	
60	Site 797 Detail	Garages behind 1-3 Gray Road	797	Parts of the site fall within flood zones 2 and 3a. Development must be subject to the exceptions test.	
61	Site 873 Detail	Seymour House, Seymour Street	873	Parts of this site are within flood zone 3b and the site is therefore unsuitable for development.	
62	Site 879	72-76 St Andrew's Road	879	Parts of the site fall within flood zone 3a and therefore development must be subject to the exceptions test.	

ANNEX 2 – SMALL IDENTIFIED SITES (LESS THAN 10 DWELLINGS)

570 sites were identified through the site search but have not been subject to a full developability/deliverability assessment as they would yield less than ten units and therefore would not be of a size that would be allocated in future development plans. Inclusion of sites on this list does not indicate that sites will be developed or a capable of being developed, instead they represent the types of land uses that can come forward. They are included in this SHLAA to help inform future land supply assumptions. The total *unconstrained* potential for these sites is 815 dwellings.

No	Site Ref	Address
1	1	Garages on St Matthews Street (south)
2	3	Land r/o 82-90 Richmond Road
3	4	33 Histon Road
4	6	25/29 Glisson Road
5	7	Land to the r/o 21-31 Harding Way
6	9	Lock up garages between 46 & 52 Garden Walk
7	10	Lock up garages to the r/o 23 Garden Walk
8	11	4 Stretten Avenue
9	13	Car parking/garages on Aragon Close
10	14	Car parking/garages on Sackville Close
11	15	Car parking/garages on Woburn Close
12	16	Lock up garages to the r/o 18 & 20 Humphreys Road
13	17	Car Park at the bottom of Abbey Road
14	19	Arbury Road Garage, Arbury Road
15	23	Land to the r/o 77-79 Shelford Road
16	24	Land to the r/o shops on Anstey Way
17	25	Land adjacent to 15 Beverley Way
18	27	Apple Court, Newton Road
19	29	Croftgate, Fulbrooke Road
20	30	Land between 18-23 Wordsworth Grove
21	34	Victoria Road
22	35	2 Greens Road
23	36	Lock up garages between 28 & 30 Mortlock Avenue
24	37	Land to the r/o 1a Green End Road
25	41	Garages and houses at 61 and 63 Kinross Road
26	42	River Court, Ferry Lane
27	43	Land adjacent to 1 Water Street
28	44	20 St Andrews Road
29	45	Land adjacent to 5 Maple Close
30	47	Garages off Chestnut Grove
31	48	Bungalows, gardens and garages on Chantry Close
32	50	Land to the r/o 131 and 129 Ditton Fields
33	51	Lock up garages between 11 and 13 Ekin Road
34	52	Lock up garages between 31 and 33 Howard Close
35	54	9 - 12 Gerard Close
36	55	Land at Stanesfield Close

37	56	Land adjacent to 79 Fulbourn Road
38	59	Land adjacent to 70a Hartington Grove
39	60	50 & 52 Chalmers Road
40	61	41 - 47 Ward Road Cambridge
41	62	115 - 119 Perne Road
42	65	Garages to the r/o 47 Glisson Road
43	66	Land at Gresham Road (r/o 3 - 8 Harvey Road)
44	69	73 Sedgwick Street
45	71	Land to the r/o and incl. 176 Vinery Road
46	72	Avis Car Hire, 245 Mill Road
47	77	Car park to the r/o 292 Mill Road
48	78	Scout Hut on Cyprus Road
49	82	57 Perowne Street
50	83	99 - 105 Gwydir Street
51	85	65 & 66 Devonshire Road
52	90	Garages to the r/o 5-17 New Square
53	92	Fitzpatrick House, Barton Road (corner of Hardwick Street)
54	94	17/18 Park Street
55	98	Land adjacent to 89 Greystoke Road
56	114	Car Park on Adam and Eve Street
57	116	Surface Car Park to the r/o the Bath House, Gwydir Street
58	117	Garages on St Matthews Street (north)
59	118	Part of the surface car park at Arbury Court
60	120	Surface Car Park and part of the Amenity Space adjacent to 1 Great Eastern Street
61	123	Land to the r/o 46-50 Holbrook Road
62	127	21-24 Union Lane, Cambridge
63	128	Lock up garages to the r/o 1 to 7 St Thomas' Road
64	129	Land to the r/o 161-169 Lichfield Road
65	131	Lock up garages to the r/o 30 Gunhild Court
66	133	Lock up garages adjacent to 95 Seymour Street
67	134	Lock up garages adjacent to 71 Seymour Street
68	135	4 - 8 Garlic Row
69	137	Lock-up garages adjacent to 11 Uphall Road
70	138	Lock-up garages adjacent to 11 Uphall Road
71	139	Lock-up garages adjacent to 11 Pamplin Court
72	141	Land adjacent 19 Millington Road
73	145	Lock-up garages adjacent to 12 Barnes Close
74	147	Land to R/O 24 - 38 Whitehill Road
75	148	Lock-up garages adjacent to 4 Peverel Close
76	149	Lock-up garages adjacent to 19 Wadloes Road
77	152	Lock-up garages to R/O 19 - 24 Gainsborough Close
78	156	Lock-up garages to R/O 26 - 30 Enniskillen Road.
79	157	Lock-up garages to R/O 6 - 20 Acrefield Drive.
80	158	Lock-up garages adjacent to 57 Acrefield Drive.
81	159	Lock-up garages adjacent to 33 Pentlands Close.
82	160	Land adjacent to 56 Stourbridge Grove
83	162	Land adjacent to 7 Dukes Court, Sun Street.

84	163	Lock-up garages adjacent to 3 Portland Place.
85	165	Land to R/O 59-61 Jesus Lane
86	166	Land adjacent to and including 155 Newmarket Road
87	167	Land to R/O 43-55 Hemingford Road
88	169	Land adjacent to 1 Lansdowne Road
89	170	Land to R/O 30-32 Coleridge Road
90	171	Land to the r/o 12 Brookfields
91	178	Allotments behind 102 Kendall Way
92	194	Lock-up garages adjacent to 26 Derwent Close
93	195	Lock-up garages on land between 28 and 32 Abbey Road
94	197	38 Queen Edith's Way
95	199	Land adjacent to 16 St Barnabus Road
96	207	Open space at end of Minerva Way
97	208	Behind 115-125 Northfields Avenue
98	209	Land west of 12 Arden Road
99	210	Car Park on Amwell Road
100	211	Car Park on Caravere Close
101	212	Garages on Bayford Place
102	214	Car park on Markham Close
103	215	Land behind 70-78 Hazelwood Close
104	216	Garages behind 1-5 Jermyn Close and open space to the north
105	217	Land west of 43 Ashvale
106	218	Land at end of Moyne Close
107	219	Car parks of Buchan Street Neighbourhood Centre and Supermarket
108	220	Car park of Buchan House
109	221	Car park end of Jedburgh Close
110	224	Open space east of Chapman Court
111	226	Car park at Albemarle Way
112	231	Garages west side of 5-8 Wiles Close
113	232	Garages behind 9 St Kilda Avenue
114	234	Garages between Arthorpe Way and Campkin Road
115	235	Garages at the end of Atkins Close
116	240	Car park west of Molewood Close
117	241	Car park north of Molewood Close
118	242	Car park south of Molewood Close
119	243	Car park between Carisbrooke Road and Chatsworth Avenue
120	244	Car park between Faringford Close and Chatsworth Avenue
121	245	Car park east of Chatsworth Avenue
122	246	Car park between Chatsworth Avenue and Lexington Close
123	247	Garages between Lexington Close and Belmore Close
124	248	Car park and open space at end of Lexington Close
125	249	Garages east of Badminton Close
126	250	Garages at the end of Borrowdale
127	252	Garages south of Hazelwood Close
128	253	Car park north of Molewood Close
129	254	Car park at end of Molewood Close
130	255	Flats 39-50 at Aylesborough Close

131	256	Jedburgh Court
132	257	Land north of the Ship
133	258	Land south of Montrose Close
134	259	Playground at end of Atkins Close
135	260	Car park at end of Rutland Close
136	261	Car park east of Jermyn Close
137	262	Land south of Molewood Close
138	263	Land between Brackley Close and Verulum Way
139	264	Car park north of Somerset Close
140	265	Car park between Humphreys Road and Alex Wood Road
141	266	Garages and land between Alex Wood Road and Wavell Way
142	267	Garages between Wavell Way and Carlton Way
143	268	Car park at end of Tedder Way
144	269	Garages north of Harris Road
145	270	Green space in front of 22 to 36 Ferrars Way
146	271	Car park of Roseford Chapel
147	272	Land west of 64 Roseford Road
148	274	Car park at the end of Gilbert Close
149	275	Car park south of Gilbert Close
150	276	Green space south of Finch Road
151	277	Garages behind Carlton Terrace
152	278	Green space east of 139 Perse Way
153	279	Garages north of Hill Farm Road
154	282	Car park behind 2 to 12 Cameron Road
155	283	Garages behind 27 to 33 Nuns Way
156	284	Garages behind 1 to 25 Nuns Way
157	286	Car park behind 20 to 28 Cameron Road
158	287	Car park behind 66 to 86 Crowland Way
159	288	Garages south east of 199 and 225 Campkin Road
160	289	Garages south east of 237 and 259 Campkin Road
161	290	Car park between 90 and 106 Hawkins Road
162	291	Garages at the end of Larkin Close
163	292	Car park at the end of Wilson Close
164	293	Garages at the end of Stott Gardens
165	294	Garages between 61 and 76 Hopkins Close
166	295	Garages between 49 and 53 Hopkins Close
167	296	Car park between Hopkins Close and George Nuttall Close
168	297	Land between George Nuttall Close and Hawkins Road
169	299	Garages between 177 and 179 Gilbert Road
170	300	Car park of shops at corner of Histon Road and Windsor Road
171	301	Garages east of Lingholme Close
172	304	Car park to the east of Harvey Goodwin Gardens
173	305	Car park to the south of Harvey Goodwin Gardens
174	306	Open space to the south of Harvey Goodwin Gardens
175	307	Garages south of Supanee Court
176	308	Car park behind St Luke's Church
177	309	Car park north of Bermuda Road

178	310	Car park of British Queen Pub
179	311	Land rear of 41 to 43 Linden Close
180	313	Car park behind The Grapes Pub Histon Road
181	314	Car park behind 18 to 22 St Luke's Street
182	315	Car park north of Wessex Place - Wessex Place now empty and boarded-up
183	317	Land rear of 23 to 25 Chesterton Road
184	318	Car park behind Carlton Court
185	319	Play area on Bateson Road
186	320	Garages in front of 32 to 38 Green's Road
187	321	Garages and builders yard between Primrose Street and Green's Road
188	325	Land north of 19 Milton Road
189	327	Garages at the end of Atherton Close
190	328	Garages east of 5 Hurst Park Avenue
191	330	Garages at the end of Mulberry Close
192	331	Garages behind 36 to 41 Mulberry Avenue
193	332	Garages in front of 18 to 20 Kirkby Close
194	333	Garages in between 1 to 5 and 6 to 10 Birch Close
195	334	Garages between Birch Close and Kirkby Close
196	335	Car park at Marfield Court
197	336	Car park at Havenfield
198	339	Car park of the Milton Arms Public House
199	340	Car park north of 48 to 56 Robert Jennings Close
200	341	Car park south of 54 to 56 Robert Jennings Close
201	342	Car park south of 39 to 47 Robert Jennings Close
202	343	Car park south of 57 to 59 Robert Jennings Close
203	344	Car park south of 19 to 20 Robert Jennings Close
204	346	Car park opp. 5 King's Hedges Road
205	347	Garages east of Maitland Avenue
206	348	Garages east side of 5-8 Wiles Close
207	349	Garages on Sherbourne Court
208	350	Garages south of Sherbourne Close
209	351	Garages north of Sherbourne Close
210	353	Car park north of Enniskillen Road
211	354	Garages and open space west of Enniskillen Road
212	356	Garages south of Dundee Close
213	357	Garages north of Stevenson House
214	358	Garages south of Davey House
215	359	Garages east of Pakenham Close
216	360	Garages west of 8 Pakenham Close
217	361	Car park between 34 and 35 Pakenham Close
218	362	Garages south of 1 Pakenham Close
219	363	Garages west of Cambanks
220	365	Car park behind Elizabeth House
221	366	Car park south east of Elizabeth House
222	367	Garages at Chesterton Towers
223	368	Open space north of Alder Court
224	370	Garages north of 2 to 5 Camside

225	371	Garages north of Grayling Close
226	372	Garages behind 139 & 141 Chesterton High Street
227	373	Car park behind 169 High Street
228	374	Car park behind 1 to 7 Primary Court
229	375	Car park east of 2 Primary Court
230	376	Car park between 27 and 29 Primary Court
231	377	Car park between 28 and 37 Primary Court
232	378	Car park behind 39 to 45 Water Street
233	380	Garages south of 17 Aylestone Road
234	381	Garages north of 2 Arundel Close
235	382	Garages between 11 and 15 Cliveden Close
236	384	Open space north of 22 to 27 Warwick Road
237	385	Open space north of 213 Histon Road
238	386	Garages west of 30a Lingholme Close
239	387	Open space west of 31 and 42 Lingholme Close
240	388	Open space east of 37 and 38 Lingholme Close
241	389	Garages east of 37 to 48 Sherlock Close
242	390	Garages at Sherlock Court
243	391	Garages at Australia Court
244	392	Land between 8 and 14 Oxford Road
245	394	Car park in front of the Moller Centre
246	399	Car park and open space south of Mount Pleasant Walk
247	401	Garages between 44 and 45 Shelly Garden
248	402	Car park and garages west of St John's Place
249	404	Land opposite 55 to 59 Castle Street
250	407	Castle Street Methodist Church and adjoining Car Park
251	408	Bell's Court, Castle Street
252	409	Garages on Honey Hill Mews
253	410	Open space north of 20 Northampton Street
254	411	Part of car park east of Merton Hall College
255	414	Open space and car park in front of 4 to 7 Dennis Road
256	415	Car park and open space north of Leonard Close
257	416	Open space and car park south of Rachel Close
258	417	Open space and car park north of Helen Close
259	418	Open space and car park south of Helen Close
260	420	Car parks and open space between Dennis Road and Anne Road
261	421	Car park south of Dennis Road
262	424	Car parks and open space north of Dennis Road
263	427	Play area behind 22 to 27 Anns Road
264	428	Car park of behind 17 to 21 Thorpe Way
265	429	Open space east of Health Centre on Ditton Lane
266	431	Open space opposite 49 to 51 Dudley Road
267	434	Car park of Barnwell Baptist Church
268	435	East of Wadloes Road
269	436	Garages between 75 and 77 Ekin Road
270	437	Garages in the middle of Ekin Road

271	438	Car parking and open space in front of 13 to 17 Ekin Road
272	441	Car park of McDonalds, corner of Newmarket Road / Wadloes Road
273	444	51-73 Barnwell Road
274	445	1-20 Latimer Close
275	452	Car park and tree belt east of garage on Barnwell Road
276	455	Open space in front of 9 to 23 Rawlyn Road
277	456	Garages at the end of Quainton Close
278	458	Car park behind Holyoake Court
279	460	Garages between 4 and 5 Ditton Fields
280	461	Open Space and access to the rear of 1 - 9 Ditton Fields.
281	462	Car park in front of 195 to 201 Ditton Fields
282	467	Garages on Regatta Court
283	469	Car park at Regatta Court
284	470	Car park between 11 and 15 Stanley Court
285	472	Car park of 451 Newmarket Road
286	473	Car park and garages west of 7 Stanley Road
287	474	Car park behind Kingdom Hall, Stanley Road
288	478	Car park and garages.
289	487	Garages east of Cripps Court
290	488	Garages north of Westberry Court
291	491	Garages and car park north of Pearce Close
292	492	Car park east of 72 Barton Road
293	493	Garages between Tyndale Court and Grange Gardens
294	494	Garages at the end of St Marks Court
295	495	Garages south of 12 St Marks Court
296	496	Garages south of 1 St Marks Court
297	498	Garages behind 40 to 52 Newnham Road
298	499	Garages east of 10 Archway Court
299	500	Croft Lodge Garages
300	501	Garages south of 1 to 12 Cherwell Court
301	502	Car Park to rear of Red Bull Public House, 9-11 Barton Road
302	503	Car Park to the south of 1 to 22 Lammas Field
303	504	Car Park to front of Varsity House
304	505	Car Park at Crown Court, East Road
305	506	Car park north of Cambridge Red Studios, Sturton Street
306	507	Open space west of 2 Petworth Street
307	508	Car park north of 193 Sturton Street
308	509	Car park west of 1 Petworth Street
309	510	Car park to west of 1-6 Rexbury Court
310	511	Area of open space east of 30 - 36 St Matthew's Street
311	512	Car Park west of 171 to 177 Sturton Street
312	513	Garages south of 2 Staffordshire Street
313	514	Open space to west of 2 -16 Staffordshire Street
314	515	Open space to rear of 2 - 18 Staffordshire Gardens
315	516	Car parks to rear of 2 - 26 Norfolk Street, and the Man on the Moon Public House
316	517	Land south of 1 Farren, St Matthews Street
317	518	Land at Ashley Court

318	519	Car park south of 118 and 120 New Street
319	520	Car park south of 1 - 15 St Matthew's Gardens
320	521	Open space north of 235 to 247 St Matthew's Gardens
321	523	Open space opposite 49 to 61 St Matthew's Gardens Open space opposite 177 to 201 St Matthew's
322	524	Gardens
323	525	Car park west of 105 to 123 York Street
324	526	Car park at the end of York Terrace
325	528	Car park north of Beaconsfield House, Milford Street
326	529	Car park between 21 and 27 Gwydir Street
327	530	Flower Street
328	531	Car park between 79 and 87 Ainsworth Street
329	532	Car park east of 1 to 6 Kerridge Close
330	533	Car parks south of 1 Rivar Place
331	534	Car park and play area north of 2 Ainsworth Street
332	535	Car Park between 57 and 63 Sleaford Street
333	536	Car park north of 100 Sleaford Street
334	537	Car park north of 100 Sleaford Street
335	538	Car park west of 146 Sleaford Street
336	539	Car parks north of 50 to 70 Sleaford Street
337	542	Bury Court residents private car park
338	544	Garages east of 23 Hooper Street
339	545	Car park opp. 23 Hooper Street
340	547	Car Parks south of Angus Close
341	548	Car park north of Cambridge Railway Station
342	550	Garages south of 67 to 76 Highsett
343	552	Garages behind 37 to 41 Hills Road
344	553	Land R/O 20 Cambridge Place
345	555	Car park behind 16 to 20 Malcolm Street
346	556	Car park west of Wesley Church
347	557	Garages west of 27 Willow Walk
348	558	Car park north of 35 New Square
349	559	Car park west of 64 Maids Causeway
350	560	Car park north of 5 to 9 Fitzroy Street
351	561	Garages west of 23 to 27 Parsonage Street
352	562	Car park and open space west of 7 to 9 Bailey Mews
353	564	Car park south of Compass House
354	566	Churchyard of former All Saints Church
355	573	Garages to front of Fenner's Walk
356	575	Car park east of Unilever House
357	577	Car park at 30 - 33 Brookside
358	578	Car park south of 1 to 6 Coronation Place
359	579	Car park east of 2 to 4 Brookside
360	580	Car parks between 36 to 38 Hills Road and Coronation House
361	581	Car park west of the University Nursery
362	584	Garages to west of Porson Court.
363	585	Car park north of Eastbrook

364	586	Car park north of 15 Shaftesbury Road
365	589	Scout Hut at the end of Flamsteed Road
366	590	Garages to rear of 15 to 25 Fitzwilliam Road
367	591	Car park north of Lockton House
368	593	Private open space in front of Hope Nursing Home.
369	594	Car park west of 24 Brooklands Avenue
370	595	Garages east of Gilmerton Court
371	596	Garages behind 37 to 39 High Street, Trumpington
372	597	Car park east of 55 High Street, Trumpington
373	598	Car park north of 1 Winchmore Drive
374	599	Car park north of 22 High Street Trumpington
375	600	Garages west of 17 Winchmore Drive
376	601	Garages north of 7 to 10 Lambourn Close
377	602	Garages south of 4 Lambourn Close
378	603	Garages on Gayton Close
379	604	Garages east of 11 to 17 Scotsdowne Road
380	605	Garages west of 33 to 39 Paget Road
381	607	Car park north of 8 Church Lane, Trumpington
382	608	Car park west of 42 to 46 High Street, Trumpington
383	610	Garages south of Crossway Gardens, Anstey Way
384	611	Open space north of 9 to 12 Anstey Way
385	612	Open space in front of 1 to 8 Anstey Way
386	613	Car park west of 19 and 20 Paget Close
387	614	Car park in front of Paget Close
388	615	Garages south of 20 Lantree Crescent
389	616	Land between 166 and 174 Shelford Road
390	621	Garages south of 188 Vinery Road
391	622	Car park and building
392	623	Car park and garages
393	624	Car park and garages to north-west of The Paddocks Coldhams Lane
394	625	Car park and garages to north-west of The Paddocks Coldhams Lane
395	626	Garages north of 19 The Paddocks Coldhams Lane
396	627	Land to r/o 24-29 The Paddocks Coldhams Lane
397	628	Land Adjoining 34 The Paddocks Coldhams Lane
398	630	Garages south of 69 to 71 Wycliffe Road
399	631	Car park west of 58 Wycliffe Road
400	632	Open space and car park north of 22 Wycliffe Road
401	633	Car park north of 1 Wycliffe Road
402	634	Open space north of 47 to 51 Seymour Street
403	635	Garages and car park for Brook House.
404	636	Car park for Brookfields Medical Practice.
405	638	Car park west of 8 Seymour Street
406	639	Open space south of 166 Ross Street
407	640	Car park north of 163 to 167 Mill Road
408	641	Co-operative car park.
409	642	Parking for School Court.
410	644	Back alley to terraced houses with garages within.

411	645	Garages north of 231 Mill Road
412	650	Car park and trees north of 2 to 4 Argyle Street
413	651	Car park to north of 100 - 106 William Smith Close.
414	652	Car park to south of 72 - 76 William Smith Close.
415	653	Garages east of 38 to 46 William Smith Close
416	654	Garages south of 15 to 57 William Smith Close
417	655	Garages north of 88a Greville Road
418	656	Builders yard at 51 to 53 Argyle Street
419	658	Garages at Hope Street Yard
420	659	Car park north of Millercroft Court
421	660	Car park east of 99 to 103 Argyle Street
422	661	Car park west of 9 and 10 Romsey Mews
423	662	37 Romsey Terrace and car park to the east
424	663	Car park west of 3 Mamora Road
425	664	Open space at Montreal Square
426	665	Open space at Montreal Square
427	666	Garages north of 1 Montreal Square
428	667	Garages south of 14 to 38 Natal Road
429	668	Open space and car park west and south of 195 Perne Road
430	669	Car park to north of and serving the Holiday Inn Hotel
431	670	Open space behind the Holiday Inn Hotel
432	671	Land adjacent Next Generation Sports Centre
433	674	Garages at the end of Hatherdene Close
434	675	641 and 643 Newmarket Road
435	678	Open space behind of 169 to 173 Teversham Drift
436	679	Garages and car park in front of 155 to 160 Teversham Drift
437	680	Open space behind of 136 to 141 Teversham Drift
438	682	Open space north of 119 Teversham Drift
439	683	Open space behind of 86 to 91 Teversham Drift
440	684	Garages and car park in front of 73 to 78 Teversham Drift
441	685	Open space behind of 56 to 62 Teversham Drift
442	687	Car parks behind 45 to 55 Teversham Drift
443	688	Open space behind of 42 to 57 Teversham Drift
444	689	Garages behind 33 to 37 Teversham Drift
445	692	Garages between 97 to 107 and 115 to 125 Kelsey Crescent
446	693	Land between 40 and 42 Kelsey Crescent
447	694	Garages between 8 to 18 Kelsey Crescent and 18 to 28 Leyburn Close
448	695	Open space south of 11 Leyburn Close
449	696	Garages between 32 Windmere Close and 22 Burnham Close
450	697	Land east of 56 Kelsey Crescent
451	698	Land west of 4 Kelsey Crescent
452	700	Garages east of Langdale Close
453	702	Garages and car park south of 5 Tenby Close
454	704	Garages and car park north of 4 to 7 Sunmead walk
455	705	Garages and car park south of 18 to 24 Bliss Way
456	706	Garages and car park north of 46 and 48 Bliss Way
457	707	Car park south of 38 and 40 Bliss Way

458	708	Land west of 12 Sunmead Walk
459	710	Garages and car park south of 6 to 12 Fulbourn Old Drift
460	711	Garages and car park north of 4 to 7 Wolsey Way
461	712	Garages and car park north of 2 and 3 Wolsey Way
462	713	Garages north of 42 and 43 Wolsey Way
463	714	Garages behind 17 to 19 Wolsey Way
464	715	Garages between 30 and 31 Wolsey Way
465	716	Garages between 40 and 41 Wolsey Way
466	717	Open space south of 19 to 25 Iver Close
467	718	Garages north of 19 to 25 Iver Close
468	719	Car park south of the Five Bells, High Street, Cherry Hinton
469	720	Open space in front of Chalfont Close
470	721	Car park behind 2 to 6 Chalfont Close
471	722	Garages and car park behind 45 to 55 High Street, Cherry Hinton
472	723	Garages east of 1 Conway Close
473	724	Land south of 1 Daws Close
474	725	Garages east of 18 Malvern Road
475	726	Garages north of 60 to 68 Malvern Road
476	727	Garages south of 90 Malvern Road
477	728	Land south of 58 Malvern Road
478	729	Land in front of 40 to 58 Malvern Road
479	730	Garages behind 19 to 25 Malvern Road
480	732	Car park east of 1 to 8 Wedgewood Drive
481	734	Car park west of 9 to 16 Wedgewood Drive
482	735	Car park east of 25 to 27 Wedgewood Drive
483	736	Car park west of 64 Colville Road
484	737	Car park north of the Village Centre, Colville Road
485	738	Garages east of 94 High Street, Cherry Hinton
486	739	Car parks and open space north of 20 to 34 Chequers Close
487	740	Area of trees south of 20 to 34 Chequers Close
488	741	Garages east of 82 to 94 High Street, Cherry Hinton
489	743	Car park behind 10 Fishers Lane
490	744	Open space west of 10 Fishers Lane
491	745	Car park adjoining Fisher's Lane Doctors Surgery
492	746	Land next to British Legion Hall, Fishers Lane
493	747	Car park east of 58 Fishers Lane
494	748	Open space north of 5 Augers Road
495	749	Open space south of 25 to 31 Arran Close
496	750	Open space north of 17 to 23 Arran Close
497	751	Car park south of 10 to 14 Arran Close
498	752	Land behind 33 to 37 Arran Close
499	753	Garages north of 9 to 11 Drayton Close
500	756	Car park west of 8 and 10 Tweedale
501	757	Car park east of 12 Ainsdale
502	758	Land west of 27 The Orchards
503	759	Land and car parks around The Robin Hood, High Street, Cherry Hinton
504	760	Ventress Farm Court Garages

505	761	Garages to rear of 1-15 Greystoke Road
506	762	Roundabout Greystoke Road
507	763	Parking Area Greystoke Court
508	764	Car park off Bosworth Road
509	766	Garages south of 27 and 29 Glenmere Close
510	767	Garages west of 63 and 65 Glenmere Close
511	768	Car park west of the St Philip Howard Church Centre
512	769	Car park west of 33 Walpole Road
513	770	Land west of 84 to 92 Walpole Road
514	771	Car park west of 125 Walpole Road
515	772	Car park west of 175 Walpole Road
516	773	Land north of 13 to 27 St Bede's Crescent
517	774	Play area north of 29 to 47 St Bede's Crescent
518	775	Land north of 49 to 71 St Bede's Crescent
519	776	Car park north of 62 to 72 St Bede's Crescent
520	777	Land north of 75 St Bede's Crescent and 18 St Bede's Gardens
521	778	Car park south of 19 to 24 St Bede's Gardens
522	779	Car park south of 9 and 10 St Bede's Gardens
523	780	Land south of 5 St Bede's Gardens
524	781	Land north of 39 St Bede's Gardens
525	782	Car park south of 39 to 41 St Bede's Gardens
526	783	Land west of 51 and 52 St Bede's Gardens
527	784	Land north of 37 and 39 Corrie Road
528	785	Garages south of 40 Brackyn Road
529	786	Car park west of 32 to 40 Brackyn Road
530	787	Car park north of 51 Brackyn Road Car park east of 26-30 Brackyn Road and the back of gardens behind 2 to 8 Brackyn
531	788	Road
532	789	Car park north of 76 Brackyn Road Car park east of 29 to 35 Brackyn Road and the back of gardens behind 1 to 7 Brackyn
533	790	Road
534	791	Car park north of 3 to 5 Britten Place
535	792	Open space east of 3 to 10 Trevone Place
536	793	Car park and open space south of 5 to 16 Ancaster Way
537	794	Car parks north of 17 to 27 Birdwood Road
538	795	Play area south of 72 to 84 Birdwood Road
539	796	Garages south of 86 to 90 Birdwood Road
540	797	Garages behind 1-3 Gray Road
541	801	Car parks south of Hinton Grange Nursing Home
542	803	Garages west of Lilac Court
543	805	Car park behind the Rock public house
544	808	Car park south of 130 to 134 Cherry Hinton Road
545	809	Car park south of 7 to 44 Normanhurst
546	810	Car park south of Lloyds Bank at 78 Cherry Hinton Road
547	815	Car parks behind 87 and 89 Cherry Hinton Road
548	816	Garages at the end of Flamsteed Road
549	817	Car park east of 16 to 21 Derby Road
550	818	Garages behind 148 and 150 Coleridge Road

551	819	Garages behind 1 to 4 Ashbury Close
552	820	Garages behind 13 to 19 Ashbury Close and open space
553	821	Garages west of 16 Golding Road
554	822	Garages behind 13 and 17 Golding Road
555	824	Garages behind 117 to 121 Lichfield Road
556	825	Car park south of 52 and 54 Lichfield Road
557	827	Garages behind 134 and 142 Lichfield Road
558	828	Car park south of 100 and 106 Lichfield Road
559	829	Car park in front of 267 and 275 Lichfield Road
560	830	Car park behind of 303 and 311 Lichfield Road
561	831	Car park behind Kwik Fit, Cherry Hinton Road
562	832	Car park in front of Kwik Fit, Cherry Hinton Road
563	833	Car park behind 2 to 14 Rathmore Close
564	835	Car park west of 91 and 93 Hartington Grove
565	837	Car park in front of St George's Court, Cavendish Avenue
566	838	Garages behind Alliance Court, Hills Avenue
567	839	Garages west of Dean Drive
568	840	Garages east of 15 to 21 Mowbray Road
569	841	Garages west of 34 Hulatt Road
570	843	Garages east of 63 to 69 Mowbray Road
571	844	Land in front of 98 to 108 Wulfstan Way
572	845	Land in front of 98 to 108 Wulfstan Way
573	846	Car park east of 130 Hulatt Road
574	847	Car park in front of the Queen Edith public house
575	848	Garages behind 1 to 6 Ramsey Court
576	849	Garages behind 5 Tillyard Way
577	851	Garages west of Cedar Court, Hills Road
578	856	Old petrol station corner of Huntingdon Road and Histon Road
579	857	Garages north of 55 Hills Road
580	858	Garages east of 17 to 21 Greystoke Road.
581	859	Car parks and open space north of 20 to 34 Chequers Close
582	865	The Old Cambridge Yasume Club, Auckland Road
583	866	Open space north of 78 and 80 Fulbourn Road
584	867	Open space east of 55 Wulfstan Way
585	871	1 Hedgerley Close
586	873	Seymour House, Seymour Street
587	883	Land adjacent to 8 Maple Close
588	884	Land east of Martingale Close
589	885	Land west of Martingale Close
590	888	31-39 Burleigh Street
591	891	Flats 1-8a at Aylesborough Close
592	893	189 Coleridge Road or garden land
593	894	R/o 551-555 Newmarket Road or garden land
594	907	Libraries HQ Ascham Road
595	886	34 a b Storeys Way
596	915	169-173 High St Chesterton (Former Saigon City Restaurant)

ANNEX 2A HOUSING CAPACITY OF SMALL SUITABLE SITES

ANNEX 2A SMALL SITES CAPACITY ESTIMATES							
Site ID	Site Area	Suitable	Density Multiplier	Number of units - using density multiplier.	Suggested density with taking urban design constraints into consideration	No of units (constrained)	Final Number (round down)
001	1092	Y	80	8.74			8
004	796	Y	40	3.18			3
006	692	Y	80	5.54			5
007	717	Y	75	5.38			5
009	605	Y	75	4.54			4
010	762	Y	80	6.10			6
011	675	Y	80	5.40			5
013	1144	Y	65	7.44			7
014	1132	Y	65	7.36			7
015	736	Y	65	4.78			4
016	451	Y	65	2.93			2
017	333	Y	80	2.66			2
019	701	Y	75	5.26			5
023	606	Y	75	4.55			4
024	562	Y	75	4.22			4
027	6144	Y	40	24.58	Net	0.00	0
029	2973	Y	40	11.89	Net	0.00	0
030	2102	Y	80	16.82	15	3.15	3
034	1221	Y	60	7.33			7
035	632	Y	80	5.06			5
036	1521	Y	40	6.08			6
037	1216	Y	75	9.12			9
041	1390	Y	40	5.56	Net	3.00	3
042	817	Y	40	3.27	Net	0.00	0
043	1078	Y	40	4.31			4
044	510	Y	80	4.08			4
045	770	Y	75	5.78			5
047	785	Y	75	5.89			5
048	2157	Y	75	16.18	Net	0.00	0
050	1239	Y	40	4.96			4
051	1216	Y	65	7.90			7
052	721	Y	65	4.69			4
055	2849	Y	65	18.52	30	8.55	8
056	1941	Y	65	12.62	40	7.76	7
059	1277	Y	56.25	7.18			7
060	2296	Y	40	9.18	Net	7.00	7
061	3245	Y	40	12.98	Net	4.00	4
062	1217	Y	40	4.87	Net	1.00	1
065	424	Y	80	3.39	80	3.39	3
066	2328	Y	80	18.62			18

069	241	Y	75	1.81			1
071	941	Y	40	3.76			3
072	1188	Y	75	8.91			8
077	366	Y	75	2.75			2
082	783	Y	80	6.26			6
083	980	Y	75	7.35	Net	3.00	3
085	742	Y	75	5.57	Net	1.00	1
094	427	Y	80	3.42			3
098	1613	Y	75	12.10	20	3.23	3
114	1044	Y	60	6.26			6
116	1121	Y	56.25	6.31			6
117	1106	Y	80	8.85			8
118	1084	Y	75	8.13			8
123	894	Y	40	3.58			3
127	1603	Y	40	6.41			6
131	1093	Y	65	7.10			7
133	608	Y	40	2.43			2
135	951	Y	65	6.18	Net	0.00	0
137	571	Y	40	2.28			2
138	612	Y	40	2.45			2
139	864	Y	65	5.62			5
145	739	Y	40	2.96			2
148	742	Y	56.25	4.17			4
149	822	Y	75	6.17			6
152	587	Y	75	4.40			4
156	737	Y	75	5.53			5
157	933	Y	80	7.46			7
158	1248	Y	80	9.98			9
159	739	Y	80	5.91			5
162	154	Y	80	1.23			1
163	335	Y	80	2.68			2
166	713	Y	80	5.70			5
167	824	Y	75	6.18			6
171	327	Y	40	1.31			1
194	520	Y	65	3.38			3
195	985	Y	60	5.91			5
197	1834	Y	75	13.76	Net	8.00	8
208	459	Y	48.75	2.24			2
209	355	Y	65	2.31			2
210	420	Y	66	2.77			2
211	276	Y	67	1.85			1
212	356	Y	48.75	1.74			1
214	728	Y	48.75	3.55			3
216	1884	Y	48.75	9.18	24	4.52	4
221	906	Y	40	3.62			3
222	1918	Y	65	12.47	50	9.59	9
226	691	Y	65	4.49			4
231	593	Y	75	4.45			4
232	622	Y	75	4.67			4
234	784	Y	65	5.10			5

235	1065	Y	75	7.99			7
240	317	Y	65	2.06			2
241	358	Y	65	2.33			2
242	400	Y	65	2.60			2
243	510	Y	65	3.32			3
244	893	Y	48.75	4.35			4
245	790	Y	65	5.14			5
246	432	Y	65	2.81			2
247	608	Y	48.75	2.96			2
248	646	Y	65	4.20			4
249	203	Y	48.75	0.99			0
250	637	Y	65	4.14			4
252	863	Y	48.78	4.21			4
253	639	Y	65	4.15			4
254	590	Y	65	3.84			3
255	1395	Y	65	9.07	Net (included in 891)	0.00	0
256	990	Y	40	3.96			3
260	432	Y	30	1.30			1
261	609	Y	40	2.44			2
264	285	Y	30	0.86			0
266	566	Y	75	4.25			4
268	417	Y	65	2.71			2
269	1094	Y	65	7.11			7
274	471	Y	65	3.06			3
277	312	Y	48.75	1.52			1
282	1038	Y	65	6.75			6
286	582	Y	65	3.78			3
287	613	Y	65	3.98			3
288	704	Y	75	5.28			5
289	944	Y	75	7.08			7
290	942	Y	65	6.12			6
291	753	Y	65	4.89			4
292	902	Y	75	6.77			6
293	408	Y	30	1.22			1
294	461	Y	30	1.38			1
295	350	Y	30	1.05			1
296	1950	Y	40	7.80			7
301	509	Y	75	3.82			3
309	752	Y	75	5.64			5
310	869	Y	75	6.52			6
313	1640	Y	75	12.30	50	8.20	8
315	247	Y	60	1.48			1
317	142	Y	80	1.14			1
321	1370	Y	60	8.22			8
325	842	Y	80	6.74			6
328	729	Y	75	5.47			5
330	580	Y	75	4.35			4
331	500	Y	75	3.75			3
335	601	Y	75	4.51			4
336	861	Y	75	6.46			6

347	666	Y	65	4.33			4
351	528	Y	56.25	2.97			2
353	508	Y	75	3.81			3
354	206	Y	56.25	1.16			1
356	351	Y	75	2.63			2
357	753	Y	48.75	3.67			3
360	207	Y	56.25	1.16			1
373	731	Y	65	4.75			4
380	163	Y	60	0.98			0
381	326	Y	40	1.30			1
382	309	Y	65	2.01			2
389	2229	Y	30	6.69			6
392	408	Y	40	1.63			1
402	727	Y	80	5.82			5
407	1033	Y	80	8.26			8
430	1585	Y	75	11.89	Moved to Large	0.00	0
435	4259	Y	56.25	23.96	19	8.09	8
436	572	Y	75	4.29			4
444	3306	Y	75	24.80	Net	-7.00	-7
445	3873	Y	65	25.17	Net	0.00	0
458	610	Y	65	3.97			3
460	260	Y	75	1.95			1
461	257	Y	75	1.93			1
478	415	Y	60	2.49			2
488	1963	Y		0.00			0
491	624	Y	40	2.50			2
492	1964	Y	40	7.86			7
496	200	Y	56.25	1.13			1
506	973	Y	80	7.78			7
507	1156	Y	80	9.25			9
509	225	Y	80	1.80			1
510	427	Y	80	3.42			3
544	581	Y	48.75	2.83			2
553	797	Y	80	6.38			6
561	478	Y	80	3.82			3
579	1710	Y	60	10.26	50	8.55	8
580	812	Y	80	6.50			6
586	1236	Y	65	8.03			8
598	1241	Y	75	9.31			9
599	296	Y	75	2.22			2
605	926	Y	75	6.95			6
610	438	Y	75	3.29			3
611	876	Y	56.25	4.93			4
613	235	Y	40	0.94			0
616	1835	Y	48.75	8.95			8
621	186	Y	40	0.74			0
624	462	Y	30	1.39			1
655	176	Y	75	1.32			1
656	289	Y	75	2.17			2
665	1218	Y	48.75	5.94			5

666	178	Y	65	1.16			1
675	1142	Y	56.25	6.42			6
715	256	Y	65	1.66			1
717	666	Y	65	4.33			4
725	496	Y	75	3.72			3
726	627	Y	75	4.70			4
727	513	Y	75	3.85			3
730	579	Y	56.25	3.26			3
753	898	Y	56.25	5.05			5
759	2755	Y	75	20.66	12	3.31	3
766	455	Y	65	2.96			2
767	656	Y	65	4.26			4
790	1594	Y	30	4.78			4
796	569	Y	30	1.71			1
797	399	Y	40	1.60			1
803	830	Y	75	6.23			6
817	534	Y	75	4.01			4
818	263	Y	75	1.97			1
821	664	Y	65	4.32			4
856	1293	Y	75	9.70			9
857	446	Y	75	3.35			3
865	372	Y	80	2.98			2
867	330	Y	75	2.48			2
871	1355	Y	40	5.42	Net	4.00	4
873	5843	Y	65	37.98	Net	-14.00	-14
888	909	Y	80	7.27	80	7.27	7
891	4291	Y	65	27.89	Net (includes 255)	8.00	8
893							2
894							4
886							4
907							8
915							8
Count = suitable:							
Sum = suitable:							

ANNEX 3 – CALCULATING THE POTENTIAL OF SITES

- 1.0 The SHLAA Practice Guidance suggests that a design-led approach can be used to assess housing potential on particular sites and using sample schemes, to extrapolate the number of dwellings that are achievable the total amount of housing that could potentially be developed.
- 1.1 However, given the very large number of initial sites to assess this approach was not taken initially. Instead it was considered more appropriate for consistency to use the methodology from the Urban Capacity Study¹⁰, cross checked against and modified in light of recent trends in development across Cambridge. Cross checks were also undertaken on a site-by-site basis for favoured sites using a design led approach with the Council’s Urban Design Team.
- 1.2 Results generated by use of this approach do not necessarily mean that the same number of dwellings will be acceptable on a particular site as is included in this Assessment. The actual number may be higher or lower and it will be up to the planning application process to make a final judgement.
- 1.3 The methodology applies density multipliers to sites according to **geographical location** and **accessibility** and the **size** and **shape** of individual sites. A further multiplier is applied to convert assumptions from **gross to net**.
- 1.4 The formula for calculating the density is:
- 1) The density multiplier based upon location and accessibility *times*
 - 2) The multiplier based upon site size *times*
 - 3) The multiplier based upon site shape *times*
 - 4) The multiplier converting gross densities to net *times*
 - 5) The site area in hectares *equals*
- The potential for housing on the site.*
- 1.5 For **geographical location and accessibility** multipliers are applied according to whether a potential site is:

Table A3.1

10 The methodology is identical with the exception of a further refinement of the accessibility criteria. Whilst the Urban Capacity Study uses three accessibility multipliers, this SHLAA uses four (as above). In addition the thresholds at which they are applied have been extended to take into account the evidence that relatively small “large sites” are still able to achieve high gross densities

Site Location/Accessibility	Range of Densities assumed to be acceptable (gross)	Assumed gross densities for SHLAA purposes.
Within 400 metres walking distance of the City Centre	70+	80
Over 400 metres walking distance of the City Centre but within 400 metres walking distance of a Local Centre, as defined in the 2006 Local plan	50+	75
Over 400 metres walking distance from the City Centre and a Local Centre, but within 400 metres walking distance of a high quality public transport route	50+	65
Over 400 metres walking distance of the City Centre and over 400 metres walking distance from a high quality public transport route	30+	40

1.6 Looking in more detail at the location of sites all sites that have been completed in the 2009/10 monitoring year, sites that were developed in or within 400m walking distance of the City Centre (as defined in the Cambridge Local Plan 2006) tend to have been developed at a slightly higher density than those elsewhere. Over 78% of such sites were developed at a gross density of more than 50 dwellings per hectare (dph), compared to just under 68% of all sites independent of their location.

1.7 Over 58% of sites within 400m of a Local Centre were developed at a density greater than 50 dph; this shows that proximity to a Local Centre does have an effect on density, but not as great an effect as proximity to the City Centre. Access to public transport does not appear to have had as much an impact on site density in the same monitoring period. Sites with high quality access to public transport (defined as within 400m walking distance of a bus route with a frequency of service of at least 10 minutes in peak periods and 20 minute frequency in inter-peak periods) are slightly higher in density than those not developed with high quality access to public transport - 65% of all sites were developed within access to high quality public transport were developed at a gross density of 50dph or more, compared to 53% for sites without such access.

For **site size and shape**¹¹ multipliers are applied according to whether a potential site is:

¹¹ Gross to net ratios are based on research by URBED for the Sustainable Urban Neighbourhood Initiative.

Table A3.2

Site Size	Gross to net ratio	Multiplier
Up to and including 2 hectares	100%	1
Over 2 hectares and up to and including 8 hectares	75-90%	0.825
Over 8 hectares	50-75%	0.625

Site Shape	Discount	Site Shape Multiplier
Long narrow site	25%	0.75
Other sites	0%	1

This results in the following density multipliers:

Table A3.3

	The site is in the City Centre or within 400m walking distance of the City Centre.	The site is over 400m walking distance from the City Centre but within 400m walking distance of a Local Centre.	The site is over 400m walking distance from the City Centre and Local Centres but within 400m walking distance of a high quality public transport route	The site is over 400m walking distance from the City Centre and over 400m walking distance from a high quality public transport route.
The site is under 2 ha and not long and narrow	80	75	65	40
The site is under 2 ha but long and narrow	60	56.25	48.75	30
The site is between 2 ha and 8 ha and not long and narrow	66	61.88	53.63	33
The site is between 2 ha and 8 ha but long and narrow	49.5	46.41	40.22	24.75
The site is over 8 ha and	50	46.89	40.63	25

not long and narrow				
The site is over 8 ha but long and narrow	37.5	35.16	30.47	18.75

Are these density assumptions realistic compared with recent trends?

Overall trends

- 1.8 Density trends in Cambridge City continue to be higher than average, a reflection of the built up area of much of the City. The Annual Monitoring Report 2010 identified that 92% of new dwellings completed between 1st April 2009 and 31st March 2010 were developed at a density of greater than 50 dwellings per hectare (dph) with 8% of dwellings completed at a density of between 30 and 50 dph. The average site density for completions in this year was 94.94 dwellings per hectare. No sites were developed at a density of less than 30 dwellings per hectare.
- 1.9 Looking at individual sites that have come forward for development in recent years illustrates that densities of new development continue to be high.

Table A3.4 -Actual Net Densities of Sites Completed or Committed in Recent Years (More Than 9 Dwellings)

Site	Dwellings Target	Net Site Area	Density	Average Density
Sites over 8 hectares				
1	1,967	54.33	36.21	
2	982	22.11	44.41	
3	549	9.20	59.65	46.76
Sites between 2 and 8 hectares				
4	390	6.46	60.35	
5	408	3.04	134.38	
6	287	2.72	105.51	
7	120	2.48	48.39	
8	210	2.19	95.90	88.91
Sites between 0.25 and 2 hectares				
9	182	1.99	91.62	
10	66	1.82	36.25	
11	97	1.63	59.64	
12	183	1.52	120.52	
13	139	1.46	95.01	
14	85	1.36	62.45	
15	89	1.36	65.61	
16	18	1.30	13.82	
17	19	1.27	14.97	
18	140	1.17	119.89	
19	206	1.07	191.72	
20	53	1.04	51.21	
21	100	1.03	97.52	
22	100	1.01	98.91	
23	37	0.93	39.61	

Site	Dwellings Target	Net Site Area	Density	Average Density
24 Land at, The Junction of Hills Road and, Cherry Hinton Road, Cambridge, CB1	133	0.93	143.47	
25 Land Between the Mallards and Engineers House (Former Gas Works), Riverside, Cambridge, CB4	73	0.92	78.96	
26 Chesterton Hospital, Union Lane, Cambridge, CB4	59	0.90	65.41	
27 79-85 Cromwell Road, Cambridge, CB1	84	0.90	93.63	
28 NEATH FARM BUSINESS PARK, 154 CHURCH END, CAMBRIDGE, CAMBRIDGESHIRE, CB1 3LD	40	0.81	49.38	
29 Land Opposite 98 - 100, Cavendish Road, Cambridge, CB1	36	0.80	45.06	
30 Development Site, Rustat Road, Cambridge, CB1	128	0.78	163.68	
31 Former Tyco Site, Cromwell Road, Cambridge, CB1	96	0.75	128.69	
32 Land at Northwest of Scotland Road and Southwest of Elmfield Road, ELMFIELD CLOSE, CAMBRIDGE	40	0.70	56.74	
33 Anglia Polytechnic University, East Road, Cambridge, CB1	44	0.70	62.53	
34 Betjeman House Broadcasting House Botanic House and Public Houses at 106 -108, Hills Road, Cambridge, CB2	156	0.70	224.20	
35 69-115 Church End, Cambridge, CB1	22	0.69	31.79	
36 Site at Cambridge Regional College, NEWMARKET ROAD, CAMBRIDGE	168	0.65	256.81	
37 Land at 71, NEW STREET & Harvest Way, CAMBRIDGE	129	0.65	199.87	
38 Land at, Camflat Roofing Ltd, Sandy Lane, Cambridge, CB4	13	0.63	20.56	
39 Land at, 10 Long Road, Cambridge, CB2	14	0.61	22.83	
40 Sedley School and Nursery, MALTA ROAD, CAMBRIDGE, CB1	31	0.54	56.95	
41 Housing Allocation, Land at Parkside Police Station and Fire and Rescue Station, Parkside, Cambridge, CB1	131	0.53	247.17	
42 Land to the West of 63 Church End, Cambridge, CB1	14	0.50	27.73	
43 Land at, Meadowcroft hotel, Trumpington Road, Cambridge, CB2	19	0.49	39.09	
44 Former Cattle Market site 1-33, Cherry Hinton Road, Cambridge, CB1	31	0.48	64.58	
45 Housing Allocation, Land adjacent to, 10 St. Barnabas Road, Cambridge, CB1	19	0.47	40.30	
46 Wulfstan Court, Wulfstan Way, Cambridge, CB1	48	0.46	104.03	
47 Romsey Junior School, Coleridge Road, Cambridge, CB1 3PH	89	0.46	195.55	
48 Former Leica Micro Systems Site, Clifton Road, Cambridge, CB1	30	0.45	66.07	
49 Housing allocation at, Milton Infant and Junior School, Milton Road, Cambridge, CB4 1UZ	71	0.44	160.82	
50 21 / 21a, Queen Edith's Way, Cambridge, CB1	15	0.40	37.65	
51 Fire Station, 43 Parkside, Cambridge, CB1	131	0.40	329.04	
52 Rawlyn Court, Rawlyn Close, Cambridge, CB5	29	0.39	74.38	
53 Land at 101-107, York Street, Cambridge, CB1	24	0.37	64.39	
54 Grebe House, Mercers Row, Cambridge, CB5	35	0.37	95.49	

Site	Dwellings Target	Net Site Area	Density	Average Density
55	Land at, Bradwells Court, St. Andrews Street, Cambridge, CB2	15	0.36	42.04
56	Land rear of, 48-72 Ainsworth Street, Cambridge, CB1	24	0.35	68.64
57	Land rear of Stable Industrial Estate, Fen Road, Cambridge, CB4	19	0.35	27.32
58	Simpers Rope Works Ltd., New Street, Cambridge, CB1	32	0.34	93.32
59	Land to Rear of 99 - 105, SHELFORD ROAD, CAMBRIDGE	14	0.34	41.07
60	Land adjacent to 5 and 8, Wagstaff Close, Cambridge, CB4	11	0.34	32.54
61	Land at, High Street, Chesterton, Cambridge, CB4	45	0.34	134.33
62	25 - 32, Fallowfield, Cambridge, CB4	15	0.33	45.96
63	Site at 78-80, FULBOURN ROAD, CAMBRIDGE	16	0.32	49.98
64	Homerton College, Hills Road, Cambridge, CB2	16	0.31	51.02
65	Land adj. Cambridge Water Co., Rustat Road, Cambridge, CB1	24	0.31	76.82
66	Land at, 96a-100 Cavendish Road, Cambridge, CB1	16	0.31	51.73
67	41, Madingley Road, Cambridge, CB3	19	0.31	61.53
68	Former laundry building, Laundry Lane, Cambridge, CB1	17	0.30	55.78
69	Owen Webb House, Gresham Road, Cambridge, CB1	13	0.29	44.37
70	Land at Simons House and 18-25 Rackham Close, HISTON ROAD, CAMBRIDGE	40	0.28	141.95
71	150 - 160, Hills Road, Cambridge, CB1	54	0.27	197.03
72	Land at, 87 Cromwell Road, Cambridge, CB1	19	0.26	71.76
73	Dwelling and land at, 197 Huntingdon Road, Cambridge, CB3	10	0.26	38.01
74	18, Long Road, Cambridge, CB2	12	0.26	46.79
75	Land at 69 - 77, Ditton Walk, Cambridge, CB5	23	0.25	90.26
76	Whitefriars, High Street, Chesterton, Cambridge, CB4	20	0.25	79.96
77	Land at Rear of, The Broadway, Cambridge, CB1	11	0.25	44.30
78	Talbot House, FISHERS LANE, CAMBRIDGE	21	0.25	84.66
79	Land to rear of, 124 - 154, Wulfstan Way, Cambridge, CB1	21	0.25	84.69
				85.58

Total Average: 110.264
Total Average: (>0.25 ha) 85.40

Figures for density shown above are net.

ANNEX 4 – NATIONAL POLICY CHECK

Planning Policy Statement 3 (DCLG, 2006)

Planning Policy Statement 3 (PPS3) was published in November 2006, replacing Planning Policy Guidance Note 3 (PPG3). PPS3 paragraph 10 states that the planning system should deliver “*A flexible, responsive supply of land – managed in a way that makes efficient and effective use of land, including re-use of previously developed land, where appropriate*”. PPS3 also emphasises the need for an evidenced-based policy approach to the supply of land for housing. The primary source of evidence for the supply of land in a Local Authority’s area is a Strategic Housing Land Availability Assessment (SHLAA).

Annex C of PPS 3 states that a SHLAA should:

<i>Policy Requirement</i>	<i>Requirement met?</i>
<i>Assess the likely level of housing that could be provided if current unimplemented planning permissions were brought into development;</i>	√
<i>Assess land availability by identifying buildings or areas of land (including previously developed land and greenfield) that have development potential for housing, including within mixed use developments;</i>	√
<i>Assess the potential level of housing that can be provided on identified land;</i>	√
<i>Where appropriate, evaluate past trends in windfall land coming forward for development and estimate the likely future implementation rate;</i>	√ in part but not to justify future windfalls
<i>Identify constraints that might make a particular site unavailable and/or unviable for development;</i>	√
<i>Identify sustainability issues and physical constraints that might make a site unsuitable for development; and</i>	√
<i>Identify what action could be taken to overcome constraints on particular sites.</i>	√

Assessments should be prepared collaboratively with stakeholders. Where two or more Local Planning Authorities form a housing market area, Authorities should work together either by preparing joint assessments or by ensuring consistency in methodology. We have consulted other Local Authorities in the Cambridge Sub-Region on the methodology used to assess sites, see section 2 for more detail.

Strategic Housing Land Availability Assessments – Practice Guidance (DCLG, 2007)

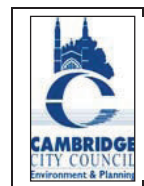
In July 2007 the Department for Communities and Local Government (DCLG) published practical guidance on how to carry out a SHLAA. The SHLAA Practice Guidance identified five core outputs for a SHLAA:

<i>Policy Requirement</i>	<i>Requirement met?</i>
<i>A list of sites, cross-referenced to maps showing locations and boundaries of specific sites (and showing broad locations, where necessary);</i>	√
<i>Assessment of the deliverability / developability of each identified (i.e. in terms of its suitability, availability and achievability [see glossary for definitions]) to determine when an identified site can be realistically expected to be developed;</i>	√
<i>Potential quantity of housing that could be delivered on each identified site or within each identified broad location (where necessary) or on windfall sites (where justified);</i>	√
<i>Constraints on the delivery of identified sites</i>	√
<i>Recommendations on how these constraints could be overcome.</i>	√

ANNEX 5 – WORK CARRIED OUT SO FAR

Call for Sites	May 2008
The methodology and criteria for carrying out the assessment was agreed by Members at the Development Plan Steering Group	14 July 2009.
Consultation was carried out with key stakeholders and residents associations on the assessment criteria and methodology	July to August 2009
Sites were initially assessed against the agreed criteria	August to October 2009
Housing Market Partnership (HMP) Convened	8 April 2011
For those sites assessed as suitable, HMP and landowners are being contacted to help assess availability and deliverability	May-August
Input from Ward Councillors 3 Briefing Sessions	June 2011
Sites brought back for consideration by the HMP	7 th June 2011 27 th June 2011 19 th July 2011 18 th Aug 2011 7 th Sept 2011
Development Plans Scrutiny Sub Committee	16 th July 2011
Work continues on site assessments contacting land owners and on developability and deliverability of sites	July/August 2011
Assess broad locations of small sites and need or otherwise to identify any windfall sites	August 2011
Public consultation with Residents and Stakeholders 6 weeks including assessment of any additional sites	September 2011 for 6 weeks
SHLAA to be considered by DPSSC	May 2012

ANNEX 6 – THE HOUSING MARKET PARTNERSHIP



CAMBRIDGE CITY COUNCIL

Housing Market Partnership Terms of Reference

The document sets out the purpose and role of the Housing Market Partnership (HMP) in the Strategic Housing Land Availability Assessment (SHLAA) process, who will make up the HMP, how the Partnership will communicate and how often the Partnership will liaise with the SHLAA Project Team.

Role of SHLAA

The SHLAA is an important part of the evidence base for the Council's Local Plan. In the future it will be necessary to update the evidence base at regular intervals to ensure it is sufficiently robust. The Council is producing a SHLAA to inform the LDF on matters of housing supply. The SHLAA will in particular inform the production of the Local Plan Review.

In light of Government guidance it is necessary to ensure the full involvement of relevant stakeholders via the establishment of a Housing Market Partnership.

Purpose of the HMP

The HMP will provide input on the SHLAA process at specific milestones. It is intended that this input will be in the form of a dialogue with the SHLAA Project Team opposed to a one off consultation. It is important the SHLAA is as robust as possible and it is anticipated that the local knowledge, and the expertise of market conditions and viability factors of Partnership members will ensure the SHLAA's robustness.

The SHLAA Project Team will be headed by officers of the Planning Policy Team and supported by other officers in the Council. The Project Team will be responsible for the day-to-day work of the SHLAA, co-ordinating the HMP and producing the final document.

HMP Membership

The SHLAA Guidance states that "Assessments should preferably be carried out at the sub-regional level" however as other Council's in the Cambridgeshire area have been implementing HMPs at a district level and

given the stage we are at with our SHLAA, therefore it is proposed that the HMP for Cambridge only cover land in the administrative area of Cambridge City Council. It is planned that the HMP will be made up of representatives of the following interest groups:

- Home Builders Federation (HBF)
- Local Property Agents
- A National Housebuilder
- A Local House builder
- A Registered Social Landlord (RSL)
- A representative of Residents Associations

Membership of the Partnership will be at the discretion of the Council.

How the Partnership will work together

It is anticipated that the Partnership will work primarily via email with the Project Team as it is recognised that people's availability and time is limited. However, it will be necessary to have periodic meetings during the lifetime of the SHLAA process to discuss issues in more depth. It is currently proposed to have at least an initial meeting with all members of the Partnership to discuss in more detail the 'ground rules' for the Partnership; that is the matters raised in this terms of reference document and any other issues that may arise. It is anticipated that Partnership members will continue to be involved in any future revisions.

The initial meeting is scheduled for 8th April 2011.

Role of the HMP

The role of the HMP will be to provide advice, agree the methodology for future iterations of the SHLAA and critique document drafts and site assessments. Advice will be specifically sought at particular milestones in the SHLAA process. It is anticipated that the HMP will, in particular, provide advice on market conditions and site viability at later stages in the SHLAA process. The criteria against which these sites will be assessed were consulted on in July / August 2009. The Project Team will carry out the assessment for site suitability with Partnership members being more involved in advising on site availability, achievability and viability factors. However, in their role of scrutiny, members of the Partnership will be able to comment on the assessment process. In this they will be expected to provide personal expertise rather than business interests and will be expected to assist with assessment and the process of site selection rather than putting forward individual sites.

Partnership members will treat all draft SHLAA material, including site assessments, as confidential during the preparation of the SHLAA, unless the Council advises that it can be shared.

Reviewing the SHLAA

Once the SHLAA is complete the status of sites will be reviewed once a year through the Annual Monitoring Report (AMR). The HMP will be consulted at this point on the status of sites and the condition of the local housing market.

On a periodic basis, not every year, the SHLAA will be reviewed at a more fundamental level. When this happens the HMP will help make decisions on the scope and principles for the review of the SHLAA.

Responsibility for the Partnership

Responsibility for the Partnership will lie with the Cambridge City Council Planning Policy Team. Day-to-day correspondence regarding the Partnership and the SHLAA process should be directed to Myles Greensmith who can be contacted via myles.greensmith@cambridge.gov.uk or 01223 457171.

Timetable for SHLAA Production

Call for sites May 2008

Consultation on approach to density calculation Feb 2009

Consultation on criteria to assess sites: July / August 2009

Provisionally assess site suitability – September 2009-March 2011

Provisionally assess site availability and achievability: March / April 2011

Input from Ward Councillors and HMP: April-May 2011

Take the provisional site assessments to committee: Mid June 2011

Stakeholder Consultation on Draft SHLAA: June 2011 – End July 2011

Adopt the SHLAA: autumn 2011

The HMP will be expected to input at stages 5, 6, and 8.

I agree to comply with the above terms and conditions

Signed:

Name:

Date:

Membership of Cambridge Housing Market Partnership

Myles Greensmith	City Council
Grant Sharman	Atkins
Karen Beech	Bidwells
Richard Seamark	Carter Jonas
Colin Brown	January Consultant Surveyors
Garth Hanlon	Savills
James Stevens	House Builders Federation (associate)
Carl Atkinson/Neil Griffiths	Cambridge & County Developments (CHS Group)
John Edwards	Granta Housing Society/Metropolitan Housing Partnership
David Keeling	Bedfordshire Pilgrims Housing Association
Steve Collins	Homes & Communities Agency
Peter Biggs/Carl Atkinson	Barratt Homes
John Oldham/Jo Clarke	Countryside Properties
Michael Bond	Cambridge Federation Of Residents Associations
Adrian Tofts	County Council
Judit Carballo	County Council
Jon Finney	Highway Authority
Stephen Conrad	County Council
Phil Doggett	City Council
Yemi Felix	City Council
Alan Carter/Sara Lyons	City Council
Caroline Hunt/Jenny Nuttycombe	South Cambs District Council

ANNEX 7 – SITE VISIT PROFORMA

Site ID: Site Name:

Site Description:

Current Use:

Site area:

Source of supply:

Site owner:

Site boundaries:

Surrounding land uses:

Character of surrounding area:

Physical constraints:
(e.g. access, steep slopes, potential for flooding, natural features of significance, location of pylons)

Policy designations:

Development progress:

Relevant planning history:

Initial assessment:

ANNEX 8 INITIAL CONSULTEES ON THE ASSESSMENT METHODOLOGY

Organisations

All City and County Councillors
Accent Nene Ltd
ADAS
Anchor Trust
Argyle Street Housing Co-op Ltd
Arup Economics & Planning
Atkins
Babraham Road Action Group
Barton Close Residents' Association
Barton Housing Association Ltd
Bateman Street & Bateman Mews Residents Association
Bedfordshire Pilgrims Housing Association
BENERA
Bidwells
Bishops Court Residents' Company Ltd
Bradmore & Petersfield Residents Association
Brooklands Avenue Area Residents' Association
Brookside Residents Association
Brunswick & North Kite Residents Association
Bulstrode Gardens Residents Association
Cambanks Residents' Society Ltd
Cambridge Cyrenians
Cambridge Federation of Tenants & Leaseholders
Cambridge Partnerships
Cambridge Road Safety Advisory Council
Cambridge University Hospital NHS Foundation Trust
Cambridgeshire County Council
Cambridgeshire Partnerships
CAMCAT Housing Association
Camstead Ltd
Carter Jonas Property Consultants LLP
Castle Community Action Group
Castle Community Action Group
Cheffins
Cherry Hinton & Rathmore Roads Residents' Association
Cherry Hinton & Rathmore Roads Residents' Association
Christ's Pieces Residents Association
Circle Anglia
Clerk Maxwell Road Residents' Association
Corfe Close Residents Association (CCRA)
Covent Garden Residents Association
CREW

CRONC
Devonshire Road Residents Association
East Cambridgeshire District Council
East Chesterton Community Action Group
EMRAG
English Heritage
Environment Agency
Fenland District Council
Fenners Lawn Residents Association Ltd
Flagship (Cambridge Housing Society)
Mr Freeman
Gazeley Lane Area Residents' Association
George Pateman Court Residents' Association
Glisson Road/Tenison Road Area Residents' Association
Gough Way Residents Association
Granta Housing Society Ltd
Greenlands' Residents Association
Greenlands' Residents Company
Guest Road Residents' Association
Hanover & Princess Court Residents' Association
Hazelwood & Molewood Residents' Association
Highsett Houses Residents' Society
Highsett Residents' Society
Home Builders Federation
Homes & Communities Agency
Huntingdonshire District Council
Iceni Homes
Iceni Homes (Hundred Houses) Tenants' Association
Iceni Homes Ltd
January Consultant Surveyors
King Street Neighbourhood Association
Kings Hedges Neighbourhood Partnership
Laxton Way Residents' Association
Lichfield & Neville Residents' Action Group
Marshall Group of Companies
Mill Road Community Improvements Group
Millington Road & Millington Lane Residents Association
Mitchams Corner Residents' & Traders'
Mott MacDonald
Mulberry Close Residents Society
NAFRA 19 Acre Field Residents' Association
Natural England, Four Counties Team
New Pinehurst Residents Association
Norfolk Terrace & Blossom Street Residents Association
North Newnham Residents Association
Norwich Street Residents Association
Old Chesterton Residents' Association

Old Pinhurst Residents Association
Orchard Close Residents Association
Oxford Road Residents Association
Park Street Residents Association
Petersfield Area Community Trust (PACT)
Places for People
Protect Union Lane Group
Ravensworth Gardens Residents Association Ltd
Riverside Area Residents Association
RPS
Rustat Neighbourhood Association
Sanctuary Housing Group
Sandy Lane Residents' Association
Savills
SOLACHRA
South Cambridgeshire District Council
St Andrew's Road Residents Association
St Mark's Court Residents Association
St Matthews Gardens Residents Association
Storeys Way Residents' Association
Tavistock Road & Stratfield Close Residents' Association
The Eights Marina Management Board
Three Trees Residents' Association
Trumpington Residents Association
University Estate Management & Building Service
Varsity Place Residents Association
Victoria Park Residents Working Group
VIE Residents' Association
West Cambridge Preservation Society
Windsor Road Residents Association (WIRE)
WSP Development & Transportation Ltd
York Street Residents' Action Group

CONSULTEES ON DENSITY METHODOLOGY FEBRUARY 2009

Mr C.M. Freeman Planning Consultant
Mr D Middleditch ADAS
Mr N Boulton Arup Economics and Planning
Mrs T Hylton Atkins
Ms K Beech Bidwells
Mr Somerville-Large Camstead Ltd
Ms J Page Carter Jonas Property Consultants LLP
Mr S Lewis Cheffins
Mr C Brown January Consultant Surveyors
Mr T Spencer Mott MacDonald
Mr D Proctor RPS
Mr G Hanlon Savills
Mr J Hicks WSP Development & Transportation

Mr M Vigor Cambridgeshire County Council
Mr P Milliner University Of Cambridge Estate Management

ANNEX 9 – FORM FOR ADDITIONAL SITES 2011

This form is available as a separate document on the website and can be completed and returned. Further details at the end of this form.

Environment &
Planning

(For City Council Use)

REF.

ACK:

Planning Policy

Strategic Housing Land Availability Assessment

ADDITIONAL SITE SUGGESTIONS

Please complete the form clearly and legibly with only one site promoted per form

Submissions must be received by Cambridge City Council by 5pm on 11/11/2011

DATA PROTECTION AND FREEDOM OF INFORMATION

We need your permission to hold your details on our database. We would be grateful if you could sign the declaration shown below.

Information is collected by Cambridge City Council as data controllers in accordance with the data protection principles in the Data Protection Act 1998. The purposes for collecting this data are:

- to inform the preparation of a Strategic Housing Land Availability Assessment;
- to support the preparation of future Development Plans; and
- to contact you, if necessary, should we need information on answers given on this form.

The above purposes may require public disclosure of any data received by Cambridge City Council on the form, in accordance with the Freedom of Information Act 2000.

DISCLAIMER

The assessment of potential housing sites through the SHLAA process and the identification of potential housing sites within the local authority SHLAA report does not indicate that planning permission will be granted for housing development, nor

that the site(s) will be allocated for new housing development in Development Plan Documents.

Submission of Information

I understand that the information contained in my submission may be made available for public viewing through the preparation and publication of the SHLAA and acknowledge that I have read and accept the information in the disclaimer above.

Data Protection and Freedom of Information

I agree that Cambridge City Council can hold the contact details and related site information and I understand that they will only be used in relation to matters detailed above.

Signed:

Date:

REPRESENTATIONS ON FORMS THAT ARE NOT SIGNED AND DATED
WILL NOT BE ACCEPTED

PART 1. SITE VISITS

It may be necessary for planning officers to visit the site. By completing and returning this form you consent to Officers of the Council (or their representatives) visiting the site in order to make this assessment. Site visits will be conducted unaccompanied wherever possible. Where there are reasons why an unaccompanied site visit is not practicable (for instance where the site is secured and not visible from a public highway) please indicate below so that alternative arrangements for a site visit can be made as appropriate.

The reason(s) that an unaccompanied site visit is not possible is/are:

The name (and contact details if different to those shown below) of the person that should be contacted to arrange an accompanied site visit is:

PART 2. ABOUT YOU

Are you? (tick all that apply)

The land owner?

Acting on behalf of the owner?

A planning agent?

A developer?

An independent third party?

A registered social landlord?

If third party or other, please specify:

PART 3. YOUR DETAILS

Title:	
First Name	
Surname	
Position	
Organisation	
Address	

Postcode	
Email	
Telephone	
Fax	

PART 4. LANDOWNER DETAILS

If the site is in multiple ownership please provide additional details on a separate piece of paper.

Title:	
First Name	
Surname	
Position	
Organisation	
Address	
Postcode	
Email	
Telephone	

Fax	
-----	--

PART 5. ABOUT THE SITE

Site address (including postcode):

Please confirm that the site is within City Council boundaries (please tick)

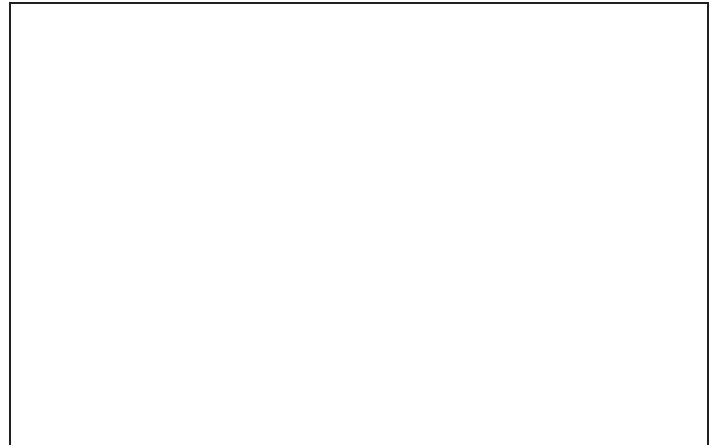
Site description:

Current use:

Site area (hectares):

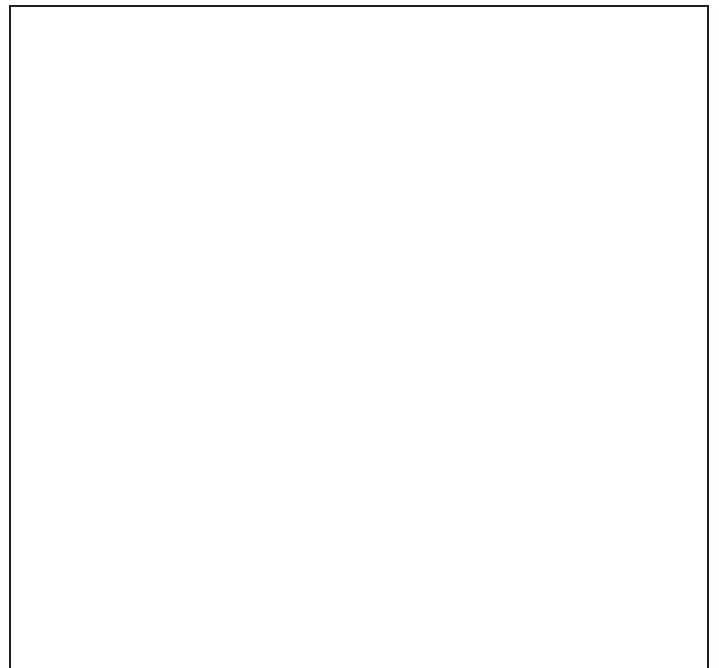
Surrounding land uses:

Character of surrounding area:




Are there any physical constraints on site (e.g. access, steep slopes, potential for flooding, natural features of significance, location of pylons, access difficulties, contamination issues etc):

If you have identified any constraints please let us know if and how you think they may be overcome.



Are there any ownership or legal issues (e.g. covenants) with the site?



Are there any particular infrastructure requirements associated with the site?



Does the site have a planning history?
(e.g. history of applications, extant permissions etc.)

What other potential alternative uses are there for the site?

PART 6. AVAILABILITY OF THE SITE

How many houses would you estimate that the site is capable of accommodating?

Is the site available for development immediately? (please tick)

YES

NO

If you have answered 'no' above please state why.

Will the sites development be dependant upon improvements to the property market? (please tick)

YES

NO

If the site is immediately developable, please state whether:

Planning permission has been granted

The site is being actively marketed

The site is subject to an option to purchase by a developer

The site is in the ownership of a developer.

Other. Please specify.

Land owners anticipated sale value per hectare? (please tick)

£0-1.25m

£1.26-2.5m

£2.6-3.7m

£3.8 & over

Likelihood of delivery in (please tick):

The next 5 years	6-10 years	11-15 years
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

PART 7. OTHER INFORMATION

Is there any other information that you think may be useful to us when assessing your site?

PLEASE ATTACH AN UP-TO-DATE MAP (1:1250 or 1:2500 SCALE) OR AERIAL PHOTOGRAPH OUTLINING THE PRECISE BOUNDARIES OF THE SITE IN ITS ENTIRETY AND THE PART THAT MAY BE SUITABLE FOR HOUSING (IF THIS IS LESS THAN THE WHOLE)

WITHOUT THIS MAPPED INFORMATION THE SITE WILL NOT BE REGISTERED OR ASSESSED

THANK YOU

Please complete and return your site submission to Cambridge City Council by 11/11/2011 and return to:

Myles Greensmith
Planning Policy

Cambridge City Council
P O Box 700
Cambridge
CB2 0JH

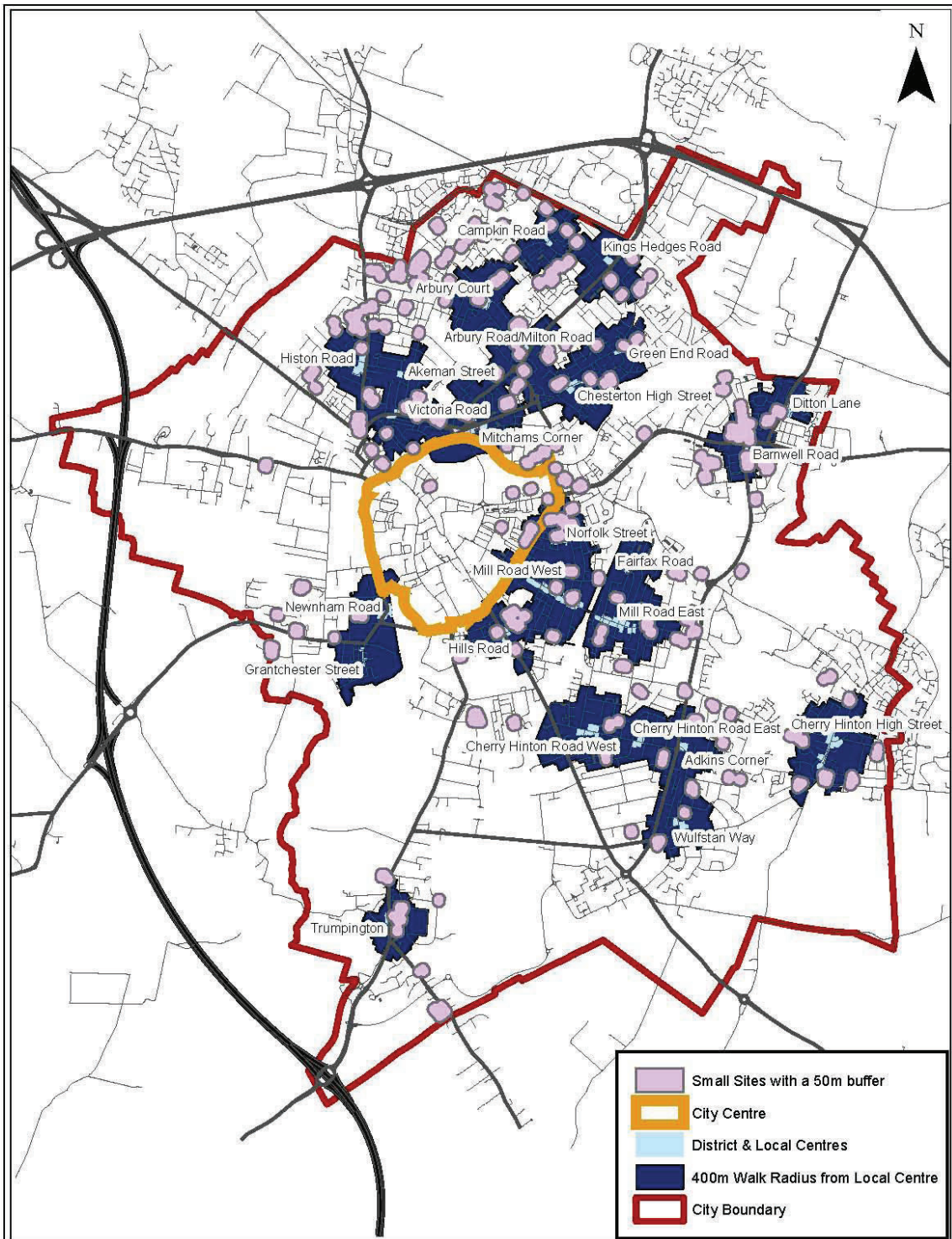
policysurveys@cambridge.co.uk

Fax: 01223 457109

Ensure that your submission includes:

- **A completed and signed site submission form**
- **An appropriate map or aerial photograph showing precise site boundaries**
- **Additional landowner information supplement (if required)**
- **Appropriate supporting material (optional)**

Annex 10: Ward Index Maps – Potential Developable Sites (See separate documents)



Annex 11 Draft SHLAA Map of Broad Location and Small Sites

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Project Location & Name: J:\Projects\ArcGIS_Projects\Basemap; Layout Name: n/a

Date:	19th August 2011
Produced by:	Timothy Cliff
Section/Department:	Information Services, Environment Dept
Scale:	1:45,000

ANNEX 12 CONSULTEES ON DRAFT SHLAA SEPTEMBER 2011

Organisation

Accent Nene Ltd
ADAS
Anchor Trust
Argyle Street Housing Co-op Ltd
Arup Economics & Planning
Atkins
Babraham Road Action Group
Barton Close Residents' Association
Barratt Eastern Counties
Barton Housing Association Ltd
Bateman Street & Bateman Mews Residents' Association
Bateman Street & Bateman Mews Residents' Association
Beacon Planning Limited
Bedfordshire Pilgrims Housing Association
BENERA
Bidwells
Boyer Planning Ltd
Bolton Pit Company
Bradmore & Petersfield Residents Association
Brooklands Avenue Area Residents' Association
Brookside Residents Association
Brunswick & North Kite Residents' Association
Bulstrode Gardens Residents Association
Cambanks Residents' Society Ltd
Cambridge Cyrenians
Cambridge & County Developments (CHS Group)
Cambridge Federation of Tenants & Leaseholders
Cambridge Past Present & Future
Cambridge Road Safety Advisory Council
Cambridge University Estate Management & Building Service
Cambridge University Hospital NHS Foundation Trust
Cambridgeshire County Council
Cambridgeshire County Council Property & Estates
CAMCAT Housing Association
Cambridgeshire Partnerships
Camstead Ltd
Carter Jonas Property Consultants LLP
Castle Community Action Group
Cheffins
Cherry Hinton & Rathmore Roads Residents' Association
Christ's Pieces Residents Association
Circle Anglia
Clerk Maxwell Road Residents' Association
Corfe Close Residents Association (CCRA)
Countryside Properties (Special Projects) Ltd
Covent Garden Residents Association
CREW
CRONC
Day Accountants
Devonshire Road Residents Association

DevPlan
East Chesterton Community Action Group
East Cambridgeshire District Council
EMRAG
English Heritage
Environment Agency
FECRA (Cambridge Federation Of Residents Associations)
Fenland District Council
Fenners Lawn Residents Association Ltd
Flagship (Cambridge Housing Society)
Freeman
Gazeley Lane Area Residents' Association
George Pateman Court Residents' Association
Glisson Road/Tenison Road Area Residents' Association
Gough Way Residents Association
Granta Housing Society Ltd
Granta Housing Society/Metropolitan Housing Partnership
Greenlands' Residents Company
Grosvenor Estates
Guest Road Residents' Association
Hanover & Princess Court Residents' Association
Hazelwood & Molewood Residents' Association
Highsett Residents' Society
Home Builders Federation
Homes & Communities Agency
Hundred Houses Society
Huntingdonshire District Council
Iceni Homes (Hundred Houses) Tenants' Association
Iceni Homes Ltd
January Consultant Surveyors
King Street Neighbourhood Association
Kings Hedges Neighbourhood Partnership
Laxton Way Residents' Association
Lichfield & Neville Residents' Action Group
Marshall Group of Companies
Mill Road Community Improvements Group
Millington Road & Millington Lane Residents Association
Mitchams Corner Residents' & Traders' Association
Mott MacDonald
Mulberry Close Residents Society
NAFRA 19 Acre Field Residents' Association
Natural England, Consultation Service
New Pinehurst Residents Association
Norfolk Terrace & Blossom Street Residents Association
North Newnham Residents' Association
Norwich Street Residents Association
Old Chesterton Residents' Association
Old Pinehurst Residents Association
Orchard Close Residents Association
Oxford Road Residents Association
Park Street Residents' Association
Petersfield Area Community Trust (PACT)
Places for People

Protect Union Lane Group
Ravensworth Gardens Residents Association Ltd
Residents Association of Old Newnham (RAON)
Riverside Area Residents Association
Romsey Action Group
RPS
Rustat Neighbourhood Association
Sanctuary Housing Group
Sandy Lane Residents' Association
Savills L&P Ltd
SOLACHRA
South Cambs District Council
St Andrew's Road Residents Association
St Mark's Court Residents Association
St Matthews Gardens Residents Association
Storeys Way Residents' Association
Tavistock Road & Stratfield Close Residents' Association
The Eights Marina Management Board
Three Trees Residents' Association
Trumpington Residents Association
University Estate Management & Building Service
Varsity Place Residents Association
Victoria Park Residents Working Group
VIE Residents' Association
West Cambridge Preservation Society
Windsor Road Residents Association (WIRE)
Windsor Road Residents (WIRE)
Windsor Road Residents Association
Windsor Road Residents Association (WIRE)
WSP Development & Transportation Ltd
York Street Residents' Action Group
City Ward Councillors
County Ward Councillors
HMP Members
Land Owners
4,750 Residents living near all proposed SHLAA sites

APPENDIX B

PART 3 – LIST OF POTENTIAL SITES AND ASSESSMENTS

Appendix B is available as a separate document. A printed copy has been placed in the Council's Customer Service Centre for reference. All documents are published on the Council's web site.

See the Council's Web site under Committees:-

[SHLAA - Part 3](#)

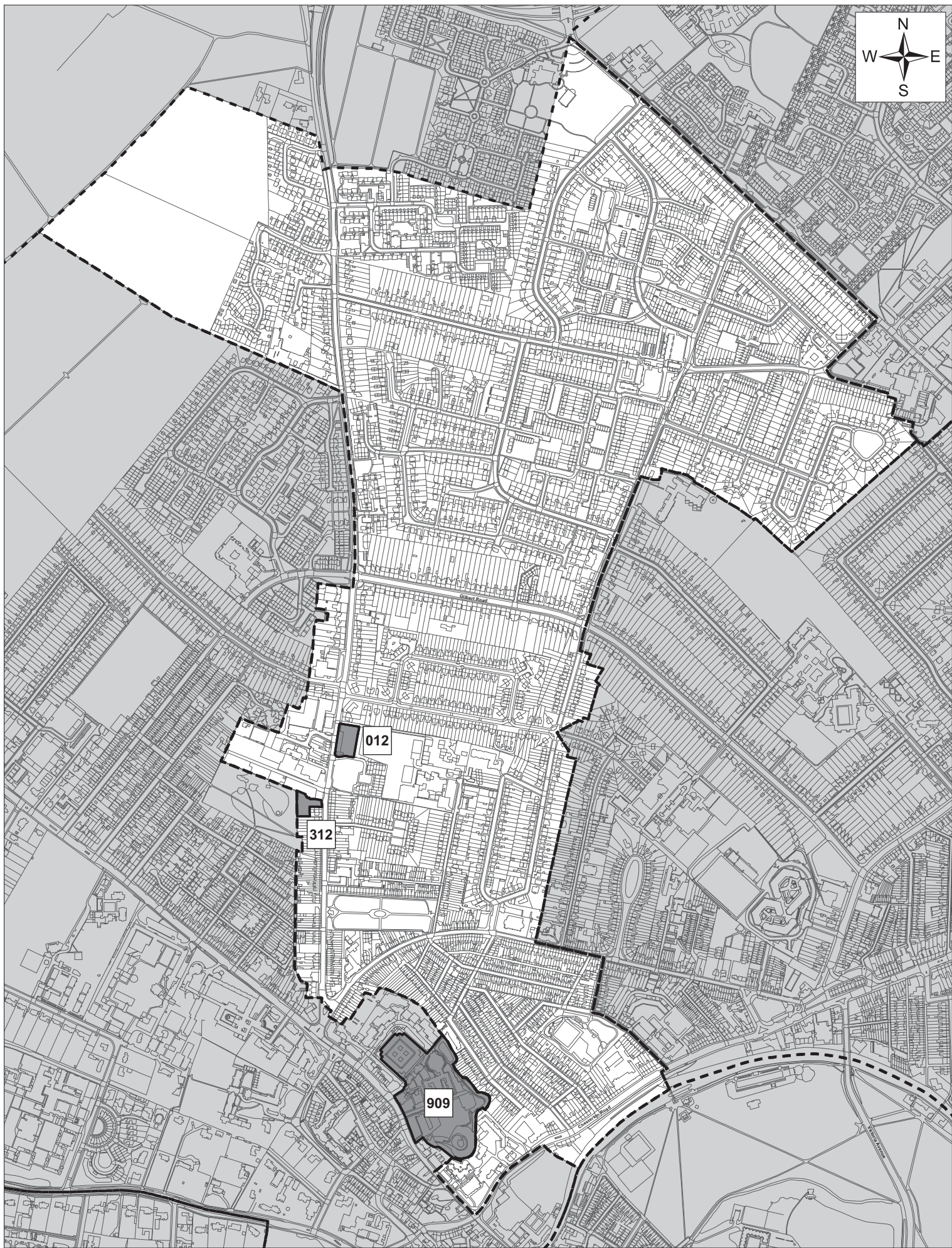


SHLAA within Abbey Ward Boundary



Date:	10th May 2012
Produced by:	Matthew Merry
Department:	Environment
Scale:	1:11,000

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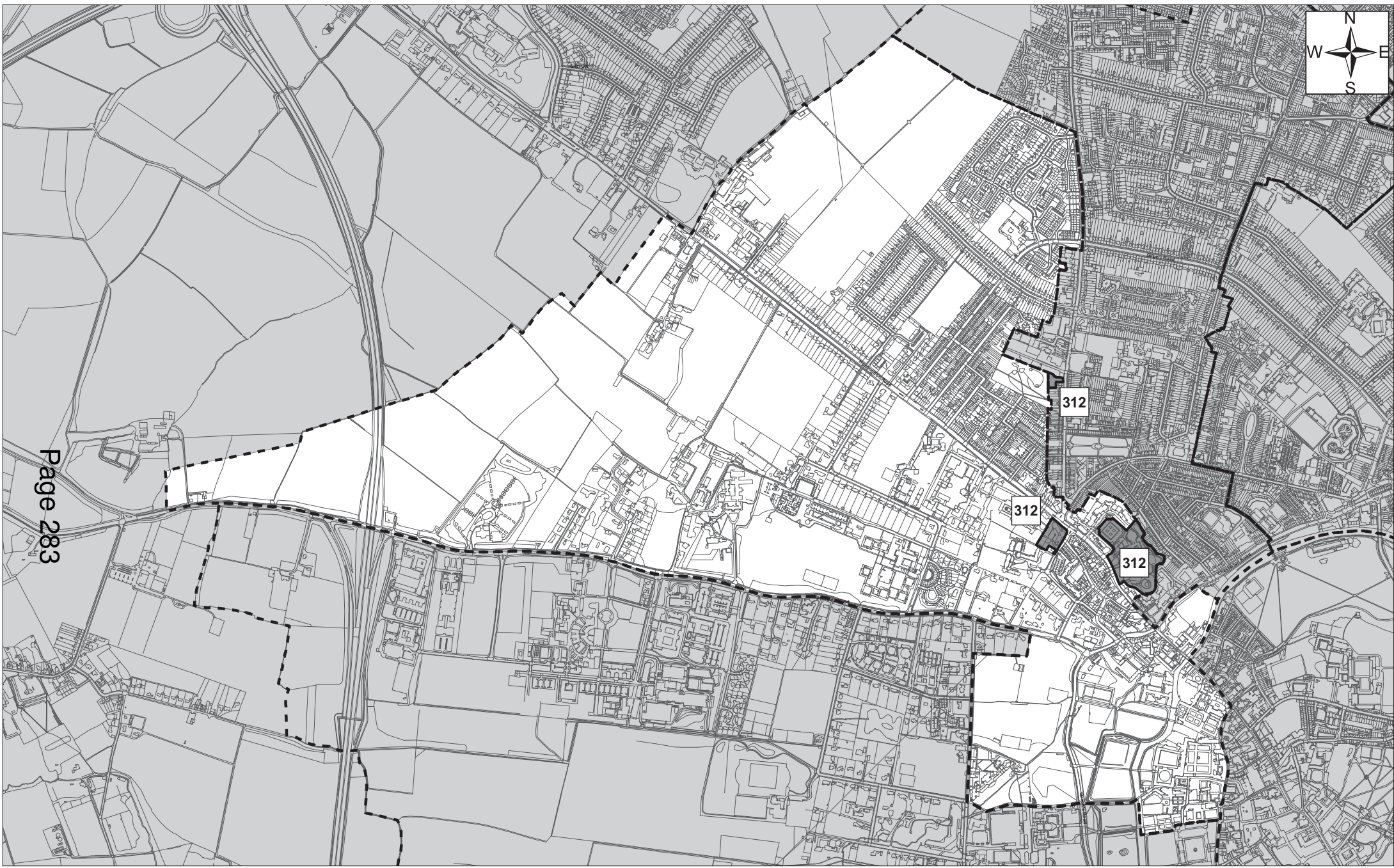
SHLAA with Arbury Ward Boundary

Page 281

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Department:	Environment
Scale:	1:6,500

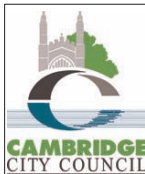
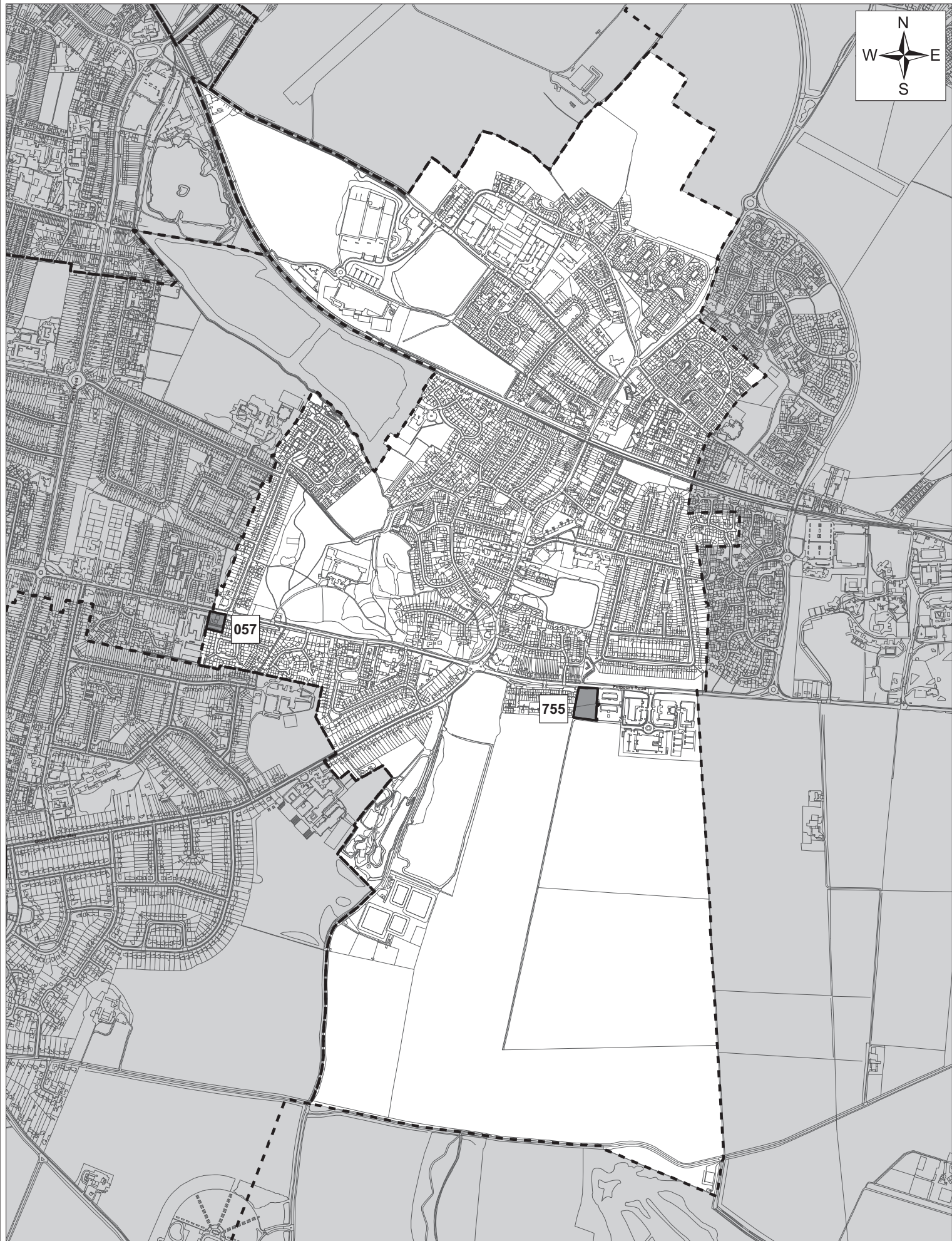
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SHLAA within Castle Ward Boundary

Date:	10th May 2012
Produced by:	Matthew Merry
Department:	Environment
Scale:	1:11,000

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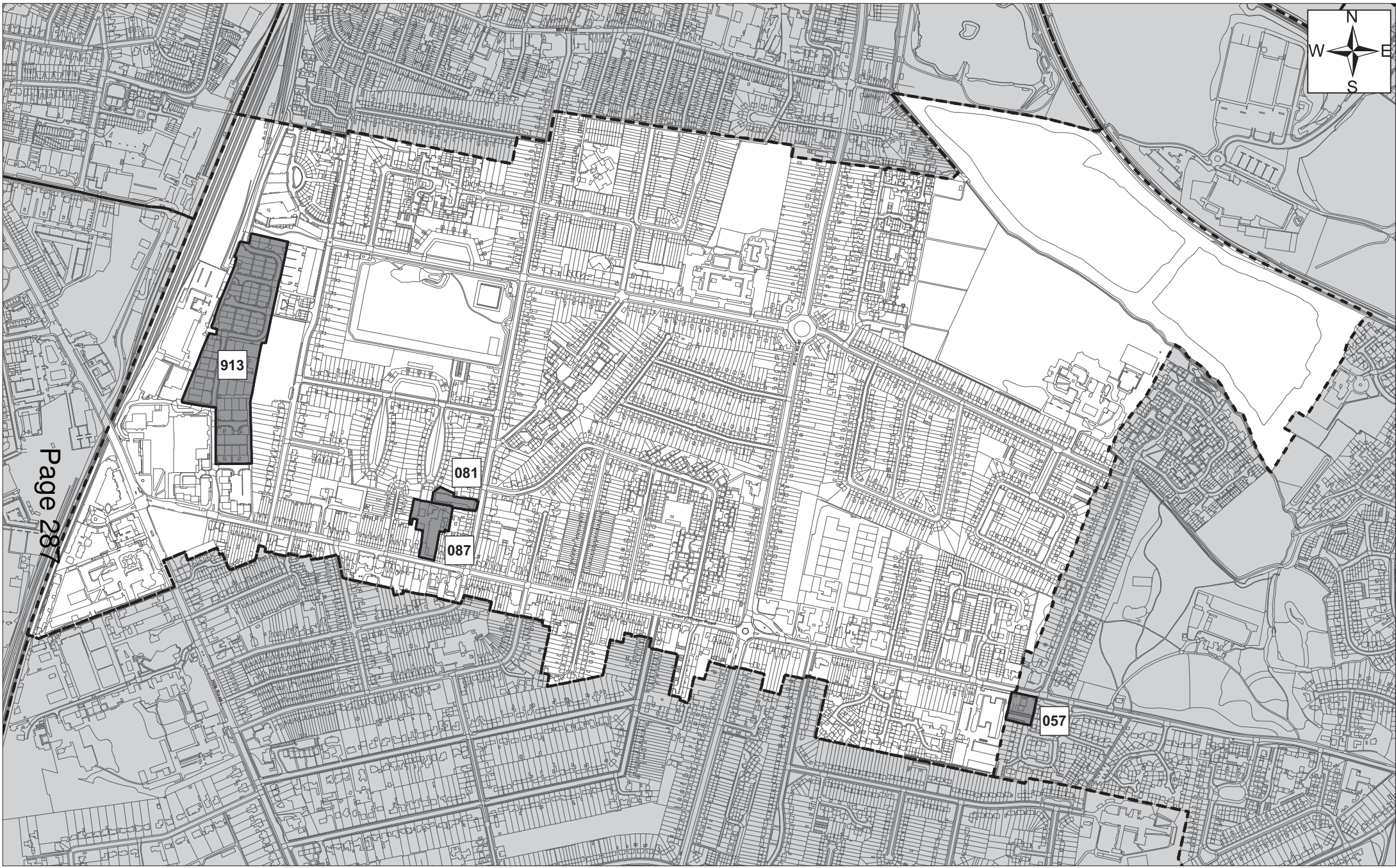
SHLAA with Cherry Hinton Ward Boundary

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Department:	Environment
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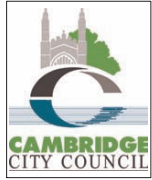


SHLAA within Coleridge Ward Boundary

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Department:	Environment
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SHLAA with East Chesterton Ward Boundary

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Department:	Environment
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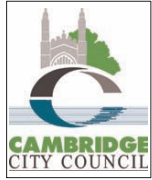
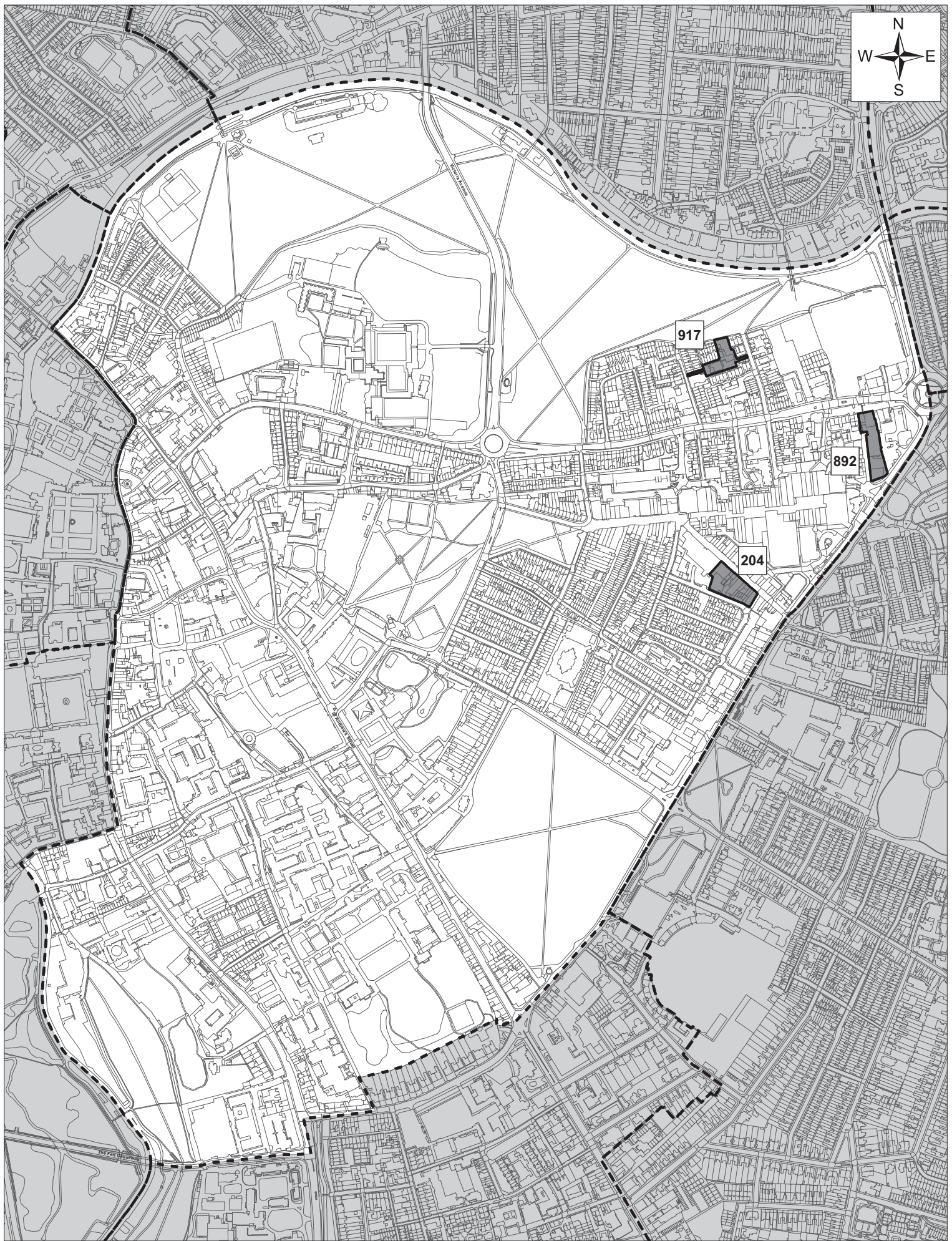


SHLAA within Kings Hedges Ward Boundary

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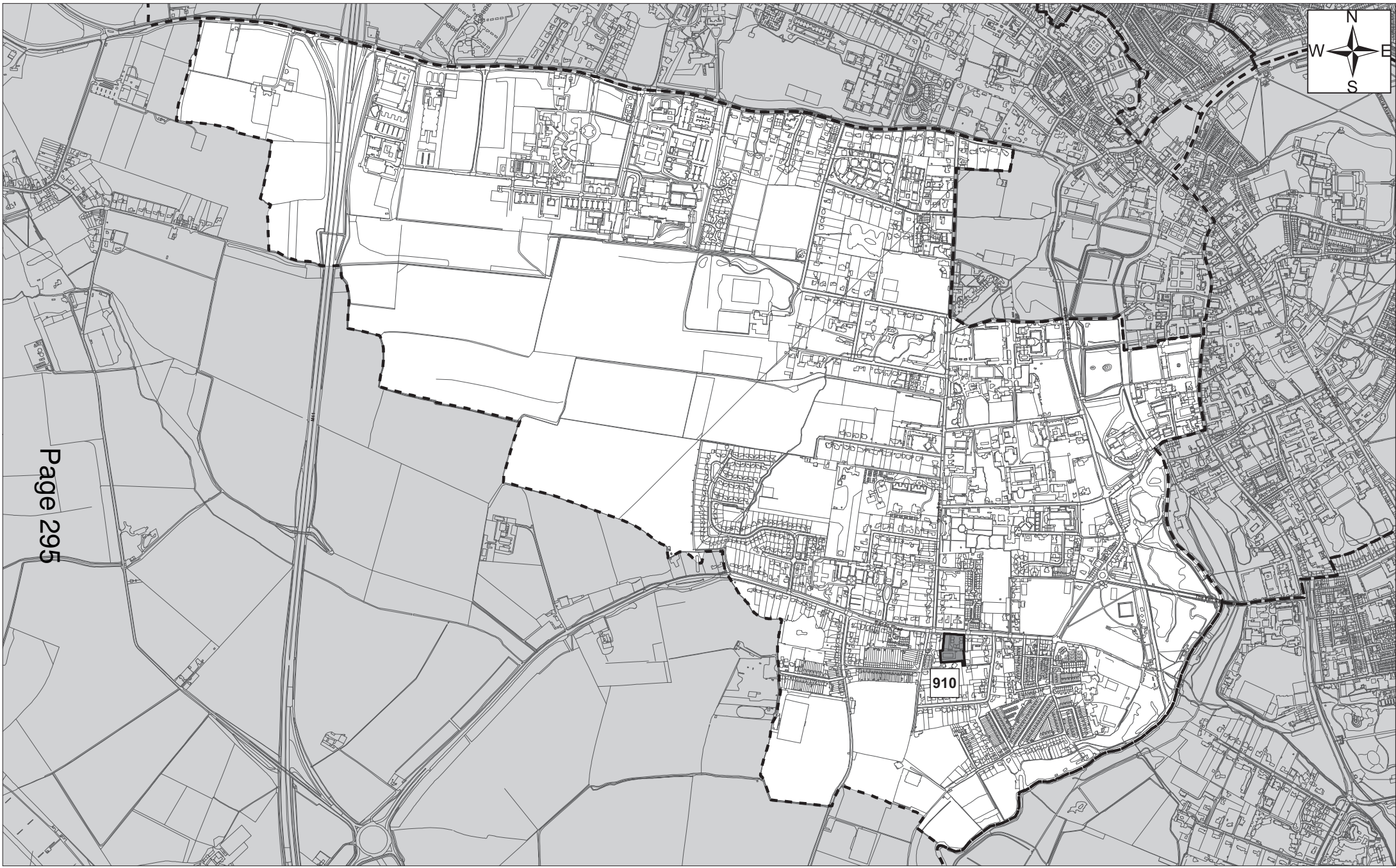
SHLAA with Market Ward Boundary

Page 293

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Department:	Environment
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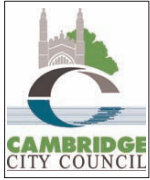


SHLAA within Newnham Ward Boundary

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Department:	Environment
Scale:	1:11,000

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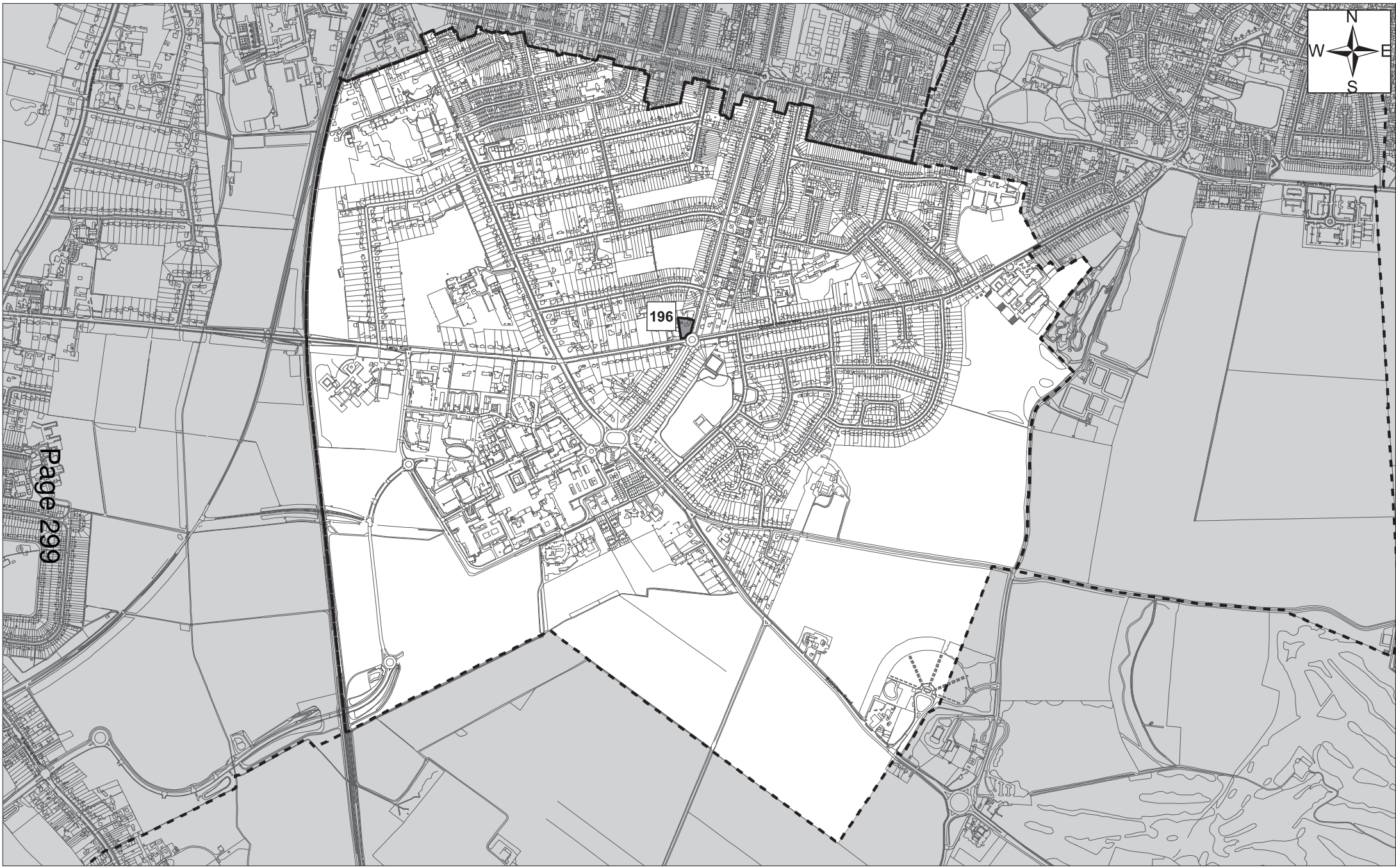
SHLAA with Petersfield Ward Boundary

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Department:	Environment
Scale:	1:5,000

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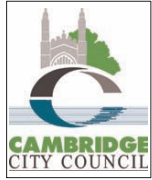


SHLAA within Queen Edith's Ward Boundary

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Department:	Environment
Scale:	1:11,000

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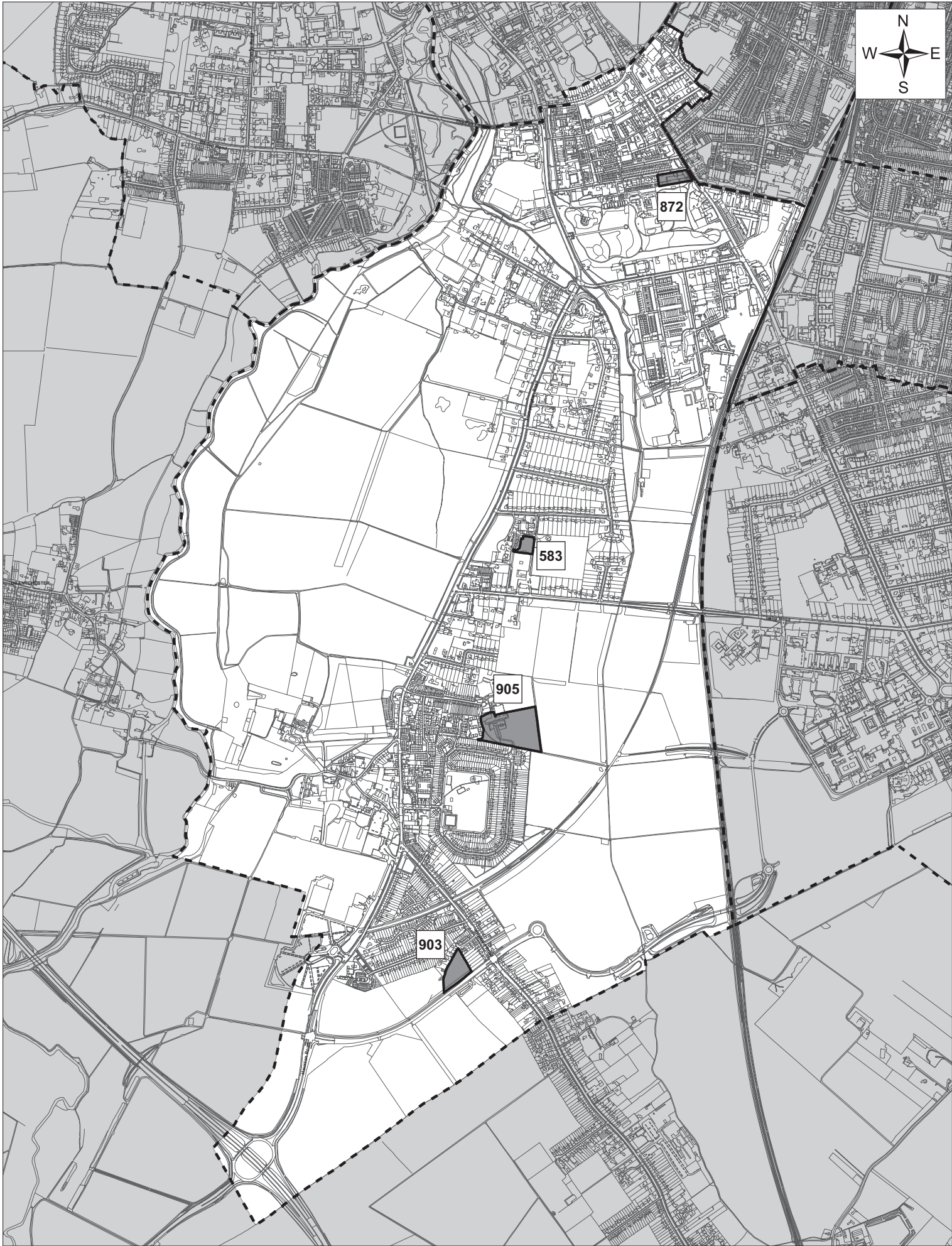
SHLAA with Romsey Ward Boundary

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Department:	Environment
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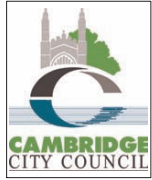
SHLAA with Trumpington Ward Boundary

Page 303

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Department:	Environment
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SHLAA with West Chesterton Ward Boundary

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Date:	10th May 2012
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Department:	Environment
Scale:	1:5,500

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Part 3 – Potential Sites

Annex 1: Maps and Assessments of Potential SHLAA Sites

SHLAA SITES MAY 2012

Site ID: Site 105 Detail

Site Name: Abbey Stadium and land fronting Newmarket Road

Ward: Abbey

Site Area in Hectares: 2.88

Number of Units (constrained): 154

Owner: Owners Known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - the site is the home of Cambridge United Football Club. To the Newmarket Road end of the site, part of the land is used as a vehicle rental site	a
Buildings in use: Yes, stadium buildings associated with the football club	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: The site is on the edge of the Green Belt, and as such the impact of any proposals on the setting of the City would be an important consideration	a
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within Environment Agency flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes (on the basis that the recreational uses on-site could be satisfactorily provided for at an equivalent and equally accessible location)

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: Part of the site (the pitch) is Protected Open Space, which is protected due to its recreational value only. Loss of this open space would only be permitted if the space could be satisfactorily replaced elsewhere, and this would need to be demonstrated by the applicant	a
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No	g
Relevant Planning History: C/03/1223 - development of stadium,	g

including construction of new north stand, provision of new supporters club, creche, D2 Leisure facilities, health and fitness suite and 86 bedroom hotel - application withdrawn.	
Level 2 Conclusion: Any development proposals for this site would need to demonstrate that the protected open space were to be relocated to a new site having similar accessibility. Only if this can be secured and guaranteed, can the site be considered to be suitable for redevelopment.	

Does the site warrant further assessment? Yes (on the basis that the recreational uses on-site could be satisfactorily provided for at an equivalent and equally accessible location)

LEVEL 3: OTHER CONSIDERATIONS

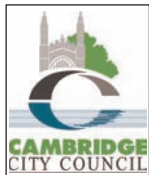
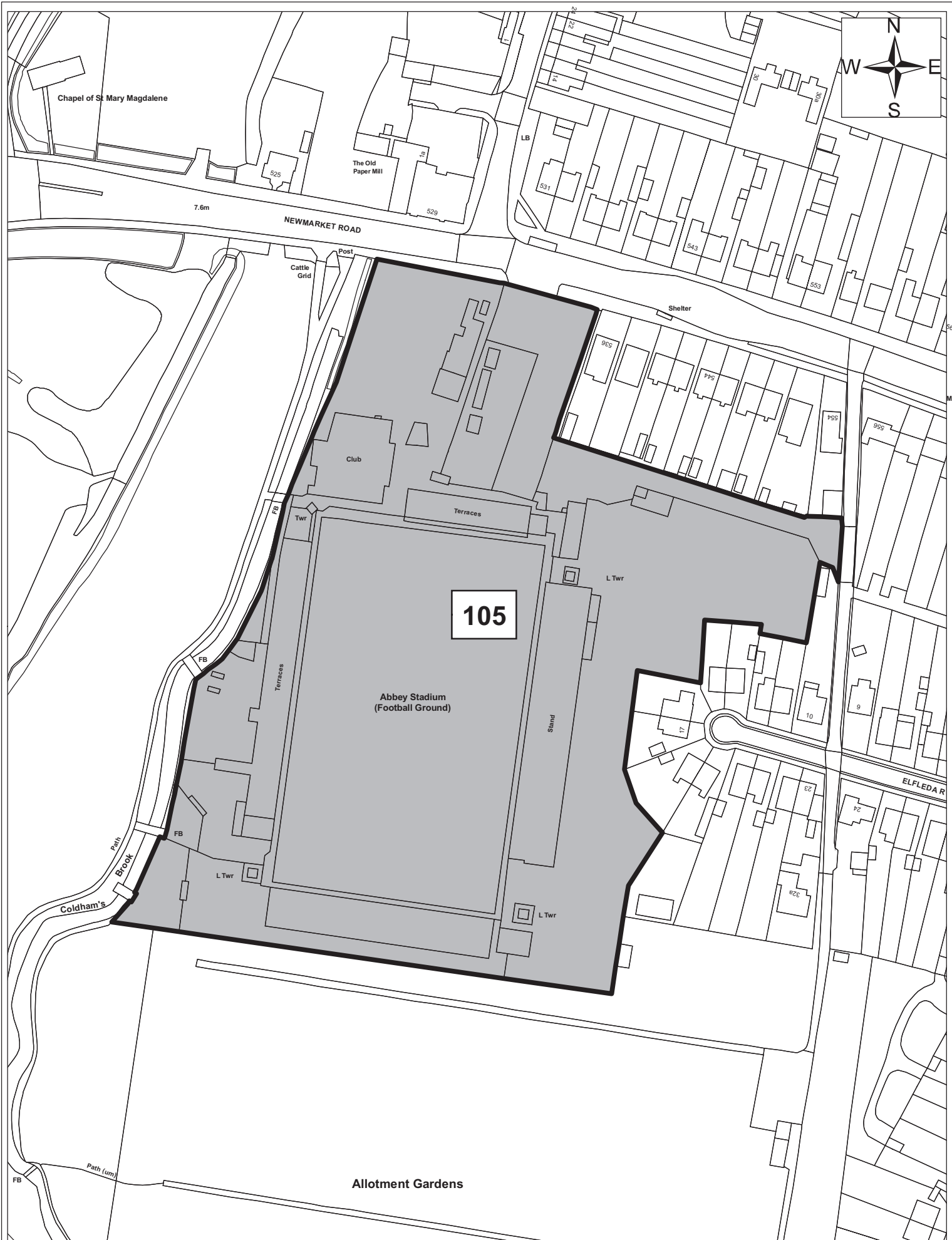
SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? The site could have significant contamination issues (occupied by a depot and previously oil merchants, fuel storage)	a
Any potential noise problems? Traffic noise will be an issue to the front of the site. Noise survey required and careful design and/or noise insulation will be required.	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? Not in an Air Quality Management Area (AQMA). (Assessment may be required as large site)	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: No known issues. Site not in Controlled Parking Zone (CPZ).	g
Access meets highway standards: The Highway Authority consider the site may have access issues due to the constrained nature of the frontage	a
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? Yes, the C3 service	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Could be overlooking with houses on Newmarket Road and Elfleda Road, although any issues could be overcome with good urban design	a
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: There are a number of Listed Buildings to the north of the site on Newmarket Road (The Round House and buildings on the corner of Ditton Walk)	a
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains¹? Located in an area known for its 18th and 19th century industry, evidence for Roman and Saxon settlement has been identified to the north (HER 17486). Of particular significance is Stourbridge Chapel to the north west, dating from the 12th century (HER 04781).	a
Site shape impacts on developability? No	g
Sites integration with existing communities: Development of this site could integrate well with existing community	g
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: No	a

Site within 400m of Doctors Surgery:	No
Site within 400m of Nursery School:	No
Site within 400m of Primary School	No
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: Yes - the stadium is considered to be a well used community facility. In accordance with Policy 5/11 the loss of community facilities will not be permitted unless the facility can be relocated to another appropriate location of similar accessibility for its users. As such, redevelopment of this site would only be permitted if the stadium could be relocated to another equally accessible site	a
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010).	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: The site can only be considered to be suitable for development if the Stadium can be relocated to a satisfactory replacement site which in a similarly accessible location. If a new home meeting these criteria for the football club could not be found, then the site would not be considered suitable for housing.	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
--	---

IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	In use as football stadium supporters club and ancillary uses. Not yet available.
Achievability	Yes –pre-discussions in progress with landowner. Potentially achievable if replacement open space can be provided
Suitability	Yes subject to satisfactory replacement of open space and other constraints in assessment being resolved
Actions needed to remove constraints	Satisfactory replacement for protected open space needs to be found in a similarly accessible location. Access and constrained nature of frontage. Covenant on south stand re allotments. Landowner suggested removing Boston Road from site, which will mitigate overlooking.
Achievability period	Developable in 6-10 years
Overall Conclusion: Deliverable/Developable	Site is developable



Site 105
Page 311

Date:	19/08/11
Produced by:	Myles Greensmith
Section/Department:	Environment
Scale:	1:1,500

SHLAA SITES 2012

Site ID: Site 202 Detail

Site Name: 1 Ditton Walk

Ward: Abbey

Site Area in Hectares: 0.28

Number of Units (constrained): 12

Owner: Owner Known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - Warehousing	a
Buildings in use: Yes - warehouse buildings	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No, although land to the west of the site is in the Green Belt and any development would have to maintain and enhance the setting of Cambridge	a
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within Environment Agency flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: Barnwell Junction Pastures to the West of the site is a City Wildlife site. This site is adjacent to the Coldhams Brook City Wildlife Site and the Leper chapel meadows wildlife sites. The current lack of public access to this area provides a key refuge for wildlife moving between Stourbridge Common and Coldhams common. Perhaps access to the east of the brook could provide a public footpath/cycle route linking Stourbridge and Coldhams without entering the meadows.	a
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: While the site is not allocated, its current use may well mean that it falls within the criteria of Policy 7/3 of the Local Plan (i.e. B8 use). However the Employment Land Review (ELR) has identified this site as being suitable for reallocation for housing	a

Protected Trees on site: While there are no Tree Preservation Orders on the site itself, there are large number of protected trees immediately to the western boundary of the site and as such early consideration would need to be given to these trees to ensure that any development proposals do not have a negative impact on these trees	a
Relevant Planning History: Not in relation to redevelopment of the site for housing (previous applications refer to change of use for different employment uses). 10/0861/OUT Erection of 12 dwellings and associated infrastructure following demolition of existing warehouse and office (6 year permission) (outline).	g
Level 2 Conclusion: While the site would need to be considered against the criteria contained within Policy 7/3 of the Local Plan and early consideration of the adjacent Tree Preservation Orders would be required, development of this site should still be possible when considered against the level 2 criteria.	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

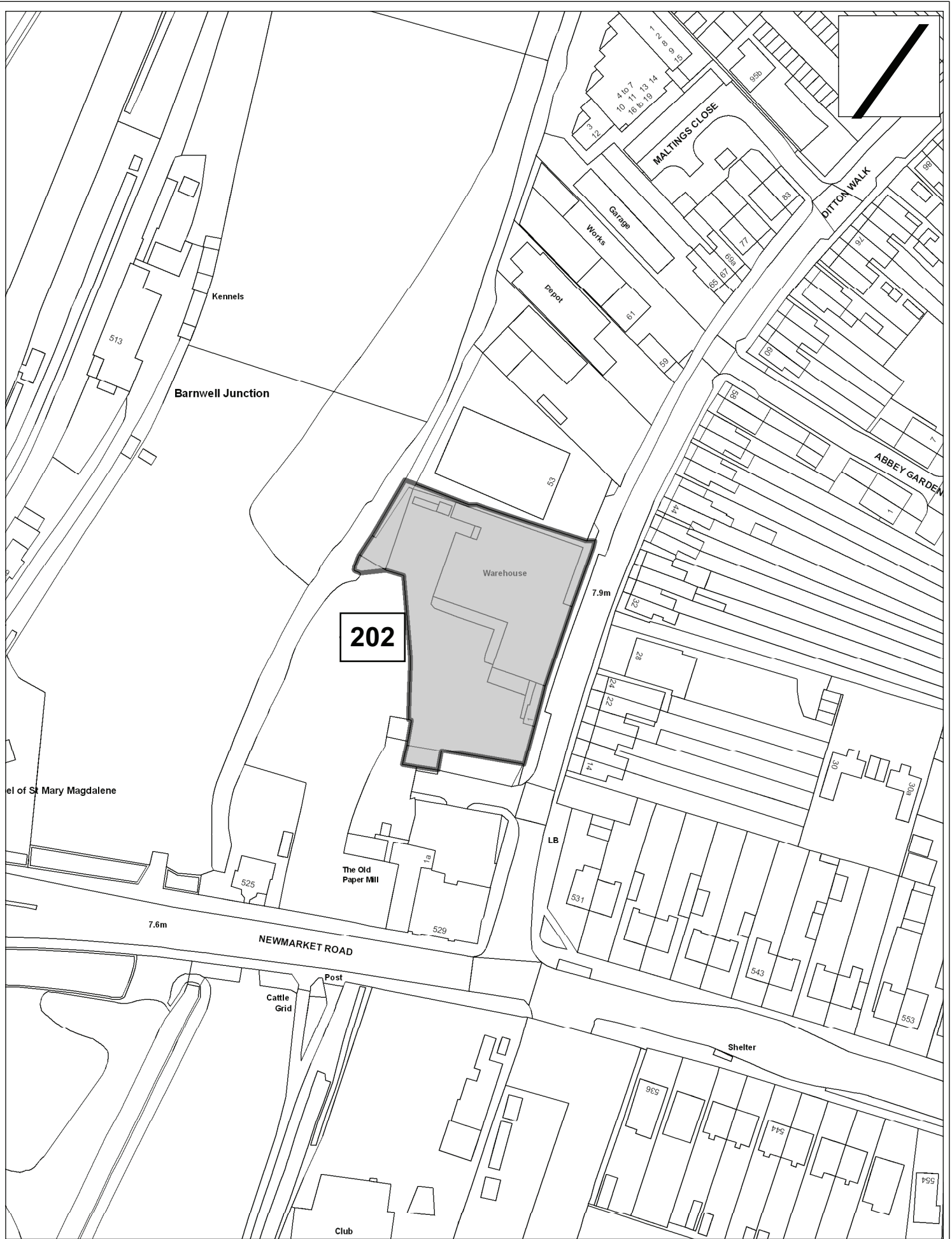
SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Site could have contamination issues (occupied by multiple industrial uses)	a
Any potential noise problems? No known issues	g
Could topography constrain development? No	g
Affected by Air Quality Management Area? Not within the Air Quality Management Area (AQMA)	g
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: No known issues. Site not in Controlled Parking Zone (CPZ).	g
Access meets highway standards: No known issues	g
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? Yes (the C3 service)	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Site is overlooked by residential properties to the east (on the other side of Ditton Walk). More concern about the existing industrial buildings to the north of the site and the potential conflict between residential and employment uses (in terms of integrating new development into an existing community). However, such problems could be overcome by good urban design	a
Site part of larger site or prejudice strategic site development? No - site ownership issues would mean that it is unlikely that this site would come forward as part of the larger SHLAA site to the north	a
Development would impact on setting of listed building: There are a number of Grade II Listed Buildings to the south of the site and as such the impact of any development proposals on the setting of these buildings would need to be given early consideration	a
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains²? Located in an area known for its 18th and 19th century industry, evidence for Roman and Saxon settlement has been identified to the west (HER 17486). Of particular significance is Stourbridge Chapel to the west, dating from the	a

12th century (HER 04781).	
Site shape impacts on developability? No	g
Sites integration with existing communities: Could be some conflict with residential development on this site and the existing industrial site to the north (although this site is also a SHLAA site)	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: No	a
Site within 400m of Doctors Surgery:	No
Site within 400m of Nursery School:	No
Site within 400m of Primary School	No
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: No	g
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010).	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? Yes - the Employment Land Review has identified this site as having potential for reallocation for housing	g
OTHER CONSIDERATIONS	
Any other constraints on site? Consideration should be made of Coldham's Brook to the west should this site come forward for development. Possibility of a route and buffer zone along Coldhams Brook linking Coldhams Common to Stourbridge Common and Ditton Meadows, thus completing an accessible green corridor from the River Cam through to Cherry Hinton East Pit and into the wider countryside.	a
Level 3 Conclusion: While the site scores a number of amber scores, these do not necessarily render the site undevelopable. Early consideration would need to be given to a number of issues for any development of the site to be justified.	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	Yes
Achievability	Yes-outline Planning permission now granted for 12 houses (6 yr consent) 10/0861/OUT 24th Nov 10. Will appear in 2012 AMR remove in next update
Suitability	Yes
Actions needed to remove constraints	Trees at rear of site and other constraints in assessment
Achievability period	Deliverable in 0-5 years
Overall Conclusion: Deliverable/Developable	Site is deliverable



202

Warehouse

The Old Paper Mill

MALTINGS CLOSE

DITTON WALK

Barnwell Junction

NEWMARKET ROAD

ABBEY GARDEN

Shelter

Club

Cattle Grid

Post

7.6m

7.9m



Site 202

Page 315

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Date:	19/08/11
Produced by:	Myles Greensmith
Section/Department:	Environment
Scale:	1:1250

SHLAA SITES 2012

Site ID: Site 430 Detail

Site Name: Catholic Church of St Vincent de Paul

Ward: Abbey

Site Area in Hectares: 0.24

Number of Units (constrained): 10

Owner: Owner Known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - as a Church and car park	a
Buildings in use: Yes - a Church	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within Environment Agency flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: Site does not meet the criteria in the Local Plan to be designated as Protected Open Space	g
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No (although there are a number of large trees on site)	g
Relevant Planning History: No	g
Level 2 Conclusion: Development of this site will not have a negative impact on any of the Level 2 Local Considerations	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN,
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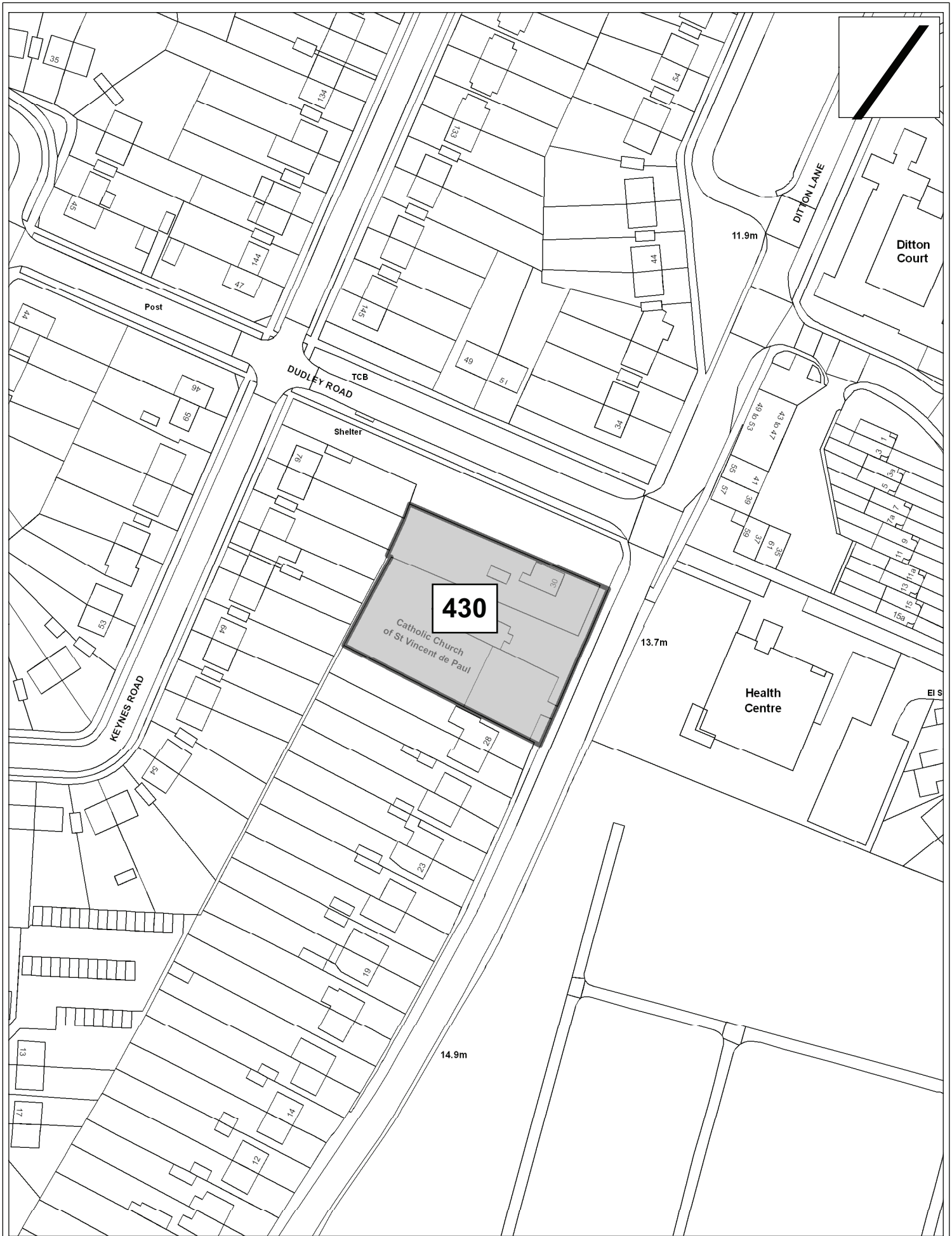
	AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No known issues	g
Any potential noise problems? Noise affecting the end of the site near Ditton Lane. Noise assessment required.	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? Not within an Air Quality Management Area (AQMA)	g
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: No known issues. Site not in Controlled Parking Zone (CPZ).	g
Access meets highway standards: No known issues (although Ditton Lane is a very busy route into and out of the City)	g
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? Yes (C3 Service)	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: No	g
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains³? Located in an area with little previous investigation. Roman settlement is known to the south east (HER 14647).	a
Site shape impacts on developability? No	g
Sites integration with existing communities: Development of this site should integrate well with surrounding residential development	g
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes	g
Site within 400m of Doctors Surgery:	Yes
Site within 400m of Nursery School:	No
Site within 400m of Primary School	No
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: Yes - the site's current use as a church. Availability dependant upon landowner intentions. As such any proposals to redevelop the site for another use would have to be tested against Policy 5/11 of the Local Plan (loss of community facility)	a

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010).	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. Further information would be required to ensure that development of the site would be justified	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No in use currently as church
Achievability	Yes land owner has indicated has potential in longer term and they have bought adjoining land at 30 Ditton Lane which could make the site larger
Suitability	Yes
Actions needed to remove constraints	The site initially considered to be suitable for development. Site may result in a gain of only 6 on redevelopment. This could increase by addition of adjoining land
Achievability period	Developable in 6-19 years
Overall Conclusion: Deliverable/Developable	Site is developable



Site 430

Page 319



Date:	09/09/11
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1250

SHLAA SITES 2012

Site ID: Site 443 Detail

Site Name: 636-656 Newmarket Road, Holy Cross Church Hall, East Barnwell Community Centre and Meadowlands Methodist Church, Newmarket Road

Ward: Abbey

Site Area in Hectares: 1.01

Number of Units (constrained): 75

Owner: Owners known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - as churches, community centre, flats, nursery, games court and car park	a
Buildings in use: Yes - churches, community centre, flats, nursery and a vicarage	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within Environment Agency flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: Yes - as churches, community centre, flats, nursery, games court and car park	a
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: Yes a tree on the Methodist Church site has a Tree Preservation Order	a
Relevant Planning History: Yes - there was an application for an extension to the Methodist Church (08/1431/FUL) approved	a
Level 2 Conclusion: Development of this site should not have a negative impact on any of the Level 2 Local Considerations although early consideration would need to be given to the tree with a Tree Preservation Order on the site to ensure that it is not affected by any development proposals	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

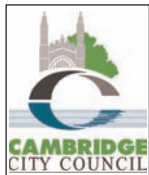
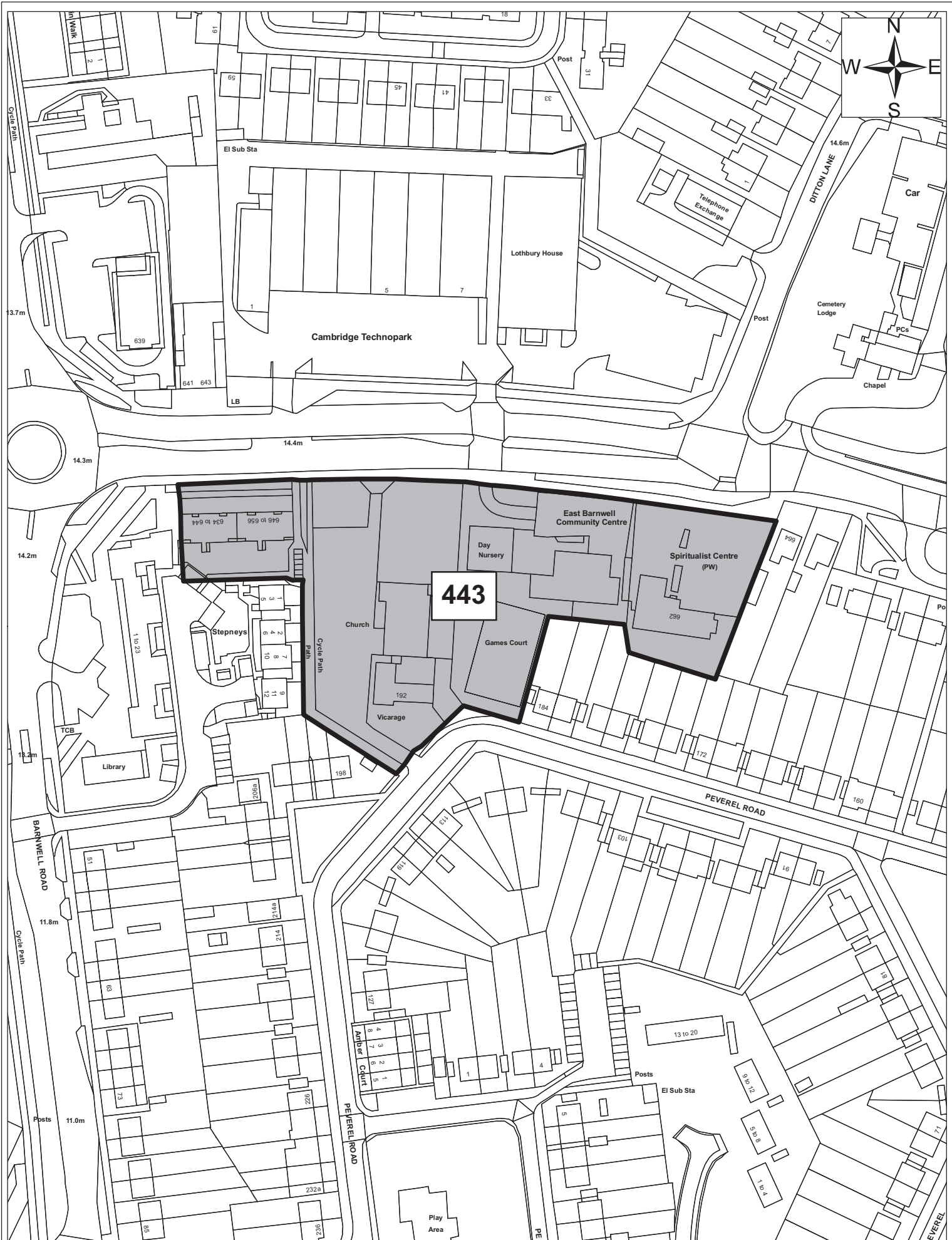
SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No known issues	g
Any potential noise problems? Noise affecting the end of the site near Newmarket Road. Noise assessment required.	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? Big site, Air Quality Assessment required.	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: No known issues. Site not in Controlled Parking Zone (CPZ).	g
Access meets highway standards: Highway Authority would accept access off Peveral Road but not from Newmarket Road	a
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? Yes (C3 Service)	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: No	g
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains⁴? Archaeological investigations undertaken on the adjacent Barnwell Road site revealed a cemetery of probable Saxon date (HER 16936). Additional burials or associated settlement evidence may extend into the proposal area.	a
Site shape impacts on developability? No	g
Sites integration with existing communities: Development of this site should integrate well with surrounding residential development	g
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes	g
Site within 400m of Doctors Surgery:	Yes
Site within 400m of Nursery School:	No
Site within 400m of Primary School	No
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: Yes - the site comprises the Holy Cross Church, Church Hall, East Barnwell Community Centre and Meadowlands Methodist Church, Newmarket Road	a

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010).	g
Is the site in an area of major change? Yes - the site is within the Cambridge East area of major change	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. There are a number of Church/Community Users of the site contained within existing buildings, and a formal, enclosed basketball court. There is also an area of vacant land which could be developed or utilised more effectively. It is considered that some development could take place with access derived from Peveral Road, without compromising the existing Community uses.	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No- in current use as 2 churches community hall and other uses
Achievability	County Council owns part is interest from 3 of the 4 site owners. Waiting to hear from remaining owner. Potentially achievable.
Suitability	Yes
Actions needed to remove constraints	Access would have to be from Peveral Road. Existing community facilities would need to be incorporated in any redevelopment
Achievability period	Developable in 6-19 years
Overall Conclusion: Deliverable/Developable	Site is developable



Site 443
Page 323

Date:	19/08/11
Produced by:	Myles Greensmith
Section/Department:	Environment
Scale:	1:1,500

SHLAA SITES 2012

Site ID: Site 870 Detail

Site Name: Ditton Fields Nursery School, Wadloes Road

Ward: Abbey

Site Area in Hectares: 0.19

Number of Units (constrained): 14

Owner: Cambridge City Council

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - as a Nursery School	a
Buildings in use: Yes - the Nursery	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within Environment Agency flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No - although there are a number of trees on the borders of the site	a
Relevant Planning History: No	g
Level 2 Conclusion: Development of this site will have to be careful not to have a negative impact on the trees adjoining	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
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ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? There are no known contamination issues	g
Any potential noise problems? Noise from Newmarket Road and McDonalds car park assessment required	g
Could topography constrain development? No	g
Affected by Air Quality Management Area? Not within an Air Quality Management Area (AQMA)	g
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: No known issues. Site not in Controlled Parking Zone (CPZ).	g
Access meets highway standards: No known issues	g
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? Yes (the C3 service)	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: No	g
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains⁵? Archaeological investigations undertaken to the south revealed a cemetery of probable Saxon date (HER 16936).	a
Site shape impacts on developability? No	g
Sites integration with existing communities: Development on this site should integrate well with surrounding residential development	g
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes	g
Site within 400m of Doctors Surgery:	Yes
Site within 400m of Nursery School:	No
Site within 400m of Primary School	No
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: Yes - Use to be assessed	a
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010).	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. Further information would be required to ensure that development of the site would be justified	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	Yes- School now demolished site available
Achievability	Yes -City Council own and want to develop in 3 year programme
Suitability	Yes
Actions needed to remove constraints	Mitigation over loss of community facility-Nursery provision has been transferred to Meadows Primary School in Galfrid Road.
Achievability period	Deliverable in 0-5 years.
Overall Conclusion: Deliverable/Developable	Site is deliverable

SHLAA SITES 2012

Site ID: Site 855

Site Name: Telephone Exchange south of 1 Ditton Lane

Ward: Abbey

Site Area in Hectares: 0.17

Number of Units (constrained): 13

Owner: Owner Known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Telephone exchange/Employment site.	a
Buildings in use: Workshop buildings and car parking area	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within Environment Agency flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: The site remains in use as a telephone exchange building with attendant car park. Whilst a Telephone Exchange is classified as a 'sui generis' use, the site relates closely to adjoining industrial uses, and could readily be used for B1, B2 or B8 Use Class purposes subject to receiving planning consent.	a
Protected Trees on site: Mature trees around the site boundaries. No Tree Preservation Orders	a
Relevant Planning History: No	g
Level 2 Conclusion: Development of this site shouldn't have a negative impact on any of the Level 2 considerations, although early consideration would need to be given to trees adjacent to the site	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

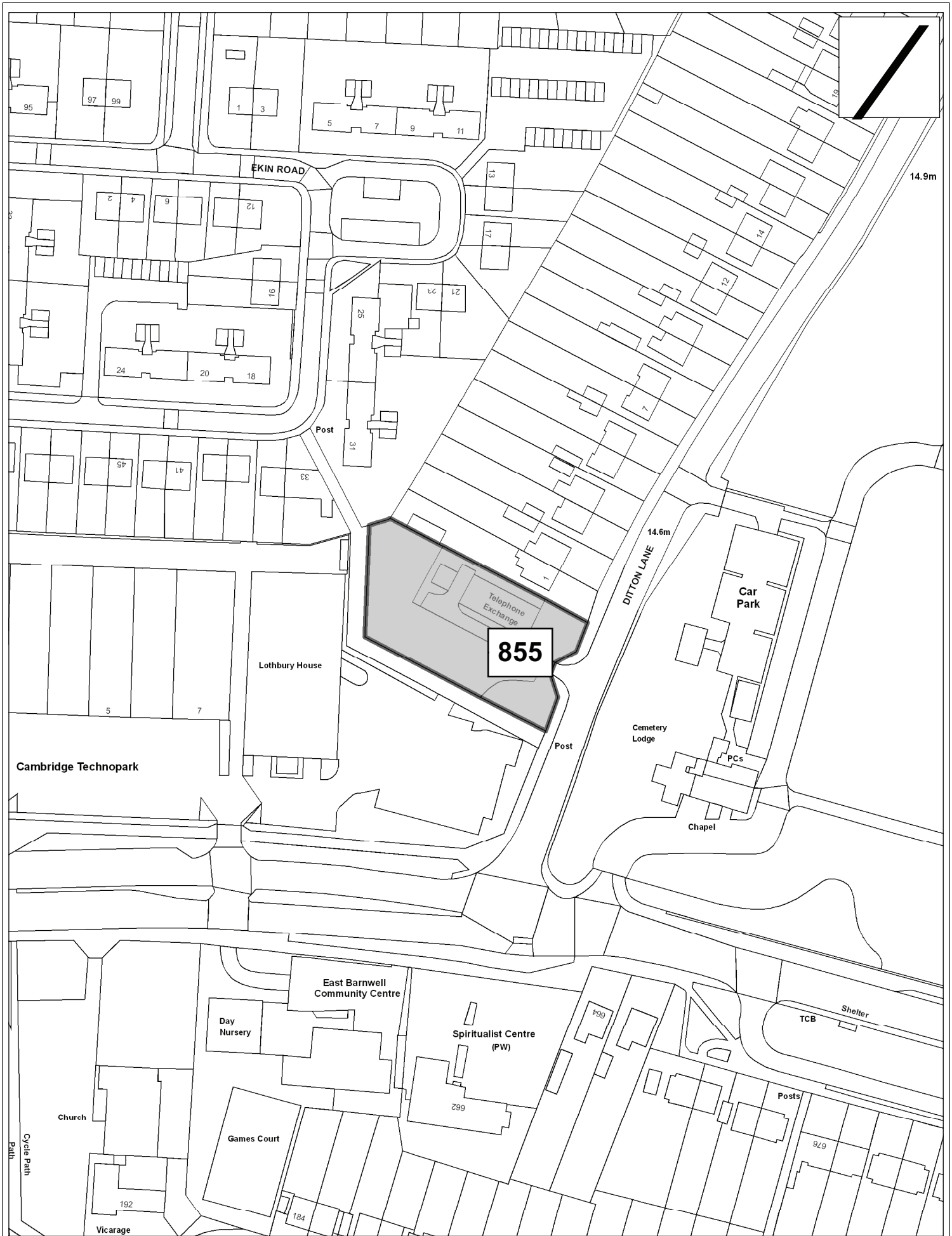
SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Yes - (potential contamination from industrial uses and parking area).	a
Any potential noise problems? Site is located adjacent to the busy junction of Ditton Lane/Newmarket Road, Cambridge - Noise Assessment required.	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? Not within an Air Quality Management Area (AQMA)	g
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: The site provides a well-used Workplace car parking area. Site not in Controlled Parking Zone (CPZ).	a
Access meets highway standards: No known issues	g
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? Yes - the C3 service	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: No	g
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains⁶? The site is located between an area of known Roman settlement to the east (HER 14647) and a cemetery of probable Saxon date to the south (HER 16936).	a
Site shape impacts on developability? No	g
Sites integration with existing communities: No	g
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes	g
Site within 400m of Doctors Surgery:	Yes
Site within 400m of Nursery School:	No
Site within 400m of Primary School	No
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: No	g

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010).	g
Is the site in an area of major change? No- adjacent to the East Cambridge Area of Major Change.	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: The site remains in use as a telephone exchange building with attendant car park. Whilst a Telephone Exchange is classified as a 'sui generis' use, the site relates closely to adjoining industrial uses, and could readily be used for B1, B2 or B8 Use Class purposes subject to receiving planning consent.	

Desktop Suitability Assessment Conclusion	The site may be appropriate for housing development subject to amenity issues being addressed. It remains in use as a telephone exchange building with attendant car park. Land owner has indicated that its use will become redundant in longer term and it may be released for residential development after 2020.
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No it is in use currently as a telephone exchange building and car park.
Achievability	Yes - land owner has indicated that its use will become redundant in longer term and it may be released for residential development after 2020.
Suitability	Yes
Actions needed to remove constraints	The site may be appropriate for housing development subject to amenity issues being addressed
Achievability period	Developable in 10-19 years
Overall Conclusion: Deliverable/Developable	Site is developable



Site 855
Page 331

Date:	19/08/11
Produced by:	Myles Greensmith
Section/Department:	Environment
Scale:	1:2,500

SHLAA SITES 2012

Site ID: Site 906

Site Name: Camfields Resource Centre Ditton Walk

Ward: Abbey

Site Area in Hectares: 0.31

Number of Units (constrained): 14

Owner: Owner Known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: No - Vacant building up for sale	g
Buildings in use: Yes – industrial warehousing	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: Yes Semi natural private greenspace to the north identified in 2011 OS Recreation Strategy	a
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No	g
Relevant Planning History: No	g
Level 2 Conclusion: This site is suitable for residential development. However, any new development needs to minimise the impact it may have on the semi-natural private greenspace north of the site.	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN,
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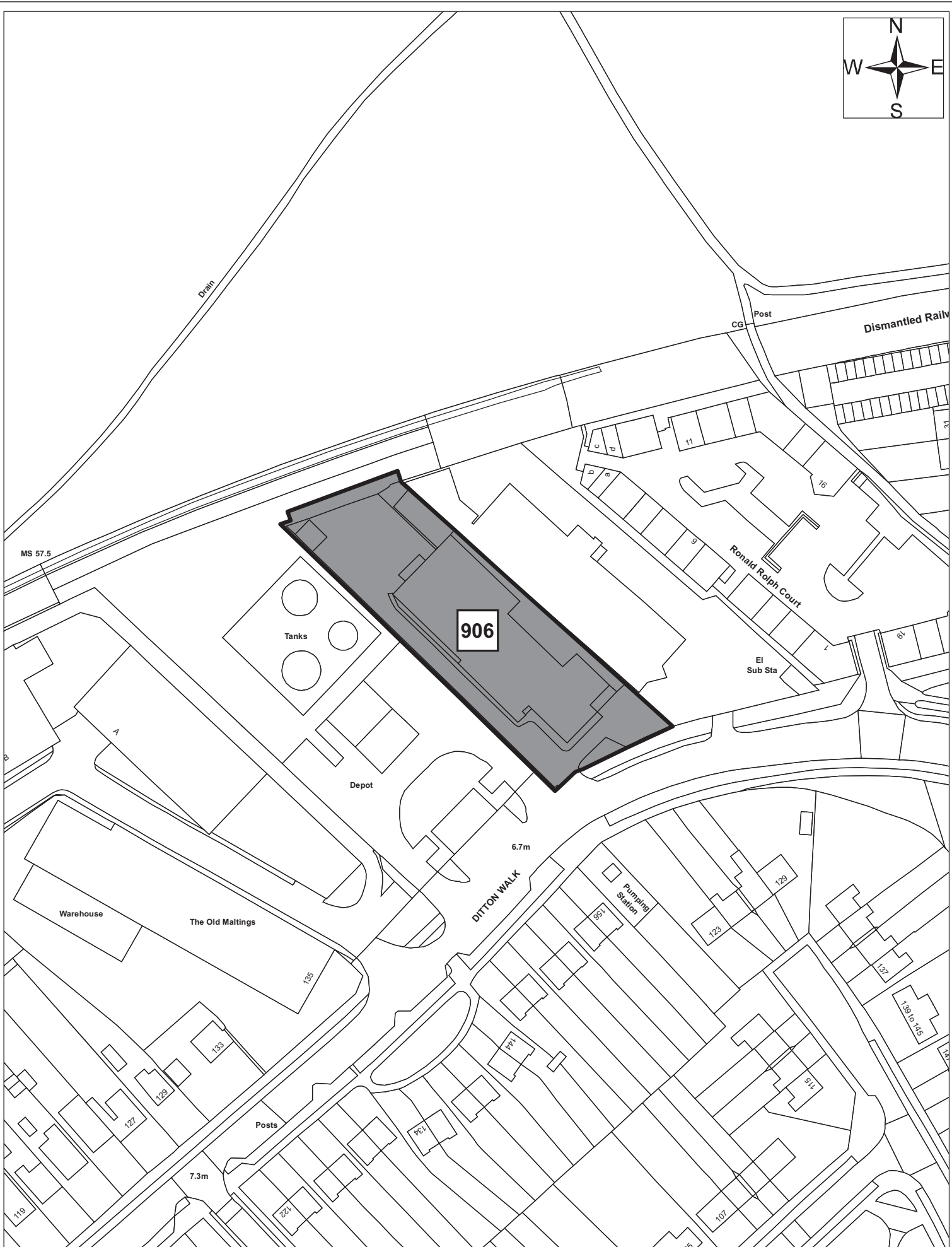
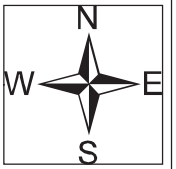
	AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Various Historic uses - Contaminated land condition required - Neighbouring oil depot has had pollution incidents in the past - High likelihood of oil contamination present.	a
Any potential noise problems? Fuel depot next door and train deliveries to the rear. Potential noise problems. Assessment for noise and odour and mitigation may be required.	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? May require Air Quality Assessment due to size	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: Appears to be some car parking on site, related to the development. Not in CPZ	g
Access meets highway standards: The proposal has no significant issues from the perspective of the Highway Authority.	g
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? Yes	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: No	g
Site part of larger site or prejudice strategic site development? Would be more practical to develop with adjoining heavy oil depot in terms of cleaning up and land contamination.	a
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	
Development affects archaeological remains? NGR: 547590 259880. Adjacent area (141 Ditton Walk) is heavily disturbed and archaeological remains are not likely to survive present land use.	g
Site shape impacts on developability? No	g
Sites integration with existing communities: Edge of city location isolated from community facilities.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: No	a
Site within 400m of Doctors Surgery:	No
Site within 400m of Nursery School:	No
Site within 400m of Primary School	No
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: No	g

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? Yes	a
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. Further information would be required to ensure that development of the site would be justified.	

Desktop Suitability Assessment Conclusion	The site could be considered to be suitable for residential development.
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	Yes –buildings are empty
Achievability	Yes - Land owner put forward in call for additional sites
Suitability	Yes – assuming noise from adjoining uses will not affect residential amenity and does not conflict with the Council's employment strategy.
Actions needed to remove constraints	Clean up contamination on site
Achievability period	Deliverable in 0-5 years
Overall Conclusion: Deliverable/Developable	Site is deliverable



Site 906
Page 335

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Date:	25th November 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250

SHLAA SITES 2012

Site ID: Site 12 Detail

Site Name: 162 - 184 Histon Road

Ward: Arbury

Site Area in Hectares: 0.23

Number of Units (constrained): 18

Owner: Owner Known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - motorcycle sales and repairs and tyre depot	a
Buildings in use: Yes - showroom and repair workshops and warehouse tyre depot	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within Environment Agency flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No but there is Protected Open Space to the rear of the site.	g
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No (there are a couple of Tree Preservation Orders on land to the eastern boundary of the site)	g
Relevant Planning History: Not of relevance to the SHLAA (most recent application has been a change of use to A1)	g
Level 2 Conclusion: Development of this site will not have a negative impact on any of the Level 2 Local Considerations	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

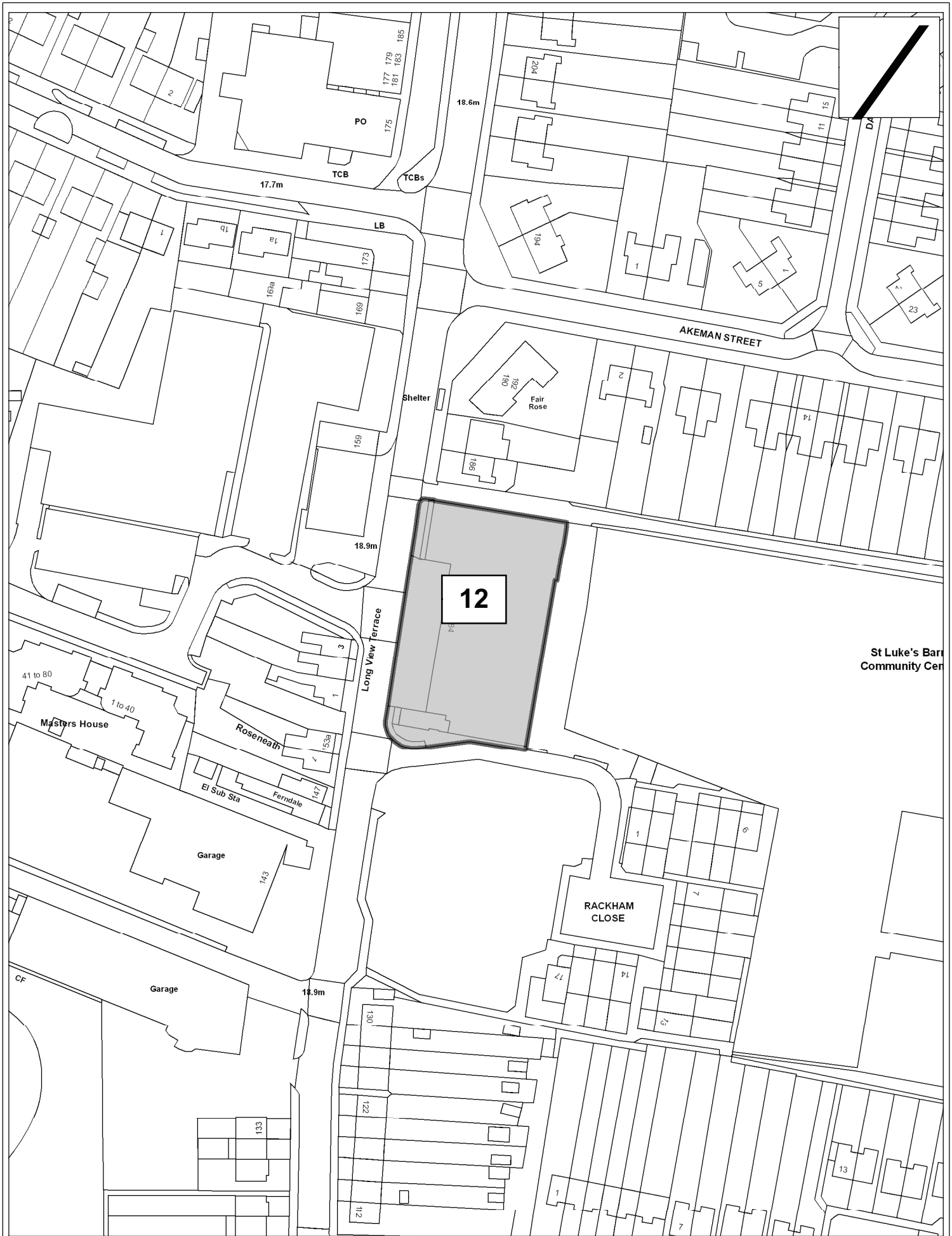
SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Potential Contamination issues (occupied by motor vehicles)	a
Any potential noise problems? Noise constraint with traffic at frontage	a
Could topography constrain development? No known issues	g
Affected by Air Quality Management Area? Site is not within an Air Quality Management Area (AQMA)	g
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: No known issues (given location on Histon Road would have thought that on-street parking would not be acceptable). Site is just outside the Controlled Parking Zone (CPZ) boundary 100m to the south at junction of Histon Road/Victoria Road.	g
Access meets highway standards: No known issues	g
Does the site provide access to other properties/highway? Access road running along the northern boundary of the site to St. Lukes Barn Community Centre	a
Within 400m of high quality public transport route? Not as defined but the site is within 400m of other bus services that link the site to the City Centre and other areas	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Could be some overlooking from the flats to the south of the site, although any issues could be overcome with good urban design	a
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains⁸? The site is located between the Roman town at Cambridge and an area of late Iron Age and Roman settlement to the north west (HER 17974).	a
Site shape impacts on developability? No	g
Sites integration with existing communities: Development of this site should integrate well with surrounding residential development, particularly if other development sites in the vicinity come forward (at present much of the area is mixed-use in its nature)	g
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes	g
Site within 400m of Doctors Surgery:	No
Site within 400m of Nursery School:	No
Site within 400m of Primary School	Yes
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: No	g

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010).	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? Issue re retention employment use given shortages in City following Employment Land Review	a
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria, it is felt that these do not necessarily render the site undevelopable. Further information would be required to ensure any development was justified.	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No - in use as tyre depot
Achievability	Yes - Landowner has indicated lease been renewed for Quickfit but owners explored residential 18 months ago. Will revisit within 10-15 years. Have requested site is left in SHLAA
Suitability	Yes
Actions needed to remove constraints	Clean up contamination on site
Achievability period	Developable in 10-19 years
Overall Conclusion: Deliverable/Developable	Site is developable



St Luke's Barr
Community Cer



Site 12

Page 339

Date:	19/08/11
Produced by:	Myles Greensmith
Section/Department:	Environment
Scale:	1:1250

SHLAA SITES 2012

Site ID: Site 312 Detail

Site Name: Land rear of 129 to 133 Histon Road

Ward: Arbury

Site Area in Hectares: 0.14

Number of Units (constrained): 11

Owner: Unconfirmed

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - car sales forecourt	a
Buildings in use: No	g
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within Environment Agency flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No (adjacent to an area of Protected Open Space and any development would have to not be harmful to the character of this recreation ground)	a
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: Group Tree Preservation Order covering northern part of the site (09/9192 - r/o 135-167 Histon Road)	a
Relevant Planning History: None of relevance to this assessment (all applications related to the car showroom)	g
Level 2 Conclusion: Development of this site will have to be careful not to be harmful to the character of the open space and early consideration would need to be given to the Tree Preservation Orders on the site to ensure that they are not affected by any development proposals	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

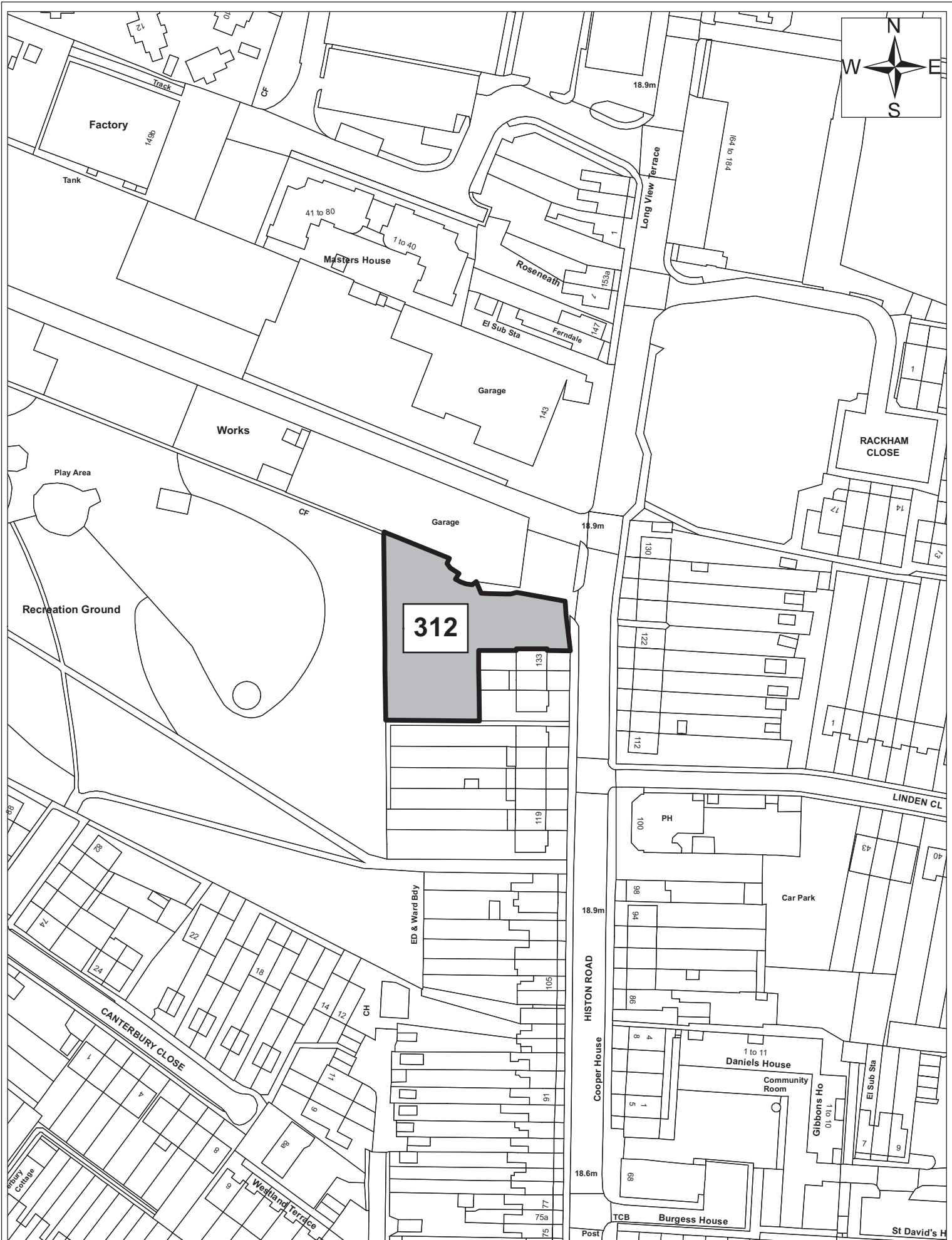
SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Potential contamination (adjacent to light industrial /commercial)	a
Any potential noise problems? No known issues	g
Could topography constrain development? No	g
Affected by Air Quality Management Area? Not within an Air Quality Management Area (AQMA)	g
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: No known issues with residential parking (although consideration would need to be given to loss of parking for Vauxhall garage although this would not be an issue if site came forward as part of larger Local Plan allocation). Site not in Controlled Parking Zone (CPZ).	a
Access meets highway standards: No known issues (although Histon Road is a very busy route into and out of the City)	g
Does the site provide access to other properties/highway? Forms part of the larger car showroom site (although this would be overcome if the site came forward as part of the larger Local Plan allocation)	a
Within 400m of high quality public transport route? Yes (C7 service)	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Part of the site would be overlooked by houses to the east (although this could be overcome with good urban design)	a
Site part of larger site or prejudice strategic site development? Yes, the site is adjacent to a larger Local Plan allocation for residential development (Site 5.07 Willowcroft). Bringing the site forward as part of this larger allocation would allow for a more coordinated approach to redevelopment (and indeed such an approach would be preferable to overcome amenity issues of locating residential development next to light industrial / commercial development)	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains⁹? The site is located between the Roman town at Cambridge and an area of late Iron Age and Roman settlement to the north west (HER 17974).	a
Site shape impacts on developability? No	g
Sites integration with existing communities: Development on this site would better integrate with existing communities if the site is brought forward as part of the larger Local Plan allocation.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes	g
Site within 400m of Doctors Surgery:	No
Site within 400m of Nursery School:	No
Site within 400m of Primary School	Yes
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes

Use of site associated with a community facility: No	g
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No (although the site is adjacent to Local Plan allocation 5.07)	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010).	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. Further information would be required to ensure that development of the site would be justified	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No in use currently as parking for car dealership and showroom
Achievability	Yes achievable dependant on landowner intentions in respect of larger allocated site to north
Suitability	Yes
Actions needed to remove constraints	Would only be available in conjunction with adjoining allocation, which is part of same use. Waiting to hear from landowner
Achievability period	Developable in 6-19 years
Overall Conclusion: Deliverable/Developable	Site is developable



Site 312
Page 343

Date: 19/08/11
 Produced by: Myles Greensmith
 Section/Department: Environment
 Scale: 1:1,250



SHLAA SITES 2012

Site ID: Site 909

Site Name: Shire Hall Site, Old Police Station, Castle Mound and 42 Castle St

Ward: Castle

Site Area in Hectares: 2.91

Number of Units (constrained): 105

Owner: Owner Known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - County Council offices	a
Buildings in use: Yes, all of the buildings	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: Old Police Station is listed on Castle St frontage and would need to be retained	a
Affect Scheduled Ancient Monument: Yes - Many different parts of the site	r
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of part of site will have a negative impact on some of the Level 1 Strategic Considerations. This assumes that any development retains and protects the Castle Mound as an Ancient Monument, and the listed buildings, at t42 Castle St and the Old Police Station.	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: Castle Mound and area in front of Shire Hall is designated as public protected open space in the 2011 OS and Recreation Strategy. This area would need to be excluded from the development site.	a
Local Nature Conservation importance: Obvious need for protection of Castle Mound and associated grassland. No inappropriate tree or shrub planting on this structure.	a
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: 1 TPO onsite and approx. 6 TPOs on the boundary	a
Relevant Planning History: No	g

Level 2 Conclusion: Part of the site is a designated area of protected open space and would need to be removed from the development site.
The remaining site is suitable for residential development.

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

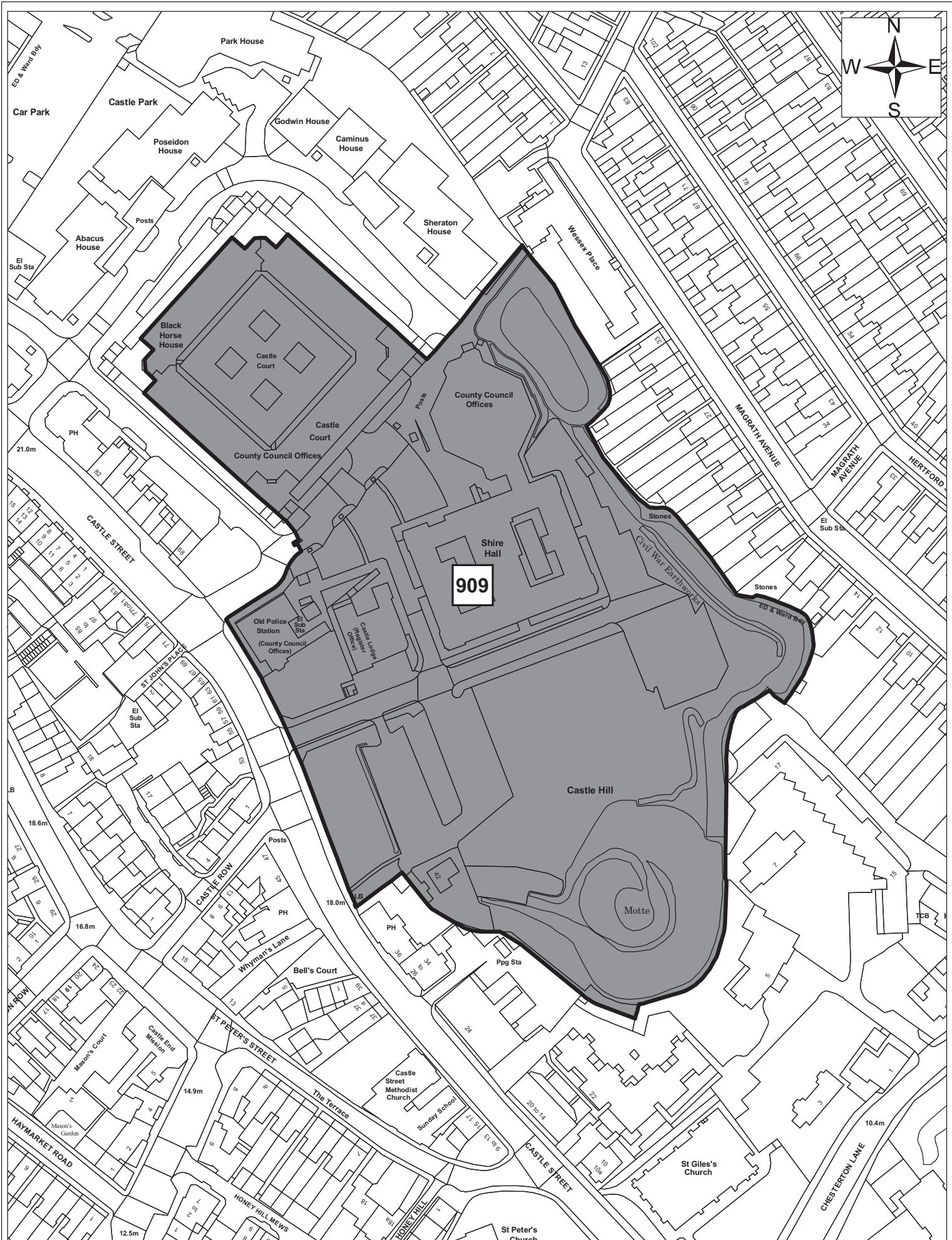
SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No issues	g
Any potential noise problems? Frontage will be the noisiest part of the site from the road. Noise assessment and potential noise mitigation needed.	a
Could topography constrain development? No (assuming Castle Mound is retained)	g
Affected by Air Quality Management Area? Within AQMA requires no net worsening in AQ - Assessment required depending on transport impact	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: Extensive parking on site related to the development. In the CPZ.	a
Access meets highway standards: The proposal has no significant issues from the perspective of the Highway Authority.	g
Does the site provide access to other properties/highway? A number of pedestrian & cycle cut throughs on the site.	
Within 400m of high quality public transport route? Yes	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Site overlooks residential development on NE periphery	a
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: Yes	a
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains¹⁰? NGR: 544550 259250. Nationally important , designated remains present in this highly significant site location. The Shire Hall and its campus were located on the bailey of the Norman castle attributed to William the Conqueror. Its mound survives (Scheduled Monument CB14) although its moat and defensive ramparts have been infilled or removed by later uses. This was always a strategic location above the River Cam where a defended Iron Age settlement once stood (MCB10226) and the walled 'upper town' of Roman Cambridge (Durolipons) occupied a 25 hectare site. Remnant Norman and Edwardian curtain wall earthworks were extended and amplified in the Civil War period under Cromwell to create a series of bastions - these are also scheduled (CB48). County officers have indicated a 'Red' score for the whole site however the actual area within the site which could be redeveloped relates to post war development. A programme of archaeological works should be undertaken prior to the submission of any planning application. Score has therefore been changed to 'amber'.	a
Site shape impacts on developability? No	g
Sites integration with existing communities: The edge of City Centre location means it shouldn't feel too far from local community services.	g

ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: Yes	g
Site within 400m of Local Centre: Yes	g
Site within 400m of Doctors Surgery:	Yes
Site within 400m of Nursery School:	Yes
Site within 400m of Primary School	Yes
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: No	g
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? Yes as existing offices	a
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. Further information would be required to ensure that development of the site would be justified.	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development . The Castle Mound and area of open space in front of Shire Hall should be excluded from the site. The original Shire Hall building is a character building and should be retained/converted within any new development Redevelopment of the buildings behind would be appropriate should the landowner no longer need to occupy the premises. The Old Police Station building on Castle Hill should be retained within any redevelopment.
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No – Dependant upon County Council decision to find and relocate current uses to another satisfactory location.
Achievability	Yes - Land owner put forward in call for additional sites
Suitability	Yes – very close to City Centre
Actions needed to remove constraints	Remove sensitive parts of the site that the principle constraints relate to (Protected Open Space and Archaeology). Retain Old Police Station building. Satisfactory scheme devised for conversion of existing Shire Hall building.
Achievability period	Developable in 11-15 years
Overall Conclusion: Deliverable/Developable	Site is developable



Site 909
Page 347

Date:	25th November 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,500

SHLAA SITES 2012

Site ID: Site 919

Site Name: Mount Pleasant House

Ward: Castle

Site Area in Hectares: 0.57

Number of Units (constrained): 50

Owner: Owner Known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Office block	a
Buildings in use: Yes	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: Yes - 'Ashwickstone' ('Ashwyke stone') cross	a
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: St Edmund's College Gardens (Parks and Gardens category) on southern perimeter may limit onsite development densities	a
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: 31 TPOs onsite and 1 TPO on the boundary	a
Relevant Planning History: No	g
Level 2 Conclusion: The site is suitable for residential development that retains the trees protected by individual Tree Protection Orders.	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

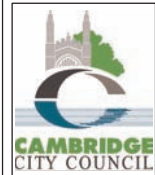
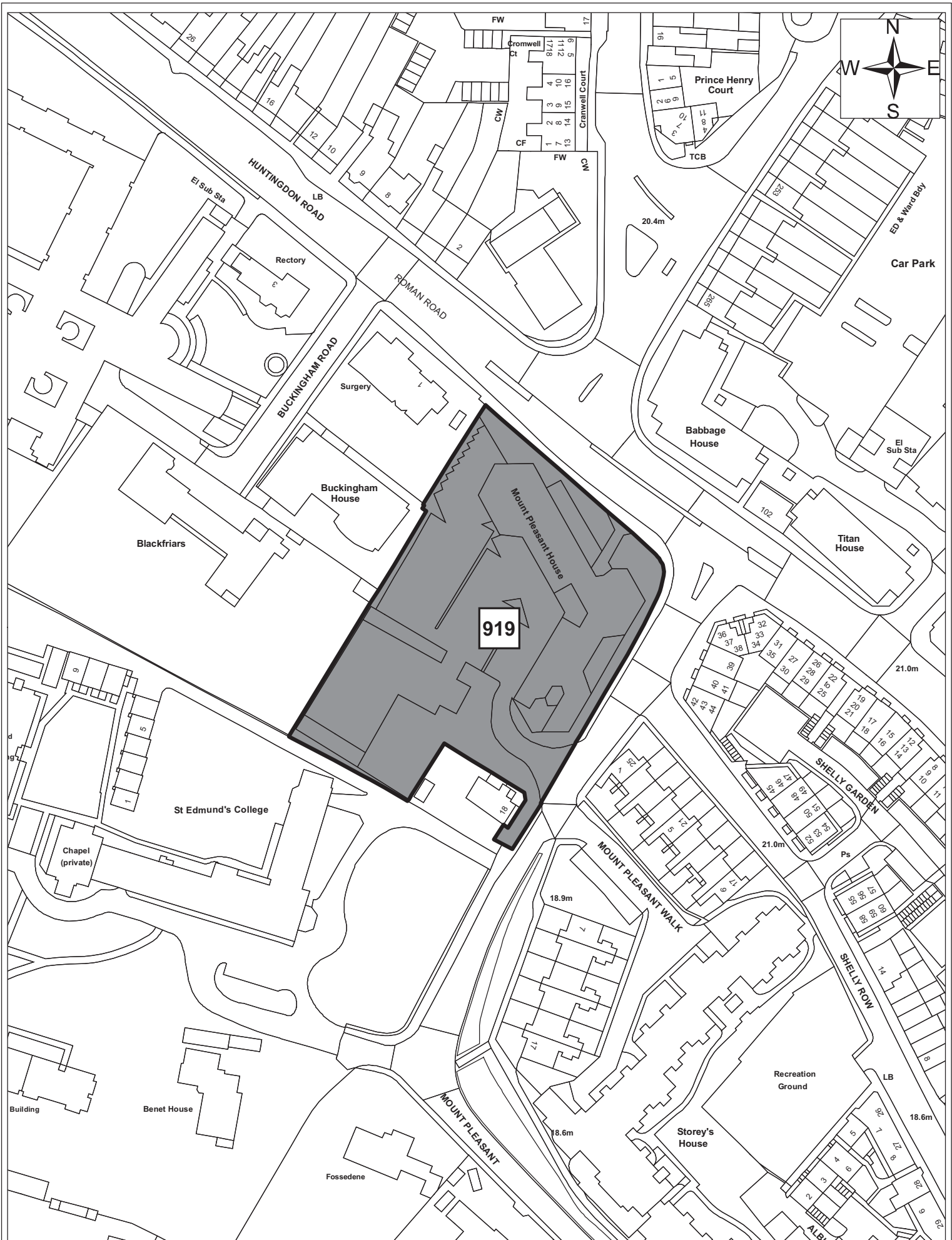
SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? May not be suitable for houses with gardens - Developable but will require full condition.	a
Any potential noise problems? Very heavily trafficked area.Noise survey and design and or mitigation will be required.	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? Within an air quality management zone (AQMA) also exposed to poor air quality on road frontages will require air quality assessment	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: Yes. CPZ border.	a
Access meets highway standards: The proposal has no significant issues from the perspective of the Highway Authority.	g
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? Yes	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Both St. Edmunds College building on the SW boundary and Buckingham House on the NW boundary overlook the site however there are a number of trees along these boundaries.	a
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: In West Cambridge CA	a
Development affect any Locally Listed Buildings? Yes, 18 Mount Pleasant	a
Development affects archaeological remains¹¹? NGR: 544280 259350. Significant location: at the gate to Durolipons (MCB6364) Roman town and within the heart of the Iron Age oppida (MCB10226). Urban Roman and Medieval evidence was found in small scale excavations in the 1960s (MCB6367). Roman inhumations known to south in St Edmund's College grounds (MCB15881). Foundation/basement impacts of Mount Pleasant House on archaeology is unknown.	a
Site shape impacts on developability? No	g
Sites integration with existing communities: The edge of City Centre location means it shouldn't feel too far from local community services.	g
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes	g
Site within 400m of Doctors Surgery:	Yes
Site within 400m of Nursery School:	No
Site within 400m of Primary School	No
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: No	g

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? Yes	a
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. Further information would be required to ensure that development was justified.	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
--	---

IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No – Office building in use
Achievability	Yes - Land owner put forward in call for additional sites
Suitability	Yes – very close to City Centre
Actions needed to remove constraints	No specific constraints assuming residential development is provided in the existing office or on the same footprint. Otherwise the constraints regarding neighbouring uses/buildings and trees on site will need to be overcome.
Achievability period	Developable in 6-10 years
Overall Conclusion: Deliverable/Developable	This site is developable



Site 919
Page 351

Date:	25th November 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250

SHLAA SITES 2012

Site ID: Site 57 Detail

Site Name: BP Garage, 452 Cherry Hinton Road & garages off Glenmere Close

Ward: Cherry Hinton

Site Area in Hectares: 0.26

Number of Units (constrained): 17

Owner: Owner Known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - petrol station to the front and garages to the rear of the site	a
Buildings in use: Yes - petrol station and forecourt and two garage blocks	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within Environment Agency flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No	g
Relevant Planning History: No	g
Level 2 Conclusion: Development of this site will not have a negative impact on any of the Level 2 Local Considerations	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
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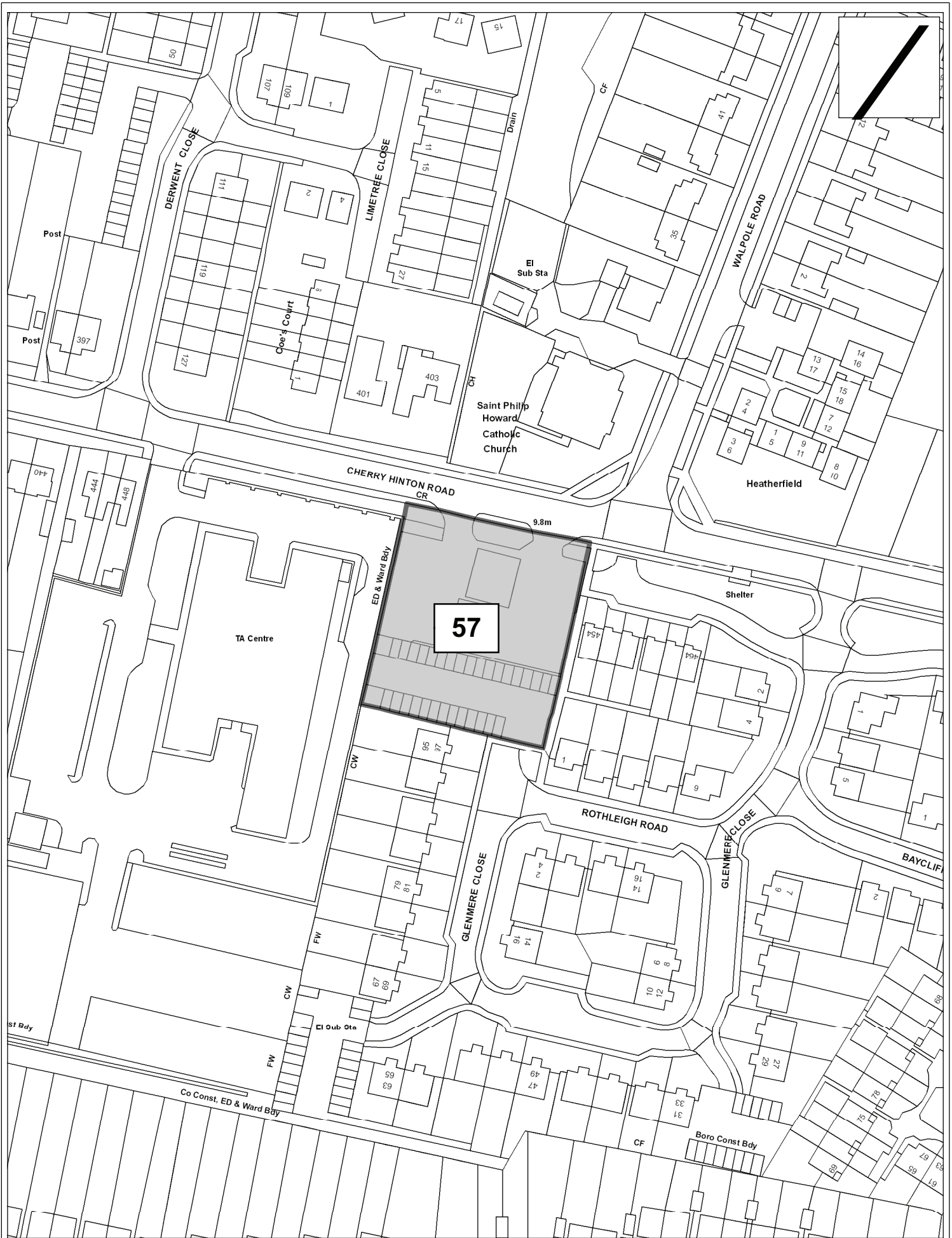
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Significant potential contamination (site occupied by lock up garages, petrol station, tanks etc)	a
Any potential noise problems? Noise from highway needs tackling in any layout	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? Site is not within an Air Quality Management Area (AQMA)	g
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: The rear part of the site provides car parking for surrounding residential development in the form of garage blocks. These look to be in poor condition and not particularly well used. A range of on street bays and off street parking is available on th estate. Site not in Controlled Parking Zone (CPZ).	a
Access meets highway standards: No known issues	g
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? Yes, the C1 and C3 service	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Could be some overlooking issues from houses to the south and east of the site	a
Site part of larger site or prejudice strategic site development? Could be brought forward as part of the Local Plan allocated site 5.08 to the west of the site. Land owner of 5.08 has indicated though that 5.08 may not now proceed.	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains¹²? Cherry Hinton Hall and its grounds, to the north east, were established in the mid 19th century, but may be located on the site of a small Priory (HER 04907, 09927).	a
Site shape impacts on developability? No	g
Sites integration with existing communities: Development of this site could integrate quite well with the surrounding community, particularly if brought forward as part of the larger allocated site to the west (site 5.08)	g
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: No	a
Site within 400m of Doctors Surgery:	Yes
Site within 400m of Nursery School:	No
Site within 400m of Primary School	No
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: No	g

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010).	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. Further information would be required to ensure that development was justified	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
--	---

IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No - In current use as petrol station and garages to rear
Achievability	Yes - Land owner has confirmed interest in residential development in medium to long term.
Suitability	Yes
Actions needed to remove constraints	Remediation costs and loss of parking. Multiple ownership of garages to rear which may or may not form part of site. Garages too small for modern cars. Some local storage facilities in conjunction with development would mitigate loss of garages. Loss of petrol station. See response to representations.
Achievability period	Developable in 10-19 years
Overall Conclusion: Deliverable/Developable	Site is developable



Site 57
Page 355

Date:	19/08/11
Produced by:	Myles Greensmith
Section/Department:	Environment
Scale:	1:1250

SHLAA SITES 2012

Site ID: Site 755 Detail

Site Name: 78 and 80 Fulbourn Road and the open space to the south

Ward: Cherry Hinton

Site Area in Hectares: 0.59

Number of Units (constrained): 10

Owner: Unconfirmed

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - residential and unused open space	a
Buildings in use: Yes - two large residential properties	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No, although land to the south of the site is in the Green Belt and any development would have to maintain and enhance the setting of Cambridge	a
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within Environment Agency flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: Although there is a SSSI to the south-west of the site (the Cherry Hinton Pit) given the Green Belt buffer between the sites it is considered unlikely that development will have a negative impact on the plant species and habitat for which this site is designated	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? No

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: Site does not meet the criteria in the Local Plan to be designated as Protected Open Space	g
Local Nature Conservation importance: No (while there is a County Wildlife site to the south-west of the site, it is felt that the presence of the Green Belt buffer between the sites will minimise any impact on the site)	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No	g
Relevant Planning History: C/05/1368/OUT - outline for demolition of two bungalows and redevelopment for residential development - application approved. C/09/0732/REM - reserved matters application to create 17 no.	g

two and three bedroom dwellinghouses - application was refused. These applications do not cover the field to the south of the site, although under the current application, an access to the field would be left so as not to prejudice the potential future development of this part of the site. C/09/1000 subsequently approved RM now under construction for 14. These 14 counted in 2010 AMR. Southern site has had no applications yet.	
Level 2 Conclusion: Development of this site will not have a negative impact on any of the Level 2 Local Considerations	

Does the site warrant further assessment? No

LEVEL 3: OTHER CONSIDERATIONS

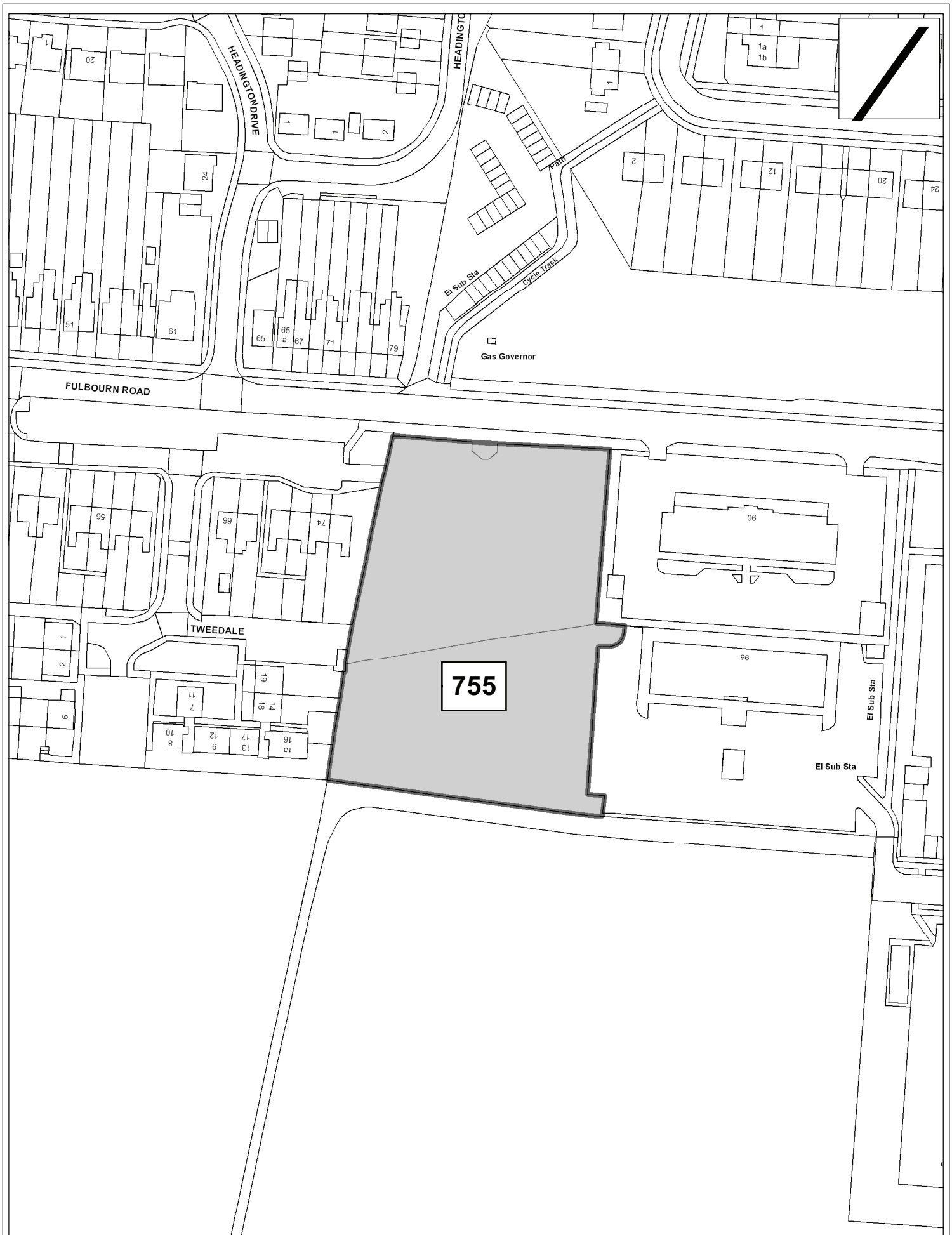
SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? The site has already been investigated and is suitable for a residential end use.	a
Any potential noise problems? Traffic noise from Fulbourn Road. A Noise Assessment would be required.	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? An Air Quality Assessment would be required at the pre-application stage.	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: No known issues. Site not in Controlled Parking Zone (CPZ).	g
Access meets highway standards: No known issues (although Fulbourn Road is a heavily used route into and out of Cambridge)	a
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? Not within 400m, but the site is within 750m of the C1, C2 and C3 services	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: The site is bounded by residential properties to the west and an office building to the east (Cambridge Water Company's HQ).	a
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains¹³? Activity of Bronze Age date includes ring ditch remains of burial mounds to the south east (HER 08880).	a
Site shape impacts on developability? No	g
Sites integration with existing communities: The site is on the edge of the existing residential community running along Fulbourn Road. There may be the potential to connect the site to Tweedale to the east of the site via a foot/cycle path to allow for greater connectivity.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: No	a
Site within 400m of Doctors Surgery:	No
Site within 400m of Nursery School:	No
Site within 400m of Primary School	No
Site within 400m of Secondary School:	No

Site within 400m of public open space:	Yes
Use of site associated with a community facility: No	g
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010).	g
Is the site in an area of major change? No	g
Will development be on previously developed land? In part	a
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. Further information would be required to ensure that development of the site would be justified	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	Yes - site open greenfield site not in use
Achievability	Yes - site potentially achievable. Site to north recently developed for housing. Waiting to hear from land owner
Suitability	Yes
Actions needed to remove constraints	Landscape of the site should maintain and enhance the setting of Cambridge regarding the Green Belt to south
Achievability period	Deliverable in 0-5 years
Overall Conclusion: Deliverable/Developable	Site is deliverable



Site 755

Page 359



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Date:	19/08/11
Produced by:	Myles Greensmith
Section/Department:	Environment
Scale:	1:1250

SHLAA SITES 2012

Site ID: Site 81 Detail
Site Name: 152 Coleridge Road
Ward: Coleridge
Site Area in Hectares: 0.21
Number of Units (constrained): 6
Owner: Owner Known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - The site is used as a telephone exchange facility	a
Buildings in use: Yes - buildings house a telephone exchange	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within Environment Agency flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No	g
Relevant Planning History: No	g
Level 2 Conclusion: Development of this site will not have a negative impact on any of the Level 2 Local Considerations	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

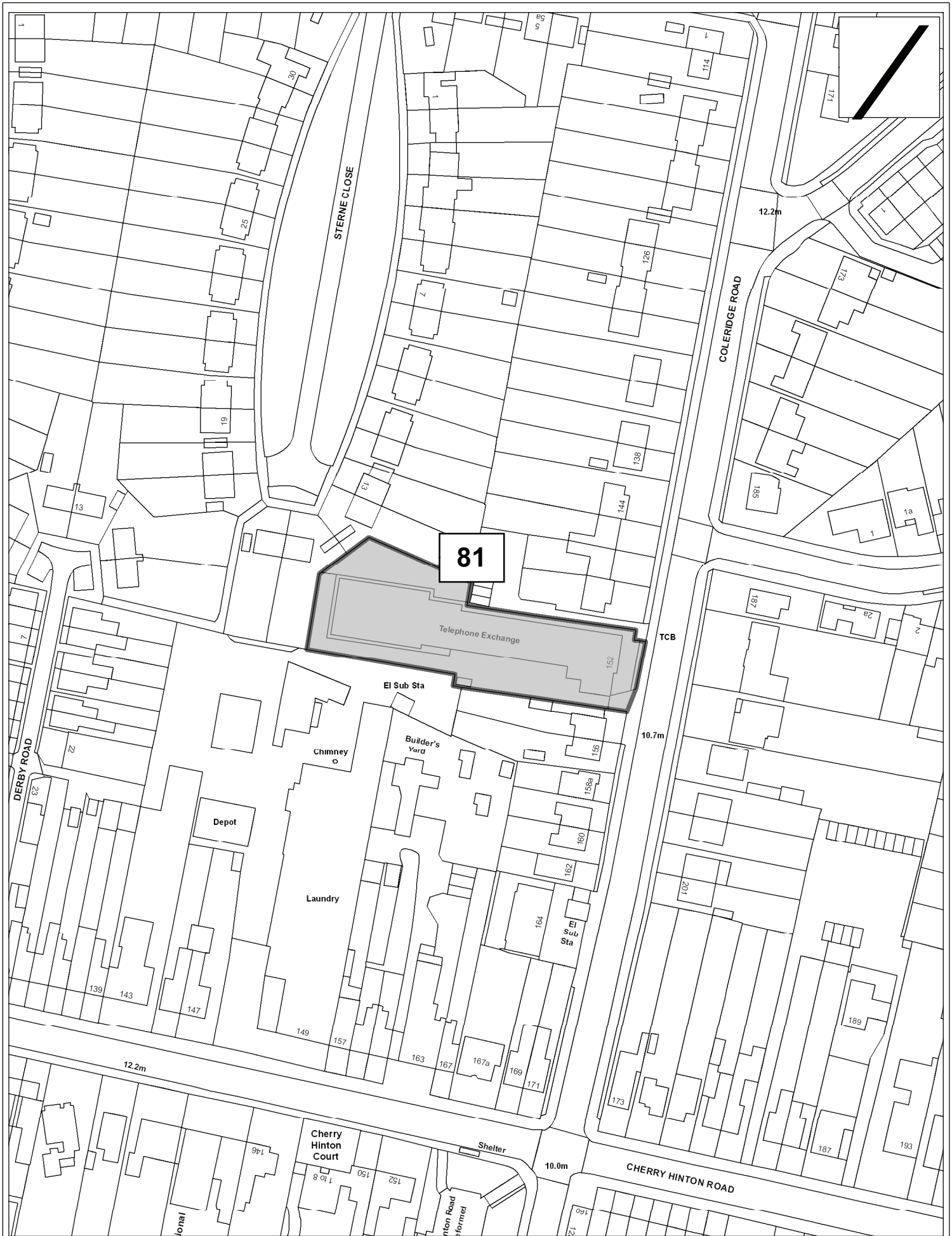
SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
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ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Site could have contamination issues (occupied by a telephone exchange)	a
Any potential noise problems? The site is bounded by commercial uses and a site noise survey would be required with the potential for noise controls being needed.	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? Site is not in an Air Quality Management Area (AQMA)	g
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: No known issues. Site not in Controlled Parking Zone (CPZ).	g
Access meets highway standards: No known issues	g
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? Yes (the C3 service)	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Could be some overlooking issues with surrounding houses, although any issues could be overcome with good urban design	a
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains¹⁴? It is not anticipated that significant archaeological remains would survive in this area.	g
Site shape impacts on developability? No	g
Sites integration with existing communities: Development of this site should integrate quite well with the surrounding residential community	g
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes	g
Site within 400m of Doctors Surgery:	No
Site within 400m of Nursery School:	Yes
Site within 400m of Primary School	Yes
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: No	g
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010).	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. Further information would be required to ensure that development was justified.	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
--	---

IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No in use as telephone exchange
Achievability	Yes. In operational use currently but land owner has confirmed interest in residential development after 2020 when site will be redundant.
Suitability	Yes
Actions needed to remove constraints	Small site unless developed in conjunction with Site 87
Achievability period	Developable in 10-19 years
Overall Conclusion: Deliverable/Developable	Site is developable



Site 81
Page 363

Date:	19/08/11
Produced by:	Myles Greensmith
Section/Department:	Environment
Scale:	1:1250

SHLAA SITES 2012

Site ID: Site 87 Detail

Site Name: 149 Cherry Hinton Road

Ward: Coleridge

Site Area in Hectares: 0.55

Number of Units (constrained): 17

Owner: Unconfirmed

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - laundry site (retail shop to front with laundry process works to the r/o the site)	a
Buildings in use: Yes - light industrial buildings used by the laundry	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within Environment Agency flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: The site falls within use class B1(c) and as such any proposals to redevelop this site would need to comply with the requirements of Policy 7/3 of the Local Plan. It may be possible that given the predominantly residential nature of the surrounding area, that redevelopment of this site for residential use would be more appropriate.	a
Protected Trees on site: No	g
Relevant Planning History: No	g
Level 2 Conclusion: The site falls within use class B1(c) and as such any proposals to redevelop this site would need to comply with the requirements of Policy 7/3 of the Local Plan. This does not necessarily render the site undevelopable as it may be possible that given the predominantly residential nature of the surrounding area, that redevelopment of this site for residential use would be more appropriate.	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

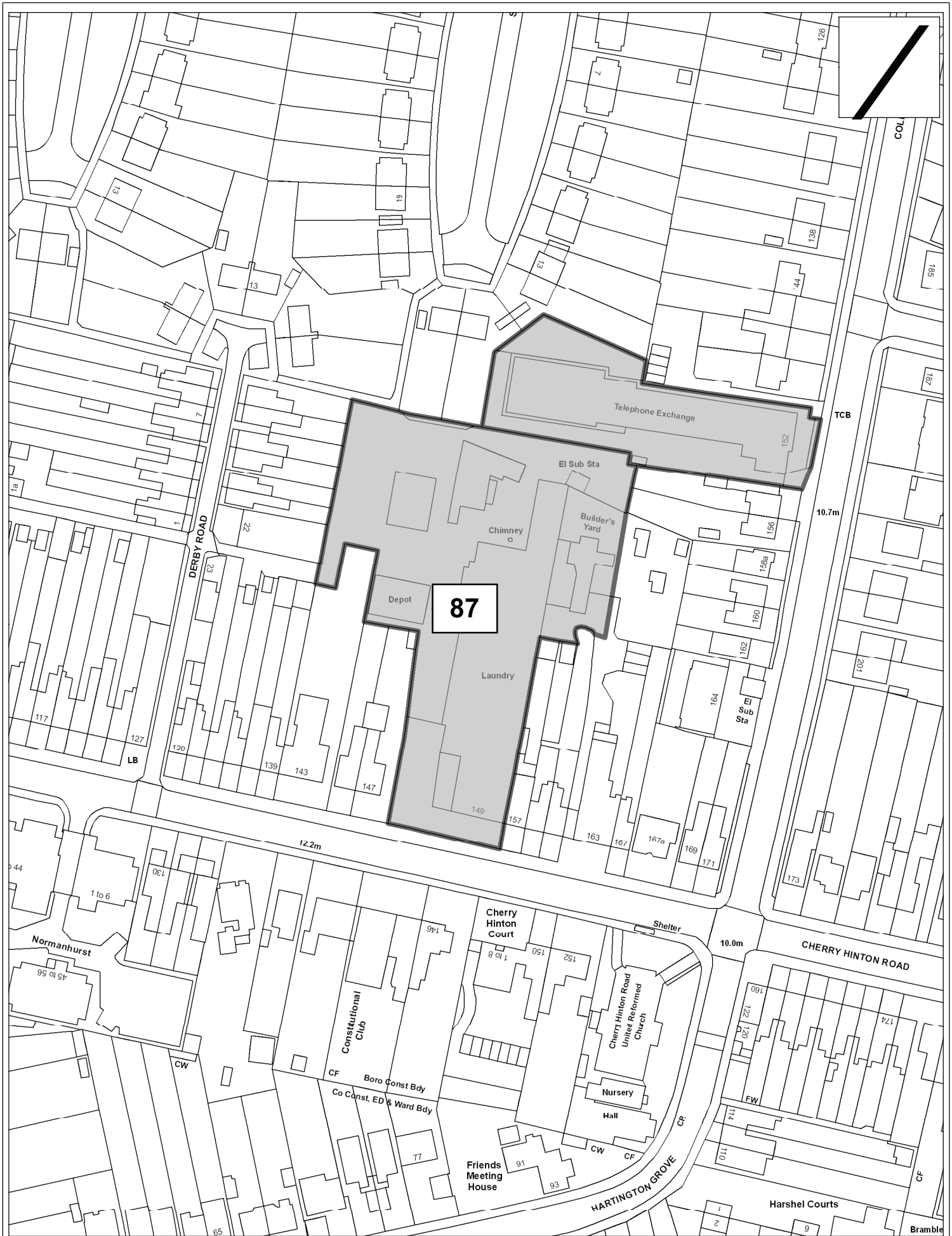
SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Site could have contamination issues (occupied by laundry, previously animal by-products and adjacent to builder yards)	a
Any potential noise problems? The site is bounded by commercial uses and a site noise survey would be required with the potential for noise controls being needed.	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? Site is not in an Air Quality Management Area (AQMA)	g
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: No known issues. Site not in Controlled Parking Zone (CPZ).	g
Access meets highway standards: No known issues	g
Does the site provide access to other properties/highway? The site would appear access to other industrial buildings on other parts of the larger site	a
Within 400m of high quality public transport route? Yes (the C3 service)	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Could be some overlooking with houses to the east and west of the site, although any issues could be overcome with good urban design	a
Site part of larger site or prejudice strategic site development? This site forms part of a larger light industrial site, so it could make sense to allocate the wider site for housing, although issues of loss of employment land would need greater consideration	a
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains¹⁵? It is not anticipated that significant archaeological remains would survive in this area.	g
Site shape impacts on developability? No	g
Sites integration with existing communities: Development of this site could be somewhat cut-off from the existing community (the extent to which would be dependent upon the set-back of development). Any issues could be overcome with good urban design	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes	g
Site within 400m of Doctors Surgery:	No
Site within 400m of Nursery School:	Yes
Site within 400m of Primary School:	Yes
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: No	g

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010).	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. Further information would be required to ensure that development was justified	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
--	---

IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No - In use as dry cleaners
Achievability	Yes - Potentially achievable. Landowner considers current use will continue for some time but site could come forward before end of plan period and residential use is one of a range of uses which would be considered. Could be developed on own or in conjunction with Site 81 above.
Suitability	Yes
Actions needed to remove constraints	Need to comply with the requirements of Policy 7/3 'Protection of Industrial and Storage Space' of the Local Plan; Overcome concerns about noise and land contamination.
Achievability period	Developable in 10-19 years
Overall Conclusion: Deliverable/Developable	Site is developable



Site 87
Page 367

Date:	19/08/11
Produced by:	Myles Greensmith
Section/Department:	Environment
Scale:	1:1250

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SHLAA SITES 2012

Site ID: Site 913

Site Name: Clifton Industrial Estate

Ward: Coleridge

Site Area in Hectares: 1.9ha

Number of Units (constrained): 100

Owner: Owner Known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Employment site	a
Buildings in use: Industrial buildings	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: Amenity Green Space to the north	a
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: Yes	r
Protected Trees on site: No	g
Relevant Planning History: No	g
Level 2 Conclusion: The site is suitable for residential development however the site is a designated protected industrial site. The landowners Proposal Option B includes mixed use development incorporating enhanced employment density in a new small business centre in central section of site with residential units proposed on 1.9ha section to the north. This reduces the employment floorspace lost.	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

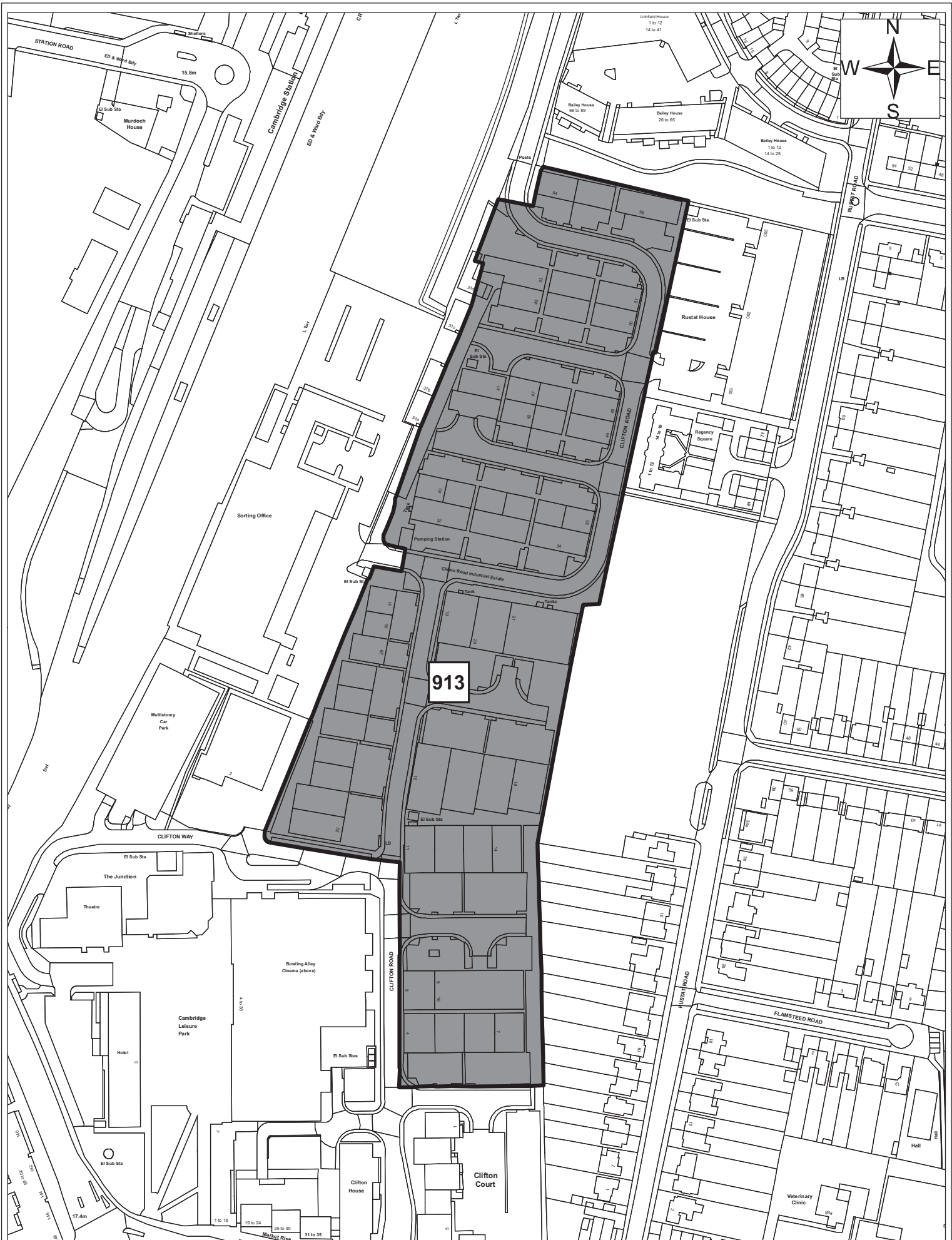
SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Multiple former contaminative uses - Motor vehicles, coatings, engineering, fuel storage, light industry - May not be suitable for houses with gardens - Developable but will require full condition.	a
Any potential noise problems? Significant issues for this site with the railway noise and vibration, tannoy from the new platform and parts of the site adjacent to the Junction and leisure complex. Patron noise on some events and noise escape until 6 am. Detailed design and acoustic report and mitigation needed. Not all of the site will be suitable for housing.	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? Adjacent to AQMA will require Air Quality assessment could benefit from full EIA	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: parking issues in the area, likely as a result of the nearby rail station. Part of northern tip of site in CPZ.	a
Access meets highway standards: The proposal has no significant issues from the perspective of the Highway Authority.	g
Does the site provide access to other properties/highway? Difficult to tell, but it would seem a number of other buildings rely on Clifton Road and therefore there are likely to be numerous cut throughs.	a
Within 400m of high quality public transport route? Yes	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: No	g
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains¹⁶? NGR: 546280 257020. P=Uncertain land status, possibly truncate land from railway works. Roman marching camp was located in the former Cattle Market area (MCB6256). Excavations in advance of redevelopment of the cattle market revealed Roman settlement remains (5828). Roman pottery found at Coleridge recreation ground (MCB5886). A programme of archaeological works should be undertaken prior to the submission of any planning application to determine the impacts of the railways and present buildings on potential archaeological remains.	a
Site shape impacts on developability? No	g
Sites integration with existing communities: Development of this site should integrate well with surrounding community facilities.	g
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes	g
Site within 400m of Doctors Surgery:	Yes
Site within 400m of Nursery School:	No
Site within 400m of Primary School:	No
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: No	g

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Protected Industrial Site	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? Yes	a
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: The site scores a number of amber scores against a range of criteria such as noise, contamination and archaeology -with regard to its notation as Protected Industrial Land. Any development would have to mitigate against any loss of employment land by appropriate alternative provision. This could be achievable in an appropriately designed mixed use scheme.	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for mixed use employment and residential development
--	--

IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No – In industrial use
Achievability	Yes - Land owner put forward as mixed use (employment + residential) in call for additional sites
Suitability	Yes
Actions needed to remove constraints	Yes – Need to comply with the requirements of Policy 7/3 'Protection of Industrial and Storage Space' of the Local Plan; Overcome concerns about noise, archaeological significance and land contamination.
Achievability period	6 – 10 years
Overall Conclusion: Deliverable/Developable	The site is developable



Site 913
Page 371

Date:	25th November 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:2,250

SHLAA SITES 2012

Site ID: Site 151 Detail

Site Name: Land to R/O 1 - 28 Jackson Road (Car parking and lock-up garages)

Ward: Kings Hedges

Site Area in Hectares: 0.27

Number of Units (constrained): 20

Owner: Cambridge City Council

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - car parking court and garages.	a
Buildings in use: Yes - garages	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within Environment Agency flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No	g
Relevant Planning History: No	g
Level 2 Conclusion: Development of this site will not have a negative impact on any of the Level 2 Local Criteria	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
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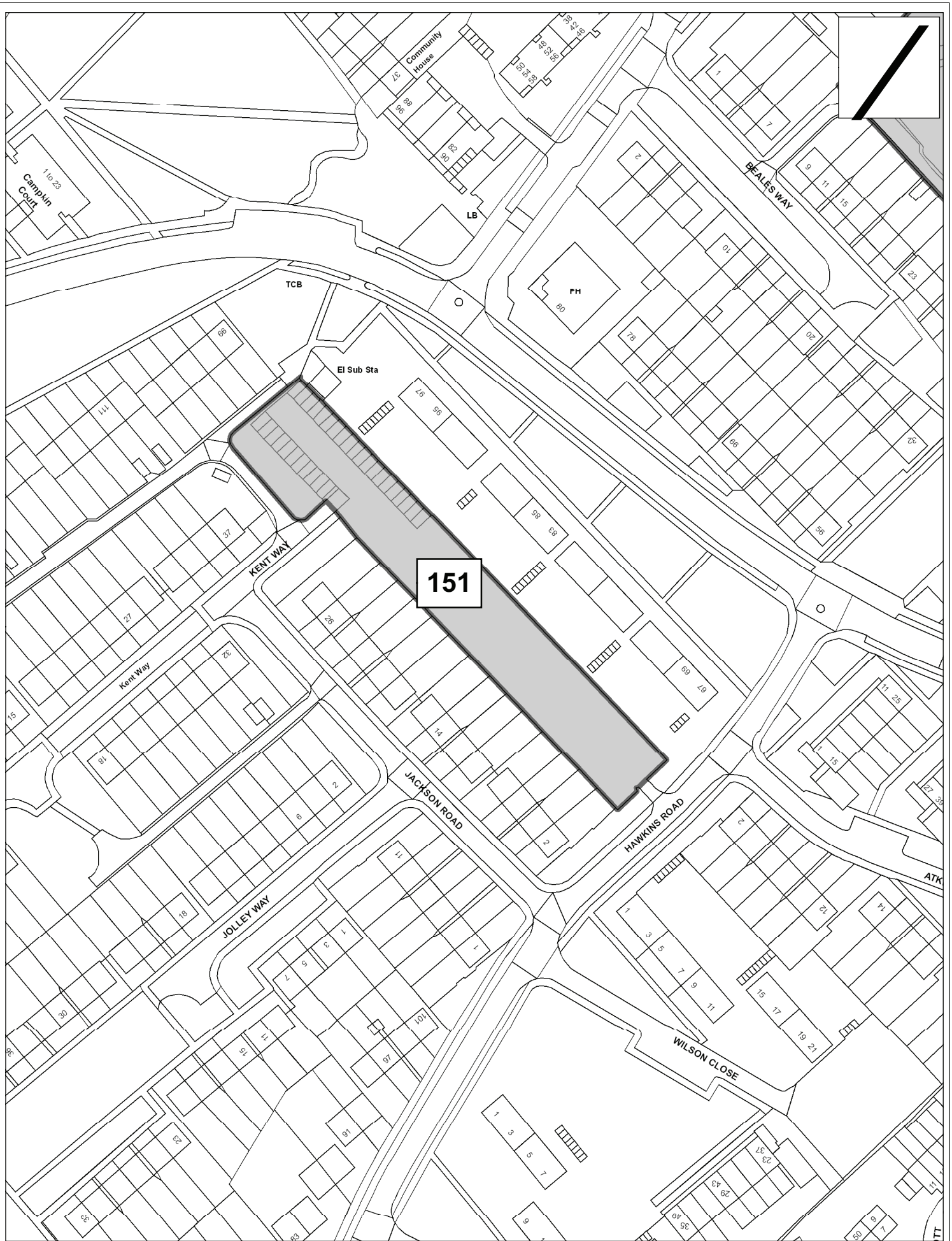
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Site could have contamination issues (occupied by lock up garages)	a
Any potential noise problems? No known issues	g
Could topography constrain development? No	g
Affected by Air Quality Management Area? This site is within or adjacent to the Air Quality Management Area (AQMA) and therefore will require and air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent the Air Quality Management Area (AQMA).	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: No known issues. Site not in Controlled Parking Zone (CPZ). Site currently includes garages	g
Access meets highway standards: No known issues	g
Does the site provide access to other properties/highway? Yes - The site provides pedestrian access to adjoining dwellings in Jackson Road/Hawkins Road and Jolley Way.	a
Within 400m of high quality public transport route? Yes - C1 Service	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: There would be some overlooking of the site from the front and rear aspects of adjoining dwellings in Jackson Road, although any such problems could be designed out of any proposed scheme.	a
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains¹⁷? Cropmarks and archaeological investigations to the north west have revealed an extensive landscape of late prehistoric and Roman activity.	a
Site shape impacts on developability? No	g
Sites integration with existing communities: Development of this site should integrate well with the existing community. The issue of replacement parking for the existing dwellings would need to be addressed.	g
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes	g
Site within 400m of Doctors Surgery:	No
Site within 400m of Nursery School:	No
Site within 400m of Primary School	Yes
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: No	g

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010).	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: Development of this site should integrate well with the existing community. The issues of replacement parking for the existing dwellings; potential land contamination; pedestrian access across the site; and, potential archaeological implications would need to be addressed.	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	Yes - Subject to satisfactory re-housing of any displaced residents
Achievability	Yes - Council own and considering residential development options
Suitability	Yes
Actions needed to remove constraints	Access issues potentially. Housing Dept considering enlarging the site to improve developability.
Achievability period	Developable 6-10 years
Overall Conclusion: Deliverable/Developable	Site is developable



Site 151
Page 375

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Date:	19/08/11
Produced by:	Myles Greensmith
Section/Department:	Environment
Scale:	1:1250

SHLAA SITES 2012

Site ID: Site 887

Site Name: 98 -144 Campkin Road

Ward: Kings Hedges

Site Area in Hectares: 0.52

Number of Units (constrained): 28

Owner: Cambridge City Council

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes Council housing	a
Buildings in use: Yes	a
Any legal issues: No	g

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within Environment Agency flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No, although land to the south of the site is Protected Open Space (Campkin Road/St Kilda Avenue Amenity Green Space) and development would have to not be harmful to the character of this open space.	a
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No	g
Relevant Planning History: No	g
Level 2 Conclusion: While development proposals will need to give consideration to the impact on the character of the nearby protected open space, this does not render the site undevelopable	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

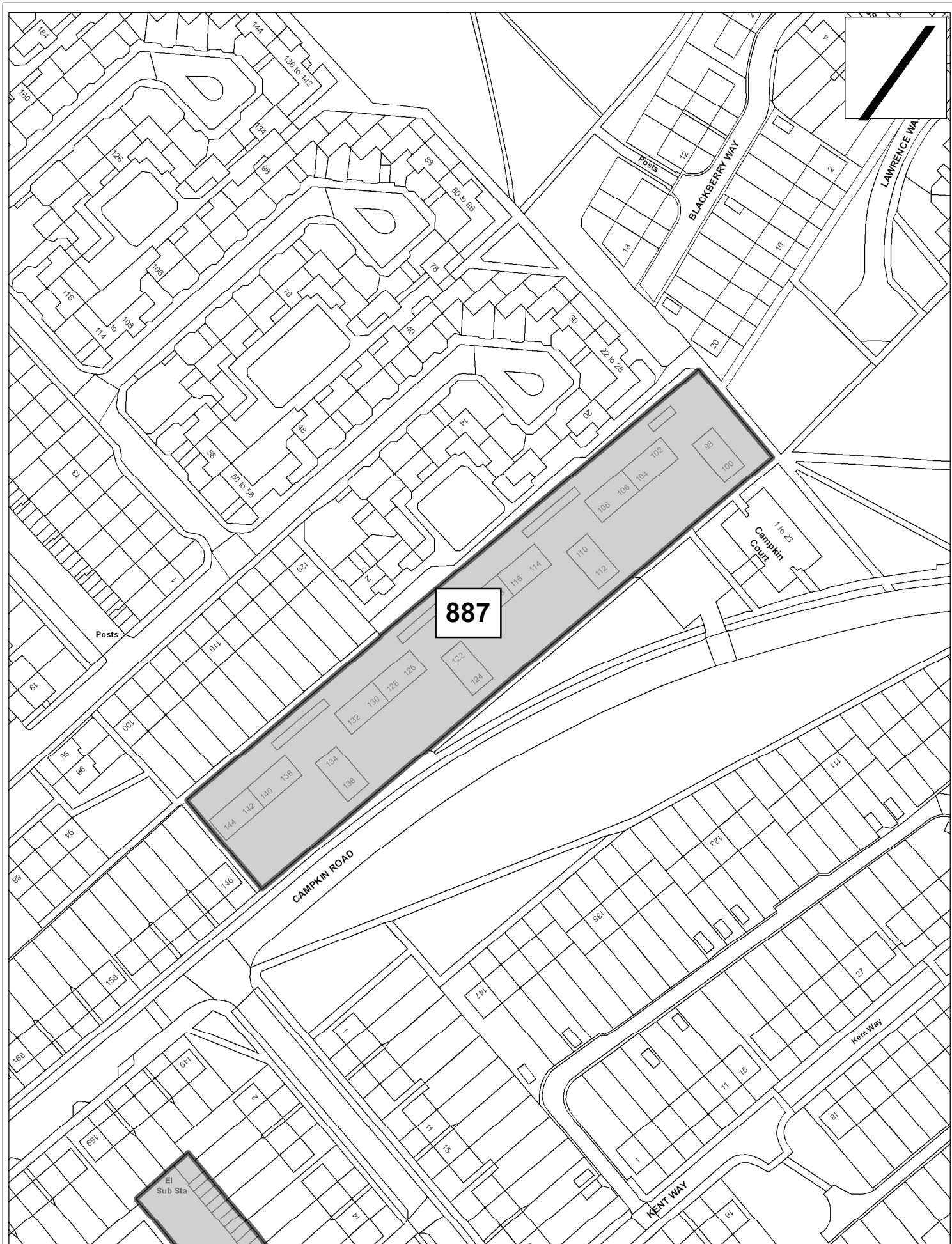
SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No known contamination issues	g
Any potential noise problems? No known issues	g
Could topography constrain development? No	g
Affected by Air Quality Management Area? Refer to EH	
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: No known issues. Site not in Controlled Parking Zone (CPZ).	g
Access meets highway standards: No known issues	g
Does the site provide access to other properties/highway? A pathway runs along the north-eastern edge of the site.	a
Within 400m of high quality public transport route? Yes (C1 service)	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Could be overlooking issues with the residential properties surrounding the site, although these issues could be overcome with good urban design	a
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains¹⁸? Cropmarks and archaeological investigations to the north west have revealed an extensive landscape of late prehistoric and Roman activity.	
Site shape impacts on developability? No	g
Sites integration with existing communities: Development on this site should integrate well with surrounding residential development	g
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes	g
Site within 400m of Doctors Surgery:	No
Site within 400m of Nursery School:	No
Site within 400m of Primary School	Yes
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: No	g

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010).	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Partly (some of the site is open space)	a
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. Further information would be required to ensure that development of the site would be justified	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	Yes - Subject to satisfactory re housing of any displaced residents
Achievability	Yes - Council own and are considering the site's inclusion in its housing programme
Suitability	Yes
Actions needed to remove constraints	Protected open space to south
Achievability period	Developable in 6-10 years
Overall Conclusion: Deliverable/Developable	Site is developable



Site 887
Page 379

Date:	19/08/11
Produced by:	Myles Greensmith
Section/Department:	Environment
Scale:	1:1250

SHLAA SITES 2012

Site ID: Site 902 (former 222)

Site Name: Land at and south of The Ship PH Northfield Ave

Ward: Kings Hedges

Site Area in Hectares: 0.34

Number of Units (constrained): 10

Owner: Owner Known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes – Car park & Public house	a
Buildings in use: Yes - Public House	a
Any legal issues: Known	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No	g
Relevant Planning History: No	g
Level 2 Conclusion: This site is suitable for residential development. However, the loss of the community public house would have a major impact on the vibrancy of the local area given the large catchment area it serves. The replacement of the public house would therefore need to be overcome before any residential development could be provided onsite. The site yield could however be influenced by the amount of planning gain needed to finance the modernisation of the public house onsite.	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

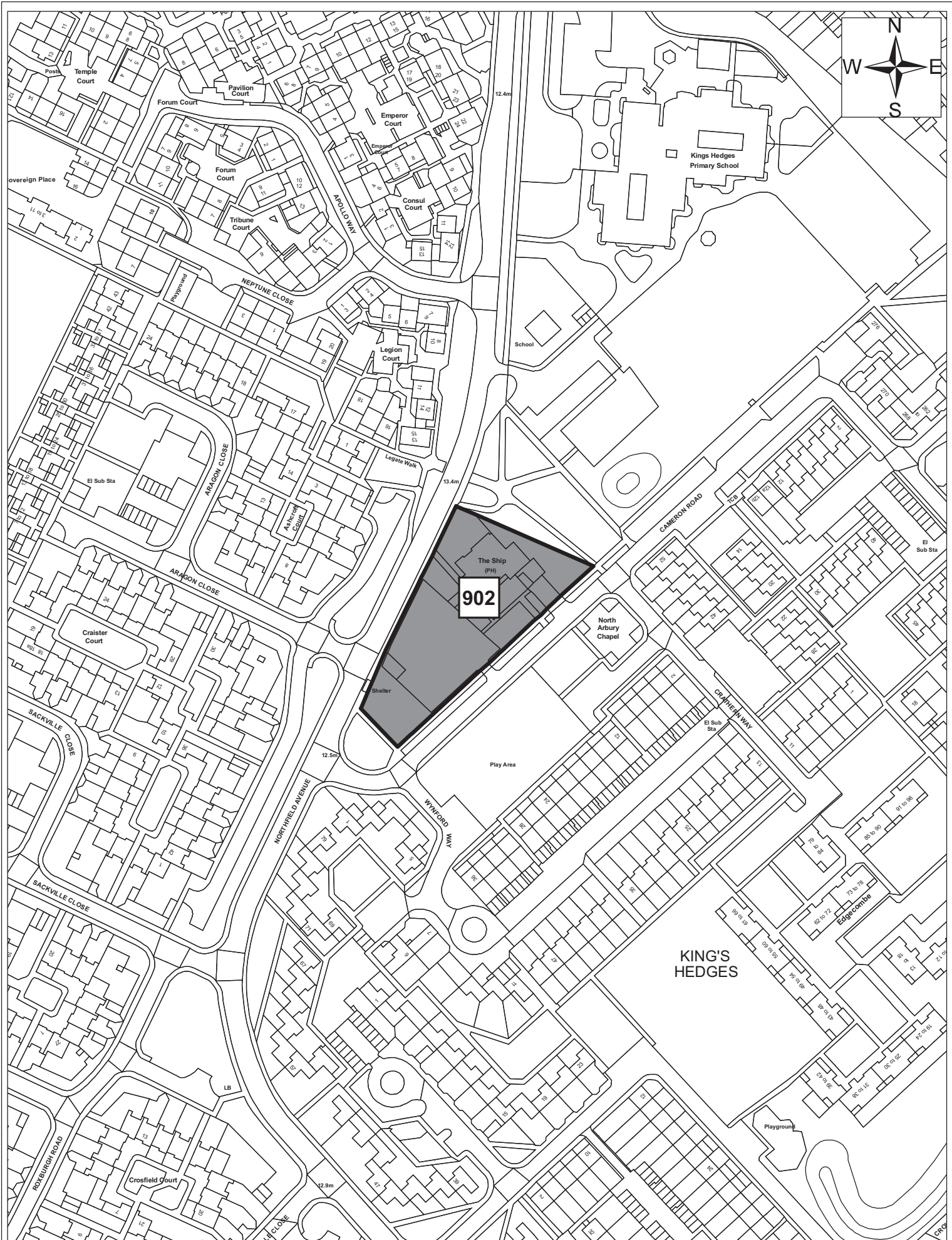
SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No issues	g
Any potential noise problems? No Concerns	g
Could topography constrain development? No	
Affected by Air Quality Management Area? Will require Air Quality Assessment due to size	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: Extensive car parking on site for the pub. Not in CPZ.	g
Access meets highway standards: The proposal has no significant issues from the perspective of the Highway Authority.	a
Does the site provide access to other properties/highway? Site could be used as a short but non-essential pedestrian cut through between Aragon Close and Cameron Road	g
Within 400m of high quality public transport route? Yes	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: No	g
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains¹⁹? NGR 545472 261321. Extensive enclosed Roman settlement known prior to the development of Arbury/Kings Hedges as a cropmarked site with earthworks (MCB6626, 6616). Roman building materials are known within allocation area (MCB6627). A programme of archaeological works should be undertaken prior to the submission of any planning application.	a
Site shape impacts on developability? No	g
Sites integration with existing communities: Loss of community facility (Public House) would reduce the vitality and vibrancy of the local neighbourhood	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: No	a
Site within 400m of Doctors Surgery:	No
Site within 400m of Nursery School:	Yes
Site within 400m of Primary School	Yes
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: Yes. The public house is considered a community facility. The site scores a RED unless this function can be retained onsite or a replaced in a similarly accessible location.	r

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: The site scores a RED against Level 34 criteria - Community Facilities unless a replacement community is provided, in this case a Public House in an equally accessible location. The loss of the public house will have an adverse impact on the vibrancy and vitality of the local community.	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development pending satisfactory replacement of pub on site.
--	--

IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No – In use in conjunction with pub
Achievability	Yes - Land owner has confirmed site could be available for development including site of pub as well and land to north Site 257. Call for sites submission.
Suitability	Yes
Actions needed to remove constraints	The loss of the community public house would have a major impact on the local area. The replacement of the public house would therefore need to be overcome before any residential development could be provided onsite. Highway Authority would prefer access from Cameron Road. Frontage of southern section narrows.
Achievability period	Developable in 6-10 years provided mitigation occurs
Overall Conclusion: Deliverable/Developable	This site is developable in 6-10 years provided mitigation occurs



Site 902
Page 383

Date:	25th November 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250

SHLAA SITES 2012

Site ID: Site 204 Detail

Site Name: 48-61 Burleigh Street

Ward: Market

Site Area in Hectares: 0.30

Number of Units (constrained): 12

Owner: Some owners known (potentially multiple owners)

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - Retail units on ground floor with offices/residential above. Car parking to r/o site	a
Buildings in use: Yes – There are a variety of commercial buildings on the site of differing ages and heights	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within Environment Agency flood zone 1 and is therefore at low risk of fluvial flooding. Proposals for development must be subject to application of the exception test.	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No	g
Relevant Planning History: Yes - the development at no. 49 is included in the area selected. Application no 06/1106/FUL refers to this for 1no. 1 bed flat and 1 no. 2 bed flat.	g
Level 2 Conclusion: Development of this site will not have a negative impact on any of the Level 2 Local Considerations	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

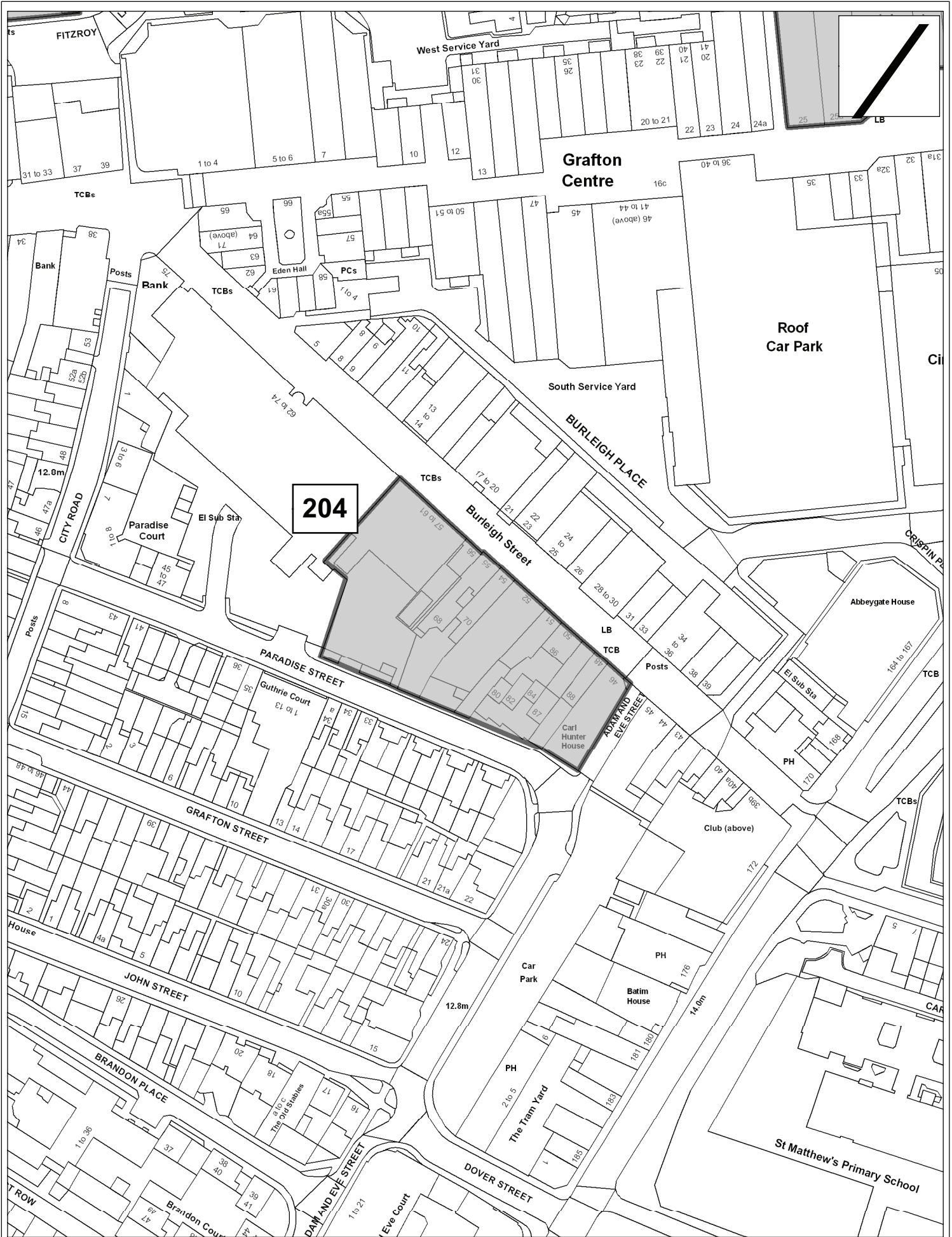
SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Site could have contamination issues (past uses include laundry and motor engineers)	a
Any potential noise problems? Potential impact from Primark service yard and plant at other businesses. Could be resolved by good design.	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? This site is within or adjacent to the Air Quality Management Area (AQMA) and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent to the Air Quality Management Area (AQMA).	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: No known issues. The site lies within the Controlled Parking Zone (CPZ).	g
Access meets highway standards: No known issues	g
Does the site provide access to other properties/highway?	g
Within 400m of high quality public transport route? Not as defined, but the site is within 400m of the Grafton Centre Bus station which serves by a number of bus routes	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Could be overlooking issues with the residential properties on Paradise Street, although these issues could be overcome with good urban design	a
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: The site is on the edge of the Central Conservation Area, and as such early consideration would need to be given to the impact of new development on views into and out of the Conservation Area and the visual impact on the character of the area.	a
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains²⁰? This site was originally developed as part of the Victorian expansion of Cambridge. Evidence for this development and for earlier structures may survive in the area.	a
Site shape impacts on developability? No	g
Sites integration with existing communities: Development would take place in an area with a retail character and as such development could feel a bit isolated from the existing community. Any issues could be overcome with good urban design	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: Yes	g
Site within 400m of Local Centre: Yes	g
Site within 400m of Doctors Surgery:	No
Site within 400m of Nursery School:	Yes
Site within 400m of Primary School:	Yes
Site within 400m of Secondary School:	Yes
Site within 400m of public open space:	Yes

Use of site associated with a community facility: No	g
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? The ground floor shops covered by this site are designated as Primary Shopping Frontage and as such their loss would be resisted as it would be contrary to planning policy. However, a residential scheme could come forward on the upper floors, similar to the approach taken with the Christs Lane development.	a
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010).	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? Yes. Part protected office site 48-61 Burleigh St	a
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. Further information would be required to ensure that development was justified	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No - In use for range of retail and office uses
Achievability	Yes potentially achievable. Some development to rear has already occurred. Waiting to hear from landowners.
Suitability	Yes
Actions needed to remove constraints	Would wish to retain grain of retail frontage to Burleigh St. Ownership issues could prove to be a constraint.
Achievability period	Developable in 6-20 years
Overall Conclusion: Deliverable/Developable	Site is developable



204



Site 204
Page 387

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Date:	19/08/11
Produced by:	Myles Greensmith
Section/Department:	Environment
Scale:	1:1250

SHLAA SITES 2012

Site ID: Site 892

Site Name: 64-68 Newmarket Rd

Ward: Market

Site Area in Hectares: 0.27

Number of Units (constrained): 60

Owner: Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - warehouses / retail	a
Buildings in use: Yes - warehouses / retail	a
Any legal issues:	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within Environment Agency flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No	g
Relevant Planning History: Permission granted for: Erection of 3 storey mixed use development, ground floor A1 and residential units above (4no. 1 bed flats). Permission refused for: Erection of five storey mixed use development, ground floor A1, A2, A3, A4 or A5 use, and residential units above (8 No. 1 bed flats).	a
Level 2 Conclusion: The site is located on the edge of the City Centre and already has permission for A1 use and 4 residential units. Permission for a 5 storey development scheme with ground floor A1, A2, A3, A4 or A5 use, and 8 residential units was refused indicating the level of site intensification maybe limited to 3 or 4 storeys.	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

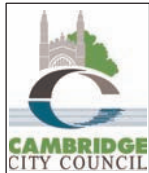
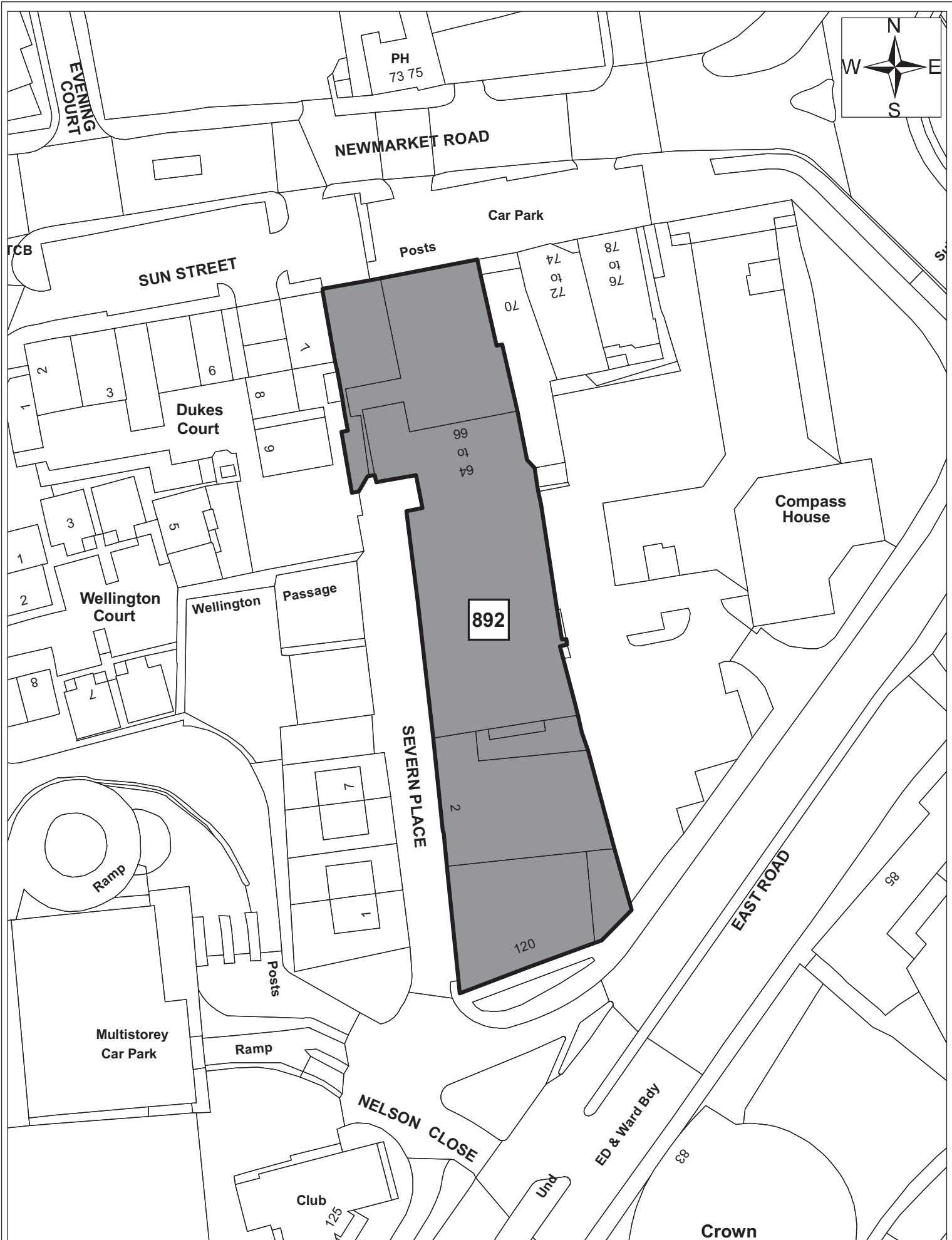
SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Multiple former contaminative uses - Motor vehicles, coatings, engineering, fuel storage, Dvelopable but will require full condition.	a
Any potential noise problems? Newmarket Road is very heavily trafficked and noise investigation and mitigation measures would be essential	a
Could topography constrain development? Flat	g
Affected by Air Quality Management Area? Within AQMA requires no net worsening in AQ protection of residents from East road, Newmarket Road	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: Site provides some car parking in the form of a car park, though it is not clear if the car park only serves the current development. Site is in the CPZ.	g
Access meets highway standards: The Highway Authority would seek that access to this site be via Severn Place, as there are proposals to make Sun Street a public transport facility	g
Does the site provide access to other properties/highway? It does not appear that the site is used to access nearby properties.	g
Within 400m of high quality public transport route? Yes	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: No	g
Site part of larger site or prejudice strategic site development? No, but it could include Compass House as part of a more comprehensive re-development scheme.	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: Northern boundary is opposite the Central CA.	a
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains²¹? NGR: 546067 258758. Area of 19th century breweries and industry. South west of Barnwell Priory (now St Andrew the Less Church). Well preserved Medieval settlement known along Newmarket Road (eg at Eastern Gate to east). Archaeological Condition is recommended on any planning application.	a
Site shape impacts on developability? Shape doesn't prohibit development. The inclusion of Campass House would improve the site's developability.	g
Sites integration with existing communities: The edge of City Centre location means it shouldn't feel too far from local community services.	g
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: Yes	g
Site within 400m of Local Centre: Yes	g
Site within 400m of Doctors Surgery:	Yes
Site within 400m of Nursery School:	Yes
Site within 400m of Primary School	Yes
Site within 400m of Secondary School:	No

Site within 400m of public open space:	Yes
Use of site associated with a community facility: No	g
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? Yes	a
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. Further information would be required to ensure that development of the site would be justified.	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No – Premises in use
Achievability	Yes - Land owner put forward in call for additional sites
Suitability	Yes
Actions needed to remove constraints	Clean up contamination on site, assess impact concerning noise, Conservation Area and archaeological survey.
Achievability period	Deliverable in 0-5 years
Overall Conclusion: Deliverable/Developable	This site is deliverable



Date:	13th December 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:750

SHLAA SITES 2012

Site ID: Site 917

Site Name: Auckland Road Clinic

Ward: Market

Site Area in Hectares: 0.20

Number of Units (constrained): 12

Owner: Owner Known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - Health clinic	a
Buildings in use: Yes - Health clinic	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: Midsummer Common along the northern boundary. This will limit the height of any new development on site.	a
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: One TPO on the boundary	a
Relevant Planning History: No	g
Level 2 Conclusion: The site is suitable for residential development.	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
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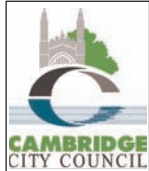
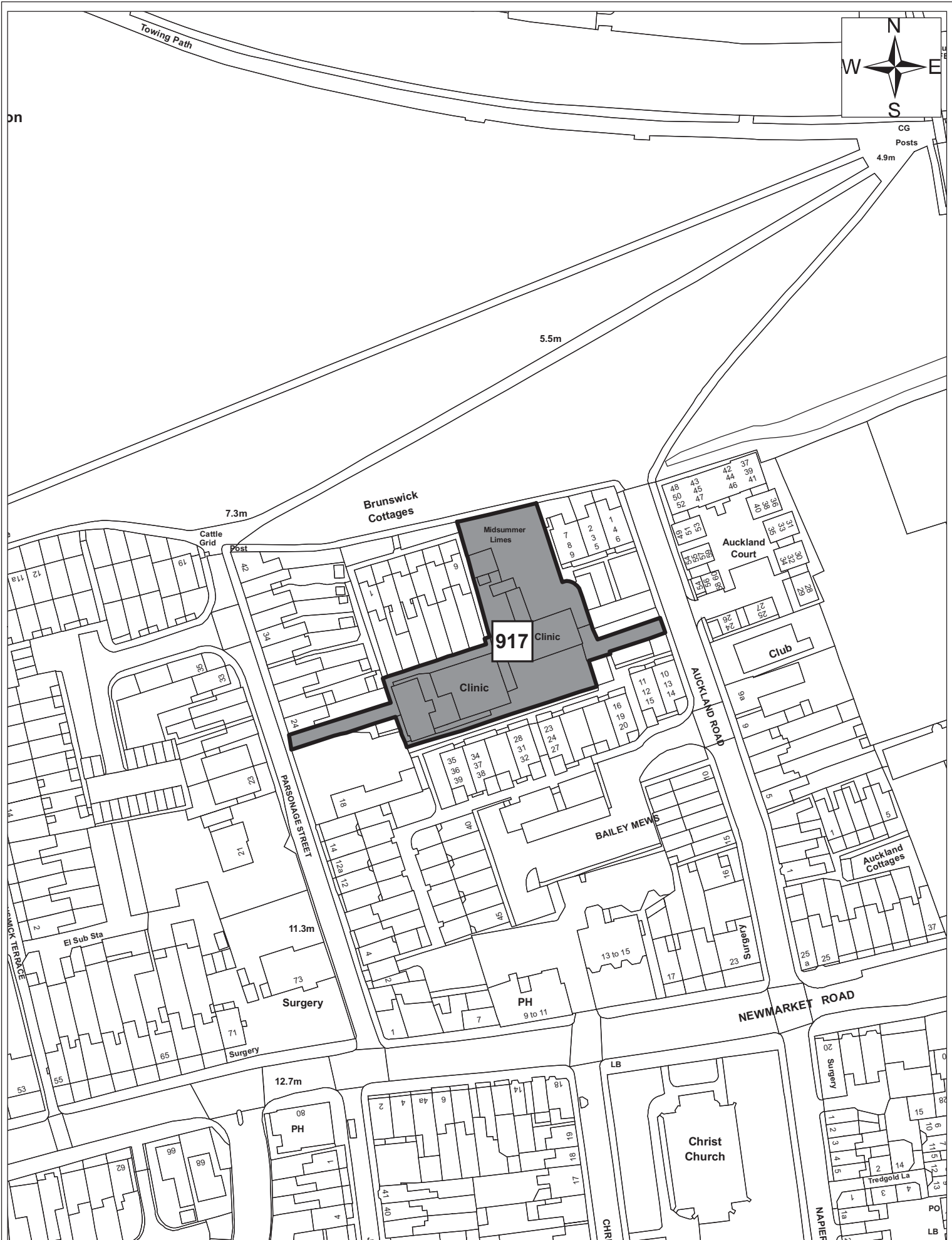
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No issues	g
Any potential noise problems? No Concerns	g
Could topography constrain development? No	g
Affected by Air Quality Management Area? Within an air quality management zone (AQMA)	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: Site in CPZ	a
Access meets highway standards: The site has poor motor vehicle access, so the Highway Authority would seek the development be car free.	a
Does the site provide access to other properties/highway? Used as a cut through between Midsummer Common, Auckland Rd and Parsonage St.	a
Within 400m of high quality public transport route? Yes	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: 3½ storey residential buildings close to the site's southern boundary and these would overlook part of the site.	a
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains²²? NGR: 545820 258900. Land is at 'scarp' edge of R Cam floodplain. Prehistorcto Saxon pottery, stone and metal artefacts located in Midsummer Common to north and north west (eg MCBs 6085, 5751). Undated inhumations also (suspected Roman -MCB12059). Medieval middens and pits known to east (beneath CRC redevelopment site; MCB19146). Archaeological Condition is recommended on any planning application.	a
Site shape impacts on developability? No (an awkward site nonetheless with a limited site yield)	g
Sites integration with existing communities: The site's City Centre location means it should feel close to local community services.	g
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: Yes	g
Site within 400m of Local Centre: No	a
Site within 400m of Doctors Surgery:	Yes
Site within 400m of Nursery School:	No
Site within 400m of Primary School	No
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: Yes, if the clinic cannot be retained onsite or a replacement clinic cannot be provided in a similarly accessible location.	a

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. Further information would be required to ensure that development was justified	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No – Clinic in use
Achievability	Yes - Land owner put forward in call for additional sites
Suitability	Yes
Actions needed to remove constraints	Design constraints including overlook from neighbouring properties and one TPO on site. Will block pedestrian access to existing development.
Achievability period	Deliverable 5-10 years
Overall Conclusion: Deliverable/Developable	This site is deliverable



Site 917
Page 395

Date:	25th November 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250

SHLAA SITES 2012

Site ID: Site 910

Site Name: 21-29 Barton Road

Ward: Newnham

Site Area in Hectares: 0.55

Number of Units (constrained): 15

Owner: Owner Known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: No - In use as residential accommodation	a
Buildings in use: Yes – residential	a
Any legal issues:	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: ??	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No, However the buildings on this site were picked up in the recent West Cambridge Conservation Area Appraisal as being Positive Unlisted Buildings. This means that they have a positive impact on the character and appearance of the Conservation Area, as opposed to negative or neutral, however they were not put forward for BLI status. The 'carefully tended topiary' was seen to be a better use of the space than as car parking which has happened in other front gardens. The houses themselves are noted as being interesting buildings in a 1930s development of 6 paired houses.	a
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations. This assumes that any development retains and protects the positive impact the unlisted buildings have on the West Cambridge Conservation Area.	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: 6 TPOs onsite and approx. 6 TPOs on the boundary	a
Relevant Planning History: Historic 64: Temporary change of use for 8 years from residential to private school.	a

Level 2 Conclusion: The site is suitable for residential development that retains the trees protected by individual Tree Protection Orders.

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

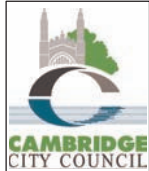
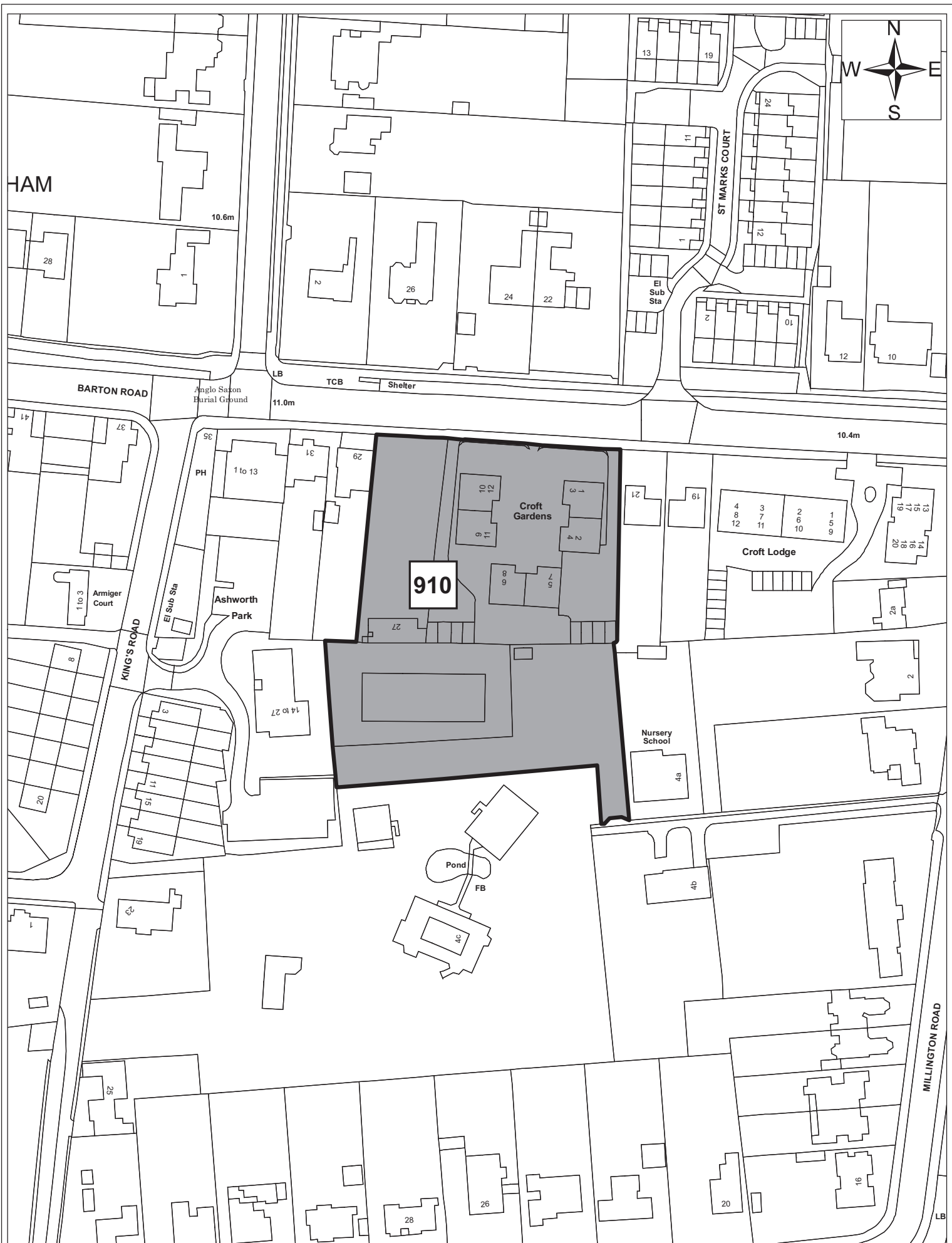
SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No issues	g
Any potential noise problems? Frontage will be the noisiest part of the site from the road. Noise assessment and potential noise mitigation needed.	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? No issues	g
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: No. Room for parking on current site. Not in CPZ	
Access meets highway standards: The proposal has no significant issues from the perspective of the Highway Authority.	
Does the site provide access to other properties/highway? No	
Within 400m of high quality public transport route? Yes	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: No	g
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? The buildings on this site were picked up in the recent West Cambridge Conservation Area Appraisal as being Positive Unlisted Buildings. This means that they have a positive impact on the character and appearance of the Conservation Area, as opposed to negative or neutral, however they were not put forward for BLI status. The 'carefully tended topiary' was seen to be a better use of the space than as car parking which has happened in other front gardens. The houses themselves are noted as being interesting buildings in a 1930s development of 6 paired houses.	a
Development affects archaeological remains²³? NGR 544020 257450. Croft Centre lies within the grounds of the former Croft Lodge. This is the location of a Saxon burial ground - extent unknown, tow areas evident on Barton Rd (MCBs 6046 and 4630). Roman pottery remains are also known from the grounds of croft Lodge (MCB6047). A programme of archaeological works should be undertaken prior to the submission of any planning application.	a
Site shape impacts on developability? No	g
Sites integration with existing communities: The edge of City Centre location means it shouldn't feel too far from local community services.	g
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes	g
Site within 400m of Doctors Surgery:	No
Site within 400m of Nursery School:	Yes
Site within 400m of Primary School	No
Site within 400m of Secondary School:	No

Site within 400m of public open space:	Yes
Use of site associated with a community facility: No	g
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? No	
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. Further information would be required to ensure that development of the site would be justified.	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No - In use as residential accomodation
Achievability	Yes - Put forward by landowner in call for sites
Suitability	Yes
Actions needed to remove constraints	Protected trees on site
Achievability period	Deliverable in 0-5 years
Overall Conclusion: Deliverable/Developable	The site is deliverable



Site 910
Page 399

Date:	7th February 2012
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250

SHLAA SITES 2012

Site ID: Site 102 Detail

Site Name: Mill Road Depot and adjoining properties, Mill Road

Ward: Petersfield

Site Area in Hectares: 2.70

Number of Units (constrained): 167

Owner: Multiple owners

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: No – In use as Council Depot	a
Buildings in use: Warehouse buildings and offices, community facilities within listed old Library, language school, leased garages	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within Environment Agency flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: Yes Former Library at southern end of site is Grade 2 Listed Building	a
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: Yes - the site is used as a Council depot and vehicle workshop, use class Sui Generis and B1(c). a. The Council's Employment Land Review indicates that there is a shortfall in land supply in use Classes B1(c), B2 and B8; b. Residential development would not generate any jobs onsite; c. The existing use would need to be relocated to a suitable site - see Employment Land Review 2008 Para. 5.29; Map 10; and, Appendix 15 (iv)	a
Protected Trees on site: No	g
Relevant Planning History: The site has a history of uses associated with its main lawful use as the City Council's Works/Depot. It was allocated in the 1996 Cambridge local plan for housing, although this allocation was	g

subsequently deleted from the Cambridge Local Plan 2006, as it was unlikely that the site would come forward within the time frame of the Local Plan. the possibility of the re-location of the Depot to an alternative site has been more recently explored and is mentioned in the Employment Land Review 2008 - See Para. 5.29; Map 10; and, Appendix 15 (iv).	
Level 2 Conclusion: Development of this site will have a negative impact on the retention of Use Class B1(c), B2 and B8 employment uses, which is contrary to No. 14 of the Level 2 Local Considerations.	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Significant contamination on-site given its previous and present uses (smelting works and council depot and railway land)	a
Any potential noise problems? Site adjacent to railway noise assessment will be required	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? This site is within or adjacent to the Air Quality Management Area (AQMA) and therefore will require and air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent the Air Quality Management Area (AQMA).	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: Site provides associated car parking for the City Council's Depot. Development here would mean the loss of the Depot, which although not listed as such, is in effect, a Community Facility. The site lies within the Controlled Parking Zone. (Mill Road/Gwydir Street).	a
Access meets highway standards: Mill Road is a very busy road so there could be access issues that would need to be overcome (although residential use could lead to less transport related movements from the site than are currently experienced). Highway Authority have commented that no access from Mill Road is practical	a
Does the site provide access to other properties/highway? Yes - access to City Council's Depot, from Mill Road with emergency access from Hooper St	a
Within 400m of high quality public transport route? Not as defined but the site is within 400m of other bus services that link the site to the City Centre and other areas	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Could be overlooking with houses fronting Kingston Street, although any issues could be overcome with good urban design	a
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: There is a Grade II Listed Building on the South-western boundary of the site (the former Cambridge Library now the Indian Cultural Centre).	a
Site in or adjacent to Conservation Area: The site falls within the Central Conservation Area and as such early consideration would need to be given to the impact of proposals on the setting and character of	a

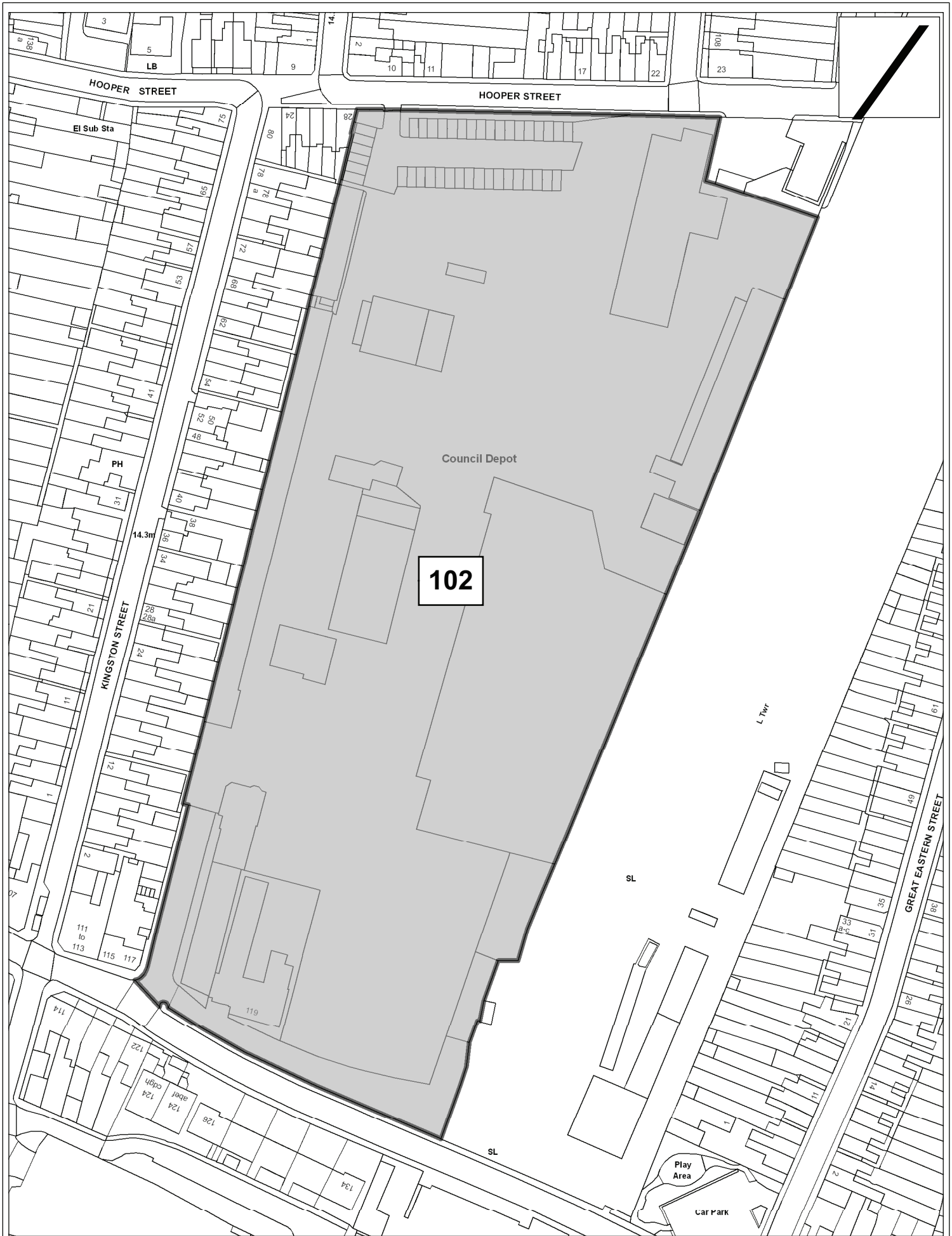
the Conservation Area	
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains²⁴? Previous activities on site include an iron foundry, coprolite mill and timber yard. The site may have significance for the 19th century industrial archaeology of Cambridge. It should also be noted that there is a Grade II listed building on the site, which would need to be retained as part of any redevelopment.	a
Site shape impacts on developability? No	g
Sites integration with existing communities: Development on this site should integrate well with existing community on Hooper Street but would be somewhat isolated from community on Kingston Street by back gardens. Any issues could be overcome with good urban design	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes	g
Site within 400m of Doctors Surgery:	No
Site within 400m of Nursery School:	No
Site within 400m of Primary School	No
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: Yes in old Library - and access to City Council's Depot, which is (effectively) a Community Facility.	a
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010).	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? Yes - see Employment Land Review 2008 Para. 5.29; Map 10; and, Appendix 15 (v)	a
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria it is considered that these do not render the site undevelopable. Further information would be required to ensure that development was justified, particularly in relation to contaminated land	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No. In use as Council Depot
Achievability	Yes- Ongoing Council project looking into relocation of depot. Subject to a development brief being drawn up
Suitability	Yes
Actions needed to remove constraints	Access and contamination issues. Highway Authority has commented they would prefer access to not be from Mill Road.
Achievability period	Developable in 10-19 years

Overall Conclusion: Deliverable/Developable	Site is developable
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Site 102

Page 404



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Date:	19/08/11
Produced by:	Myles Greensmith
Section/Department:	Environment
Scale:	1:1250

SHLAA SITES 2012

Site ID: Site 196 Detail

Site Name: 31 Queen Ediths Way

Ward: Queen Ediths

Site Area in Hectares: 0.23

Number of Units (constrained): 12

Owner: Not Known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: No - In use as residential	a
Buildings in use: Yes - Houses and garages.	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within Environment Agency flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: There are some mature trees around the site's boundaries. Subject to a Tree Preservation Order on east boundary.	a
Relevant Planning History: No	g
Level 2 Conclusion: Development of this site will not have a negative impact on any of the Level 2 Local Considerations, except for the mature trees identified on site.	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
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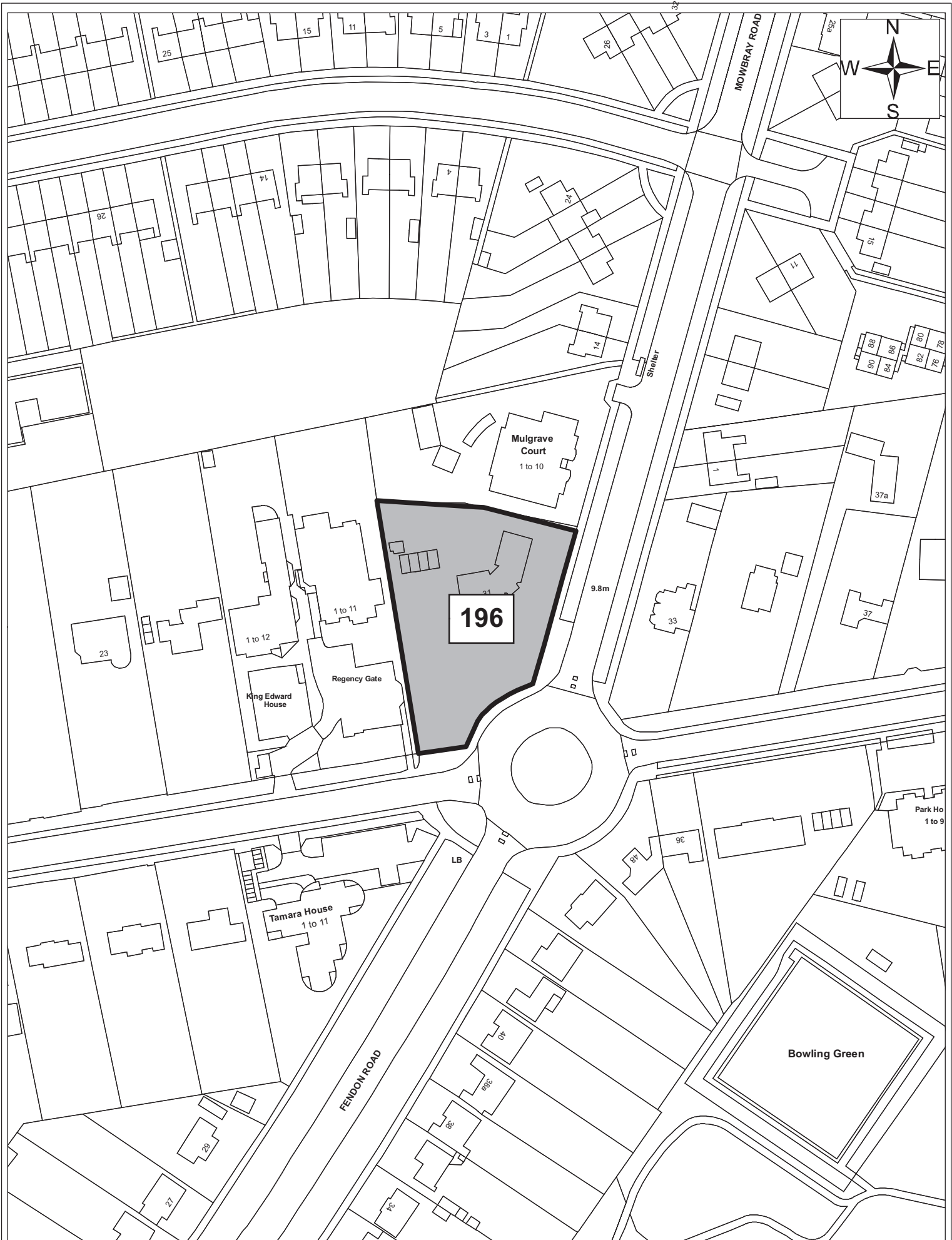
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Possible contamination from car parking area. Assessment required.	a
Any potential noise problems? No known issues	g
Could topography constrain development? No	g
Affected by Air Quality Management Area? Not within an Air Quality Management Area (AQMA). However, given the sites location adjacent to the busy roundabout junction of Queen Edith's Way/Mowbray Road/Fendon Road, an assessment of the impact from passing traffic on the air quality for any new residential development should be considered.	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: Not in Controlled Parking Zone (CPZ), however, given the sites location adjacent to the busy roundabout junction of Queen Edith's Way/Mowbray Road/Fendon Road, and its close proximity to Addenbrookes Hospital, any opportunities for on-street parking are limited.	a
Access meets highway standards: No known issues	g
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? Yes - C2 Service	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Some overlooking from the rear aspects of the adjoining flats to the north at 1 -10 Mulgrave Court.	a
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains²⁵? Evidence for Iron Age activity is known to the north west (HER 15272) and south west (HER 04800).	a
Site shape impacts on developability? No	g
Sites integration with existing communities: The present built development on this site lies within a spacious setting, which is set back from the road at this busy roundabout junction. A more intense form of development of the site is likely to prove visually intrusive in the street scene, and would be harmful to the spacious quality and visual identity of this particular area. Additional traffic movements onto and off the road may prove unwise in this heavily trafficked location.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes	g
Site within 400m of Doctors Surgery:	Yes
Site within 400m of Nursery School:	Yes
Site within 400m of Primary School	No
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: No	g

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010).	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: Whilst the site posts a number of amber scores in respect of Level 3 considerations, further development is considered inappropriate due to the visual impact that it could have on the character and spacious quality of the site and its surroundings in the context of this visually important location.	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No - In use as residential
Achievability	Yes - Potentially depending on what landowner intentions are. Nearby plots have been successfully redeveloped.
Suitability	Yes
Actions needed to remove constraints	Clean up contamination on site; Design constraints including overlook from neighbouring properties and trees. Archaeological survey.
Achievability period	Developable in 6-19 years
Overall Conclusion: Deliverable/Developable	Site is developable



Site 196
Page 408

Date:	19/08/11
Produced by:	Myles Greensmith
Section/Department:	Environment
Scale:	1:1,250

SHLAA SITES 2012

Site ID: Site 70 Detail

Site Name: 213 - 217 Mill Road

Ward: Romsey

Site Area in Hectares: 0.22

Number of Units (constrained): 10

Owner: Unknown (potentially multiple owners)

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - In use as retail store and parking, Cutlacks customer parking to rear and garages	a
Buildings in use: Yes - shops/warehouse buildings, semi-detached houses and block of garages	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within Environment Agency flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No	g
Relevant Planning History: No	g
Level 2 Conclusion: Development of this site will not have a negative impact on any of the Level 2 Local Considerations	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN,
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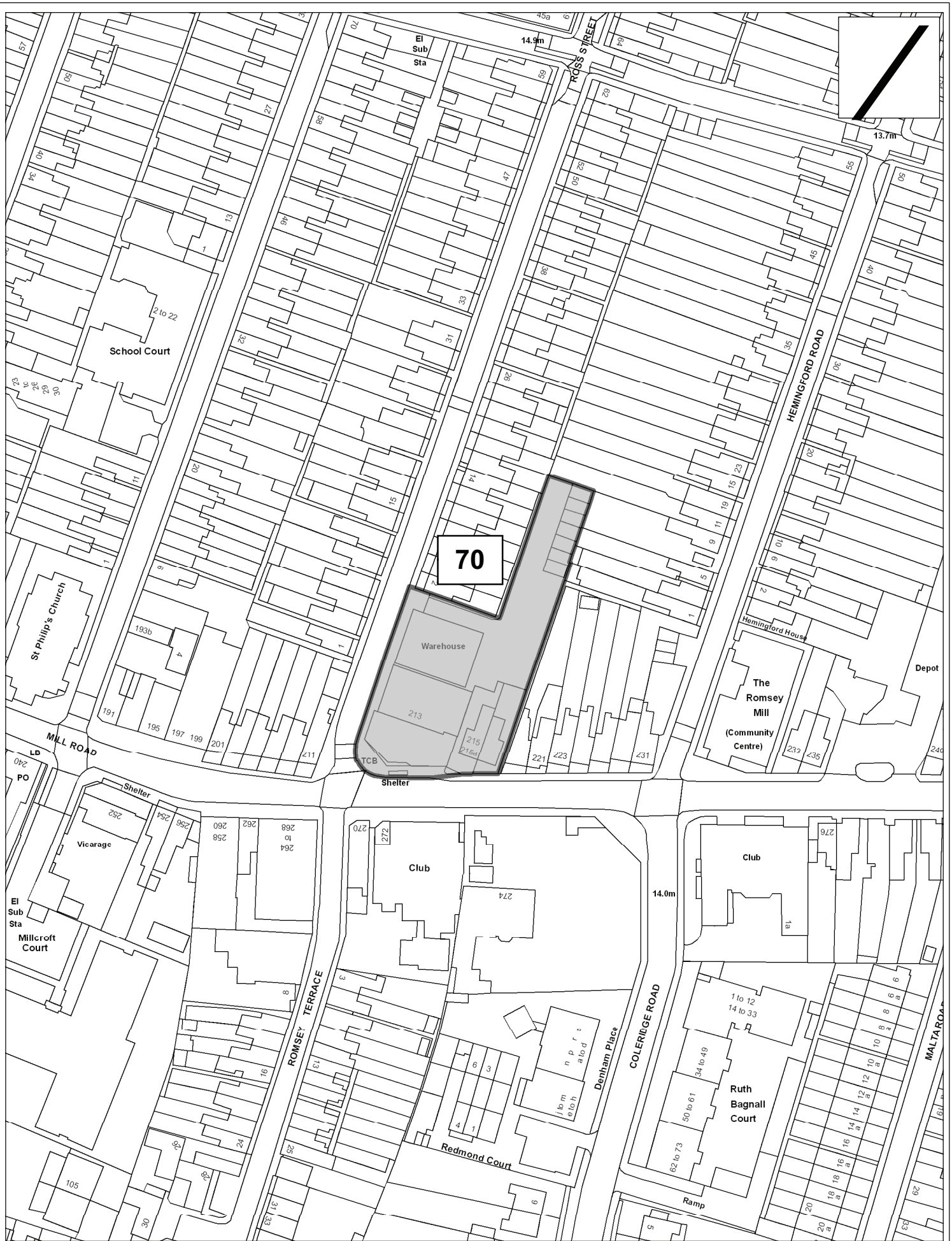
	AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Potential contamination issues (site occupied by builders, was motor engineers, petrol tanks, warehouses and lock up garages)	a
Any potential noise problems? Potential traffic noise issues to front of site, noise survey required and potential noise scheme.	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? Site is not within an Air Quality Management Area (AQMA)	g
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: There are some garages on the site although it is not clear if these provide parking for the surrounding houses or how well used they are. Site not in Controlled Parking Zone (CPZ).	a
Access meets highway standards: Highway Authority have commented that access from Ross St acceptable but not from Mill Road	a
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? Not as defined but the site is within 400m of other bus services that link the site to the City Centre and other areas	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Could be some overlooking issues with surrounding houses, although any issues could be overcome with good urban design	a
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains²⁶? Remains associated with the mid to late 19th century development of Cambridge and possibly pre 19th century development may survive in the area.	a
Site shape impacts on developability? No	g
Sites integration with existing communities: Development of this site should integrate quite well with the existing community	g
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes	g
Site within 400m of Doctors Surgery:	Yes
Site within 400m of Nursery School:	Yes
Site within 400m of Primary School:	No
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: No	g

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Part of allocated Local Centre in adopted Local Plan 2006	a
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010).	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While this site scores a number of amber scores against the Level 3 criteria, it is felt that this does not necessarily render the site undevelopable. Further information would be required to ensure that any development was justified.	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No - In use as retail store and parking, Cutlacks customer parking to rear and garages
Achievability	Yes - Potentially depending on what landowner intentions are.
Suitability	Yes
Actions needed to remove constraints	Access from Ross St rather than Mill Road Retain garages and residential properties on Mill Road.
Achievability period	Developable in 6-19 years
Overall Conclusion: Deliverable/Developable	Site is developable



Site 70
Page 412

Date:	19/08/11
Produced by:	Myles Greensmith
Section/Department:	Environment
Scale:	1:1250

SHLAA SITES 2012

Site ID: Site 922 (former 620)

Site Name: Ridgeons 75 Cromwell Road (new site plan)

Ward: Romsey

Site Area in Hectares: 3.27

Number of Units (constrained): 120

Owner: Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - Builders and timber merchants	a
Buildings in use: Yes - commercial storage buildings with open storage yard	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria:	g
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No	g
Relevant Planning History: No	g
Level 2 Conclusion: The site is suitable for residential development.	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
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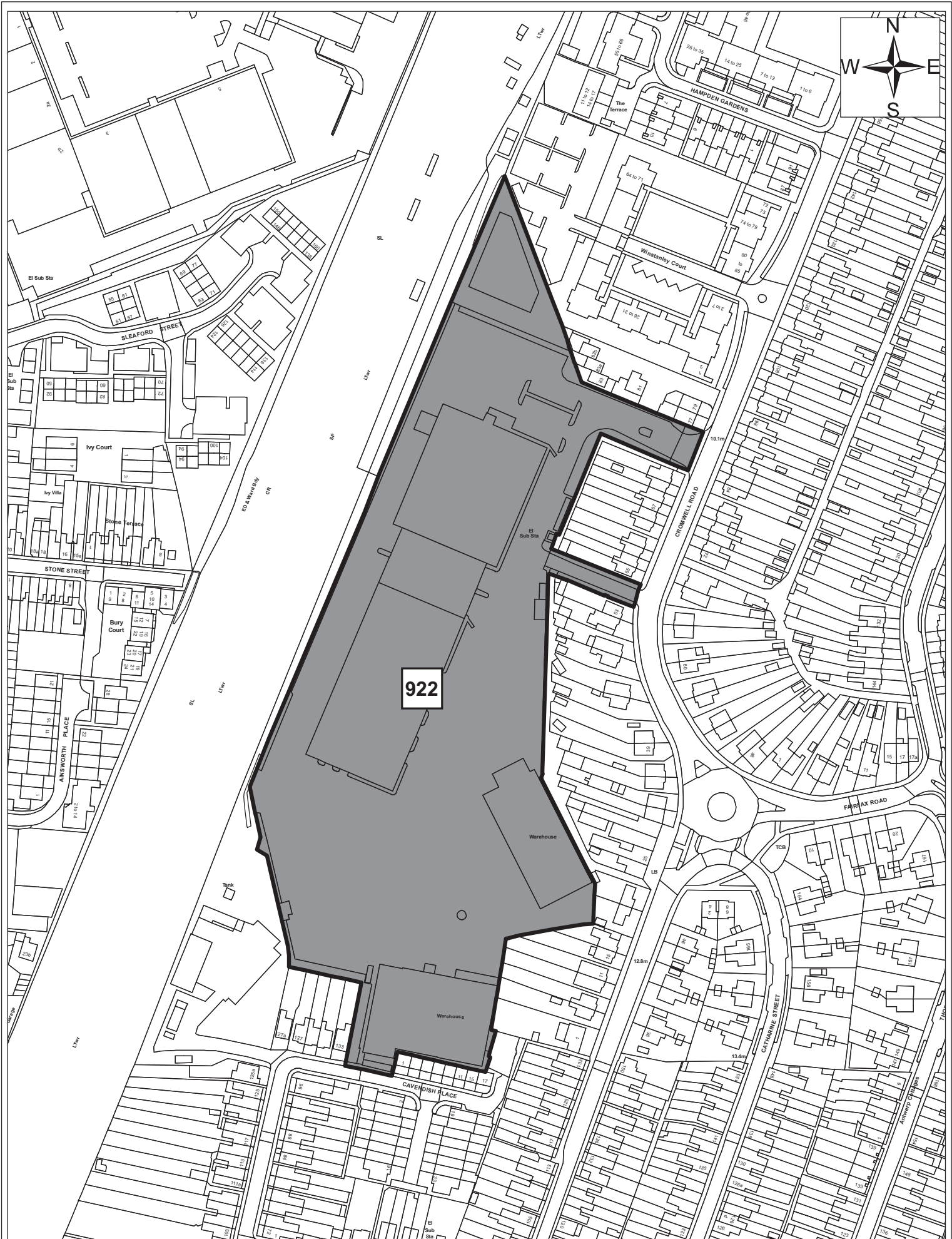
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? May not be suitable for houses with gardens - Developable but will require full condition. Ridgeons site high likely hood of contamination	a
Any potential noise problems? Adjacent to main railway line. Noise and vibration issues for such a location as 24 hour line usage. Noise and vibration assessment and mitigation required.	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? Adjacent to AQMA will require Air Quality assesement could benefit from full EIA	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: Extensive parking on site related to the development. In the CPZ.	g
Access meets highway standards: The proposal has no significant issues from the perspective of the Highway Authority.	g
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? No	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: No	g
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains²⁷? NGR: 546700 258230. No excavation history in Romsey, although multi-period remains have been found in gardens in 300m radiuis of the site: Neolithic axe (MCB5029), Roman artefacts (MCB 6127), Saxon (MCB6507) and a Saxon square headed brooch recorded by the Portable Antiquities Scheme (PAS CAM-1528E3). Archaeological Condition is recommended on any planning application.	a
Site shape impacts on developability? No	g
Sites integration with existing communities: Development of this site should integrate well with surrounding residential development	g
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes	g
Site within 400m of Doctors Surgery:	No
Site within 400m of Nursery School:	No
Site within 400m of Primary School	No
Site within 400m of Secondary School:	No
Site within 400m of public open space:	No
Use of site associated with a community facility: No	g

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. Further information would be required to ensure that development was justified	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No - In use as builders merchants
Achievability	Yes - Put forward by landowner occupier in call for sites. Could be developed in conjunction with adjoining allocated site
Suitability	Yes
Actions needed to remove constraints	Loss of employment land, contamination Relocation of existing use. Highway frontage needs investigating.
Achievability period	Developable in 6-10 years
Overall Conclusion: Deliverable/Developable	Site is developable



Site 922
Page 416

Date:	25th November 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:2,000

SHLAA SITES 2012

Site ID: Site 918

Site Name: 18 Vinery Road

Ward: Romsey

Site Area in Hectares: 0.20

Number of Units (constrained): 10

Owner: Owner Known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - In use as NHS offices	a
Buildings in use: Yes	a
Any legal issues:	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: 5 TPOs onsite and 2 TPOs on the boundary	a
Relevant Planning History: No	g
Level 2 Conclusion: The site is suitable for residential development that retains the trees protected by individual Tree Protection Orders.	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
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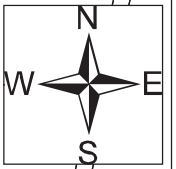
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No issues	g
Any potential noise problems? No Concerns	g
Could topography constrain development? No	g
Affected by Air Quality Management Area? No issues	g
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: Parking on site. Not in CPZ	
Access meets highway standards: The proposal has no significant issues from the perspective of the Highway Authority.	
Does the site provide access to other properties/highway? Doesn't look like it is, but possible pedestrian cut through to the hospital.	
Within 400m of high quality public transport route? Yes	
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: No	g
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains ²⁸ ? NGR: 547180 257700. No excavation history in Romsey Town. But garden finds have produced a Neolithic stone axe (MCB5676) and Roman remains within 200m radius of site (pottery and a fibula brooch MCB5582, 5682). On gravel terraces above Coldhams Brook - further evidence of early occupation can be expected. Archaeological Condition is recommended on any planning application.	
Site shape impacts on developability? No	g
Sites integration with existing communities: The site's proximity to Mill Road means it should feel close to local community services.	g
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes	g
Site within 400m of Doctors Surgery:	Yes
Site within 400m of Nursery School:	Yes
Site within 400m of Primary School	Yes
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: No (this facility is purely administrative)	g
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? No	
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. Further information would be required to ensure that development was justified	

Desktop Suitability	Site is suitable for residential development
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Assessment Conclusion	
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No - In use as NHS offices
Achievability	Yes - Put forward by landowner occupier in call for sites.
Suitability	Yes
Actions needed to remove constraints	No particular constraints identified
Achievability period	Deliverable in 0-5 years
Overall Conclusion: Deliverable/Developable	Site is deliverable



Site 918
Page 420



Date:	25th November 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250

SHLAA SITES 2012

Site ID: Site 629 Detail

Site Name: Horizons Resource Centre, Coldhams Lane

Ward: Romsey

Site Area in Hectares: 0.82

Number of Units (constrained): 40

Owner: Owner Known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - the Day Centre	A
Buildings in use: Yes	A
Any legal issues: 0	0

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No - although the land to the northeast over the railway line is in the Green Belt and any development would have to maintain and enhance the setting of Cambridge	a
In Area Flood Risk: Small part of the site fall within flood zone 3b and is functional floodplain and is therefore not suitable for development - majority of site outside this zone. The Environment Agency are reassessing the flood risk in this part of Cambridge. A revised EA assessment will not be available until the summer of 2012.	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations (subject to any flooding concerns being overcome with a suitable Flood Risk Assessment).	

Does the site warrant further assessment? g

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No (although there are numerous trees onsite on the southern and eastern boundaries)	g
Relevant Planning History: No	g
Level 2 Conclusion: The remaining site is suitable for residential development if the current training facilities can be relocated to a suitable location or they are no longer needed.	

Does the site warrant further assessment? g

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Site could have contamination issues (adjacent to railway line and animal by-products)	a
Any potential noise problems? Road traffic noise from Coldham's Lane and railway noise. Noise assessment and potential noise mitigation required.	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? Not within an AQMA	g
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: Site provides some car parking in the form of a car park, unclear how well used this is. Site not in CPZ.	a
Access meets highway standards: Access to the site would be off a busy roundabout.	a
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? No	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: No	g
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains²⁹? NGR: 547560 258100. No excavation history for this area. However, coprolite workings in Coldhams Common to the north in the 1860s unearthed furnished Roman and Saxon inhumations (MCB6142, 6143) and finds of Iron Age pottery and brooches (MCB6119). This area by Coldhams Brook has high archaeological potential. A programme of archaeological works should be undertaken prior to the submission of any planning application.	a
Site shape impacts on developability? No	g
Sites integration with existing communities: Integrating the development of this site into the surrounding residential development may be difficult - the site is isolated from surrounding residential development	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: No	a
Site within 400m of Doctors Surgery:	No
Site within 400m of Nursery School:	Yes
Site within 400m of Primary School	Yes
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: No	a

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	a
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: South eastern edge of the site is in functional floodplain. While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. The Environment Agency are undertaking a new flood risk assessment in this area. The results are expected in the summer of 2012. Further information would be required to ensure that development of the site would be justified particularly against the community use onsite	

Desktop Suitability Assessment Conclusion	South eastern edge of the site is in functional floodplain. While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. The Environment Agency are undertaking a new flood risk assessment in this area. The results are expected in the summer of 2012. Further information would be required to ensure that development of the site would be justified particularly against the community use onsite
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No - In use as County adult centre
Achievability	Yes - Put forward by landowner occupier in call for sites.
Suitability	Yes
Actions needed to remove constraints	Subject revised Flood Risk Assessment (FRA) of this part of Cambridge by Environment Agency
Achievability period	Pending Environment Agency FRA
Overall Conclusion: Deliverable/Developable	Site is developable



Sites 629
Page 424



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Date:	09/09/11
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1523

SHLAA SITES 2012

Site ID: Site 872 Detail

Site Name: 82-90 Hills Road and 57-63 Bateman Street

Ward: Trumpington

Site Area in Hectares: 0.58

Number of Units (constrained): 20

Owner: Owner Known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - Offices, Bank and Language School	a
Buildings in use: Yes - offices and commercial buildings	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within Environment Agency flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: Yes - the Botanic Gardens to the south are a historic park and garden	a
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No (site is adjacent to an area of Protected Open Space and any development would have to not be harmful to the character of this space)	a
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: There are two trees with Tree Preservation Orders on the site, one on Hills Road and one in the south west corner. There are also numerous trees without Tree Preservation Orders	a
Relevant Planning History: 10/0546/FUL Alterations and external works to office building 90 Hills Road Approved	g
Level 2 Conclusion: Development of this site will have to be careful not to be harmful to the character of protected open space to the south or the trees onsite	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? There are no known contamination issues	g
Any potential noise problems? Traffic noise from Hills Road. Noise assessment required.	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? This site is within or adjacent to the Air Quality Management Area (AQMA) and therefore will require and air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent the Air Quality Management Area (AQMA). This site is in an area of poor air quality and an appropriate air quality assessment will need to be made to ensure that any proposed development will not prejudice the health of new occupants.	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: Site provides some car parking in the form of car parks, unclear how well used these are. Site in the Controlled Parking Zone (CPZ).	a
Access meets highway standards: No known issues	g
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? Yes (various buses going down Hills Road)	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: No	g
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: Highsett and the wall in front of Highsett (across Hills Road from the site) are Grade II listed buildings	a
Site in or adjacent to Conservation Area: The western half of the site lies within the Central Conservation Area	a
Development affect any Locally Listed Buildings? Close to Claremont	a
Development affects archaeological remains³⁰? The site is located close to the probable line of the Roman road approaching the Roman town at Cambridge from the south east.	a
Site shape impacts on developability? No	g
Sites integration with existing communities: Development of this site should integrate well with surrounding residential development	g
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes	g
Site within 400m of Doctors Surgery:	Yes
Site within 400m of Nursery School:	Yes
Site within 400m of Primary School	Yes
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes

Use of site associated with a community facility: No	g
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010).	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? Yes - the Employment Land Review has identified the offices uses onsite for safeguarding in employment use	a
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. Further information would be required to ensure that development of the site would be justified	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No - In use as language centre office and other uses
Achievability	Yes - Some potential for mixed use including residential on part. No potential on 57-60 Bateman St as 100+ year lease. Some potential for mixed use including residential on remainder but landowner deferring decisions until can negotiate early surrender of another lease.
Suitability	Yes
Actions needed to remove constraints	Site 872 can be considered to be suitable for development subject to the careful consideration of trees on site, the adjacent Historic Park and Garden / Protected Open Space, noise, parking, the issues with the surrounding historic environment.
Achievability period	Developable in 10-19 years
Overall Conclusion: Deliverable/Developable	Site is developable



Site 872
Page 428

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Date:	19/08/11
Produced by:	Myles Greensmith
Section/Department:	Environment
Scale:	1:1250

SHLAA SITES 2012

Site ID: Site 583 Detail (next to 026)
Site Name: Car park east of 1 to 12 Porson Court
Ward: Trumpington
Site Area in Hectares: 0.38
Number of Units (constrained): 21
Owner: Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - car parking	a
Buildings in use: No	g
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within Environment Agency flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No (although there a number of trees along the eastern boundary)	g
Relevant Planning History: No	g
Level 2 Conclusion: Development of this site will not have a negative impact on any of the Level 2 Local Considerations	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
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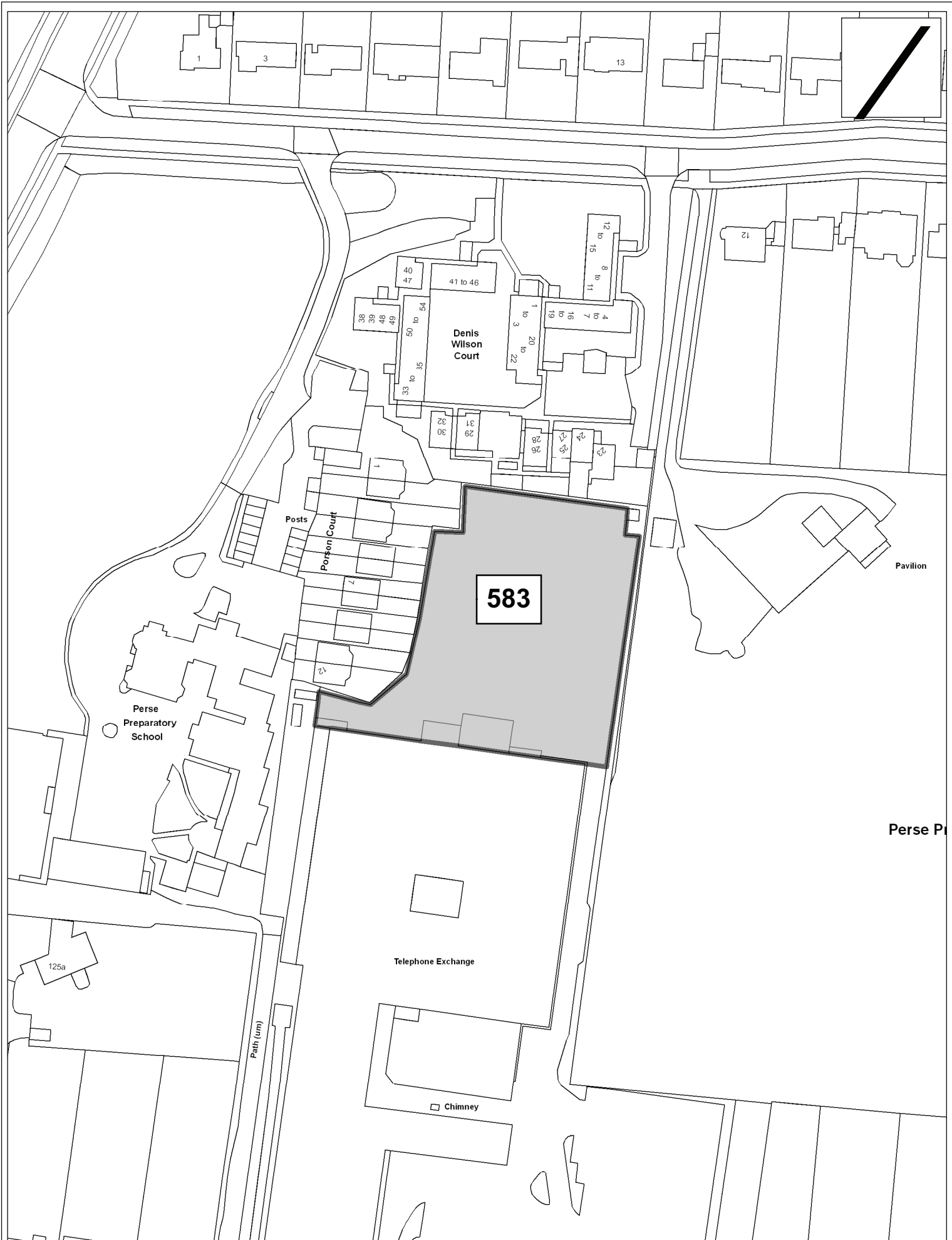
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Site could have contamination issues (occupied by car park)	a
Any potential noise problems? No known issues	g
Could topography constrain development? No	g
Affected by Air Quality Management Area? Not within an Air Quality Management Area (AQMA)	g
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: Site provides some car parking in the form of a car park, unclear how well used this is. Site not in Controlled Parking Zone (CPZ).	a
Access meets highway standards: The site is accessed past the BT building and could not be developed unless as part of the wider allocation. Highway Authority have confirmed site may have an access issue on its own	a
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? Yes (C7 Service)	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Four storey building adjoins and overlooks the site from the south.	a
Site part of larger site or prejudice strategic site development? Yes - the site is part of the larger residential application to the south and would not be able to be developed unless as part of a wider scheme.	a
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains³¹? The site is located on the probable line of a Roman road identified at Addenbrookes and Long Road College. There is also substantial evidence for Bronze Age settlement from the excavations at Clay Farm to the south (HER ECB2165).	a
Site shape impacts on developability? No	g
Sites integration with existing communities: Integrating the development of this site into the surrounding residential development may be difficult - the site is at the rear of a large site, located away from the main road and has the rear of properties on two sides	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: No	a
Site within 400m of Doctors Surgery:	No
Site within 400m of Nursery School:	No
Site within 400m of Primary School	No
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: No	g

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010).	g
Is the site in an area of major change? No	g
Will development be on previously developed land? Yes	g
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. Further information would be required to ensure that development of the site would be justified	

Desktop Suitability Assessment Conclusion	The site is considered to be suitable for development
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No - In operational use as car park for adjoining allocated residential use
Achievability	Yes - Land owner has confirmed interest in residential development in medium term. This and adjoining allocated site 5.06 is underutilised and land owner looking to partially release part of the site for residential development with phasing on further releases
Suitability	Yes
Actions needed to remove constraints	Dependant on future of allocated site 5.06. Access otherwise difficult
Achievability period	Developable in 10-19 years
Overall Conclusion: Deliverable/Developable	Site is developable



Site 583
Page 432

Date:	19/08/11
Produced by:	Myles Greensmith
Section/Department:	Environment
Scale:	1:1250

SHLAA SITES 2012

Site ID: Site 903

Site Name: Glebe Farm North of Addenbrookes Access Rd

Ward: Trumpington

Site Area in Hectares: 1.00

Number of Units (constrained): 25

Owner: Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - In use as open pasture	a
Buildings in use: No	g
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: It was thought pertinent to carry out this current broad review of the inner Green Belt boundary areas in the context of the recent land releases and how those releases have affected the revised inner Green Belt boundary. The review specifically reconsidered zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No	g
Relevant Planning History: No	g
Level 2 Conclusion: Site is located on the edge of the City with good access to the City's Southern Fringe. The site has no particular site constraints that could prevent residential development onsite assuming a suitable site access is identified. Allocated Site in the Local Plan Proposal Site (9.13)	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

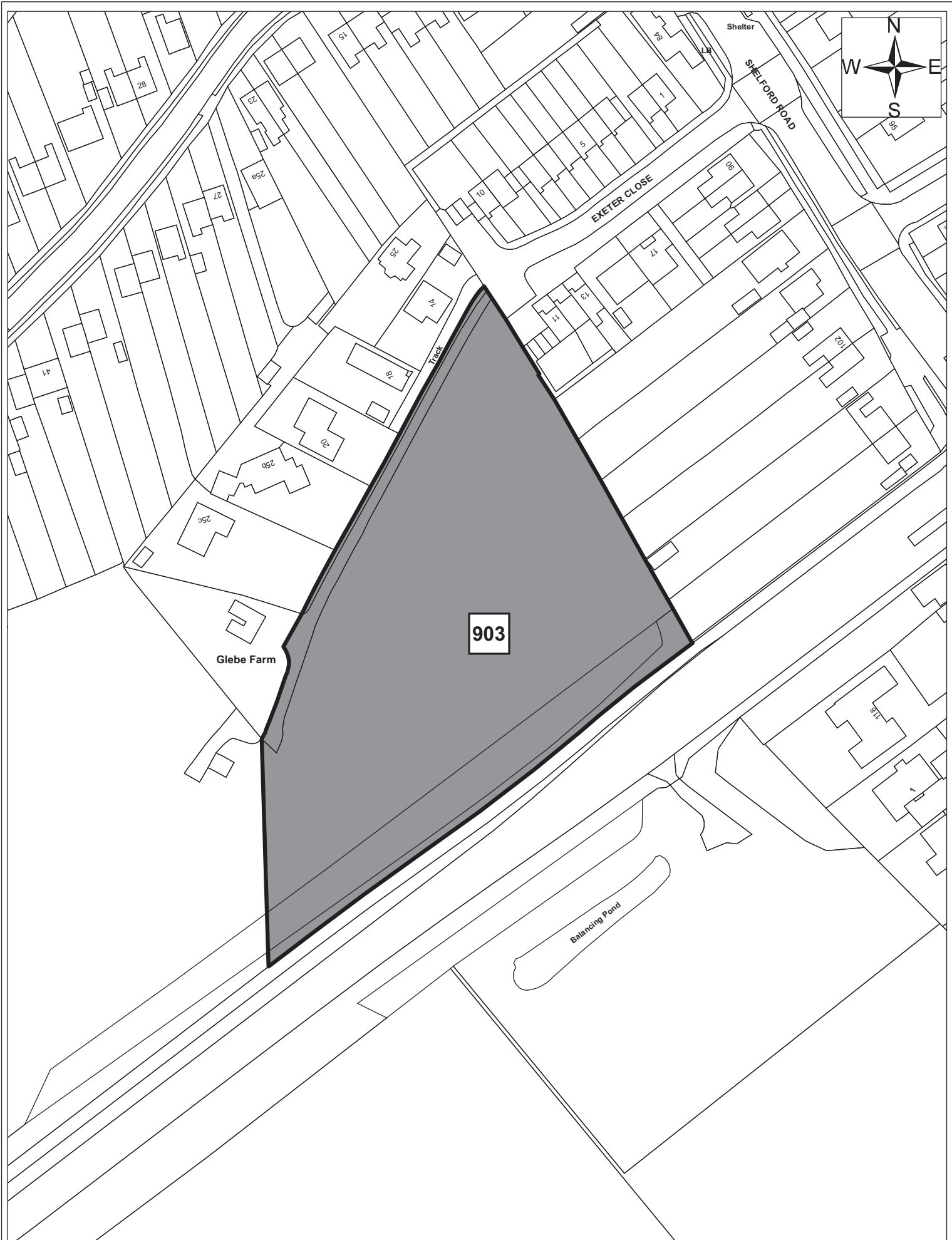
SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No issues	g
Any potential noise problems? Noise may affect part of the site from the road. Noise assessment and potential noise mitigation needed.	a
Could topography constrain development? No	
Affected by Air Quality Management Area? Will require Air Quality Assessment due to size	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: No, currently a field. Not in CPZ.	g
Access meets highway standards: The Highway Authority would prefer access to be at the extreme southern western boundary of the site. This site (with site 904) will require an access strategy in relationship to each other and the existing access to Glebe Farm.	a
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? No	
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: No	g
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	
Development affects archaeological remains³²? NGR: 544790 254200. Area previously subject to pre-determination evaluation. No archaeological evidence.	g
Site shape impacts on developability? No	g
Sites integration with existing communities: Edge of city location isolated from community facilities. Onsite provision of community facilities would help overcome this.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: No	a
Site within 400m of Doctors Surgery: No	a
Site within 400m of Nursery School: No	a
Site within 400m of Primary School: No	a
Site within 400m of Secondary School: No	a
Site within 400m of public open space: No	a
Use of site associated with a community facility: No	a

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Allocated Site in the Local Plan Proposal Site (9.13)	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? Yes, the site is within the Southern Fringe Area of Major Change.	a
Will development be on previously developed land? No	a
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. Further information would be required to ensure that development of the site would be justified.	

Desktop Suitability Assessment Conclusion	Site is suitable for residential development
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	Yes - Open greenfield site
Achievability	Yes - Put forward by landowner occupier in call for sites
Suitability	Yes
Actions needed to remove constraints	Allocated without planning consent
Achievability period	Deliverable in 0-5 years
Overall Conclusion: Deliverable/Developable	Site is deliverable



SHLAA SITES 2012

Site ID: Site 905

Site Name: Cambridge Professional Development Centre Padget Road Trumpington

Ward: Trumpington

Site Area in Hectares: 3.15

Number of Units (constrained): 50

Owner: Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Yes - in use as a professional County Council training centre	a
Buildings in use: Yes	a
Any legal issues: Unknown	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt: No	g
In Area Flood Risk: Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: Development of this site will not have a negative impact on any of the Level 1 Strategic Considerations	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: Over half of the site is former school playing fields and designated as protected open space in the 2006 Local Plan and the 2011 OS and Recreation Strategy. This area would need to be excluded from any development site.	a
Local Nature Conservation importance: No	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: One TPO on the boundary	a
Relevant Planning History: No	g
Level 2 Conclusion: Part of the site is a designated area of protected open space and although this would not render the site undevelopable it is contrary to Local Plan (2006) policy 4/2 Protection of Open Space. Any loss would need to be satisfactorily replaced in an equally accessible location and the site lost to development is not important for environmental reasons. The remaining site is suitable for residential development if the current training facilities can be relocated to a suitable location or they are no longer needed.	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

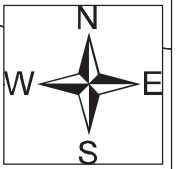
SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No issues	g
Any potential noise problems? No Concerns	g
Could topography constrain development? No	
Affected by Air Quality Management Area? May require Air Quality Assessment due to size	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: Extensive car parking on site for the CPD. Not in CPZ.	g
Access meets highway standards: The proposal has no significant issues from the perspective of the Highway Authority.	g
Does the site provide access to other properties/highway? Site could be used as a pedestrian cut through between Paget Rd & Alpha Terrace.	a
Within 400m of high quality public transport route? Yes	g
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: No	g
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: Yes, adjacent to Trumpington CA	a
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains³³? NGR: 545010 255150. Adjaent to extensive excavations at Clay Farm in Southern Fringe. Important new evidence of Middle - Late Bronze Age settlement and field systems found (eg MCBs 17955) along with an Iron Age cremation cemetery adjacent to a major boundary ditch (MCB17954) and Roman British settlement complex (MCB17953). A programme of archaeological works should be undertaken prior to the submission of any planning application.	g
Site shape impacts on developability? No	g
Sites integration with existing communities: Surburban location close to community facilities	
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes	g
Site within 400m of Doctors Surgery:	Yes
Site within 400m of Nursery School:	Yes
Site within 400m of Primary School	Yes
Site within 400m of Secondary School:	No
Site within 400m of public open space:	Yes
Use of site associated with a community facility: Yes, if the training centre cannot be retained onsite or a replacement training centre cannot be provided in a similarly accessible location.	a

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? No	g
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? Yes, the site is within the Southern Fringe Area of Major Change.	a
Will development be on previously developed land? Yes (assuming the POS is not developed)	g
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? No	g
Level 3 Conclusion: While the site scores a number of amber scores against the Level 3 criteria, it is considered that these do not necessarily render the site undevelopable. Further information would be required to ensure that development of the site would be justified.	

Desktop Suitability Assessment Conclusion	The site excluding the area of Protected Open Space is suitable for residential development if the current training facilities can be relocated to a suitable location or they are no longer needed.
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IS THE SITE ACHIEVABLE, DELIVERABLE, DEVELOPABLE OR UNDEVELOPABLE?

Availability	No - In use as a professional County Council training centre
Achievability	Yes-Put forward by landowner occupier in call for sites
Suitability	Yes
Actions needed to remove constraints	Open space needs to be retained for community use; Community facilities to be replaced; Archaeological Survey
Achievability period	Deliverable in 0-5 years
Overall Conclusion: Deliverable/Developable	Site is deliverable



Fawcett Primary School

Swimming Pool

Playing Field

905

Ely Place

Salisbury Place

AD

PAGET ROAD

PAGET CLOSE



Site 905 Page 440

Date: 25th November 2011
 Produced by: Matthew Merry
 Section/Department: Environment
 Scale: 1:1,500

Annex 2: Maps and Assessments of Edge of City Strategic Sites

SHLAA SITES 2012-STRATEGIC SITES ON THE EDGE OF CAMBRIDGE

Site ID: Site 916
Site Name: Grange Farm
Ward: Newnham
Site Area in Hectares: 44.03
Number of Units (constrained):
Owner: Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Agriculture and Recreation	a
Buildings in use: None	g
Any legal issues: Not Known	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The sites lies in Zone 9. The 2002 Study and the 2012 appraisal found that all areas within this zone were of medium to very high importance to the setting of the City and medium to very high importance to Green Belt purposes.</p> <p>The majority of this zone is on flat farmland with some slight elevation to the north and south of the area. The land is mostly arable and divided into relatively small fields with managed hedgerows and ditches. Grantchester Village is located in the southern part of this zone. Also in the southern part of this zone is the river Cam and it associated river valley landscape. The elevated parts of the zone create small plateaus that are sometimes screened by their landform and by vegetation.</p> <p>Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield. The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.</p> <p>The land between the River Cam and Trumington Road rises up gently from the river and includes sports and recreational uses as well as arable</p>	r

<p>land and tree cover. There is a mature tree belt within the site and along the River Cam which forms its western boundary. On the opposite (western) side of the river lie Grantchester meadows and village. There are some interrupted views over the river valley to the west.</p> <p>This part of the western edge provides separation between the City and Grantchester and is also part of the rural river corridor that reaches into and through the City. The river corridor is a defining Character to Cambridge.</p> <p>This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City. All of these factors result in a landscape which very important to the setting of the City and for the purposes of Green Belt.</p>	
In Area Flood Risk: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk).	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
<p>Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.</p>	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No. However, the University Athletics Track to the east of the site is protected open space.	g
Local Nature Conservation importance: Site includes a number of hedgerows designated as City Wildlife Sites and supporting communities of declining farmland birds. Any development should seek to mitigate against loss of farmland by creating new lowland habitat for key species. Farmland bird populations may require off site mitigation. Full protected species surveys have yet to undertaken. Badgers, Otters, Bat species, Great Crested newt and others are all possible on this site. Area currently forms a good link between the network of City wildlife sites, gardens and the wider countryside.	a
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No	g
<p>Relevant Planning History: Land in this location considered for Green Belt release by a series of Plan Inspectors since 2002 (Structure Plan, Cambridge Local Plan and South Cambs Site Specific Policies Plan). In all cases Green Belt release was rejected because of the importance of the land to Green Belt purposes.</p> <p>Part of this site was previously proposed the University of Cambridge for faculty development, including the construction of New West Road, but was turned down at the 1996 Local Plan Inquiry primarily on Green Belt</p>	a

grounds, and led to the development of the West Cambridge site.

Cambridge Local Plan Inspectors Report 2006: Omission Site No.10 - Land South of West Cambridge Site (small site on northern edge of Site CC916) - The Inspector rejected this site for a new college and innovation centre on the basis it had been already been rejected by the Structure Plan Examination in Public panel, on Green Belt grounds. He found no reason to disagree with this despite the fact it adjoins the West Cambridge site. The Council's Inner Green Belt Boundary Study identified this site as being of high or medium importance to Green Belt in terms of its contribution to character and setting. He did not recommend its release for the following reasons:

- its contribution to the character and setting of the City;
- the site lies beyond the existing high visible and firm boundary to the built-up area to the north of the site (West Cambridge site);
- however carefully designed it would cause intrusion on views from the west towards the City centre and have a particular impact from the Coton footpath in narrowing available views from the west;
- would narrow views of the countryside to the west from the built up area reducing the green corridor that penetrates the built-up area; and
- there being no evidence of any need for College development, or innovation centre/employment land that could not be met through other allocations in the Plan.

The Section 106 Agreement attached to the West Cambridge planning permission in 1999 outlines in clauses 9 to 11 and 13 a number of triggers for improvements to pedestrian/cycle routes, including the Coton Footpath, based on the number of predicted and actual cycle movements in the area. Clauses 9 and 13 were exceeded 2008. Action is being taken to address Clause 9 whilst Clause 13 was completed in 2009. It is predicted that the development of the Chemical Engineering and Biotechnology building will trigger Clauses 10 and 11.

The northern boundary of the site appears to overlap with the planning application boundary of around 28 applications, primarily relating to the West Cambridge University development (including Plot B which is proposals for a Sports Centre), as well as cutting across a planting belt (triangle which is part of the West Cambridge site) and the pedestrian/cycle route to Coton.

Level 2 Conclusion:

Development of this site was turned down at the 1996 Local Plan Inquiry primarily on Green Belt grounds.

Planning Inspectors have collectively highlighted the importance of the following in the area;

- its contribution to the character and setting of the City;
- it lying beyond the existing high visible and firm boundary to the built-up area;
- intrusion on and narrowing views of towards the City Centre from the west (however carefully designed) - especially Coton footpath;
- reducing the green corridor that penetrates the built-up area; and
- there being no evidence of any need for College development, or innovation centre/employment land that could not be met through other allocations in the Plan.

In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Major Development Environmental Impact Assessment required to assess site for contamination as a result of historic usage.	a
Any potential noise problems? Part of the site will be affected by noise from the M11. Noise survey and design and mitigation almost certainly required. Noise mitigation could involve landscaped bunds, physical barriers, site layout and use of specially designed dwellings.	a
Could topography constrain development? The northern part of the site is fairly flat. The southern edges are at the top of a gentle slope down to the south.	g
Affected by Air Quality Management Area? Major Development Environmental Impact Assessment required to assess likely major transport impact. Outside the Air Quality Management Area but air quality assessment required.	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.	g
Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years), which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme.	a

<p>These sites are likely to be closely related to the M11 at Junctions 12 & 13, but are also very well related to the City Centre. As such they would warrant a robust transport assessment before the Highways Agency could come to a definitive view.</p> <p>County Highways: This site could accommodate around 1,500 dwellings (all in the City). Based on the West Corridor Area Transport Plan this would generate approximately 12,750 all mode daily trips. The impact on the M11 junctions 12 and 13 along with the local network would need to be modelled. Any development would need to consider how it would interlink with the Cambridge North West development and the infrastructure that will be implemented. A full Transport Assessment and Residential Travel Plan would be required. This is a main Cambridge radial route for cyclists so any development would need to ensure that cyclists are fully taken into account. NB: County is currently updating the trip rate formulas.</p> <p>It is not clear how this site would be accessed by vehicular traffic. Major works would be required on the Clerk Maxwell Road Bridge if it was to be converted to a vehicular access as long as it could be demonstrated that the junction could accommodate the additional traffic.</p> <p>Improvements to the existing cycle way that the runs along the edge of the site between Coton and Madingley Road would be required.</p> <p>S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account. NB: Also see Planning History column regarding S106 Agreement and cycle movement triggers on Coton Footpath.</p>	
<p>Does the site provide access to other properties/highway? The site is surrounded by a network of pathways, but there is no vehicular access through the site. The pathways will need to be taken into account in the urban design. As well as providing a constraint to development they offer a potential opportunity for sustainable development.</p>	g
<p>Within 400m of high quality public transport route? The Citi 4 and Uni 4 bus routes run to the east and north of the site to Madingley Park & Ride. However, no part of the site is within 400 metres of these bus routes and neither service meets the Local Plan (Policy 8/7) definition of high quality public transport.</p>	a
<p>DESIGN & IMPACT CONSIDERATIONS</p>	
<p>Nearby buildings overlook the site: The uses alongside the edges of the site will raise potential overlooking issues; both within and out of the site.</p>	a
<p>Site part of larger site or prejudice strategic site development? This site does not in itself prejudice the development of another site, but it has access difficulties of its own. It could potentially be developed as a larger area in conjunction with Site 921 and other South Cambs sites to the south.</p>	a
<p>Development would impact on setting of listed building: No</p>	g
<p>Site in or adjacent to Conservation Area: No</p>	g

Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains¹? National Grid Reference 542770 258530. Medieval cultivation and field remains of West Field cross entire area (09612). Unknown potential for this block - no archaeological remains have been recorded here. This was the case with an area to the north at the West Cambridge site, but recent archaeological works ahead of development along Charles Babbage Rd. reverted the understanding of the area. Thus, to the immediate north of the allocation area are Early and Middle Iron Age enclosed settlements and Romano-British settlements are known (Monuments in Cambridge - eg MCBs 15913, 14534). A programme of archaeological works should be undertaken prior to the submission of any planning application.	a
Site shape impacts on developability? No, unless key parts of the site can not be developed for other reasons.	g
Sites integration with existing communities: Development could feel quite isolated from existing communities, although any issues could be overcome with good urban design, good connectivity with West Cambridge, and appropriate community provision to aid integration.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: No. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	a
Site within 400m of Doctors Surgery: No	a
Site within 400m of Nursery School: Yes	g
Site within 400m of Primary School: No	a
Site within 400m of Secondary School: No	A
Site within 400m of public open space: Yes	g
Use of site associated with a community facility: No	g
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	a
Will development be on previously developed land? No (greenfield)	a
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? West Cambridge Site: The site needs to be carefully considered in conjunction with ongoing development on the West Cambridge site, Site 921 and other potential South Cambs District Council sites, which may raise access and capacity constraints. The West Cambridge site was designed to create a new city edge and will need to be considered as part of any development proposals in this area. Rights of Way: The site is bordered on three sides by Rights of Way, which would need to be considered in any future development. Utilities: Utilities upgrades required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.	a

¹ MCB is the CHER (Cambridgeshire Historic Environment Record)

Townscape Comments: The only obvious potential access to the site is via Clerk Maxwell Road from the north. The site is not an evenly shaped parcel and stretches very close to the eastern boundary of the M11. On it's own e.g. without Site 921 or South Cambs site SC232, the whole of Site 916 would create an elongated, inefficient shape for a development site and push a considerable portion of development very close to the M11 (though it is relevant that it is partly in a cutting in this location). A second means of access to accommodate this number of units would be essential; though there is no obvious location for where this could be found, other than possibly from the westerly end of the West Cambridge site e.g. from High Cross.

Level 3 Conclusion:

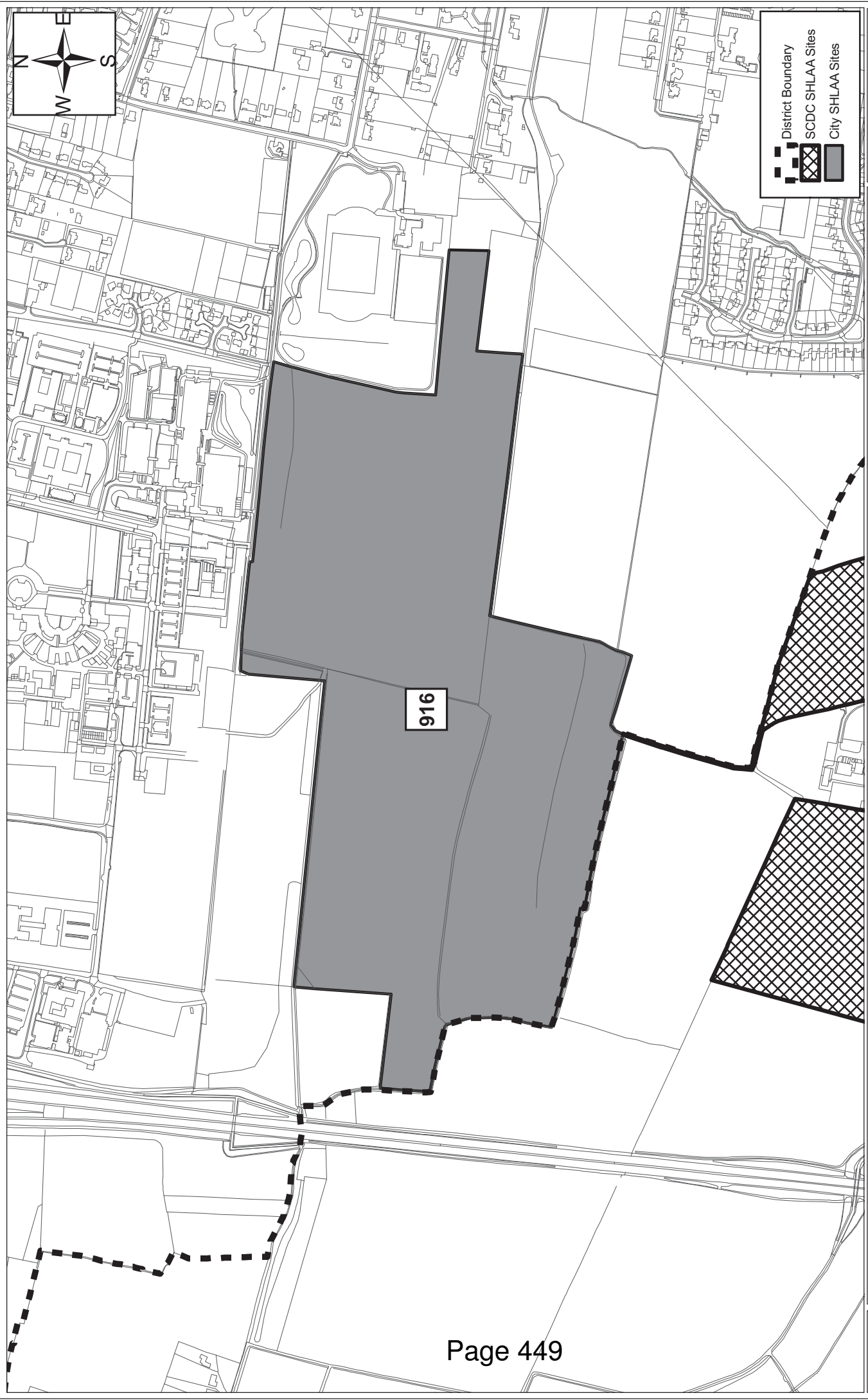
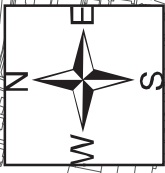
Development of this site will need to address a wide range of issues including contamination, noise, air quality, access and other transport considerations, overlooking, other related development sites, potential archaeological implications, integration with existing communities, appropriate provision of local facilities, the fact the site is neither in an area of Major Change nor Previously Developed Land, relationship with West Cambridge, public rights of ways, utilities improvement, and wider urban design and townscape considerations.

Overall Conclusions:

The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.

Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.

The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.



 District Boundary
 SDC SHLAA Sites
 City SHLAA Sites

Date: 8th December 2011
Produced by: Matthew Merry
Section/Department: Environment
Scale: 1:7,500

Site 916



SHLAA SITES 2012

Site ID: Site 921

Site Name: Land North of Barton Road

Ward: Newnham

Site Area in Hectares: 36.87

Number of Units (constrained):

Owner: Owners known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Agriculture	g
Buildings in use: None	g
Any legal issues: Not Known	g

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The sites lies in Zone 9. The 2002 Study and the 2012 appraisal found that all areas within this zone were of medium to very high importance to the setting of the City and medium to very high importance to Green Belt purposes.</p> <p>The majority of this zone is on flat farmland with some slight elevation to the north and south of the area. The land is mostly arable and divided into relatively small fields with managed hedgerows and ditches. Grantchester Village is located in the southern part of this zone. Also in the southern part of this zone is the river Cam and it associated river valley landscape. The elevated parts of the zone create small plateaus that are sometimes screened by their landform and by vegetation.</p> <p>Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield. The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.</p>	r

<p>The land between the River Cam and Trumington Road rises up gently from the river and includes sports and recreational uses as well as arable land and tree cover. There is a mature tree belt within the site and along the River Cam which forms its western boundary. On the opposite (western) side of the river lie Grantchester meadows and village. There are some interrupted views over the river valley to the west.</p> <p>This part of the western edge provides separation between the City and Grantchester and is also part of the rural river corridor that reaches into and through the City. The river corridor is a Defining Character to Cambridge.</p> <p>This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City. All of these factors result in a landscape which very important to the setting of the City and for the purposes of Green Belt.</p>	
<p>In Area Flood Risk: A section in the southern corner of the site falls within Zone 2 and 3a (medium to high probability of flooding). Any proposals must be subject to a Flood Risk Assessment and or an exception test under the Technical Guidance of the NPPF.</p>	a
<p>European Nature Conservation Site: No</p>	g
<p>SSSI: No</p>	g
<p>Involve Demolition Listed Building: No</p>	g
<p>Affect Scheduled Ancient Monument: No</p>	g
<p>Affect Historic Park & Garden: No</p>	g
<p>Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.</p> <p>Development of this site will need to take account of a small section of land in the southern corner of the site which falls within Zone 2 and 3a (medium to high probability of flooding). Any proposals must be subject to a Flood Risk Assessment and or an exception test.</p>	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>Site designated Protected Open Space or criteria: The University sports fields to the east of the site are designated as private protected open space in the Cambridge City Council 2011 Open Space & Recreation Strategy.</p>	a
<p>Local Nature Conservation importance: Site includes a number of hedgerows designated as City Wildlife Sites and supporting communities of declining farmland birds. Any development should seek to mitigate against loss of farmland by creating new lowland habitat for key species. Farmland bird populations may require off site mitigation. Full protected species surveys have yet to undertaken. Badgers, Otters, Bat species, Great Crested newt and others are all possible on this site. Area currently forms a good link between the network of City wildlife sites, gardens and the wider countryside.</p>	a
<p>Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No</p>	g

<p>Protected Trees on site: None on site, but some close to the eastern boundary and along Barton Road to the south.</p>	g
<p>Relevant Planning History: Land in this location considered for Green Belt release by a series of Plan Inspectors since 1996 (Structure Plan, two Cambridge Local Plans and South Cambs Site Specific Policies Plan). In all cases Green Belt release was rejected because of the importance of the land for Green Belt purposes. The Inspectors have variously concluded that the Barton Road approach to Cambridge is important because it is undeveloped and that development would:</p> <ul style="list-style-type: none"> • impinge on views; • sometimes be directly in front of historic features; and • would spoil the setting of the city even if set back and landscaped. <p>Cambridge Local Plan Inspectors Report 2006: Omission Site No.15 - Land North of Barton Road (southern corner of Site 921) - The Inspector rejected the site because; of the Structure Plan Examination in Public panel negative conclusions on a far larger scale site, agreeing with the Council's view that the impact on the Green Belt will be medium due to impact on views of City Centre from west, it would create a new boundary not defined on ground, there was no justification for housing need, poor access to local services and employment (especially by public transport) and questioned whether a much larger site could deliver high quality public transport system, and part of site appears to be at significant risk of flooding.</p> <p>Land off Barton Road was also the subject of a legal challenge to the adoption of the 2006 Local Plan by Ashwell Limited (Barton Road) shortly after it was adopted.</p> <p>The challenge related to a site to the north of Barton Road, which is within the Green Belt. Ashwell says that the Council should have removed the site from the Green Belt with a view to a mixed use development on the site of between 600 and 900 houses, a local centre and open space and landscaping. Ashwell claimed that the City Council and the Inspector did not give proper consideration to whether the site should be removed from the Green Belt and identified for development.</p> <p>The High Court judgement, released on 20 July 2007, was in favour of the City Council. Subsequently, the Court of Appeal rejected Ashwell's case on 22 October 2008.</p> <p>No relevant planning applications for residential use.</p>	a

Level 2 Conclusion:

Planning Inspectors have collectively highlighted the importance of the area, and it's unsuitability for development for the following reasons:

- the importance of the Barton Road approach to Cambridge for Green Belt purposes;
- because it is undeveloped and that development would impinge on views;
- development would sometimes be directly in front of historic features;
- development would spoil the setting of the city even if set back and landscaped;
- development would create a new boundary not defined on ground;
- there is poor access to local services and employment (especially by public transport); and
- questioned whether a much larger site could deliver high quality public transport system, and part of site appears to be at significant risk of flooding.

In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Major Development Environmental Impact Assessment required to assess site for contamination as a result of historic usage.	a
Any potential noise problems? Potential noise from the M11 could carry this far. Noise survey and potential design and or mitigation measures needed. Noise mitigation could involve landscaped bunds, physical barriers, site layout and use of specially designed dwellings.	a
Could topography constrain development? The site is fairly flat with gentle slopes down to the south and east.	g
Affected by Air Quality Management Area? Major Development Environmental Impact Assessment required to assess likely major transport impact. Outside the Air Quality Management Area but air quality assessment required.	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.	g
Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are	a

<p>proposed minor improvements to the A14 in the short term (within 2 years), which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at longer term improvements in the wake of the withdrawn Ellington to Fen Ditton Scheme.</p> <p>These sites are likely to be closely related to the M11 at Junctions 12 & 13, but are also very well related to the City centre. As such they would warrant a robust transport assessment before the Highways Agency could come to a definitive view.</p> <p>County Highways: This site could accommodate up to 2,500 dwellings (600 in the city and 1,900 in South Cambs). Based on the West Corridor Area Transport Plan trip rates, 2,500 dwellings would generate around 21,250 all mode daily trips. Pedestrian, cyclist and public transport links would need to tie into the existing network along with implementing any necessary improvements. Any development would need to ensure that the potential route for the strategic orbital cycle route is not obstructed. NB: County is currently updating the trip rate formulas.</p> <p>The main access to the site would need to be onto Barton Road but it is not clear how any access could be achieved should the city council land was to come forward on it's own.</p> <p>Capacities of junctions in the surrounding area, the scope of which would be determined but the impact of the development should be modelled to ensure they can operate within capacity. The impact on the M11 junction 12 would need to be assessed in discussion with the Highways Agency and any improvements funded. Any interaction with the lay by on Barton Road would need to be assessed along with possible improvements.</p> <p>S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.</p>	
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? The Citi 4 and Uni 4 bus routes run to the east and north of the site to Madingley Park & Ride. Only the eastern tip of the site is within 400 metres of these bus routes and neither service meets the Local Plan (Policy 8/7) definition of high quality public transport.	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: The uses alongside the edges of the site will raise potential overlooking issues; both within and out of the site.	a
Site part of larger site or prejudice strategic site development? Yes, it appears that access could be required through this site to link in with Site 916, two other sites within South Cambs District Council, and potentially other land in vicinity which has not been submitted to either Strategic Housing Land Availability Assessment.	a
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: Yes, it is adjacent to the West Conservation Area, which abuts in two places on the north-east	a

and east sides of the site.	
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains²? National Grid Reference 543100 258100. Roman Rd from Madlingley Rd/Queens Rd corner to the R Cam at Newnham/Coton traverses the site (Monuments in Cambridge - MCB6228). The allocation area contains evidence of Roman pottery finds (Pottery and metalwork: MCBs6193-4). Inhumations were found at the beginning of 20th century and were suspected to be Anglo-Saxon (MCB6126). A stone boundary cross is within the area (MCB5327). The late 19th century University Rifle Range was located at the northern boundary, within the allocation area (see 1st ed OS mapping 1885). A programme of archaeological works should be undertaken prior to the submission of any planning application.	a
Site shape impacts on developability? No, unless key parts of the site can not be developed for other considerations.	g
Sites integration with existing communities: Development could feel quite isolated from existing communities, although any issues could be overcome with good urban design, good connectivity with existing residential areas to the east, and appropriate community provision to aid integration.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: No. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	a
Site within 400m of Doctors Surgery: No.	a
Site within 400m of Nursery School: No.	a
Site within 400m of Primary School No	a
Site within 400m of Secondary School: No.	a
Site within 400m of public open space: Yes.	g
Use of site associated with a community facility: No	g
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	a
Will development be on previously developed land? No	a
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? Wider Context: The site needs to be carefully considered in conjunction with ongoing development on the West Cambridge site, Site 921 and other potential South Cambs District Council sites, which may raise access and capacity constraints. The West Cambridge site was designed to create a new city edge and will need to be considered as part of any development proposals in this area. Right of Way: There is a public right of way, which runs along part of the western boundary of the site.	A

² MCB is the CHER (Cambridgeshire Historic Environment Record)

Utilities: improvements to utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.

Townscape Comments: This site is effectively “landlocked” without an adjacent Strategic Housing Land Availability Assessment (SHLAA) site e.g. 916 or South Cambs site SC232, coming forward for consideration at the same time. The easterly part of the site has for some time acted as a “green lung” to/from the historic city centre and so is highly relevant to the overall consideration of any of Sites 921, 916 and or South Cambs site SC232. Any development of this site would require direct access to Barton Road as a minimum in at least one or two locations. The configuration of the site makes it possible to layout development in a more co-ordinated way and to create linkages to Site 916 and foot/cycle paths in an easterly direction, possibly via Cranmer Road. However, the lack of frontage onto Barton Road creates a poor relationship with a key arterial route into the city and isolates future development from the wider context, such that the only access would be via the strip of South Cambs Site SC232 north of Barton Road. This would create a less than ideal “leap” of field boundaries to accomplish and would not help maintain a “compact” edge of this part of the city.

There are three areas of land north of Barton Road, which are excluded from sites 916, 921, and South Cambs Site SC232 SHLAA submissions. These exclusions in effect create disjointed and inefficient land parcels for development. If development was to proceed on any of the SHLAA sites ideally there would be the need to consolidate/include parcels outside of the SHLAA site boundaries and therefore encourage those site owners to incorporate their land as well.

Level 3 Conclusion:

Development of this site will need to address a range of issues including contamination, noise, air quality, access and other transport considerations, overlooking, other related development sites, adjacent Conservation Area, potential archaeological implications, integration with existing communities, appropriate provision of local facilities, the fact the site is neither in an area of Major Change nor Previously Developed Land, public right of way, utilities improvement, and wider urban design and townscape considerations.

Overall Conclusions:

The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.

Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.

The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.



SHLAA SITES 2012

Site ID: Site 895

Site Name: Downing Playing Field Granchester Rd

Ward: Newnham

Site Area in Hectares: 4.83

Number of Units (constrained): 0

Owner: Site submitted by member of the public. Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Playing Fields	a
Buildings in use: Sports Pavilion	a
Any legal issues: Not Known	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The sites lies in Zone 9. The 2002 Study and the 2012 appraisal found that all areas within this zone were of medium to very high importance to the setting of the City and medium to very high importance to Green Belt purposes.</p> <p>The majority of this zone is on flat farmland with some slight elevation to the north and south of the area. The land is mostly arable and divided into relatively small fields with managed hedgerows and ditches. Grantchester Village is located in the southern part of this zone. Also in the southern part of this zone is the river Cam and it associated river valley landscape. The elevated parts of the zone create small plateaus that are sometimes screened by their landform and by vegetation.</p> <p>Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield. The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.</p> <p>The land between the River Cam and Trumington Road rises up gently from the river and includes sports and recreation uses as well as arable</p>	r

<p>land and tree cover. There is a mature tree belt within the site and along the River Cam which forms its western boundary. On the opposite (western) side of the river lie Grantchester meadows and village. There are some interrupted views over the river valley to the west.</p> <p>This part of the western edge provides separation between the City and Grantchester and is also part of the rural river corridor that reaches into and through the City. The river corridor is a Defining Character to Cambridge.</p> <p>This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City. All of these factors result in a landscape which very important to the setting of the City and for the purposes of Green Belt.</p>	
In Area Flood Risk: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk).	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
<p>Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.</p>	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: Yes - Downing College Playing Field	r
Local Nature Conservation importance: Boundary features of playing fields often form useful corridors for foraging and dispersing mammals, birds and invertebrates. Proposals should seek to retain mature trees, hedgerows and areas of scrub.	a
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: One TPO on the boundary	a
Relevant Planning History: No	g
<p>Level 2 Conclusion: The whole Site is a designated area of protected open space and although this would not render the site undevelopable it is contrary to Local Plan (2006) policy 4/2 Protection of Open Space. Any loss would need to be satisfactorily replaced in an equally accessible location and the site lost to development is not important for environmental reasons.</p> <p>In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.</p>	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No issues	g
Any potential noise problems? Frontage will be the noisiest part of the site from the road. Noise assessment and potential noise mitigation needed.	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? Will require Air Quality Assessment due to size	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: Small amount of space for car parking on site. The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.	g
<p>Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years), which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme.</p> <p>This site is very much in-fill being very well related to the City Centre, but could also be attractive for M11 J12. The site may not result in adverse impacts upon the Strategic Road Network but we would require a robust assessment to confirm this before coming to a definitive view.</p> <p>County Highways: The size of the proposed development would require modifications to Grantchester Road and would result in the nature of the road changing significantly.</p>	a
Does the site provide access to other properties/highway? Site could be used as a pedestrian cut through to other sports fields but no "official" paths or roads etc.	g
Within 400m of high quality public transport route? No	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Yes, the site backs on to a number of properties in Selwyn Road.	a
Site part of larger site or prejudice strategic site development? Yes, the site is part of a group of playing field sites.	a
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: Yes, in West Cambridge CA	a
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains³? NGR: 543760 257190 R Cam terraces along the Barton Road and Newnham are host to late prehistoric to Saxon settlement.(eg MCB15026, MCB16190). A moated	a

³ MCB is the CHER (Cambridgeshire Historic Environment Record)

medieval site is located at Dumpling Farm (MCB11422) and the watercourses from it connect to the Cam .	
Site shape impacts on developability? No	g
Sites integration with existing communities: Development could feel quite isolated from existing communities, although any issues could be overcome with good urban design, good connectivity, and appropriate community provision to aid integration.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	g
Site within 400m of Doctors Surgery: No	a
Site within 400m of Nursery School: Yes	g
Site within 400m of Primary School: No	a
Site within 400m of Secondary School: No	a
Site within 400m of public open space: No	a
Use of site associated with a community facility: No	g
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	a
Will development be on previously developed land? No	a
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
<p>Any other constraints on site? Rights of Way: There are no Rights of Way.</p> <p>Utilities: Improved utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.</p> <p>Townscape Comments – Wider Area: The area would require direct access onto Granchester Road, either in the form of an intersection serving either side of Granchester Road or via other, or additional, access points. Development would need to “back” onto existing development to the north and east, and would require pedestrian/cycle links within/beyond the site. In approaching the lands from Granchester, a new city “edge” would be created.</p> <p>Townscape Comments - Site Specific: Site 895 backs directly onto properties fronting Selwyn Road and would require a well designed landscaped buffer/setback to those properties.</p>	a
<p>Level 3 Conclusion: Development of this site will need to address a range of issues including noise, air quality, access and other transport considerations, overlooking, other related development sites, Conservation Area, potential archaeological implications, integration with existing communities, appropriate provision of local facilities, the fact the site is neither in an area of Major Change or Previously Developed Land, improvements to the utilities, and wider urban design and townscape considerations.</p>	

Overall Conclusions:

The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.

Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.

The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.



Site 895, 896, 897, 901
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Date:	13th December 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:3,500

SHLAA SITES 2012

Site ID: Site 896

Site Name: Pembroke Playing Field Granchester Road

Ward: Newnham

Site Area in Hectares: 3.76

Number of Units (constrained): 0

Owner: Site submitted by member of the public. Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Playing Fields	a
Buildings in use: Sports Pavilion	a
Any legal issues: Not Known	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The sites lies in Zone 9. The 2002 Study and the 2012 appraisal found that all areas within this zone were of medium to very high importance to the setting of the City and medium to very high importance to Green Belt purposes.</p> <p>The majority of this zone is on flat farmland with some slight elevation to the north and south of the area. The land is mostly arable and divided into relatively small fields with managed hedgerows and ditches. Grantchester Village is located in the southern part of this zone. Also in the southern part of this zone is the river Cam and it associated river valley landscape. The elevated parts of the zone create small plateaus that are sometimes screened by their landform and by vegetation.</p> <p>Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield. The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.</p> <p>The land between the River Cam and Trumington Road rises up gently from the river and includes sports and recreational uses as well as arable</p>	r

<p>land and tree cover. There is a mature tree belts within the site and along the River Cam which forms its western boundary. On the opposite (western) side of the river lie Grantchester meadows and village. There are some interrupted views over the river valley to the west.</p> <p>This part of the western edge provides separation between the City and Grantchester and is also part of the rural river corridor that reaches into and through the City. The river corridor is a Defining Character to Cambridge.</p> <p>This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City. All of these factors result in a landscape which very important to the setting of the City and for the purposes of Green Belt.</p>	
In Area Flood Risk: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk).	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
<p>Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.</p>	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: Yes - Pembroke College Playing Fields	r
Local Nature Conservation importance: Boundary features of playing fields often form useful corridors for foraging and dispersing mammals, birds and invertebrates. Proposals should seek to retain mature trees, hedgerows and areas of scrub.	g
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No	g
Relevant Planning History: No relevant planning applications for residential use.	g
<p>Level 2 Conclusion: The whole Site is a designated area of protected open space and although this would not render the site undevelopable it is contrary to Local Plan (2006) policy 4/2 Protection of Open Space. Any loss would need to be satisfactorily replaced in an equally accessible location and the site lost to development is not important for environmental reasons.</p> <p>In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.</p>	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No issues	g
Any potential noise problems? Frontage will be the noisiest part of the site from the road. Noise assessment and potential noise mitigation needed.	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? Will require Air Quality Assessment due to size	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: Small amount of space for car parking on site. The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.	g
<p>Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years), which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme.</p> <p>This site is very much in-fill being very well related to the City Centre, but could also be attractive for M11 J12. The site may not result in adverse impacts upon the Strategic Road Network but we would require a robust assessment to confirm this before coming to a definitive view.</p> <p>County Highways: The size of the proposed development would require modifications to Grantchester Road and would result in the nature of the road changing significantly.</p>	a
Does the site provide access to other properties/highway? Site could be used as a pedestrian cut through to other sports fields but no "official" paths or roads etc	g
Within 400m of high quality public transport route? No high quality bus services within 400m, so the site does not meet the Local Plan (Policy 8/7) definition of high quality public transport.	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: No – only if other SHLAA sites were to be brought forward as well.	g
Site part of larger site or prejudice strategic site development? No	g
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: Yes, in the Newnham Croft Conservation Area.	a
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains⁴? National Grid Reference: 543820 257010 R Cam terraces along the Barton Road and	a

⁴ MCB is the CHER (Cambridgeshire Historic Environment Record)

Newnham are host to late prehistoric to Saxon settlement.(Monuments in Cambridge - eg MCB15026, MCB16190). A moated medieval site is loated at Dumpling Farm (MCB11422) and the watercourses from it connect to the Cam. National Grid Reference: 543760 257190 R Cam terraces along the Barton Road and Newnham are host to late prehistoric to Saxon settlement (Monuments in Cambridge - eg MCB15026, MCB16190). A moated medieval site is loated at Dumpling Farm (MCB11422) and the watercourses from it connect to the Cam. A programme of archaeological works should be undertaken prior to the submission of any planning application. A programme of archaeological works should be undertaken prior to the submission of any planning application.	
Site shape impacts on developability? No	g
Sites integration with existing communities: Development could feel quite isolated from existing communities, although any issues could be overcome with good urban design, good connectivity, and appropriate community provision to aid integration.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: No. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	a
Site within 400m of Doctors Surgery: no	a
Site within 400m of Nursery School: yes	g
Site within 400m of Primary School: no	a
Site within 400m of Secondary School: no	a
Site within 400m of public open space: no	a
Use of site associated with a community facility: No	g

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	g
Will development be on previously developed land? No	a
Is site identified in the Council's Employment Land Review? No	
OTHER CONSIDERATIONS	
<p>Any other constraints on site? Rights of Way: There is a Bridleway along the southeastern boundary.</p> <p>Utilities: Improved utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.</p> <p>Townscape Comments – Wider Area: The area would require direct access onto Granchester Road, either in the form of a an intersection serving either side of Granchester Road or via other, or additional, access points. Development would need to “back” onto existing development to the north and east, and would require pedestrian/cycle links within/beyond the site. In approaching the lands from Granchester, a new city “edge” would be created.</p> <p>Townscape Comments - Site Specific: Site 896 is longitudinal in shape and is closest to the River Cam and associated valley. Any development would require a well landscaped edge to the river and lengthy access road running in an east-west alignment to be able to serve the site, possibly connected to any adjacent SHLAA site should they be further considered.</p>	a
<p>Level 3 Conclusion: Development of this site will need to address a range of issues including noise, air quality, access and other transport considerations, other related development sites, Conservation Area, potential archaeological implications, integration with existing communities, appropriate provision of local facilities, the fact the site is neither in an area of Major Change or Previously Developed Land, right of way, utilities improvement, and wider urban design and townscape considerations.</p>	
<p>Overall Conclusions: The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.</p> <p>Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.</p> <p>The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.</p>	



Site 895, 896, 897, 901
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Date:	13th December 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:3,500

SHLAA SITES 2012

Site ID: Site 897

Site Name: St Catherines Playing Field Granchester Road

Ward: Newnham

Site Area in Hectares: 2.71

Number of Units (constrained): 0

Owner: Site submitted by member of the public. Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Playing Fields	a
Buildings in use: Sports Pavilion	a
Any legal issues: Not Known	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The sites lies in Zone 9. The 2002 Study and the 2012 appraisal found that all areas within this zone were of medium to very high importance to the setting of the City and medium to very high importance to Green Belt purposes.</p> <p>The majority of this zone is on flat farmland with some slight elevation to the north and south of the area. The land is mostly arable and divided into relatively small fields with managed hedgerows and ditches. Grantchester Village is located in the southern part of this zone. Also in the southern part of this zone is the river Cam and it associated river valley landscape. The elevated parts of the zone create small plateaus that are sometimes screened by their landform and by vegetation.</p> <p>Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield. The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.</p> <p>The land between the River Cam and Trumington Road rises up gently from the river and includes sports and recreational uses as well as arable</p>	r

<p>land and tree cover. There is a mature tree belt within the site and along the River Cam which forms its western boundary. On the opposite (western) side of the river lie Grantchester meadows and village. There are some interrupted views over the river valley to the west.</p> <p>This part of the western edge provides separation between the City and Grantchester and is also part of the rural river corridor that reaches into and through the City. The river corridor is a defining Character to Cambridge.</p> <p>This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City. All of these factors result in a landscape which very important to the setting of the City and for the purposes of Green Belt.</p>	
In Area Flood Risk: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk).	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: Yes - St Catherines Playing Field	r
Local Nature Conservation importance: Boundary features of playing fields often form useful corridors for foraging and dispersing mammals, birds and invertebrates. Proposals should seek to retain mature trees, hedgerows and areas of scrub.	a
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No	g
Relevant Planning History: No relevant planning applications for residential use.	g
<p>Level 2 Conclusion: The whole Site is a designated area of protected open space and although this would not render the site undevelopable it is contrary to Local Plan (2006) policy 4/2 Protection of Open Space. Any loss would need to be satisfactorily replaced in an equally accessible location and the site lost to development is not important for environmental reasons.</p> <p>In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.</p>	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No issues	g
Any potential noise problems? No concerns	g
Could topography constrain development? No	g
Affected by Air Quality Management Area? Will require Air Quality Assessment due to size	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: Small amount of space for car parking on site. The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.	g
Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years), which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme. This site is very much in-fill being very well related to the City Centre, but could also be attractive for M11 J12. The site may not result in adverse impacts upon the Strategic Road Network but we would require a robust assessment to confirm this before coming to a definitive view. County Highways: The site has no direct access to the adopted public highway; South Green Rd, is private and unsuitable for intensification in its current form.	a
Does the site provide access to other properties/highway? Site could be used as a pedestrian cut through to other sports fields but no "official" paths or roads etc	g
Within 400m of high quality public transport route? No high quality bus services within 400m, so the site does not meet the Local Plan (Policy 8/7) definition of high quality public transport.	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Yes, the site backs onto a number of existing properties in the Newnham area.	a
Site part of larger site or prejudice strategic site development? Yes, the site is part of a group of playing field sites.	a
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: Yes, adjacent to West Cambridge CA and in the Newnham Croft Conservation Area.	a
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains⁵? National Grid Reference 543990 257080 R Cam terraces along the Barton Road and Newnham are host to late prehistoric to Saxon settlement (Monuments	a

⁵ MCB is the CHER (Cambridgeshire Historic Environment Record)

in Cambridge eg MCB15026, MCB16190). A moated medieval site is located at Dumpling Farm (MCB11422) and the watercourses from it connect to the Cam. A programme of archaeological works should be undertaken prior to the submission of any planning application.	
Site shape impacts on developability? No	g
Sites integration with existing communities: Development could feel quite isolated from existing communities, although any issues could be overcome with good urban design, good connectivity, and appropriate community provision to aid integration.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: Yes. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	g
Site within 400m of Doctors Surgery: no	a
Site within 400m of Nursery School:yes	g
Site within 400m of Primary School:no	a
Site within 400m of Secondary School: no	a
Site within 400m of public open space: no	a
Use of site associated with a community facility: No	g
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	a
Will development be on previously developed land? No	a
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
Any other constraints on site? Rights of Way: There is a Bridleway along the southeastern boundary. Utilities: Improved utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision. Townscape Comments – Wider Area: The area would require direct access onto Granchester Road, either in the form of a an intersection serving either side of Granchester Road or via other, or additional, access points. Development would need to “back” onto existing development to the north and east, and would require pedestrian/cycle links within/beyond the site. In approaching the lands from Granchester, a new city “edge” would be created. Townscape Comments - Site Specific: Site 897 is dependent on access from either 895 and/or 896, or from Granchester Meadows, if such access was possible and practical.	a
Level 3 Conclusion: Development of this site will need to address a range of issues including air quality, access and other transport considerations, overlooking, other related development sites, Conservation Area, potential archaeological implications, integration with existing communities, appropriate provision of local facilities, the fact the site is neither in an area of Major Change or Previously Developed Land, right of way, utilities improvement, and wider urban design and townscape considerations.	

Overall Conclusions:

The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.

Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.

The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.



Site 895, 896, 897, 901
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Date:	13th December 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:3,500

SHLAA SITES 2012

Site ID: Site 901

Site Name: Wests Renault RUFC Granchester Road

Ward: Newnham

Site Area in Hectares: 8.55

Number of Units (constrained): 0

Owner: Site submitted by member of the public. Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Playing Fields	a
Buildings in use: Sports Pavilion	a
Any legal issues: Not Known	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The sites lies in Zone 9. The 2002 Study and the 2012 appraisal found that all areas within this zone were of medium to very high importance to the setting of the City and medium to very high importance to Green Belt purposes.</p> <p>The majority of this zone is on flat farmland with some slight elevation to the north and south of the area. The land is mostly arable and divided into relatively small fields with managed hedgerows and ditches. Grantchester Village is located in the southern part of this zone. Also in the southern part of this zone is the river Cam and it associated river valley landscape. The elevated parts of the zone create small plateaus that are sometimes screened by their landform and by vegetation.</p> <p>Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield. The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.</p> <p>The land between the River Cam and Trumington Road rises up gently from the river and includes sports and recreational uses as well as arable</p>	r

<p>land and tree cover. There is a mature tree belt within the site and along the River Cam which forms its western boundary. On the opposite (western) side of the river lie Grantchester meadows and village. There are some interrupted views over the river valley to the west.</p> <p>This part of the western edge provides separation between the City and Grantchester and is also part of the rural river corridor that reaches into and through the City. The river corridor is a defining Character to Cambridge.</p> <p>This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City. All of these factors result in a landscape which very important to the setting of the City and for the purposes of Green Belt.</p>	
In Area Flood Risk: Significant parts of the site is in functional floodplain (3b) and is therefore unsuitable for development.	r
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
<p>Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.</p> <p>Significant parts of the site are in functional floodplain (3b) and are therefore unsuitable for development.</p>	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: Yes - Cambridge Rugby Football Club	r
Local Nature Conservation importance: Boundary features of playing fields often form useful corridors for foraging and dispersing mammals, birds and invertebrates. Proposals should seek to retain mature trees, hedgerows and areas of scrub.	a
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: A dozen or so TPOs on the northern periphery.	a
Relevant Planning History: No relevant planning applications for residential use.	g

Level 2 Conclusion:

The whole Site is a designated area of protected open space and although this would not render the site undevelopable it is contrary to Local Plan (2006) policy 4/2 Protection of Open Space. Any loss would need to be satisfactorily replaced in an equally accessible location and the site lost to development is not important for environmental reasons.

In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.

Does the site warrant further assessment? Yes**LEVEL 3: OTHER CONSIDERATIONS**

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No issues	g
Any potential noise problems? Frontage will be the noisiest part of the site from the road. Noise assessment and potential noise mitigation needed.	a
Could topography constrain development? No	g
Affected by Air Quality Management Area? Will require Air Quality Assessment due to size	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: Small amount of space for car parking on site. The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.	g
Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years), which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme. This site is very much in-fill being very well related to the City Centre, but could also be attractive for M11 J12. The site may not result in adverse impacts upon the Strategic Road Network but we would require a robust assessment to confirm this before coming to a definitive view. County Highways: The proposal will result in a significant loss of existing hedge.	a
Does the site provide access to other properties/highway? Site could be used as a pedestrian cut through but no "official" paths or roads etc leading elsewhere.	g
Within 400m of high quality public transport route? No high quality bus services within 400m, so the site does not meet the Local Plan (Policy 8/7) definition of high quality public transport.	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Page 4/78 Yes, the site backs on to a	a

number of properties in Fulbrooke Road.	
Site part of larger site or prejudice strategic site development? Yes, the site is part of a group of playing field sites.	a
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? Yes, 50 Granchester Road	a
Development affects archaeological remains⁶? National Grid Reference 543550 257110. R Cam terraces along the Barton Road and Newnham are host to late prehistoric to Saxon settlement.(Monuments in Cambridge eg MCB15026, MCB16190). A moated medieval site is located at Dumpling Farm (MCB11422) and the watercourses from it connect to the Cam. A programme of archaeological works should be undertaken prior to the submission of any planning application.	a
Site shape impacts on developability? No	g
Sites integration with existing communities: Development could feel quite isolated from existing communities, although any issues could be overcome with good urban design, good connectivity, and appropriate community provision to aid integration.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: No. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	a
Site within 400m of Doctors Surgery: no	a
Site within 400m of Nursery School: no	a
Site within 400m of Primary School: no	a
Site within 400m of Secondary School: no	a
Site within 400m of public open space: no	a
Use of site associated with a community facility: No	g

⁶ MCB is the CHER (Cambridgeshire Historic Environment Record)

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	a
Will development be on previously developed land? No	a
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
<p>Any other constraints on site?</p> <p>Rights of Way: There is a permissive Right of Way along the western and southern boundaries.</p> <p>Utilities: Utility Reinforcements required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.</p> <p>Townscape Comments – Wider Area: The area would require direct access onto Granchester Road, either in the form of a an intersection serving either side of Granchester Road or via other, or additional, access points. Development would need to “back” onto existing development to the north and east, and would require pedestrian/cycle links within/beyond the site. In approaching the lands from Granchester, a new city “edge” would be created.</p> <p>Townscape Comments - Site Specific: Site 901 is located immediately south of Fulbrooke Road and would, similar to Site 895, require a well designed landscaped buffer/setback to those properties.</p>	a
<p>Level 3 Conclusion:</p> <p>Development of this site will need to address a range of issues including noise, air quality, access and other transport considerations, overlooking, other related development sites, locally listed building, potential archaeological implications, integration with existing communities, appropriate provision of local facilities, the fact the site is neither in an area of Major Change or Previously Developed Land, right of way, utilities improvement, and wider urban design and townscape considerations.</p>	

<p>Overall Conclusions:</p> <p>The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.</p> <p>Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.</p> <p>The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.</p>
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Site 895, 896, 897, 901
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Date:	13th December 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:3,500

SHLAA SITES 2012

Site ID: Site 911

Site Name: Cambridge South East-Land south Fulbourn Road r/o Peterhouse Technology Park extending south & west of Beechwood on Worts Causeway, land west of Babraham P&R

Ward: Queen Ediths

Site Area in Hectares: 116.55

Number of Units (constrained):

Owner: Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Agricultural land, woodland and School playing fields and adjoining park & ride car park	a
Buildings in use: Cambridge Water underground reservoir	a
Any legal issues: Not known	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The site lies in Zones 4 and 5.</p> <p>Zone 4 - The 2002 Study and the 2012 appraisal found that areas within this zone were medium to very high in terms of importance to the setting of the City and to Green Belt purposes. The land rises to the west and south of Fulbourn at the western end of the Gog Magog chalk hills. The highest point of these undulating hills, Wandlebury, is the highest point nearest to Cambridge City. Views therefore are mostly elevated with clear vistas over the City. Views of the Gog Magog Hills are also clearly seen from southern parts of the City. The urban edge of the City is often abrupt and clearly defined in this area resulting in a very direct relationship between city and its surroundings.</p> <p>The fact that the majority of the land in this zone is elevated with important views, accords it more importance to both the setting of the City and to Green Belt purposes in general.</p> <p>Zone 5 - The 2002 Study and the 2012 appraisal found that areas within this zone ranged from low to very high in terms of importance to the setting of the City. The lowest category was afforded to areas nearest to the</p>	r

<p>existing built edge of Addenbrookes Hospital. The undulating land in this area dips southward from Wort's Causeway to the Babraham Road and up to White Hill before descending again towards Shelford and the railway line. Views are mostly elevated with clear vistas over the rural foreground to Addenbrookes and the City beyond. Not all views are clearly seen as they are interrupted by the topography and vegetation. The urban edge of the City is often abrupt and clearly defined in this area. Parts of the zone are Defining Character to Cambridge.</p> <p>Again because the majority of the land in this zone is elevated it results in more importance to both the setting of the City and to Green Belt purposes in general.</p> <p>The area immediately to the west and south of Addenbrookes Hospital was subsequently released from Green Belt for Cambridge Biomedical Campus development and the Bell School development site.</p> <p>The effect of developing this area will be to move the built edge further south and out into the countryside. It will create a new City edge closer to the elevated land of the Gog Magog Hills which in turn will result in the land south of the hospital becoming more important to the setting of the City and to Green Belt.</p>	
In Area Flood Risk: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk).	g
European Nature Conservation Site: No	g
SSSI: There is a large nature area immediately adjacent to the north-west boundary on Limekiln Hill which includes the East Pit and Limekiln Hill Sites of Special Scientific Interest (SSSI's).	a
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
<p>Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.</p> <p>Development of this site will need to take account of two adjacent SSSI's which should be protected and enhanced as part of any development scheme and any adverse impacts should be mitigated.</p>	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: Protected Open Space on part of site - Netherhall School (South) Outdoor Sports Facilities	r
Local Nature Conservation importance: Area is adjacent to a number of nature conservation designations (some of which overlay each other) including Sites of Special Scientific Interest (East Pit and Limekiln Hill), Local Nature Reserves (Cherry Hinton Pits, Beechwoods), Protected Roadside Verges (Worts Causeway, Limekiln Hill), County Wildlife Sites (Netherhall Farm). The whole site is of strategic importance for Countywide Green Infrastructure and is proposed for land release as chalk grassland	a

<p>restoration in the adopted 2011 Cambridgeshire Green Infrastructure strategy. The vision is to link up the existing isolated sites with Wandlebury, Gog Magogs, Nine Wells Local Nature Reserve and the natural green space of the Clay Farm development. Species of particular note currently known on or adjacent to the site include breeding Peregrine Falcon, Barbastelle Bat, Glow Worm, Grape Hyacinth, Moon Carrot, White Helleborine, Grey Partridge, Corn Bunting, and Brown Hare. It appears no ecological information has been submitted at this time. Full ecological surveys would be required in order to assess potential impacts. Appropriate development at base of slope may help realise Green Infrastructure vision.</p>	
<p>Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No</p>	g
<p>Protected Trees on site: Group Tree Preservation Order (TPO) (07/2007) is just outside the site on the south-west boundary of the site. Pre-development tree survey required.</p>	a
<p>Relevant Planning History: Cambridge Local Plan Inspectors Report 2006: Omission Site No.5 - Netherall Farm (south-west corner of Site CC911) - The Inspector rejected the inclusion of the site because</p> <ul style="list-style-type: none"> • it is a large area of open land within Green Belt, outside built up area which was not needed for housing supply. • He also raised the importance of several views and setting of the City, and lack of screening. • It was also said to not have the advantages of the Southern Fringe, and not related to Addenbrookes to justify it. <p>The Inspector did however say the site is a sustainable location with respect to access to services and employment and no objections on infrastructure grounds or difficulties with building communities.</p> <p>Omission Site No.7 - Land Adjoining Peterhouse Technology Park (small site on northern edge of Site CC911) - The land was dismissed by the Inspector partly on lack of evidence on some issues, but more substantially on grounds that the site is open land, in the Green Belt (the boundary here is clear and firm), and outside the urban area. There was also no need for the site.</p> <p>No relevant planning applications for residential use.</p>	a
<p>Level 2 Conclusion: A small section of the Site is a designated area of protected open space and although this would not render the site undevelopable it is contrary to Local Plan (2006) policy 4/2 Protection of Open Space. Any loss would need to be satisfactorily replaced in an equally accessible location and the site lost to development is not important for environmental reasons.</p> <p>In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.</p> <p>The site also has significant planning history emphasising the importance of the Green Belt, large area of open land, the urban edge and the importance of several views and setting of the City.</p>	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Major Development Environmental Impact Assessment required to assess site for contamination as a result of historic usage.	a
Any potential noise problems? Site bounded by major roads, frontages will be the noisiest part of the site from the road. Noise assessment and potential noise mitigation required.	a
Could topography constrain development? An open rolling arable landscape between 15 and 70 metres (above ordance datum) in elevation forming the foothills of the Gog-Magog Hills which is widely visible from surrounding areas and prominent in local views. The highest point of these undulating hills, Wandlebury, is the highest point nearest to Cambridge City. The highest point of the site is in the south-east corner and has panoramic views across the city to the west and north. From this point the land slopes away on both sides from a ridge of higher land running to the northwest through the middle of the site. The low lying flat land to either side of the ridge on the northern and western fringes of the site has the least significance in terms of topography. The visual impact will need to be very carefully considered and taken into account in the urban design.	a
Affected by Air Quality Management Area? Major Development Environmental Impact Assessment required to assess likely major transport impact. Outside the Air Quality Management Area but air quality assessment required.	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.	g
<p>Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years) which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme.</p> <p>This site has the potential advantage of dispersed trip-making patterns in relation to the Strategic Road Network (SRN), and the site is likely to be well related to central Cambridge for much of its trip-making. Given the above it is likely that a substantial proportion could be delivered without any adverse impact upon the SRN. A robust assessment would be required to determine what this proportion might realistically be.</p> <p>County Highways: This site could accommodate around 3,100 dwellings (2,360 in City and 740 in South Cambs). Based on the trip rates in the Southern Corridor Area Transport Plan this could generate around 26,410 all mode daily trips.</p>	a

<p>A full Transport Assessment would be required for any development on this site and would need to model the impact on junction capacities on the local network. A Residential Travel plan would be also be required along with measures to link walking and cycling into the existing links. Any development would need to consider the existing bus gate on Worts Causeway. The development surrounds Cherry Hinton Road/Limekiln Hill Road and these existing adopted public highways may require improvement/ alterations to accommodate the additional traffic movements. The hospital roundabout is an accident cluster site which will need to be considered along with the impact on Granhams Road/Babraham Road junction. NB: County is currently updating the trip rate formulas.</p> <p>S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.</p>	
<p>Does the site provide access to other properties/highway? Yes, Limekiln Road and Wort's Causeway runs through the site and along the boundary respectively, but neither will be a major constraint on the site.</p>	g
<p>Within 400m of high quality public transport route? At present, and despite being close to the Babraham Road Park & Ride, and also with northern part of the site site less than 400m from the Citi 1 and Citi 3 services, the entirety of the site does not meet the Local Plan (Policy 8/7) definition of high quality public transport. This is because a significant part of the Site is more than 400 metres from any of these bus routes.</p>	a
<p>DESIGN & IMPACT CONSIDERATIONS</p>	
<p>Nearby buildings overlook the site: The uses alongside the edges of the site will raise potential overlooking issues; both within and out of the site.</p>	a
<p>Site part of larger site or prejudice strategic site development? Yes, Site 911 is closely related to South Cambs SHLAA Sites SC111, SC283 and SC284. Site SC283 could be accessed off of Fulbourn Road as a free standing development.</p>	a
<p>Development would impact on setting of listed building: No</p>	g
<p>Site in or adjacent to Conservation Area: No</p>	g
<p>Development affect any Locally Listed Buildings? No</p>	g
<p>Development affects archaeological remains⁷? National Grid Reference (centred) Significant prehistoric sites known on the chalk south of Cherry Hinton Road: former site of 'War Ditches' Iron Age hill fort was partially excavated in early 20thC ahead of clunch extraction on Lime Kiln Road (Monuments in Cambridge - MCB5999). Evidence of a massacre at the site. Cropmarks of Bronze Age round barrow groups (burial mounds), now ploughed flat, are evident in several places in this allocation area (eg MCBs 3446, 6004, 13462 and those excavated in advance of Peterhouse Technology Park ECB357 (ECB – Events Cambridge). Field scatters of prehistoric stone implements throughout. Worsted Street Roman Road (part of Via Devana - Godmanchester to Colchester Ro Rd) traverses the site and is likely to have road side settlements along its route. A programme of archaeological works should be undertaken prior to the</p>	a

⁷ MCB is the CHER (Cambridgeshire Historic Environment Record)

submission of any planning application.	
Site shape impacts on developability? No, unless key parts of the site can not be developed for other considerations.	g
Sites integration with existing communities: Development could feel quite isolated from existing communities, although any issues could be overcome with good urban design, good connectivity, and appropriate community provision to aid integration.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: The northern edge of the site is 400 metres from the Cherry Hinton Local Centre, but the majority of the site is more than 400 metres away. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	a
Site within 400m of Doctors Surgery: no	a
Site within 400m of Nursery School: no	a
Site within 400m of Primary School: no	a
Site within 400m of Secondary School: yes	g
Site within 400m of public open space: yes	g
Use of site associated with a community facility: No	g

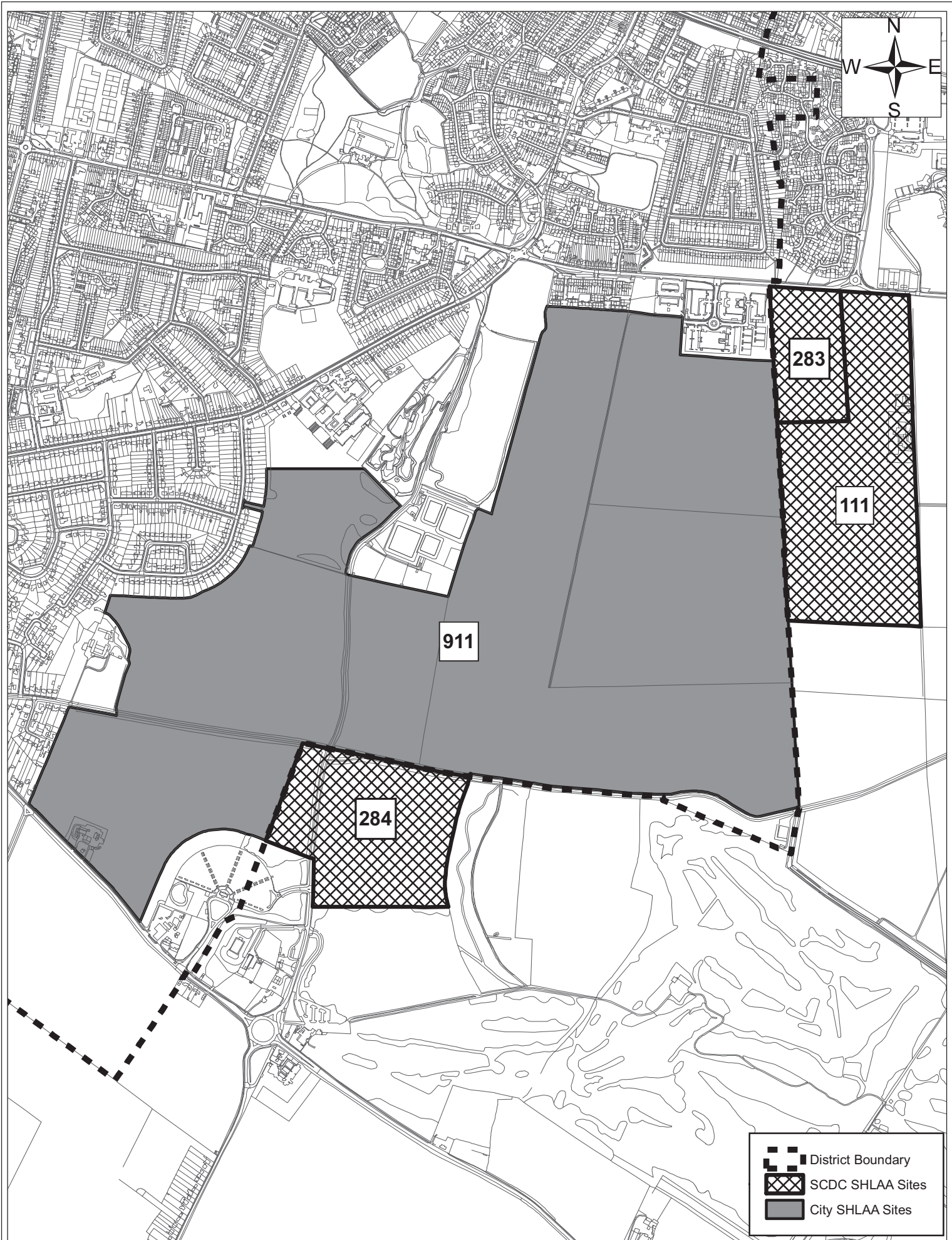
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? No	a
Will development be on previously developed land? No	a
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
<p>Any other constraints on site? Rights of Way: Permissive Access Path alongside Worts Causeway and south down Cherry Hinton Road.</p> <p>Utilities: Improvements to utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.</p> <p>Townscape Comments: The urban edge of the City is clearly defined in this area resulting in a very direct relationship between the city and its surroundings. Worts Causeway, and Limekiln Road retain a strongly rural character. The low lying flat land on the southwest and northeast fringes of the location has the least significance for landscape quality and for Green Belt purposes. In considering any development options, these areas would still require a major departure from past Green Belt status and very careful treatment.</p> <p>Significant work would be required to determine what parts, if any, should be considered further for development.</p> <p>The south west corner of Site 911 has smaller, better defined boundaries e.g. Worts' Causeway, Limekiln Road, Babraham Road, etc., and is more level as compared to east and north part of Site 911 which is open and with a relatively significant drop (from south to north) in topography. The northern part of Limekiln Road also is steeply sloping along its west side, separating the site in effect in two parts, west and east. The Northeast sector would require a major departure from past and current Green Belt status. If a release were contemplated, it would require a very careful approach to design in respect to topography, drainage and building form/height.</p>	a
<p>Level 3 Conclusion: Development of this site will need to address a range of issues including contamination, noise, the topography, air quality, access and other transport considerations, overlooking, other related development sites, potential archaeological implications, integration with existing communities, appropriate provision of local facilities, the fact the site is neither in an area of Major Change or Previously Developed Land, rights of way, utilities improvement, and wider urban design and townscape considerations.</p>	




Overall Conclusions:

The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.

Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.

The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.



	District Boundary
	SCDC SHLAA Sites
	City SHLAA Sites

Site 911, Site 111, Site 283, Site 284
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Date: 8th December 2011
 Produced by: Matthew Merry
 Section/Department: Environment
 Scale: 1:12,500



SHLAA SITES 2012

Site ID: Site 925

Site Name: Land South of Addenbrookes and Southwest of Babraham Road

Ward: Queen Ediths

Site Area in Hectares: 39.80

Number of Units (constrained):

Owner: Owner Known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Agriculture	g
Buildings in use: None	g
Any legal issues: Not known	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The site lies in Zone 4. The 2002 Study and the 2012 appraisal found that areas within this zone ranged from low to very high in terms of importance to the setting of the City. The lowest category was afforded to the areas nearest to the existing built edge of Addenbrookes Hospital. The undulating land in this area dips southward from Wort's Causeway to the Babraham Road and up to White Hill before descending again towards Shelford and the railway line. Views are mostly elevated with clear vistas over the rural foreground to Addenbrookes and the City beyond. Not all views are clearly seen as they are interrupted by the topography and vegetation. The urban edge of the City is often abrupt and clearly defined in this area. Parts of the zone are defining Character to Cambridge.</p> <p>Again because the majority of the land in this zone is elevated it results in more importance to both the setting of the City and to Green Belt purposes in general.</p> <p>The area immediately to the west and south of Addenbrookes Hospital was released from Green Belt for Cambridge Biomedical Campus development and the Bell School development site.</p> <p>The effect of developing this area will be to move the built edge further south and out into the countryside. It will create a new City edge closer to</p>	r

<p>the elevated land of the Gog Magog Hills which in turn will result in the land south of the hospital becoming more important to the setting of the City and to Green Belt.</p> <p>It should be noted that in considering the Cambridgeshire and Peterborough Minerals and Waste Local Development Framework (specific sites proposals) the Inspector stated that :- "The boundary of the urban area and of the adjoining Green Belt was an important consideration in drawing up the Cambridge Local Plan (July 2006)(CLP) [SSRepD1]. That shows The Addenbrookes Access Road forming a firm, hard boundary between the urban area of Cambridge and its rural surroundings to the South..." The intention that the road and the housing should form a new urban edge and provide an opportunity to improve the character and appearance of the interface between the City and countryside is clear from the Local Plan Inspector's report. [SSRep D6]. The site allocation would take built development beyond the edge, directly at odds with that intention. There is no doubt in my mind about the purpose of identifying the boundary and of its importance to the objectives of the CLP. "</p> <p>The CLP (in its Vision and in parag 4.5) identifies compactness as one of the characteristics of the city. Policy 3/2 seeks to protect the setting of the city and the amenity of its urban edge. Together with the identification of a firm southern boundary to the urban area, this chimes with 2 of the 5 purposes of including land in the Green Belt listed in PPG2 <i>Green Belts</i> [R19]: <i>to check the unrestricted sprawl of large built-up areas and to assist in safeguarding the countryside from encroachment.</i> The land in question fulfils both purposes. "</p>	
In Area Flood Risk: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk). The location however is subject to surface water drainage issues.	a
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: The majority of the site is currently arable land with the key ecological features associated with the field boundaries i.e hedgerows, drainage ditches and tree belts. As with much of the arable land surrounding the City it still support good populations of farmland birds such as skylark and grey partridge, as well as Brown Hares. Corn Buntings are a regular breeding species in these fields. The hedgerows also support breeding linnet, yellowhammer and whitethroat.	a

<p>the Cambridgeshire Green Infrastructure Strategy identifies the area is adjacent to a number of nature conservation designations (some of which overlay each other) including Sites of Strategic Scientific Interest (East Pit and Limekiln Hill), Local Nature Reserves (Cherry Hinton Pits, Beechwoods), Protected Roadside Verges (Worts Causeway, Limekiln Hill), County Wildlife Sites (Netherhall Farm). The whole site is of strategic importance for Countywide Green Infrastructure and is proposed for landscape scale chalk grassland restoration in the adopted 2011 Cambridgeshire Green Infrastructure Strategy. The vision is to link up the existing isolated sites with Wandlebury, Gog Magogs, Nine Wells Local Nature Reserve and the natural green space of the Clay Farm development.</p> <p>Species of particular note currently known on or adjacent to the site include breeding Peregrine Falcon, Barbastelle Bat, Glow Worm, Grape Hyacinth, Moon Carrot, White Helleborine, Grey Partridge, Corn Bunting, and Brown Hare. It appears no ecological information has been submitted at this time. Full ecological surveys would be required in order to assess potential impacts.</p> <p>The Hedgerow west of Babraham Road is a Local Nature Reserve and runs along the northern edge of the site.</p>	
<p>Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No</p>	g
<p>Protected Trees on site: There are protected trees just outside the northern boundary of the site. Pre-development tree survey to British Standard 5837 may be required.</p>	g
<p>Relevant Planning History: The Cambridge 2006 Local Plan covers this area and promoted the creation of a new urban edge to the north of this site. This is being implemented through the Addenbrooke's and Bell School developments to the north with the intention that this site would remain as Green Belt with an open aspect and view across to the new urban boundary.</p> <p>See conclusions under Green Belt above, on conclusions of Inspector on Minerals and Waste Examination in relation to land on the southern fringe.</p> <p>No relevant planning applications for residential use.</p>	a
<p>Level 2 Conclusion: The Development of this site would breach the proposed new urban edge that was designed as part of the Cambridge Local Plan 2006 to enhance the setting of the city in this area. This is being implemented through the Addenbrooke's and Bell School developments to the north with the intention that this site would remain as Green Belt with an open aspect and view across to the new urban boundary.</p> <p>In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.</p>	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	Page 493	SCORE (GREEN,
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	AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No significant issues	g
Any potential noise problems? No major noise sources affecting this site.	g
Could topography constrain development? The site is flat and relatively open with boundary hedgerows. The next field to the south-east and the land immediately to the west is also flat. The adjacent land to the south-west starts to slope up toward's White's Hill.	g
Affected by Air Quality Management Area? The site is not within the Air Quality Management Area. The site is however large enough to have potential impact on air quality from traffic generation particularly as close to Addenbrookes.	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.	g
<p>Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years), which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme.</p> <p>This site has the potential advantage of dispersed trip-making patterns in relation to the Strategic Road Network (SRN), and the site is likely to be well related to central Cambridge for much of its trip-making. Given the above it is likely that a substantial proportion could be delivered without any adverse impact upon the SRN. A robust assessment would be required to determine what this proportion might realistically be.</p> <p>County Highways: Size of development not specified. Site on Southern edge of Cambridge. Requirement for transport modelling using the Cambridge Sub-Regional Model (CSRМ to consider wider strategic impact). Full Transport Assessment (TA) and Travel Plans (TP) for residential, schools and employment sites required. Cambridgeshire Local Transport Plan 3, Cambridge Area Transport Strategy and Southern Corridor Area Transport Plan will need to be taken into account. Potential impact on M11 Junction 11. No direct rail access, but connection to Cambridge Station via extended Guided Busway or enhanced local bus services likely to be required. Also – potential for cycle access to Great Shelford Station. Opportunities to enhance walking and cycling routes between the site and Cambridge city centre, Addenbrookes Hospital and other key facilities. Opportunities to develop and enhance bus services connecting to Cambridge city centre, the railway station and other key destinations – using Cambridge Guided Bus where possible. Potential requirement to enhance Park and Ride site to provide greater capacity.</p>	a

A1307 corridor will need to be considered – capacity constraints at Addenbrookes Junction and along corridor into Cambridge will need to be addressed.	
Does the site provide access to other properties/highway? Yes, Granham's Road passes through the centre of the site and links Babraham Road with Shelford Road, but will not be a major constraint on the site.	g
Within 400m of high quality public transport route? The site has a reasonable public transport service, particularly with the Park & Ride site at Babraham being just a few metres from the eastern edge of the site, but does not meet the Local Plan (Policy 8/7) definition of high quality public transport.	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Yes, there are potential overlooking issues with respect to a number of existing properties alongside the Babraham Road, Hills Road, and Red Cross Lane, as well as proposed new properties on the Bell School site.	a
Site part of larger site or prejudice strategic site development? Yes, this site could be part of a larger site and potentially provide a link through to the Addenbrooke's Road to the west, but this would be dependent on further releases of land outside of the city boundary. The site could also be linked to the Bell School site, although the proposal for that site does not provide for a road link through at present. The inclusion of additional land might also maximise development opportunities and provide a better opportunity for the formation of a sustainable community. However, its not likely that the development of this site alone would unduly prejudice other sites because of various existing access roads in the area.	a
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains⁸? National Grid Reference: 547180 254460. Area includes significant cropmarked remains of late prehistoric to Roman settlement at Gonville Farm (Monuments in Cambridge eg MCB9999, 6221, 5832). The Historic Environment record indicate this as a densely settled area to the north and west - in areas investigated ahead of growth sites at the Addenbrookes Campus and at Clay Farm, though cropmarked sites appear to become nucleated and more widely dispersed to the south. Predetermination works are required to obtain information on the character and significance of the archaeology in this area in order to inform the planning process over potential constraints to development.	a
Site shape impacts on developability? No, unless key parts of the site can not be developed for other considerations (e.g. topography) or the site becomes extended into adjoining South Cambs District Council land.	g
Sites integration with existing communities: Whilst the site is adjacent to the built-up area and proposed new development on the Bell	a

⁸ MCB is the CHER (Cambridgeshire Historic Environment Record)

School site, it could feel quite isolated from existing communities without good urban design, good connectivity, and appropriate community provision to aid integration. This situation might be improved if the site was part of a larger development area.	
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: No. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	a
Site within 400m of Doctors Surgery: no	a
Site within 400m of Nursery School: no	a
Site within 400m of Primary School;no	a
Site within 400m of Secondary School: no	a
Site within 400m of public open space: yes	g
Use of site associated with a community facility: No	g

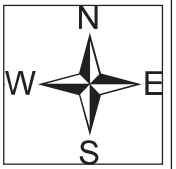
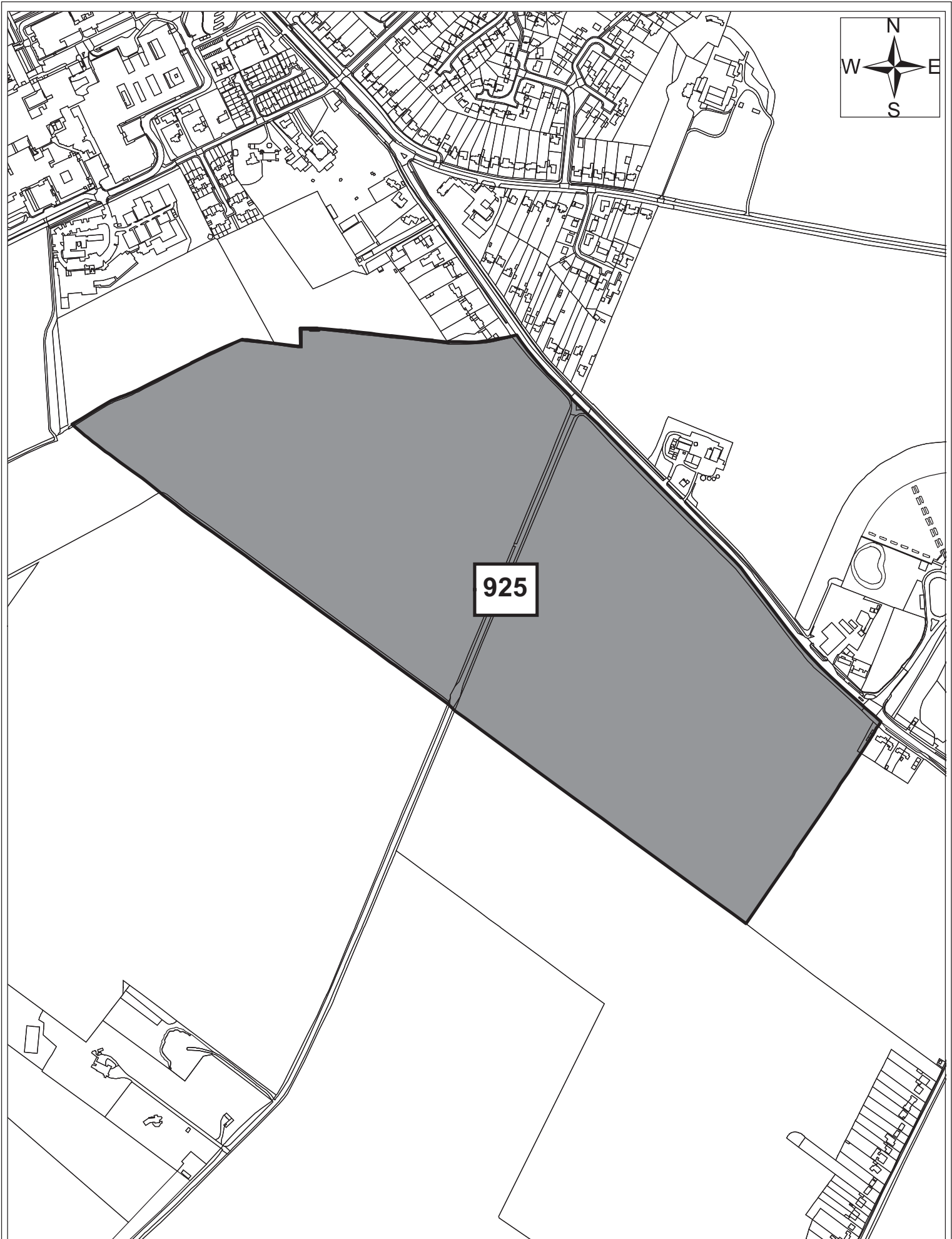
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? Yes, the site is within the Southern Fringe Area of Major Change.	g
Will development be on previously developed land? No	a
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
<p>Any other constraints on site?</p> <p>Consultation Area: The north-west tip of the Site is within the Addenbrooke's Waste Consultation Area as outlined in Policy CS19 and CS30 of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy 2011.</p> <p>Conservation Team Comments: This area was picked up in the Hills Road Suburbs & Approaches Study as the fields and hedges being the predominant feature of this part of the city.</p> <p>Rights of Way: Public Rights of Way runs to the southwest of this location towards Nine Wells Local Nature Reserve. The north-west half of the site has permissive bridleways around its edge and through the centre. Part of the south-west boundary is also designated as a footpath.</p> <p>Utilities: Improved utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.</p> <p>Townscape Comments: In terms of townscape, the location will form a significant "ribbon development" extension to the city and significantly impact on the setting and foreground of the view to the city when seen from the Gog Magog Hills. The established southern edge of the city created via the 2006 Local Plan stretching from the west side of the Trumpington Meadows site to the southerly limit of the Bell Languages School site would effectively be broken. The location can effectively be considered in two halves, one south and one north of Granham's Road. The location would have to be accessed via this road and possibly via other accesses (whether principal or secondary) to Babraham Road.</p>	a
<p>Level 3 Conclusion:</p> <p>Development of this site will need to address a range of issues including air quality, access and other transport considerations, overlooking, other related development sites, potential archaeological implications, integration with existing communities, appropriate provision of local facilities, the fact the site is not Previously Developed Land, small part of site is in Waste Consultation Area, public rights of ways, utilities improvement, and wider urban design and townscape considerations.</p>	

Overall Conclusions:

The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.

Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.

The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.



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Site 925
Page 499

Date:	11th May 2012
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:6,500

SHLAA SITES 2012

Site ID: Site 878

Site Name: Land East of Hauxton Road (Cambridge South)

Ward: Trumpington

Site Area in Hectares: 23.00 approx

Number of Units (constrained):

Owner: Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Agriculture	g
Buildings in use: None	g
Any legal issues: Not known	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The site lies in Zone 7. The 2002 Study and the 2012 appraisal found that areas within this zone ranged from negligible (west of Shelford Road) to high (east of Hauxton Road) in terms of importance to the setting of the City. The land is open and exposed and is mainly on high, flat ground, which falls away slightly to the south towards the M11. There is a plateau area immediately to the west of Shelford Road that is less visible because of the landform. A few mature hedgerows dissect the area and create field boundaries. It is arable farmland. There are clear views in and out of the area.</p> <p>The land between the Addenbrooke's Road and the existing Trumpington edge, east of Hauxton Road, was released for housing development (Glebe Farm).</p> <p>The Addenbrooke's Road and the developed area bring the urban edge further into the rural landscape and closer to the M11 than at present, and will make the land between the M11 and the new urban edge more important to the setting of the City and to Green Belt. This is particularly true of a major part of the site that is situated on relatively higher and open land. The small area of land immediately to the west of Shelford Road is more discrete being slightly lower than the highest part of the area.</p>	r

<p>It should be noted that in considering the Cambridgeshire and Peterborough Minerals and Waste Local Development Framework (specific sites proposals) the Inspector stated that :- “The boundary of the urban area and of the adjoining Green Belt was an important consideration in drawing up the Cambridge Local Plan (July 2006)(CLP) [SSRepD1]. That shows The Addenbrookes Access Road forming a firm, hard boundary between the urban area of Cambridge and its rural surroundings to the South...” The intention that the road and the housing should form a new urban edge and provide an opportunity to improve the character and appearance of the interface between the City and countryside is clear from the Local Plan Inspector’s report. [SSRep D6]. The site allocation would take built development beyond the edge, directly at odds with that intention. There is no doubt in my mind about the purpose of identifying the boundary and of its importance to the objectives of the CLP. “</p> <p>The CLP (in its Vision and in parag 4.5) identifies compactness as one of the characteristics of the city. Policy 3/2 seeks to protect the setting of the city and the amenity of its urban edge. Together with the identification of a firm southern boundary to the urban area, this chimes with 2 of the 5 purposes of including land in the Green Belt listed in PPG2 <i>Green Belts</i> [R19]: <i>to check the unrestricted sprawl of large built-up areas and to assist in safeguarding the countryside from encroachment.</i> The land in question fulfils both purposes. “</p>	
In Area Flood Risk: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk).	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
<p>Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.</p>	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: The site is mainly intensively farmed arable land with the potential to support breeding farmland bird species such as Yellowhammer, Corn bunting, Linnet, Grey Partridge and Skylark, all of which are species of conservation concern. These species will forage and breed in the arable fields but most require the boundary hedgerows and ditch features for breeding. Brown hares are also present. Development proposals should seek to mitigate against loss of farmland by creating new lowland habitat for key species within the development. Farmland bird populations and brown hares may require off site mitigation.	a
Is the site Protected Industrial Land Policy B1c, B2, B8 use:	g

No	
Protected Trees on site: No. Pre-development tree survey required.	g
<p>Relevant Planning History: The 2006 Cambridge Local Plan covers this area and promoted the creation of a new urban edge to the north of this site.</p> <p>See Inspectors comments on both the Local Plan and Waste Plan on adjoining site 904 in relation to urban edge and openness of site respectively.</p> <p>Some of the Inspectors comments on Omission Site No.21 within SHLAA Site 904 would appear to be particularly relevant to this Site. The Inspector rejected Omission Site No. 21 partly because it would breach the line of the Addenbrooke's Road, and therefore would extend and add to the urban development to the south. In particular, the Inspector concluded that Addenbrooke's Road is the best boundary between the urban area and the Green Belt, and will provide a firm boundary across the extensive sector between Hauxton Road and Shelford Road.</p> <p>Adjoining site 904 was a proposed site for a Waste Recycling Centre in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010), but was rejected a recent examination. The Inspector commented; 'insofar as Cambridge has kept its historic clear distinction between the city and the flat rural area which provides its setting, and sought to maintain this by the firm boundary defined in the Cambridge Local Plan and on the ground, the proposed facility would be contrary to that Green Belt purpose and to the broad objectives of PPS5.' The Inspector added, 'whether openness is defined by reference to absence of development or exposure to view, it would be significantly reduced by the facility proposed. The Councils acknowledge that the location is sensitive, with the landscape visual assessment rating the landscape character sensitivity as being medium/high, though this may be an under-estimate as it took no account of the impact on the proposed housing to the north.'</p> <p>No relevant planning applications for residential use.</p>	a
<p>Level 2 Conclusion: The Development of this site would breach the line of the Addenbrooke's Road and therefore would extend the urban development to the south. The openness of site and prominence of the views will add to the impact.</p> <p>In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.</p>	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
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ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? Major Development Environmental Impact Assessment required to assess site for contamination as a result of historic usage.	a
Any potential noise problems? Hard on the M11 and trunk road into Cambridge. Noise survey essential . It may not be suitable at all for housing due to this constraint or noise mitigation could involve landscaped bunds, physical barriers, site layout and use of specially designed dwellings.	a
Could topography constrain development? The land is open, exposed and fairly flat. There is a plateau area immediately to the west of Shelford Road which falls away slightly to the southwest towards the M11.	g
Affected by Air Quality Management Area? Major Development Environmental Impact Assessment required to assess likely major transport impact. Outside the Air Quality Management Area but air quality assessment required.	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.	g
<p>Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years) which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme.</p> <p>This site is likely to be closely related to M11 at J11, but does have good public transport links to the City Centre and beyond. As such the site would warrant a robust transport assessment before the Highways Agency could come to a definitive view.</p> <p>County Highways: This proposed site is for around 2,500 dwellings (350 in City and 2,150 in South Cambs). Based on the trip rates in the Southern Corridor Area Transport Plan this could generate around 21,250 daily all mode trips. The impact on the M11 junction will need to be investigated and modelled and there may be some infrastructure requirements to mitigate the impact of the development. The Highways Agency will also need to have input on this assessment due to the proximity of the M11.</p> <p>A full Transport Assessment and Residential Travel Plan will be required for this development and should look at the trip impact on the surrounding area including junction modelling to assess capacity issues. Improvements for accessibility by walking, cycling and public transport will also be required. NB: County is currently updating the trip rate formulas.</p> <p>This site has the potential for reducing the need for travel and also has good links to jobs, particularly at Addenbrooke's. The site is</p>	a

<p>fairly sustainable being close to the city centre with good access to the Cambridge Guided Bus.</p> <p>Access to the site should not be onto Hauxton Road. If access was to be gained off the Addenbrooke's Road or Great Shelford Road then consideration should be given to any existing accesses and signals.</p> <p>Should the number of dwellings get close to 3,000 then a third access may be required. Improvements to the Addenbrooke's Road southern junction may be required. The impact of the development upon the accident cluster site on Trumpington Road would need to be assessed along with proposals for any mitigation measures.</p> <p>S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.</p>	
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? Although close to the Trumpington Park & Ride service, and the citi 7 service, the site does not quite meet the definition of a high quality public transport service, as outlined in Policy (8/7) of the 2006 Local Plan. This may improve further with the increases in bus services to the Southern Fringe sites comes forward.	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: No	g
Site part of larger site or prejudice strategic site development? This site is part of a larger site of 168 hectares that has been promoted for development through the South Cambs SHLAA 'Call for Sites' process (145 hectares in South Cambs) as an urban extension to Cambridge comprises 2500 dwellings, employment, local centre, community facilities, outdoor leisure and recreation uses, and public open space. The site also sits alongside City SHLAA Site 904. It appears that access could and might be required through this site or Site 904 to enable development on the South Cambs Site SC105, although other accesses may be derived off Shelford Road.	a
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains⁹? National Grid Reference: 544390 253700. Cropmarked remains of later prehistoric settlement to immediate southeast (Monuments in Cambridge - MCB11465). Roughly 700m west of designated site (Scheduled Monument CB 57 - Roman villa complex at White Hill Farm). Another designated site is approx. 600m to the south: CB58 - multi-period settlement remains north of hauxton (prehistoric to medieval). Iron Age settlement remains excavated at Glebe Farm to north (MCBs 19447-8, 19445). A programme of archaeological works should be undertaken prior to the submission of any planning application.	a
Site shape impacts on developability? No, unless key parts of the site can not be developed for other considerations.	g
Sites integration with existing communities: Development could feel	a

⁹ MCB is the CHER (Cambridgeshire Historic Environment Record)

quite isolated from existing communities, although any issues could be overcome with good urban design, good connectivity with new development at Glebe Farm, and other adjacent potentially developable land (Site 904) and in South Cambs (Site SC105), and appropriate community provision to aid integration.	
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: No. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	a
Site within 400m of Doctors Surgery:	No
Site within 400m of Nursery School:	No
Site within 400m of Primary School	No
Site within 400m of Secondary School:	No
Site within 400m of public open space:	No
Use of site associated with a community facility: No	g

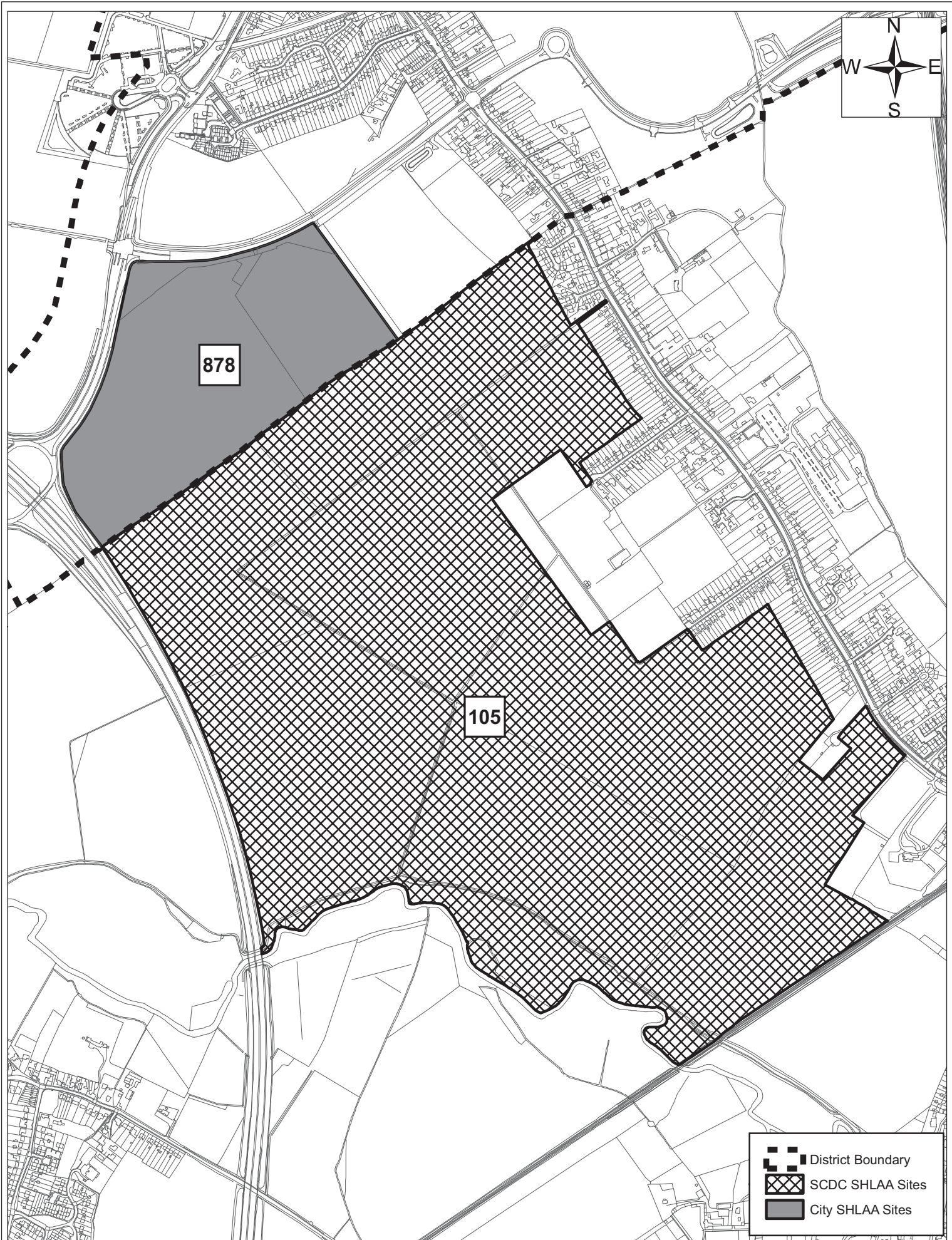
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? Yes, the site is within the Southern Fringe Area of Major Change.	g
Will development be on previously developed land? No	a
Is site identified in the Council's Employment Land Review? Yes - The site was submitted as a possible new employment location for the Employment Land Review. It was however rejected as being unsuitable for new employment.	g
OTHER CONSIDERATIONS	
<p>Any other constraints on site? Rights of Way: There are no Public Rights of Way within the site.</p> <p>Utilities: Improved utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.</p> <p>Townscape Comments – Wider Area: The location would “break” the established southern boundary of the city created through 2006 Local Plan site releases (and as recently up held by independent Inspector through the County Minerals & Waste Plan). Depending on the size of development the location could require a number of different access points. Access from Addenbrookes Road, likely opposite that access created for Glebe Farm, would be necessary for the northeastern part of the location. A larger north western part of the area would require a minimum of two access points, one from Addenbrookes Road and one from Hauxton Road. Access from Hauxton Road may not be acceptable to the County or Highways Agency. Significant noise (and possibly) air quality measures would be required to mitigate the impacts from the M11. A larger southern location would require access from Shelford Road, and significant noise (and possibly) air quality measures would be required to mitigate the impacts from the M11. The size of the site would “read” as a very significant extension to the city similar to the scale/area of Clay Farm. Any development here would have a strong relationship with other new and existing development along the southern fringe.</p> <p>Townscape Comments – Site Specific: Site 878 would require a minimum of two access points, one from Addenbrookes Road and one from Hauxton Road. Access from Hauxton Road may not be acceptable to the County or Highways Agency. Significant noise (and possibly) air quality measures would be required to mitigate the impacts from the M11.</p>	a
<p>Level 3 Conclusion: Development of this site will need to address a range of issues including contamination, noise, air quality, access and other transport considerations, other related development sites, potential archaeological implications, integration with existing communities, appropriate provision of local facilities, the fact the site is not Previously Developed Land, utilities improvement, and wider urban design and townscape considerations.</p>	

Overall Conclusions:

The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.




Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.

The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.



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105

	District Boundary
	SCDC SHLAA Sites
	City SHLAA Sites



Site 878, Site 105
Page 508

Date:	8th December 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:10,000

SHLAA SITES 2012

Site ID: Site 904

Site Name: Land South of Addenbrookes Access Road

Ward: Trumpington

Site Area in Hectares: 9.22

Number of Units (constrained):

Owner: Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Agriculture	g
Buildings in use: None	g
Any legal issues: Not known	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The site lies in Zone 7. The 2002 Study and the 2012 appraisal found that areas within this zone ranged from negligible (west of Shelford Road) to high (east of Hauxton Road) in terms of importance to the setting of the City. The land is open and exposed and is mainly on high, flat ground, which falls away slightly to the south towards the M11. There is a plateau area immediately to the west of Shelford Road that is less visible because of the landform. A few mature hedgerows dissect the area and create field boundaries. It is arable farmland. There are clear views in and out of the area.</p> <p>The land between the Addenbrooke's Road and the existing Trumpington edge, east of Hauxton Road, was released for housing development (Glebe Farm).</p> <p>The Addenbrooke's Road and the developed area bring the urban edge further into the rural landscape and closer to the M11 than at present, and will make the land between the M11 and the new urban edge more important to the setting of the City and to Green Belt. This is particularly true of a major part of the site that is situated on relatively higher and open land. The small area of land immediately to the west of Shelford Road is more discrete being slightly lower than the highest part of the area.</p>	r

<p>It should be noted that in considering the Cambridgeshire and Peterborough Minerals and Waste Local Development Framework (specific sites proposals) the Inspector stated that :-</p> <p>“The boundary of the urban area and of the adjoining Green Belt was an important consideration in drawing up the Cambridge Local Plan (July 2006)(CLP) [SSRepD1]. That shows The Addenbrookes Access Road forming a firm, hard boundary between the urban area of Cambridge and its rural surroundings to the South...” The intention that the road and the housing should form a new urban edge and provide an opportunity to improve the character and appearance of the interface between the City and countryside is clear from the Local Plan Inspector’s report. [SSRep D6]. The site allocation would take built development beyond the edge, directly at odds with that intention. There is no doubt in my mind about the purpose of identifying the boundary and of its importance to the objectives of the CLP. “</p> <p>The CLP (in its Vision and in parag 4.5) identifies compactness as one of the characteristics of the city. Policy 3/2 seeks to protect the setting of the city and the amenity of its urban edge. Together with the identification of a firm southern boundary to the urban area, this chimes with 2 of the 5 purposes of including land in the Green Belt listed in PPG2 <i>Green Belts</i> [R19]: <i>to check the unrestricted sprawl of large built-up areas and to assist in safeguarding the countryside from encroachment.</i> The land in question fulfils both purposes. “</p>	
In Area Flood Risk: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk).	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: The site is mainly intensively farmed arable land with the potential to support breeding farmland bird species such as Yellowhammer, Corn bunting, Linnet, Grey Partridge and Skylark, all of which are species of conservation concern. These species will forage and breed in the arable fields but most require the boundary hedgerows and ditch features for breeding. Brown hares are also present. Development proposals should seek to mitigate against loss of farmland by creating new lowland habitat for key species within the development. Farmland bird populations and brown hares may require off site mitigation.	a
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g

<p>Protected Trees on site: None on site, but some close to the eastern boundary.</p>	g
<p>Relevant Planning History: The Cambridge Local Plan 2006 covers this area and promoted the creation of a new urban edge to the north of this site.</p> <p>Cambridge Local Plan Inspectors Report 2006: Omission Site No.21 - Field to West of Properties Fronting Shelford Road (small site on eastern edge of Site 904) - The Inspector noted the site might have some sustainability advantages as near to village, but opposed it due to it breaching the line of the Addenbrooke's Road, and therefore would extend and add to the urban development to the south. In particular, concluded the Addenbrooke's Road is the best boundary between the urban area and the Green Belt, and will provide a firm boundary across the extensive sector between Hauxton Road and Shelford Road.</p> <p>This was a proposed site for a Waste Recycling Centre in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Development Plan Document Submission Plan (Submitted July 2010), but was rejected a recent examination. The Inspector commented; 'insofar as Cambridge has kept its historic clear distinction between the city and the flat rural area which provides its setting, and sought to maintain this by the firm boundary defined in the Cambridge Local Plan and on the ground, the proposed facility would be contrary to that Green Belt purpose and to the broad objectives of PPS5.' The Inspector added, 'whether openness is defined by reference to absence of development or exposure to view, it would be significantly reduced by the facility proposed. The Councils acknowledge that the location is sensitive, with the landscape visual assessment rating the landscape character sensitivity as being medium/high, though this may be an under-estimate as it took no account of the impact on the proposed housing to the north.'</p> <p>No relevant planning applications for residential use.</p>	a
<p>Level 2 Conclusion: The Development of this site would breach the line of the Addenbrooke's Road and therefore would extend the urban development to the south. The openness of site and prominence of the views will add to the impact.</p> <p>In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.</p>	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

<p>SITE ASSESSMENT CRITERIA</p>	<p>SCORE (GREEN, AMBER, RED)</p>
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ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No issues	g
Any potential noise problems? Frontage will be the noisiest part of the site from the road. Noise assessment and potential noise mitigation needed.	a
Could topography constrain development? The land is open, exposed and fairly flat. There is a plateau area on the western side of the site which falls away slightly to the east towards Shelford Road.	g
Affected by Air Quality Management Area? Outside the Air Quality Management Areas. Will require Air Quality Assessment due to size.	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.	g
<p>Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years) which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme.</p> <p>This site is likely to be closely related to M11 at J11, but does have good public transport links to the City Centre and beyond. As such the site would warrant a robust transport assessment before the Highways Agency could come to a definitive view.</p> <p>County Highways: This proposed site is for around 250 dwellings (all in the City). Based on the trip rates in the Southern Corridor Area Transport Plan this could generate around 2,125 daily all mode trips. The impact on the M11 junction will need to be investigated and modelled and there may be some infrastructure requirements to mitigate the impact of the development.</p> <p>A full Transport Assessment and Residential Travel Plan will be required for this development and should look at the trip impact on the surrounding area including junction modelling to assess capacity issues. Improvements for accessibility by walking, cycling and public transport will also be required. NB: County is currently updating the trip rate formulas.</p> <p>This site has the potential for reducing the need for travel and also has good links to jobs, particularly at Addenbrookes hospital. The site is fairly sustainable being close to the city centre with good access to the Cambridge Guided Bus.</p> <p>Access to the site should not be onto Hauxton Road. If access was to be gained off the Addenbrooke's Road or Great Shelford Road then consideration should be given to any existing accesses and signals.</p> <p>Should the number of new dwellings in the wider area get close to 3,000 then a third access may be required. In proximity to the</p>	a

<p>Addenbrooke's Road southern junction may be required. The impact of the development upon the accident cluster site on Trumpington Road would need to be assessed along with proposals for any mitigation measures.</p> <p>S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.</p>	
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? Although close to A10 route, the site does not meet the definition of a high quality public transport service, as outlined in Policy (8/7) of the 2006 Local Plan. This may improve further with the increases in bus services to the southern fringe sites comes forward.	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: Yes, there are potential overlooking issues with respect to the properties alongside the north-eastern boundary which front onto Shelford Road and back onto this site.	a
Site part of larger site or prejudice strategic site development? Adjacent to a much larger site of 168 hectares that has been promoted for development through the South Cambs SHLAA 'Call for Sites' process (23 hectares in Cambridge City (Site 878) and 145 hectares in South Cambs (SC105)). The larger site is proposed as an urban extension to Cambridge comprising 2,500 dwellings, employment, local centre, community facilities, outdoor leisure and recreation uses, and public open space. It appears that access could be required through this site or Site 878 to enable development on the South Cambs Site SC105, although other accesses may be derived off Shelford Road.	a
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains¹⁰? National Grid Reference: 544860 253940. Cropmarked remains of later prehistoric settlement to immediate south (Monuments in Cambridge - MCB11465). Roughly 500m west of designated site (Scheduled Monument CB 57 - Roman villa complex at White Hill Farm). Iron Age settlement remains excavated at Glebe Farm to north (MCBs 19447-8, 19445). A programme of archaeological works should be undertaken prior to the submission of any planning application.	a
Site shape impacts on developability? No, unless key parts of the site can not be developed for other considerations.	g
Sites integration with existing communities: Development could feel quite isolated from existing communities, although any issues could be overcome with good urban design, good connectivity with existing properties on Shelford Road, new development at Glebe Farm, and other adjacent potentially developable land (Site 878) and Site SC105 in South Cambs District Council, and appropriate community provision to aid integration.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a

¹⁰ MCB is the CHER (Cambridgeshire Historic Environment Record)

Site within 400m of Local Centre: No. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	a
Site within 400m of Doctors Surgery:	No
Site within 400m of Nursery School:	No
Site within 400m of Primary School	No
Site within 400m of Secondary School:	No
Site within 400m of public open space:	No
Use of site associated with a community facility: No	g
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? Yes, the site is within the Southern Fringe Area of Major Change.	g
Will development be on previously developed land? No	a
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
<p>Any other constraints on site? Rights of Way: There are no Public Rights of Way within the site.</p> <p>Utilities: Improved utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.</p> <p>Townscape Comments – Wider Area: The location would “break” the established southern boundary of the city created through 2006 Local Plan site releases (and as recently up held by independent Inspector through the County Minerals & Waste Plan). Depending on the size of development the location could require a number of different access points. Access from Addenbrookes Road, likely opposite that access created for Glebe Farm, would be necessary for the northeastern part of the location. A larger north western part of the area would require a minimum of two access points, one from Addenbrookes Road and one from Hauxton Road. Access from Hauxton Road may not be acceptable to the County or Highways Agency. Significant noise (and possibly) air quality measures would required to mitigate the impacts from the M11. A larger southern location would require access from Shelford Road, and significant noise (and possibly) air quality measures would be required to mitigate the impacts from the M11. The size of the site would “read” as a very significant extension to the city similar to the scale/area of Clay Farm. Any development here would have a strong relationship with other new and existing development along the southern fringe.</p> <p>Townscape Comments – Site Specific: Site 904 would require direct access from Addenbrookes Road, likely opposite that access created for Glebe Farm. The site would likely require a simple grid pattern of development with landscaped edges/buffers to the east and north boundaries. Any development would need to be considered in the context of possible initial or future inclusion of site 878 (and possibly SC105 in South Cambs).</p>	a

Level 3 Conclusion:

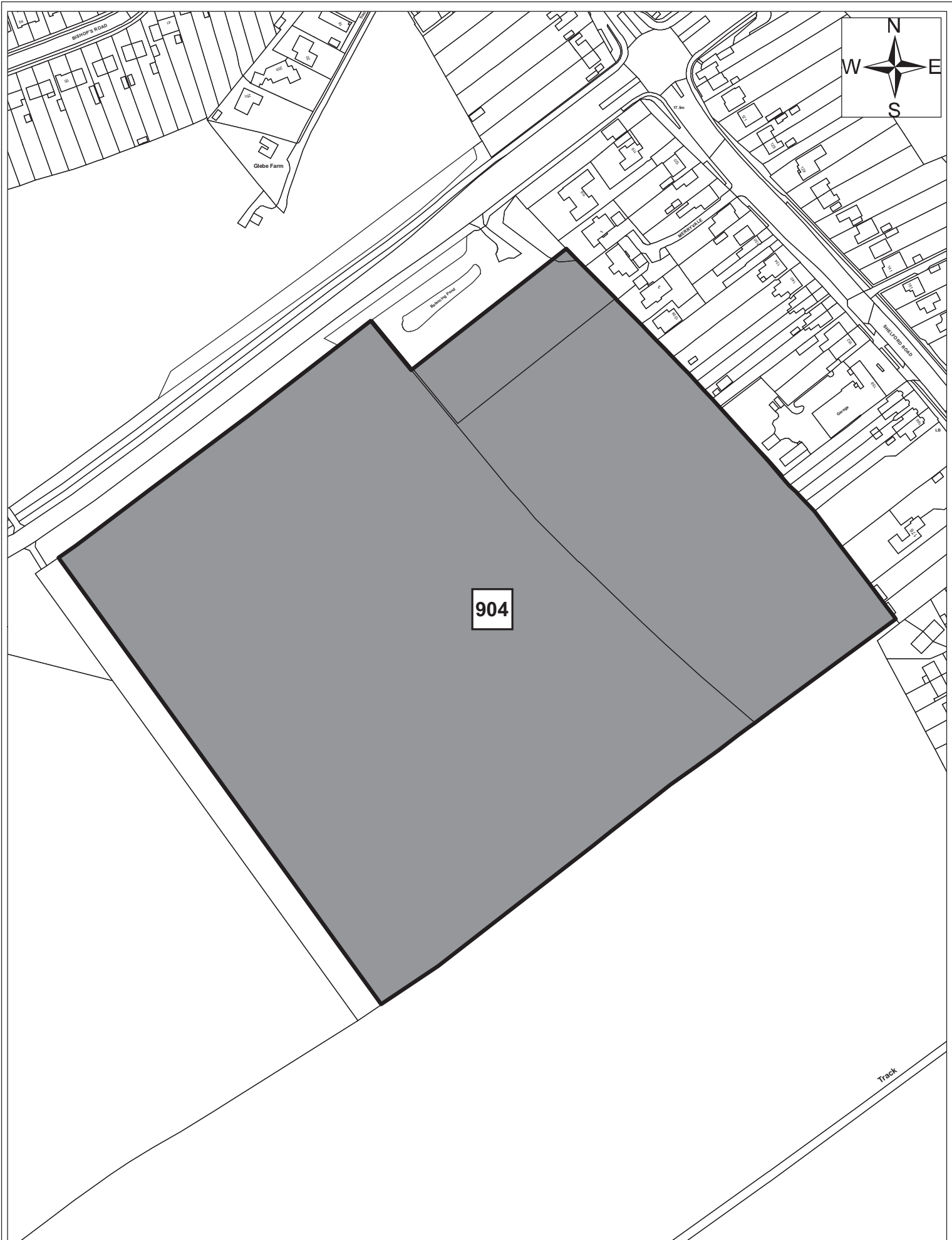
Development of this site will need to address a range of issues including noise, air quality, access and other transport considerations, overlooking, other related development sites, potential archaeological implications, integration with existing communities, appropriate provision of local facilities, the fact the site is not previously developed land, utilities improvement, and wider urban design and townscape considerations.

Overall Conclusions:

The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.

Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.

The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.



Site 904
Page 516

Date:	25th November 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:2,500

SHLAA SITES 2012

Site ID: Site 914a

Site Name: Land West Of Hauxton Road- Residential Option

Ward: Trumpington

Site Area in Hectares: 4.65

Number of Units (constrained):

Owner: Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Agriculture	g
Buildings in use: None	g
Any legal issues: Not known	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The site lies in Zone 8. The 2002 Study and the 2012 appraisal found that all areas within this zone were of medium/high – high importance to the setting of the City and high importance in terms of Green Belt purposes.</p> <p>Much of the zone is open and on a south facing slope flattening on higher ground towards Trumpington village. The area has distant views to and from the surrounding high ground to the southwest (Haslingfield). Views towards the City reveal that Trumpington church tower can clearly be seen. Parts of the zone are Defining Character to Cambridge.</p> <p>The adjoining areas outside the City administration boundary were released from Green Belt and the area inside the City boundary was retained as Green Belt. The outline permission for Trumpington Meadows remains mainly on the flat higher ground adjacent to the existing village, but does extend partially down the slope southwest towards the M11.</p> <p>As with other zones which expand the City edge further into the countryside and moving it closer to a major transport route (M11), it will result in the urban area being more visible than it is at present. In turn this will make the land between the M11 and the urban edge more important to the setting of the City and to Green Belt.</p>	r

In Area Flood Risk: The location lies entirely within Flood Risk Zone 1 (the lowest level of river flood risk).	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No, but there is a Scheduled Monument (Romano British settlement) to the north west.	a
Affect Historic Park & Garden: No	g
Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria: No	g
Local Nature Conservation importance: Arable land. Any development should seek to mitigate against loss of farmland by creating new lowland habitat for key species. Farmland bird populations may require off site mitigation.	a
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No	g
Protected Trees on site: No	g
Relevant Planning History: The 2006 Cambridge Local Plan covers this area and promoted the creation of a new urban edge to the north of this site. The South Cambs Cambridge Southern Fringe Area Action Plan 2008 affects the adjoining land in South Cambridgeshire. The site has been the subject of over 50 planning applications, but most of these relate to the Trumpington Meadows development to the north. The first major applications were from Trumpington Meadowlands Co Ltd in 2006 and 2008 for 600 approx dwellings which subsequently received outline planning permission and is currently under construction. The 2008 permission is actually part of a much larger site that extends to the north and includes the land around the John Lewis distribution centre, and land in South Cambs District Council.	a
Level 2 Conclusion: The Development of this site would breach the proposed new urban edge that was designed as part of the Cambridge Local Plan 2006 to enhance the setting of the city in this area. This is being implemented through the Trumpington Meadows development to the north with the intention that this site would remain as Green Belt with an open aspect and view across to the new urban boundary. In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
ENVIRONMENTAL CONSIDERATIONS	
<p>Is there potential contamination on site? Major Development Environmental Impact Assessment required to assess site for contamination as a result of historic usage.</p>	a
<p>Any potential noise problems? Hard on the M11 and trunk road into Cambridge. Noise survey essential. It may not be suitable at all for housing due to this constraint or noise mitigation could involve landscaped bunds, physical barriers, site layout and use of specially designed dwellings.</p>	a
<p>Could topography constrain development? Arable land without hedges which gently rises towards Hauxton Road to the east.</p>	g
<p>Affected by Air Quality Management Area? Major Development Environmental Impact Assessment required likely major transport impact. Air quality assessment required. Outside the Air Quality Management Areas.</p>	a
ACCESS & TRANSPORT CONSIDERATIONS	
<p>Issues with car parking in local area: The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.</p>	g
<p>Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years) which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme.</p> <p>This site is likely to be closely related to M11 at J11, but does have good public transport links to the City Centre and beyond. As such the site would warrant a robust transport assessment before the Highways Agency could come to a definitive view.</p> <p>County Highways: This proposed site is for around 500 dwellings (80 in City and 420 in South Cambs). Based on the trip rates in the Southern Corridor Area Transport Plan this could generate around 4,250 all mode daily trips. It is not clear where the access would be for the development. Access on to Hauxton Road would not be permitted. The M11 junction would need to be modelled to ensure it can accommodate any additional impact and the Highways Agency would need to be included in any proposals.</p> <p>A full Transport Assessment would be required to accompany any application including a Residential Travel Plan and junction modelling of the area to assess the network capacity. Any application will need to demonstrate that the southern access onto the Addenbrooke's Road can accommodate the additional traffic. The impact of the development upon the accident cluster site on Trumpington Road would need to be assessed along with proposals for any mitigation measures.</p>	a

<p>There are strategic public transport routes operating in this area so any additional delay will need to consider the impact on the bus journey times and along with the additional impact on the capacity of the bus services. Any development will need to prove that access can be gained through the Trumpington Meadows development. NB: County is currently updating the trip rate formulas.</p> <p>S106 contributions and mitigation measures will be required where appropriate. Any Cambridge Area Transport Strategy or other plans will also need to be taken into account.</p>	
Does the site provide access to other properties/highway? No	g
Within 400m of high quality public transport route? The site does not meet the Local Plan (Policy 8/7) definition of high quality public transport despite being within 400m of the Trumpington Park & Ride site.	a
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site: The approved Trumpington Meadows development to the north may raise overlooking issues.	a
Site part of larger site or prejudice strategic site development? The site is part of a much larger proposed site which includes land to the northwest in South Cambs SHLAA (SC68). Access might therefore be required through this site to SC68. However, it is not clear where the access would be for the development. The County Highways Agency have advised that access on to Hauxton Road would not be permitted. It may be possible to access/service development off the primary street through Trumpington Meadows. Some initial advice also suggests the northern and southern junctions onto Hauxton Road might, if necessary, be modified to provide sufficient capacity to accommodate the additional development.	a
Development would impact on setting of listed building: No	g
Site in or adjacent to Conservation Area: No	g
Development affect any Locally Listed Buildings? No	g
Development affects archaeological remains¹¹? National Grid Reference: 544070 253720. Prehistoric landscape. Neolithic settlement and ritual remains found in Trumpington Meadows development to immediate north (Monuments in Cambridge - MCB18001). Early to Middle Iron Age settlement remains found on the Addenbrookes Link Rd to north-east (MCB17986. Later Iron Age settlement remains found at Glebe farm (MCB19449). A programme of archaeological works should be undertaken prior to the submission of any planning application.	a
Site shape impacts on developability? No, unless key parts of the site can not be developed for other considerations.	g
Sites integration with existing communities: Development could feel quite isolated from existing communities, although any issues could be overcome with good urban design, good connectivity with Trumpington Meadows and other potentially developable land in South Cambs District Council, and appropriate community provision to aid integration.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a

¹¹ MCB is the CHER (Cambridgeshire Historic Environment Record)

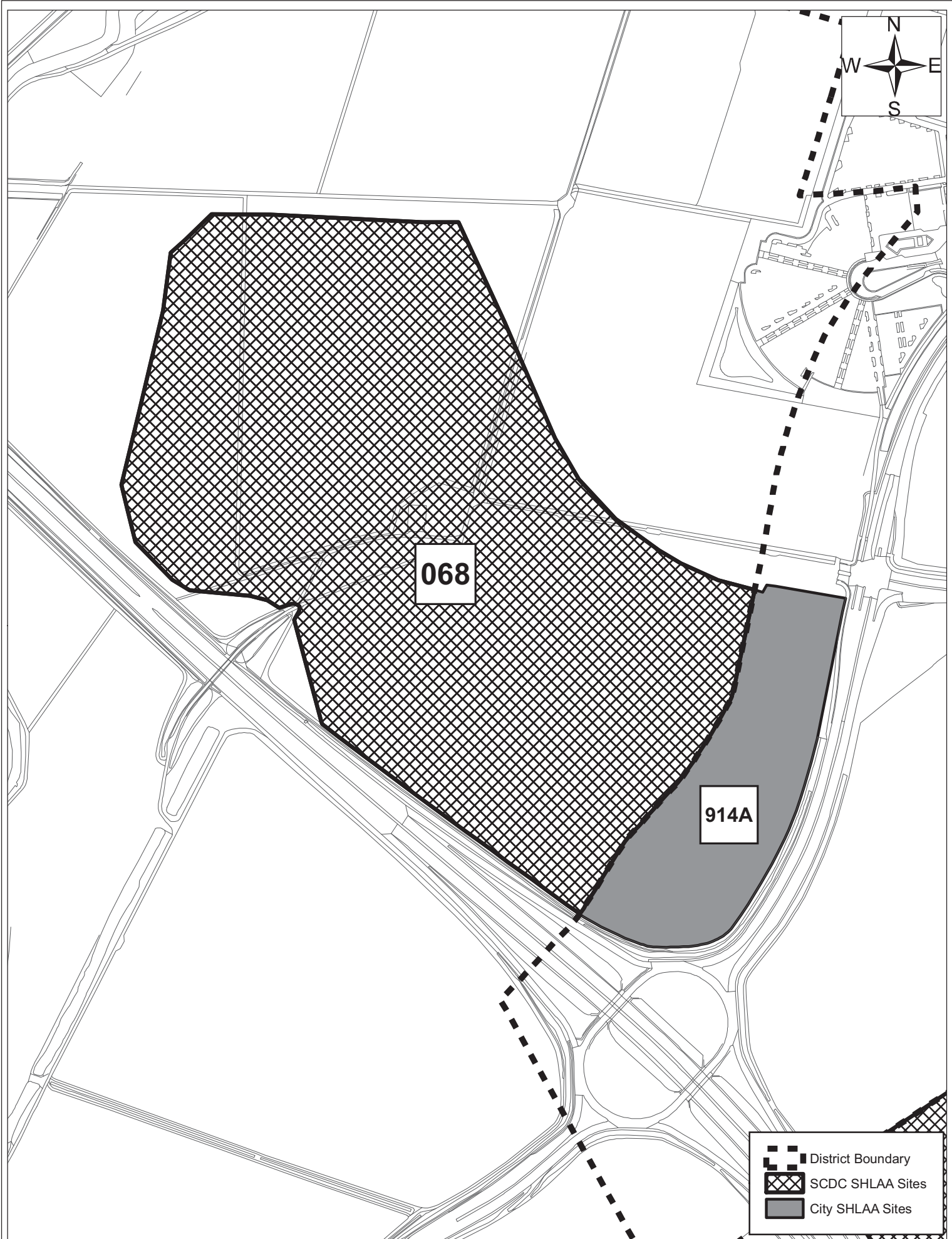
Site within 400m of Local Centre: No. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	a
Site within 400m of Doctors Surgery: no	a
Site within 400m of Nursery School: no	a
Site within 400m of Primary School: no	a
Site within 400m of Secondary School: no	a
Site within 400m of public open space: no	a
Use of site associated with a community facility: No	g
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? Yes, the site is within the Southern Fringe Area of Major Change.	g
Will development be on previously developed land? No	a
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
<p>Any other constraints on site?</p> <p>Consultation Area: The site lies within the Lord's Bridge Consultation Area 1 (policy 8/15) which requires consultation on any applications involving industrial development or resulting in light pollution.</p> <p>Rights of Way: There are no Public Rights of Way within the site.</p> <p>Utilities: Improved utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.</p> <p>Townscape Comments: This site has a number of constraints and on its own would be difficult to develop given the need for a building set back from Hauxton Road, associated noise and air quality issues from M11, and difficulty of orientation of fronts and backs of plots. At the very most, depending on the required set back from Hauxton Road and the M11, only one or two long perimeter blocks are possible via access from the westerly termination of the Addenbrooke's Road. Resulting capacity likely to be lower if significant setbacks required from adjacent roads.</p> <p>The urban extension at Trumpington Meadows was agreed via the Cambridge Local Plan 2006 and South Cambs Southern Fringe Area Action Plan has been designed to form a distinctive urban edge and gateway to Cambridge and the meadows and farmland of this site are important as a setting to the city and to the development. Development here would bring housing significantly closer to the M11 by reducing the gap of approximately 380 metres by around half.</p>	a
<p>Level 3 Conclusion:</p> <p>Development of this site will need to address a range of issues including contamination, noise, air quality, access and other transport considerations, overlooking, other related development sites, potential archaeological implications, integration with existing communities, appropriate provision of local facilities, the fact the site is not Previously Developed Land, utilities improvement, and wider urban design and townscape considerations.</p>	




Overall Conclusions:

The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.

Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.

The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.



	District Boundary
	SCDC SHLAA Sites
	City SHLAA Sites



Site 914A, Site 068
Page 523

Date:	8th December 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:5,000

SHLAA SITES 2012

Site ID: Site 914b

Site Name: Land West Of Hauxton Road-Residential & Community Stadium Option

Ward: Trumpington

Site Area in Hectares: 0.00

Number of Units (constrained): 0

Owner: Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use:	
Buildings in use:	
Any legal issues:	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
In Green Belt:	
In Area Flood Risk:	
European Nature Conservation Site:	
SSSI:	
Involve Demolition Listed Building:	
Affect Scheduled Ancient Monument:	
Affect Historic Park & Garden:	
Level 1 Conclusion: Site 914b was not assessed because the proposals do not involve residential development on the section of this site within the City.	

Does the site warrant further assessment?

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site designated Protected Open Space or criteria:	
Local Nature Conservation importance:	
Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use:	
Protected Trees on site:	
Relevant Planning History:	
Level 2 Conclusion: Site 914b was not assessed because the proposals do not involve residential development on the section of this site within the City.	

Does the site warrant further assessment?

LEVEL 3: OTHER CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
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ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site?	
Any potential noise problems?	
Could topography constrain development?	
Affected by Air Quality Management Area?	
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area:	
Access meets highway standards:	
Does the site provide access to other properties/highway?	
Within 400m of high quality public transport route?	
DESIGN & IMPACT CONSIDERATIONS	
Nearby buildings overlook the site:	
Site part of larger site or prejudice strategic site development?	
Development would impact on setting of listed building:	
Site in or adjacent to Conservation Area:	
Development affect any Locally Listed Buildings?	
Development affects archaeological remains ¹² ?	
Site shape impacts on developability?	
Sites integration with existing communities:	
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre:	
Site within 400m of Local Centre:	
Site within 400m of Doctors Surgery:	
Site within 400m of Nursery School:	
Site within 400m of Primary School	
Site within 400m of Secondary School:	
Site within 400m of public open space:	
Use of site associated with a community facility:	
PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan?	
Is the site allocated in Minerals and Waste LDF?	
Is the site in an area of major change?	
Will development be on previously developed land?	
Is site identified in the Council's Employment Land Review?	
OTHER CONSIDERATIONS	
Any other constraints on site?	
Level 3 Conclusion: Site 914b was not assessed because the proposals do not involve residential development on the section of this site within the City.	

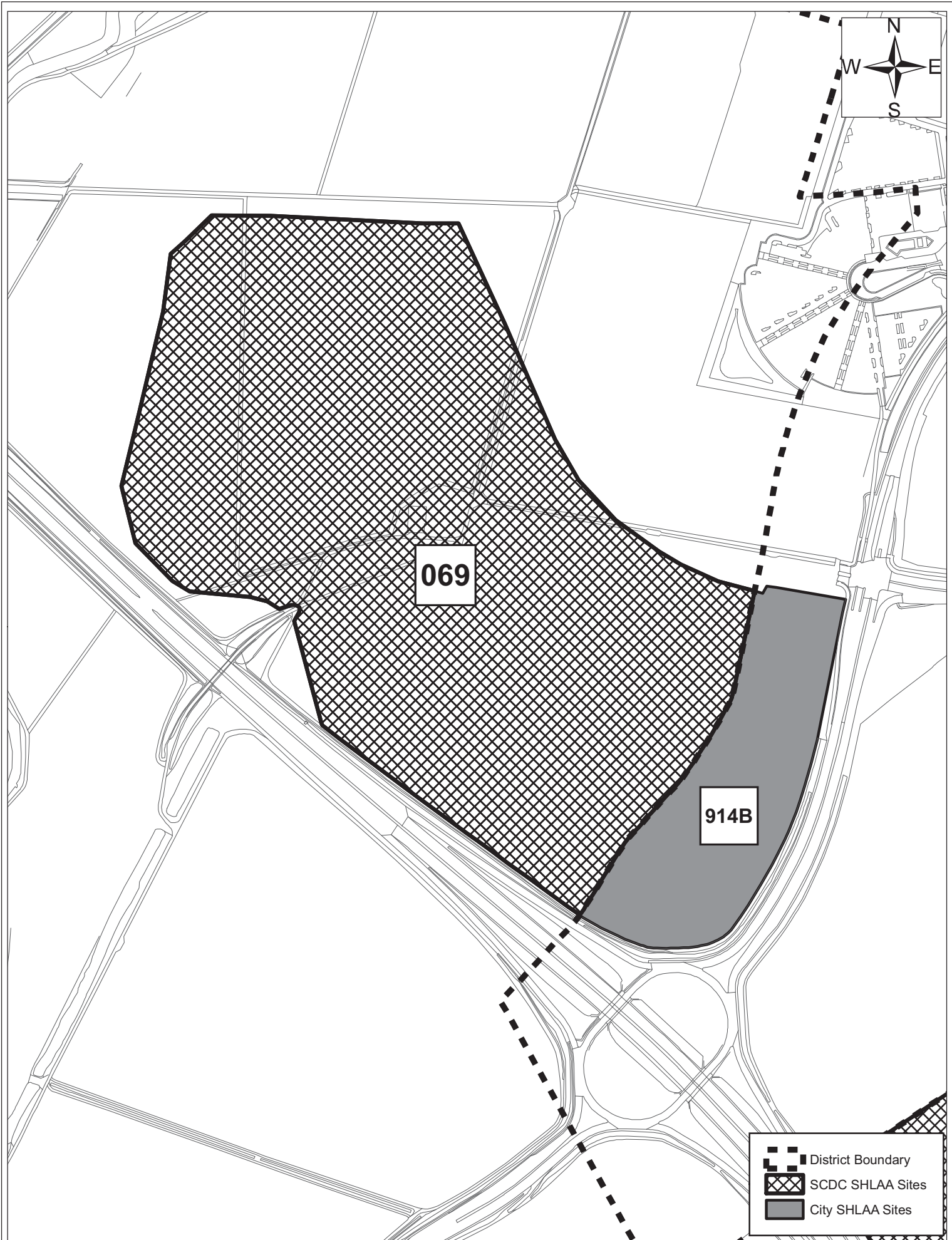
Overall Conclusions:




The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.

Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.

The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.

¹² MCB is the CHER (Cambridgeshire Historic Environment Record)



	District Boundary
	SCDC SHLAA Sites
	City SHLAA Sites



Site 914B, Site 069
Page 526

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Date:	8th December 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:5,000

SHLAA SITES 2012

Site ID: Site 924

Site Name: Land West of Trumpington Road

Ward: Trumpington

Site Area in Hectares: 45.30

Number of Units (constrained):

Owner: Owner known

AVAILABILITY

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
Site in use: Agriculture, Golf Course, Football Ground, and Playing Fields.	a
Buildings in use: Clubhouse, Sports Pavilions, and Residential Property	a
Any legal issues: Not known	

SUITABILITY

LEVEL 1: STRATEGIC CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>In Green Belt: Ten years ago, two studies were undertaken of the Green Belt surrounding Cambridge. These studies were the Cambridge City Council, 'Inner Green Belt Boundary Study' 2002 and the South Cambridgeshire District Council, 'Cambridge Green Belt Study' (prepared by Landscape Design Associates) 2002.</p> <p>Ten years on the Council has produced a 2012 appraisal of the inner Green Belt. This specifically reconsiders zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release.</p> <p>The sites lies in Zone 9. The 2002 Study and the 2012 appraisal found that all areas within this zone were of medium to very high importance to the setting of the City and medium to very high importance to Green Belt purposes.</p> <p>The majority of this zone is on flat farmland with some slight elevation to the north and south of the area. The land is mostly arable and divided into relatively small fields with managed hedgerows and ditches. Grantchester Village is located in the southern part of this zone. Also in the southern part of this zone is the river Cam and it associated river valley landscape. The elevated parts of the zone create small plateaus that are sometimes screened by their landform and by vegetation.</p> <p>Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield. The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.</p> <p>The land between the River Cam and Trumpington Road rises up gently from the river and includes sports and recreational uses as well as arable</p>	r

<p>land and tree cover. There is a mature tree belt within the site and along the River Cam, which forms its western boundary. On the opposite (western) side of the river lie Grantchester Meadows and village. There are some interrupted views over the river valley to the west.</p> <p>This part of the western edge provides separation between the City and Grantchester and is also part of the rural river corridor that reaches into and through the City. The river corridor is a Defining Character to Cambridge.</p> <p>This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City. All of these factors result in a landscape which very important to the setting of the City and for the purposes of Green Belt.</p>	
In Area Flood Risk: The location lies entirely within Flood Risk Zone 1 (the lowest level of risk).	g
European Nature Conservation Site: No	g
SSSI: No	g
Involve Demolition Listed Building: No	g
Affect Scheduled Ancient Monument: No	g
Affect Historic Park & Garden: No	g
<p>Level 1 Conclusion: The site is within the Cambridge Green Belt. It is not the role of the Strategic Housing Land Availability Study to determine if land should be released from the Green Belt.</p>	

Does the site warrant further assessment? Yes

LEVEL 2: SIGNIFICANT LOCAL CONSIDERATIONS

SITE ASSESSMENT CRITERIA	SCORE (GREEN, AMBER, RED)
<p>Site designated Protected Open Space or criteria: Yes, the northern portion of the site has various protected open space areas including the Leys and St.Faiths School playing field, the Cambridge Football Stadium (outdoor sports facilities), and the Cambridge Lakes Golf Course.</p>	r
<p>Local Nature Conservation importance: The majority of the site is currently arable land with the key ecological features associated with the field boundaries i.e hedgerows, drainage ditches and tree belts. As with much of the arable land surrounding the City it is likely to still support good populations of farmland birds such as skylark and grey partridge, as well as Brown Hares. The existing Green belt designation offers protection of this green corridor heading into the City that includes many sites designated for Nature Conservation including the River Cam County Wildlife Site, Paradise Local Nature Reserve, Perse Girl School Reedbed (with associated heronry) and Coe Fen County Wildlife Sites. I understand the farmland between the proposed site and the river has recently been brought into 'Higher level Stewardship' by the landowner to benefit nesting wading birds. Such species require low disturbance, especially from dogs and could adversely effected by any changes to the hydrology of the site. Any development proposals should seek to mitigate against loss of farmland by creating new lowland habitat for key species. Farmland bird populations may require off site mitigation.</p> <p>The mature tree belt along Trumpington</p>	a

<p>Is the site Protected Industrial Land Policy P7/3 or in B1c, B2, B8 use: No</p>	g
<p>Protected Trees on site: Yes, there is a Tree Preservation Order on a tree just within the northern boundary of the site plus there also appears to be further lines of protected trees on the north-west boundary of the site, alongside Trumpington Road, and along the field boundary between the Leys and St.Faiths School playing field and the Cambridge Football Stadium. Pre-development tree survey to British Standard 5837 may be required.</p>	a
<p>Relevant Planning History: Land West of Trumpington Road was identified in the Cambridgeshire and Peterborough Structure Plan 2003 as an area to be assessed through the Cambridge Local Plan for its suitability for Housing.</p> <p>The Cambridge Local Plan 2006 Inspector rejected this area on the grounds that the investigation undertaken by Landscape Design Associates in response to the Structure Plan concern about this land indicated that it was not suitable for development. The Landscape Design Associates study concluded that there was no case for a Green Belt release in this location as it provided an attractive well managed rural setting to the historic core; the green approach along Trumpington Road is an important quality of the setting; the green gap between Trumpington and the urban gateway at Brooklands Avenue contributes positively to the perception of Cambridge as a compact City; urbanisation of this green approach would increase the perception that Great Shelford is part of the urban mass of Cambridge; the land provides a rural gap between Trumpington and the historic core. There are only certain areas of land within the location, which in visual terms could be developed without harming publically accessible views. The playing field and golf course contribute to the quality of the landscape setting.</p>	a
<p>Level 2 Conclusion: A significant part at the northern end of the Site is a designated area of protected open space and although this would not render the site undevelopable it is contrary to Local Plan (2006) policy 4/2 Protection of Open Space. Any loss would need to be satisfactorily replaced in an equally accessible location and the site lost to development is not important for environmental reasons.</p> <p>The Cambridge Local Plan 2006 rejected this area on the grounds of not being suitable for development.</p> <p>In addition, if development was to proceed it will need to take account of the ecological value of the site and the wider area. This should be protected and enhanced as part of any development scheme and links to the network of ecological sites, and the impacts of wildlife in particular should be mitigated.</p>	

Does the site warrant further assessment? Yes

LEVEL 3: OTHER CONSIDERATIONS

<p>SITE ASSESSMENT CRITERIA</p>	<p>SCORE (GREEN, AMBER, RED)</p>
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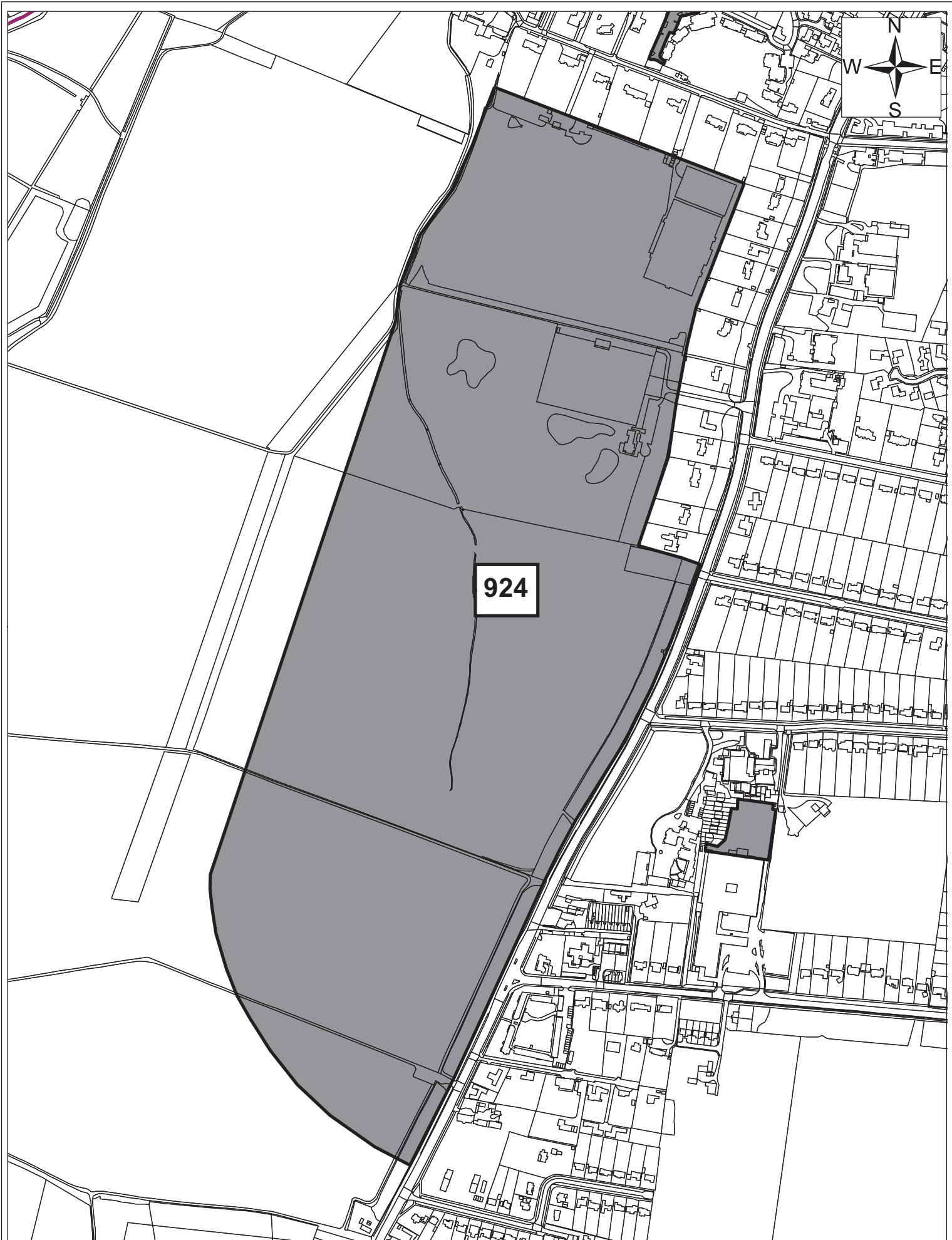
ENVIRONMENTAL CONSIDERATIONS	
Is there potential contamination on site? No significant issues	g
Any potential noise problems? No major noise sources affecting this site.	g
Could topography constrain development? The location is fairly flat and has some sports and recreational uses (including a football ground, golf course and playing fields) at the northern end and open arable land to the south. The area has a mature tree belt alongside Trumpington Road and several tree belts within the wider area. There are also woodland areas to the south, which are historically associated with Trumpington Hall. The western part of the area falls away to form the eastern slope of the River Cam valley. On the opposite side of the river valley are Granchester Meadows and village. There is a noticeable, central ridge of land running north/south, which provides some interrupted views over the river valley to the west.	a
Affected by Air Quality Management Area? Major Development Environmental Impact Assessment required to assess likely major transport impact. Outside the Air Quality Management Area but air quality assessment required.	a
ACCESS & TRANSPORT CONSIDERATIONS	
Issues with car parking in local area: The site is not within the Cambridge controlled parking zone. Car parking will be an important design consideration for any new development and may then generate issues for further consideration.	g
<p>Access meets highway standards: Highways Agency: As it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. There are proposed minor improvements to the A14 in the short term (within 2 years), which are expected to release a limited amount of capacity, however the nature and scale of these are yet to be determined. The Department for Transport are also carrying out a study looking at improving things longer term, in the wake of the withdrawn Ellington to Fen Ditton Scheme.</p> <p>This site is very well related to the City Centre, but could also be attractive for M11 J12. It could result in adverse impacts upon the Strategic Road Network so we would require a robust assessment to confirm this before coming to a definitive view.</p> <p>County Highways: Size of development not specified. Site on Southern edge of Cambridge. Requirement for transport modelling using the Cambridge Sub-Regional Model (CSRM to consider wider strategic impact). Full Transport Assessment (TA) and Travel Plans (TP) for residential, schools and employment sites required. Cambridgeshire Local Transport Plan 3, Cambridge Area Transport Strategy and Southern Corridor Area Transport Plan will need to be taken into account. Potential impact on M11 Junctions. No direct rail access, but connection to Cambridge Station via extended Guided Busway or enhanced local bus services likely to be required. Opportunities to enhance walking and cycling routes between the site and Cambridge city centre, Addenbrookes Hospital and other key facilities. Provision required for Cambridge Orbital Cycle Route. Opportunities to develop and enhance bus services connecting to</p>	a

<p>Cambridge city centre, the railway station and other key destinations – using CGB where possible.</p> <p>Potential requirement to enhance Trumpington Park and Ride site to provide greater capacity.</p> <p>A1309 corridor will need to be considered – capacity constraints at A1309 / A1301 and A1309 / A1134 junctions and along corridor into Cambridge will need to be addressed.</p>	
<p>Does the site provide access to other properties/highway? No access through the site to other uses or properties.</p>	g
<p>Within 400m of high quality public transport route? The Citi 7 bus route passes alongside the south-eastern corner of the site, but is only frequent during peak times. The Trumpington Park & Ride service (10 minute during the day) also passes the site. However, neither of these services meet the Local Plan (Policy 8/7) definition of high quality public transport.</p>	a
<p>DESIGN & IMPACT CONSIDERATIONS</p>	
<p>Nearby buildings overlook the site: The site is backed onto by several properties in Trumpington Road and Latham Road, which overlook the area.</p>	a
<p>Site part of larger site or prejudice strategic site development? No, its not envisaged the site will provide access to other sites. The land to the west and south are on a prominent slope down to the River Cam and not thought suitable for development.</p>	g
<p>Development would impact on setting of listed building: No</p>	g
<p>Site in or adjacent to Conservation Area: Part of the site is in the Southacre Conservation Area which is characterised by large dwellings in big plots on the edge of the built form of the city. Any glimpse views across the site are of open fields and trees in the Green Belt which are important to the setting of the city. This is picked up in the draft Trumpington Road Suburbs & Approaches Study.</p>	a
<p>Development affect any Locally Listed Buildings? The site is adjacent to a number of local listed buildings in Latham Road and therefore their setting may be affected.</p>	a
<p>Development affects archaeological remains¹³? National Grid Reference: 544530 256540. Very significant archaeological area: This area on the east side of the R. Cam contains extensives cropmarked sites of Bronze Age, Iron, Age and Roman settlements, funerary monuments and field systems, supported by a network of droves. Gravel and residential ground works at the turn of the 20th century revealed Iron Age remains, Roman burials and settlement evidence at Latham Road (Monuments in Cambridge - eg MCBs 11425, 5884, 6093, 6069) and a Saxon cemetery at Dam Hill, near Vicar's Brook. The central area of the site contains similar archaeological cropmarked evidence to that recently investigated at Clay Farm (Gt Kneighton devt): late Bronze Age field systems and settlement enclosures, along with distinctive cropmarked sites of Roman ladder enclosures (eg MCBs 10752, 5892, 17955, 17895). Roman building fabric is recorded at the south end of the allocation area, further attesting to the presence of significant buildings in this area.</p> <p>Predetermination works are required to obtain information on the character and significance of the archaeology in this area in order to</p>	a

¹³ MCB is the CHER (Cambridgeshire Historic Environment Record)

inform the planning process over potential constraints to development.	
Site shape impacts on developability? No, unless key parts of the site can not be developed for other considerations.	g
Sites integration with existing communities: The site abuts Trumpington Road and is close associated with many other residential areas around. Providing there is good design and connectivity there is no reason to assume that the development should not integrated well with the existing communities.	a
ACCESS TO SERVICES & FACILITIES	
Site within 400m of City Centre: No	a
Site within 400m of Local Centre: No. The developer will need to liaise with the relevant service provider/s to determine the appropriate provision.	a
Site within 400m of Doctors Surgery: no	a
Site within 400m of Nursery School: yes	g
Site within 400m of Primary School: yes	g
Site within 400m of Secondary School: no	a
Site within 400m of public open space: yes	g
Use of site associated with a community facility: No	g

PLANNING POLICY CONSIDERATIONS	
What is site allocated for in Local Plan? Green Belt	r
Is the site allocated in Minerals and Waste LDF? Site is not allocated for a minerals or waste use in the Cambridgeshire and Peterborough Minerals and Waste Site Specific Proposals Plan Feb 2012.	g
Is the site in an area of major change? A narrow strip on the south-eastern edge of the site is within the Southern Fringe Area of Major Change, but the rest of the area is outside.	a
Will development be on previously developed land? No	a
Is site identified in the Council's Employment Land Review? No	g
OTHER CONSIDERATIONS	
<p>Any other constraints on site?</p> <p>Rights of Way: There is a Public Rights of Way along the north-western boundary which links to a permissive footpath west to east through the centre of the site and then south down the eastern boundary the site.</p> <p>Utilities: improved utilities required. The developer will need to liaise with the relevant service provider/s to determine the appropriate utility infrastructure provision.</p> <p>Townscape Comments: This site is largely classed "very high" in respect of its significance to the Green Belt. It is also significant that the City Council reviewed this site in 2003 as a potential Green Belt release as stated above under relevant Planning History, and consultants advising the Council found that there was no case for release. The north part of the site however is apparently less significant in respect of Green Belt significance than the remainder.</p> <p>Access would need to be gained via Trumpington Road, with two access points required, one using the existing golf course access and the other via lands south of the mostly southerly residential property fronting Trumpington Road.</p>	a
<p>Level 3 Conclusion:</p> <p>Development of this site will need to address a range of issues including topography, air quality, access and other transport considerations, overlooking, Conservation Area, locally listed buildings, potential archaeological implications, appropriate provision of local facilities, the fact the site is neither in an area of Major Change nor Previously Developed Land, public right of ways, utilities improvement, and wider urban design and townscape considerations.</p>	
<p>Overall Conclusions:</p> <p>The Council is not concluding on the suitability, availability, and achievability of this site as the principle of releasing any further land from the Green Belt has not been decided at this stage.</p> <p>Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.</p> <p>The SHLAA will then revisit the conclusions on this and other strategic sites on the edge of the City.</p>	



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Produced by:	Matthew Merry
Section/Department:	Environment
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Cambridge City Council Draft SHLAA

Technical Appendix

Undevelopable Sites -Summary Of Reasons For Rejection

May 2012

Introduction

1. The Council have prepared a Draft Strategic Land Availability Assessment (SHLAA) which is the subject of public and stakeholder consultation from 30th September 2011. This document compliments the main SHLAA document, but owing to size limitations the Council have published this document as a separate technical Appendix.
2. It details 149 sites that were rejected in the SHLAA assessment process along with a summary of the reasons for rejection. Sites are listed in ward order. Ward maps and individual site maps are included at the end of this report.
3. The methodology and assessment process used to reach these conclusions are listed in Stages 7-8 of the main report and Annexes 1 and 1A..

Rejected Sites: As At May 29th 2012– Summary of conclusions

Site No. (ID)	Site Name	Ward	Site Area (ha)	Summary – reason for rejection
146	Land to R/O 33 - 37 Thorleye Road	Abbey	0.24	Site 146 is not considered to be suitable for residential development as it will result in the loss of a community facility (scout hut). The site also meets the criteria in Local Plan to be designated as Protected Open Space. Access to site also considered poor and narrow.
201	Beadle Industrial Estate	Abbey	1.52	Site 201 is not considered to be suitable for residential development as it would result in the loss of a Protected Industrial Site (there is also considerable concern over the amount of land that falls within Flood Zone 2 and the impact that mitigating for this would have on the viability of development).
413	Open space north of	Abbey	0.30	Site 413 is not considered to be suitable for residential

	Fison Road				development as it meets the criteria in Local Plan to be designated as Protected Open Space.
419	Open space in front of 44 to 84 Ditton Lane	Abbey	0.26		Site 419 is not considered to be suitable for residential development as it has a considerable number of amber scores against Level 1, 2 and 3 considerations. Notably the site is constrained by existing buildings, integrating the site into the existing area may prove difficult and the site contributes to the openness of the area
425	Open space in front of 15 to 21 Jack Warren Green	Abbey	0.15		Site 425 is not considered to be suitable for residential development as the impact of a new proposal on the existing properties will be hard to overcome; serves as public open space with amenity value. The site also meets the criteria in Local Plan to be designated as Protected Open Space.
426	Open space west of 82 to 114 Jack Warren Green	Abbey	0.24		Site 426 is not considered to be suitable for residential development as it meets the criteria in the Local Plan to be designated as Protected Open Space.
433	Open space between Wadloes Road and Headford Close	Abbey	0.32		Site 433 is considered to be unsuitable for residential development because: The shape of the site and the layout of the existing dwellings to the east at 1-20 Headford Close make it difficult to develop the site. Also the residential amenity of the existing properties, loss of trees and the spacious quality of the site and surroundings renders site undevelopable.
439	Car park east of Cambridge Technopark	Abbey	0.19		Site 439 is considered to be unsuitable for residential development because: Development of this site would relate poorly to the adjoining Cambridge Technopark buildings; would occupy one of its car parks; and, would suffer from noise disturbance from traffic travelling along the adjoining

440	Car park in front of Cambridge Technopark	Abbey	0.19	Newmarket Road. Site 440 is considered to be unsuitable for residential development because: Development of this site would relate poorly to the adjoining Cambridge Technopark buildings; would occupy one of its car parks; and, would suffer from noise disturbance from traffic travelling along the adjoining Newmarket Road.
447	Open space in front of 73 to 87 Peverel Road	Abbey	0.19	Site 447 is not considered to be suitable for residential development as it meets the criteria in the Local Plan to be designated as Protected Open Space.
448	Open space in front of 33 to 47 Peverel Road	Abbey	0.18	Site 448 is not considered to be suitable for residential development as because of its awkward shape; it also adds to the amenity of the local area. Site is also unsuitable for development because it meets criteria in the Local Plan to be designated as Protected Open Space (currently unused open space, formally allotments).
450	Car park north of the Quorum	Abbey	0.44	Site 450 is not considered to be suitable for residential development as it posts an amber score against Level 1 criteria - Green Belt. It adjoins the Green Belt to the west - Coldham's Common; and, a RED Score against the potential loss of the use of the site as an Office Location and a New General Industrial/Business Area as highlighted in the Cambridge Employment Land Review. Any development will result in the loss of tree cover on the site, and is likely to present a hard, as opposed to the present soft edge that could harm the open views of this land resulting in an adverse impact on the character and openness of the adjoining Green Belt.
451	Tree belt west of the	Abbey	0.34	Site 451 is not considered to be suitable for residential

	Quorum and garage on Barnwell Road			development as it posts an amber score against Level 1 criteria - Green Belt. It adjoins the Green Belt to the west - Coldham's Common; and, a RED Score against the potential loss of the use of the site as an Office Location and a New General Industrial/Business Area as highlighted in the Cambridge Employment Land Review. Any development will result in the loss of tree cover on the site, and is likely to present a hard, as opposed to the present soft edge that could harm the open views of this land resulting in an adverse impact on the character and openness of the adjoining Green Belt.
453	Open space west of Barnwell Road	Abbey	0.68	Site 453 is not considered to be suitable for residential development as it posts a RED score against Level 1 criteria - Green Belt. It adjoins the Green Belt to the west - Coldham's Common. Any development will harm the open views of this land resulting in an adverse impact on the character and openness of the Green Belt. The site is also unsuitable for development because it is too narrow and the current site adds to the amenity of the area.
454	Garages and trees south of Barnwell Drive	Abbey	0.32	Site 454 is considered to be unsuitable for residential development because: The site forms the car park serving the adjoining car dealership. The car park is a fundamental requirement for the permitted use of the site as a car dealership, and its loss would give rise to additional on-street parking in the area. The site is close to Barnwell Road, which links major routes into and out of Cambridge; and, to Cambridge Airport. Residential development of the site would relate poorly to its surroundings. The new houses would be isolated from other developments, and occupants

459	Workshops at 615 Newmarket Road	Abbey	0.73	of any properties would experience a low level of amenity due to the proximity of the car dealership, road, and airport. Site 458 is considered to be unsuitable for residential development because it is used for Use Class B1(c), B2 and B8 purposes. Development that results in the loss of floorspace within Use Classes B1(c), B2 and B8 will not be permitted unless the criteria relating to unprotected sites outlined in the Policy are met. In addition, the site is overlooked from the rear aspects of dwellings to the east in Ditton Fields, and to the south in Newmarket Road.
463	Various warehouses, depot etc, Ditton Walk north	Abbey	1.14	Site 463 is not considered to be suitable for residential development as it is in use for employment uses already and the site was identified in the ELR to be retained for employment use.
468	Open space with pond in Regatta Court	Abbey	0.15	Site 468 is not considered to be suitable for residential development as it would result in the loss of the existing open space adjacent to the Green Belt which acts as the communal gardens for the Regatta Court Flats, and which make this a pleasant place to live. This loss of amenity would be detrimental to the amenities of occupants of the flats, and harmful to the immediate setting of this part of Cambridge due to the loss of trees on site which provide it with a soft edge to the adjoining playspace and countryside.
471	Depots west of 18 Stanley Road	Abbey	0.19	Site 471 is not considered to be suitable for residential development as it is currently in use as an employment site and an electricity sub station adjoins.
475	Car park serving Comet and Staples	Abbey	0.35	Site 475 is not considered to be suitable for residential development as it is a car park for the adjoining Comet electrical, and other stores - any development of the site

				<p>would be poorly related to the existing store resulting in poor amenity levels for any occupant of the new dwellings.</p> <p>Residential development of the site in isolation, would render the continued operation of the store(s) very difficult.</p> <p>The retail uses of the site complement those of the larger area of the Cambridge Retail Park - Site 481; and, Tesco's Supermarket - Site 477.</p>
476	Cheddars Lane Industrial estate	Abbey	2.08	Site 476 is not considered to be suitable for residential development as it was identified in the ELR to be retained for employment use.
477	Tesco's car park	Abbey	1.35	Site 477 is not considered to be suitable for residential development as it is the existing parking serving Tesco and is well used.
480	Open space at the end of Silverwood Close	Abbey	0.16	Site 480 is not considered to be suitable for residential development as it would result in the loss of the landscaped area around which the original dwellings comprising this development are set.
481	Various warehouses, car parks etc at Cambridge Retail Park, west of the railway	Abbey	13.48	Site 481 is not considered to be suitable for residential development as it would result in the loss of the Cambridge Retail Park, which makes a major contribution to the retail economy, and employment situation in Cambridge.
863	Warehouse north of 133 Ditton Walk	Abbey	0.38	Residential development of the site would mean the loss of the retail units and the jobs therein, and would diminish Cambridge's status as a regional shopping centre
889	Cambridge Technopark Newmarket Road	Abbey	0.70	Site 863 is not considered to be suitable for residential development as it is in use already and recommended in the ELR to remain in employment use.
				Site 889 is considered to be unsuitable for residential development because: Although initially considered suitable,

					the owner is not interested in developing the site for residential.
46	West's Garage, 217 Newmarket Road	Abbey	0.33		Site 46 is considered to be unsuitable for residential development because although initially considered suitable, the owner is not interested in developing the site for residential.
54	9-12 Gerard Close	Abbey	0.16		Site 54 is considered to be unsuitable for residential development because although initially considered suitable, the owner is not interested in developing the site for residential.
150	Lock-up garages adjacent to 1 Rutland Close	Arbury	0.17		Site 150 is not considered to be suitable for residential development. It comprises three rows of garages in blocks that serve the adjoining flats, and are therefore, closely related to them for ease of access and security. This close relationship means that any new development would be poorly related to these adjoining flats owing to their height, scale and close proximity to the site. The loss of parking for flat occupants would also need to be addressed.
251	Open space and car park south of Borrowdale	Arbury	0.17		Site 251 is not considered to be suitable for residential development as it would result in the loss of a useable open space and would be overlooked by nearby dwellings. The site also meets the criteria in Local Plan to be designated as Protected Open Space
280	Green space at the end of Harris Road	Arbury	0.26		Site 280 is not considered to be suitable for residential development as although it is not currently Protected Open Space, the site does meet the criteria in Policy 4/2 of the Local Plan to be designated as Protected Open Space.

302	Supermarkets, petrol station and car park at corner of Histon Road and Windsor Road	Arbury	0.69	Site 302 is not considered to be suitable for residential development as it would result in the loss of a considerable amount of floorspace within A1 use and harm the vitality and viability of the Local Centre.
303	Chesterton Mills	Arbury	0.51	Site 303 is not considered to be suitable for residential development as it would result in the loss of employment land in B1(c), B2, B8 use on an unsuitable site that was also identified for continued safeguarding in the Council's Employment Land Review, also there is a Grade II listed building onsite
316	Car park and land behind Arundal House Hotel	Arbury	0.35	Site 316 is not considered to be suitable for residential development as it is the hotel car park and is needed by the hotel. There would be a problem of overlooking from the hotel itself, too.
868	Rear of gardens, 1-12 Linden Close	Arbury	0.17	Site 868 is not considered to be suitable for residential development as the site scores a considerable number of amber scores against Level 1, 2 and 3 considerations. Notably the site has access problems, will have problems integrating into the existing community and there are numerous trees onsite that are likely to have significant biodiversity value.
115	Surface Car Park at Castle Hill	Castle	0.33	Site 115 is not considered to be suitable for residential development as it is overlooked on all sides (residential to the west of the site and offices to the east) so issues of overlooking would be significant. It is also felt that getting a housing scheme to work in design terms would be very difficult on this site and as such it is not considered to be suitable for development. In addition, Site 115 is retained on

383	Open space east of 42 Carisbrooke Road	Castle	0.25	<p>a 130 year lease and is unlikely to be available</p> <p>Site 383 is not considered to be suitable for residential development. Any development would remove a positive feature from the street. Also development right next to the school playground could prove problematic. The site also meets the criteria in the Local Plan to be designated as Protected Open Space.</p>
393	Car park south of Department of Zoology Field Station	Castle	0.38	<p>Site 393 is not considered to be suitable for residential development due to incompatibility with surrounding uses.</p>
395	Car park south of 76 Storey's Way	Castle	0.29	<p>Site 395 is not considered to be suitable for residential development as it would not fit in with surrounding uses or built form and there would be the loss of a well used car park.</p>
398	Recreation ground on Shelly Row	Castle	0.13	<p>Site 398 is not considered to be suitable for residential development. There would be a loss of open space and a well used play area. The site meets the criteria in the Local Plan to be designated as Protected Open Space</p>
400	Open space east of St Edmund's College	Castle	0.15	<p>Site 400 is not considered to be suitable for residential development as the site meets the criteria in the Local Plan to be designated as Protected Open Space.</p>
406	Car parks and open space east of Shire Hall	Castle	0.23	<p>Site 406 is not considered to be suitable for residential development as it would have a detrimental effect on the scheduled ancient monuments nearby also there would be a substantial loss of parking for the Council. Shire Hall is also a protected office site in ELR.</p>
899	St Johns College Playing Fields	Castle	10.31	<p>Site 899 is not considered to be suitable for residential development. The site is designated in the Local Plan as Protected Open Space. Any development will result</p>

					<i>in the loss of Protected Open Space and a very significant archaeological site location. A section is is within Flood Zone 3b and is unsuitable for development. Any development will harm the open views of this land resulting in an adverse impact on the character and openness of the north western edge of the City Centre.</i>
126	Land to the r/o 268 Queen Edith's Way	Cherry Hinton	0.33		Site 126 is not considered to be suitable for residential development as the land owner has no interest in its development
649	Open space west of Coldhams Lane Business Park	Cherry Hinton	11.56		Site 649 is not considered to be suitable for residential development. The site is identified for Employment Land purposes in the ELR, however, it presently contributes to the openness and setting of the City. It has an historical use as a landfill site following cessation of quarrying activities, and contamination and gas generation from decaying refuse are likely to be significant issues. It is considered unsuitable for housing purposes as any development would be poorly related to its surroundings. In addition, it falls in part, under the Cambridge Airport Flight Path Public Safety Zone.
672	Land R/O Next Generation Sports Centre	Cherry Hinton	0.44		Site 672 is not considered to be suitable for residential development due to its irregular shape and its position between tennis courts as part of the Next Generation Sports Centre and the Cambridge - Newmarket railway, where it acts as a buffer zone. Access to the site is also an issue. In addition, residential development would not sit well with the surrounding uses.
676	Various warehouses etc at Church End, Cherry Hinton	Cherry Hinton	5.32		Site 676 is not considered to be suitable for residential development, excluding the eastern part of the site that benefits from extant permission for residential development.

681	Garages and open space between 98 to 111 and 114 and 131 Teversham Drift	Cherry Hinton	0.23	See File Refs: 06/00663/OUT and 09/0403/REM. Whilst it is noted that part of the site benefits from an extant residential planning permission, it also encompasses the College Business Park - a Protected Industrial Site in the Local Plan 2006 - See Policy 7/3 - which is excluded from the site but bounded on 3 sides by it, is 3. It is considered that, on balance, the majority of the site is inappropriate for residential development.
686	Land north of Teversham Drift	Cherry Hinton	0.33	Site 681 is not considered to be suitable for residential development. The use of the site as the access road; garaging and parking areas; and informal landscaping associated with adjoining dwellings in Teversham Drift, plus its close proximity to adjoining dwellings, render it inappropriate for residential development. Site 686 is not considered to be suitable for residential development. The irregular shape and limited depth of the site (it is too long and narrow); its use as structural landscaping and informal amenity space plus its close proximity to adjoining dwellings, render it inappropriate for residential development.
690	Open space at Queen's Meadow	Cherry Hinton	0.23	Site 690 is not considered to be suitable for residential development. Any development of this site would result in the loss of the present open space and car parking area serving the adjoining dwellings in Queens Meadows. Whilst the site is large enough to accommodate new housing, the present space reflects the design and setting of the present development as a whole. Any new development on the site would appear out of keeping with the existing houses, resulting in a poor outlook from and a greatly diminished

				setting to these adjoining properties. The site also meets the criteria in the Local Plan to be designated as Protected Open Space.
691	Open space south west of 85 to 95 Kelsey Crescent	Cherry Hinton	0.19	Site 691 is not considered to be suitable for residential development. Any development of this site would result in the loss of the present open space area serving the adjoining dwellings in Kelsey Crescent, and would integrate poorly with surrounding amenity space including the play park and neighbouring School fields (which are in South Cambs. District). The amenity area forms an important part of the overall amenity/playspace that serves the area as a whole.
701	Open space south of Langdale Close	Cherry Hinton	0.18	Site 701 is not considered to be suitable for residential development. Development of this site would integrate poorly with surrounding residential development due to it being overlooked from the front aspects of adjoining 3-storey flats to the north-east in Langdale Close. It provides the amenity area and setting serving these adjoining dwellings. Access to the site is also poor.
703	Playground south of 14 and 16 Tenby Close	Cherry Hinton	0.31	Site 703 is not considered to be suitable for residential development as it is part of a school, and the site meets the criteria in the Local Plan to be designated as Protected Open Space.
709	Car parks west of 5 to 13 Lisle Walk	Cherry Hinton	0.20	Site 709 is unsuitable for residential development as it would be overlooked from surrounding dwellings in Welstead Road, Lisle Walk and Sunmead Walk; would result in a loss of amenity space and TPO'd trees; and, car parking between existing dwellings.
731	Car park north of the	Cherry	0.17	Site 731, the Red Lion car park, would be unacceptable for

	pub at 20 and 22 Mill End Road	Hinton		residential development because: The Red Lion is a Grade II Listed Building; its setting and character would be harmed as a result of the development, especially if the protected trees on site were affected. Also, there would be issues of noise in relation to the public house. Development would result in the loss of the pub car park, and give rise to additional on-street car parking in an area where parking restrictions are already in force along the High Street.
742	Open space behind 66 to 80 Colville Road	Cherry Hinton	0.28	Site 742 is considered to be unacceptable for residential development. There is no direct access from the site to the public highway. The site is landlocked. The only possible vehicular access would be via the Baptist Church car park (Site 743) and this is very narrow. It is also overlooked from the rear aspects of the adjoining 3-storey dwellings at 66 to 80 Colville Road.
754	Open space north of Fulbourn Road	Cherry Hinton	1.02	Site 754 is not considered to be suitable for residential development as it adds to the character and amenity of the area, and meets the criteria in the Local Plan to be designated as protected open space.
920	Blue Circle Site - Coldhams Lane	Cherry Hinton	9.11	Site 920 is not considered to be suitable for residential development because of the site's serious contamination issues, protected open space and City Wildlife site designations.
79	Flats on Fanshawe Road, Cambridge	Coleridge	0.94	Site 79 is not considered to be suitable for residential development as it meets the criteria in the Local Plan to be designated as Protected Open Space
86	Flats on Davy Road	Coleridge	1.19	Site 86 is not considered to be suitable for residential development as it meets the criteria in the Local Plan to be designated as Protected Open Space

800	Land with trees east of Sycamore Close	Coleridge	0.28	Site 800 is not considered to be suitable for residential development as it is landlocked with no direct access to any public highway and is surrounded by residential properties and their rear gardens. It is likely that the mature trees on site support a range of small mammals (Bats) and birds for nesting/roosting. The wildlife/amenity value of this site should be carefully assessed, if it were to be considered for development. As it stands, any development of the site would destroy these characteristics, which would be unacceptable.
812	Car park north of Purbeck Road	Coleridge	0.21	Site 812 is considered to be unsuitable for residential development because: The site forms the car park serving Hills Road Sixth Form College. If developed the parking facility would be lost and the new houses would be poorly related to the College buildings. They would also be isolated from any other residential development.
813	Car park west of the Travelodge, Hills Road	Coleridge	0.15	Site 813 is considered to be unsuitable for residential development because: It forms the car park serving the Travel-Lodge Hotel. If developed the parking facility would be lost and the new houses would be poorly related to the 5 -storey Hotel building. They would also be isolated from any other residential development. There would also be the likelihood of excessive noise from traffic on Hills Road, and the adjoining railway.
814	Multi storey car park at the Leisure Park, Clifton Road	Coleridge	0.22	Site 814 is considered to be unsuitable for residential development because: It forms a multi-storey car park that serves the Cambridge Leisure Park complex (Hotel/Cinema/Theatre/'The Junction'/Shops). Its loss would have a direct adverse impact on the viability of the complex.

					Any houses would be isolated, and would have poor amenities due to the proximity of the Complex and the adjacent Cambridge - London railway line
823	Play area north of 30 Ashbury Close	Coleridge	0.18		Site 823 is considered to be unsuitable for residential development because: The site provides a well-used, publically available, recreation ground with fixed play equipment, and amenity area. If developed, this area along with its mature trees would be lost.
826	Play area between Neville Road and Lichfield Road	Coleridge	0.25		Site 826 is unsuitable for residential development because of access problems and loss of open space and recreation facilities
874	Rustat House, Rustat Avenue	Coleridge	0.68		Site 874 is not considered to be suitable for residential development as it would result in a loss of employment land, something the ELR advises against.
890	Vetinary Clinic 89a Cherry Hinton Road	Coleridge	0.20		Site 890 is unsuitable residential development as it is already has planning consent for 14 apartments
63	Lock up garages adjacent to 2 Derwent Close	Coleridge	0.19		Site 63 is considered to be unsuitable for residential development because of issues relating to car parking, site contamination and overlooking onto neighbouring properties. It is also uncheivable as many garage lease/freeholders are unwilling to relinquish their garages. Anglian Water's Pumping Station is also represents a further constraint upon the sites development.
854	Railway sidings west of Rustat Road	Coleridge	2.11		Site 854 is considered to be unsuitable for residential development because the railway is too close to satisfactorily overcome noise and design issues.
237	Nuffield Road Industrial Area	East Chesterton	6.66		Site 237 is not considered to be suitable for residential development as it was identified in the recent Employment

238	Cowley Road Business Park	East Chesterton	8.50	Land Review (ELR) to be retained in employment use. Site 238 is not considered to be suitable for residential development as it was identified in the recent Employment Land Review (ELR) to be retained in employment use.
364	Car park in front of Elizabeth House	East Chesterton	0.42	Site 364 is not suitable for residential development as it would result in loss of parking for the offices. The 4 storey office building constrains the site physically, also residential development would not sit well so close to the office building. There are also TPO'd trees on site. Also part of office site is protected in the ELR.
879	72-76 St Andrew's Road	East Chesterton	1.31	Site 879 is considered to be unacceptable for residential development. The Employment Land Review identifies it as an office employment site which should be retained.
39	Land adjacent to and behind 195 High Street, East Chesterton	East Chesterton	0.39	Site 39 was initially considered to be suitable for development but the multiplicity of ownerships and poor access along with parking displacement will mean very unlikely to happen. Would not accord with new advice on garden development.
379	Petrol station and garage, Elizabeth Way	East Chesterton	0.29	Site 379 is considered to be unsuitable for residential development because: Although the site was initially considered suitable, the leaseholder has a long lease and doesn't want to surrender it for residential development
352	Shirley Infants School, Green End Road	East Chesterton	0.91	Site 352 although assessed as suitable previously its development is no longer achievable as the landowner has indicated they wish to retain site for educational use. Site to be removed from SHLAA.
38	Land to the r/o 1-3 Kendal Way	East Chesterton & Kings	0.22	Site 38 is not considered to be suitable for residential development. Given that the site is in the process of being converted into allotments (and given that the site has been

			Hedges		considered to be unsuitable for housing by the Council's Housing Department), it is considered that it is not suitable for housing
119	Surface car park adjacent to Colleges Nursery, Campkin Road	Kings Hedges	0.16	Site 119 is not considered to be suitable for residential development as the loss of car parking could have a negative impact on the adjacent community facilities and potential highways implications. It is felt that this site could be more usefully safeguarded for the expansion of the community facility	
213	Kirkwood Road Business Estate	Kings Hedges	2.68	Site 119 is not considered to be suitable for residential development as the site was identified in the recent Employment Land Review (ELR) to be retained in employment use and is a protected industrial site.	
223	Play area and car parks by North Arbury Chapel, Cameron Road	Kings Hedges	0.27	Site 119 is not considered to be suitable for residential development as the site is actually below 0.25 ha and meets the criteria in the Local Plan to be designated as Protected Open Space	
225	Open space at Hanson Court	Kings Hedges	0.42	Site 225 is not suitable for residential development because it constitutes amenity space, and is constrained by existing buildings, access is also difficult. The site meets the criteria in the Local Plan to be designated as Protected Open Space	
227	Open space south of Hanson Court	Kings Hedges	0.20	Site 227 is not suitable for residential development because integrating any development into the surrounding residential development may be difficult - the site has existing buildings fronting onto the site from two sides, and the site has amenity value. The site meets the criteria in the Local Plan to be designated as Protected Open Space	
228	Open space south of	Kings	0.30	Site 228 is not suitable for residential development because	

	Turpyn Court	Hedges		Integrating the development into the surrounding residential development may be difficult - the site has existing buildings fronting onto the site from two sides, and the site has amenity value. The site also meets the criteria in the Local Plan to be designated as Protected Open Space
229	Garages between Whitfield Close and Crowland Way	Kings Hedges	0.23	Site 229 is not suitable for residential development because it is too narrow and access would be problematic. Also, a small part of the site already has a permission for two dwellings.
233	Open space and garages south of Woodhouse Way	Kings Hedges	0.37	Site 233 is not suitable for residential development because it would involve loss of open space and a recreation facility. The site also meets the criteria in the Local Plan to be designated as Protected Open Space
281	Playground at Arbury Court	Kings Hedges	0.43	Site 281 is not suitable for residential developments as it meets the criteria in the Local Plan for designation as Protected Open Space
285	Garages behind 2 to 36 Cratherine Way	Kings Hedges	0.21	Site 285 is not suitable for residential development because it is narrow and constrained by existing buildings and it constitutes access to adjoining properties
298	Land in the centre of Ramsden Square	Kings Hedges	0.29	Site 298 is not suitable for residential development because it would result in the loss of open space and the site adds to the character and amenity of the local area. The site also meets the criteria in the Local Plan to be designated as Protected Open Space
230	Garages south of Hawkins Road	Kings Hedges	0.25	Site 230 is no longer achievable as the Council as land owner has decided to not pursue the site in its housing programme. The site is also now considered to be unsuitable for residential development because of its shape, community integration and access difficulties

236	Vindis Garage Milton Road	Kings Hedges	0.44	<i>the development would create. Site 236 is not achievable for residential development because the landowner has confirmed the existing use is likely to continue.</i>
923	Land at George Nuttall Close	Kings Hedges	0.0	<i>Site 923 is not suitable for residential development because one part of the site is in use as entrance/amenity space for existing flats. The other section represents an entrance to a car park built on seriously contaminated land.</i>
109	Lion Yard/Grand Arcade Multi-Storey Car Park	Market	0.36	Site 109 is not suitable for residential development because it is one of the main multi-storey car parks serving the City Centre and the Grand Arcade, and its loss could have a negative impact on the viability of the City Centre. As such, it is not considered to be suitable for development. Site is also in the CPZ.
110	Park Street Multi-Storey Car Park	Market	0.26	Site 110 is not suitable for residential development because it is one of the main multi-storey car parks serving the City Centre and the Grand Arcade, and its loss could have a negative impact on the viability of the City Centre. As such, it is not considered to be suitable for development. Site is also in the CPZ.
112	Grafton Centre East Multi-Storey Car Park	Market	0.46	Site 112 is not suitable for residential development because it is one of the main multi-storey car parks serving the City Centre and the Grafton Centre, and its loss could have a negative impact on the viability of the City Centre. As such, it is not considered to be suitable for development. Site is also in the CPZ.
113	Grafton Centre West Multi-storey car park,	Market	0.30	Site 113 is not suitable for residential development because it is one of the main multi-storey car parks serving the City

	Fitzroy Lane				Centre and the Grafton Centre, and its loss could have a negative impact on the viability of the City Centre. As such, it is not considered to be suitable for development. Site is also in the CPZ.
565	Car park behind 1 Regent Street	Market	0.19		Site 565 is unsuitable for residential development given the sites main function as a car park serving the adjoining office/commercial premises at 1 Regent Street (a protected office site in the ELR), and the proximity of adjoining buildings (one listed Grade II) which area of differing heights and scale, it is unsuitable for residential development. It would also result in the loss of car parking within the Controlled Parking Zone.
568	Open space and car park in front of The Judge Institute of Management Studies	Market	0.26		Site 568 is considered to be unsuitable for residential development. It lies adjacent to Grade II Listed Buildings which overlook the site. Residential development is likely to result in an adverse impact on the setting of Grade II Listed Buildings (Judge Institute of Management Studies) which overlook the site, and on the character and appearance of the Conservation Area. Development would result in the loss of car parking within the Controlled Parking Zone.
572	Car park behind the Royal Cambridge Hotel	Market	0.21		Site 572 is considered to be unsuitable for residential development because it would result in overlooking from the adjacent 3-storey, Grade II Listed, Royal Cambridge Hotel, and the University's Engineering Building to the west; the potential loss of mature trees on site; an adverse impact on the setting of the Listed Hotel building; and, on the character and appearance of the Conservation Area.
140	Lock-up garages to R/O 33 -56 Eltisley	Newnham	0.39		Site 140 is considered to be unsuitable for residential development because it is used for Use Class B1 purposes -

	Avenue				Motor vehicle repair workshops and MOT Testing Stations. Policy 7/3 indicates that development that results in the loss of floorspace within Use Classes B1(c), B2 and B8 will not be permitted unless residential more appropriate
142	Land to R/O St Marks Vicarage, Barton Road	Newnham	0.17		Site 142 is considered to be unsuitable for residential development because: The site is landlocked with no direct vehicular access to the public highway. It is directly overlooked from 3 sides, and features a number of TPO'd trees which would be lost as a result of any development.
190	Hockey Ground at Cranmer Road	Newnham	0.35		Site 190 is unsuitable for residential development because it meets the criteria in the Local Plan to be designated as Protected Open Space, and would result in partial loss of a community facility.
484	Car parks at Thirkill Court	Newnham	0.44		Site 484 is considered to be unsuitable for residential development because it would not sit well with the surrounding University uses. Access would be down a private access road, and the site is currently in use for parking.
489	Car parks in front of Manor Court and Grange Court	Newnham	0.27		Site 489 is considered to be unsuitable for residential development because it would integrate poorly with surrounding residential development. The site is directly overlooked by the adjoining 5-storey blocks of flats at Manor Court and Grange Court immediately to the south. The TPO'd trees on site would be lost, as would the car parking area serving the adjoining flats. Overall, there would be harmful visual impact on the character and appearance of the Conservation Area.
490	Area of trees east of Pinehurst	Newnham	0.29		Site 490 is considered to be unsuitable for residential development because it would result in the loss of a

				substantial number of mature trees. This would be harmful to the character and appearance of the Conservation Area and to the spacious quality of the adjoining development to the west which forms the larger part of the site. The site also meets the criteria in the Local Plan to be designated as Protected Open Space .
483	Open space north of the Paul Mellon building	Newnham	0.35	Site 483 was initially considered to be suitable for residential development, however there is no interest from the landowner in residential development.
898	Trinity Old Fields Grange Road	Newnham	3.9	Site 898 is considered to be unsuitable for residential development. Any development will result in the loss of Protected Open Space and have an adverse impact on the character and openness of the locality. There is also no evidence of the landowners intentions to develop open market housing therefore it cannot be judged to be achievable.
900	Corpus Christi College Playing Fields to west Leckhampton House	Newnham	4.29	Site 900 is considered to be unsuitable for residential development. Any development will harm the open views of this land resulting in an adverse impact on the character and openness of the locality. There is also no public highway access to this site. There is also no evidence of the landowners intentions to develop open market housing therefore it cannot be judged to be achievable.
912	Owlstone Croft	Newnham	0.96	Site 912 (former Site 28) is not suitable for open market residential development because of its potential impacts upon the character of the Conservation Area; the lack of consideration of ecology impacts upon the adjacent Paradise Nature Reserve and Cam corridor;

				<p>concerns over safe access and egress by large numbers of walkers from the Nature Reserve; difficult vehicular access issues as a result of restricted road widths in adjoining streets, and heavy reliance on on-street parking. The development for open market housing will also result in the loss of much needed student accommodation. The development is also not achievable as the proposed access is in multiple ownership and support for alterations is not likely to be forthcoming.</p>
877	Land at Wilberforce Road	Newnham	0.60	<p>Site 877 is considered to be unsuitable for residential development. Any development will result in the loss of Green Belt.</p>
182	Emmanuel Sports Ground & City Hockey Club	Newnham	6.44	<p>Site 182 is considered to be unsuitable for residential development. Planning Inspector for the 2006 Local Plan concluded that there was "No reasonable prospect of it [the site] coming forward for college or university faculty development" or that it was suitable for open market housing. He concluded the site's environmental and recreational value merited protection under Policy 4/2.</p>
95	Former Cambridge Regional College/Ragged School site, Young Street	Petersfield	0.35	<p>Site 95 is not considered to be suitable for residential development as the site has been acquired by Anglia Ruskin University who intend to develop the site for educational use.</p>
111	Queen Anne Multi-storey Car Park, Gonville Place	Petersfield	0.38	<p>Site 111 is considered to be unsuitable for residential development. The site provides car parking for the City Centre, as well as Parkside Pools and Kelsey Kerridge</p>

				leisure centre. Loss of this car parking could impact on the viability of the uses that the car park serves as well as impacting on the viability of the City Centre. Site is in the CPZ. Redevelopment of this site would also result in the loss of a significant leisure facility and would be contrary to Policy 5/11. It is felt that it would be difficult to relocate this facility to a location of equal accessibility.
522	Communal open space in the centre of St Matthew's Gardens	Petersfield	0.44	Site 522 is considered to be unsuitable for residential development. This is due to its primary function as a strategically important formal landscaped amenity area serving the adjoining St Matthew's Gardens development. Site will be allocated for Protected Open Space
527	Offices, warehouse/industrial buildings and car parking west of 13 to 37 Gwydir Street	Petersfield	0.23	Site 527 is considered to be unsuitable for residential development due to its primary function for employment/business uses, with associated car parking, it is desirable to safeguard it for employment use given the shortage of this space in the City. Site also identified in ELR.
540	Tree belt and service road east of York Street	Petersfield	0.28	Site 540 is considered to be unsuitable for residential development because due to the narrowness of the site; its use as a service road serving retail units on a busy retail park, and for a tree/landscape belt screening the retail units from adjoining dwellings in York St.
541	The Beehive Centre	Petersfield	6.86	Site 541 is considered to be unsuitable for residential development because it would result in the loss of a significant retail site, with consequent impact on Cambridge's retail economy.
551	Area with trees west of 55 to 67 Highsett	Petersfield	0.30	Site 551 is considered to be unsuitable for residential development because it provides open space for Highsett, and residential development of the site would compromise

543	Workshops 72a Ainsworth Street	Petersfield	0.17	the design of Highsett. Site 543 is considered to be unsuitable for residential development because: Although initially considered to be suitable for development, the landowner has confirmed that they are not interested in residential development in timescale of next Local Plan
64	5-15 Tenison Road and land adjacent	Petersfield	0.74	Site 54 is considered to be unsuitable for residential development because although initially considered suitable, the 3 owners are not interested in developing the site for residential.
20	Strangeways Research Laboratory, 2 Worts Causeway	Queen Edith's	0.74	Site 20 is considered to be unsuitable for residential development because it is established for research and employment use and is recommended to be retained in the Employment Land Review.
836	Garages behind Lady Jane Court, Cavendish Avenue	Queen Edith's	0.21	Site 836 is considered to be unsuitable for residential development because: The site is poorly related to the adjoining 3-storey flats to the south at 1 - 21 Lady Jane Court. Any new development would result in overlooking and a loss of amenity between occupants of the new and existing buildings; the loss of a lot of surrounding tree cover; and, would be harmful to the character of the area. Also loss of parking for existing residents.
850	Play area north of 25 to 37 Godwin Way	Queen Edith's	0.32	Site 850 is considered to be unsuitable for residential development because it forms a formal recreation area and playspace, and is recognised as a Community Facility. There is no road access link to the site from the public highway - access is via two footpaths. These issues aside, any new development of this site should integrate well with surrounding residential development. Although the potential

852	Car park H, Addenbrookes, Hills Road	Queen Edith's	0.45	loss of the Community Facility and lack of access preclude its development. The site also meets the criteria in the Local Plan to be designated as Protected Open Space Site 852 is considered to be unsuitable for residential development because it forms part of Addenbrookes Hospital complex and is used as a public car park. The Hospital has a long history of parking issues and the loss of any parking serving it would have an adverse effect on the surrounding area whilst placing additional pressure on its other car parks. Any new housing on the site would appear out of keeping with its surroundings and would have a low level of amenity due to traffic noise from the very busy Hills Road/Fendon Road roundabout.
853	Michael Young Centre	Queen Edith's	1.26	Site 853 is a 'Nominated Sites with Potential for Sustainable Employment Development' in the Employment Land Review. Given its protected employment land status, the site is considered to be unsuitable for residential development.
617	Various warehouses, car parks etc at Cambridge Retail Park, east of the railway	Romsey	3.86	Site 617 is unsuitable for residential development because sections lie in the floodplain. In addition, the loss of existing employment uses would be unacceptable (safeguarded in ELR). (Size - 38.6ha; its existing uses of Class B1, B2 and B8 activities; poor access; constraints by Green Belt; distance from schools and GP Surgery; and proximity to 2 railway lines with potential for adverse noise generation).
618	Green's Health and Fitness, Coldhams Lane	Romsey	0.86	Site 618 is considered to be unsuitable for residential development because of the Community Use of the site as a Health and Fitness Centre and its proximity to Coldhams Lane railway bridge.
619	Car park and open	Romsey	0.37	Site 619 is considered to be unsuitable for residential

	space west of Winstanley Court				development because of its shape; its small size, and its relationship to adjoining housing mean that it is unlikely to prove suitable for residential development. Site is also used for car parking.
637	Car park within Brookfields Hospital complex	Romsey	0.18		Site 637 is considered to be unsuitable for residential development because any development of the site would be poorly related to the existing community. The site comprises a parking area serving the Brookfields Hospital and associated Healthcare facilities. These spaces would be lost if the site were developed in a piecemeal manner. There would be a threat to protected trees on the site. It is considered that residential development would be inappropriate in these surroundings, and may prejudice the future development of Site 7.12 as identified in the Local Plan 2006.
646	Sainsbury's car park	Romsey	1.60		Site 646 is considered to be unsuitable for residential development because any development of this site would result in the loss of the car parking area serving the adjoining Sainsbury's Supermarket; it would have an impact on TPO trees; and a City Wildlife Site. There are issues of flood risk; and, any new development is likely to be poorly related to its surroundings.
647	Open Space on the north side of Coldhams Lane, opposite Sainsbury's petrol filling station	Romsey	0.29		Site 647 is considered to be unsuitable for residential development because it contains a functional floodplain and contributes to the character and amenity of the local area. Integrating the development of this site into the surrounding residential development may be difficult - the site is isolated from surrounding residential development. It has an irregular shape and is of limited depth; Cherry Hinton Brook runs

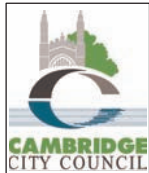
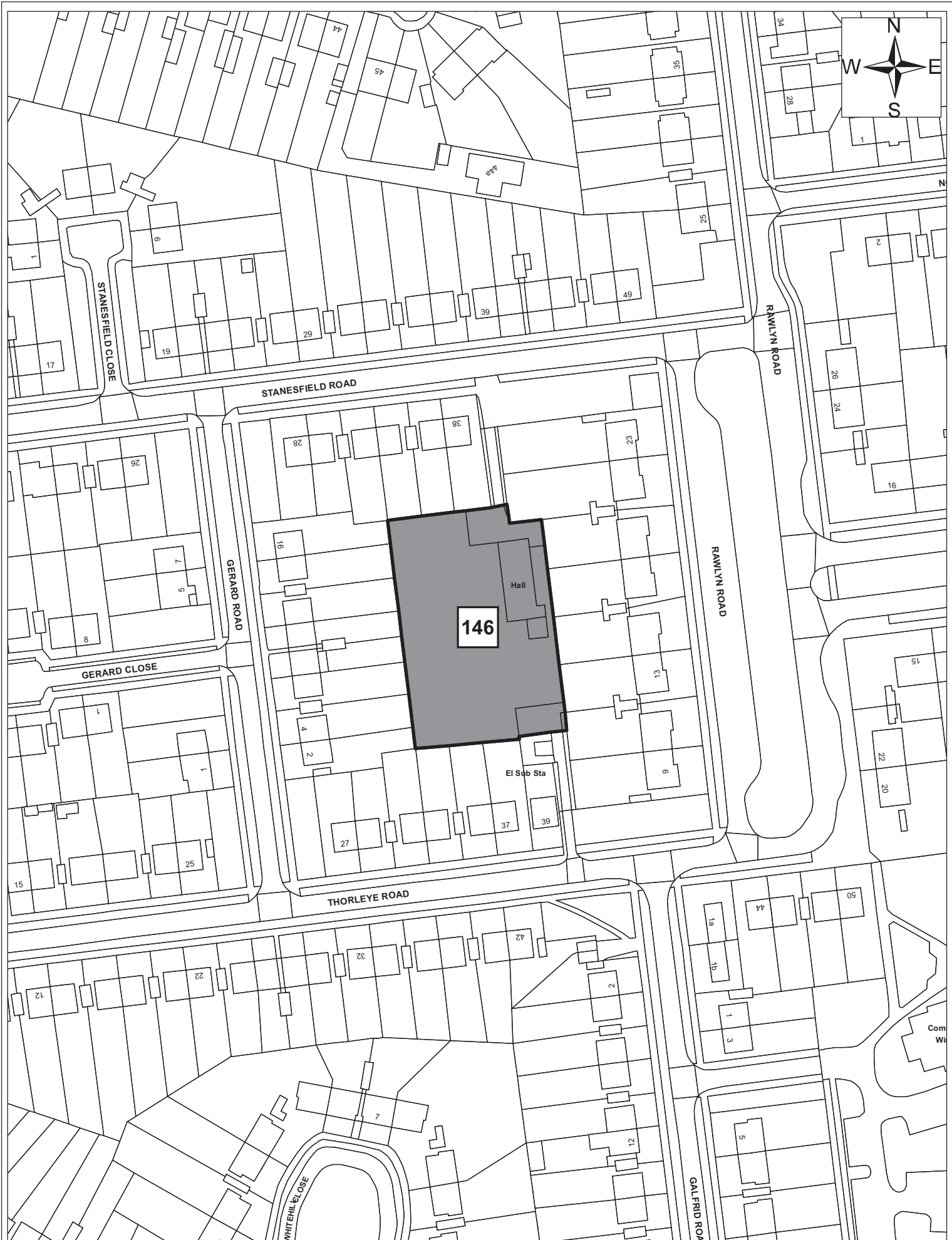
648	Territorial Army Centre - Car park	Romsey	0.32	<p>through the middle of the site; site levels vary as site rises to meet railway forming an embankment prior to the railway crossing Barnwell Road by the railway over-bridge. The site provides small area of public open space and forms part of railway infrastructure.</p> <p>Site 648 is considered to be unsuitable for residential development because of its use as a car park serving the Cambridge Territorial Army Centre; its proximity to the TA buildings; and, its separation from any existing residential development, means that any new development is likely to be mismatched in terms of adjoining land use, and divorced from any nearby housing. It is, therefore, considered to be unsuitable for residential development.</p>
68	Railway depot adjacent to 125a Cavendish Road	Romsey	0.30	Site 68 is considered to be unsuitable for residential development. The site is considered to be unsuitable for development because it has no current highway frontage and there are also noise issues associated with the site. Network Rail has also confirmed the existing use likely to continue to 2031 so the development is unachievable.
574	Car park to rear of UCLES buildings, Hills Road	Trumpington	0.30	Site 574 is considered to be unsuitable for residential development due to the loss of office parking within the CPZ (office identified in ELR); impact on TPO trees; and, on neighbours amenities.
576	Car park west of Unilever House	Trumpington	0.24	Site 576 is considered to be unsuitable for residential development due to the loss of office parking within the CPZ. In addition, the height, scale and proximity of neighbouring buildings and the potential impact on adjoining Listed dwellings and the character of the Conservation Area,

582	Car park and garages west of Southacre Park	Trumpington	0.22	render it unsuitable for residential development. Site 582's is considered to be unsuitable for residential development due to its primary function as a garage court/car park, and access road serving adjoining existing housing.
587	Car park south and east of Eastbrook	Trumpington	0.41	Site 585's is considered to be unsuitable for residential development due to its primary function as a car parking area serving adjoining office accommodation (which has been identified in the ELR); its close proximity to the office buildings, and the loss of workplace car parking that would arise in an area close to the Controlled Parking Zone.
592	Savill's car park	Trumpington	0.22	Site 592 is considered to be unsuitable for residential development as any development is likely to prove difficult due to its poor relationship to adjoining commercial property to the north, proximity to noise sources (railway/guided bus route), and restricted access. The site benefits from an extant consent for office and car parking which would be a more suitable use than residential.
606	Car park west of 48 to 58 High Street, Trumpington	Trumpington	0.36	Site 606 is considered to be unsuitable for residential development because it is constrained by the adjoining office building and there would be a considerable loss of parking. Allocation of the site would be inconsistent with treatment of other protected office sites in the ELR.
609	Waitrose car park	Trumpington	0.68	Site 609 is not suitable for residential development by virtue of it existing use which is required for the supermarket to operate.
122	Land adjacent to the Unicorn Public House, Church Lane	Trumpington	0.23	Site 122 is considered to be unsuitable for residential development because although the site was initially considered to be suitable for development, it has recently

				been extended to provide B&B accomodation. It is also an awkward shape and is not really developable given constraints
21	158 Shelford Road	Trumpington	0.29	Site 21 was initially considered to be suitable for development, however the site may result in a gain of only 8 on redevelopment which is not enough to be SHLAA site as less than 10. In addition, on the 17/8/11 a letter was received from the land owner who envisages currrent use continuing throughout the plan period.
22	Bishops Court, Trumpington	Trumpington	1.56	Site 22 is considered to be unsuitable for residential development because although the site was initially considered to be suitable for development, the multiplicity of ownerships and poor access along with parking displacement will mean very unlikely to happen.
8	Land to the rear of 29 & 31 Bateson Road	West Chesterton	0.31	Site 8 is unlikely to be considered to be developable as it would lead to the loss of an allotment site that meets the criteria in the Local Plan for Protected Open Space
329	Open space on Mulberry Close	West Chesterton	0.21	Site 329 is not suitable for residential development because it involves the loss of open space and the site adds to the character and amenity of the local area. It also meets the crieria in the Local Plan to be Protected Open Space
337	Open space east of College Fields	West Chesterton	0.28	Site 337 is not suitable for residential development because it involves the loss of open space and the site adds to the character and amenity of the local area. It also meets the crieria in the Local Plan to be Protected Open Space
338	Open space west of College Fields	West Chesterton	0.28	Site 338 is not suitable for residential development because it involves the loss of open space. Fitting the development in between the surrounding buildings may prove problematic. Site also meets the criteria in the Local Plan to

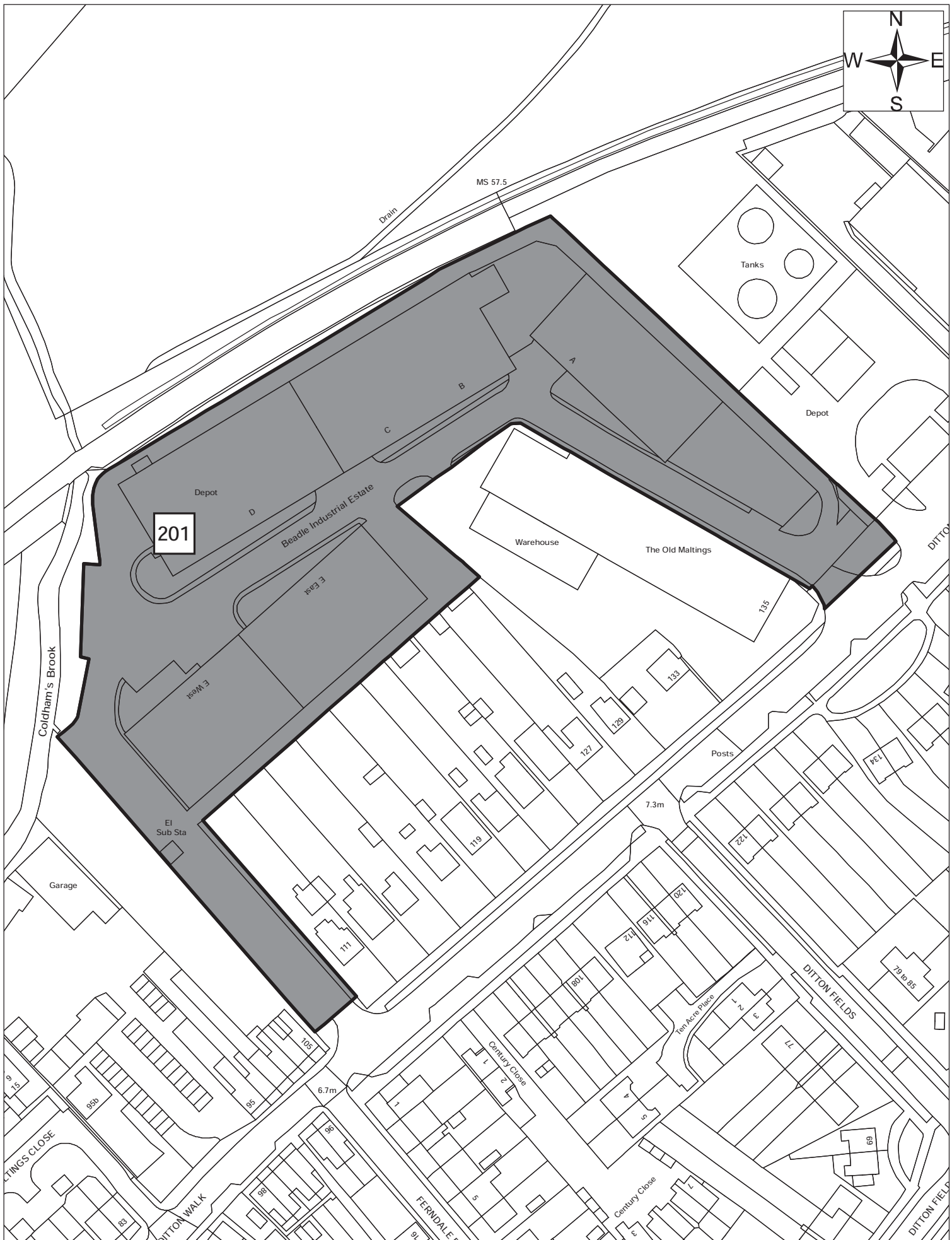
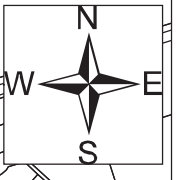
908	Cambridge Student Support Centre (CSSC) Ascham Road	West Chesterton	0.58	be designated as Protected Open Space <i>Site 908 is not suitable for new development that involves the demolition of a listed building.</i>
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201

Depot

Beadle Industrial Estate

Warehouse

The Old Maltings

Tanks

Depot

Coldham's Brook

E1 Sub Sta

Garage

7.3m

6.7m

CENTINGS CLOSE

DITTON WALK

FERNDALE P

Century Close

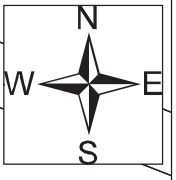
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DITTON FIELDS



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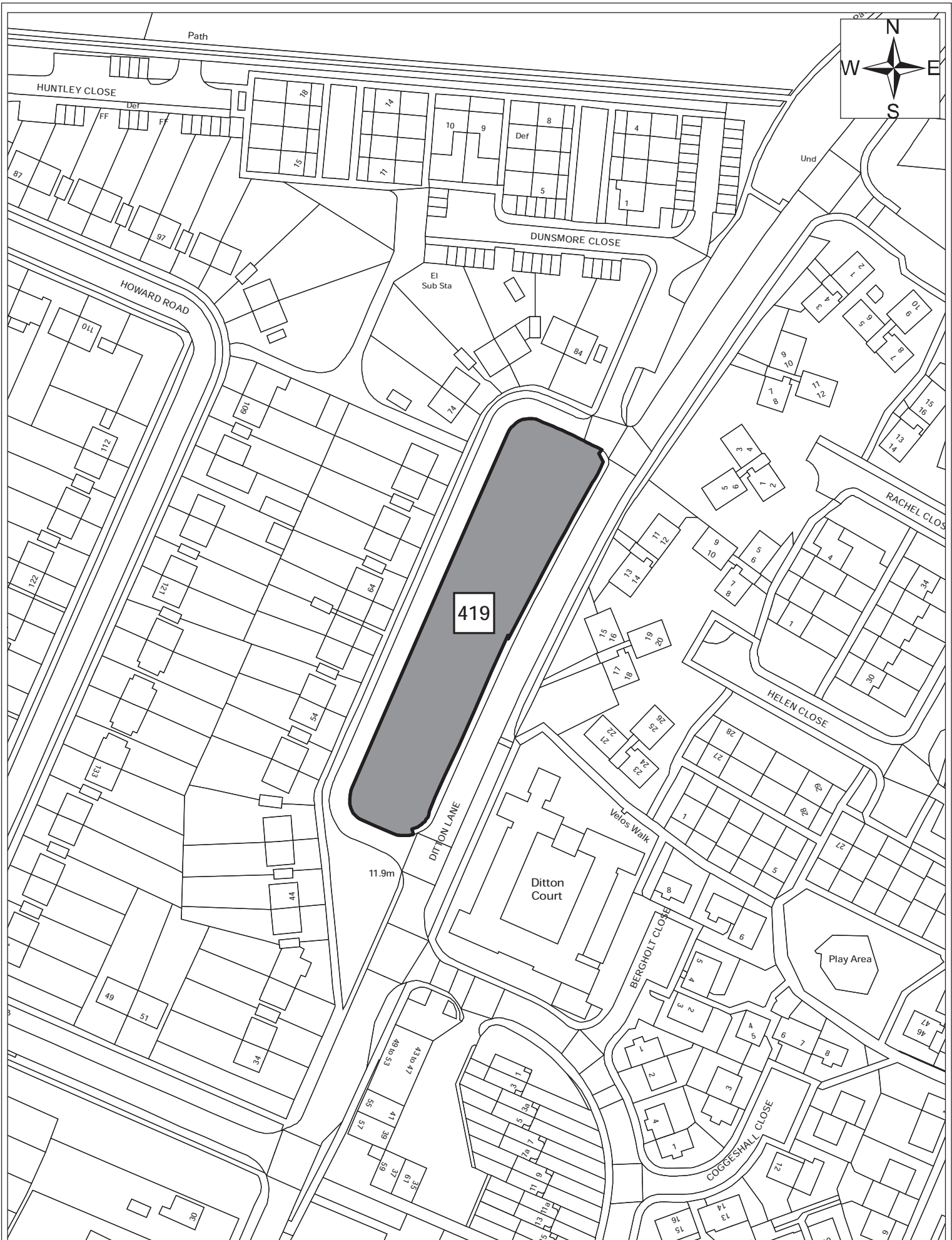
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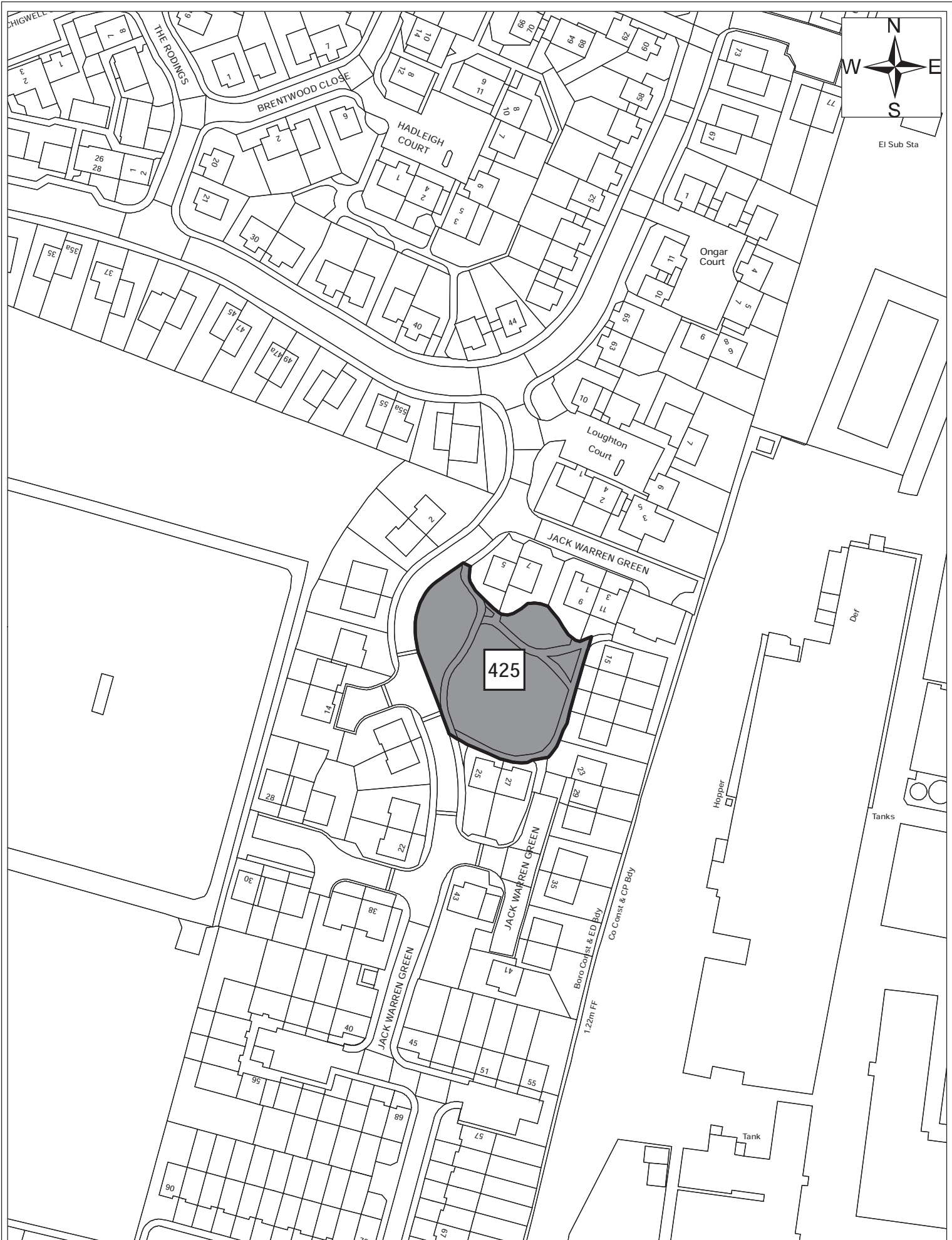
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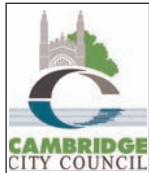
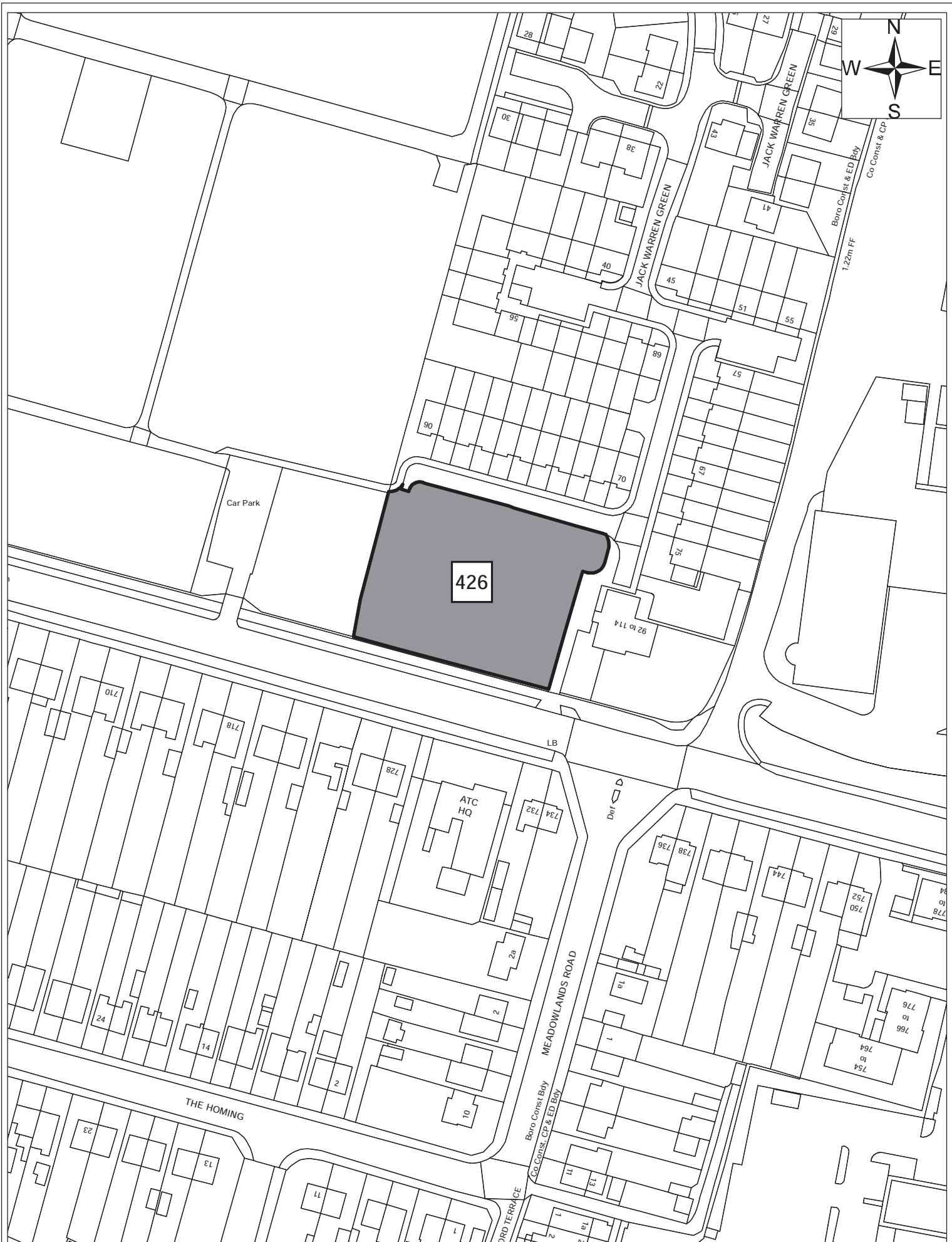
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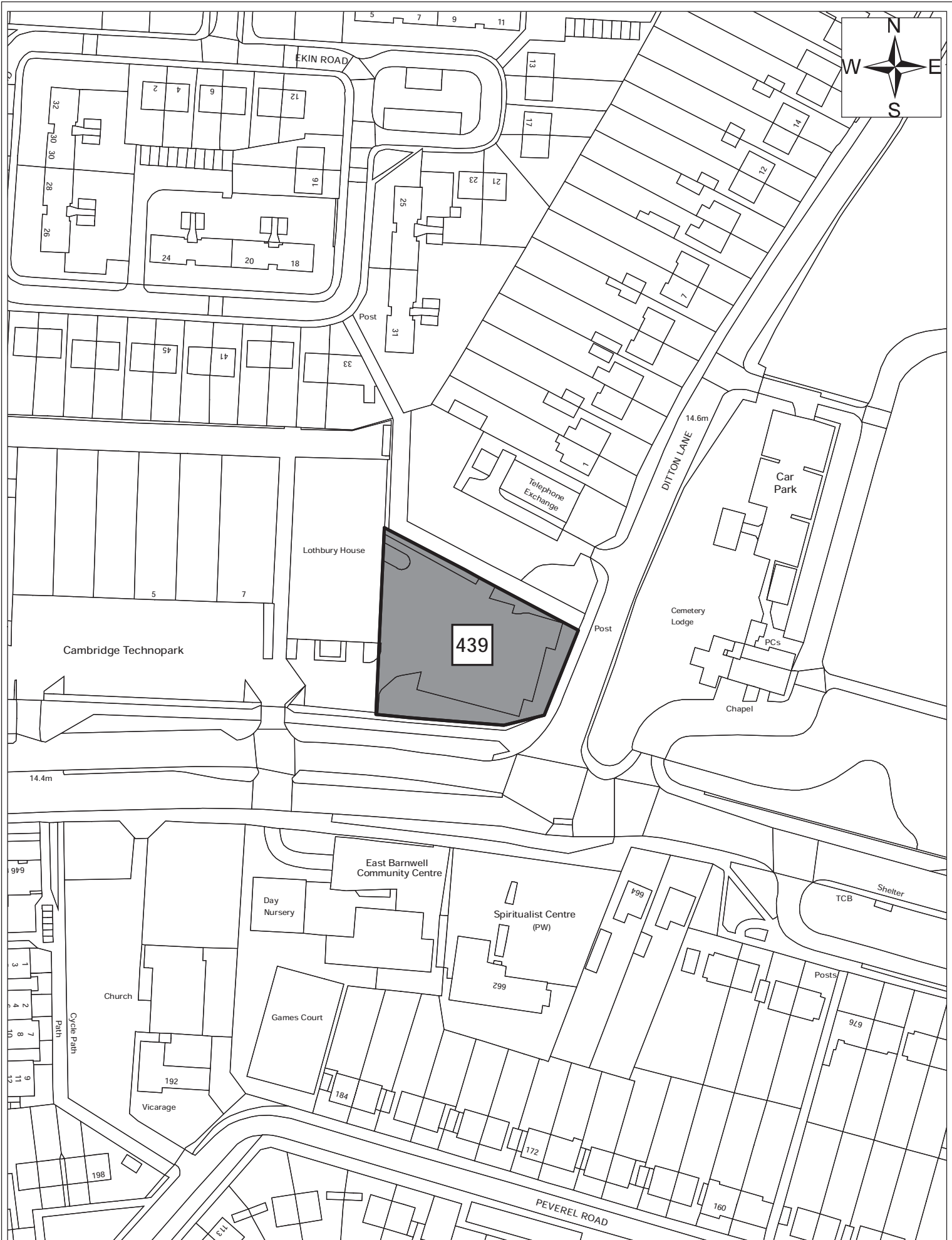
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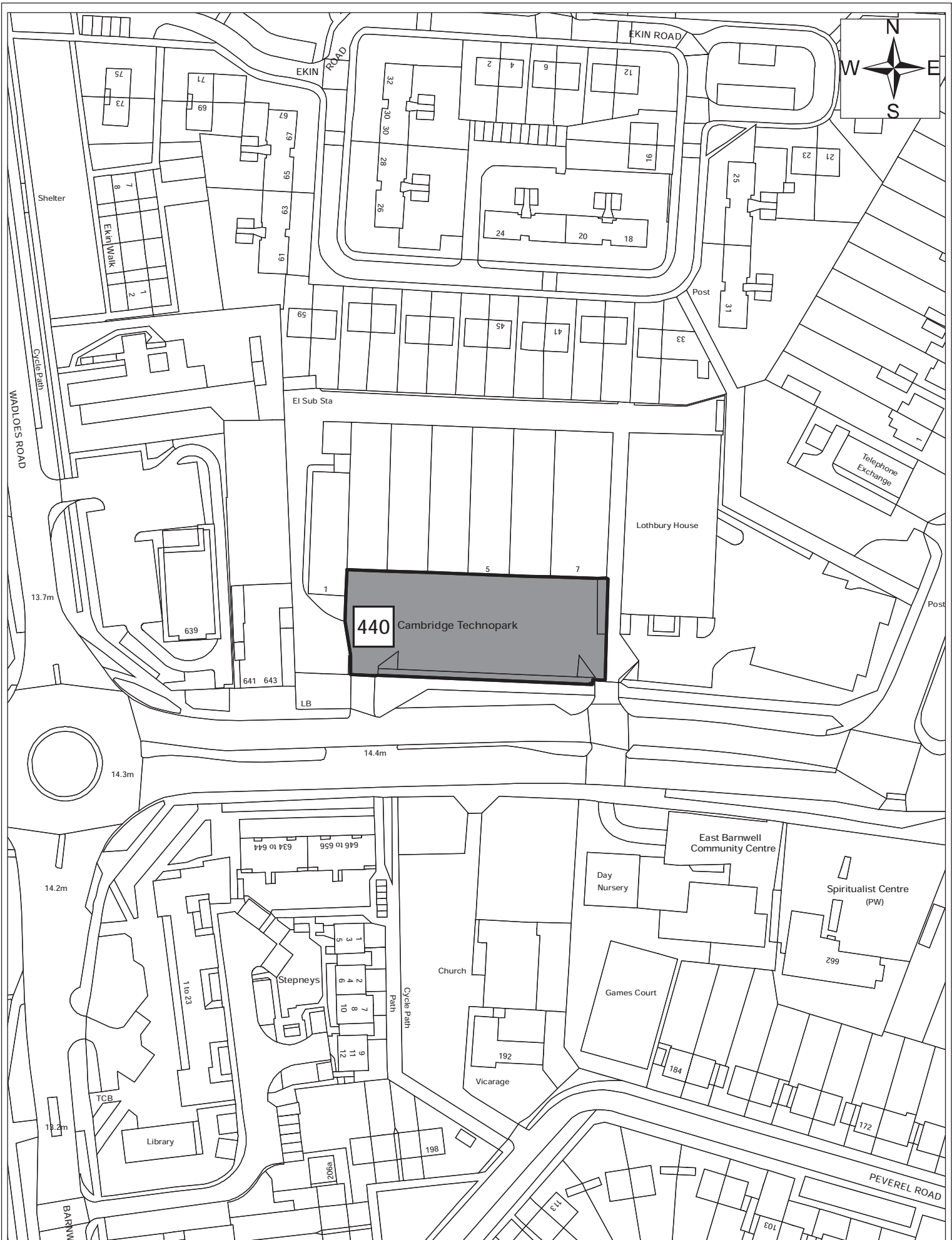
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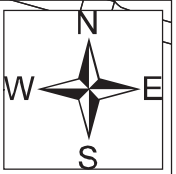


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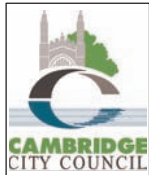
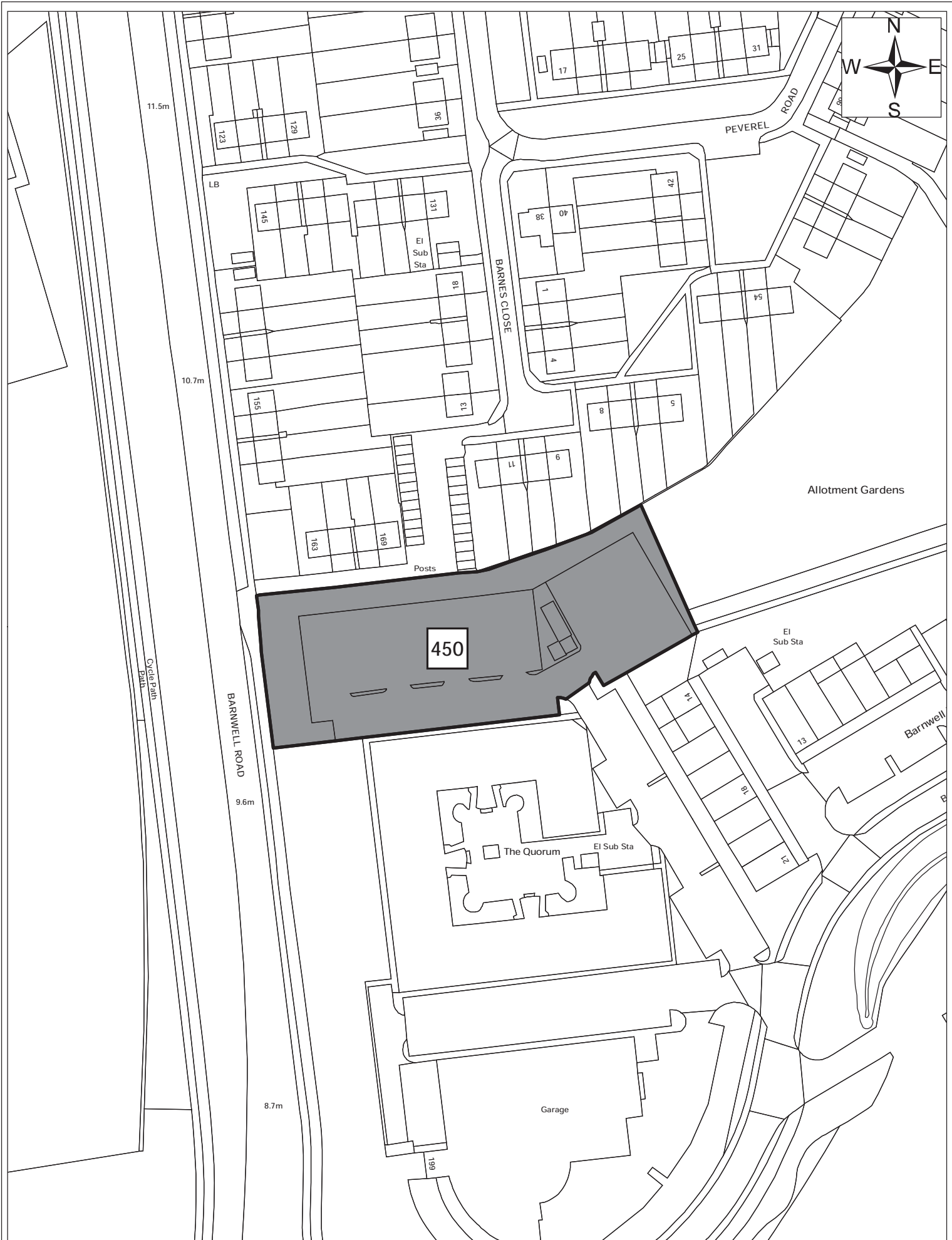
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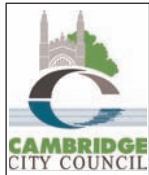
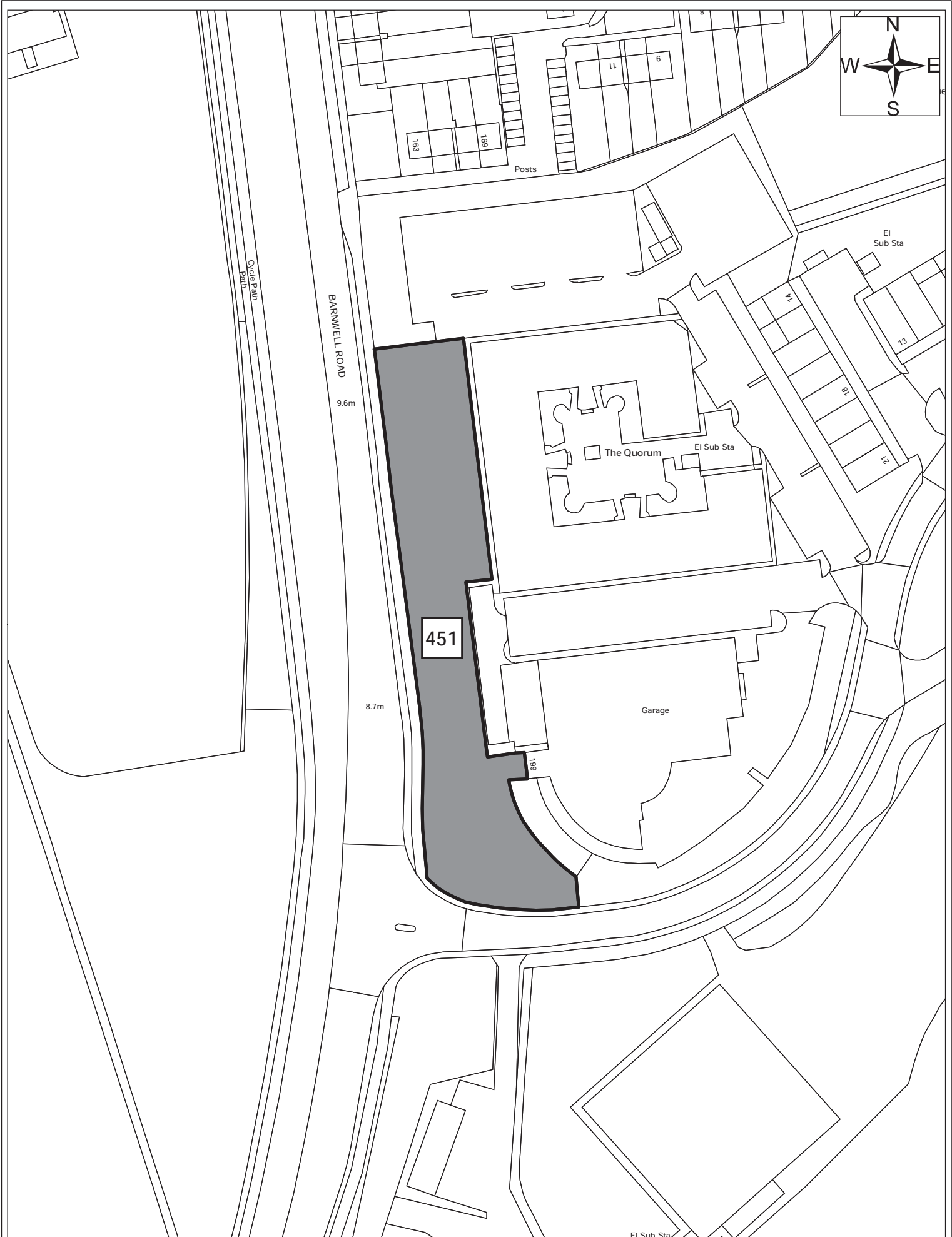
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Scale:	1:1,250



Site 450
Page 580

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



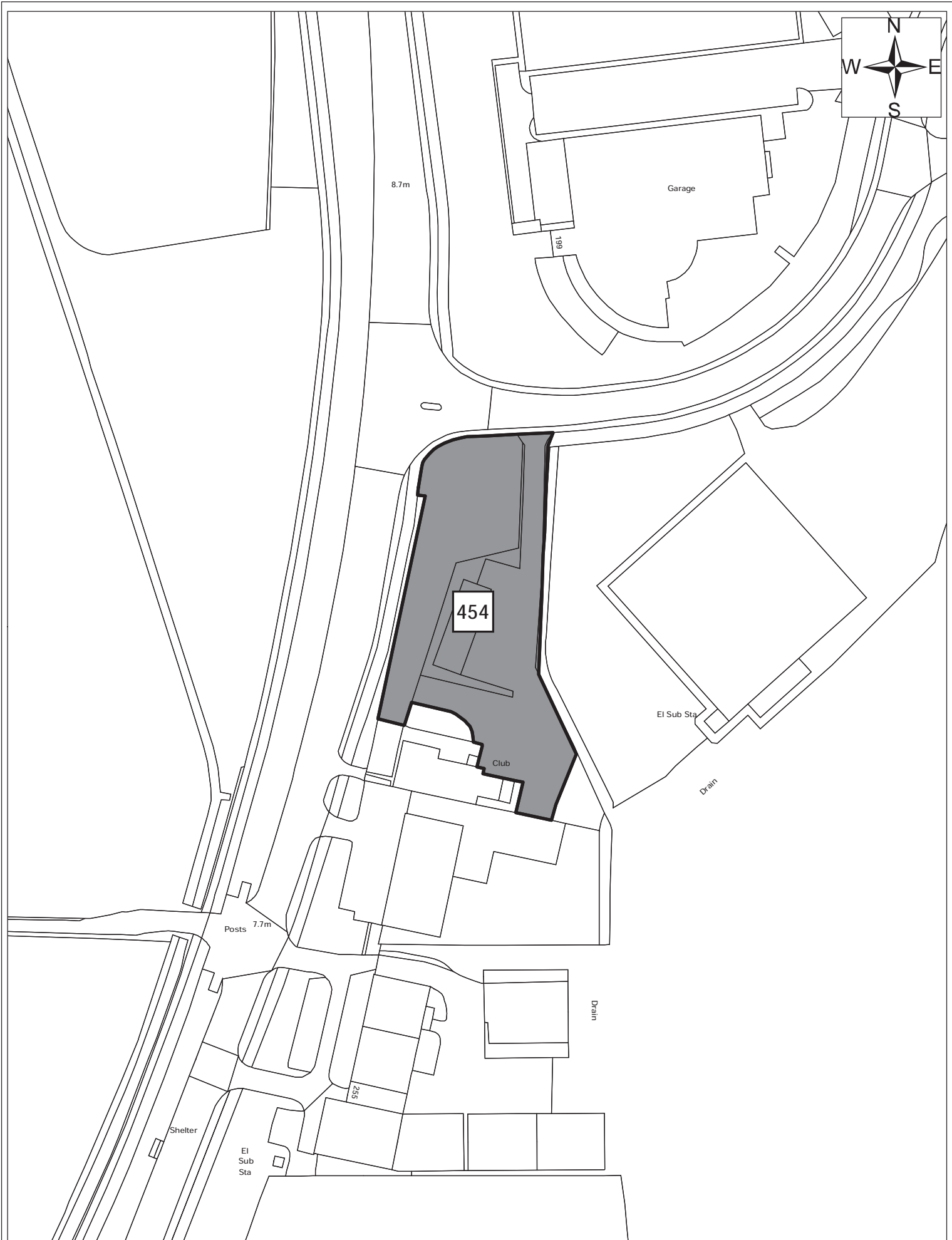
Site 451
Page 581

Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250



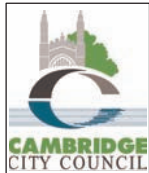
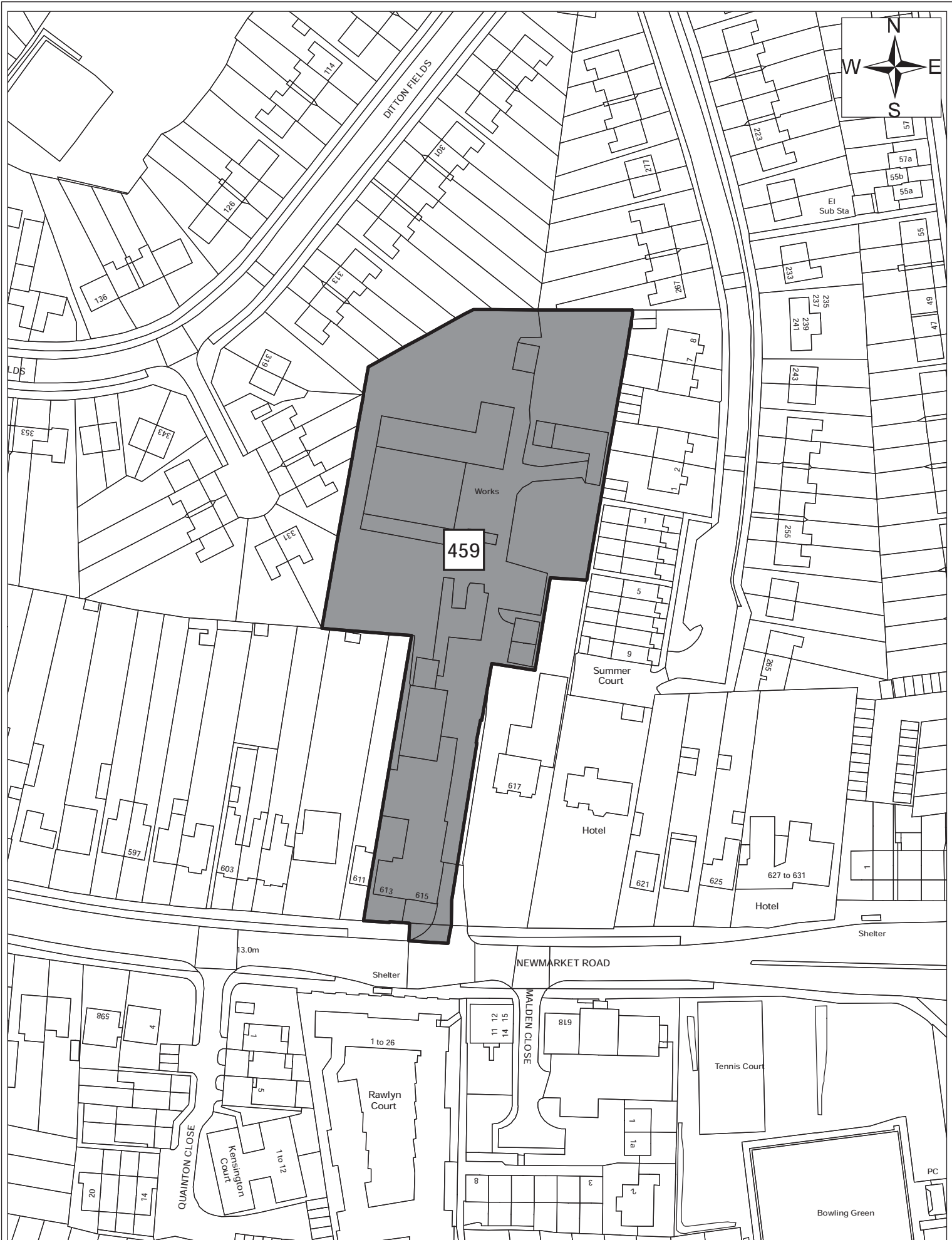
Site 453
Page 582

Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:2,500



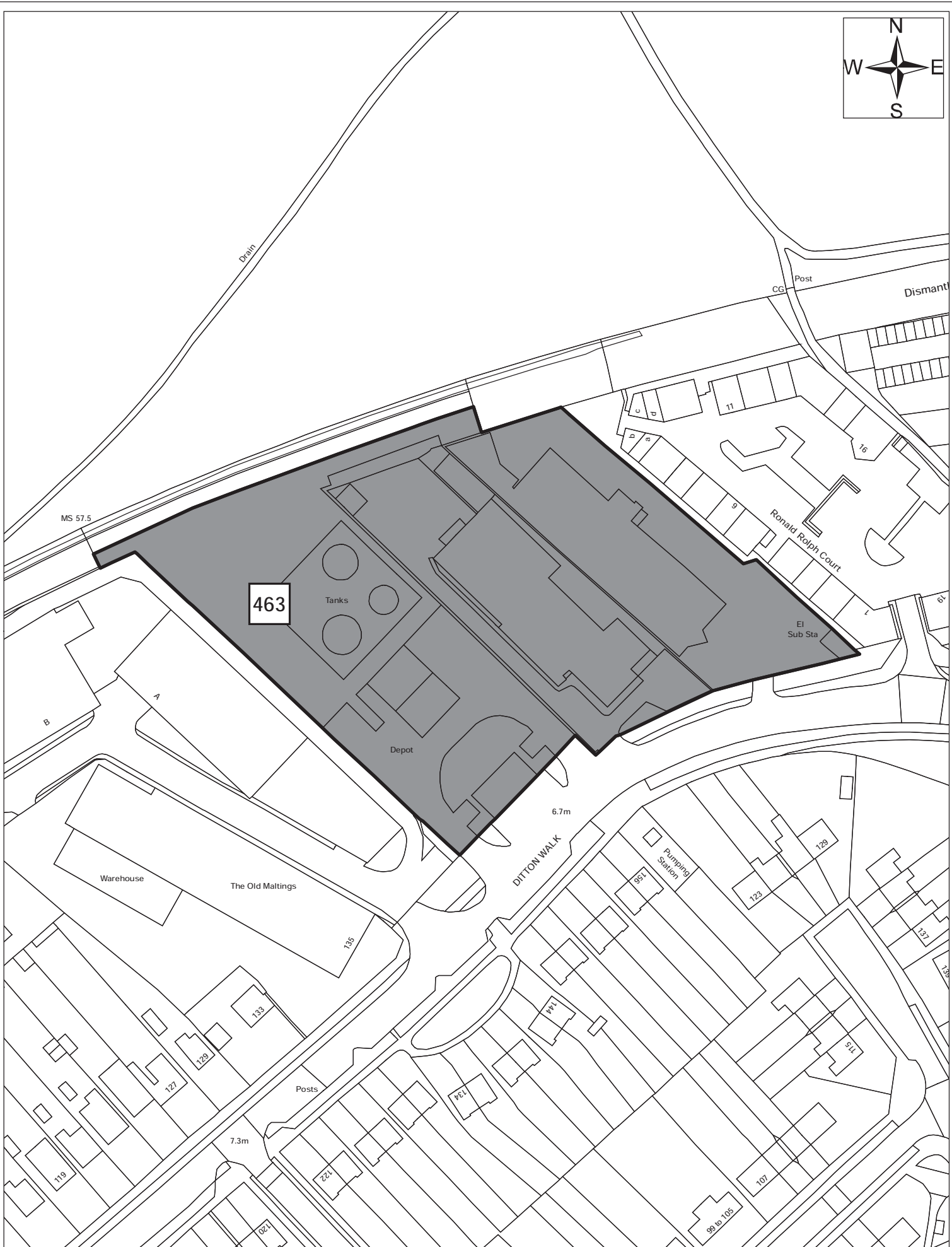
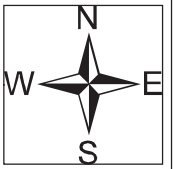
Site 454
Page 583

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



Site 459
Page 584

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



463

Tanks

Depot

Warehouse

The Old Maltings

DITTON WALK

Ronald Ralph Court

EI Sub Sta

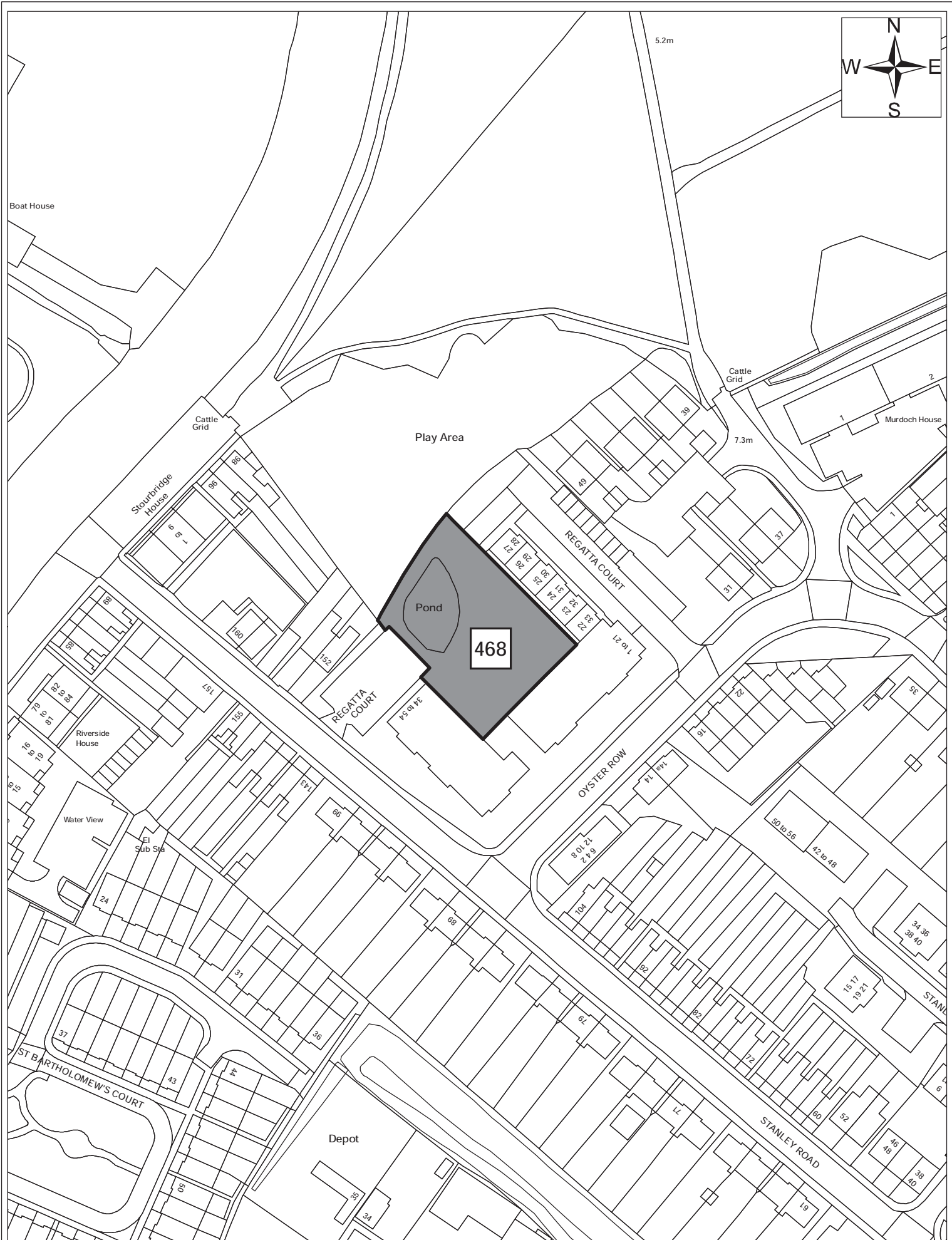
Pumping Station

Posts



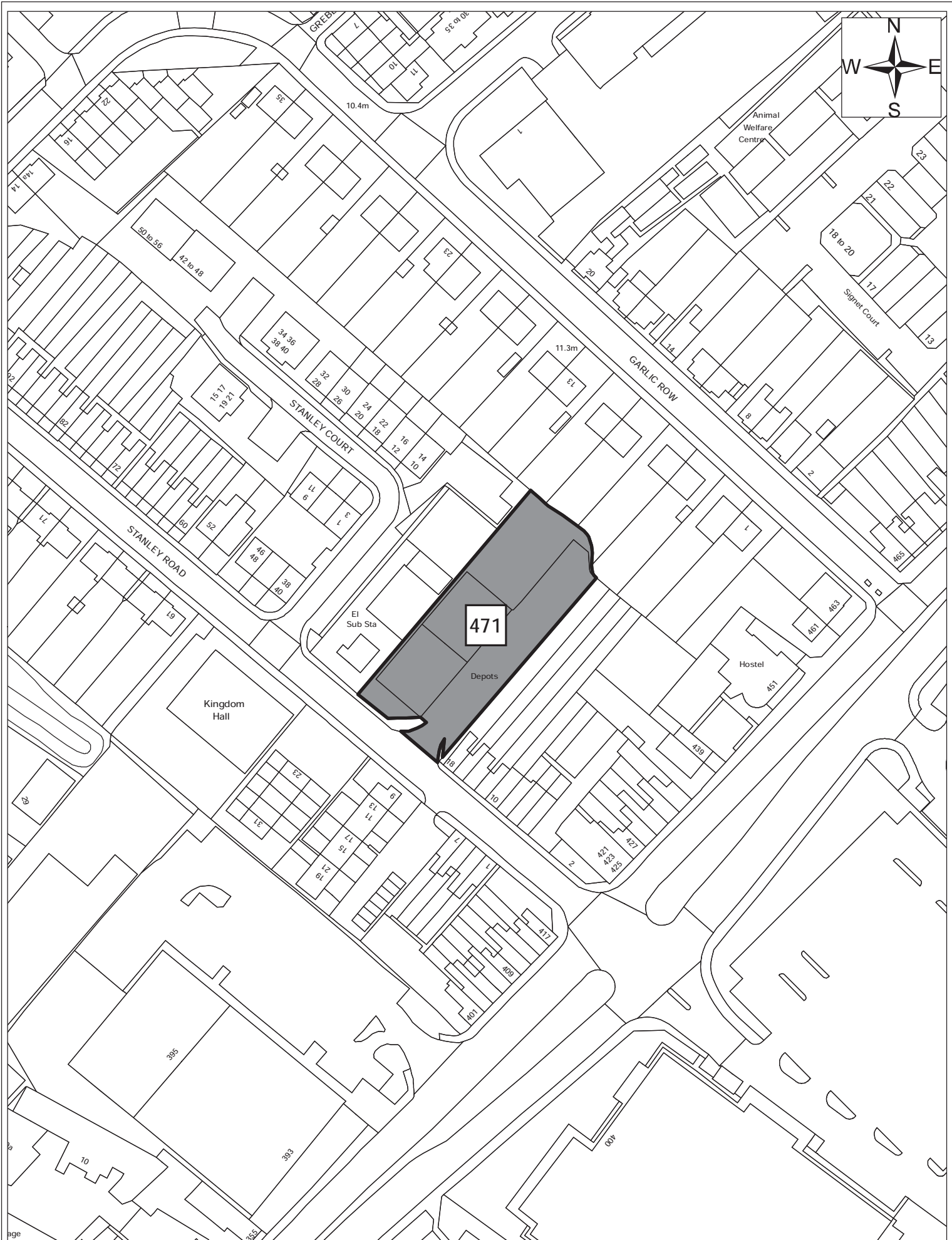
Site 463 Page 585

Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250



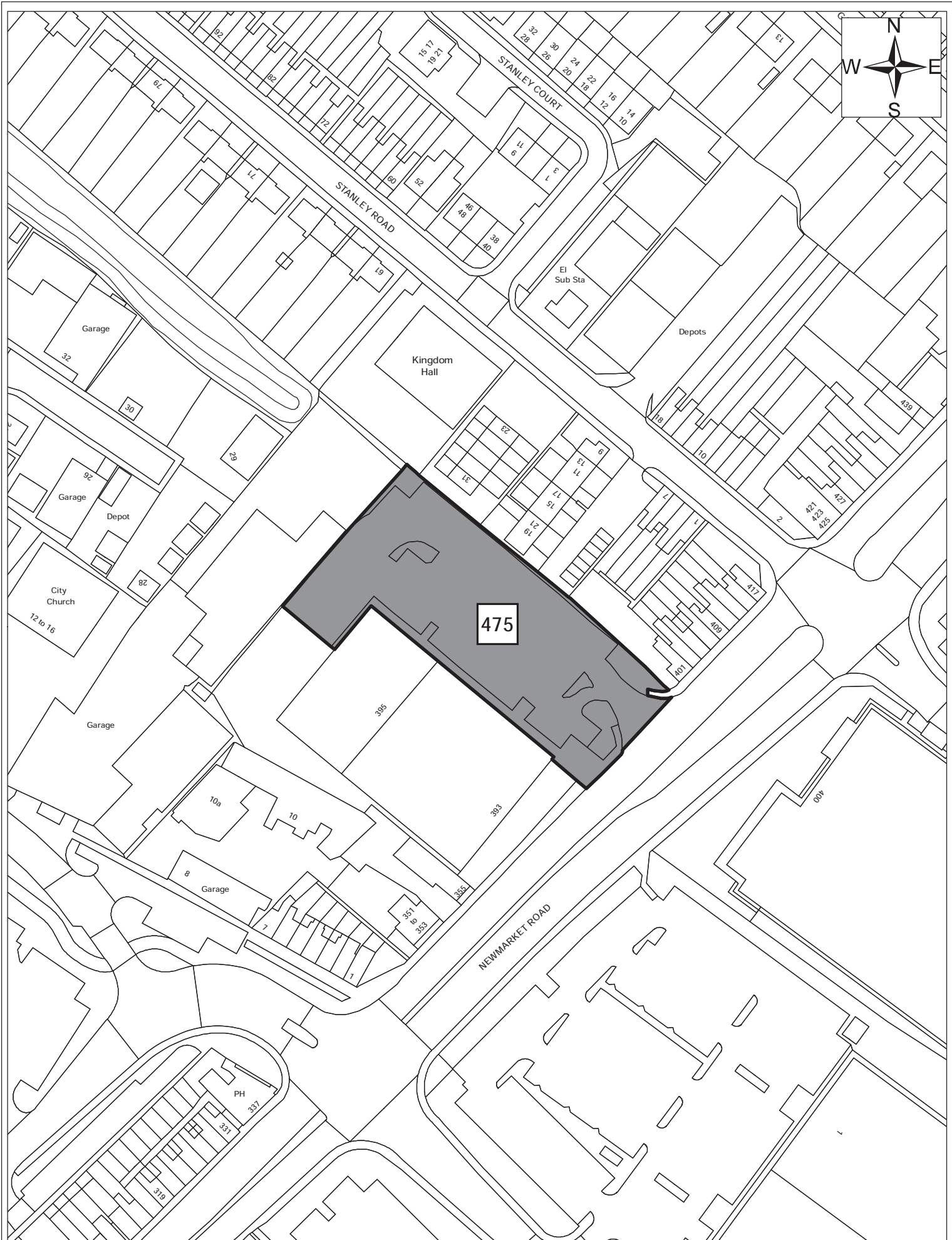
Site 468
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Section/Department:	Environment
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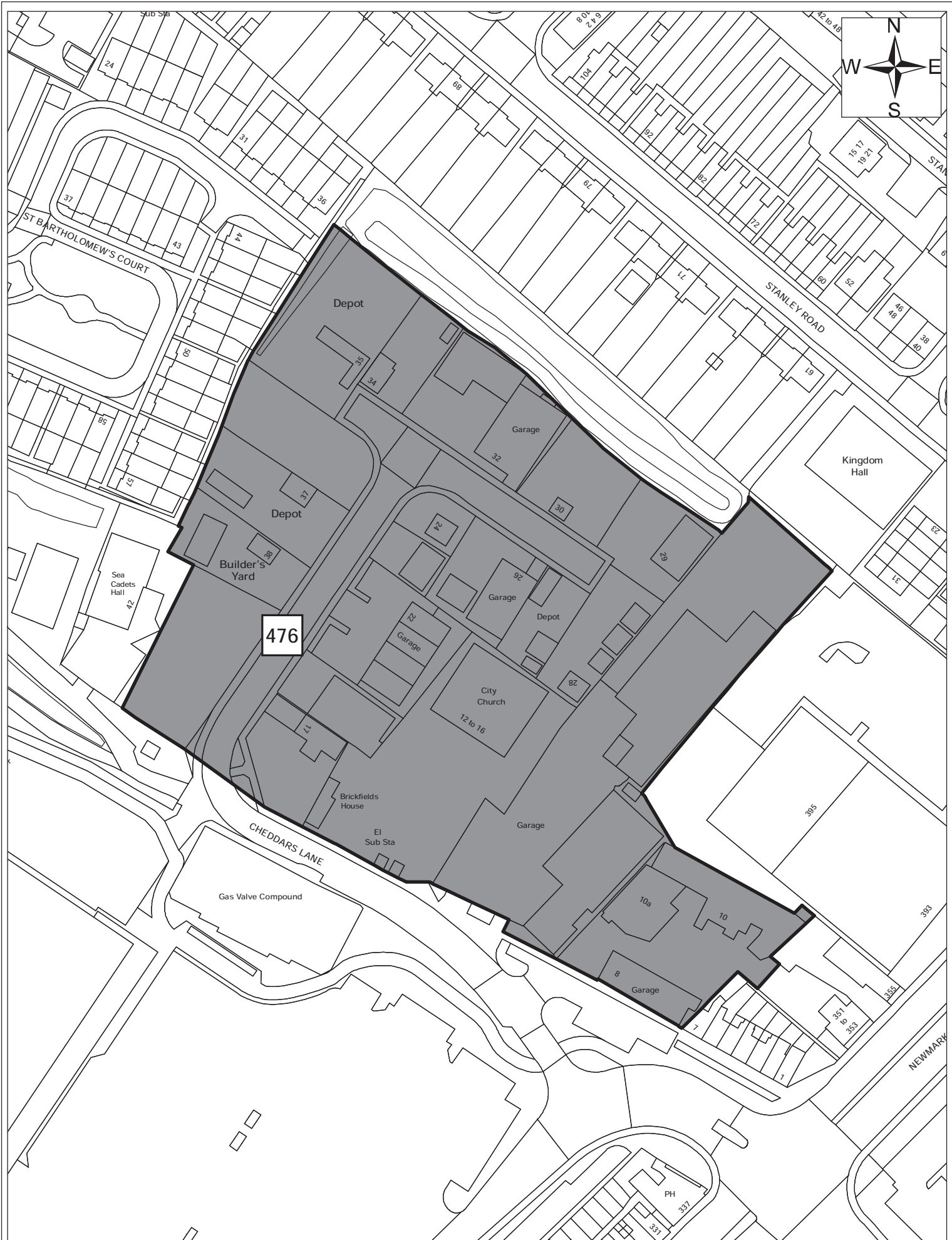
Site 471
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Section/Department:	Environment
Scale:	1:1,250



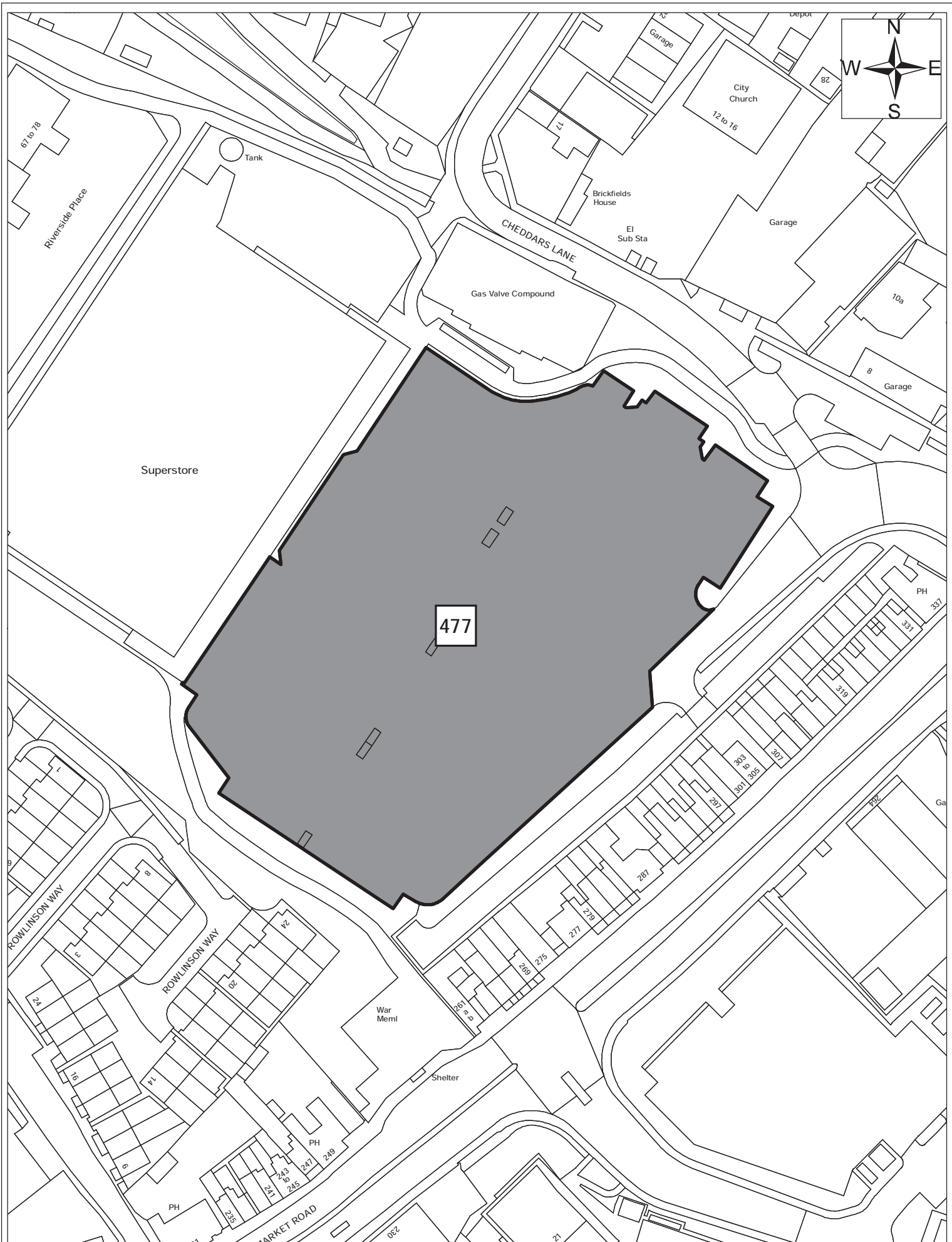
Site 475
Page 588

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Section/Department:	Environment
Scale:	1:1,250



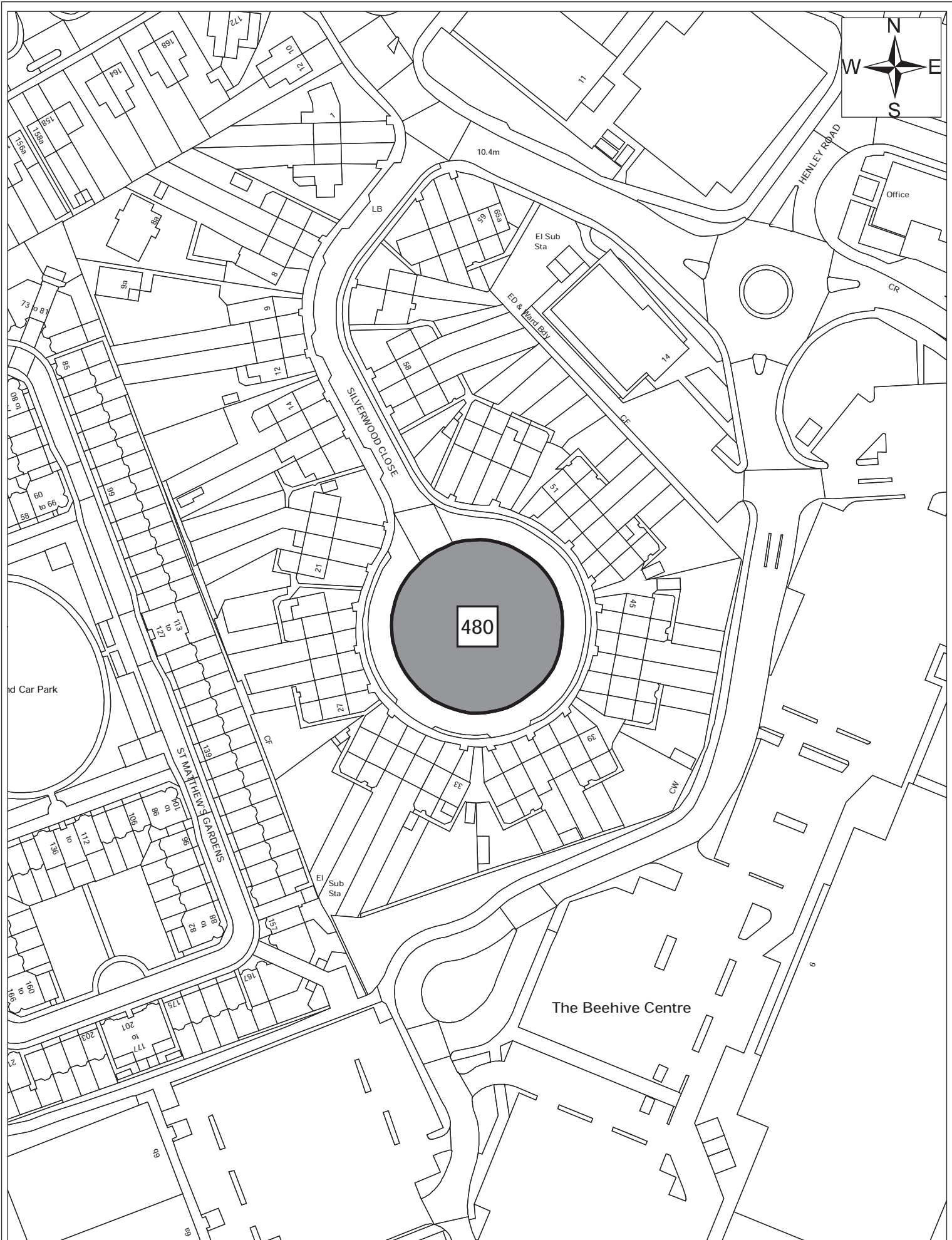
Site 476
Page 589

Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250



Site 477
Page 590

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



Site 480
Page 591

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250

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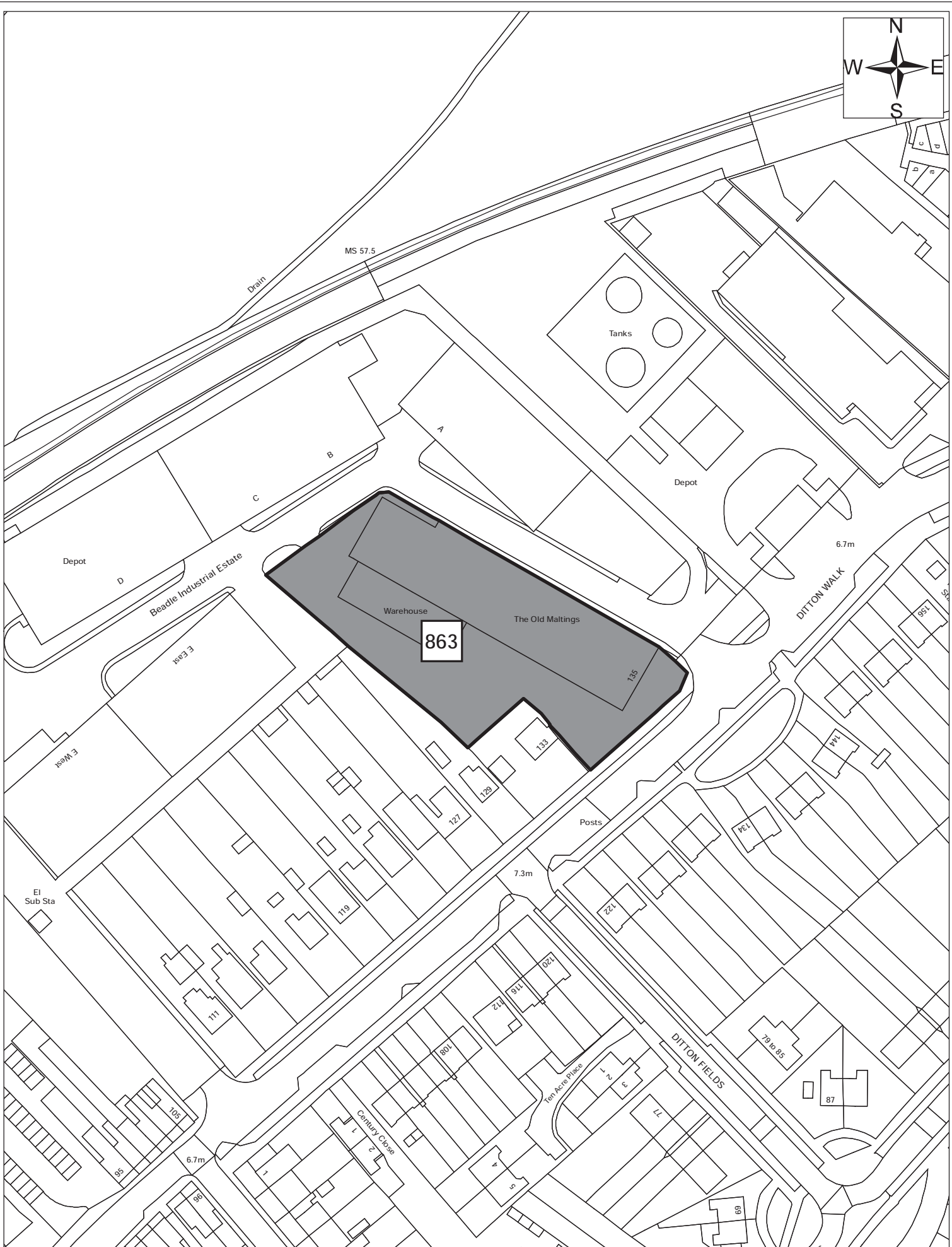
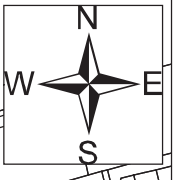


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Page 593

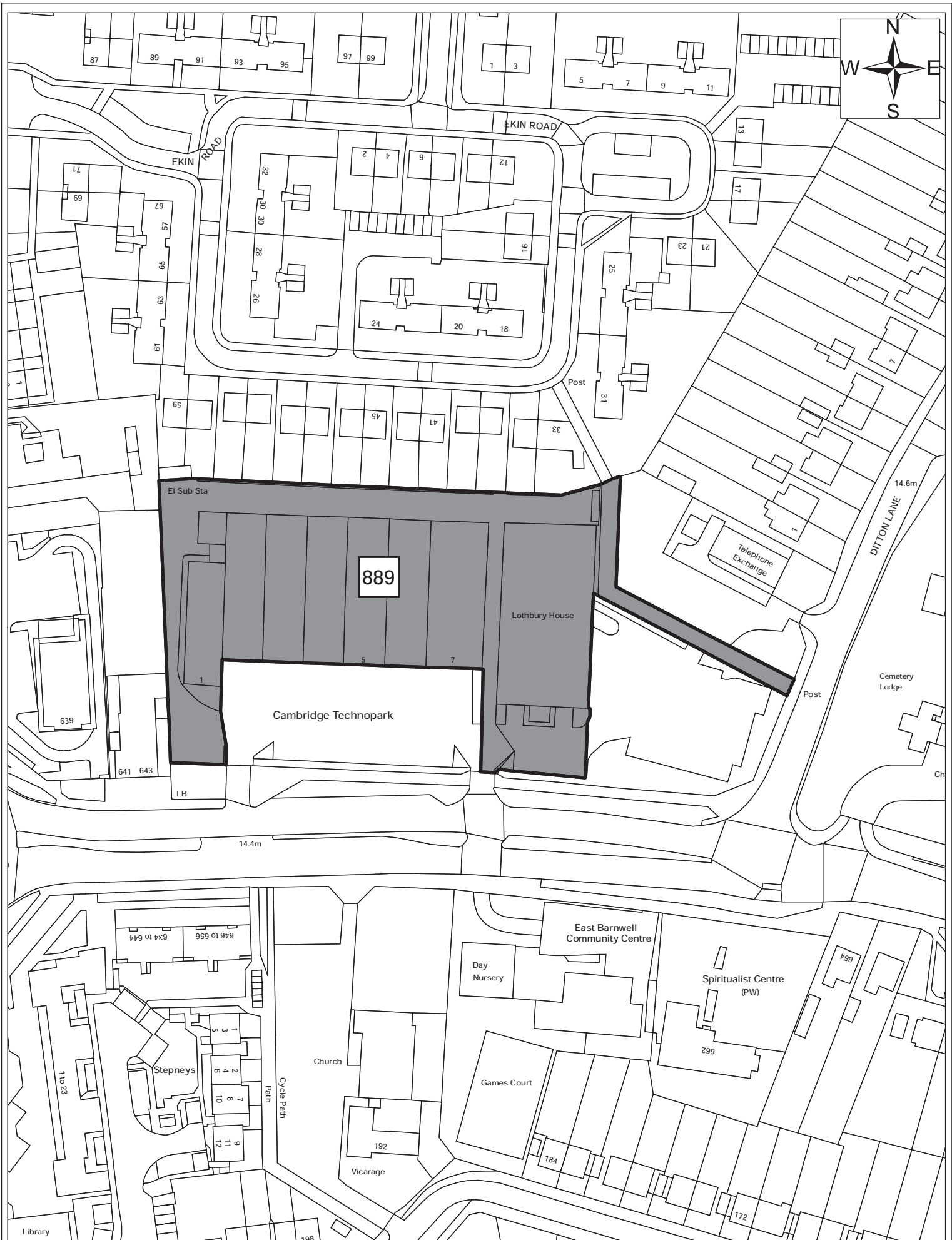
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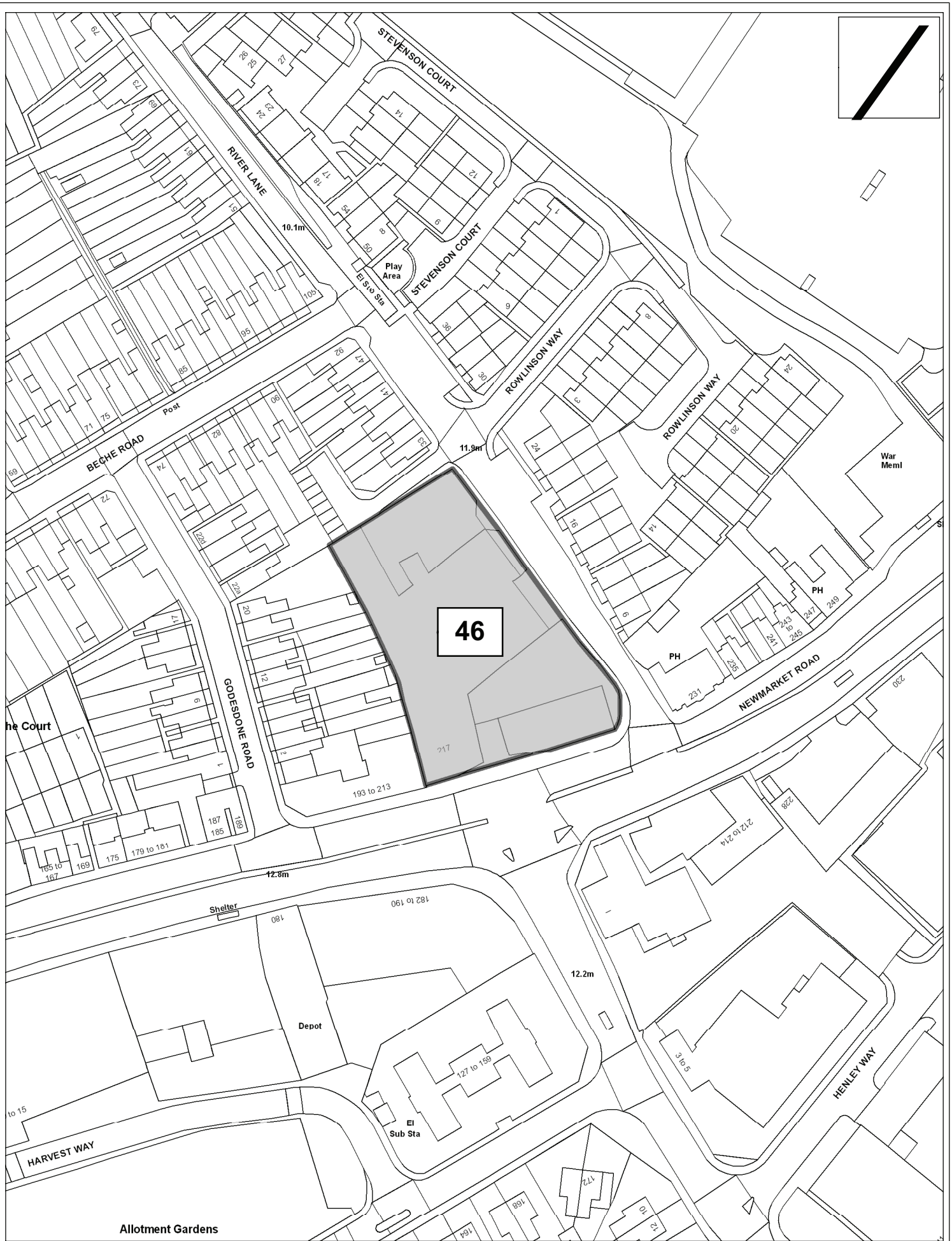
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Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250



Site 889
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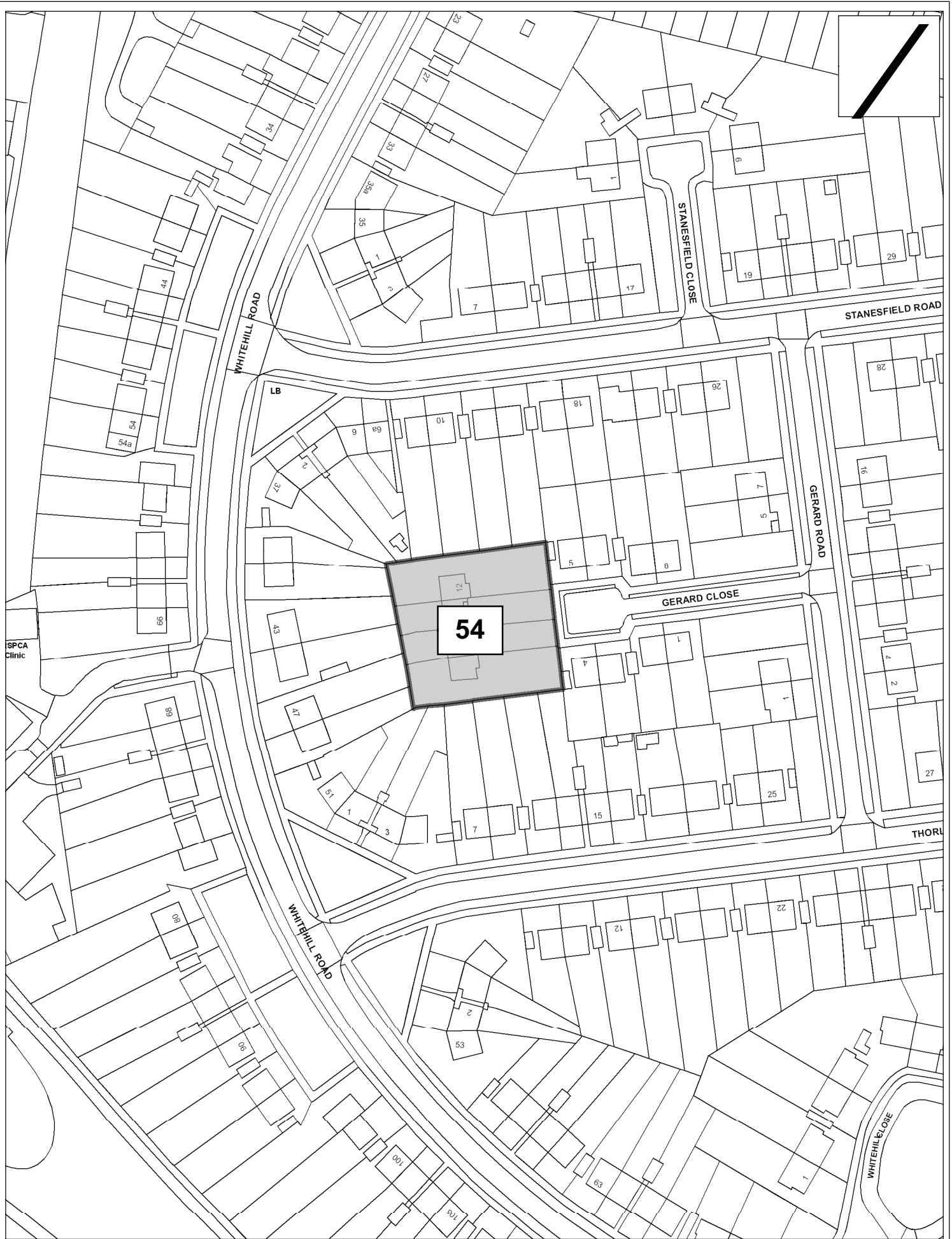
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Site 46
Page 596

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Section/Department:	Environment
Scale:	1:1250

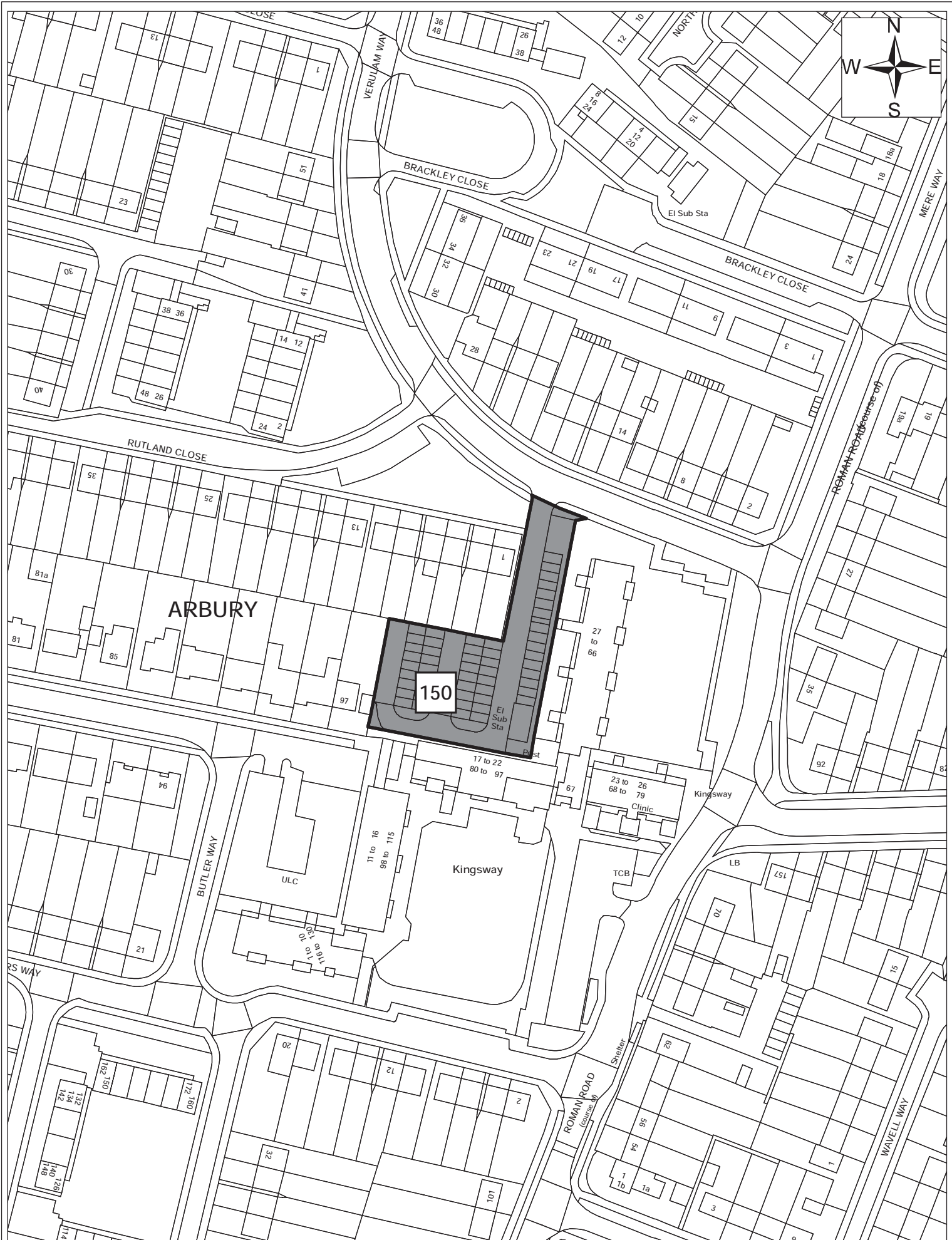
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Site 54

Page 597

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Section/Department:	Environment
Scale:	1:1250



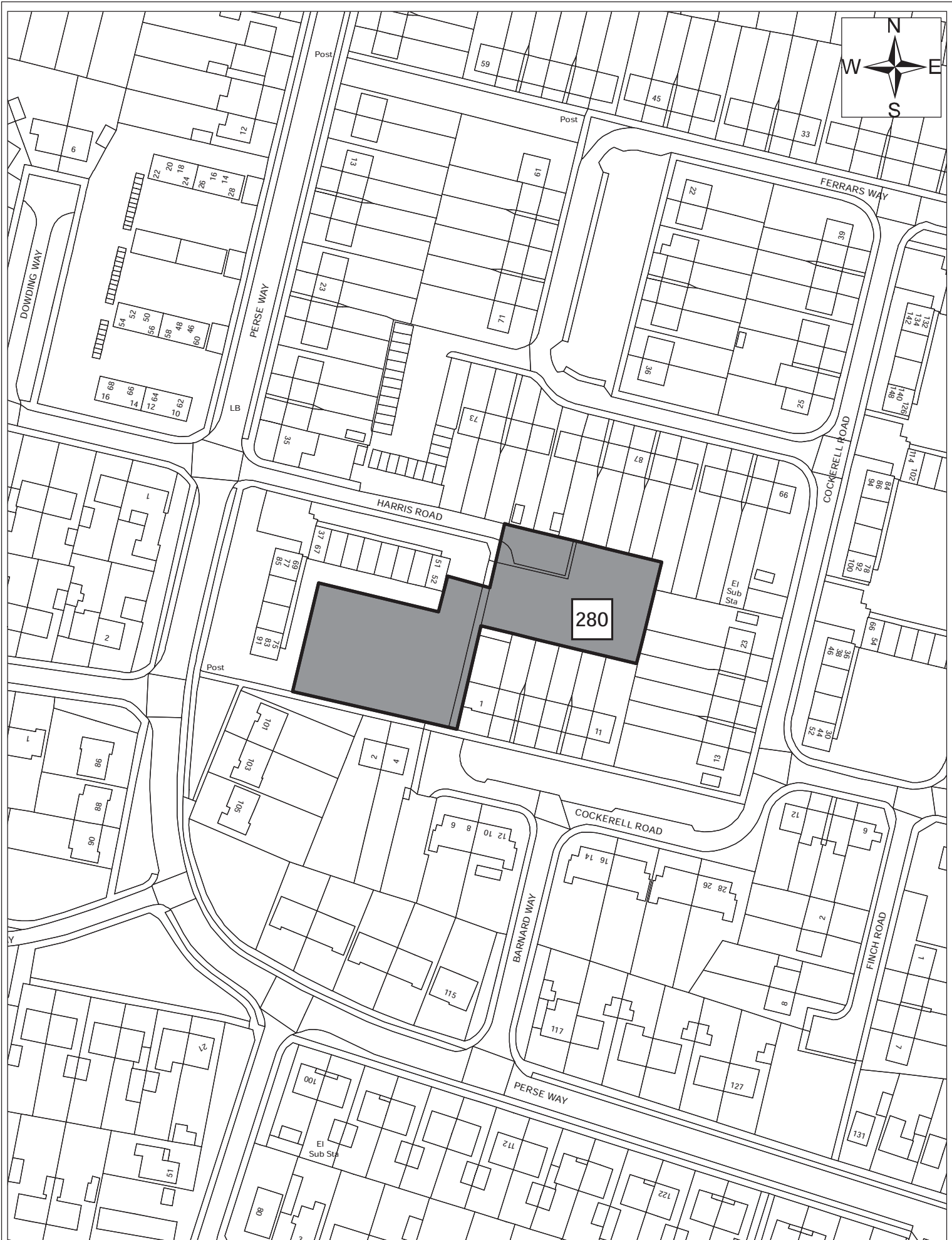
Site 150
Page 598

Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250



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Page 599

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Section/Department:	Environment
Scale:	1:1,250



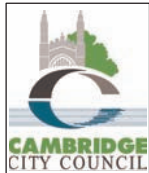
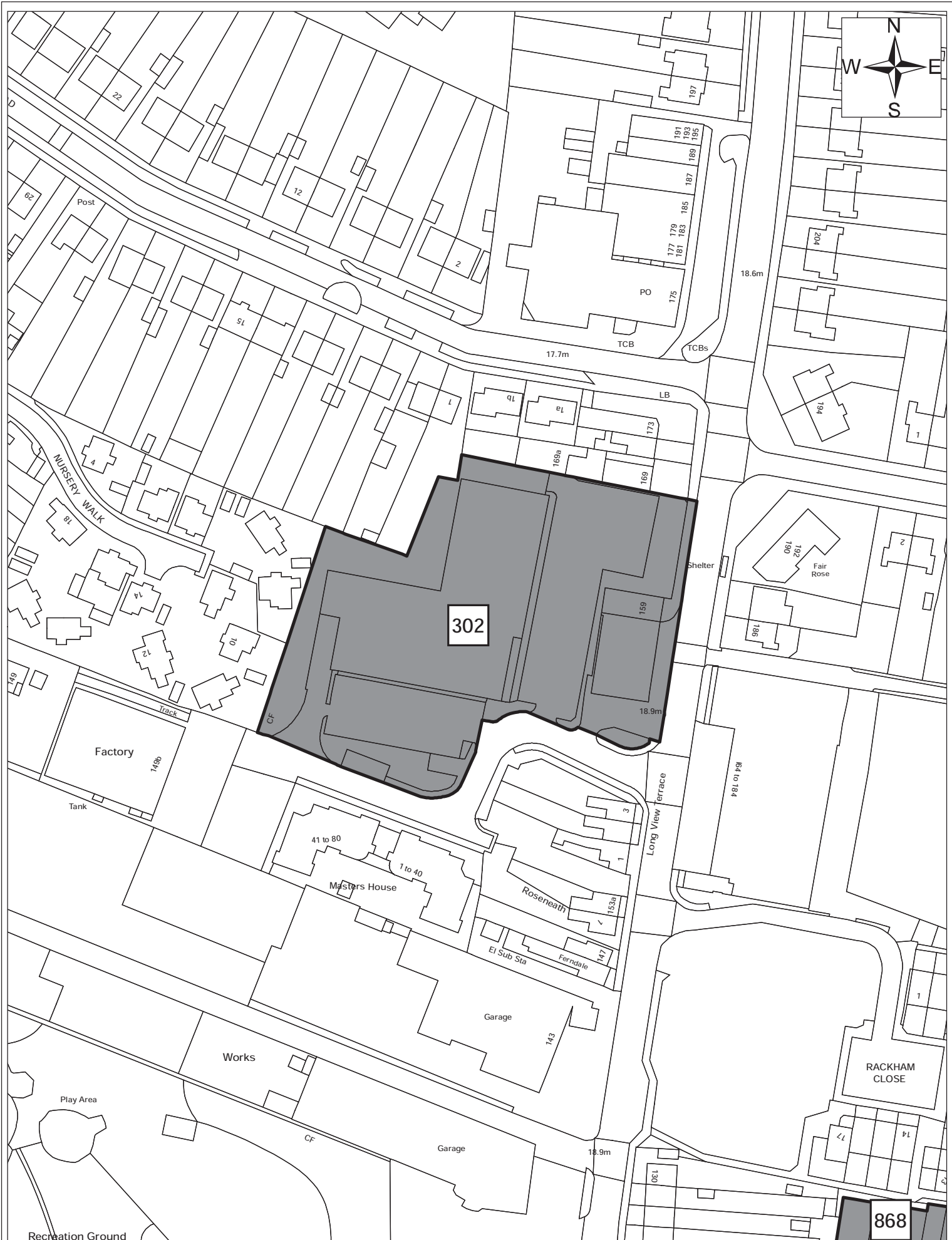
Site 280
Page 600

Date: 1st September 2011

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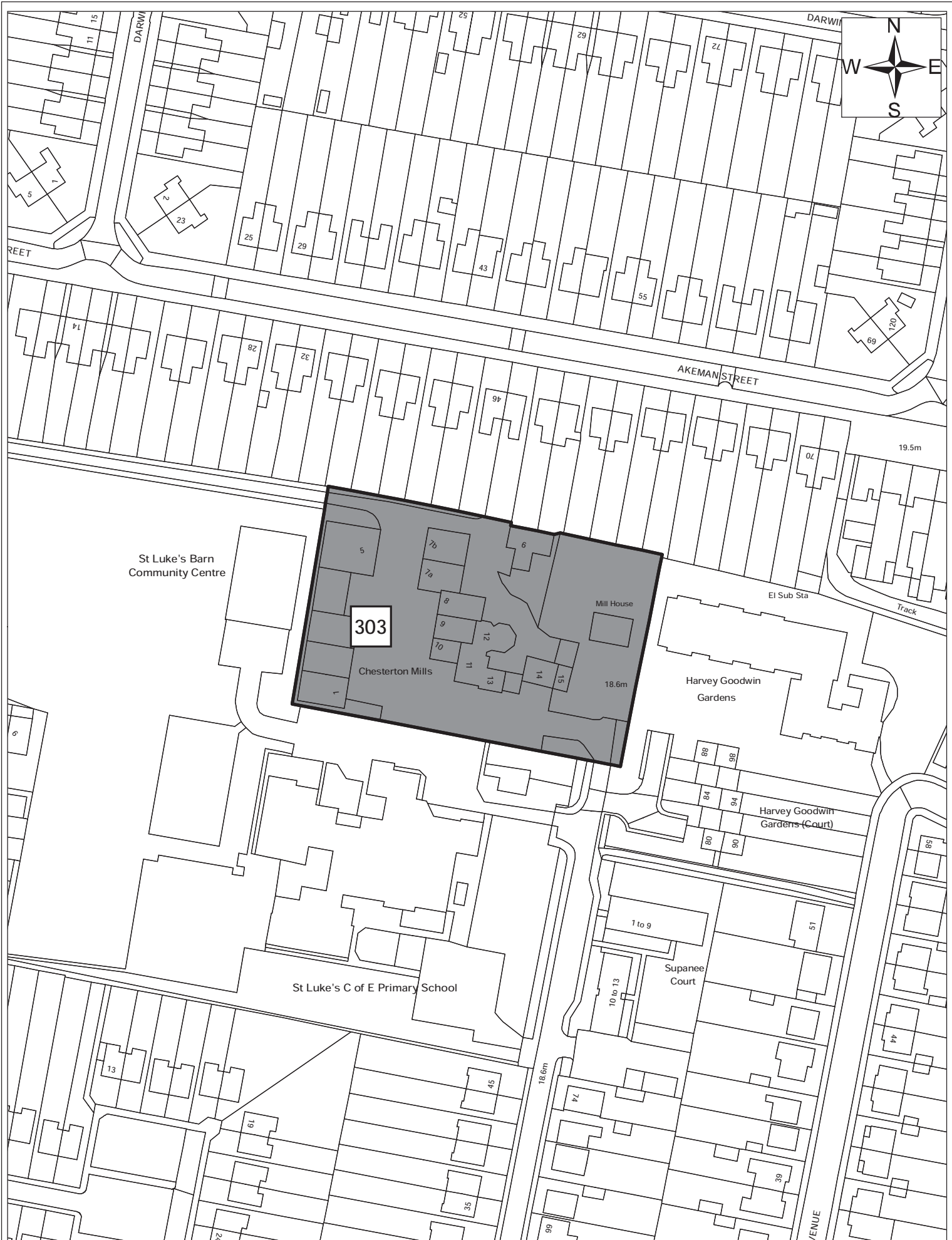
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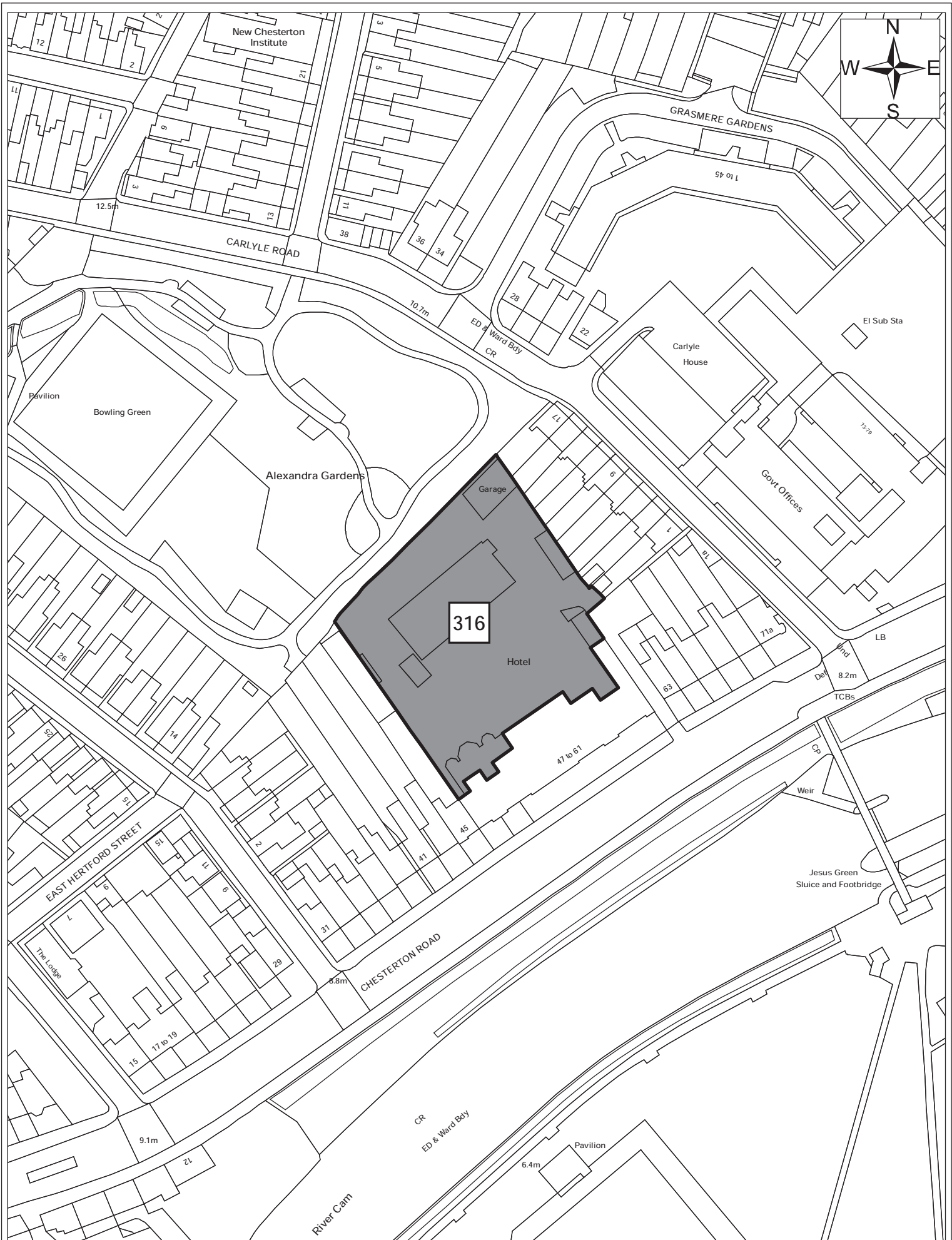
Site 302
Page 601

Date:	1st September 2011
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Section/Department:	Environment
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Site 303
Page 602

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Section/Department:	Environment
Scale:	1:1,250



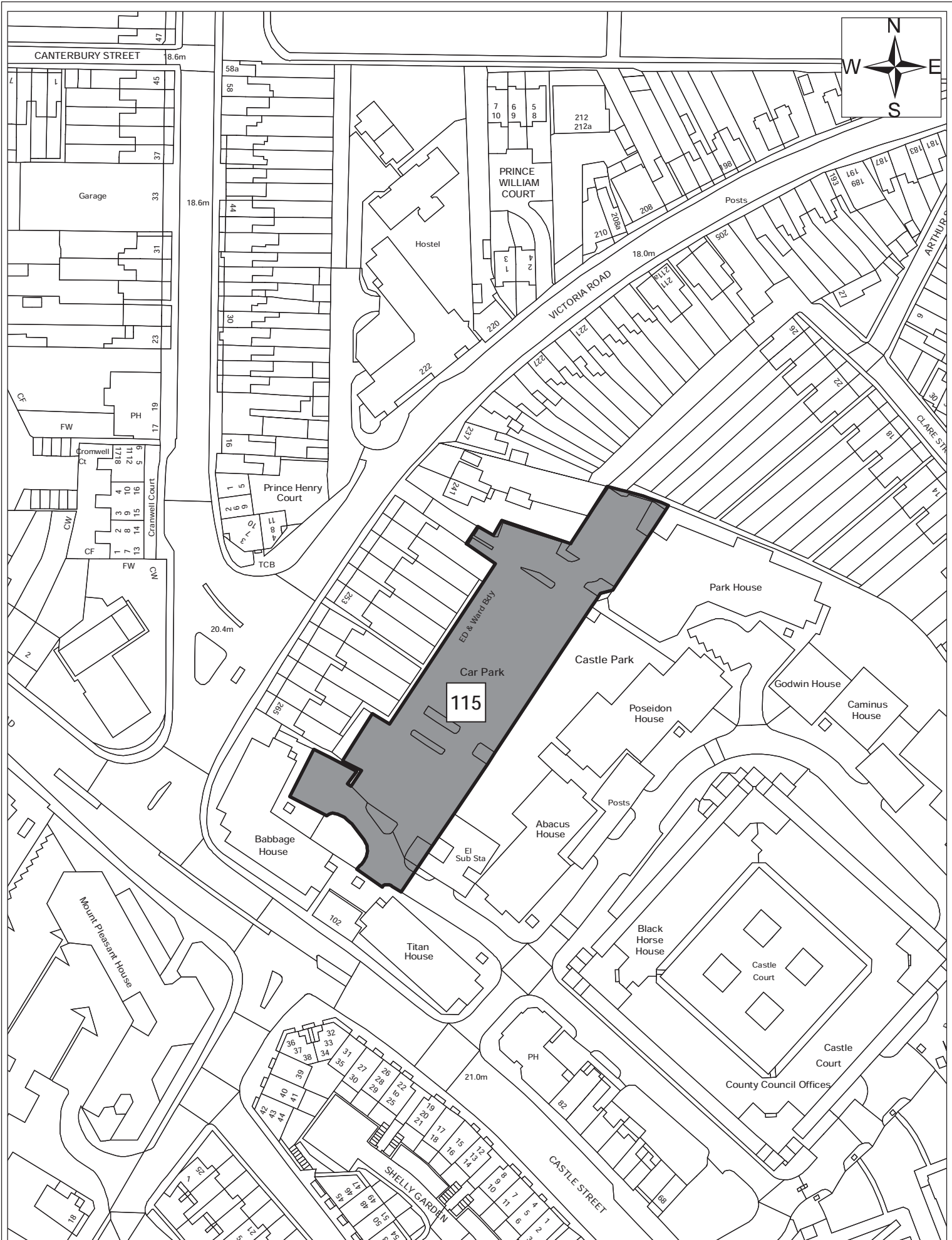
Site 316
Page 603

Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250



Site 868
Page 604

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



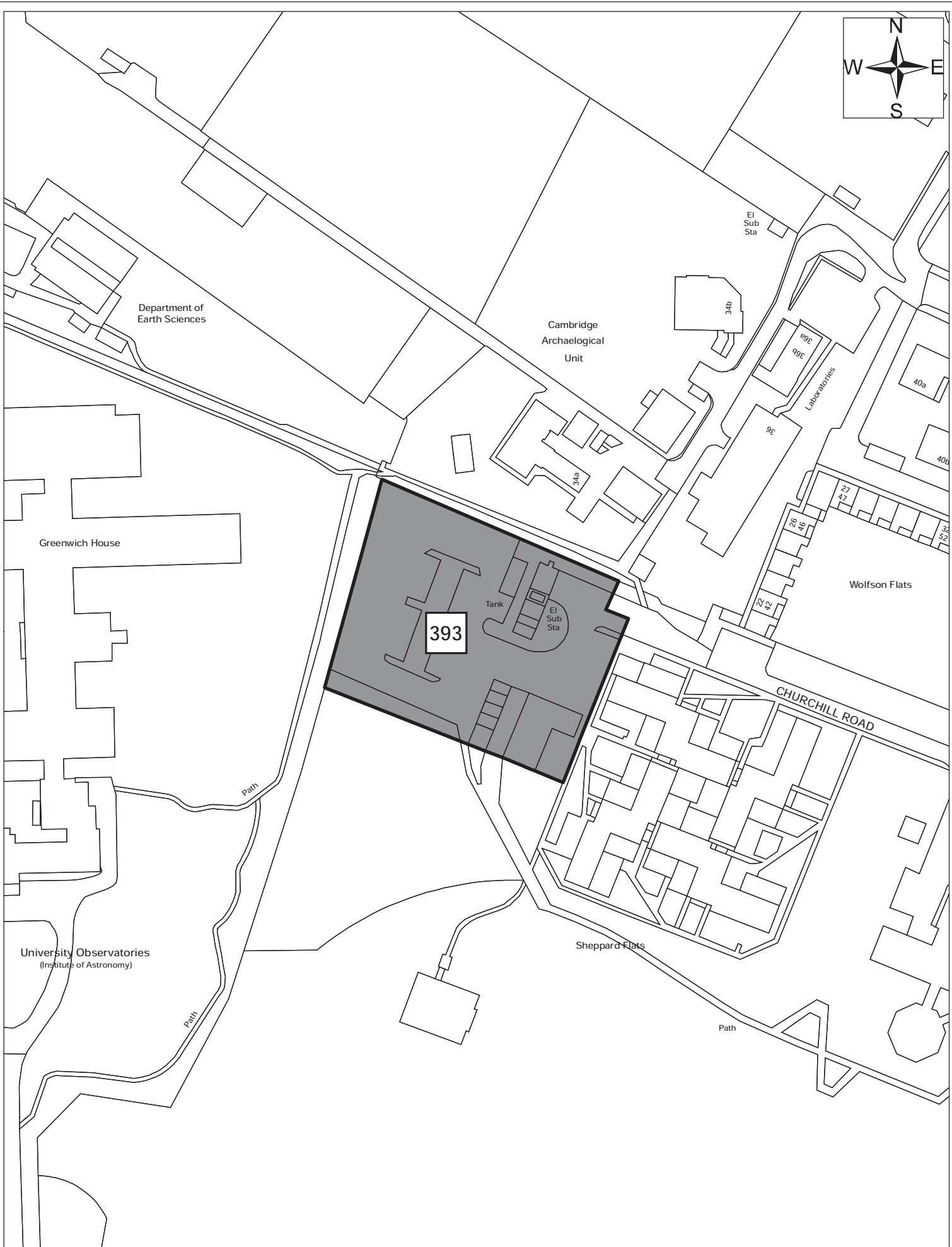
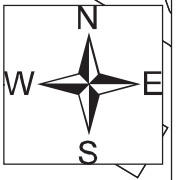
Site 115
Page 605

Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250



Site 383
Page 606

Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250

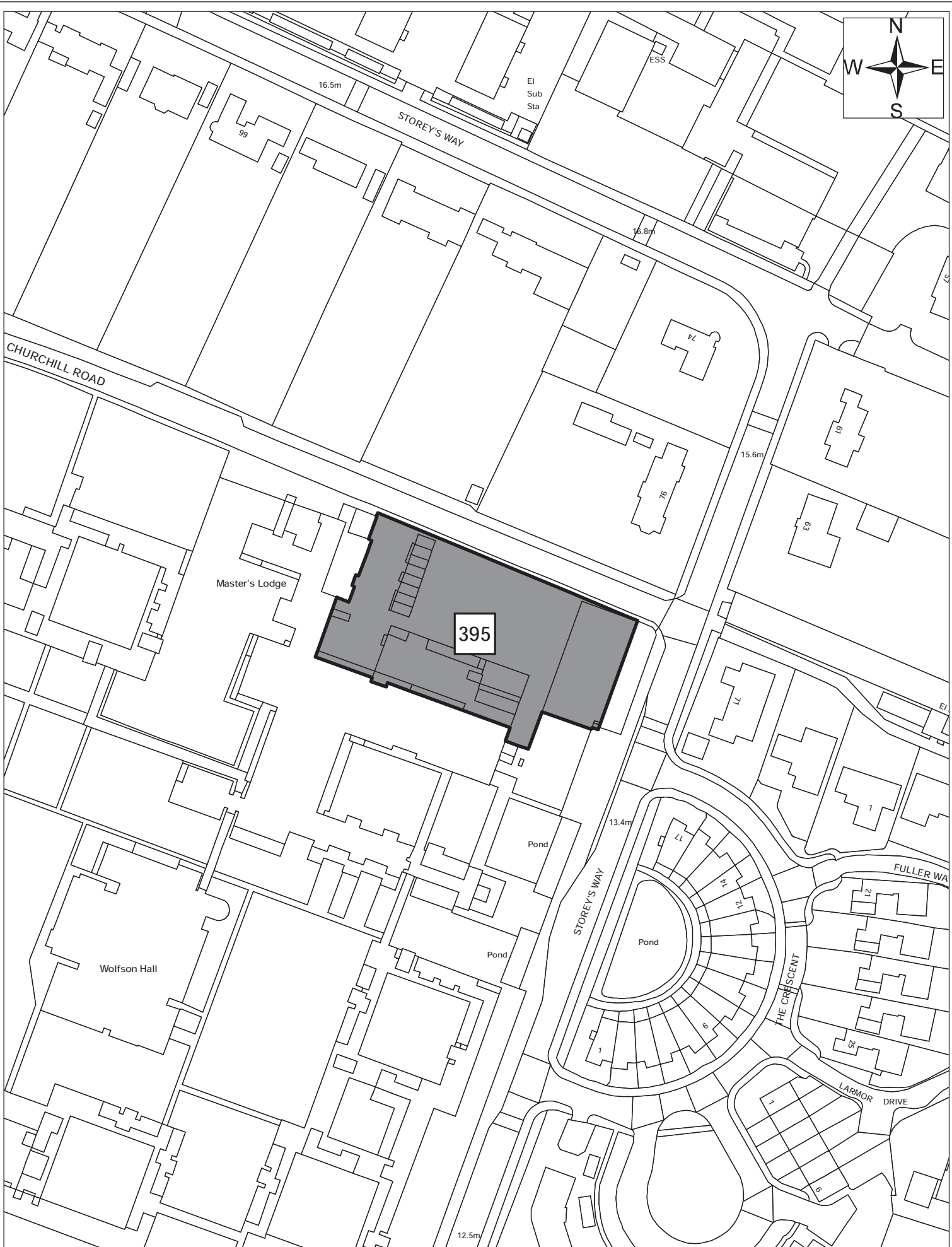
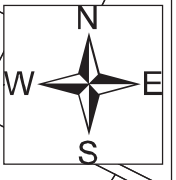


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Page 607

Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250



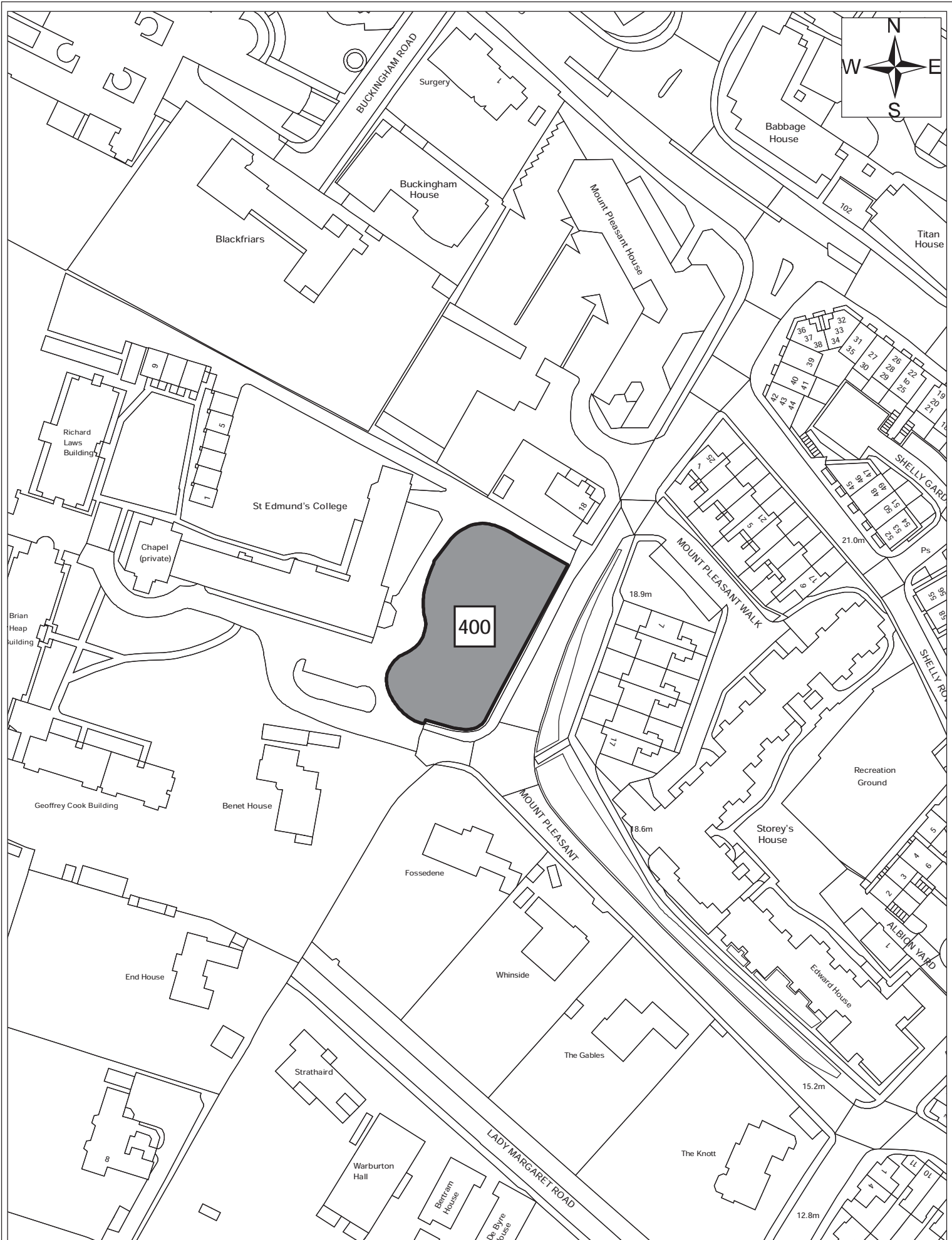
Site 395
Page 608

Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250



Site 398
Page 609

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



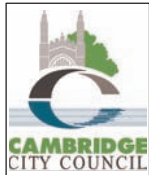
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Section/Department:	Environment
Scale:	1:1,250



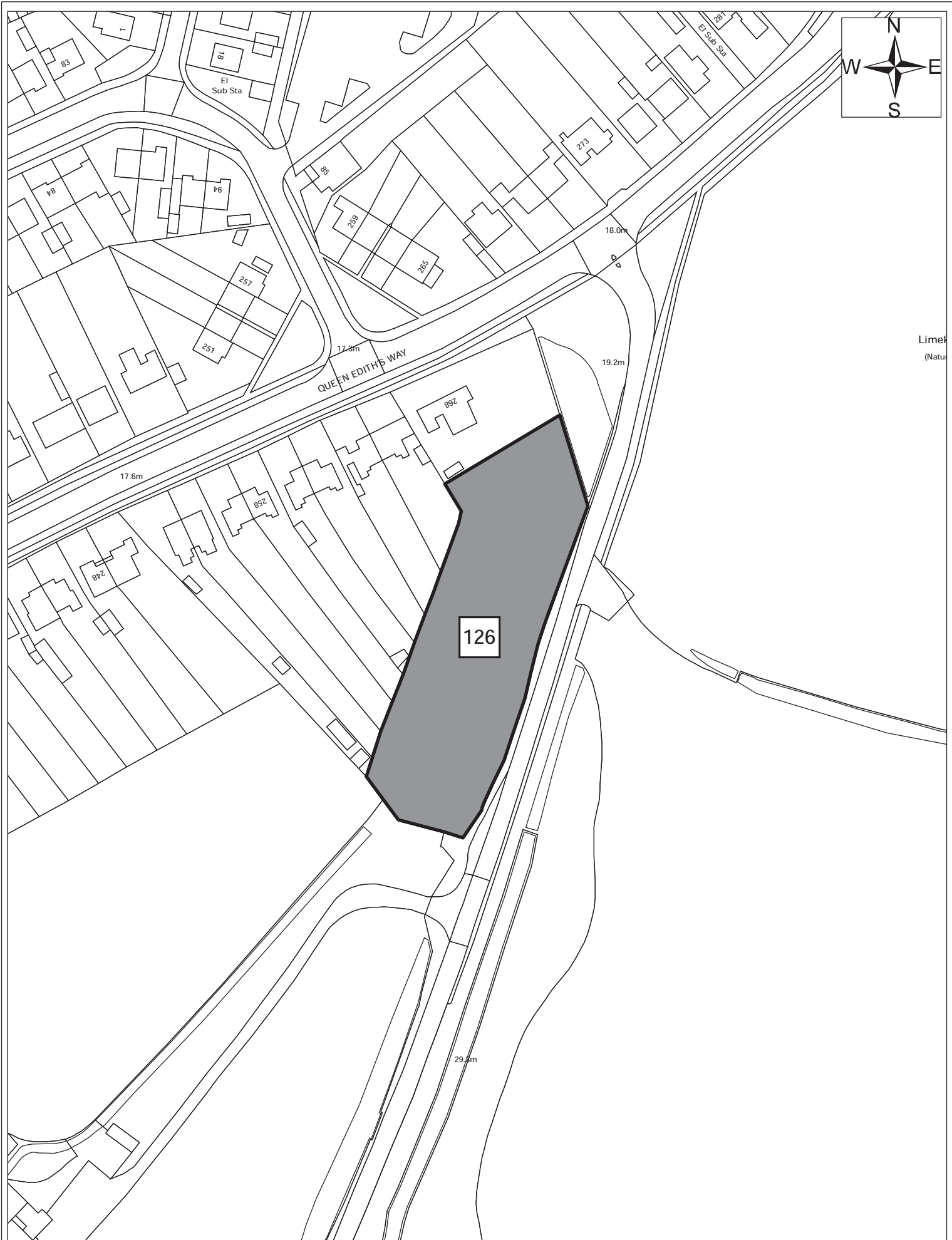
Site 406
Page 611

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



Site 899
Page 612

Date:	25th November 2011
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Section/Department:	Environment
Scale:	1:2,250

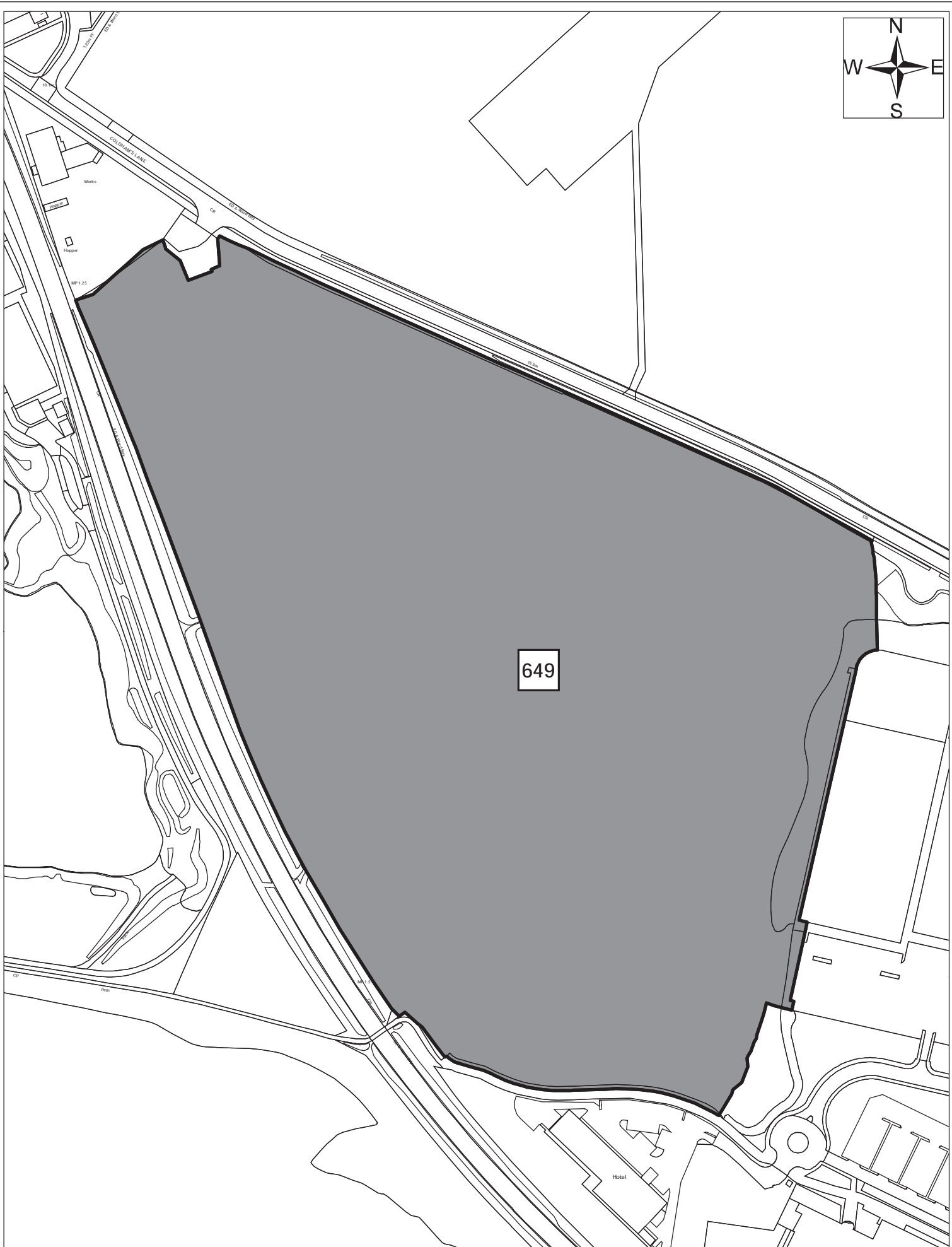
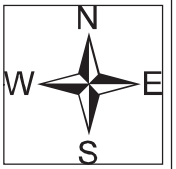


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Site 126
Page 613

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



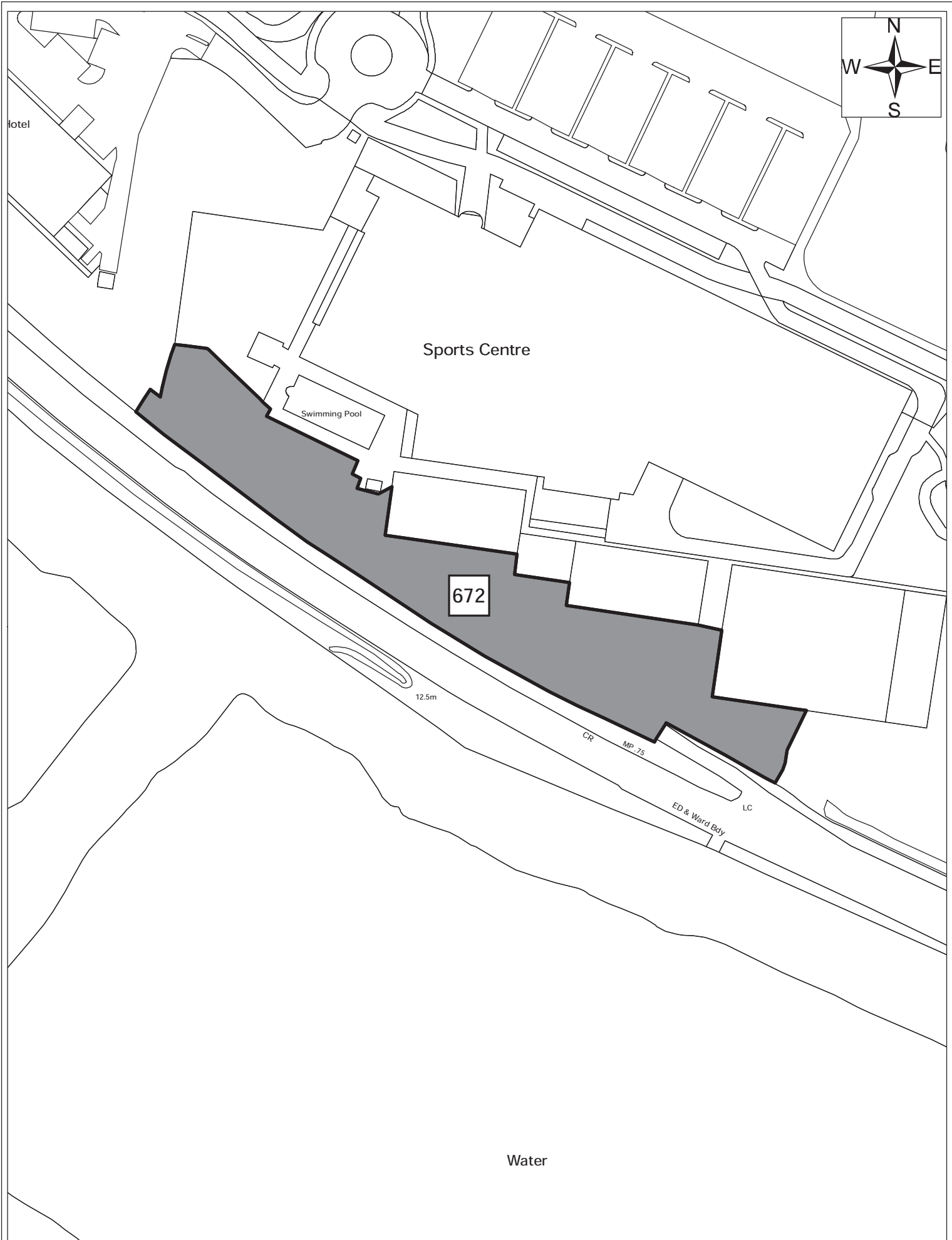
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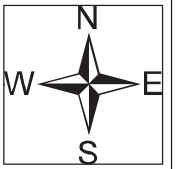


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Section/Department:	Environment
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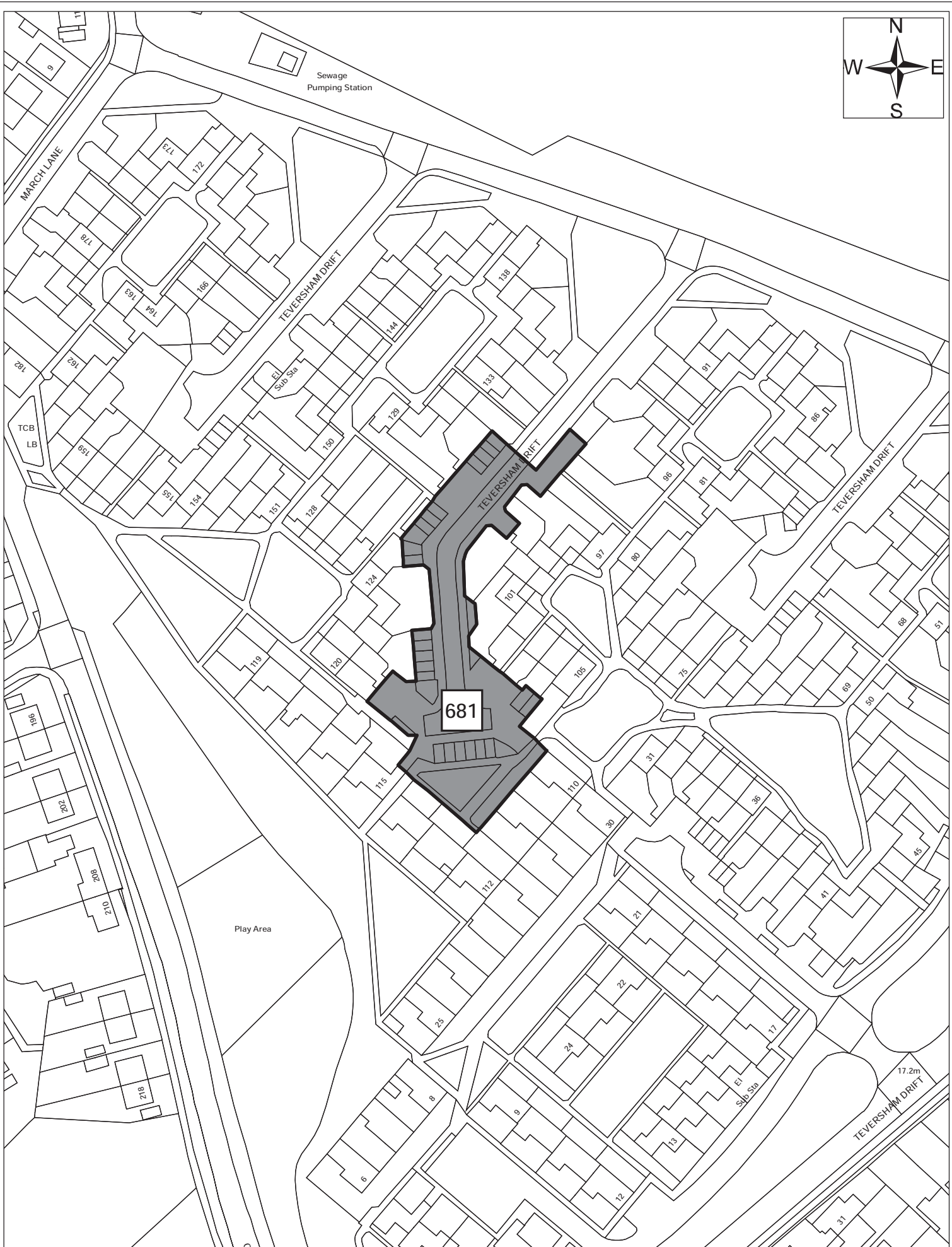
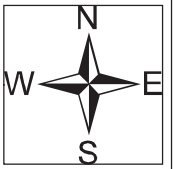
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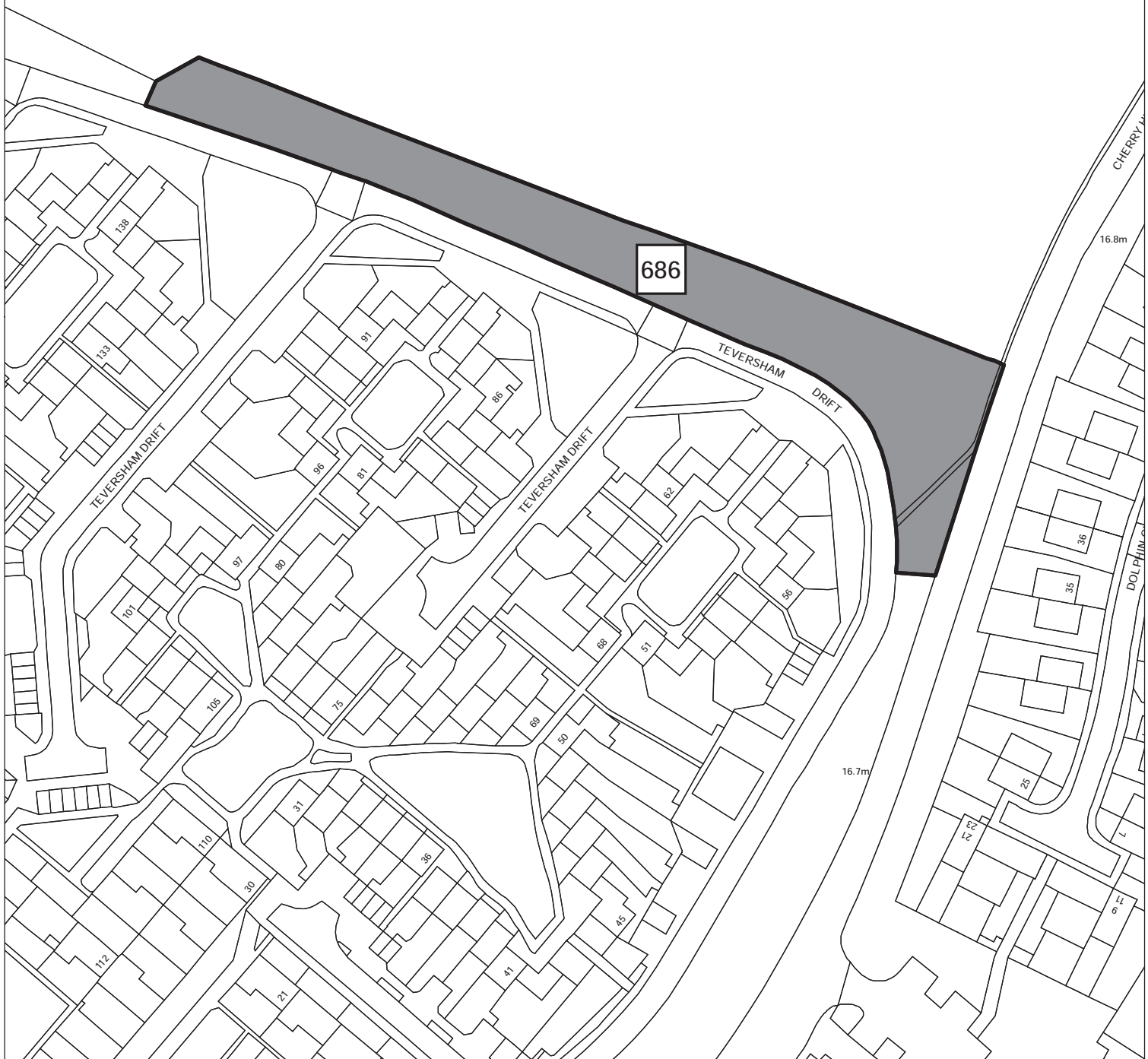
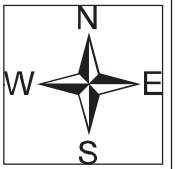
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Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:2,250



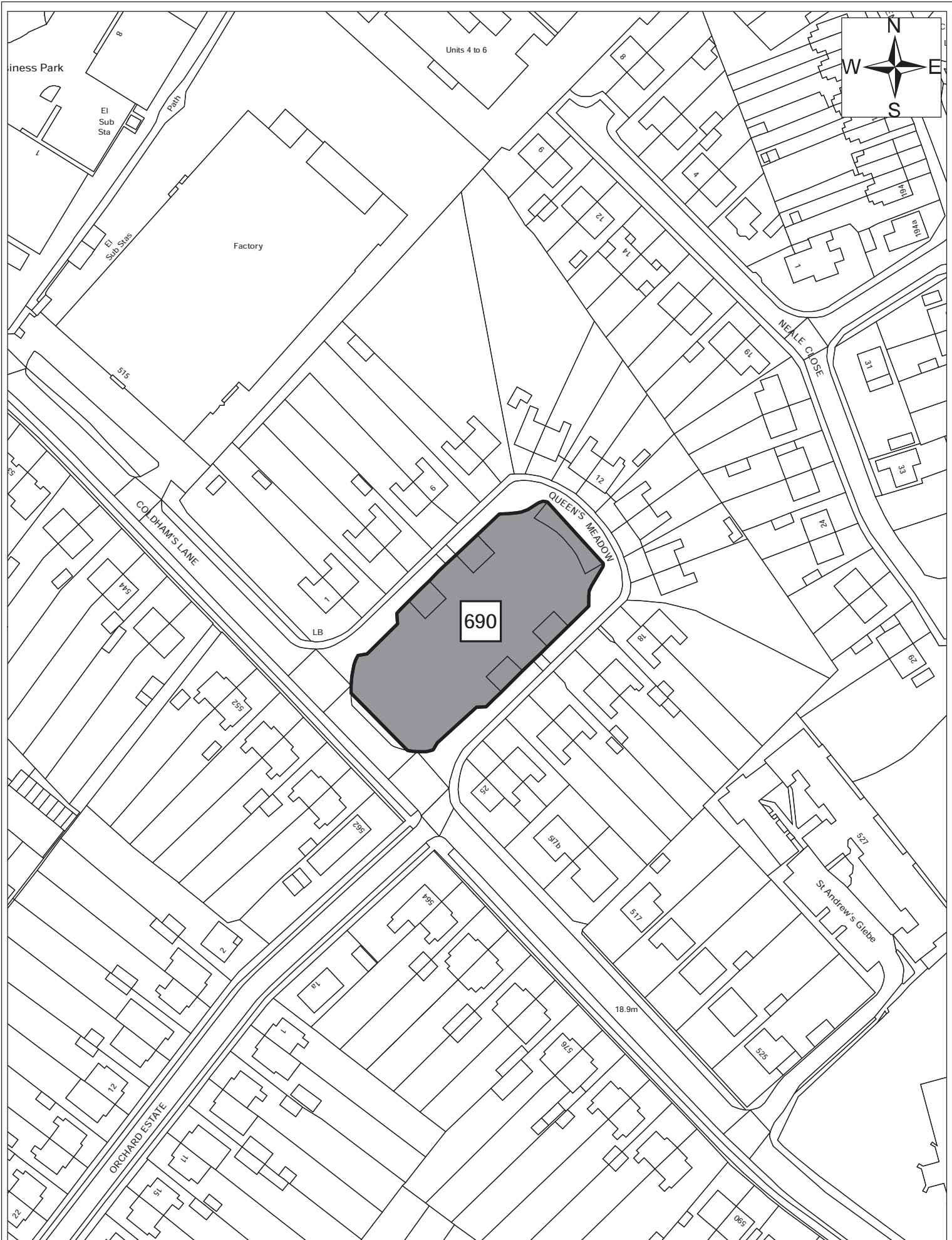
Site 681
Page 617

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Section/Department:	Environment
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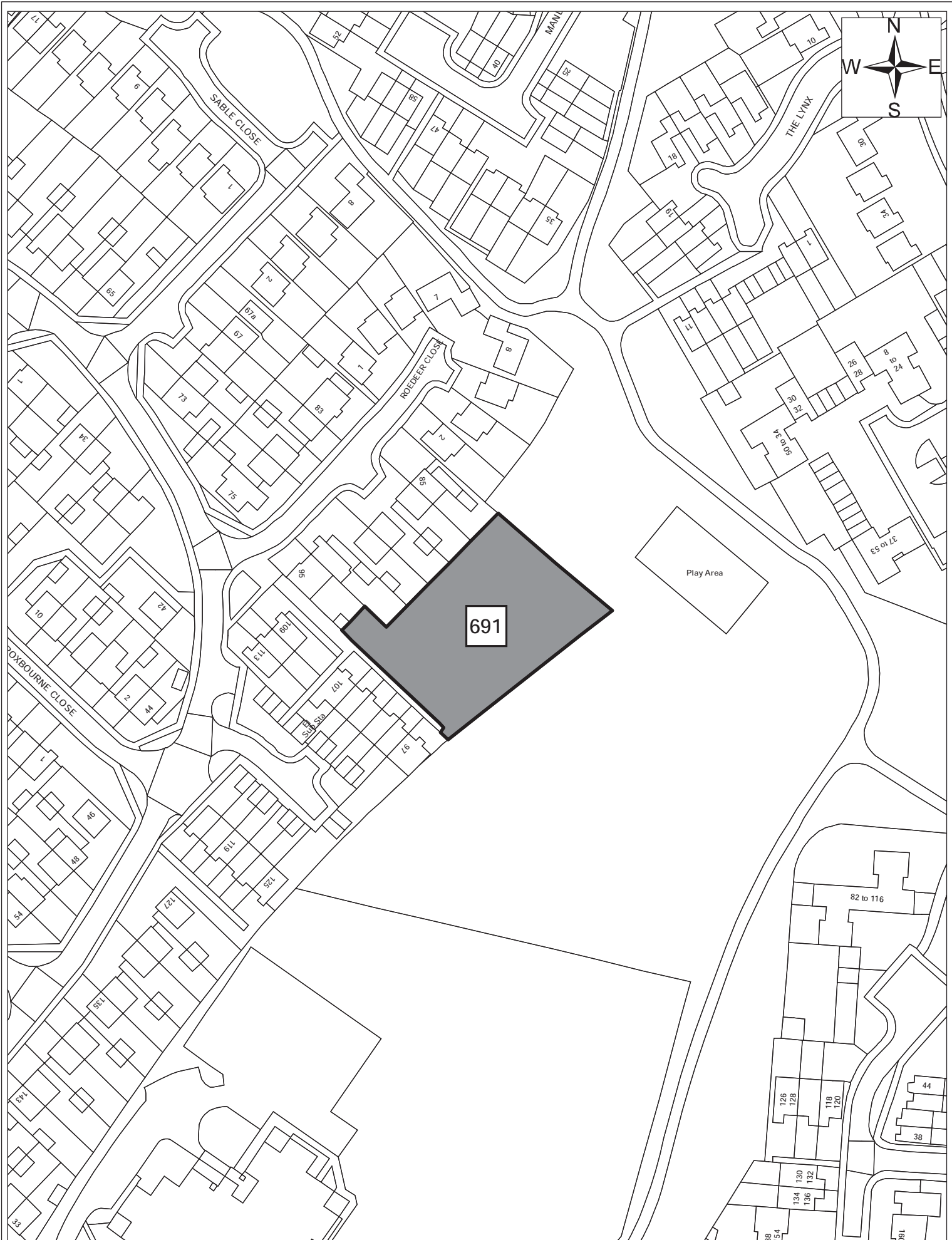
Site 686
Page 618

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Section/Department:	Environment
Scale:	1:1,250



Site 690
Page 619

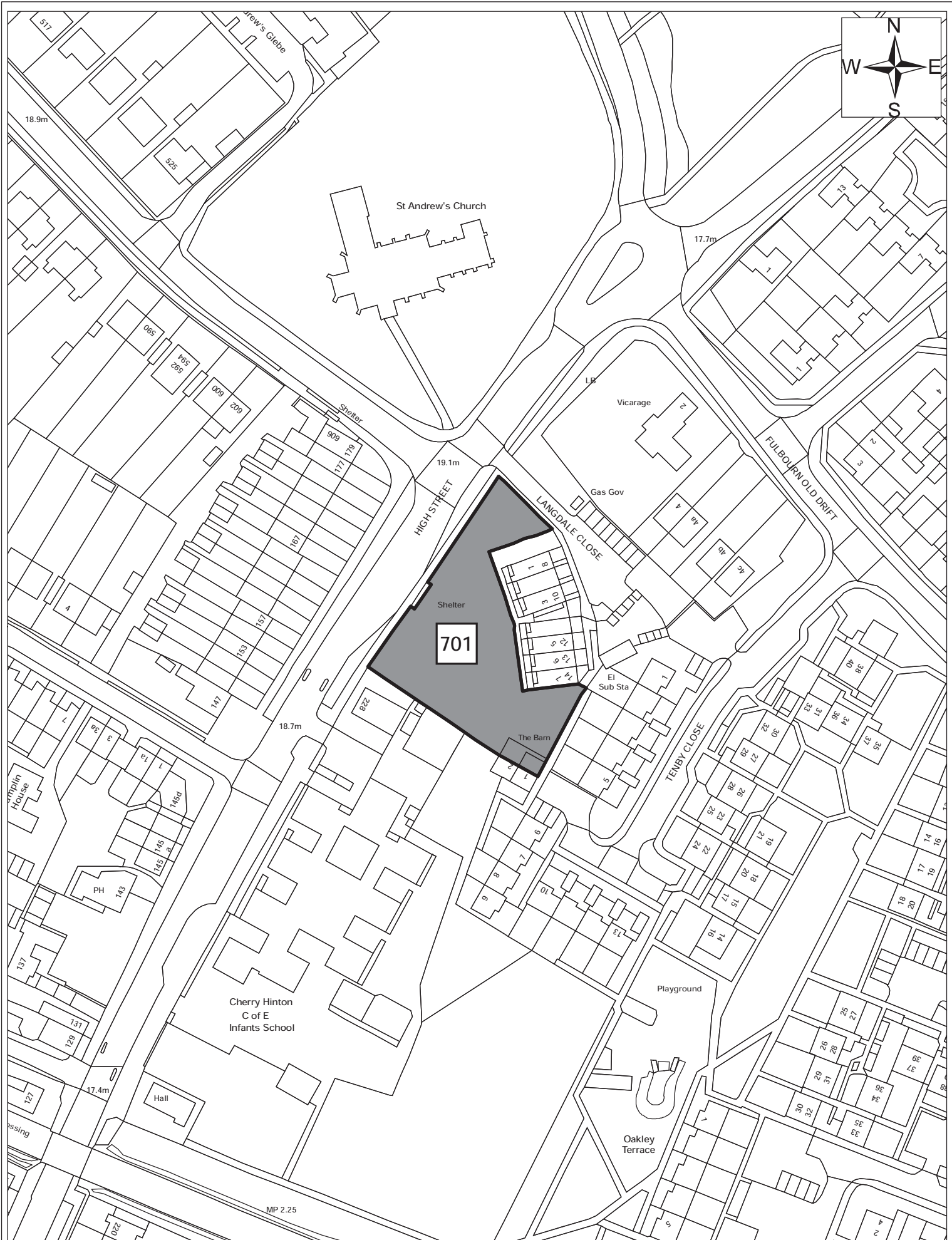
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Page 620

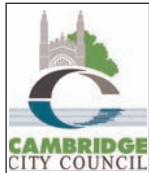
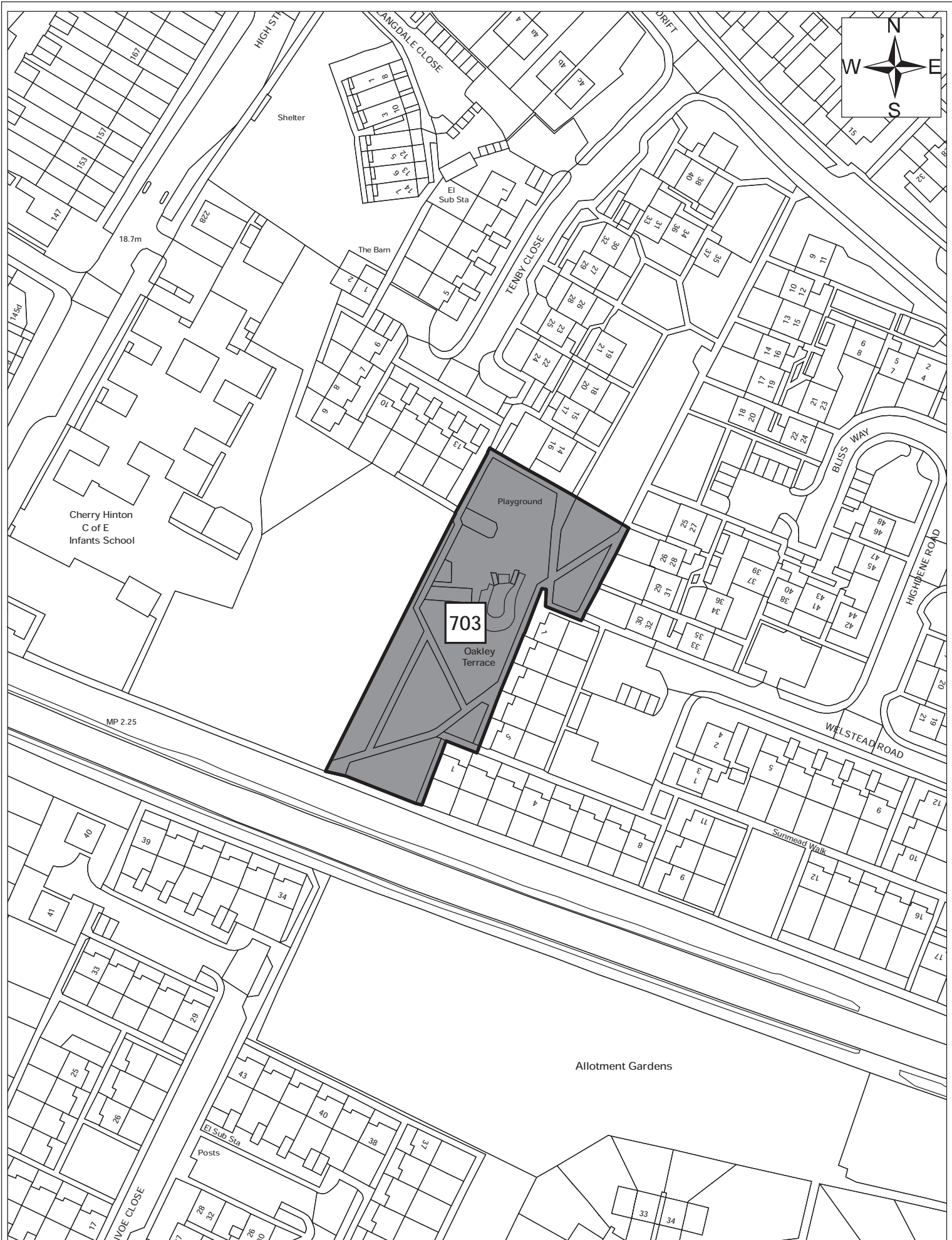
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Section/Department:	Environment
Scale:	1:1,250



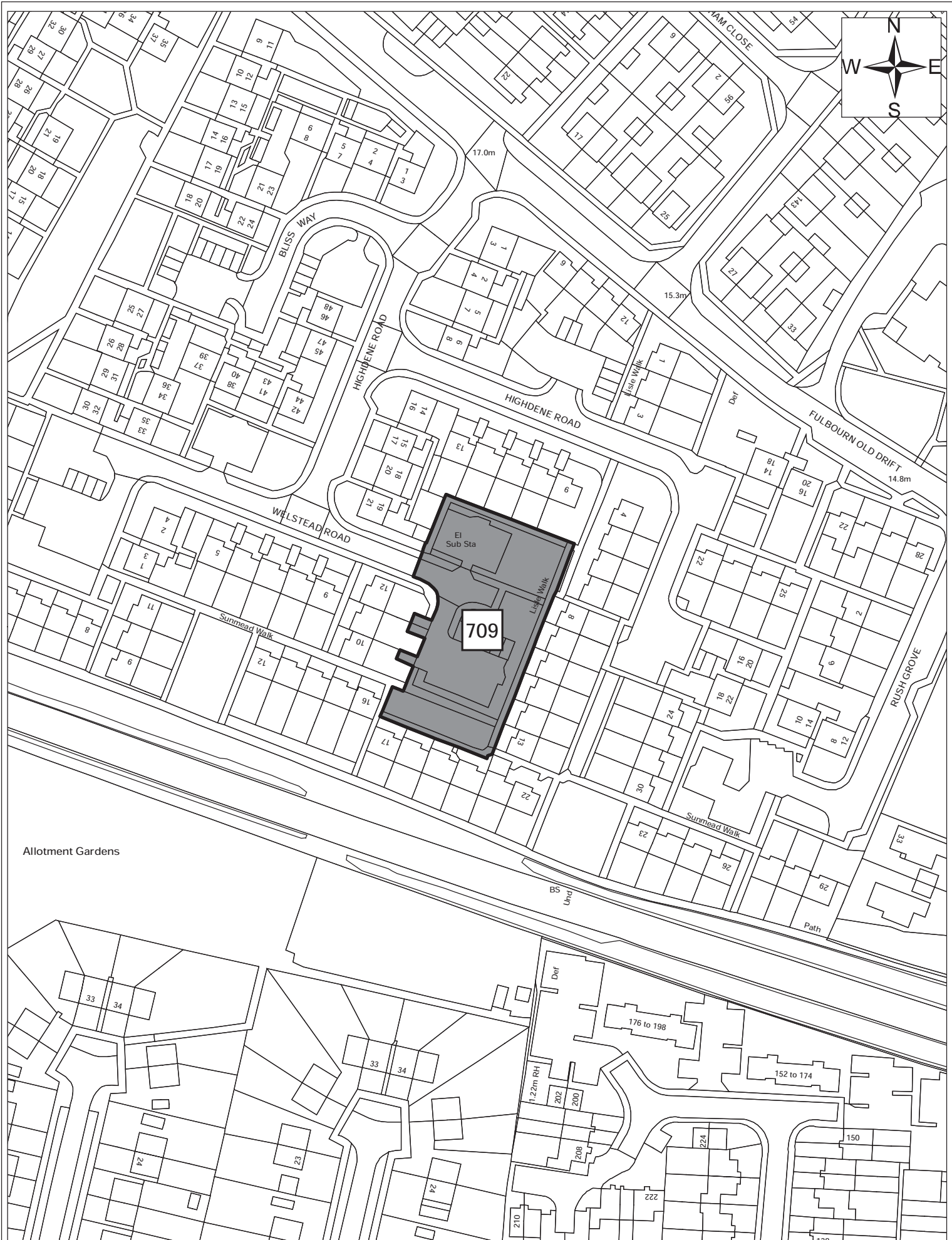
Site 701 Page 621

Date:	1st September 2011
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Section/Department:	Environment
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Site 703
Page 622

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Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



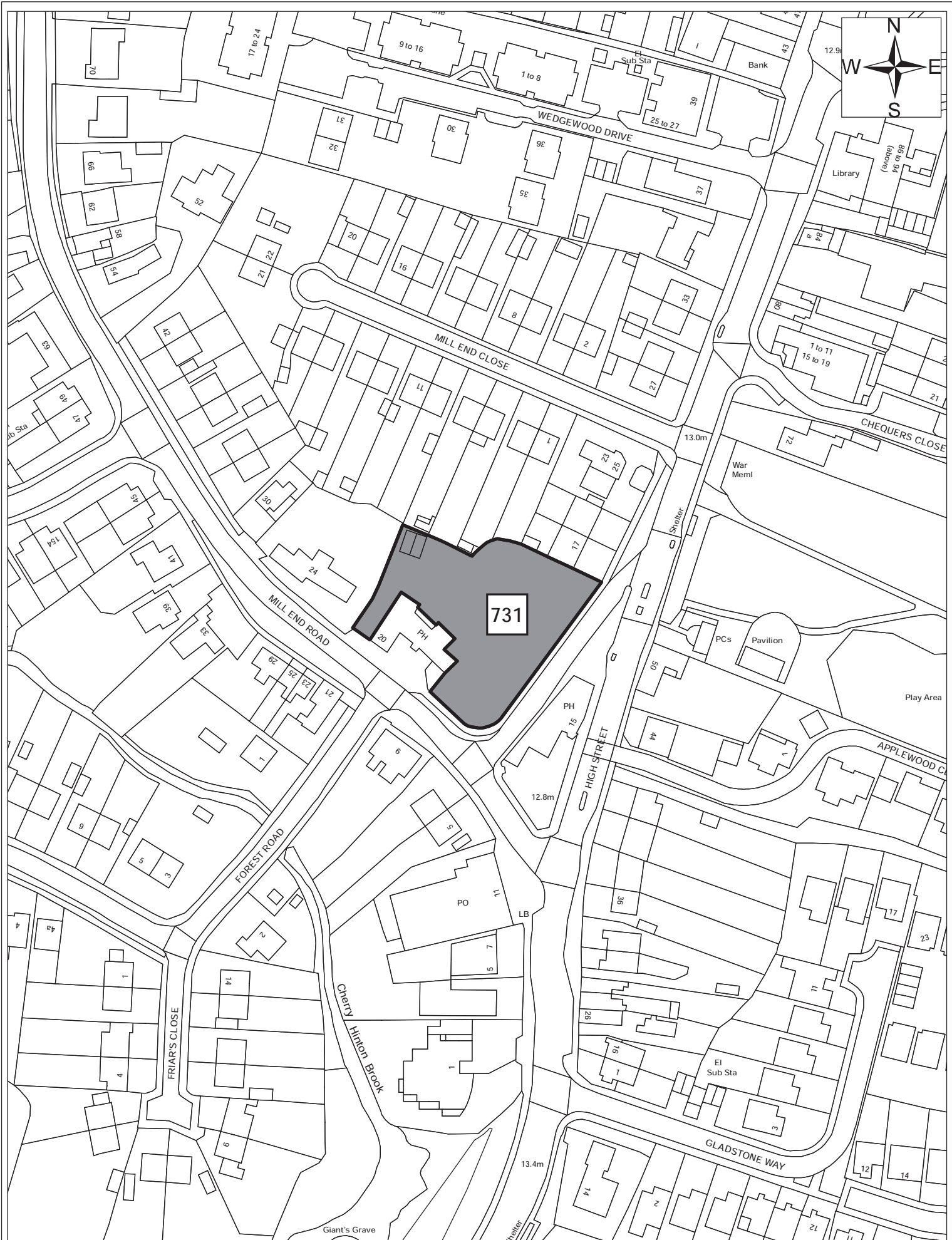
Allotment Gardens



Site 709 Page 623

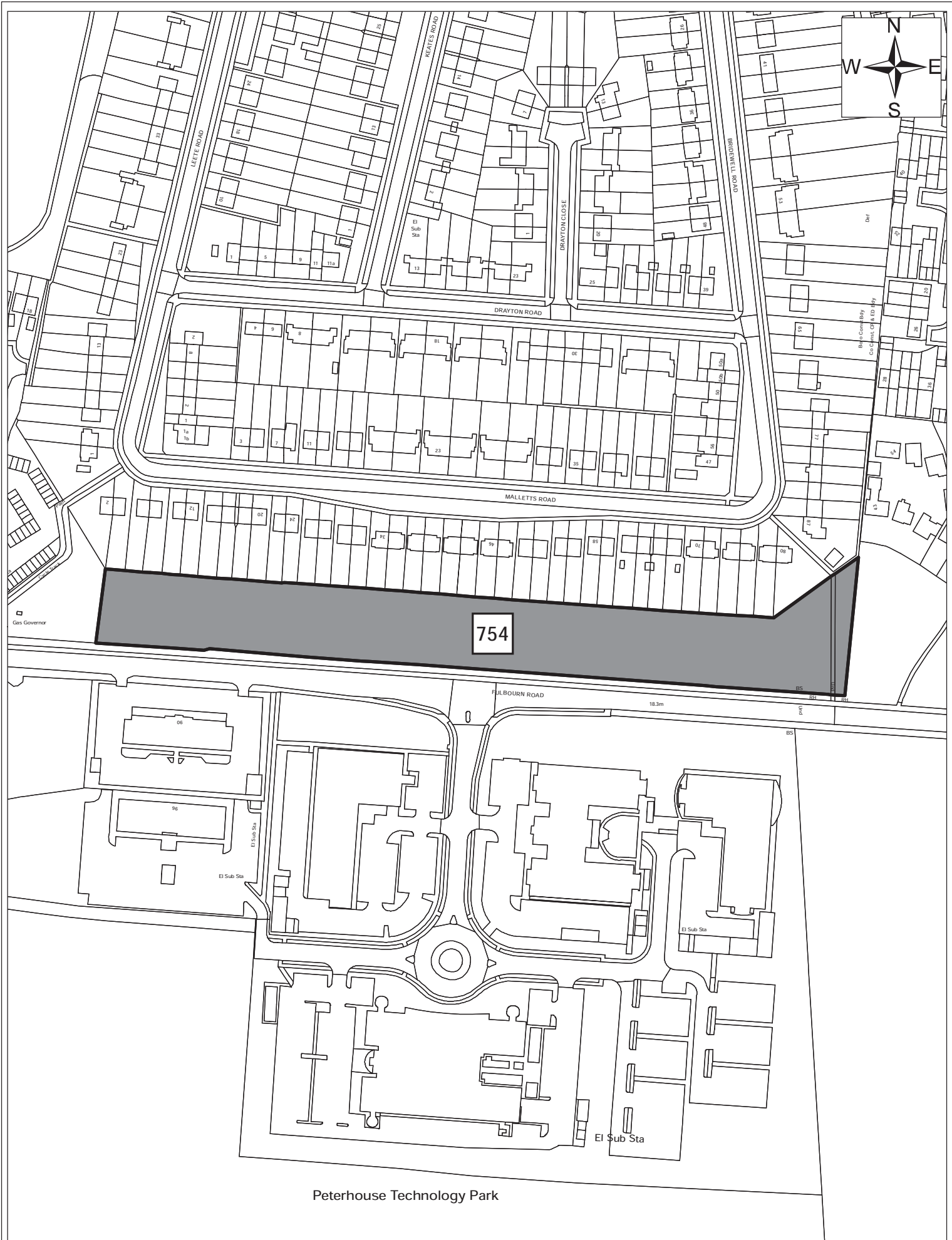
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Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250



Site 731
Page 624

Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250

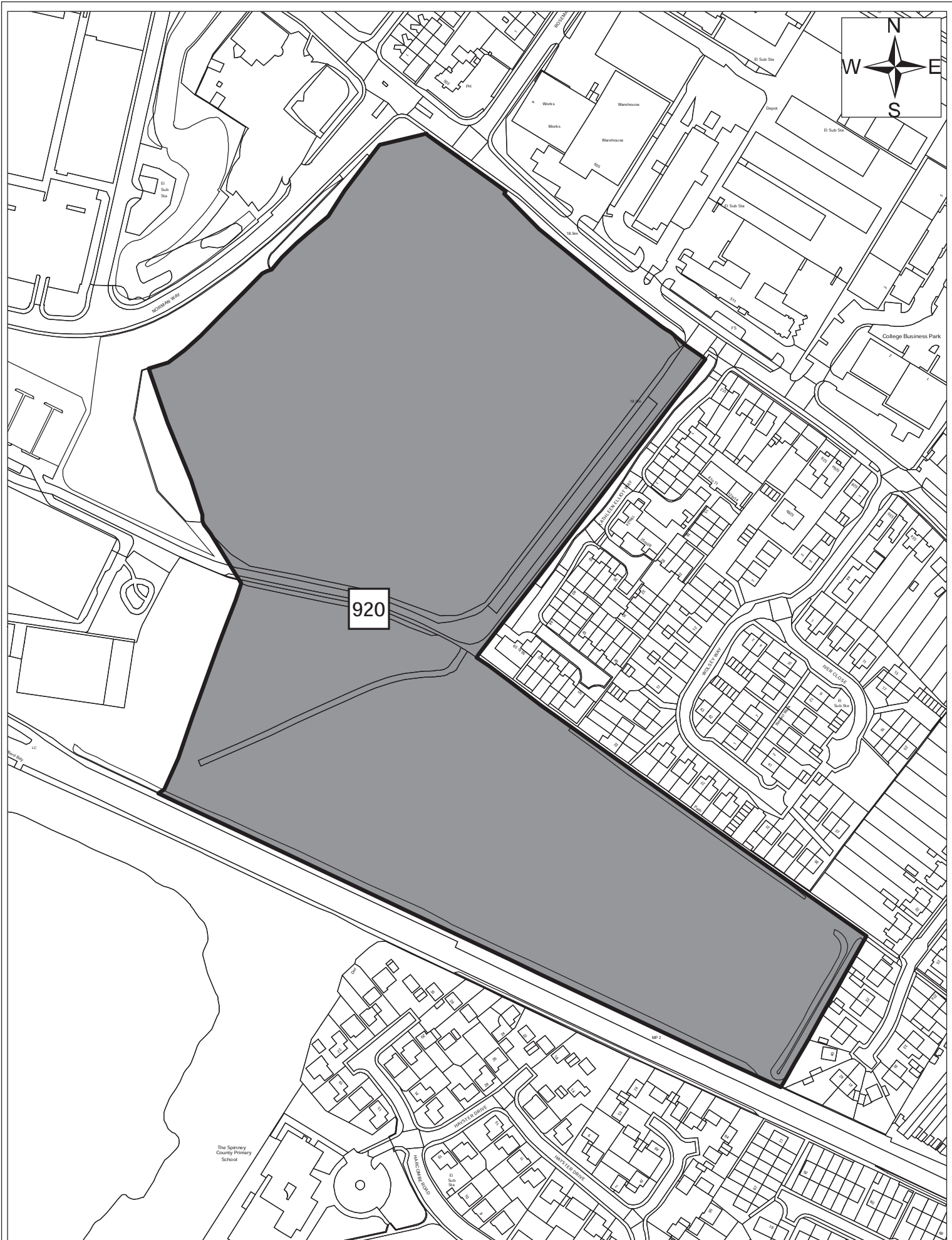


Peterhouse Technology Park



Site 754
Page 626

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:2,000



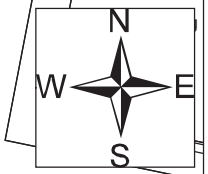
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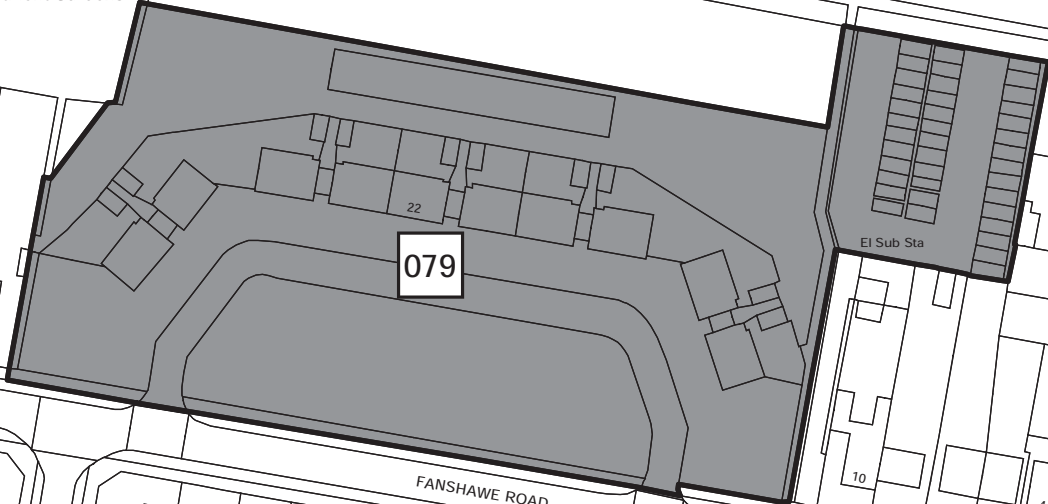
Site 920
Page 627

Date:	25th November 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:2,500

Coleridge Recreation Ground



Allotment Gardens



FANSHAW ROAD

BANCROFT CLOSE

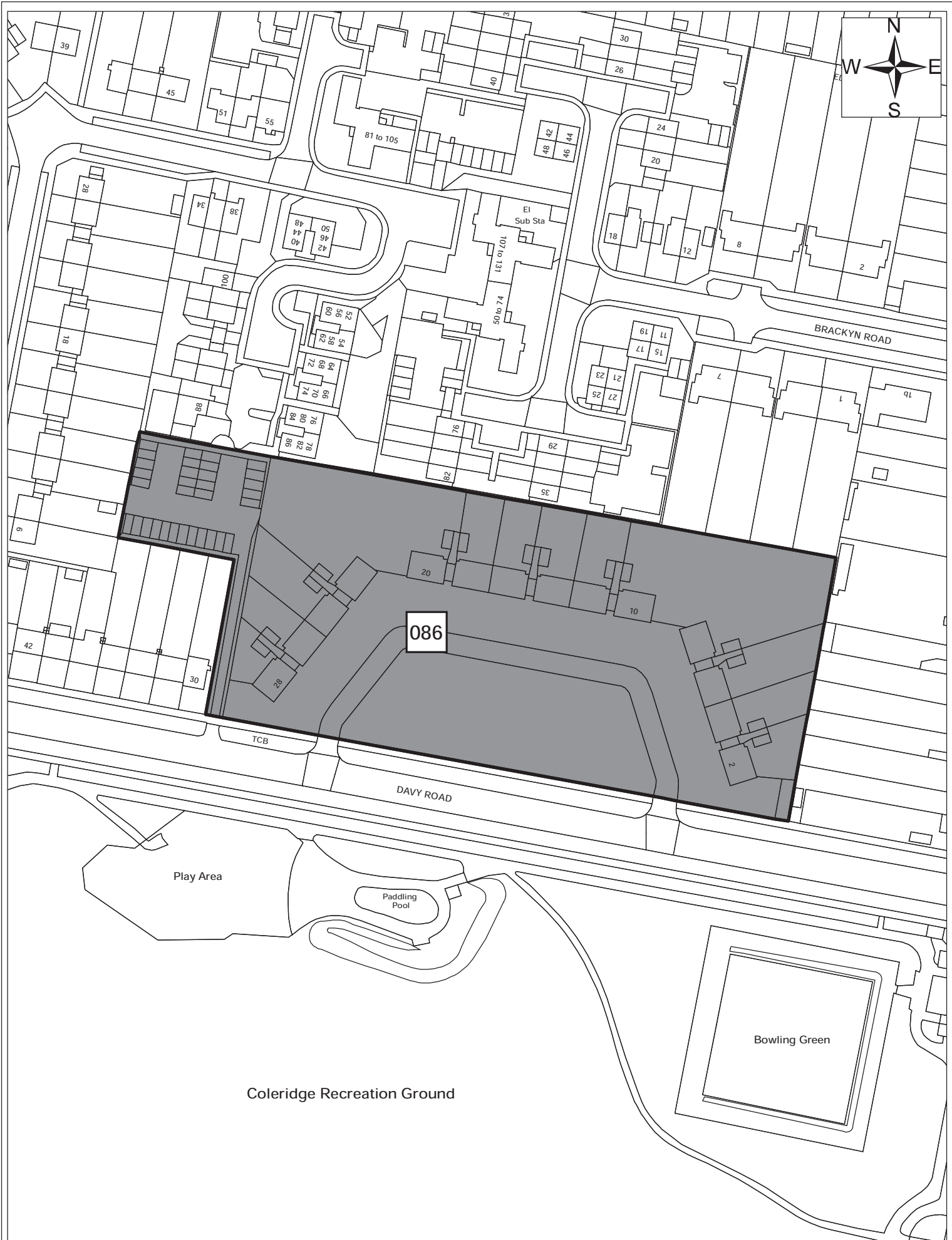
STERNE CLOSE

COLERIDGE ROAD



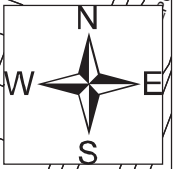
Site 079
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Section/Department: Environment
Scale: 1:1,250

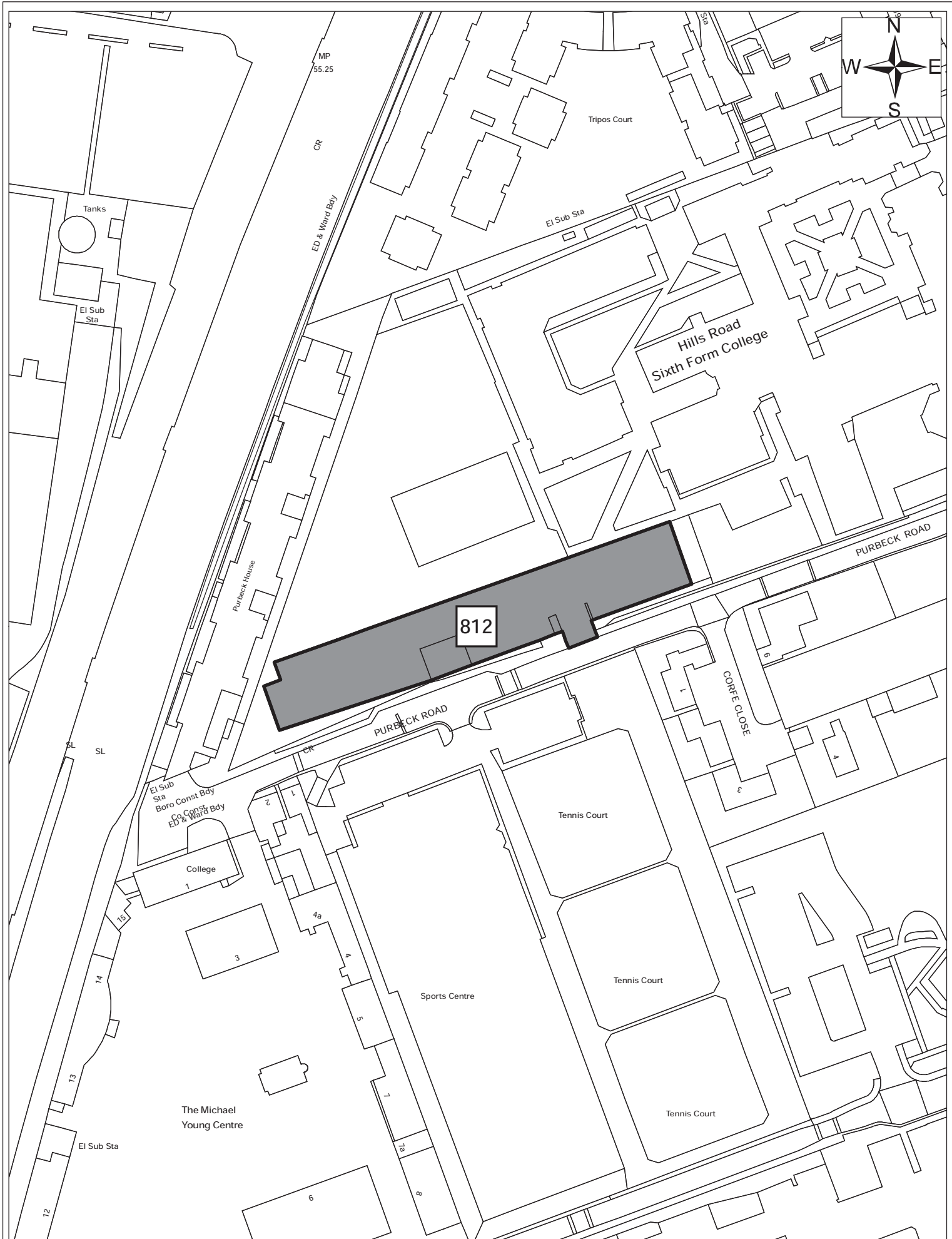


Site 086
Page 629

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Section/Department:	Environment
Scale:	1:1,250



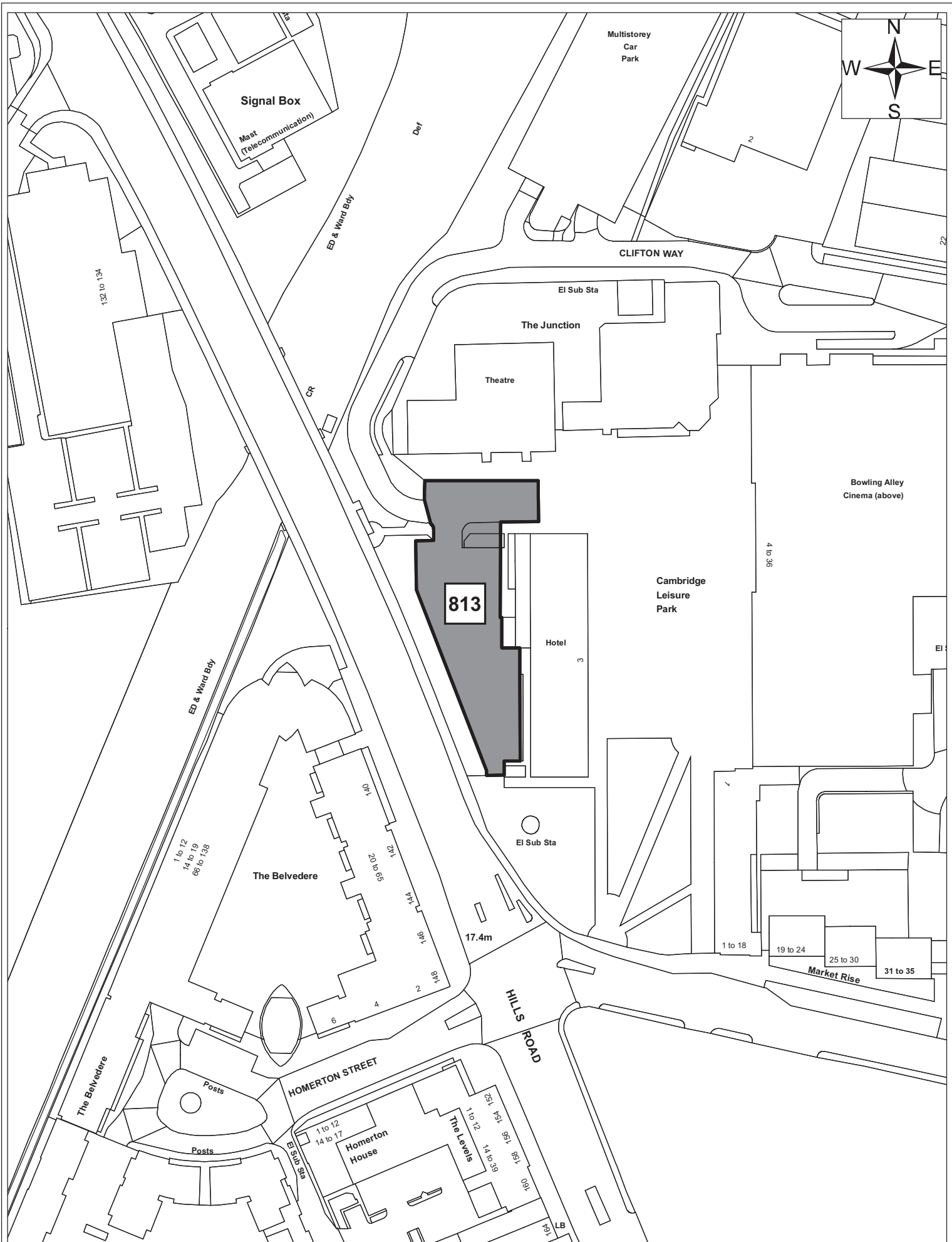
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Site 812
Page 631

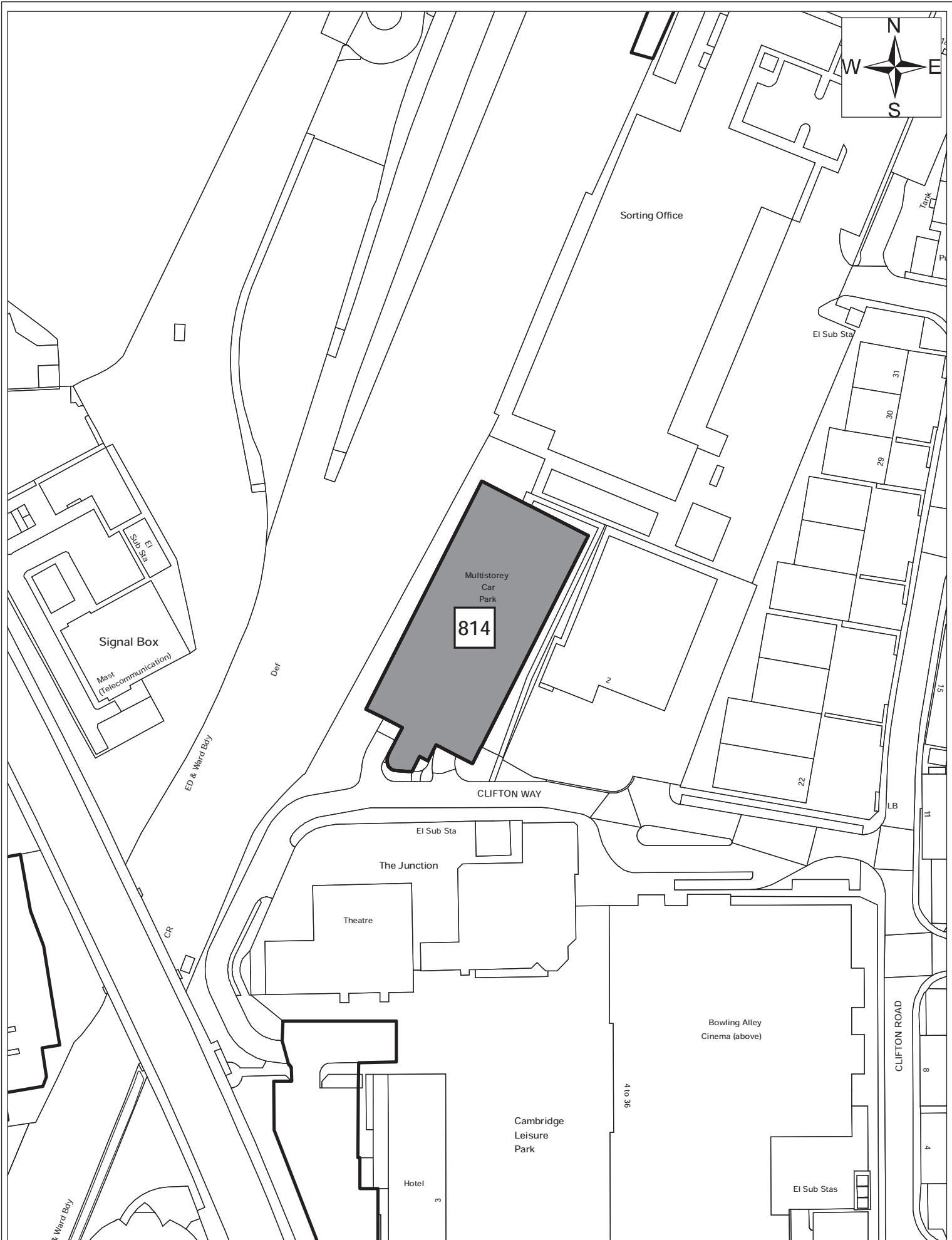
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Section/Department:	Environment
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Site 813
Page 633

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Section/Department:	Environment
Scale:	1:1,250



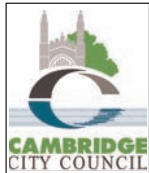
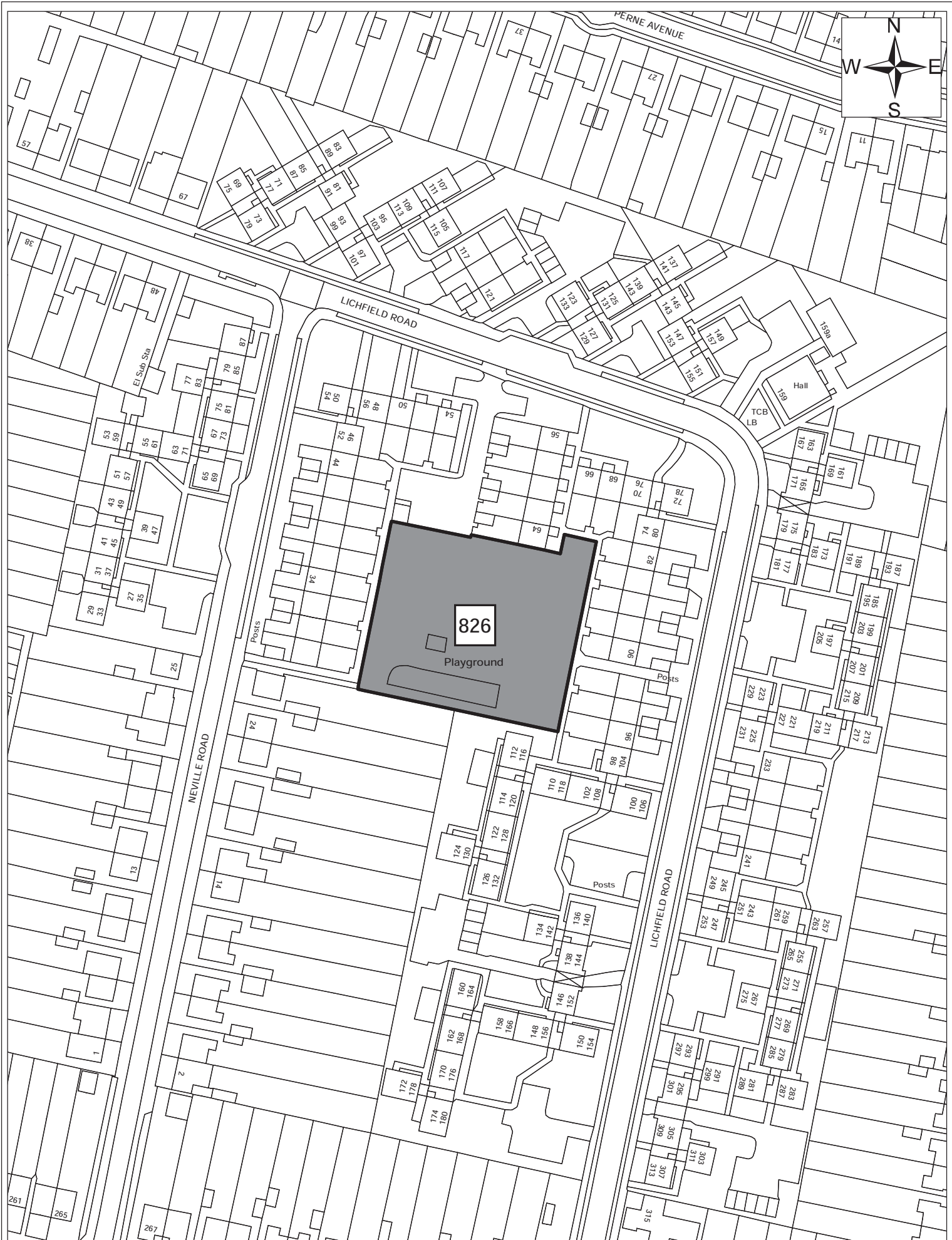
Site 814
Page 634

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Section/Department:	Environment
Scale:	1:1,250



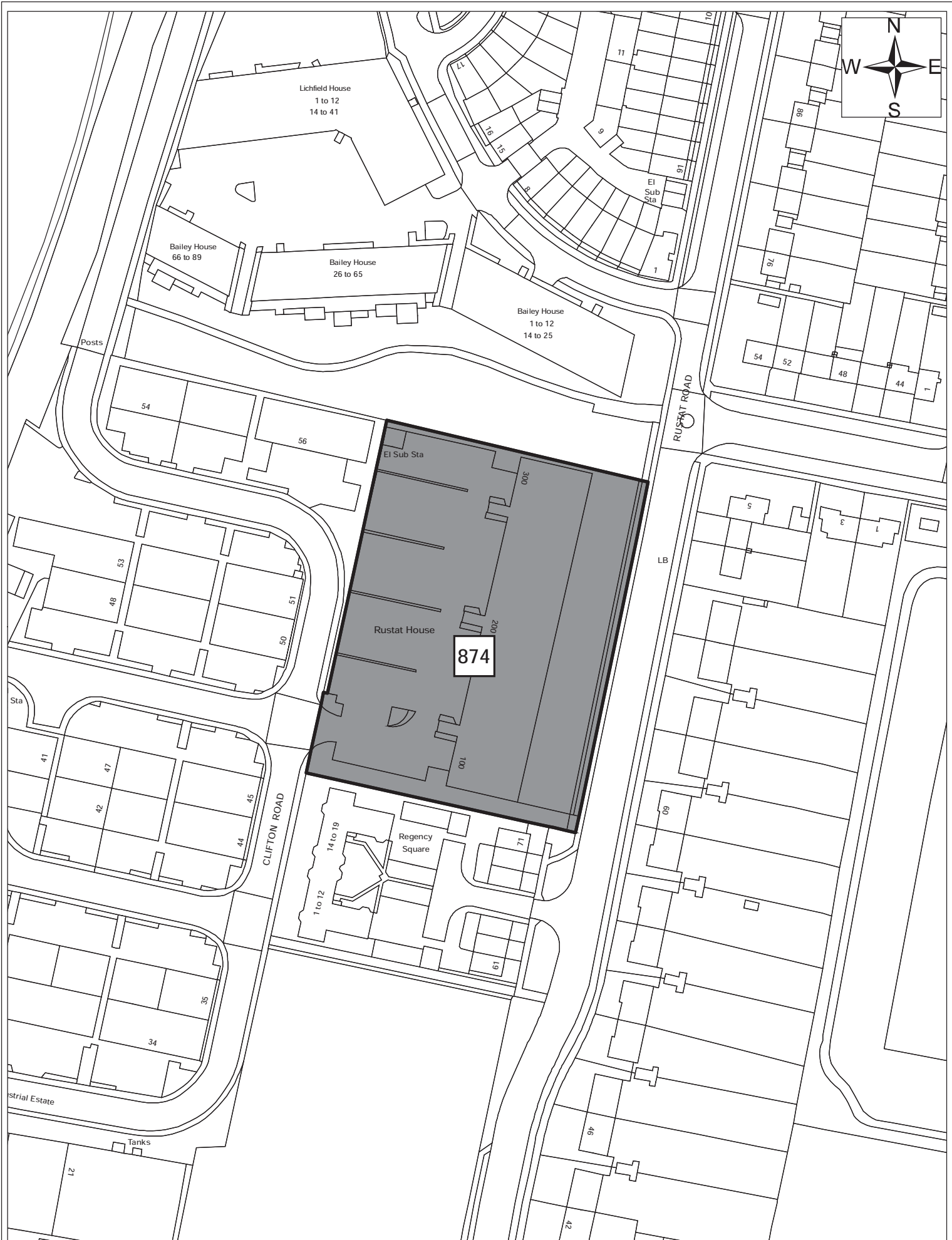
Site 823
Page 635

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Section/Department:	Environment
Scale:	1:1,250



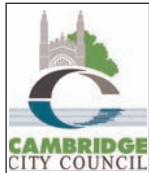
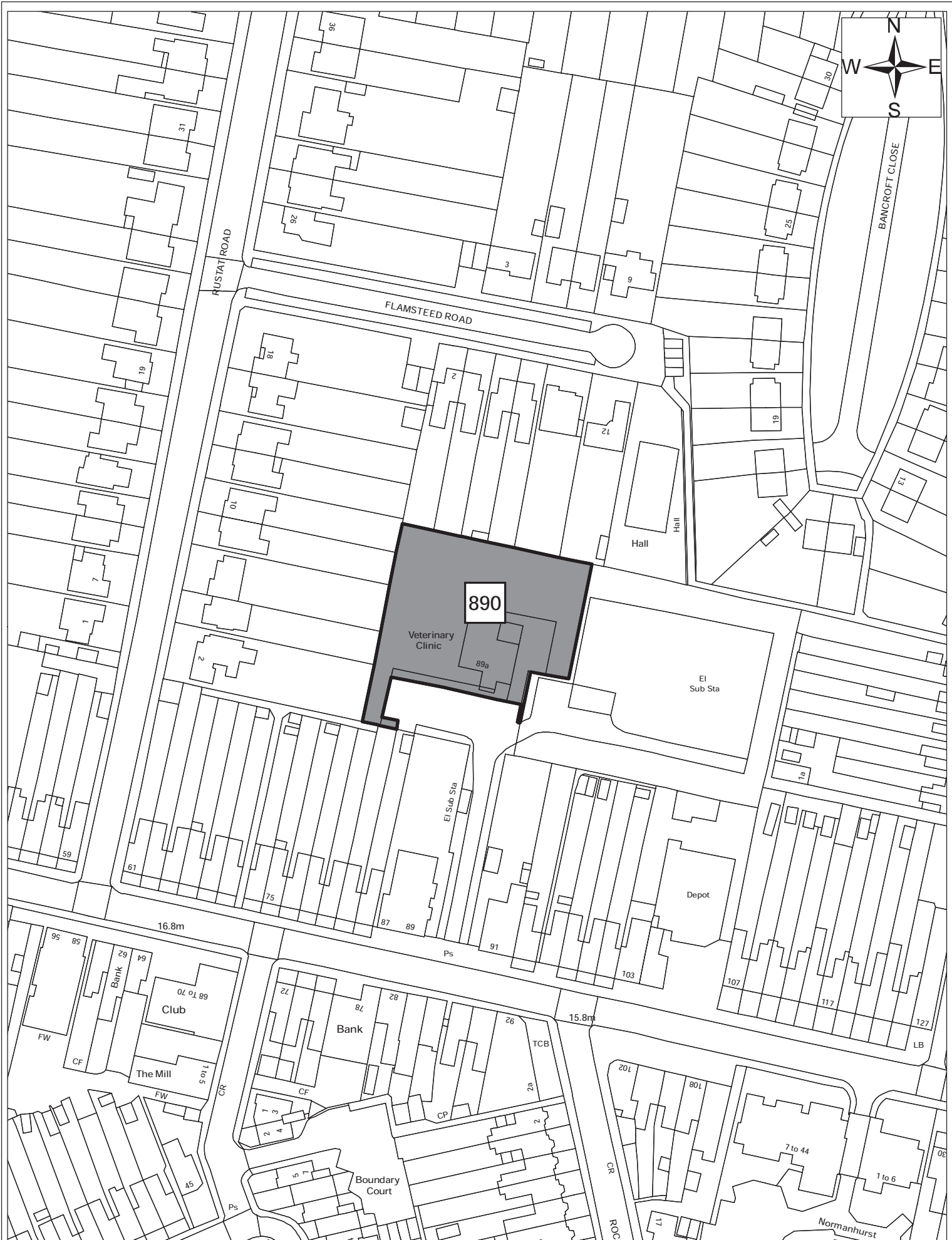
Site 826
Page 636

Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250



Site 874
Page 637

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Section/Department:	Environment
Scale:	1:1,250



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Page 638

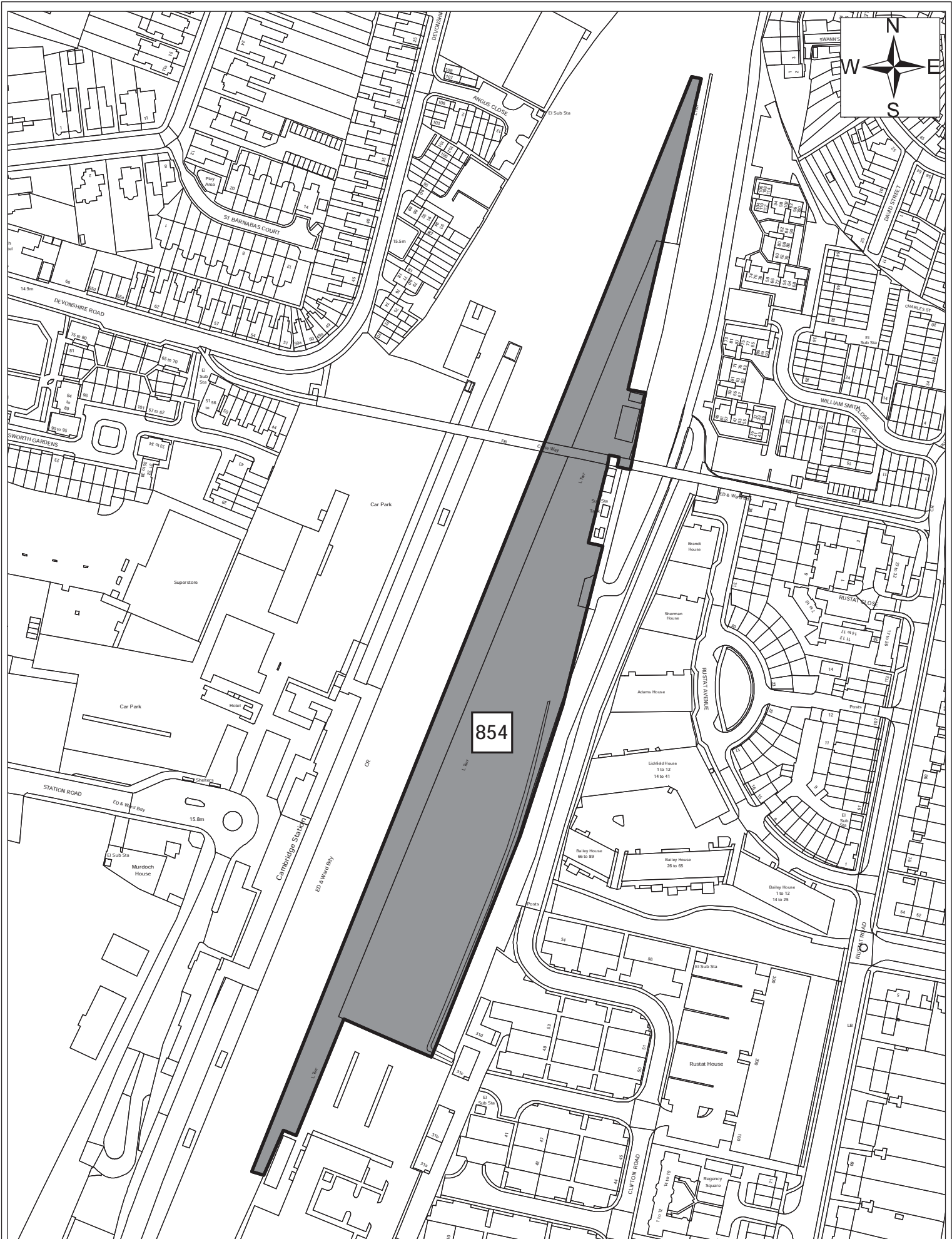
Date:	1st September 2011
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Section/Department:	Environment
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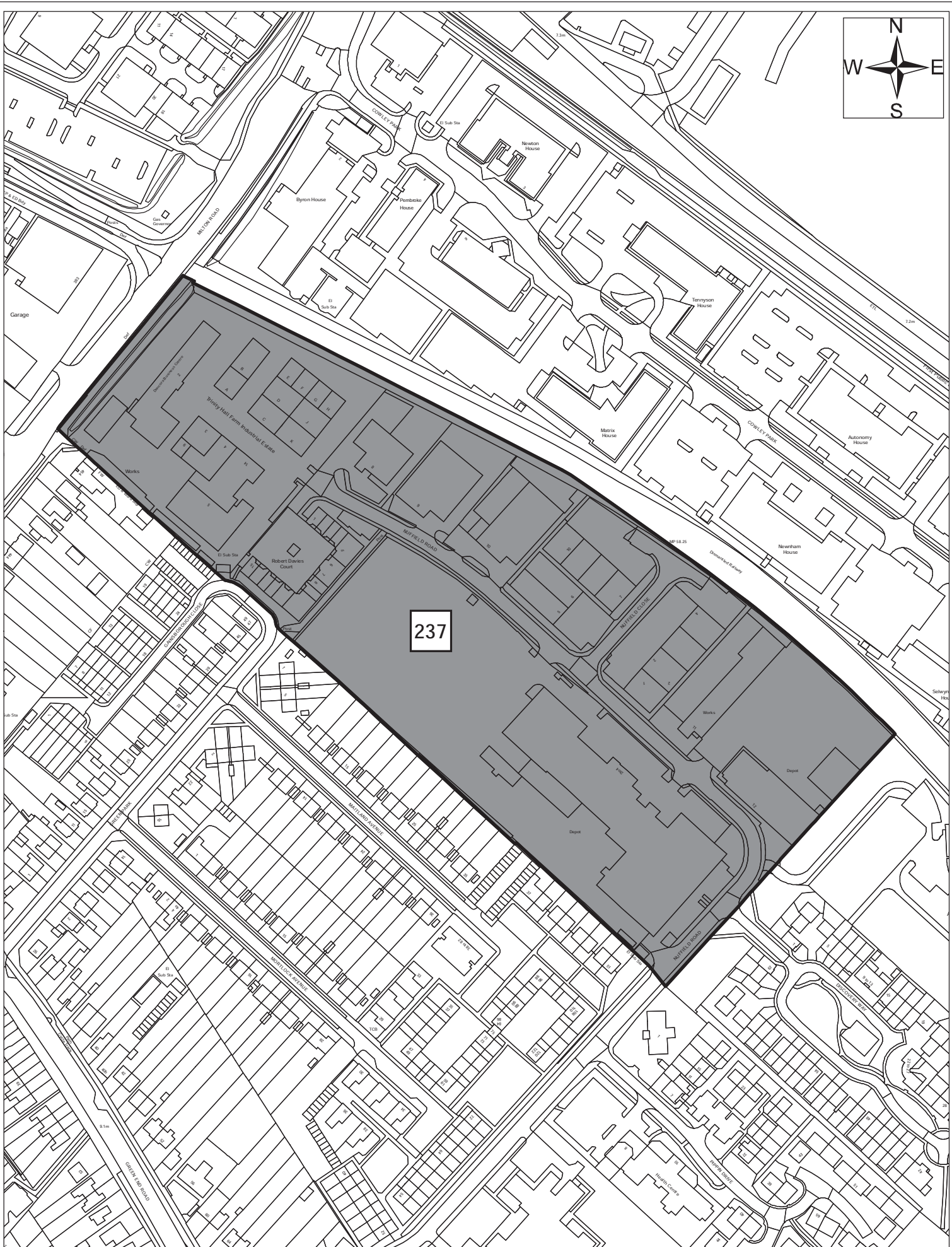
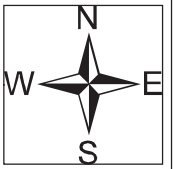
Site 63
Page 639

Date:	19/08/11
Produced by:	Myles Greensmith
Section/Department:	Environment
Scale:	1:1250



Site 854
Page 640

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:2,250

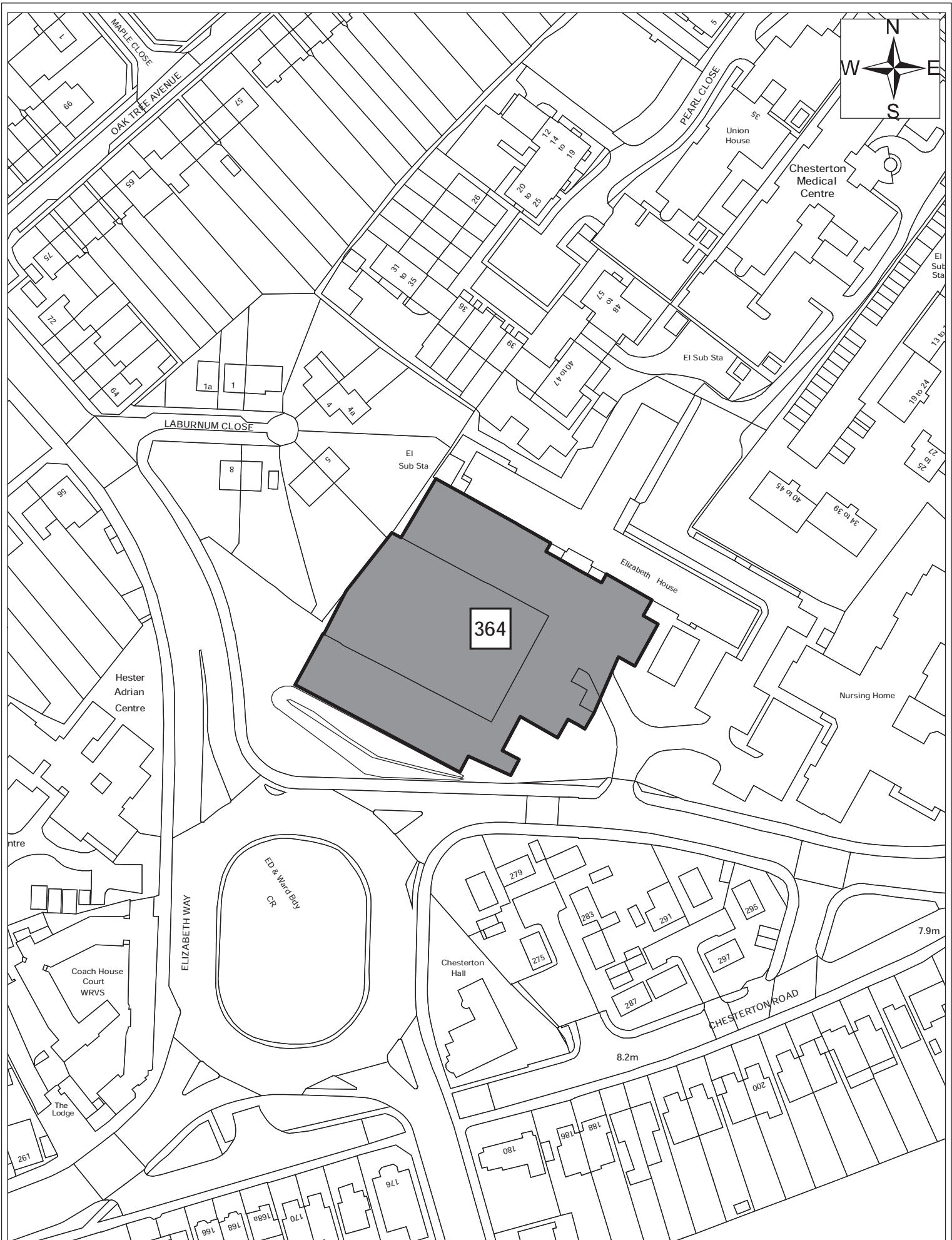


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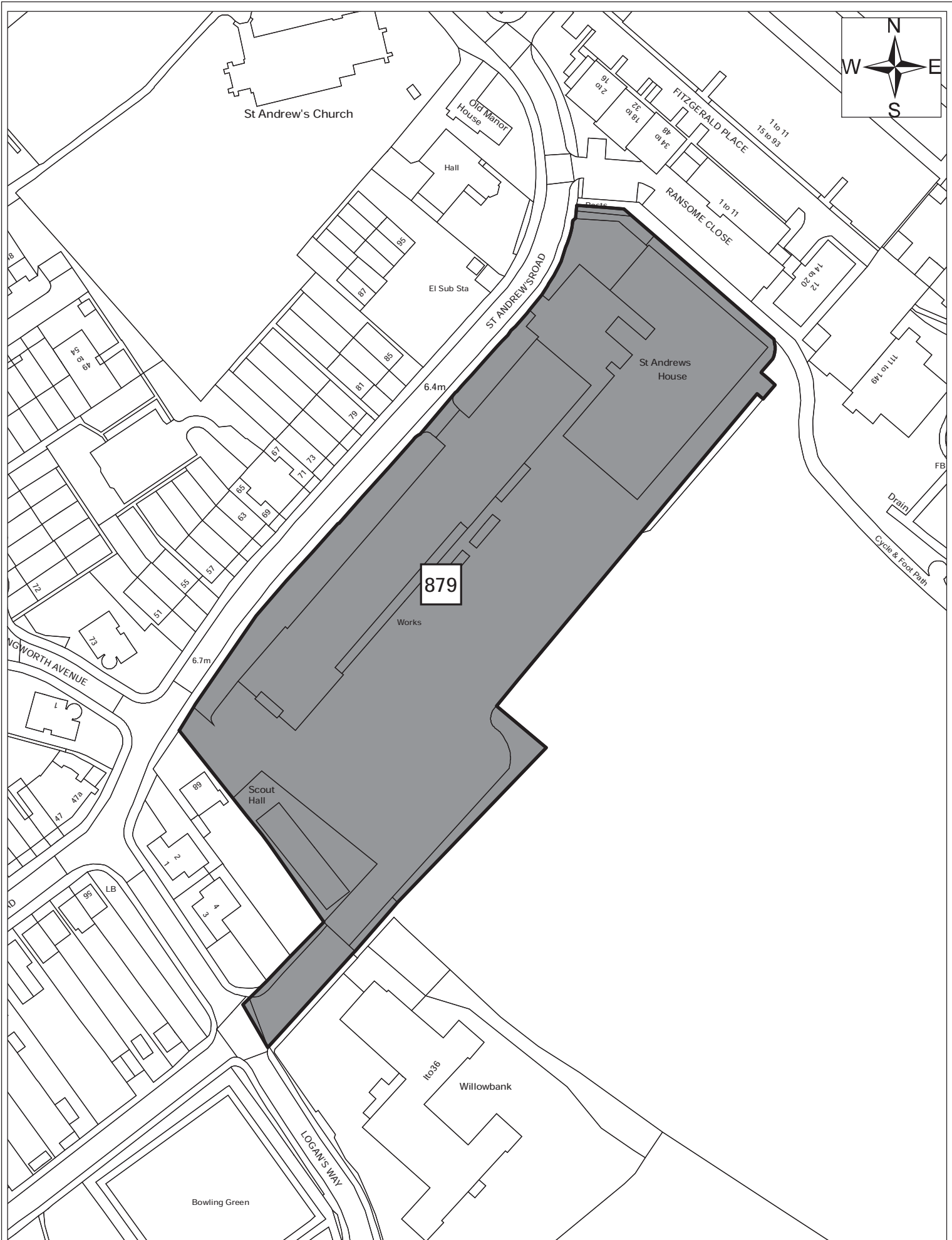
Site 237 Page 641

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:2,250



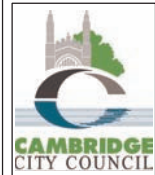
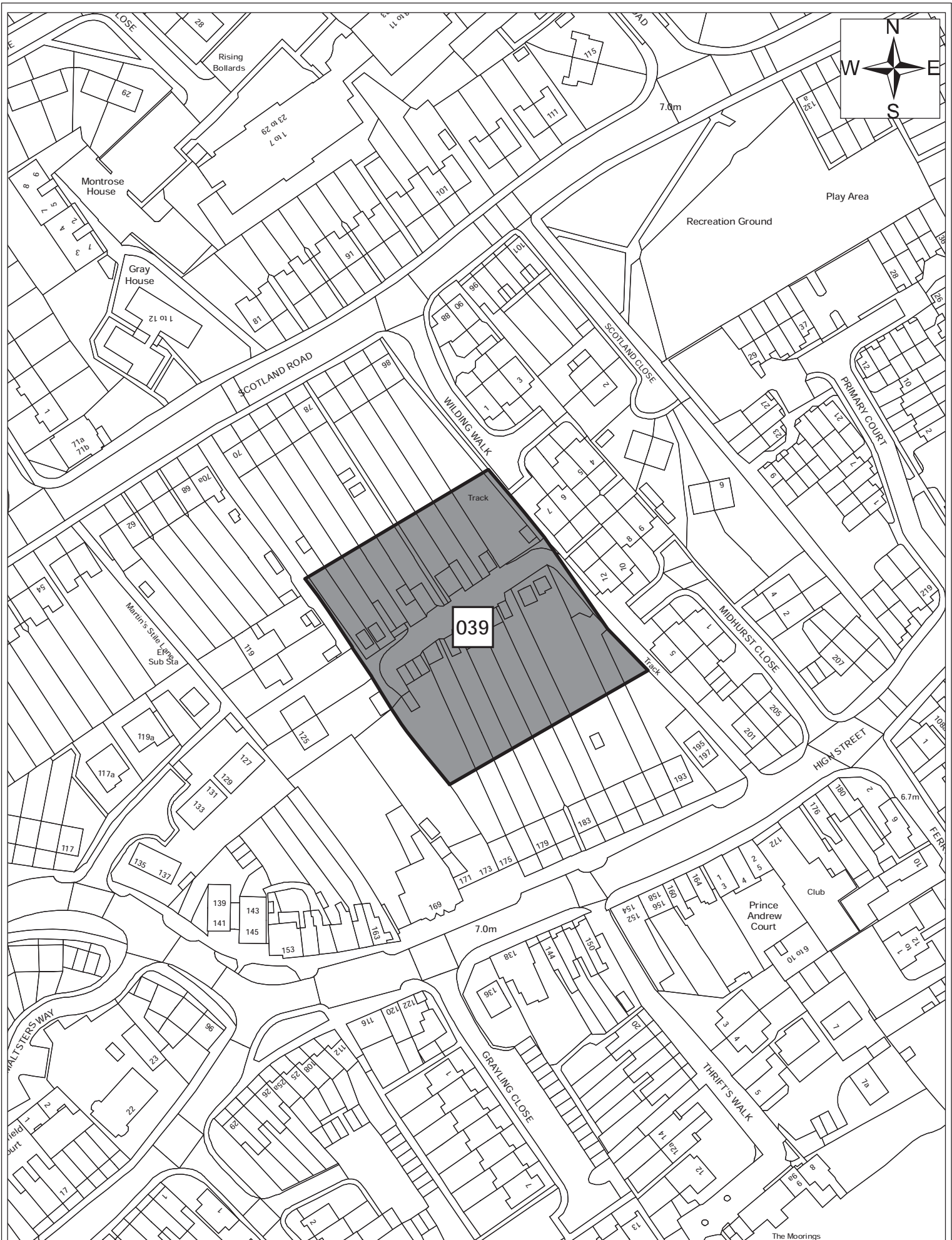
Site 364
Page 643

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



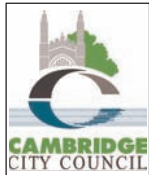
Site 879
Page 644

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



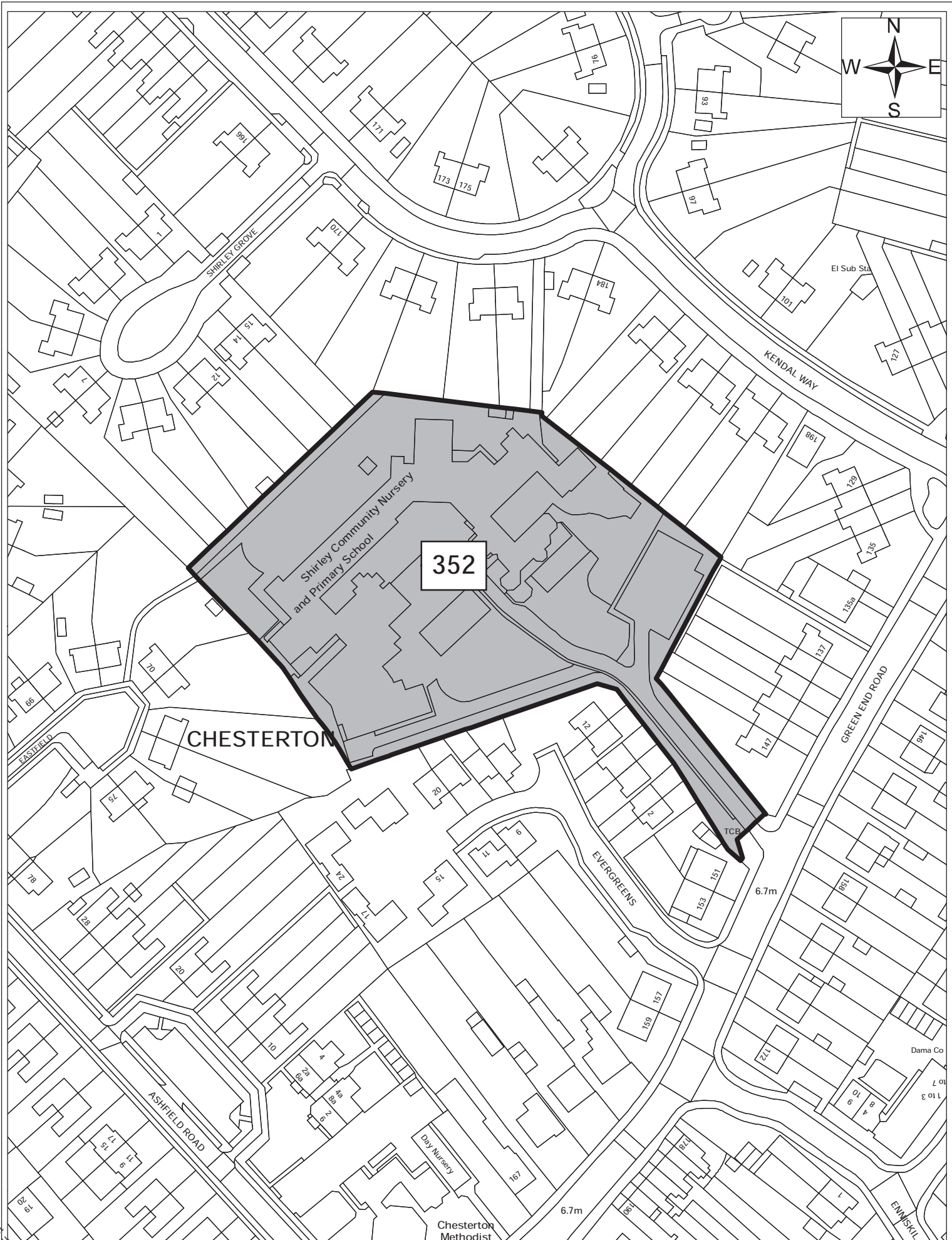
Site 039
Page 645

Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250



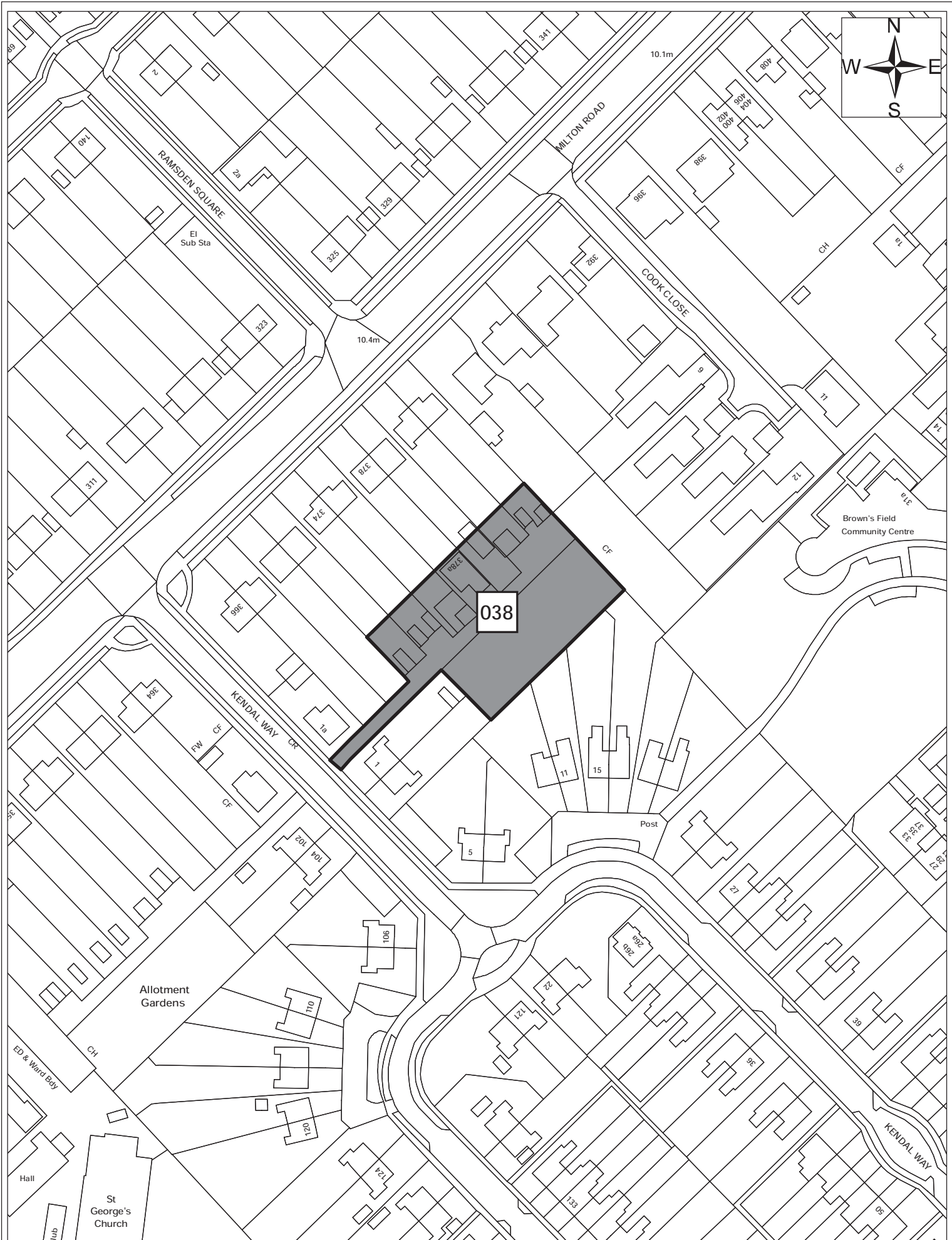
Site 379
Page 646

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



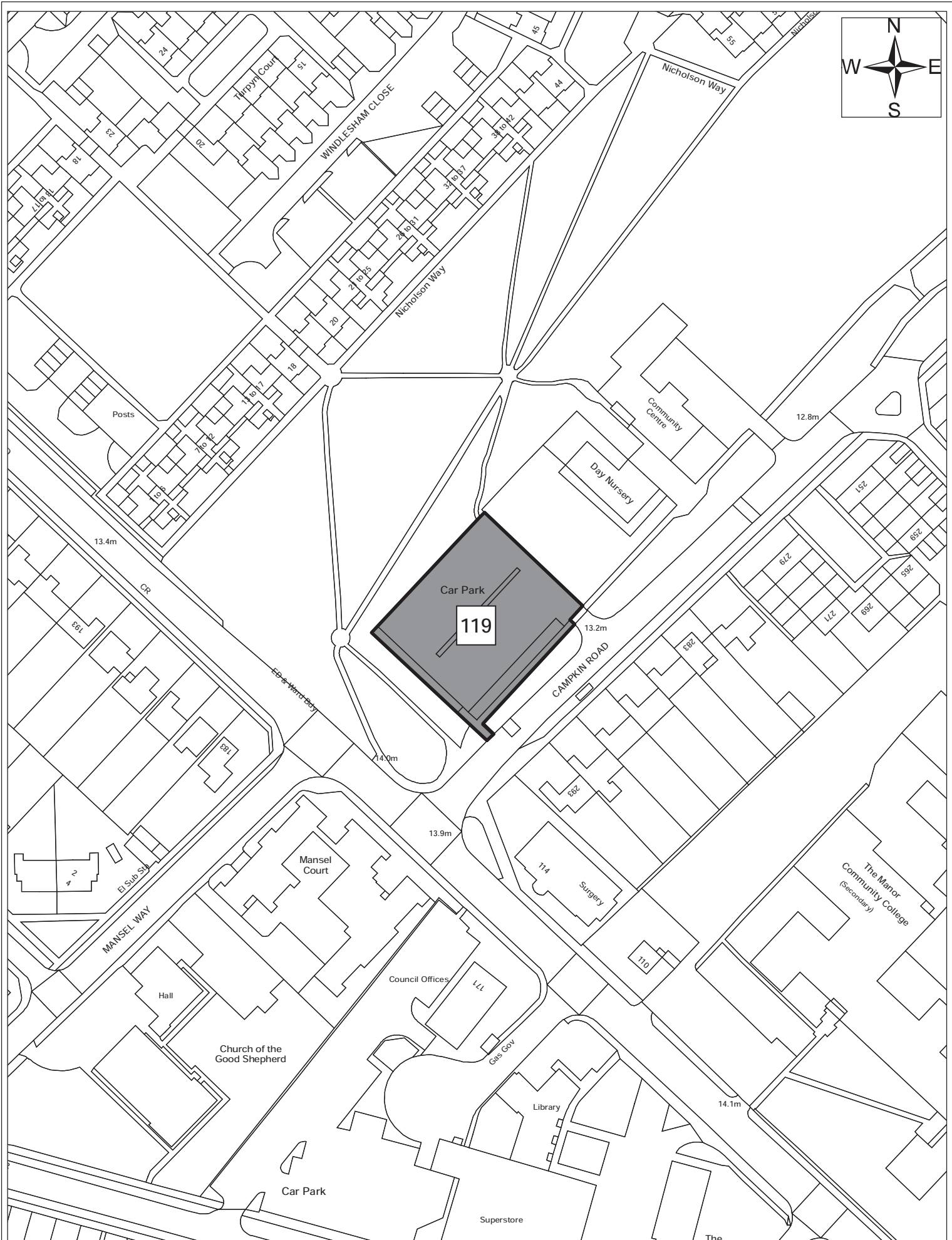
Site 352
Page 647

Date:	19/08/11
Produced by:	Myles Greensmith
Section/Department:	Environment
Scale:	1:1,250



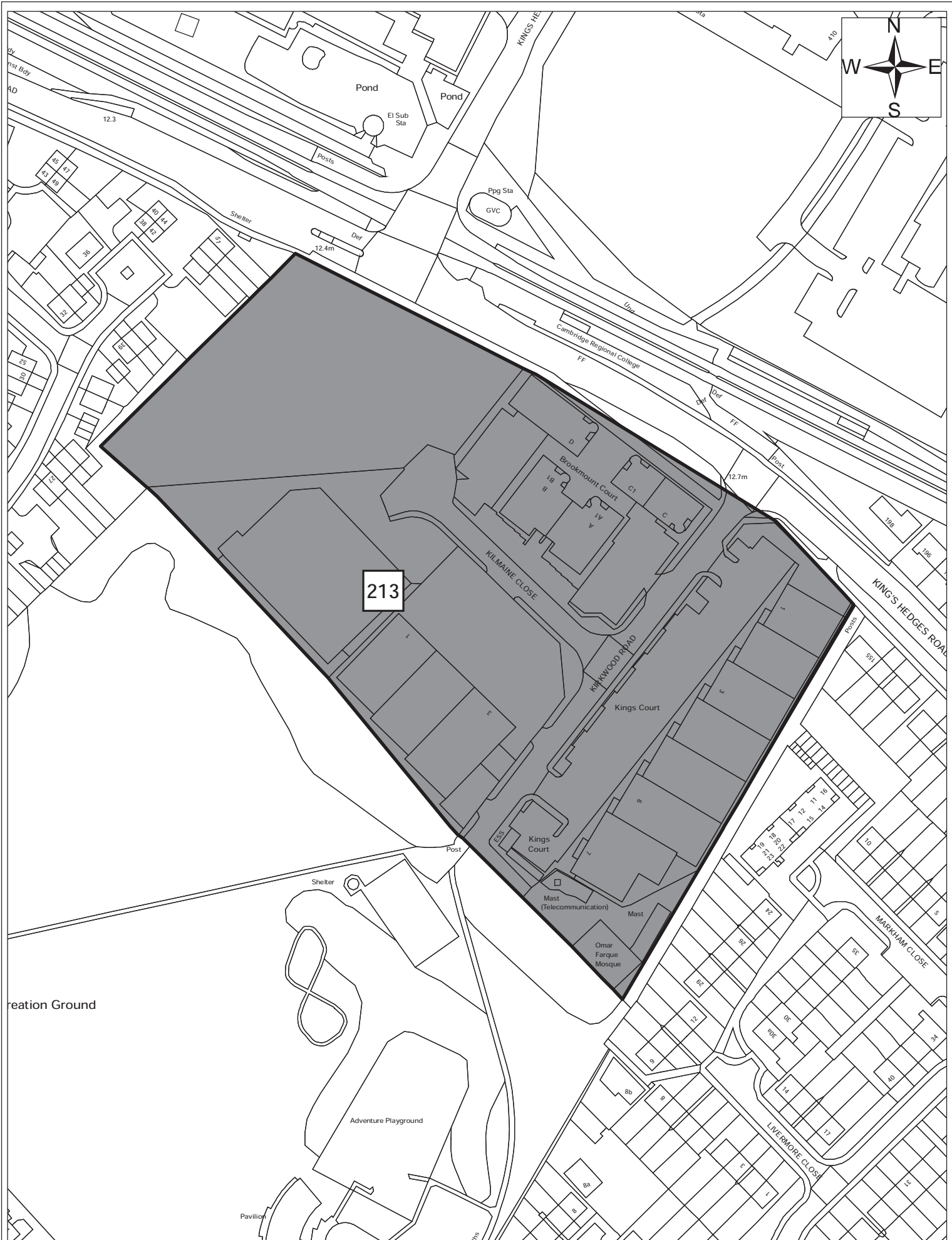
Site 038
Page 648

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



Site 119
Page 649

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250

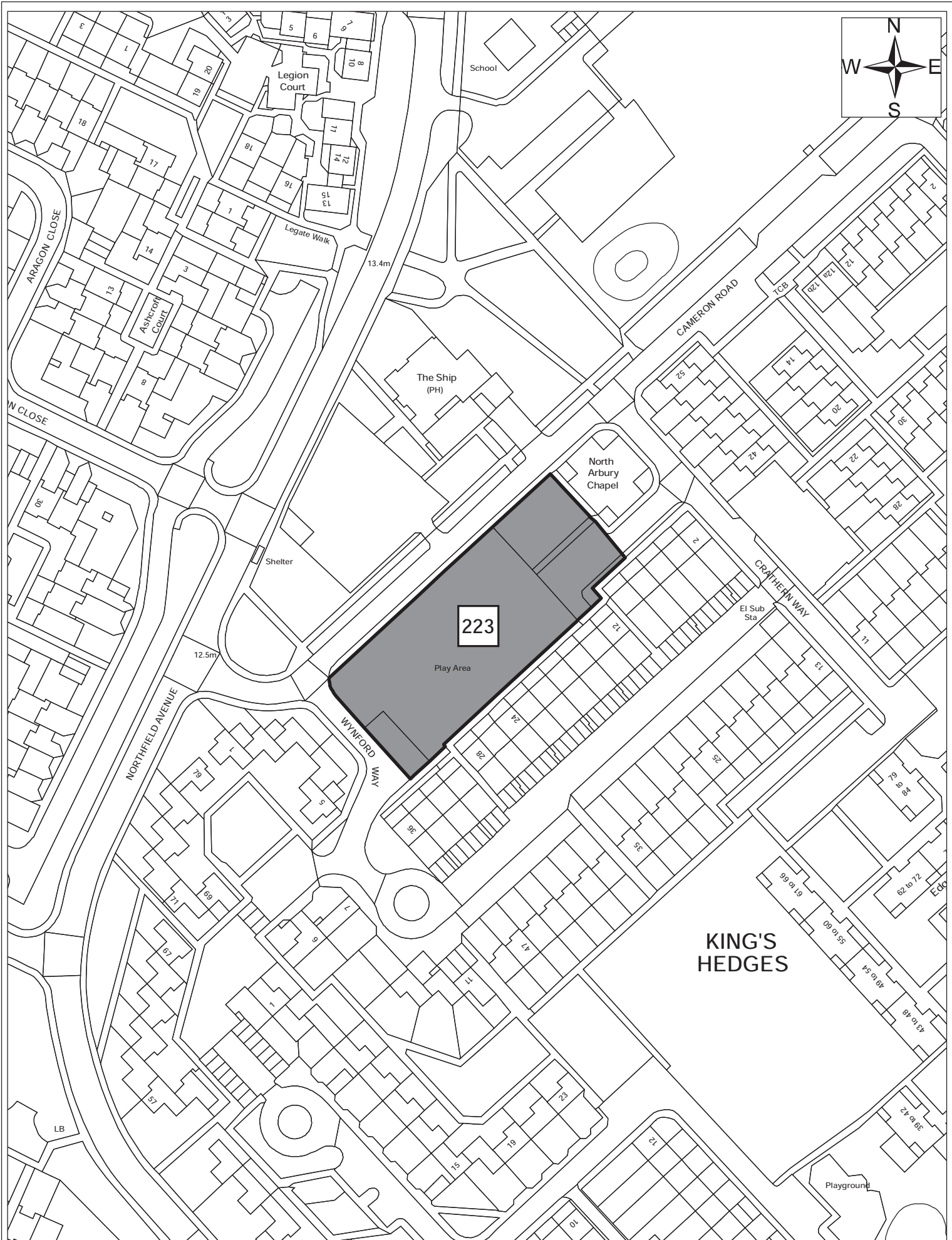


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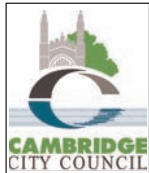
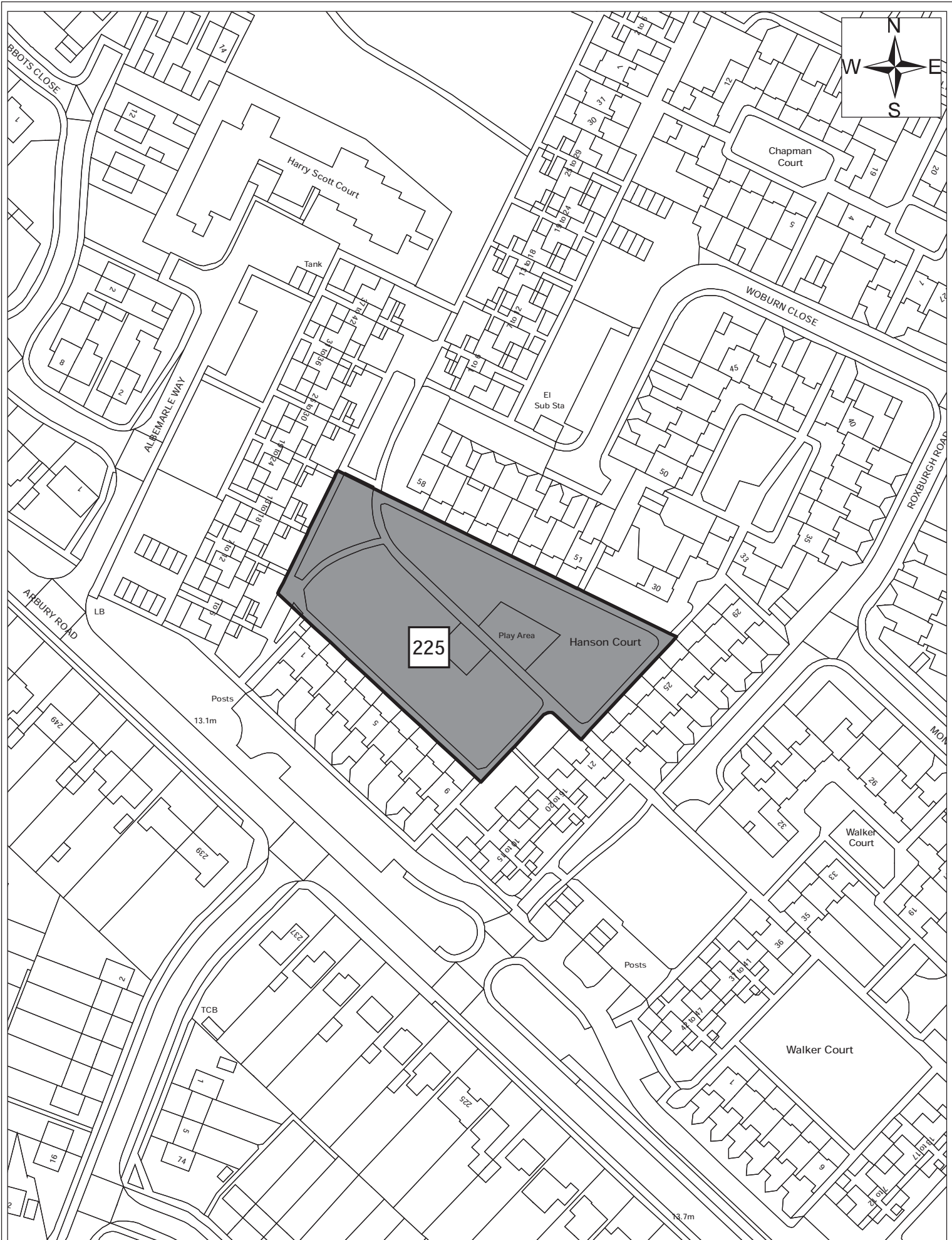
Site 213
Page 650

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,500



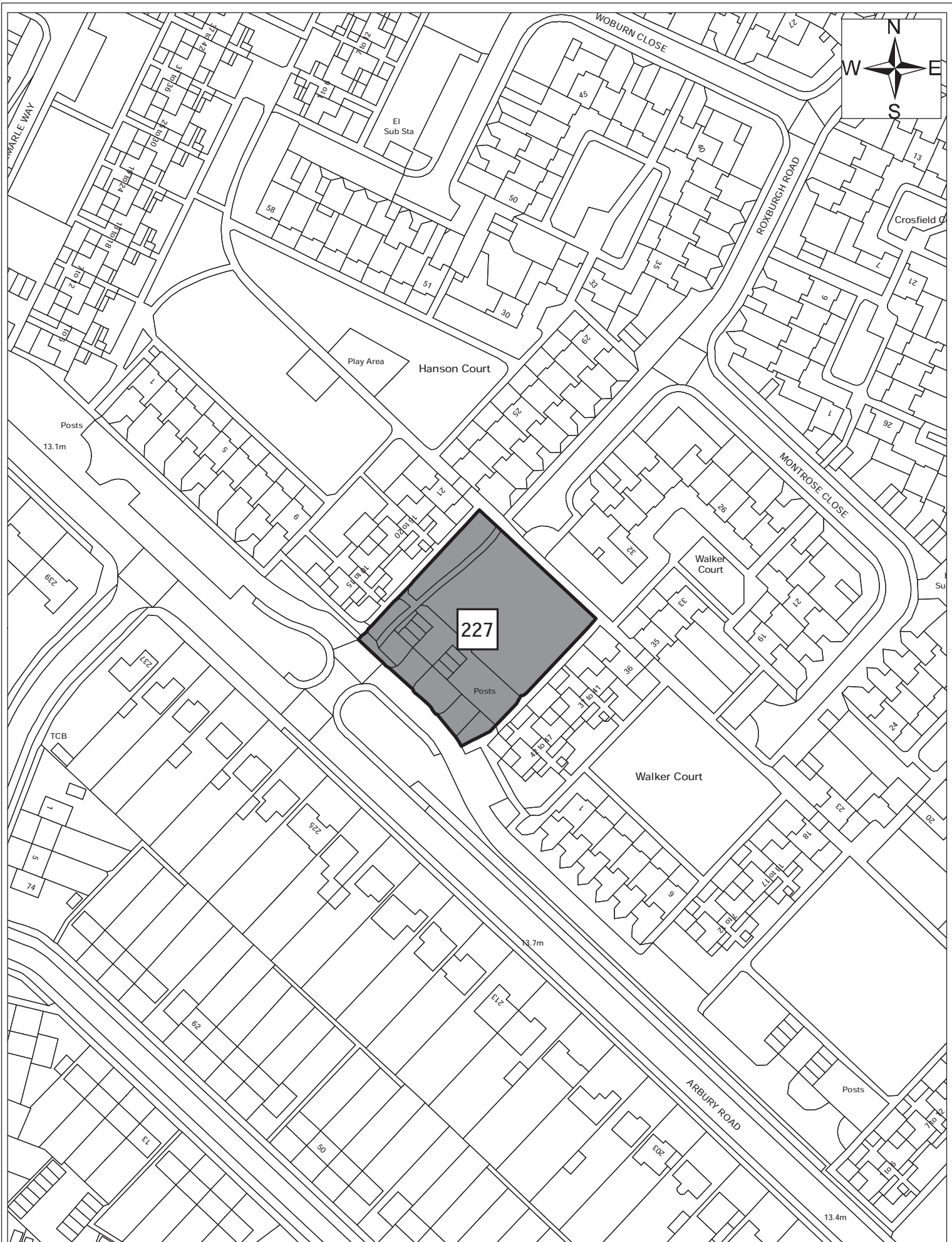
Site 223
Page 651

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



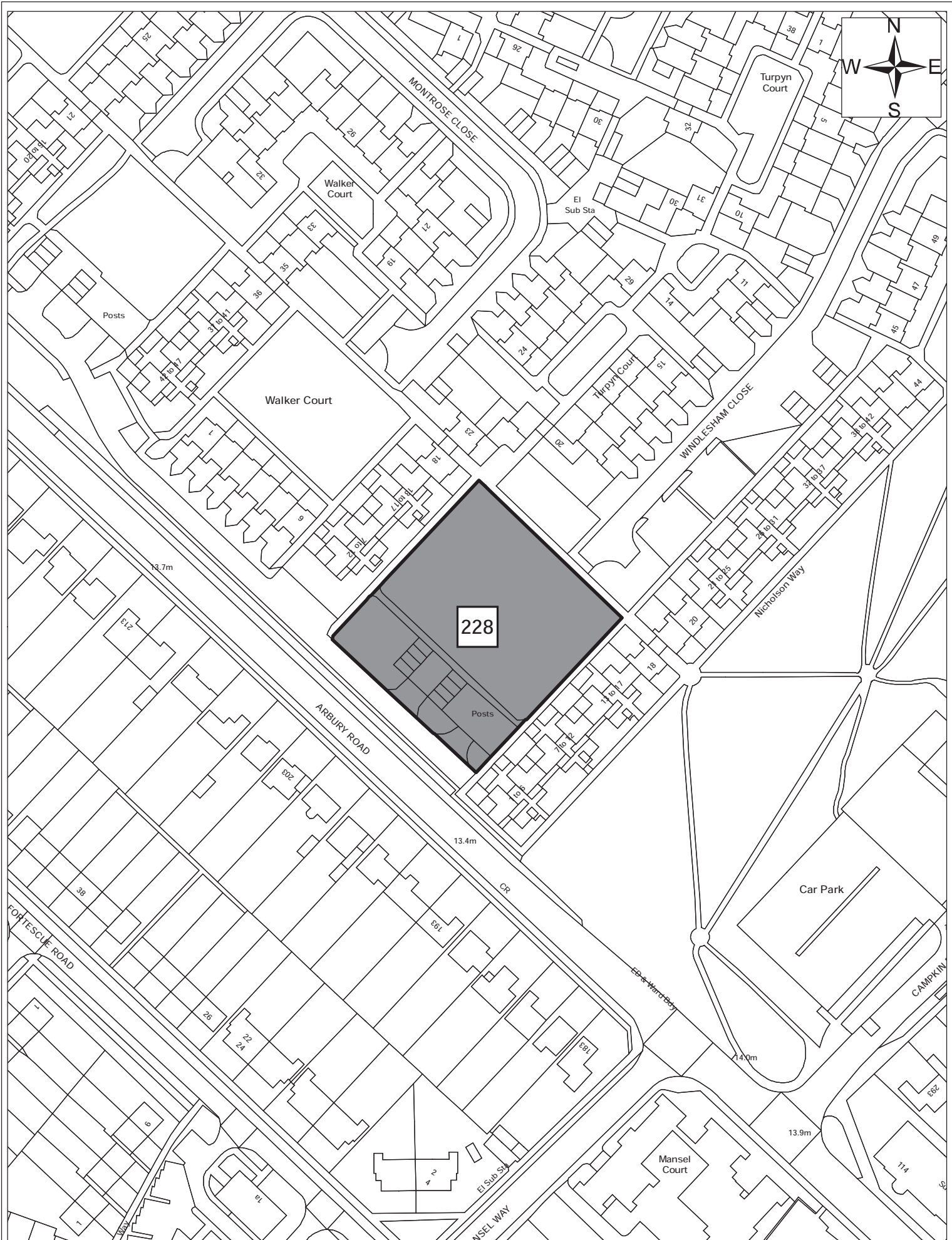
Site 225 Page 652

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



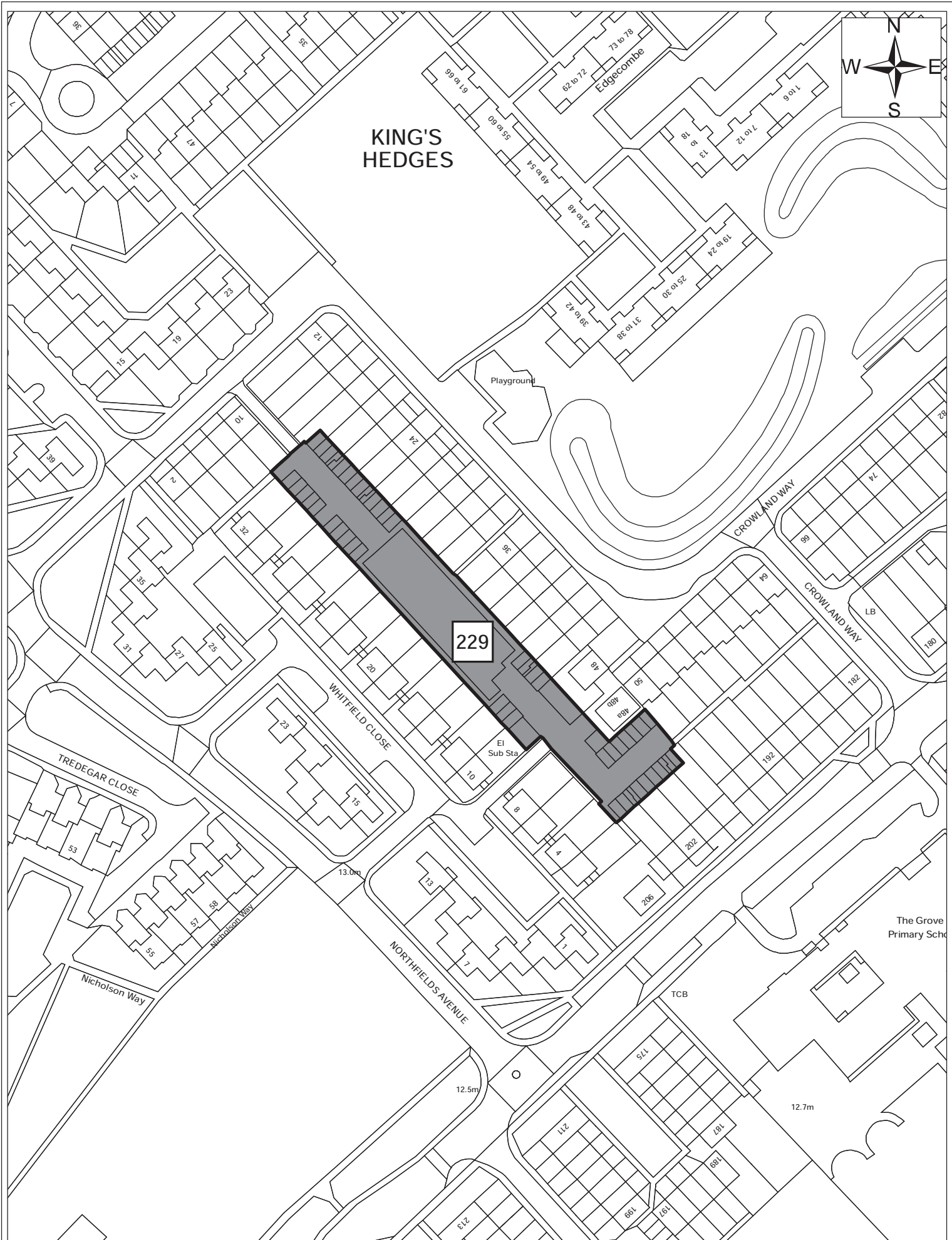
Site 227
Page 653

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



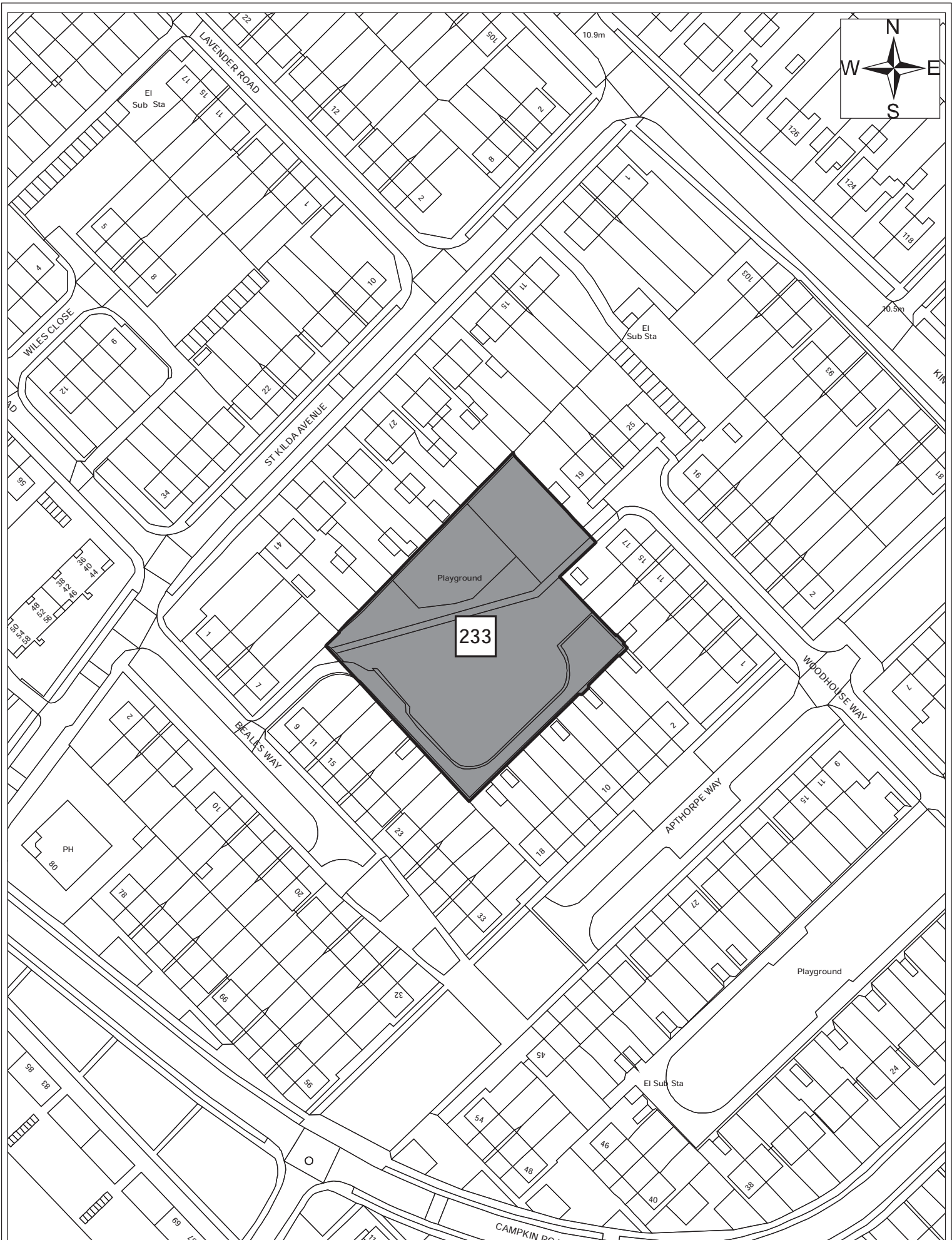
Site 228
Page 654

Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250

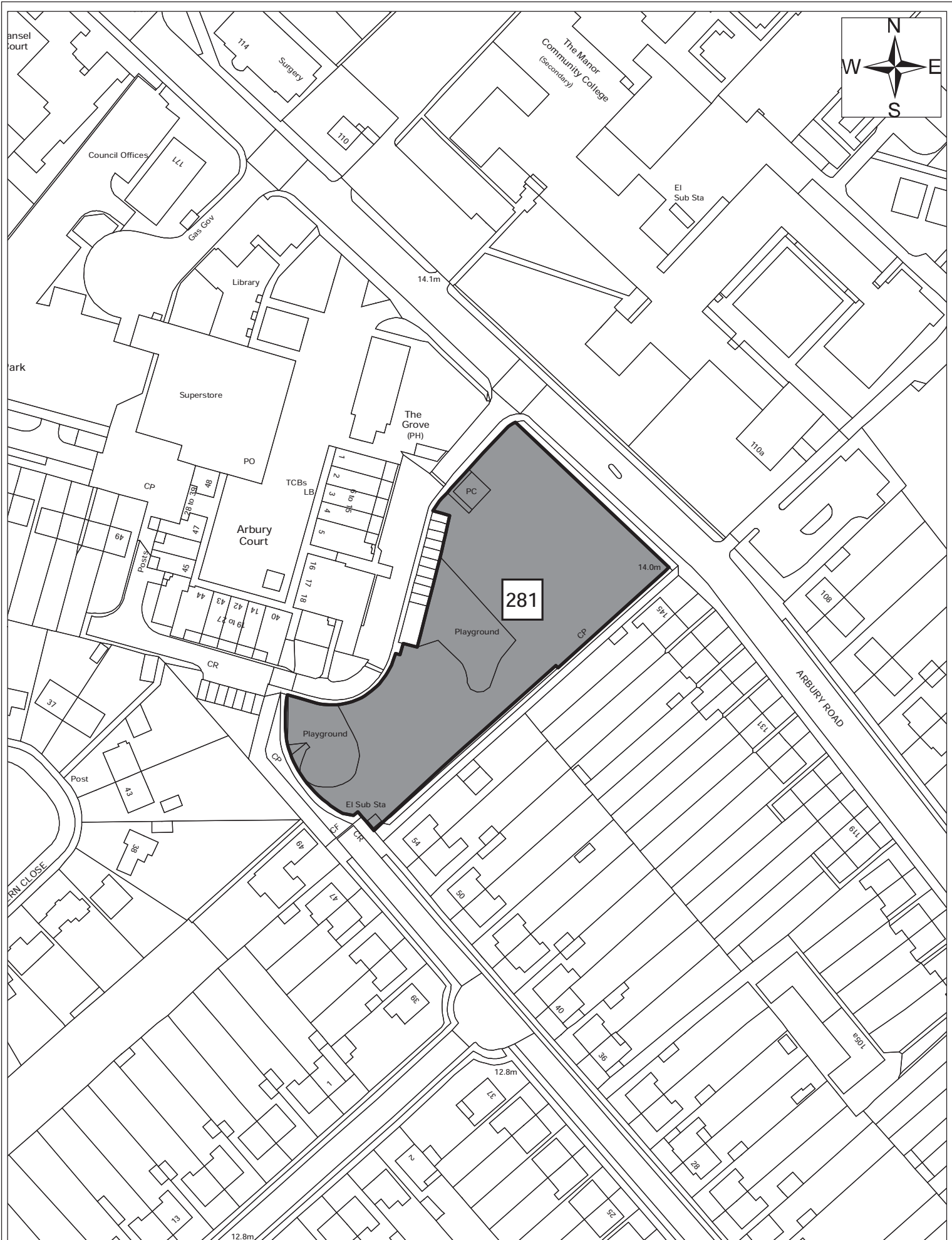


Site 229
Page 655

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250

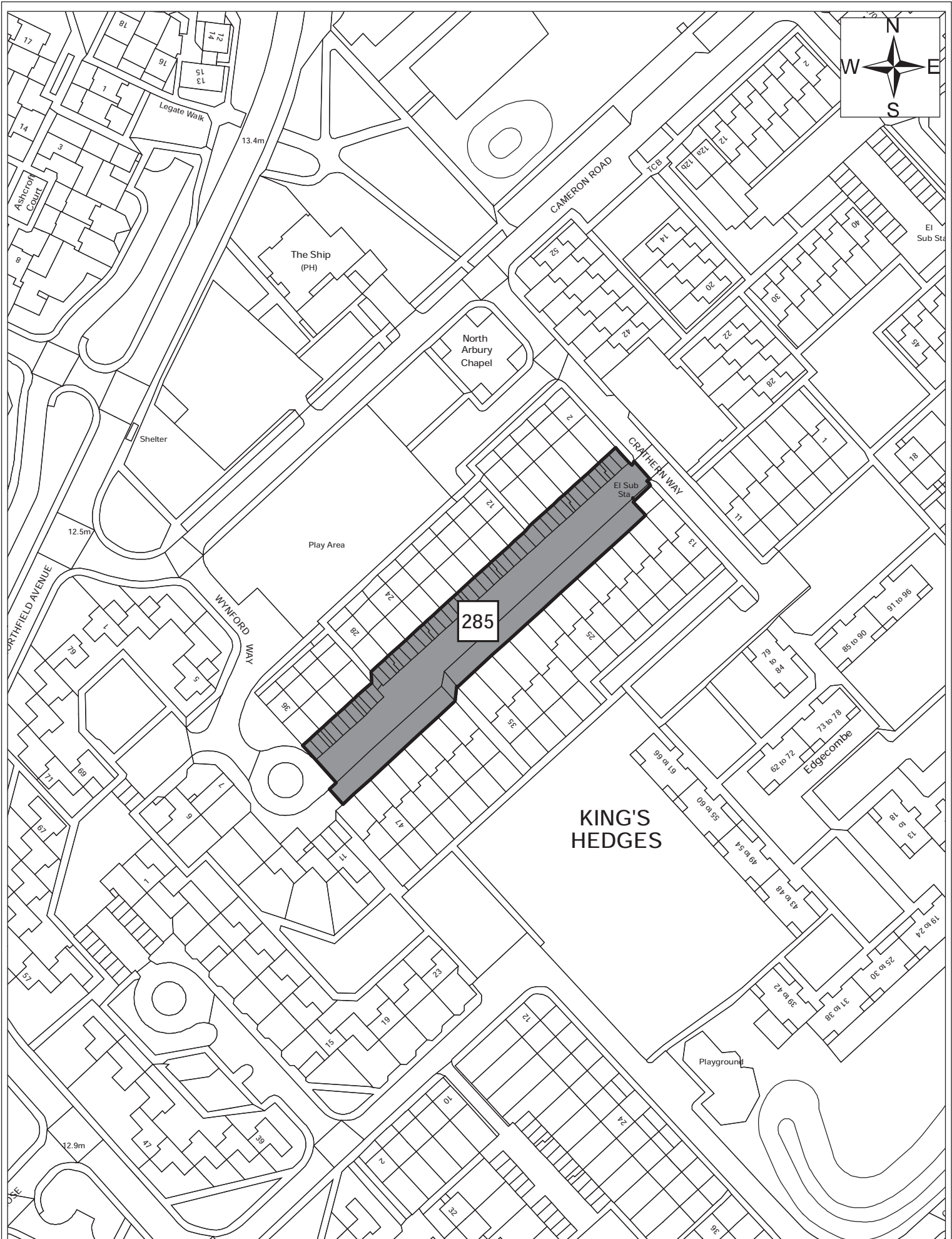


Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



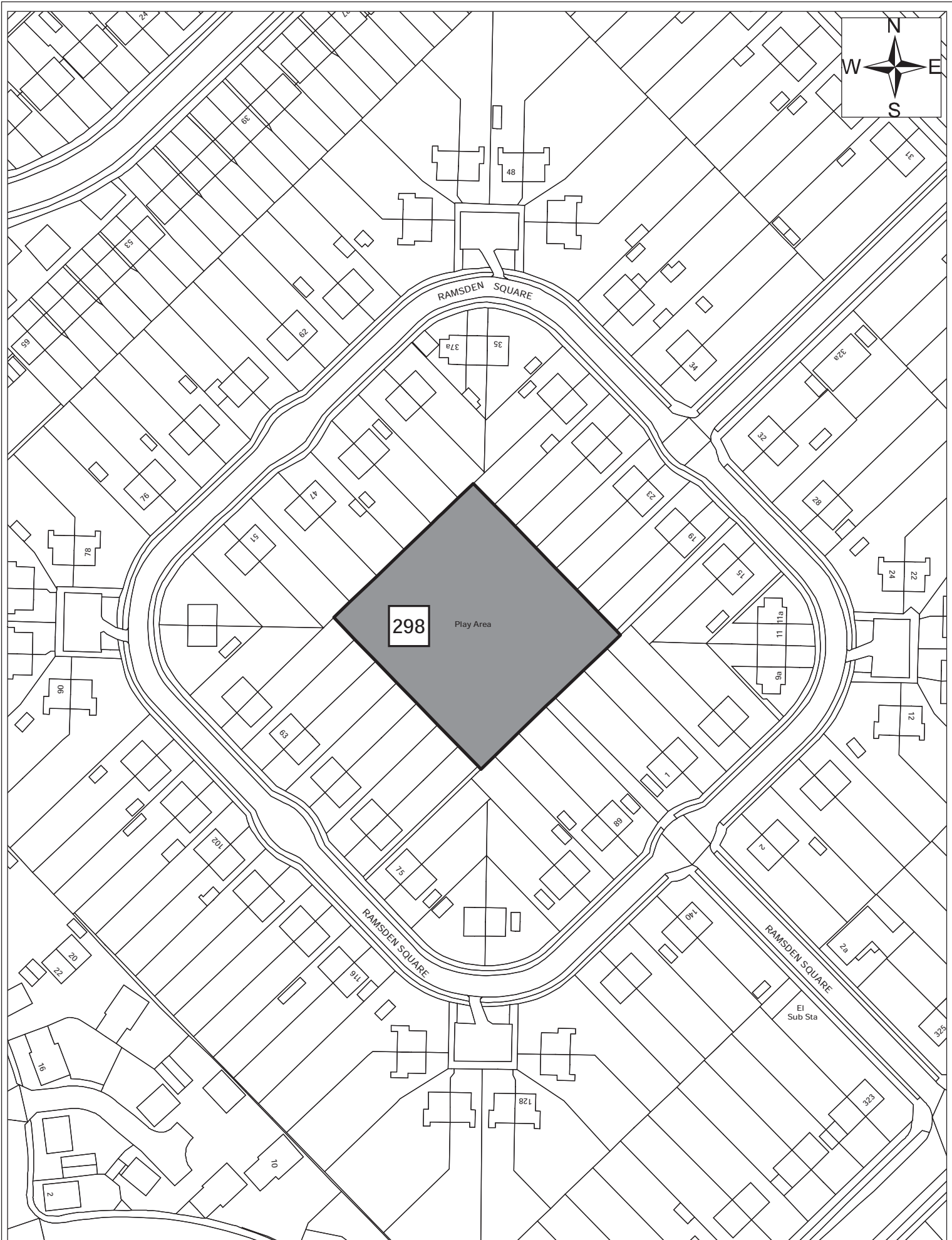
Site 281
Page 657

Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250



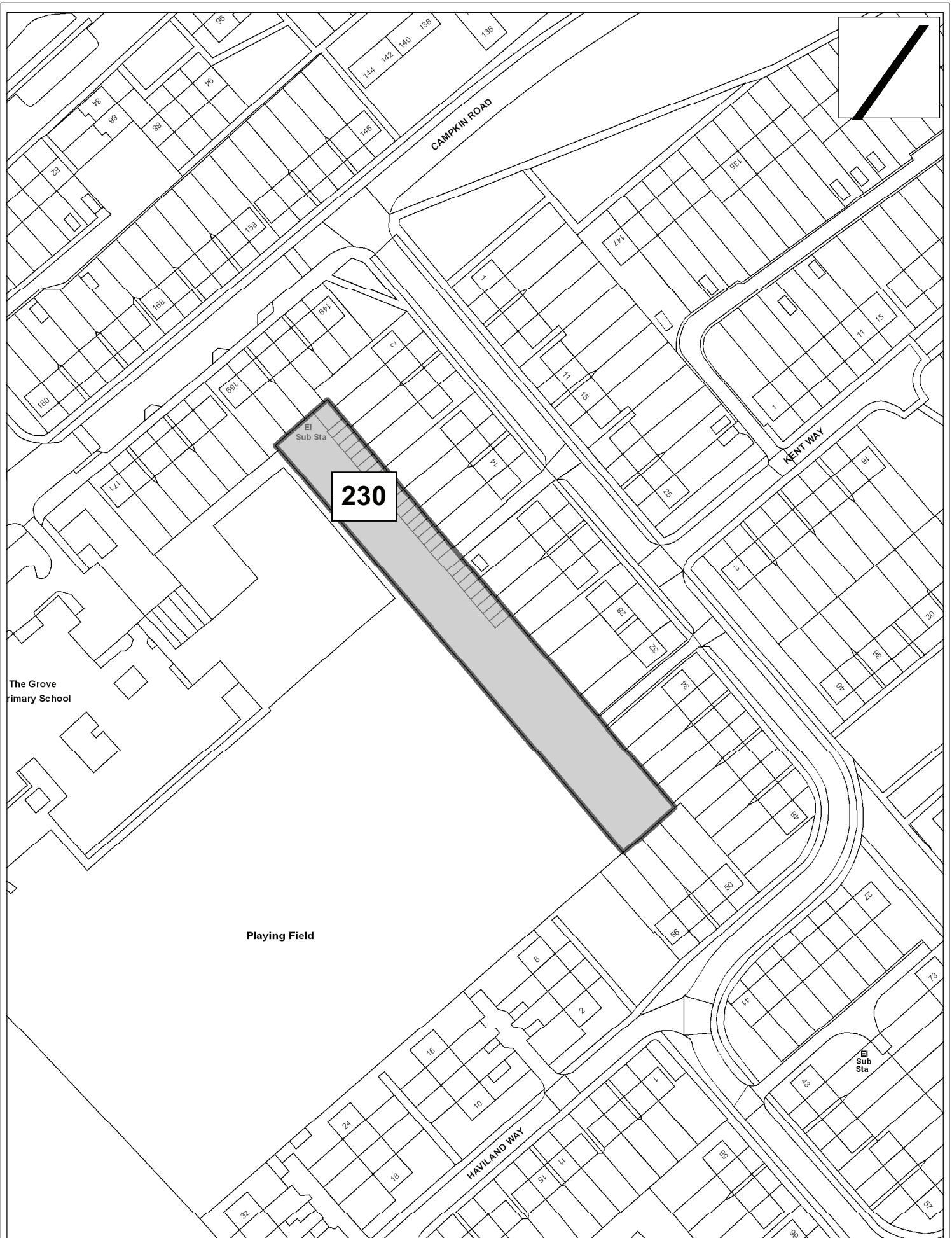
Site 285
Page 658

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



Site 298
Page 659

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



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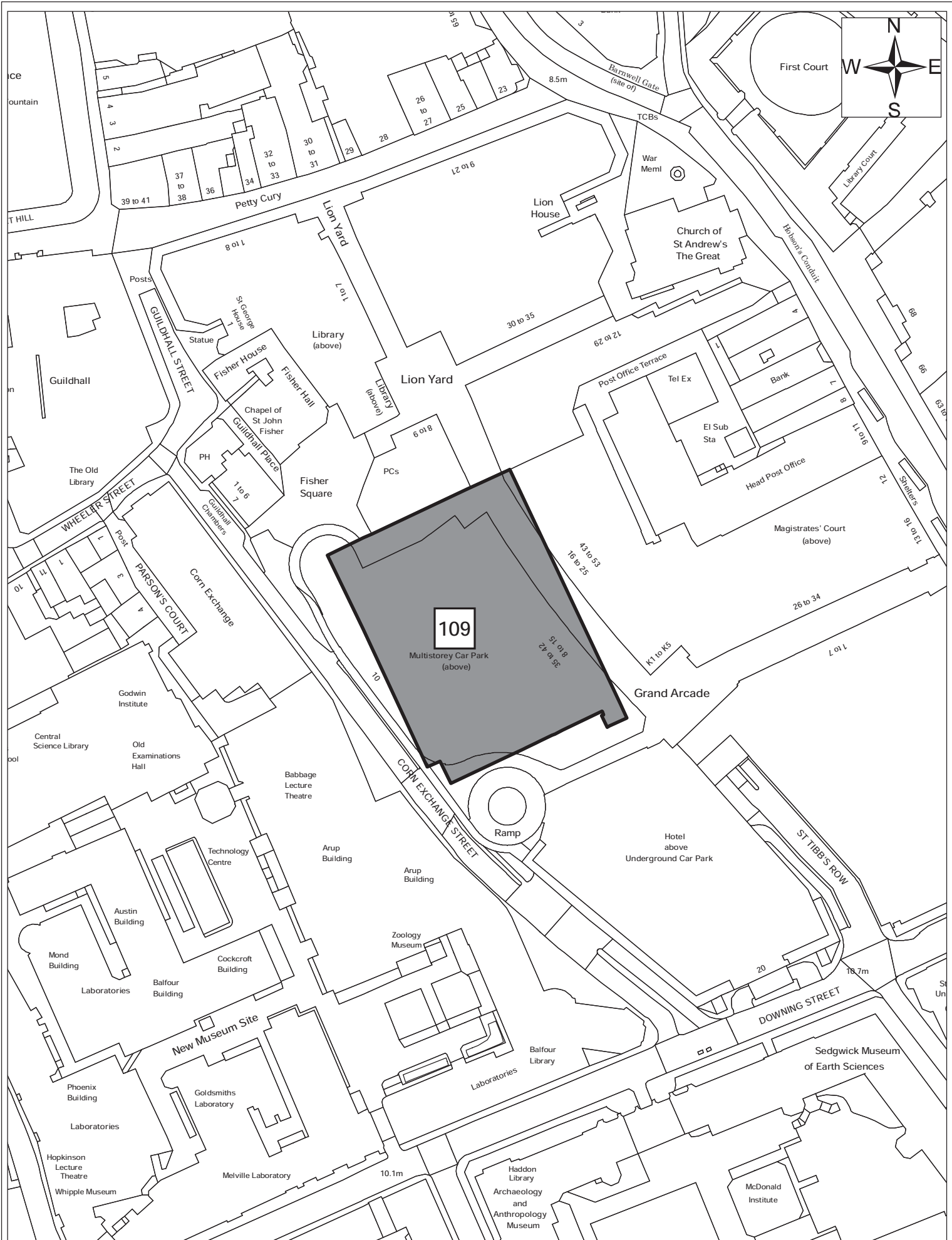
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Date:	19/08/11
Produced by:	Myles Greensmith
Section/Department:	Environment
Scale:	1:1250



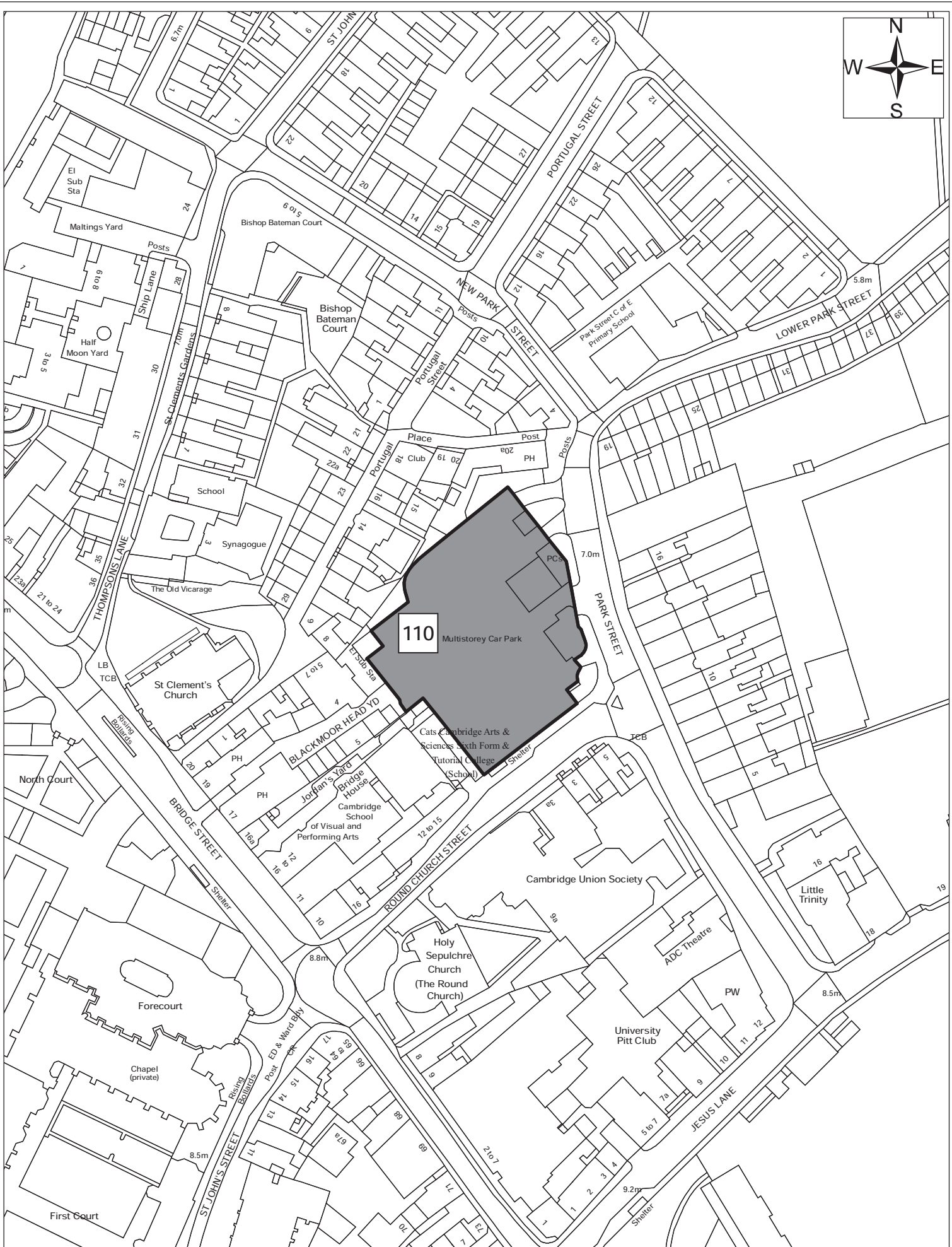
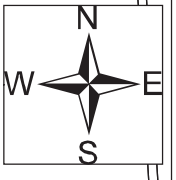
Site 923
Page 662

Date:	13th December 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:750



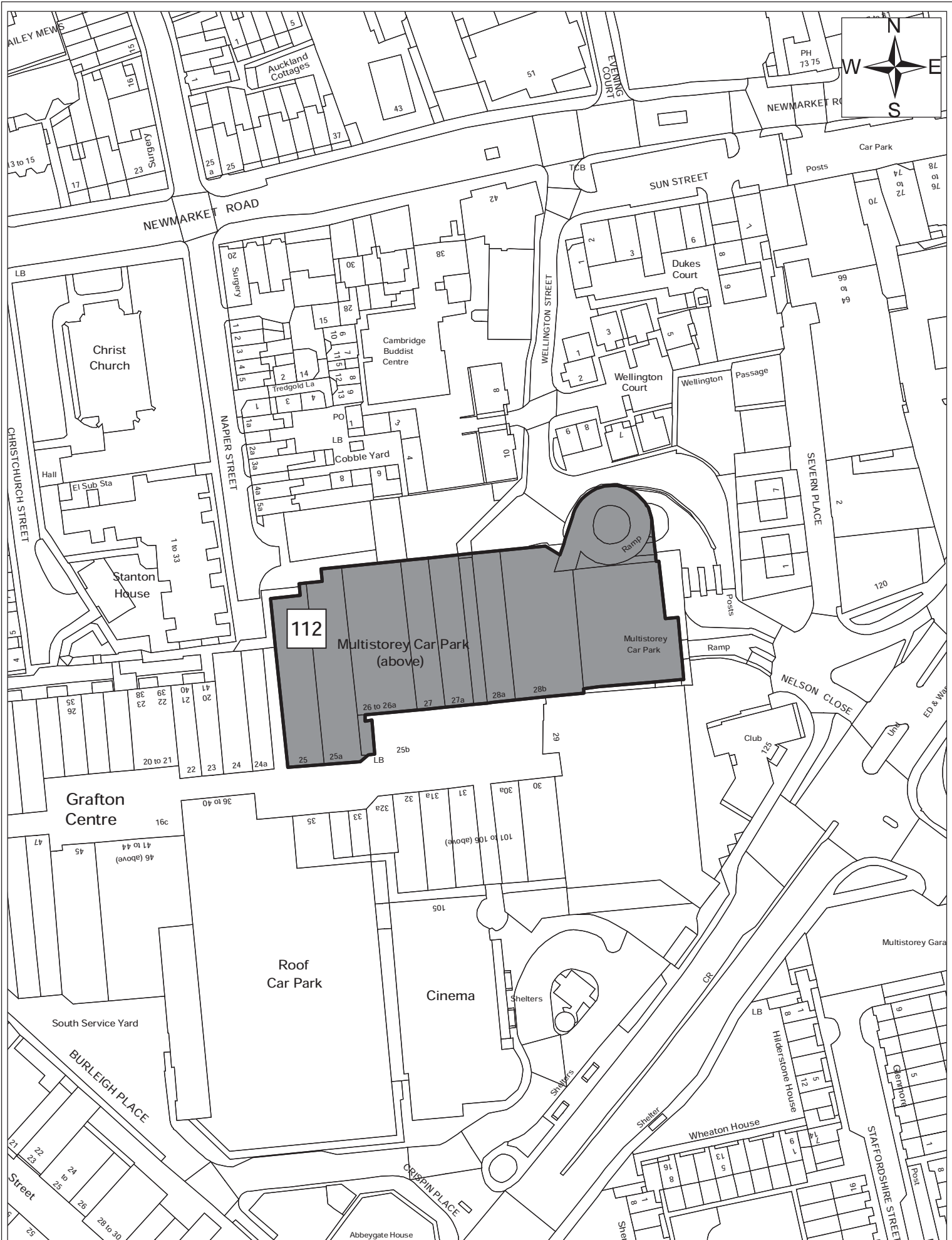
Site 109
Page 663

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



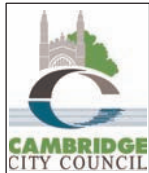
Site 110
Page 664

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



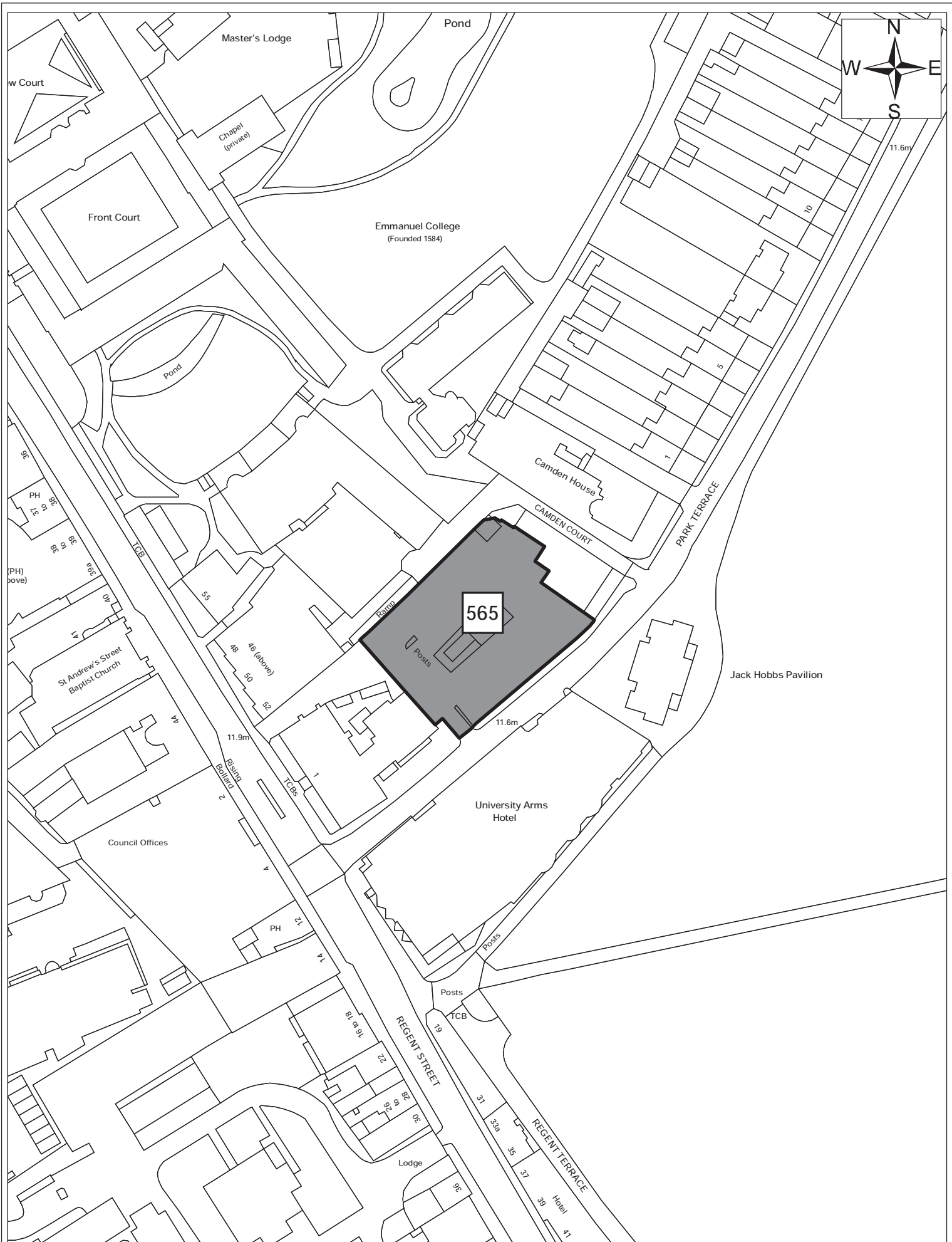
Site 112
Page 665

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



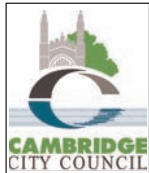
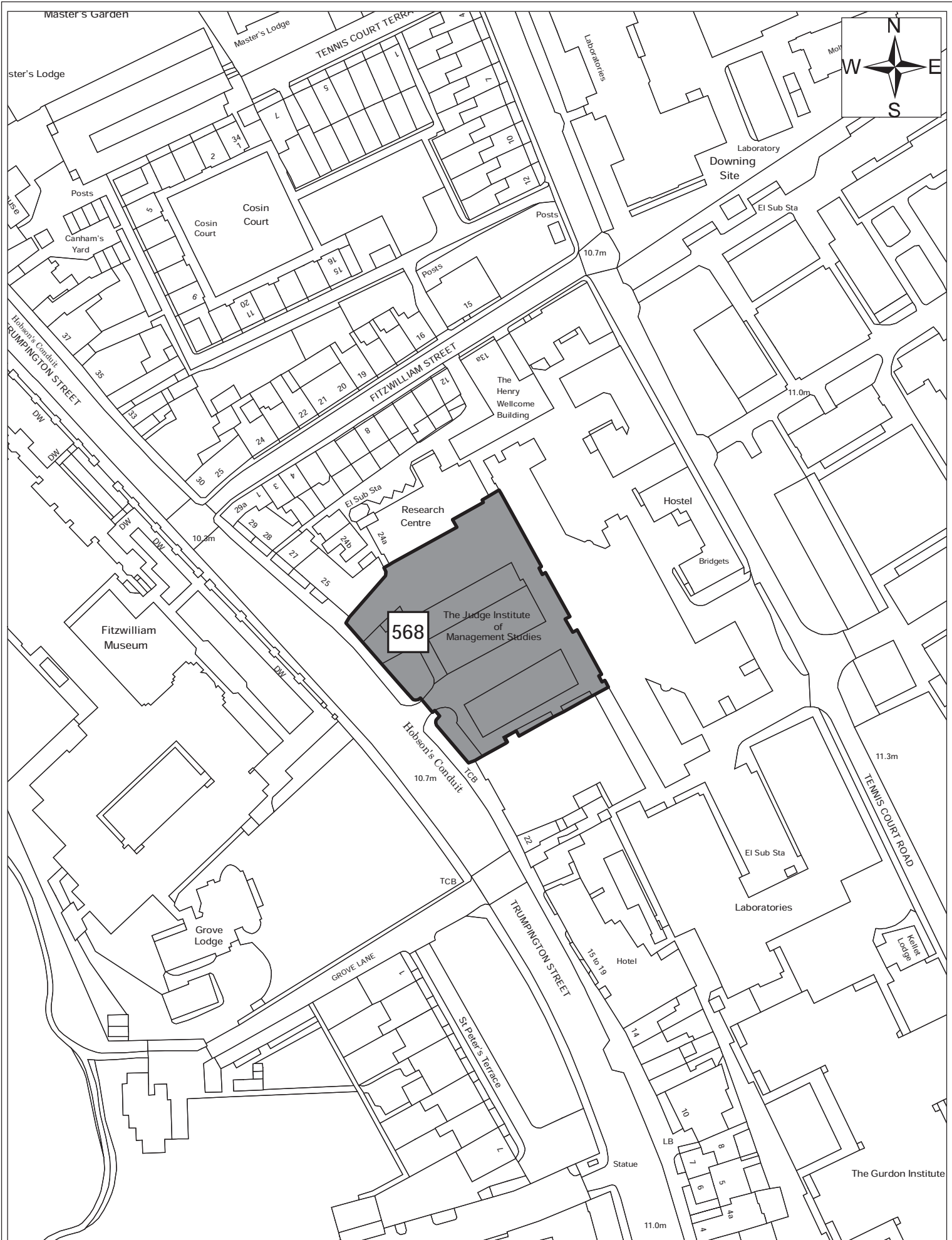
Site 113
Page 666

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



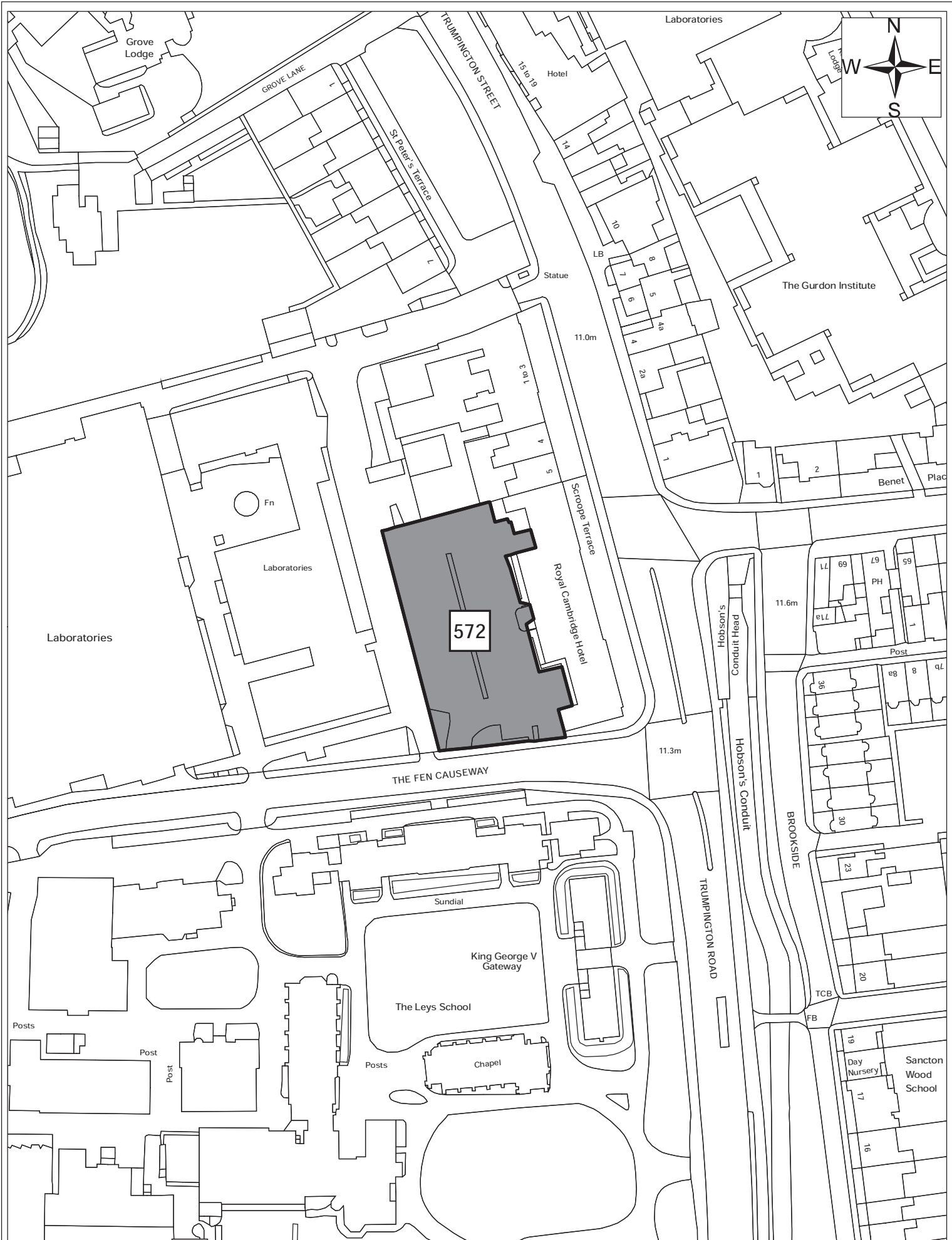
Site 565
Page 667

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



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Page 668

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



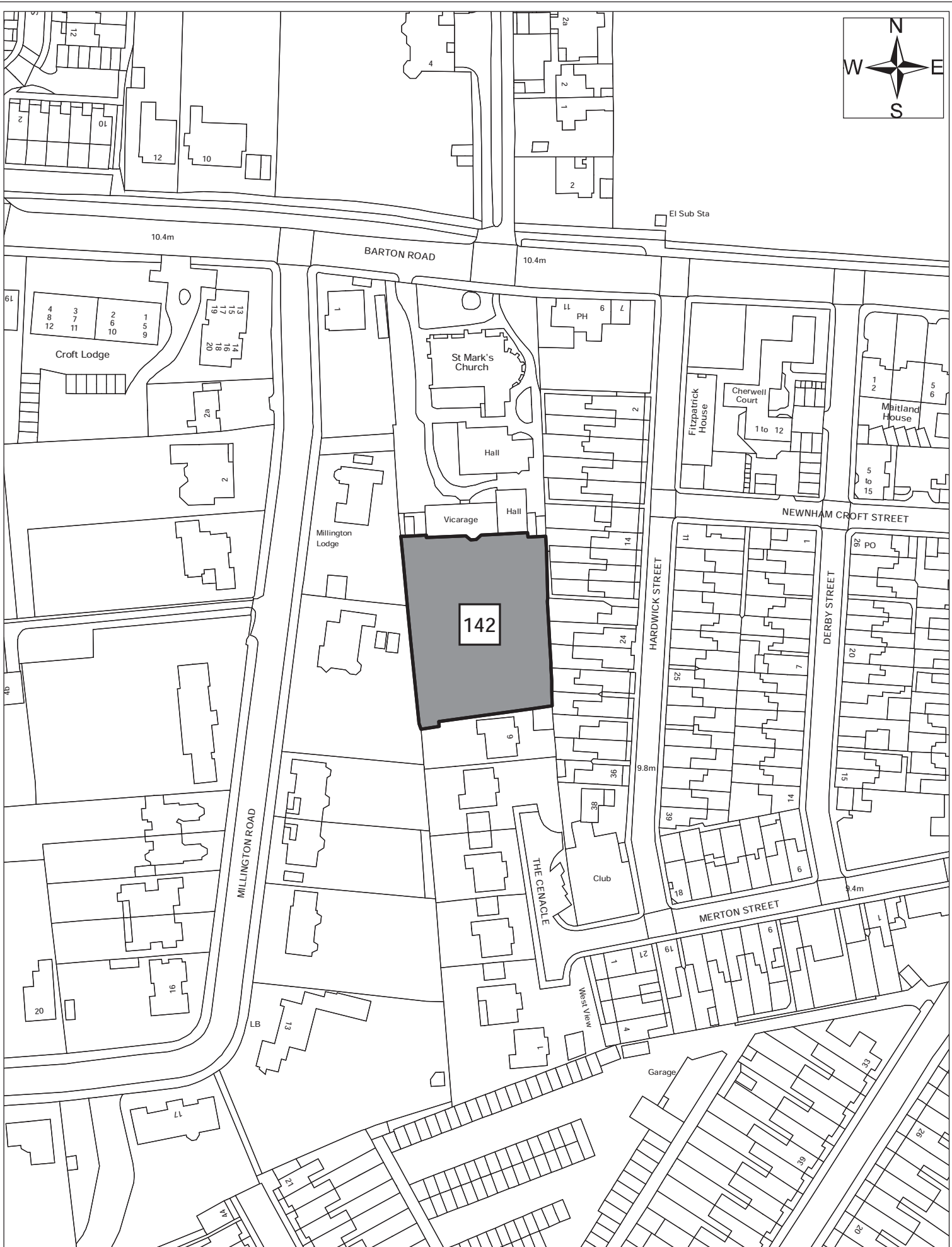
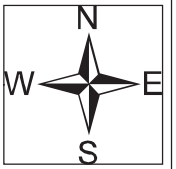
Site 572
Page 669

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



Site 140
Page 670

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250

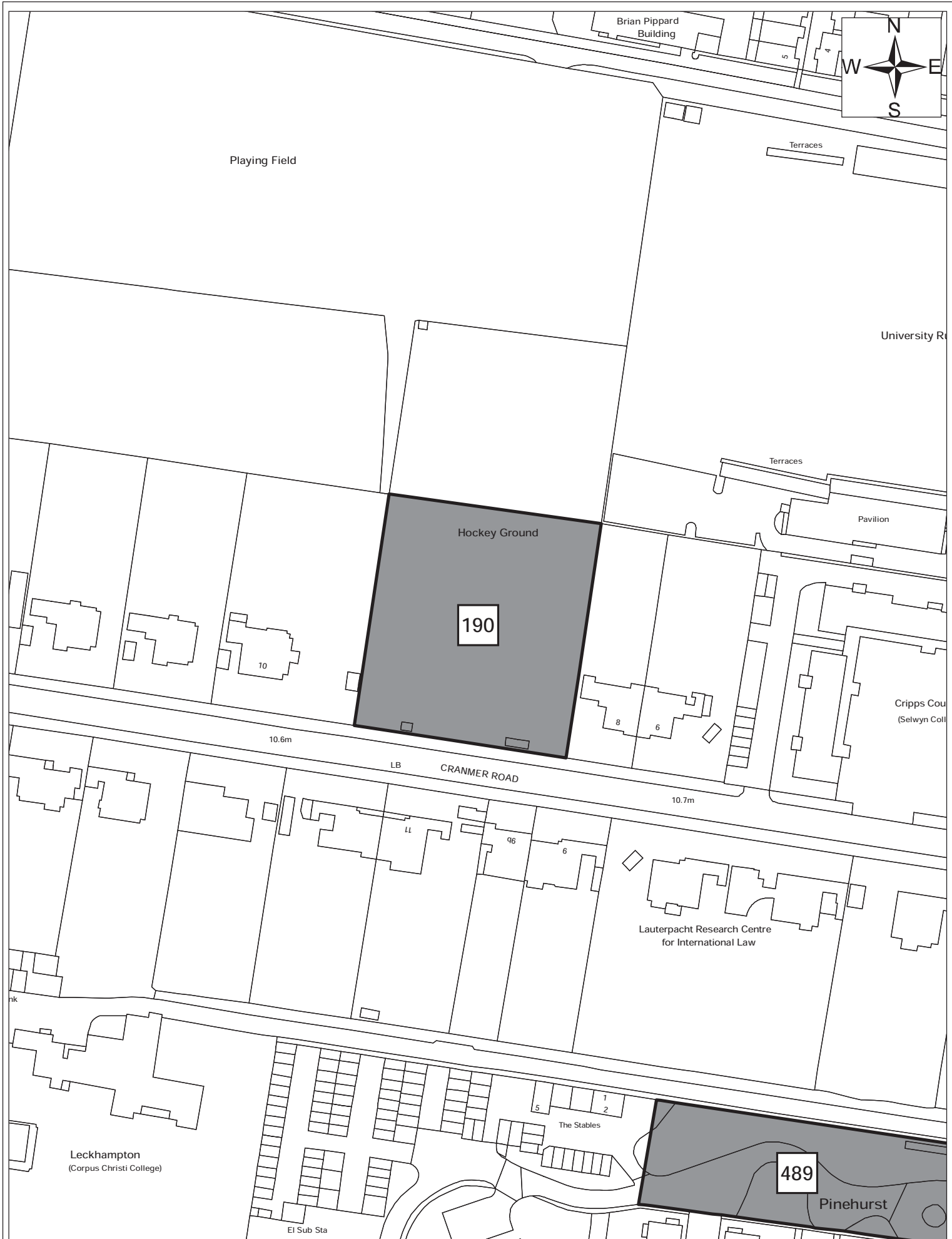


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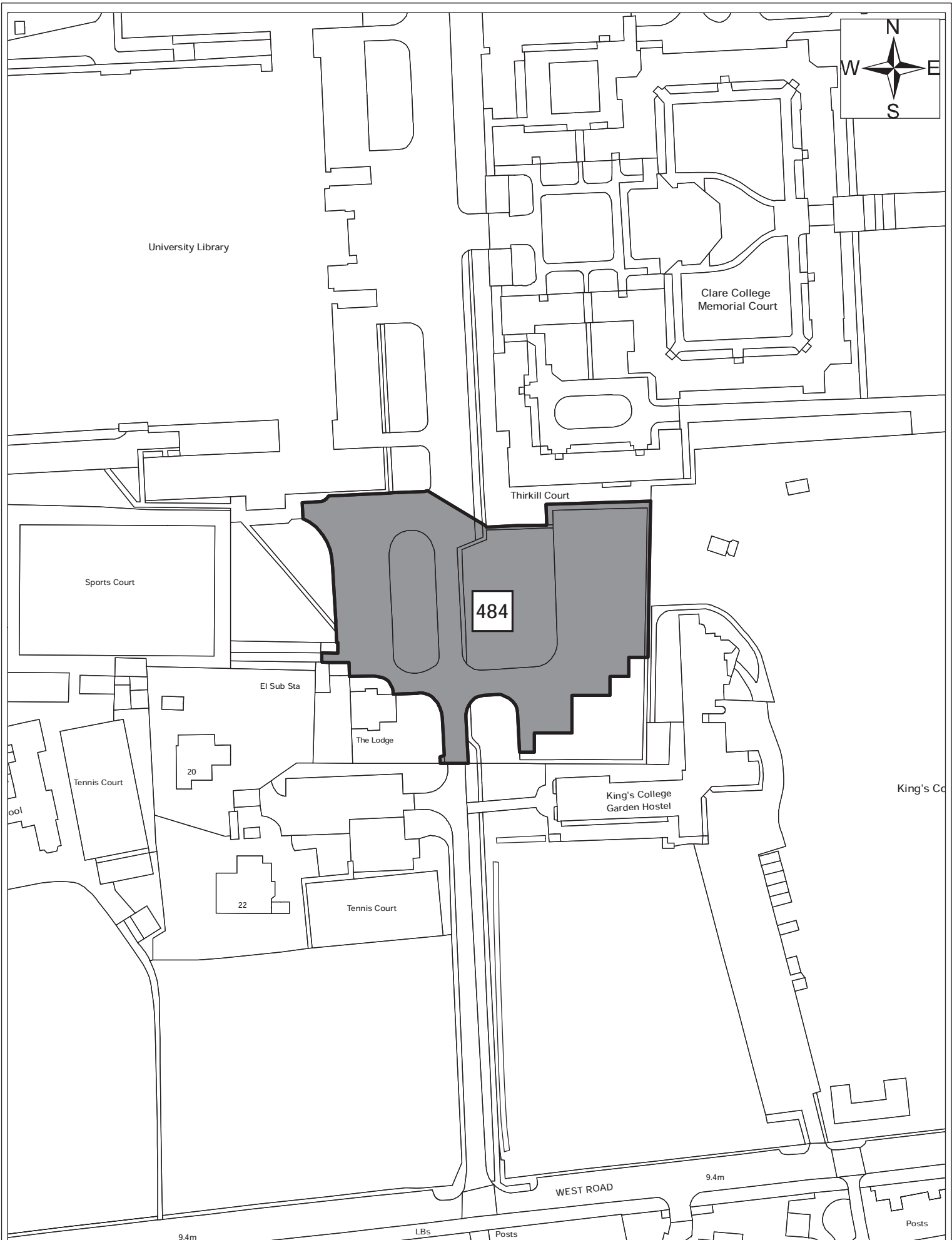
Site 142 Page 671

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



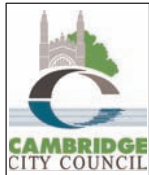
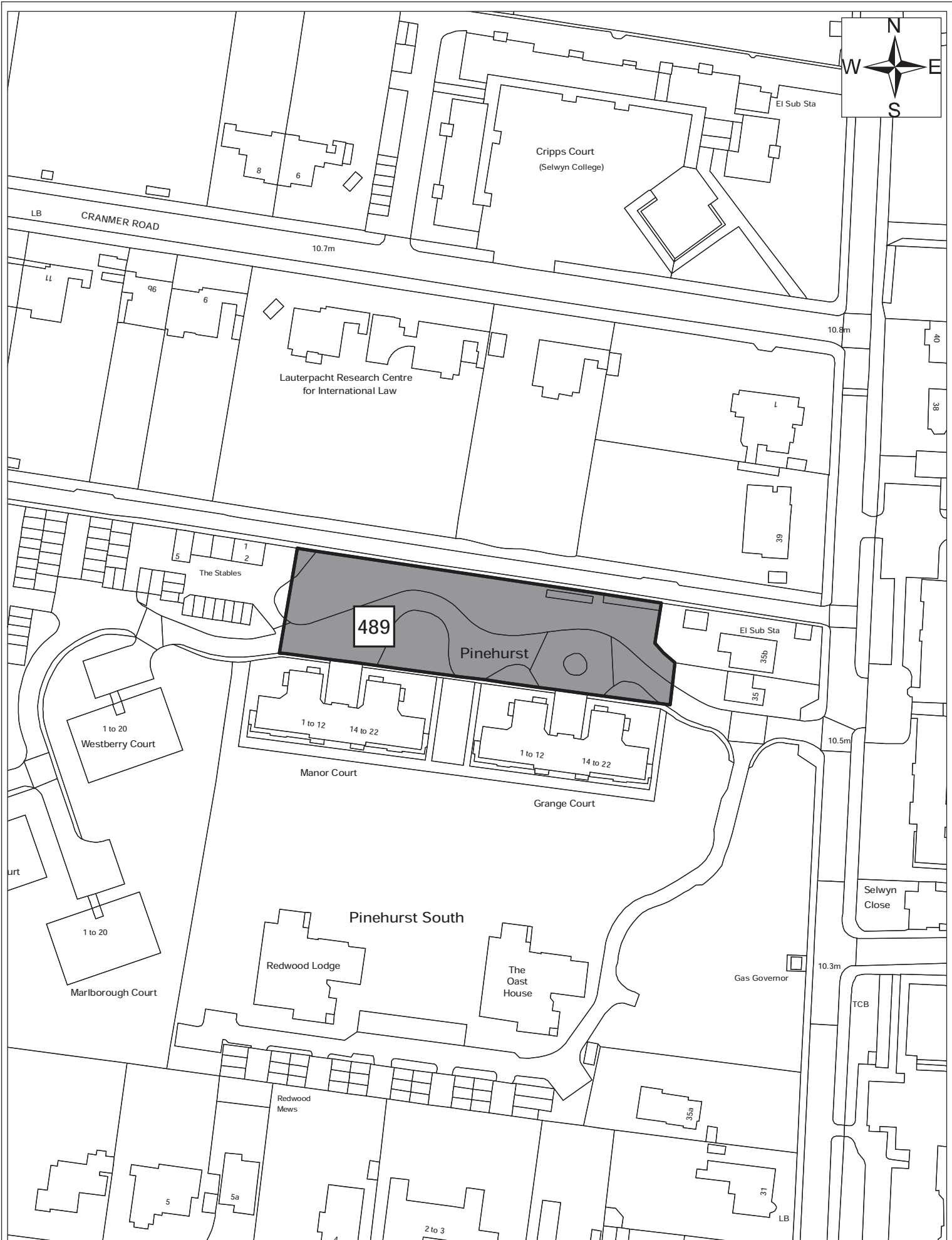
Site 190 Page 672

Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250



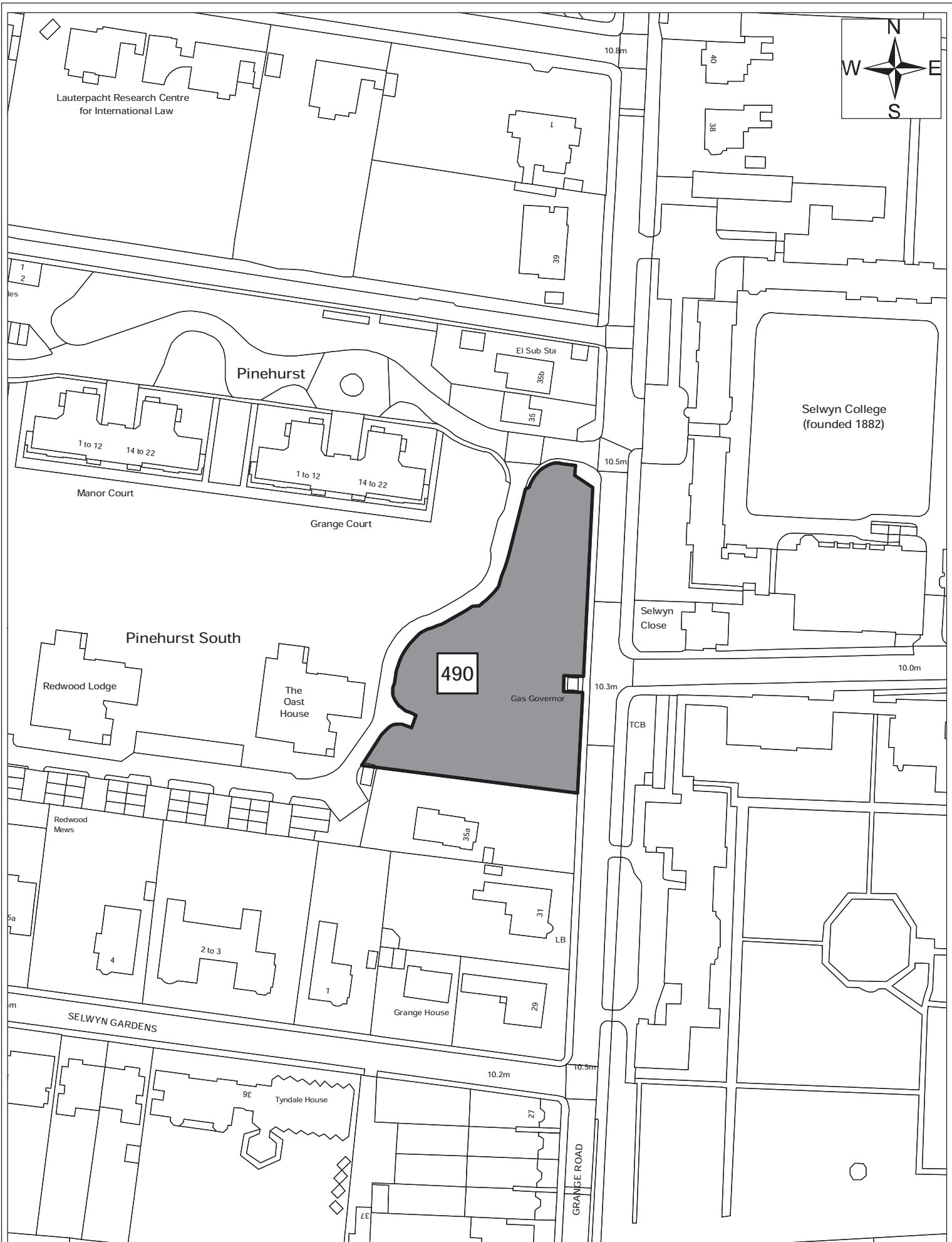
Site 484
Page 673

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



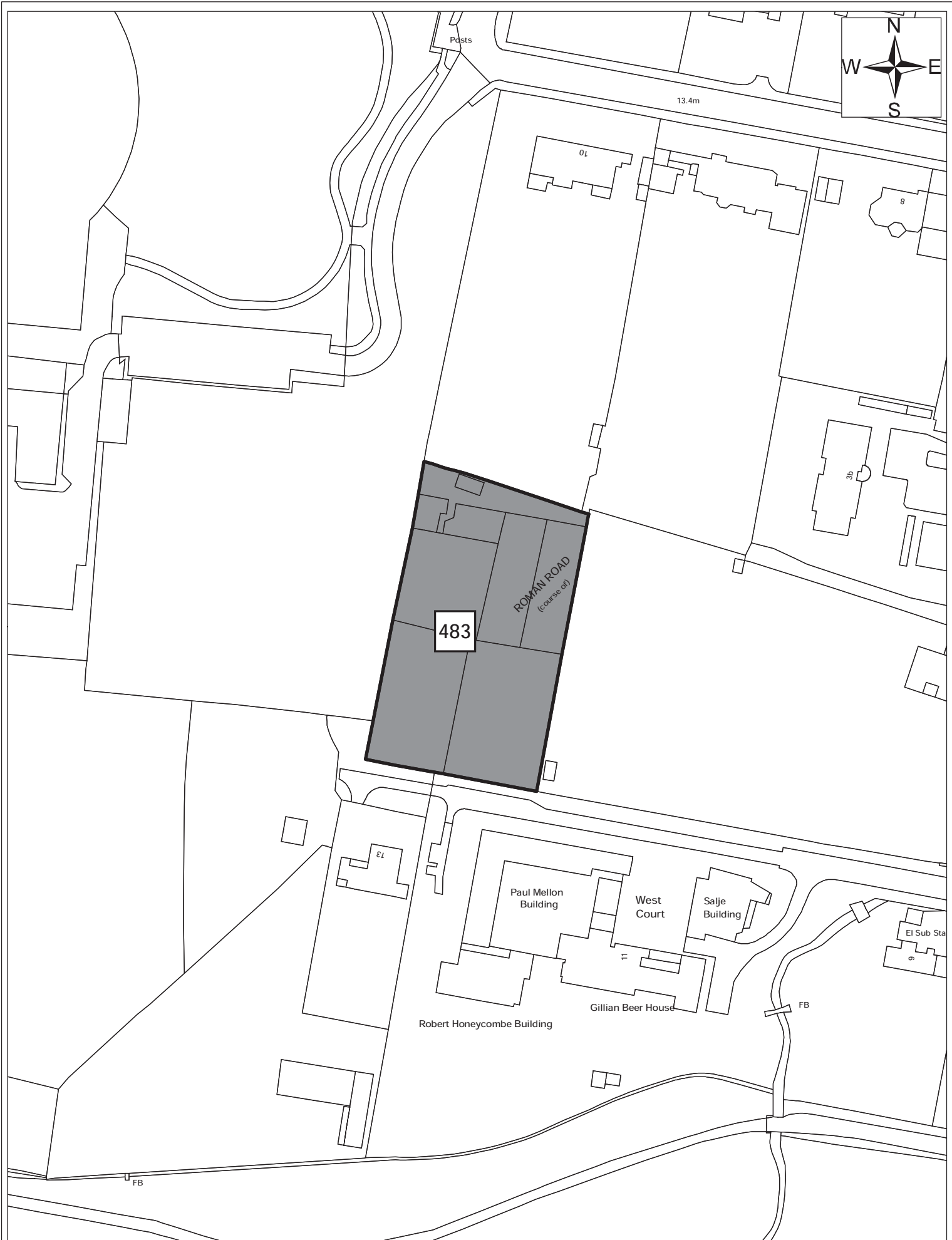
Site 489
Page 674

Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250



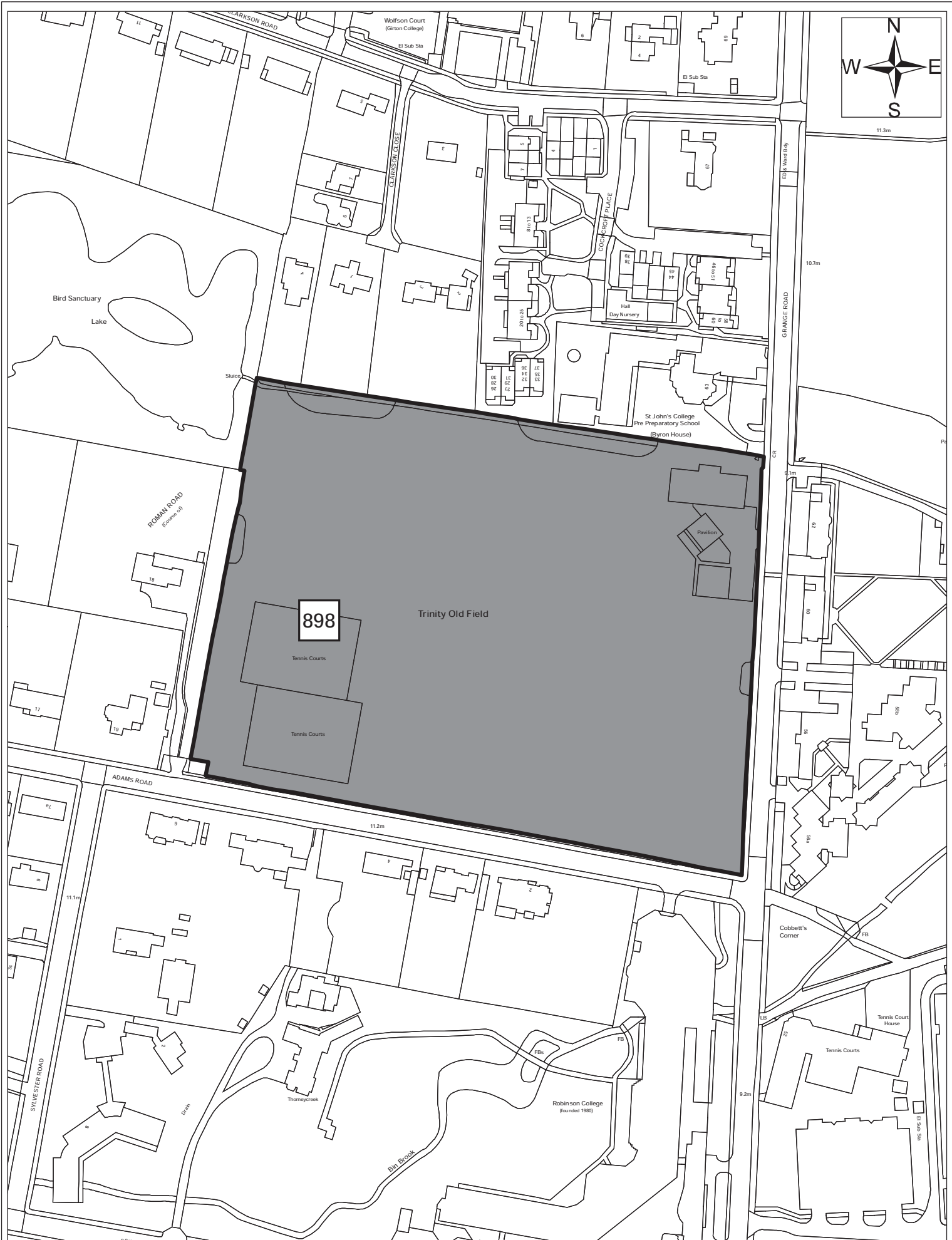
Site 490
Page 675

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



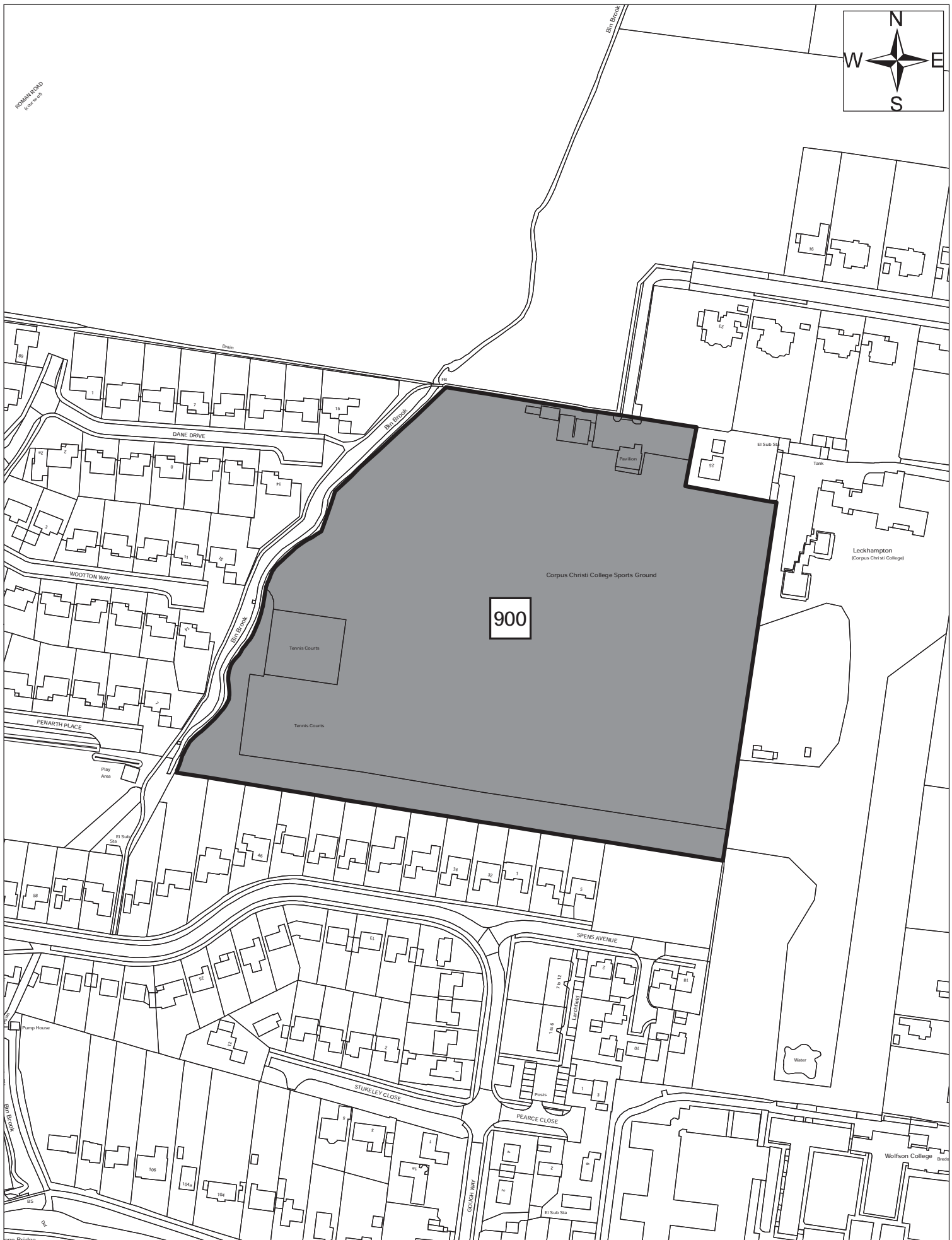
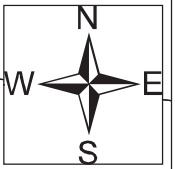
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Page 676

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



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Page 677

Date:	25th November 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:2,000



900

Corpus Christi College Sports Ground

Tennis Courts

Tennis Courts

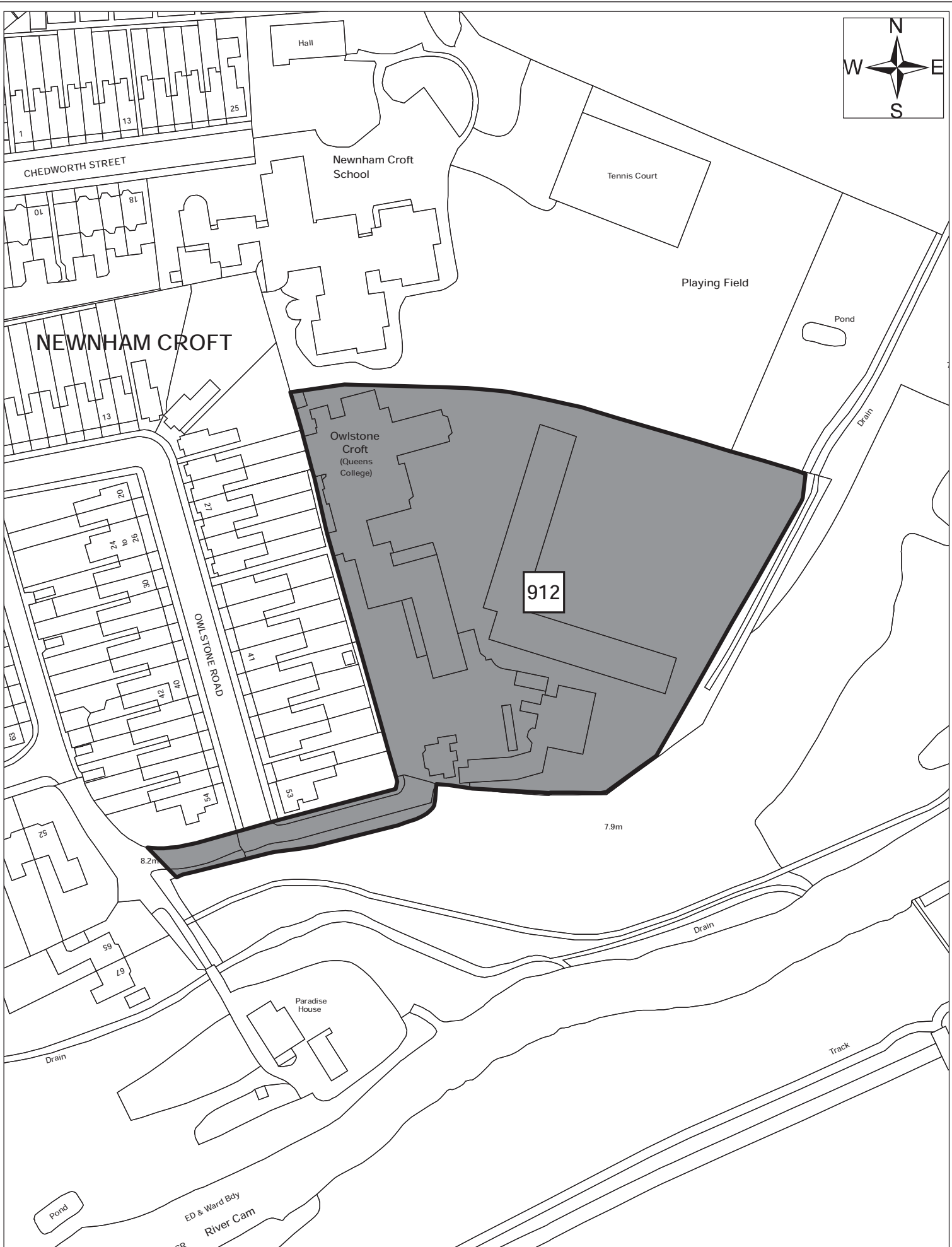
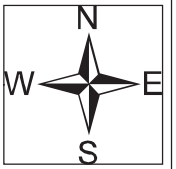
Leckhampton
(Corpus Christi College)

Wolfson College



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Date:	25th November 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:2,250



Date:	25th November 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250

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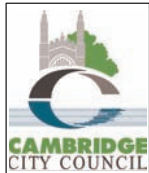
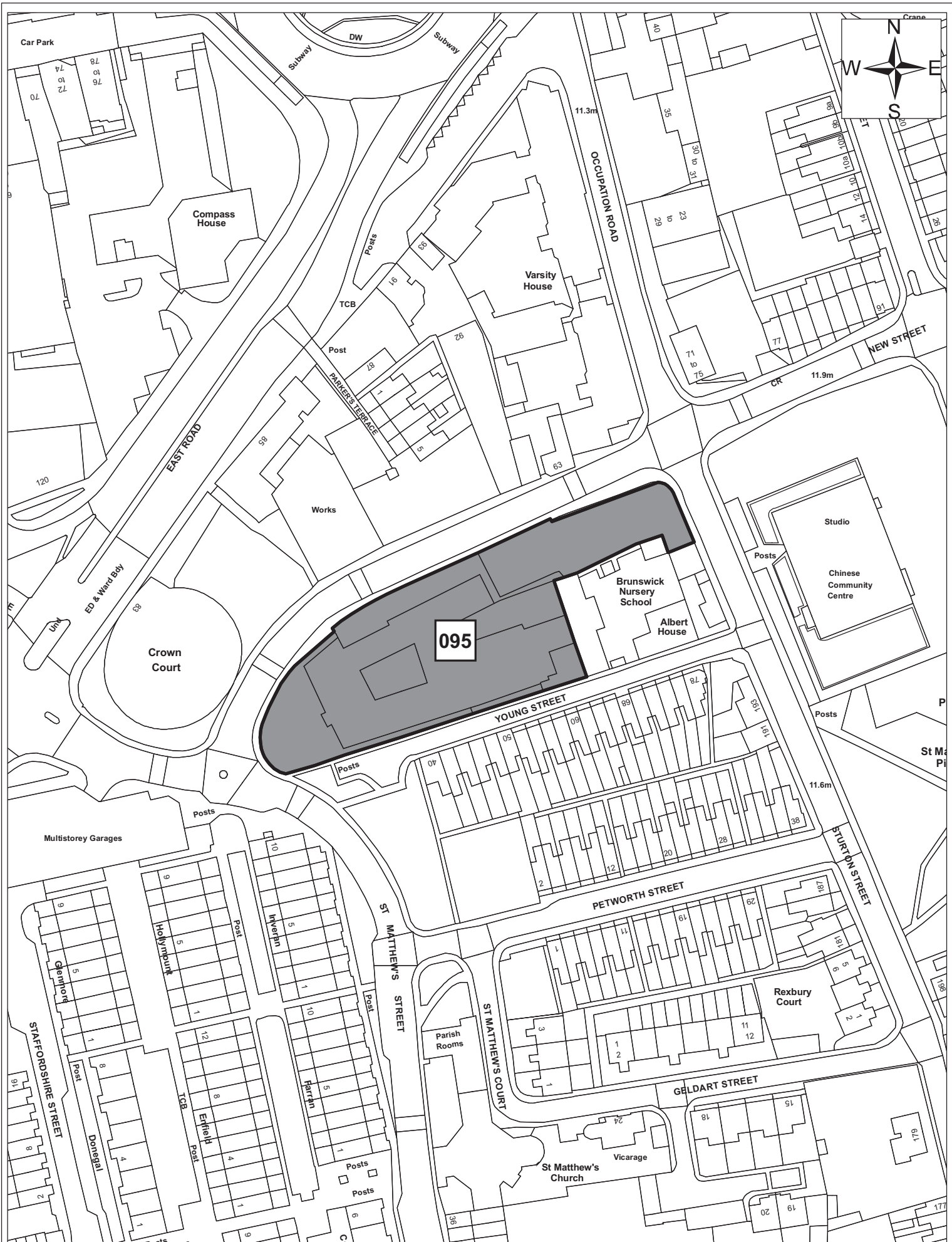


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Date:	09/09/11
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Section/Department:	Environment
Scale:	1:4566

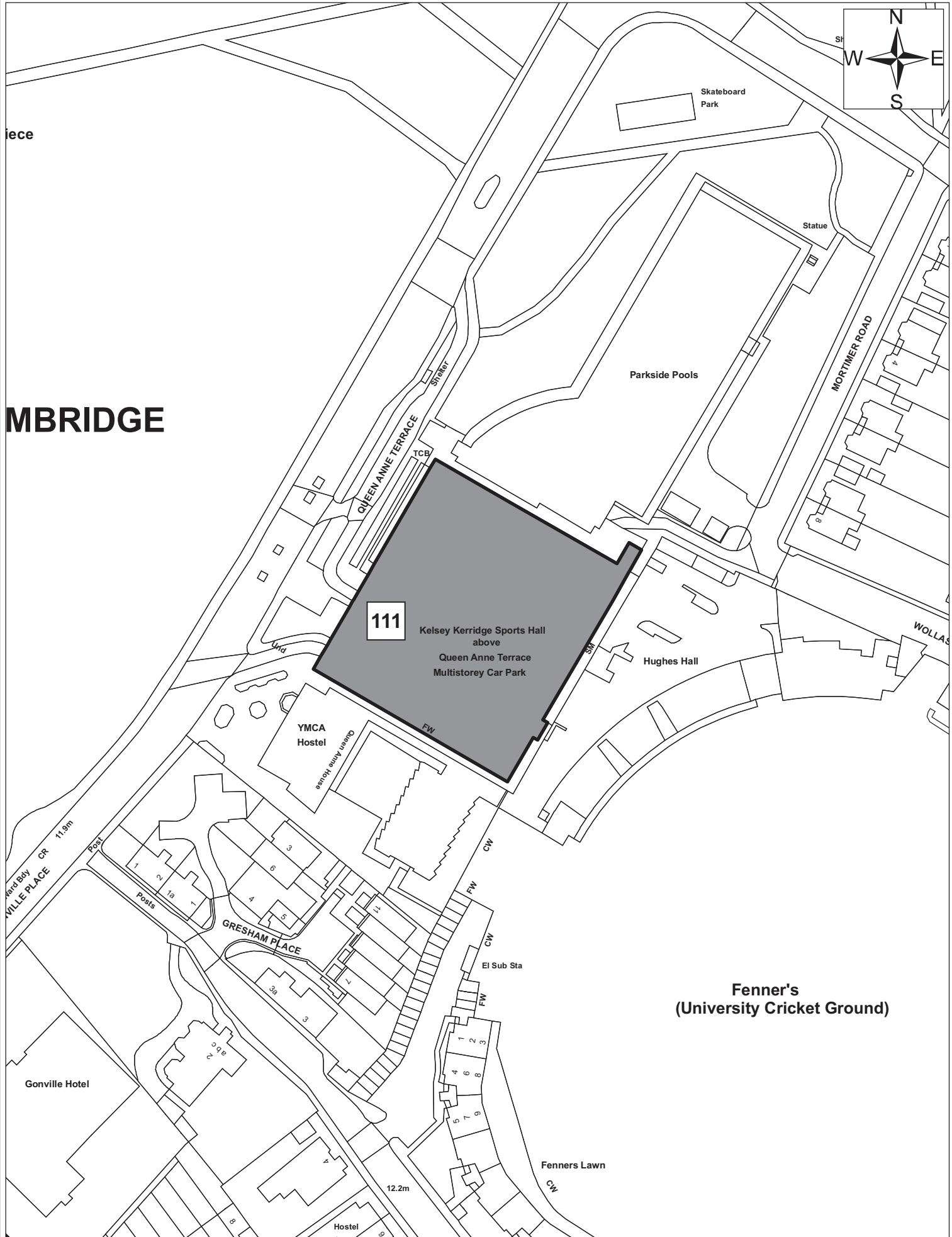
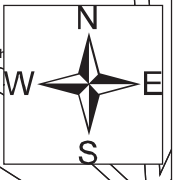


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Page 682

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250

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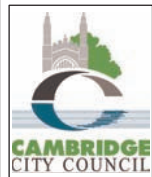
MBRIDGE



111

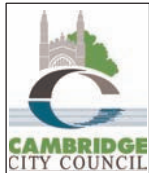
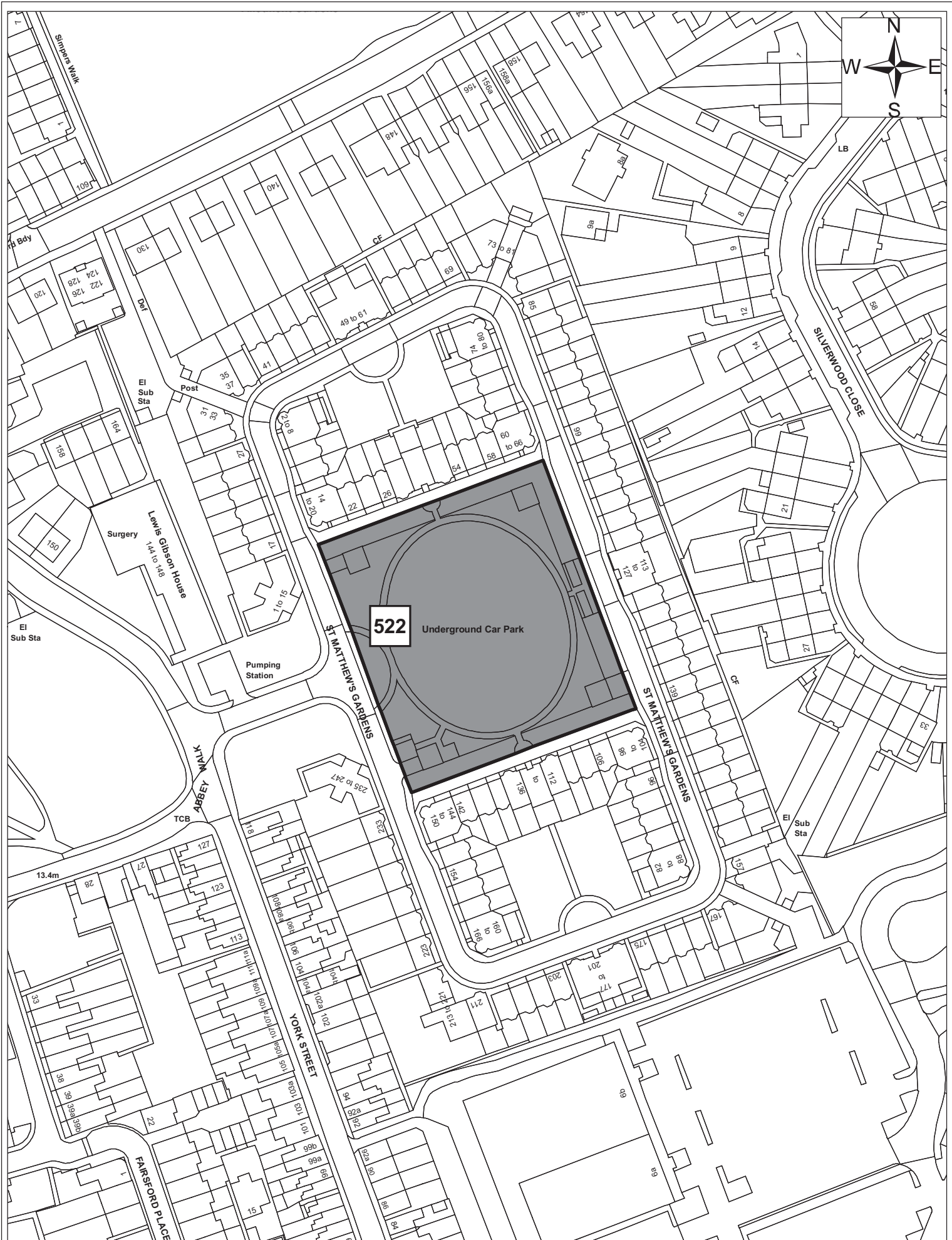
Kelsey Kerridge Sports Hall
above
Queen Anne Terrace
Multistorey Car Park

Fenner's
(University Cricket Ground)

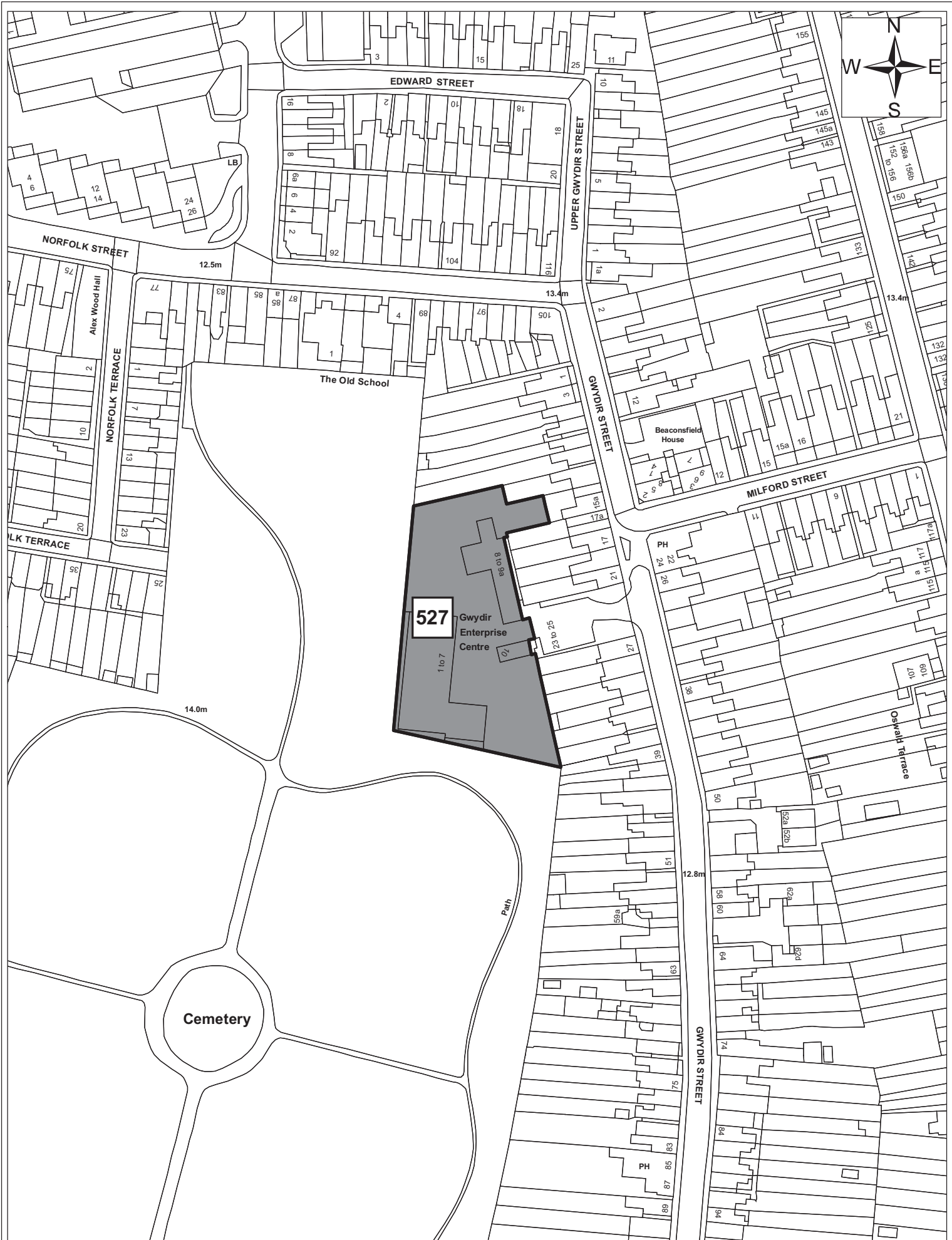


Site 111
Page 683

Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250

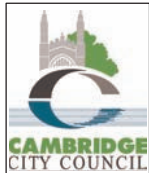


Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250

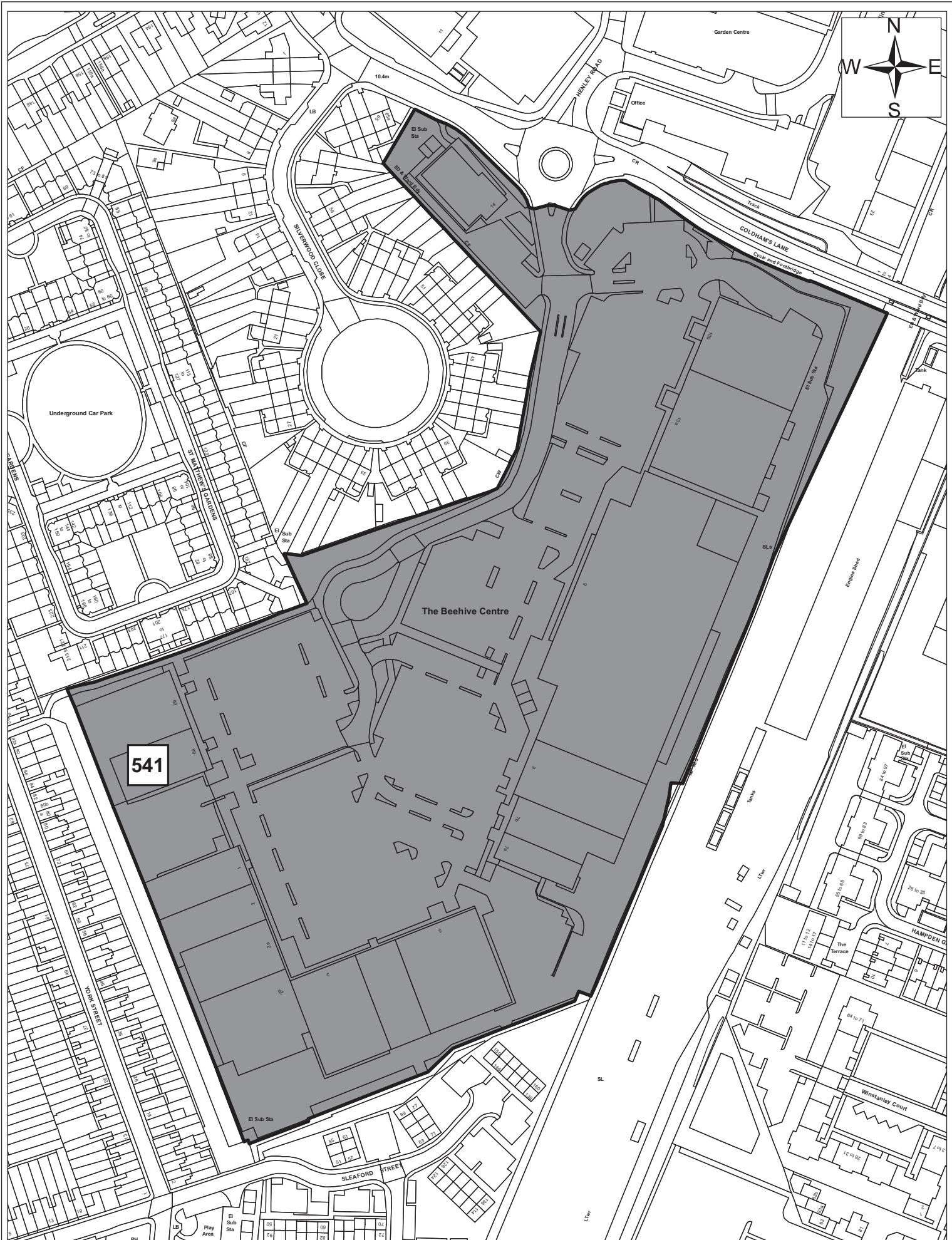


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Page 685

Date:	1st September 2011
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Section/Department:	Environment
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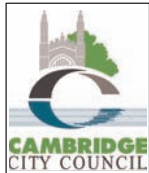
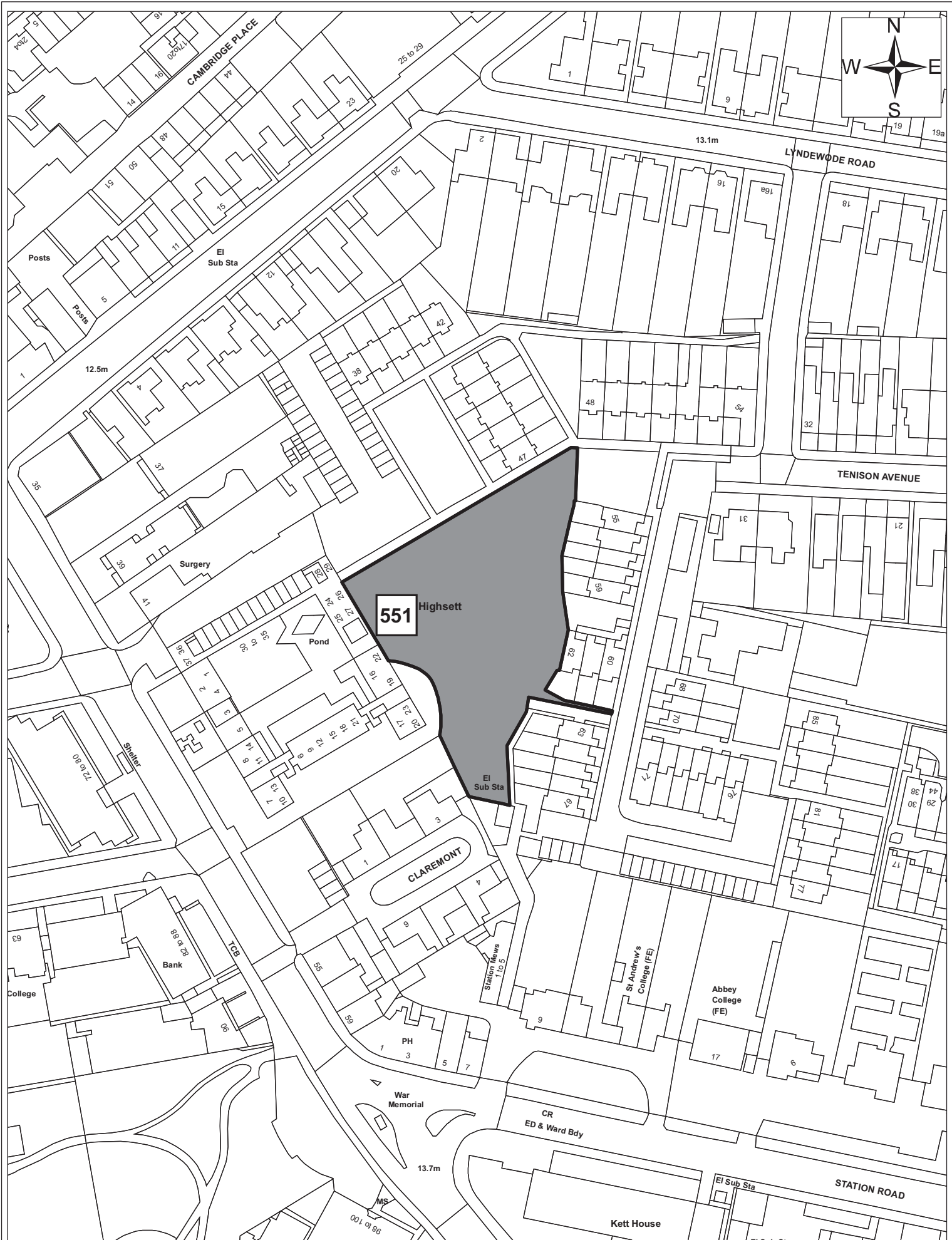


Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250



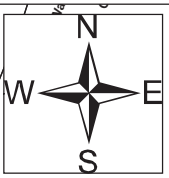
Site 541
Page 687

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:2,000



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Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250



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Date: 1st September 2011

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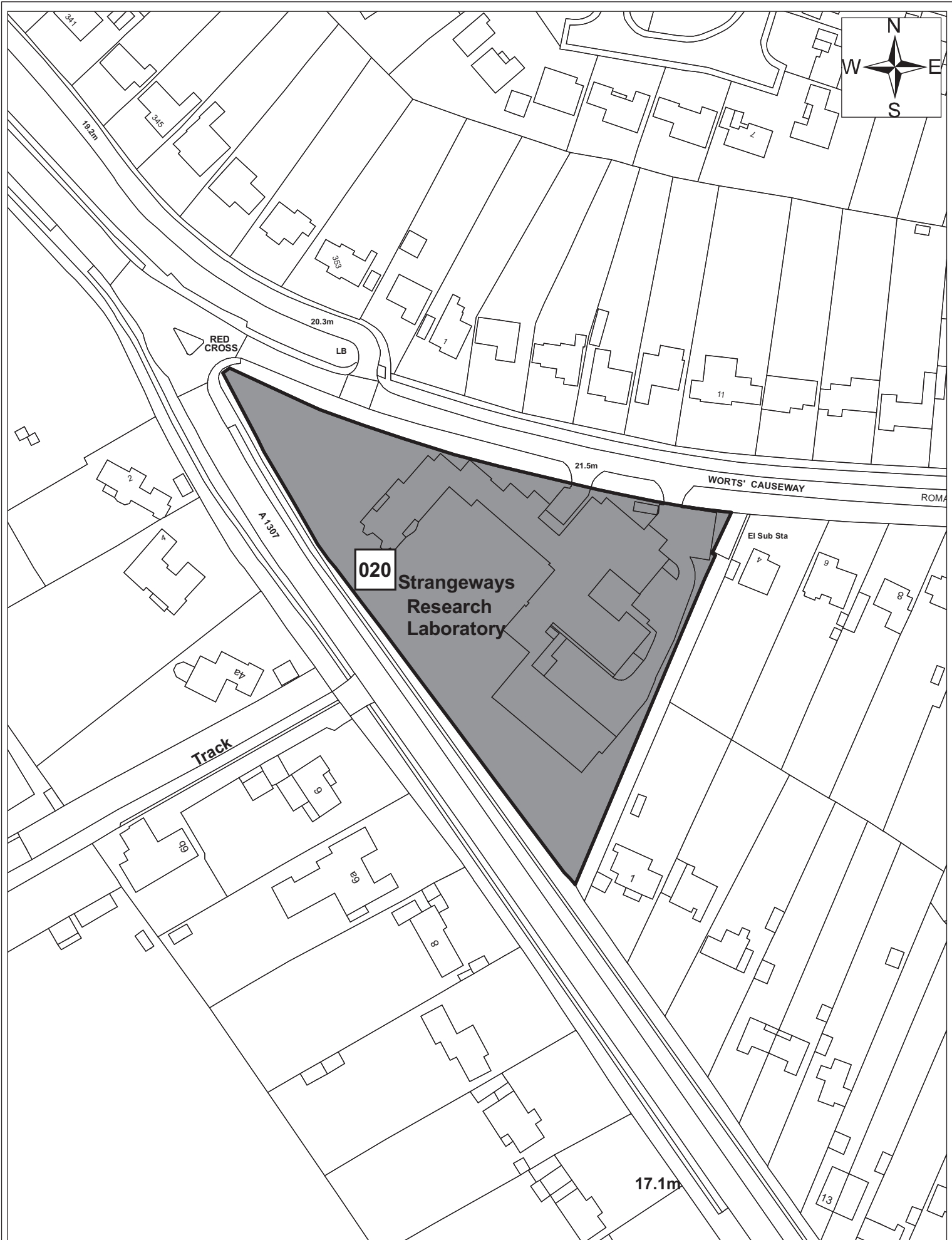
Section/Department: Environment

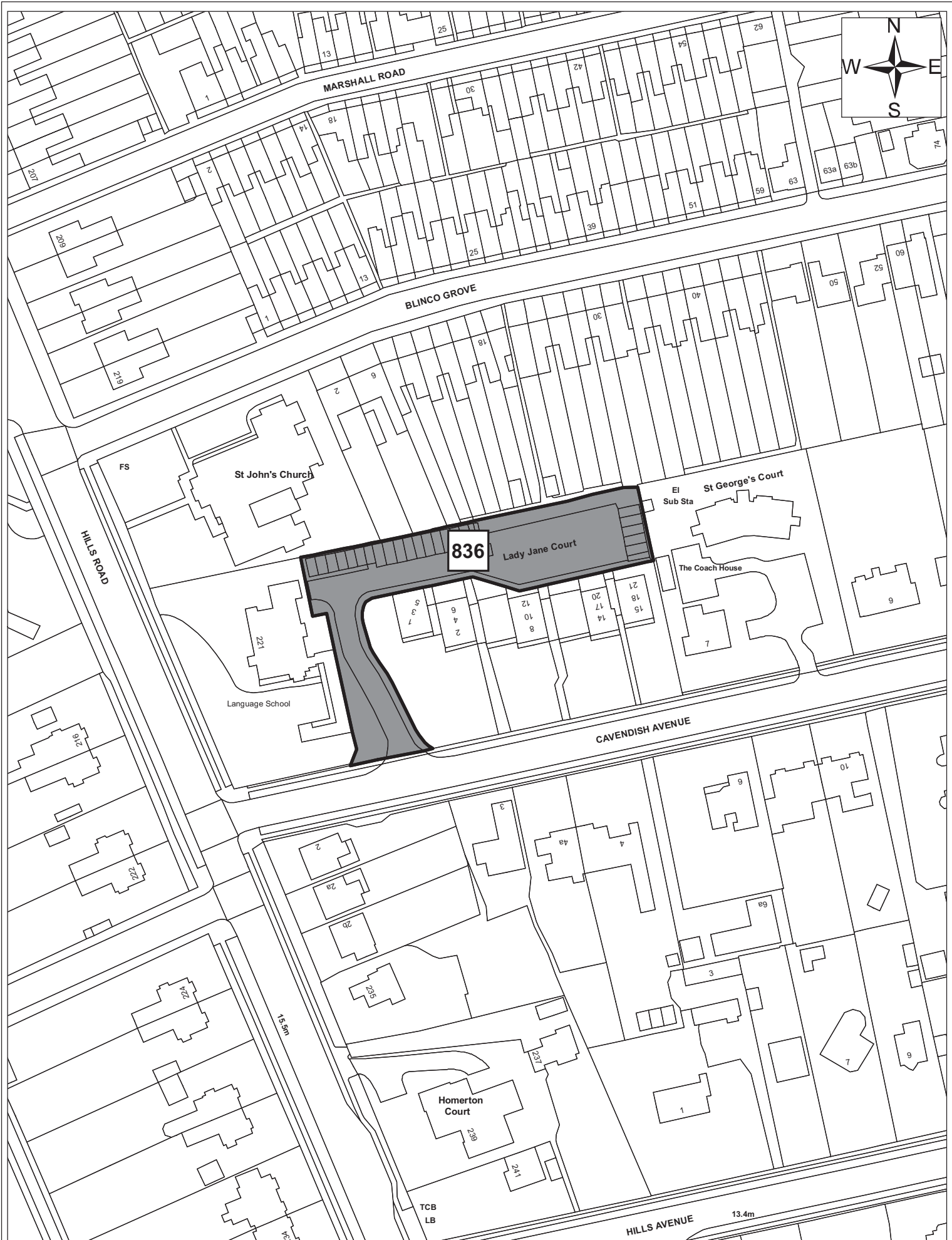
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Page 690

Date:	05/05/11
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1250





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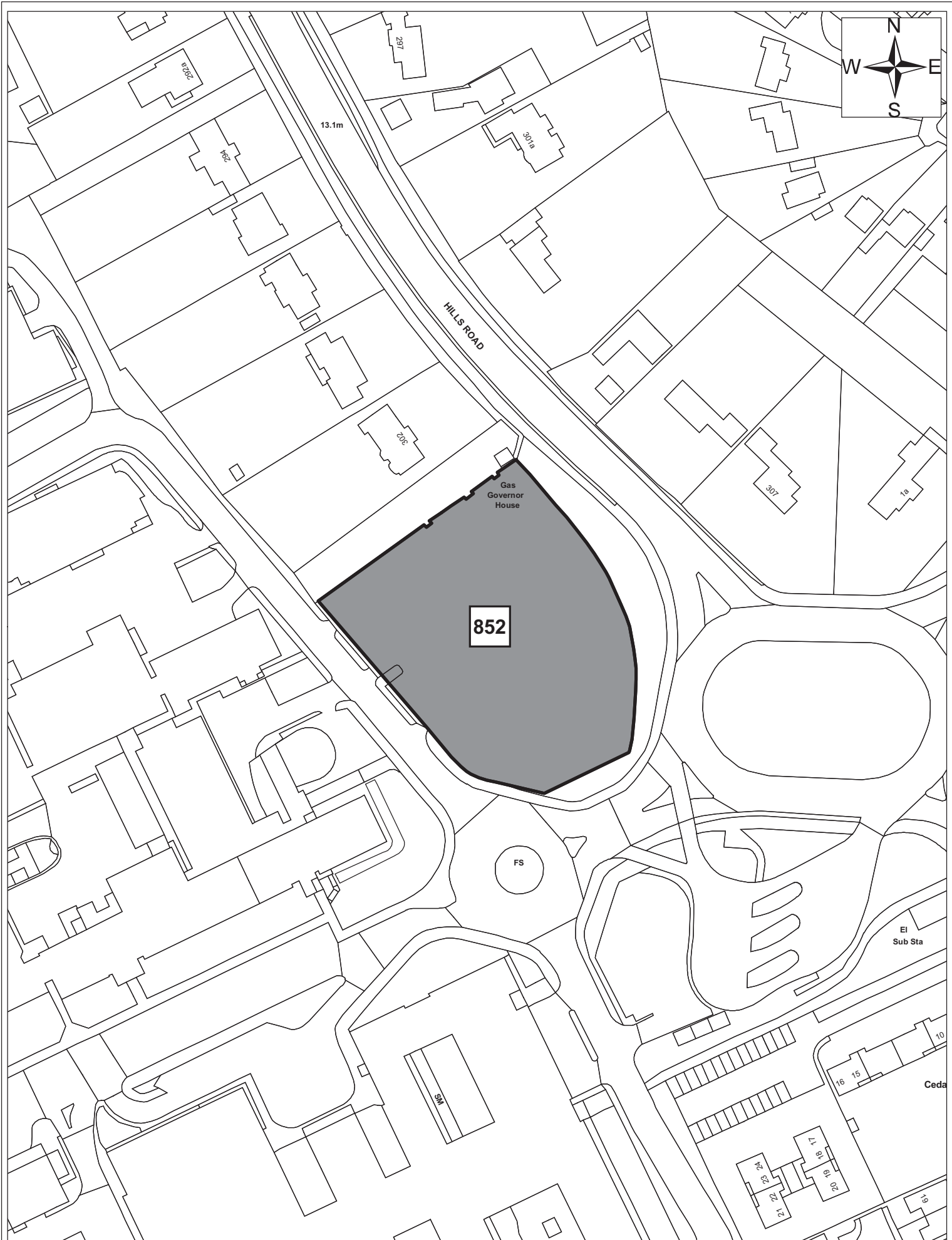
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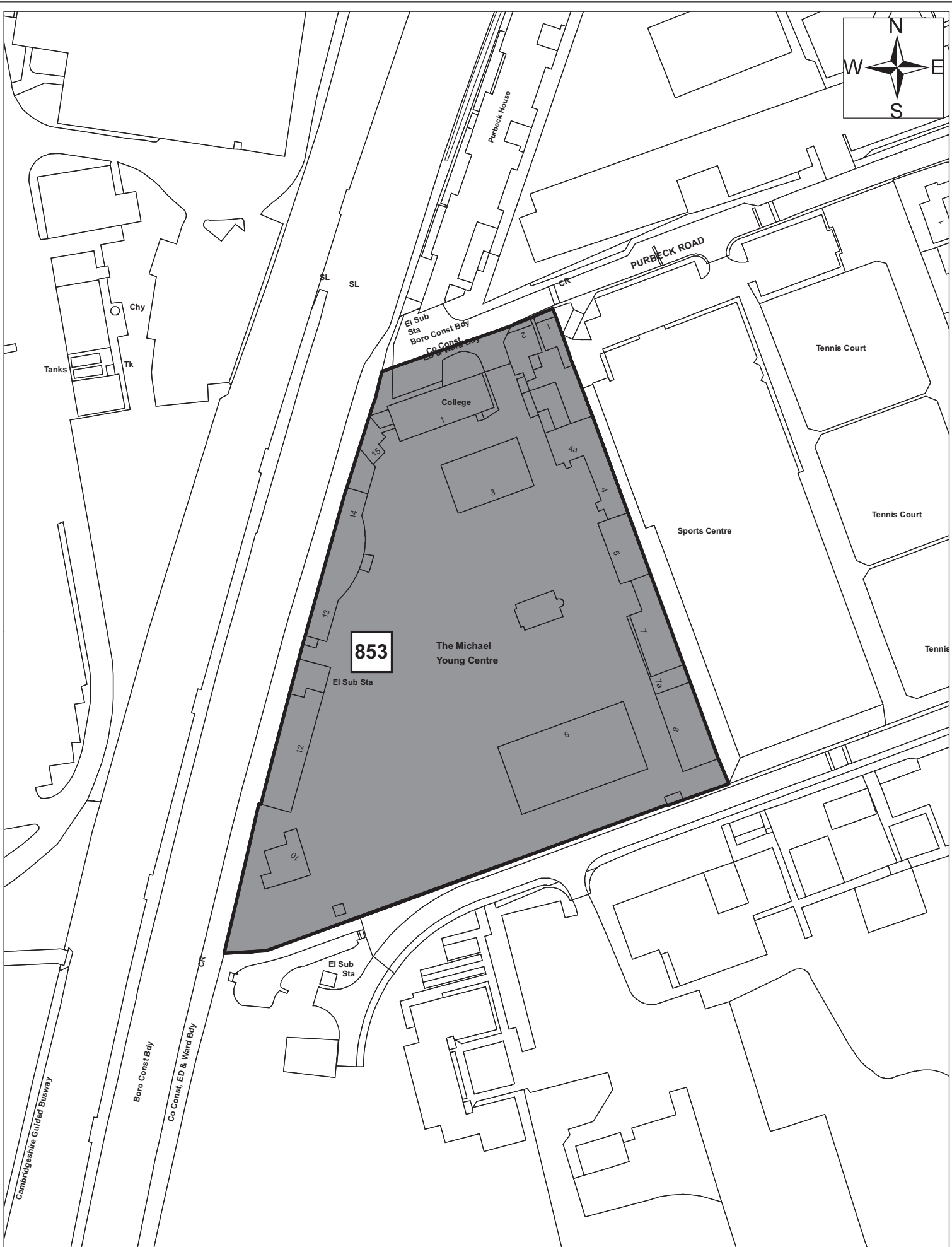
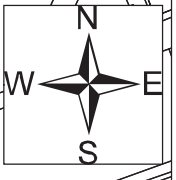
Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250



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Page 693

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250





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Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



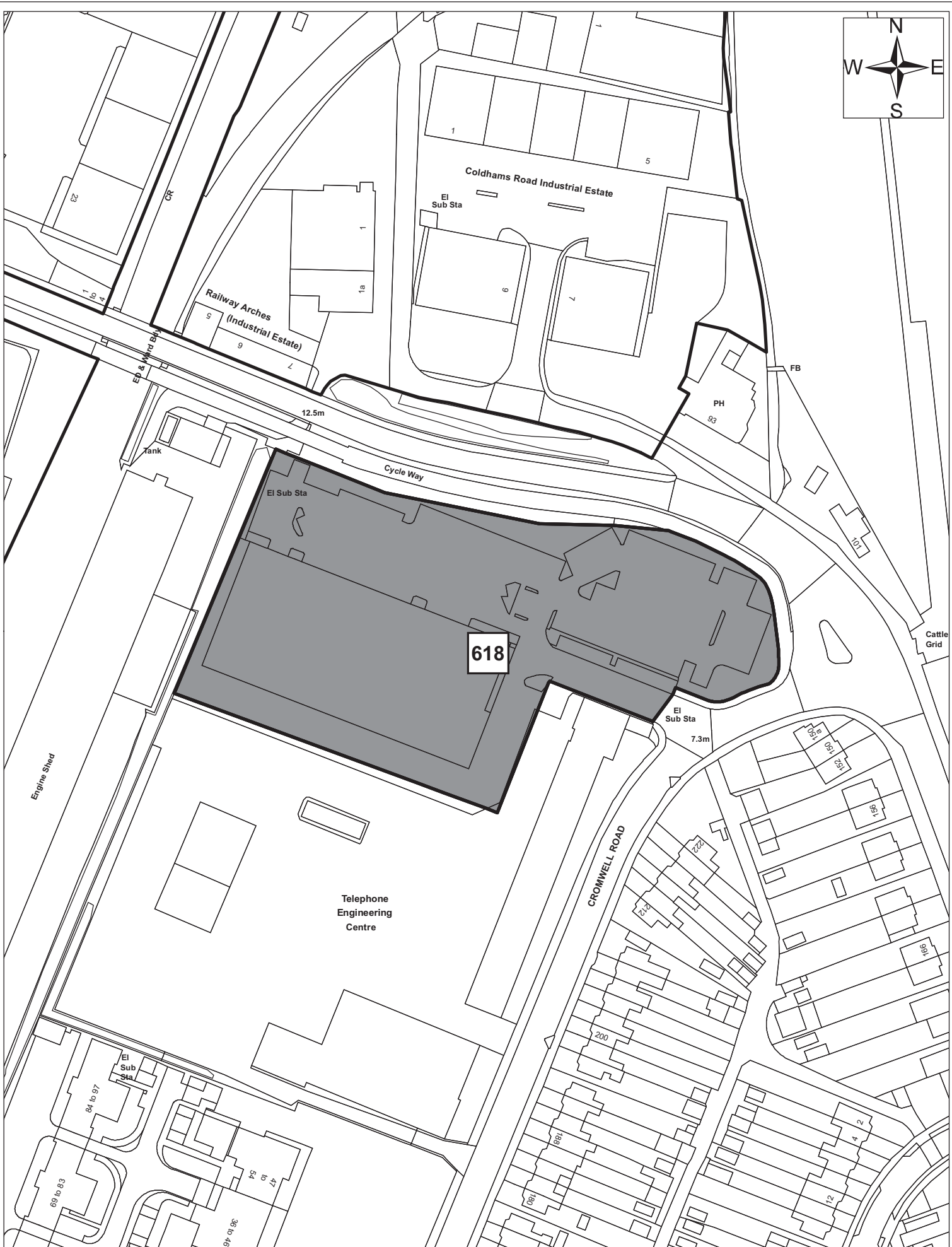
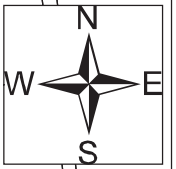
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Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:2,000

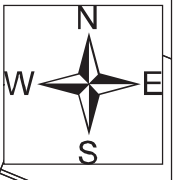


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Date:	1st September 2011
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Section/Department:	Environment
Scale:	1:1,250

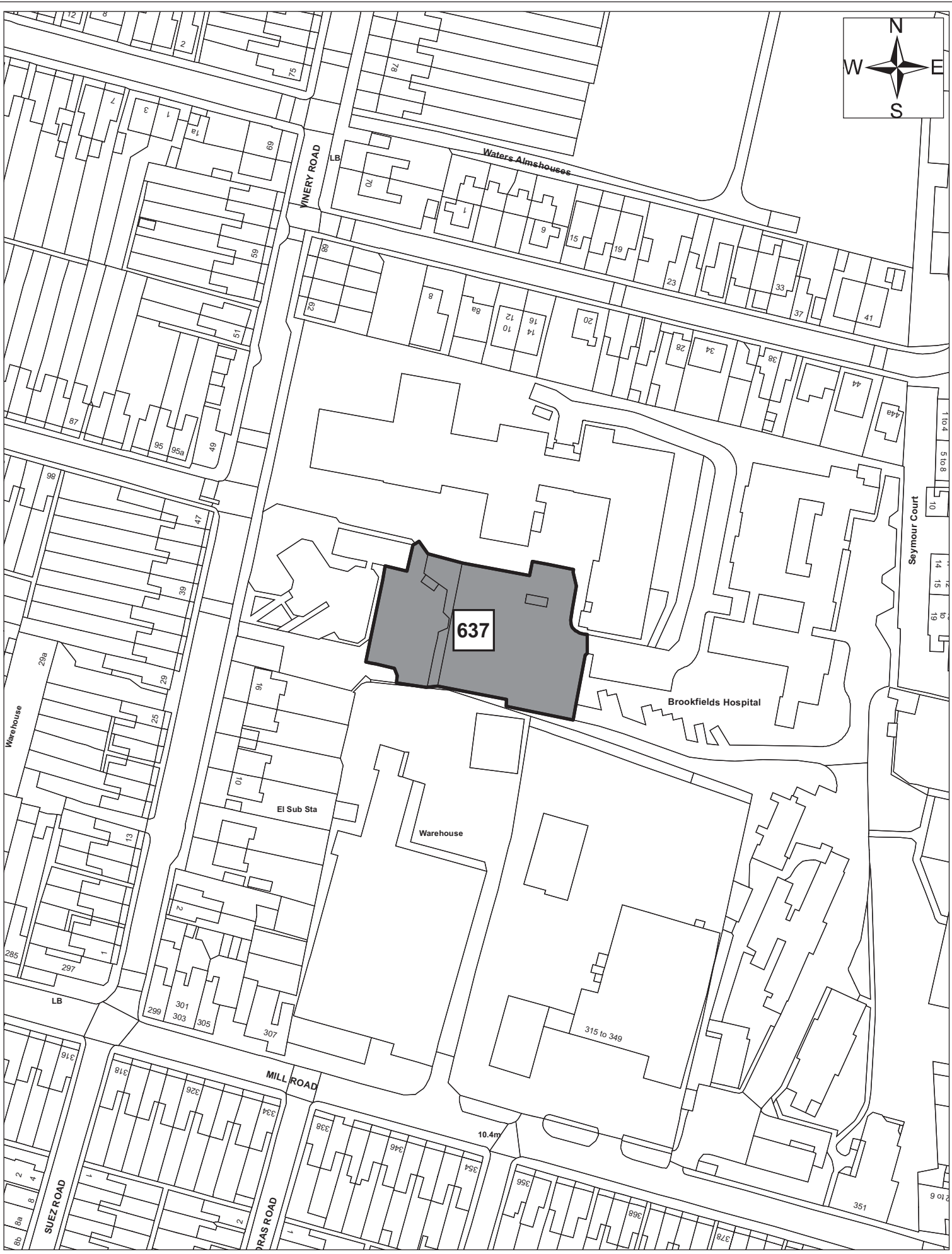
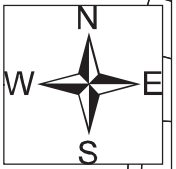


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Page 698

Date:	1st September 2011
Produced by:	Matthew Merry
Section/Department:	Environment
Scale:	1:1,250



637

Brookfields Hospital

El Sub Sta

Warehouse

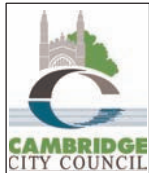
Warehouse



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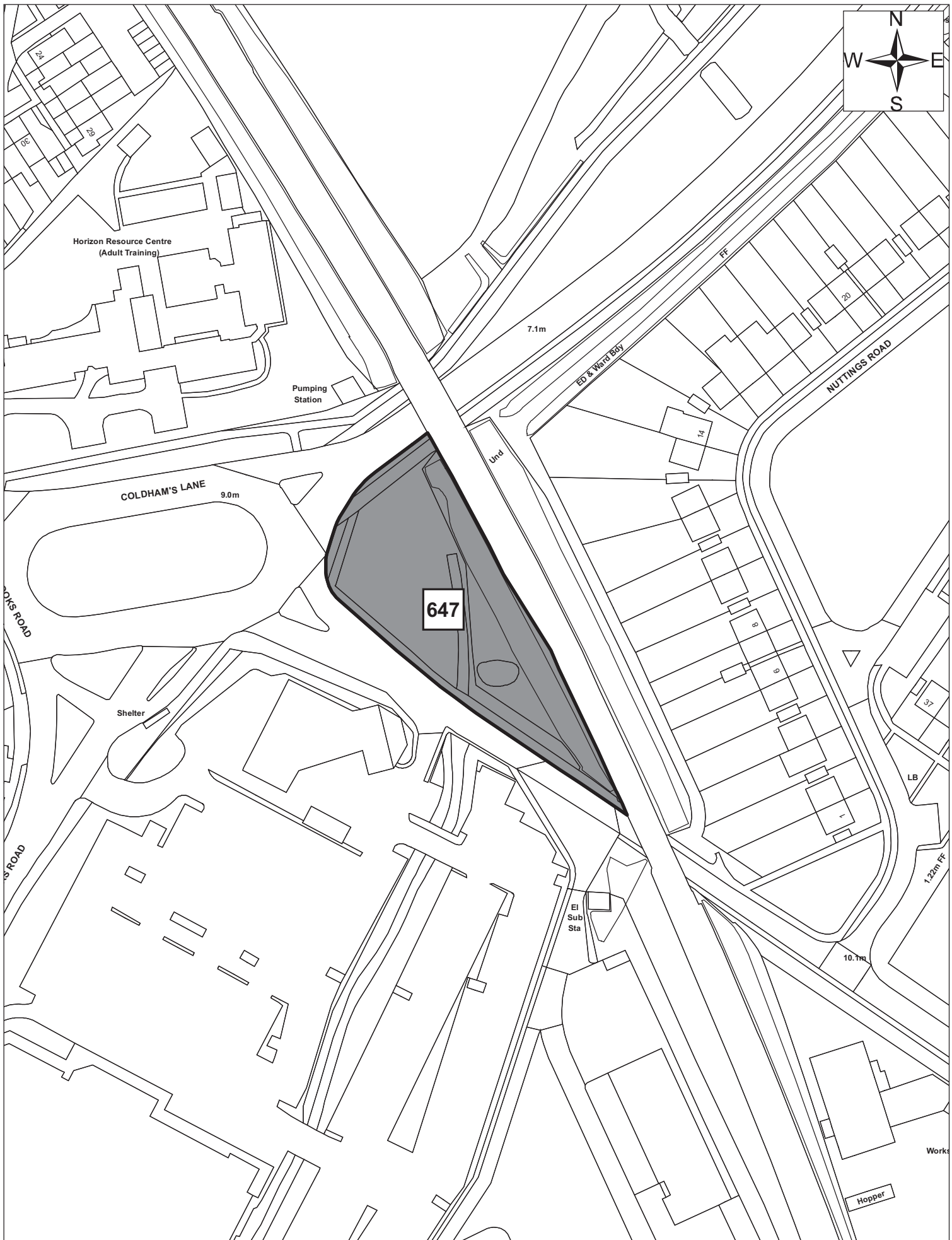
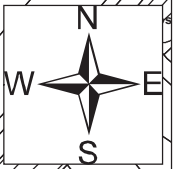
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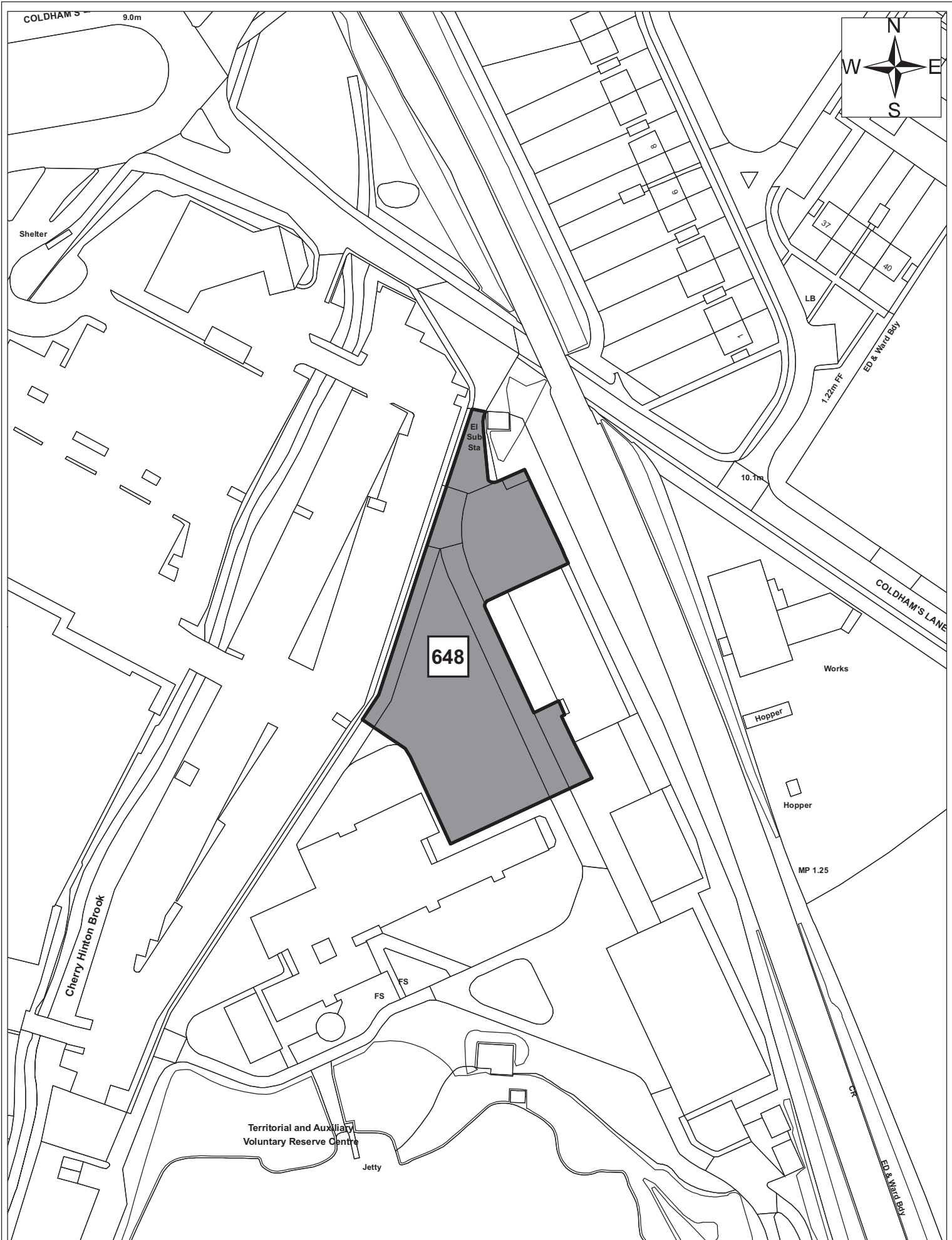
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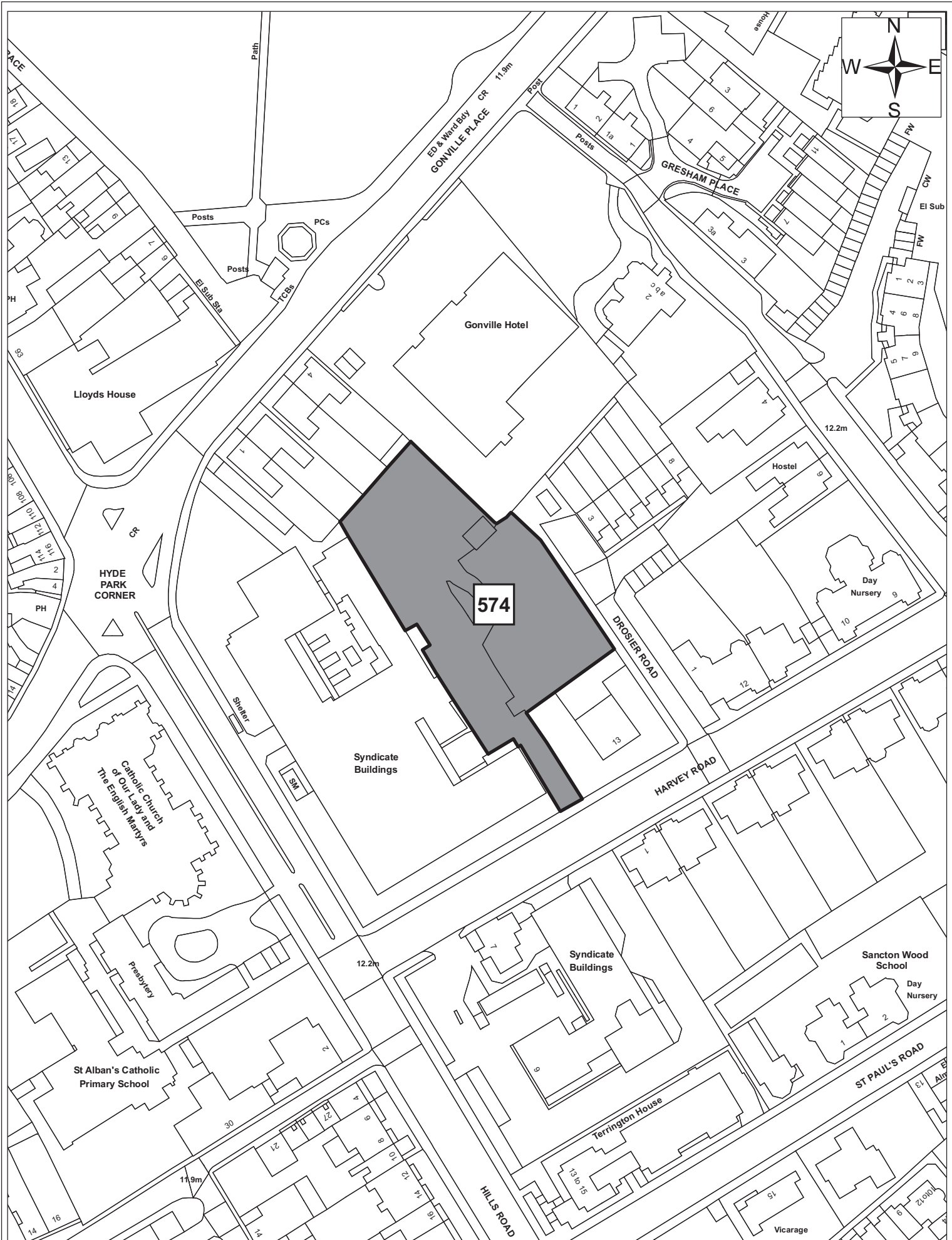
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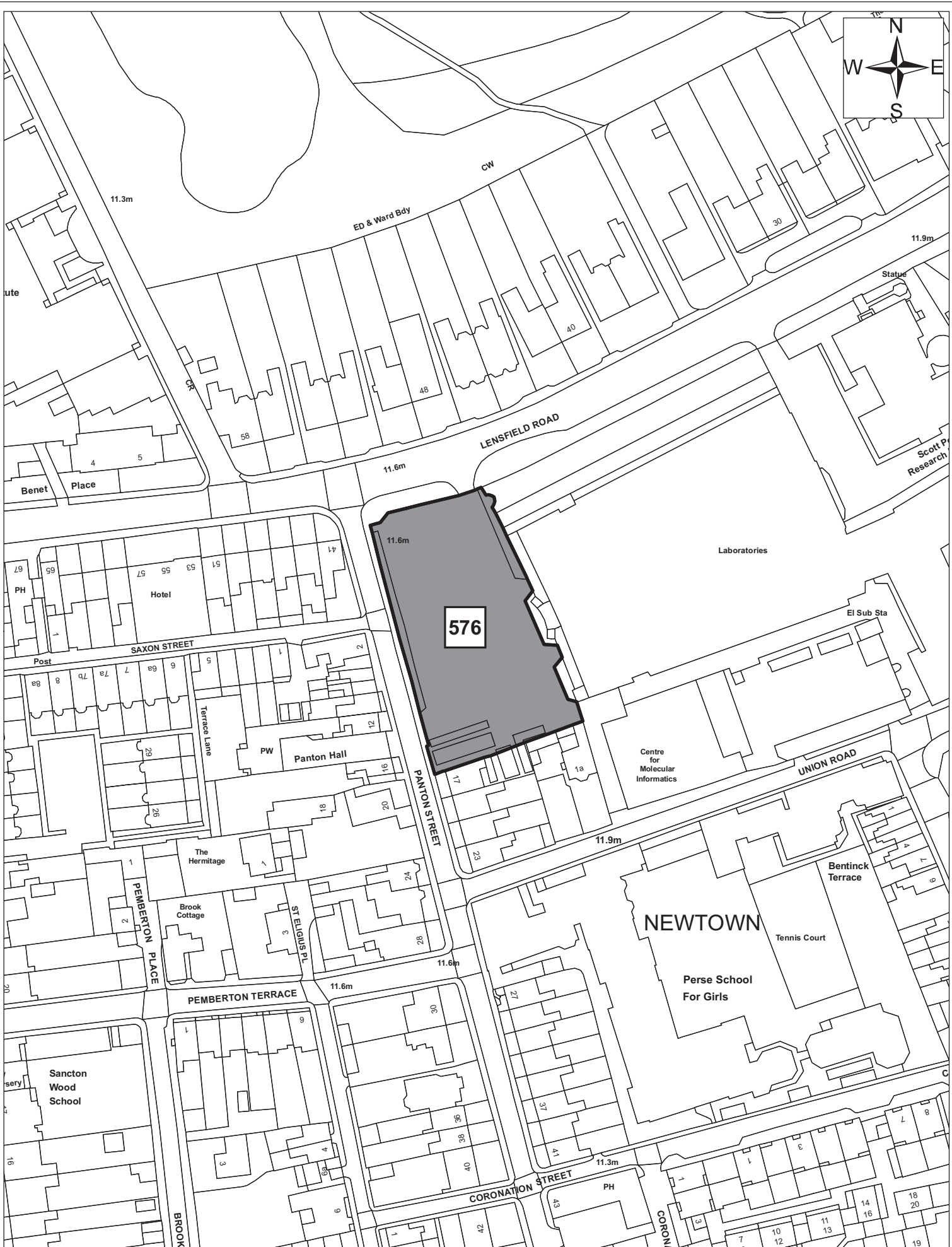
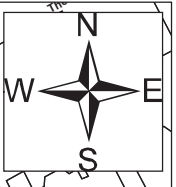
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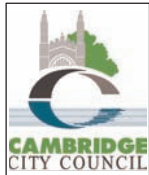
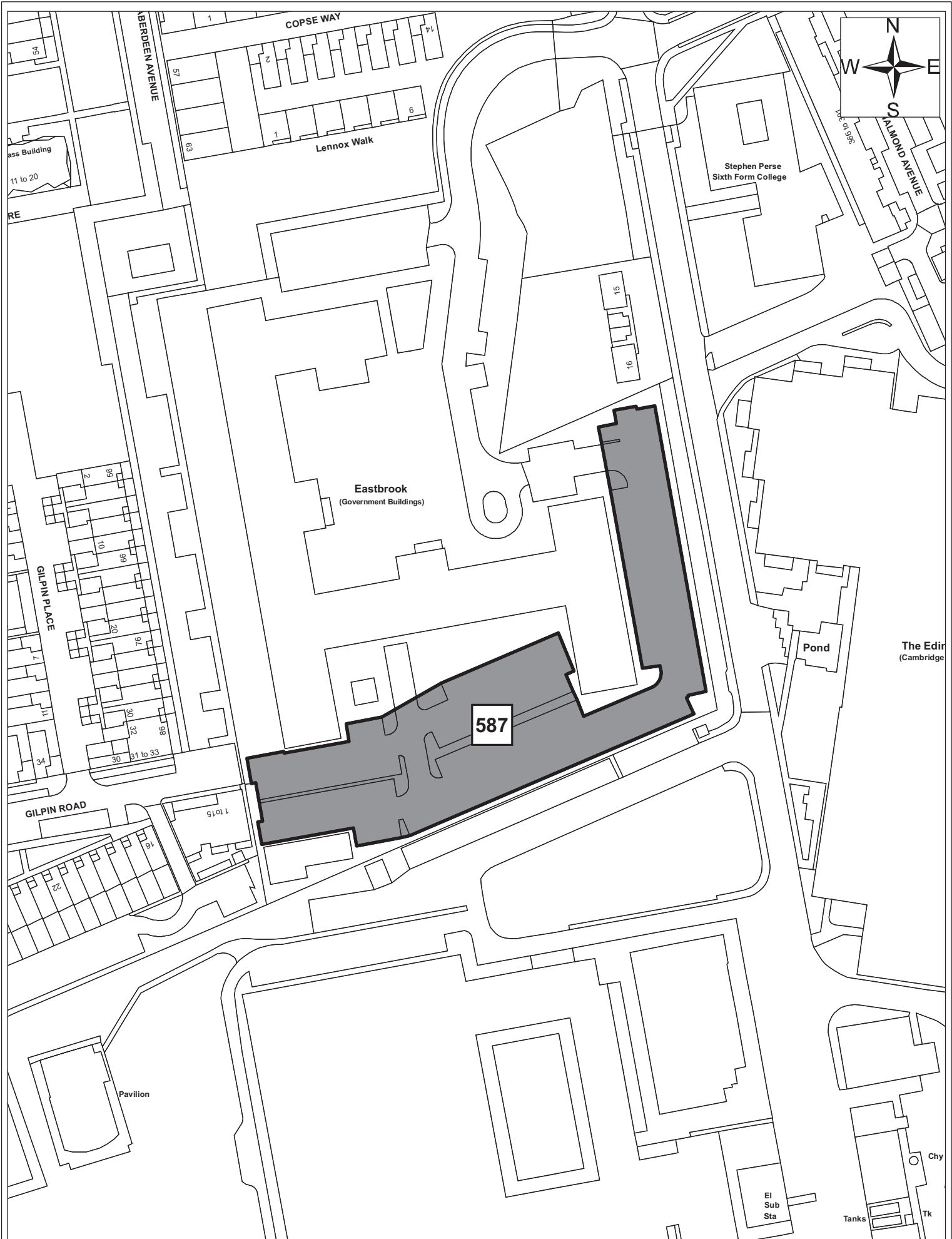


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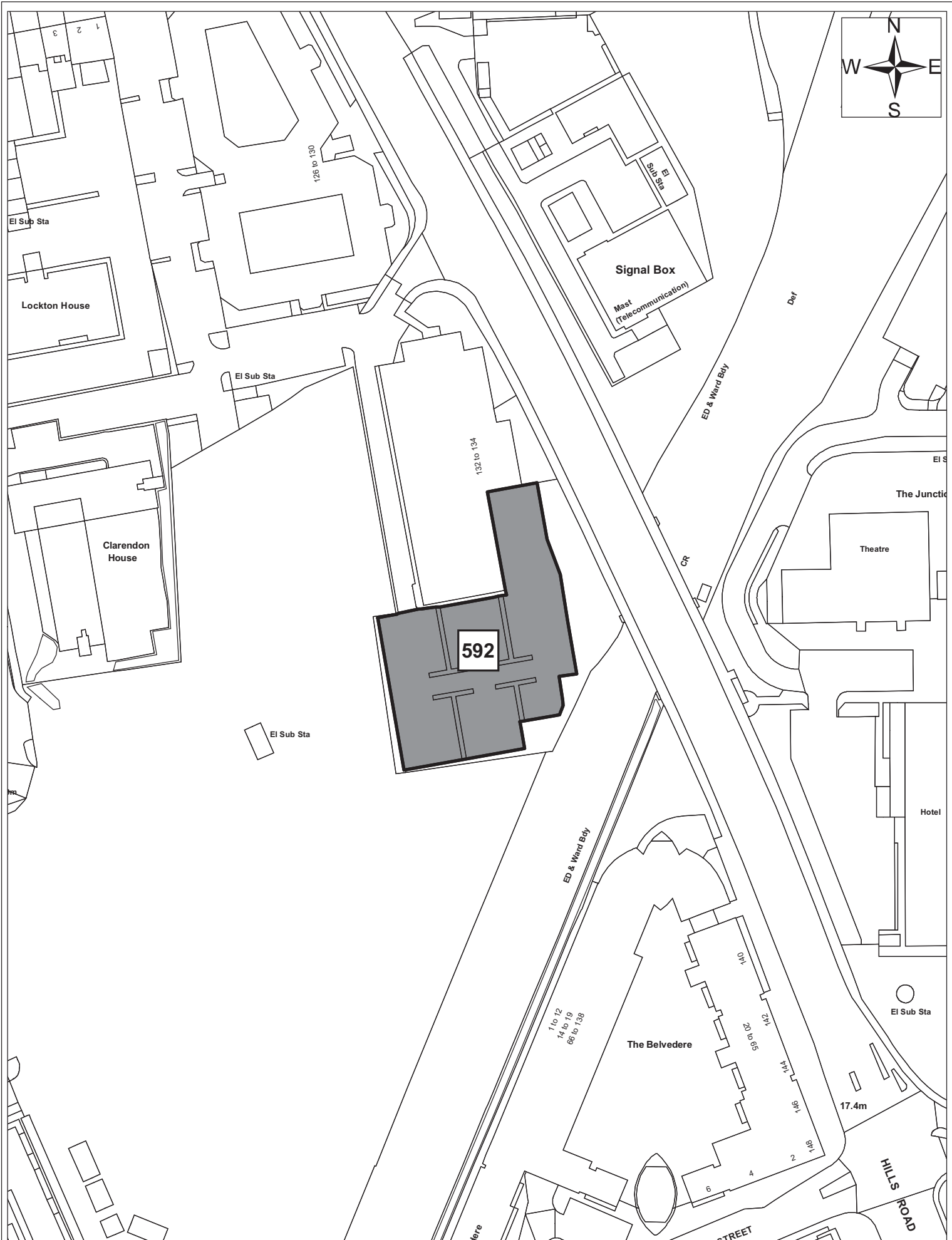
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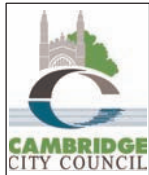
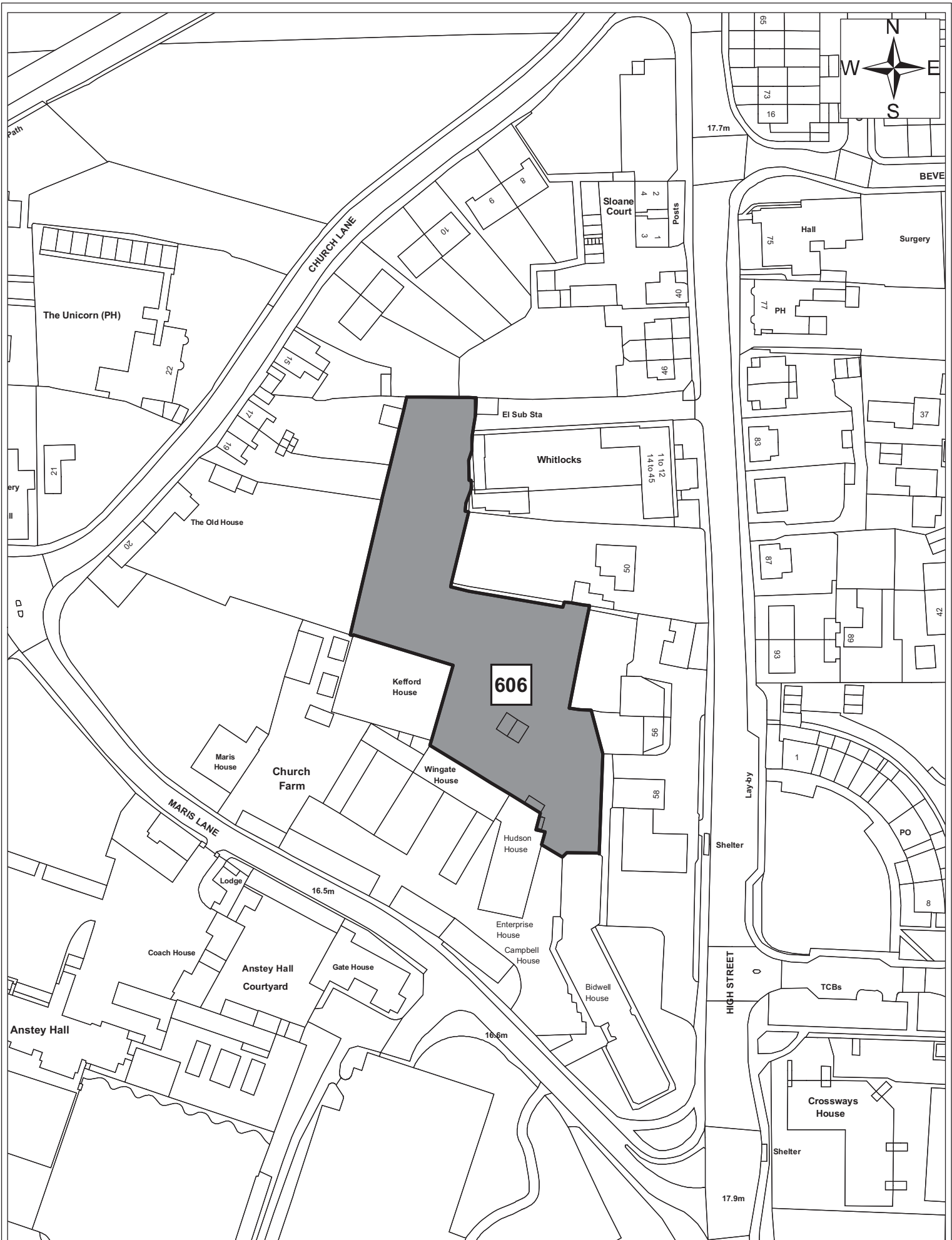
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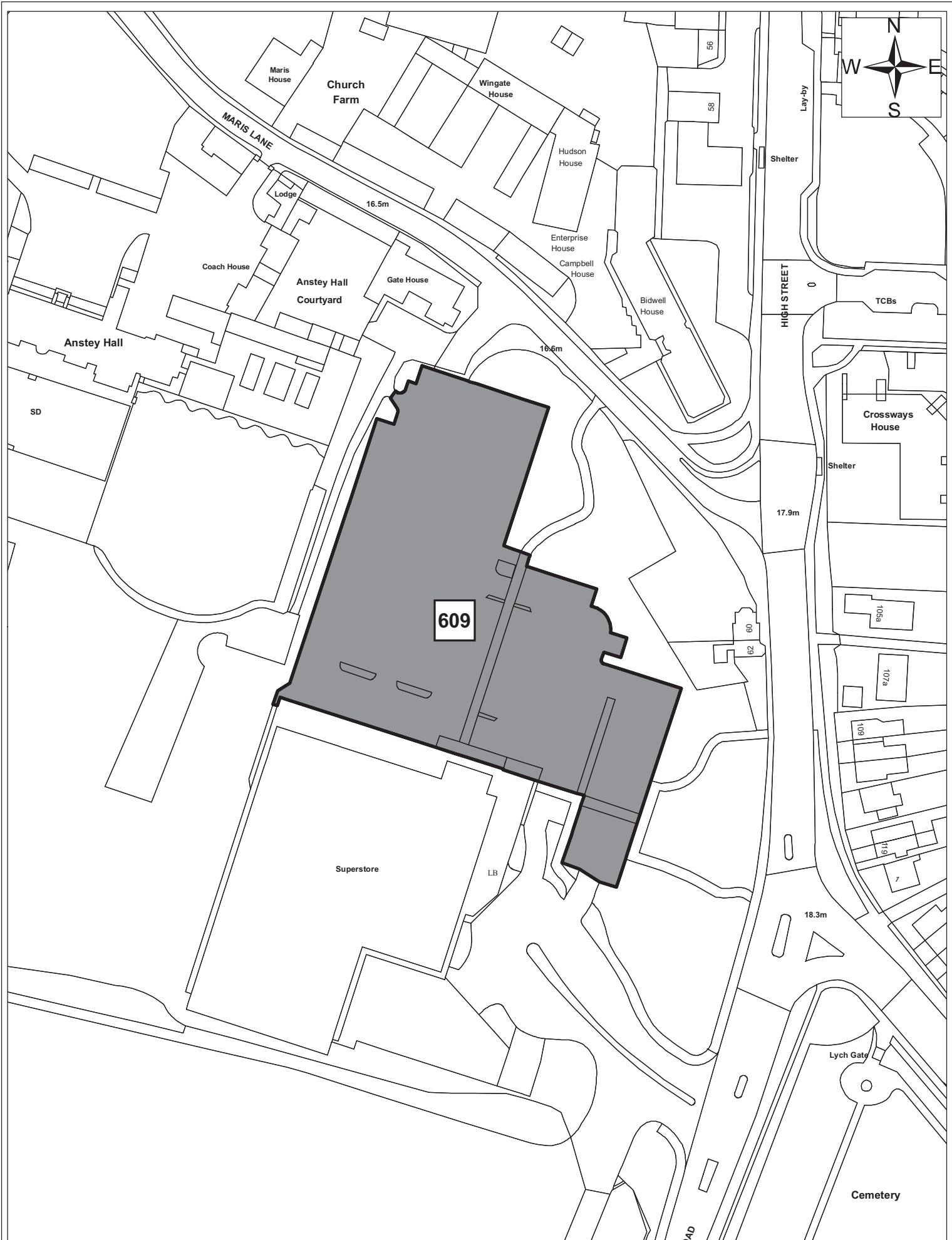
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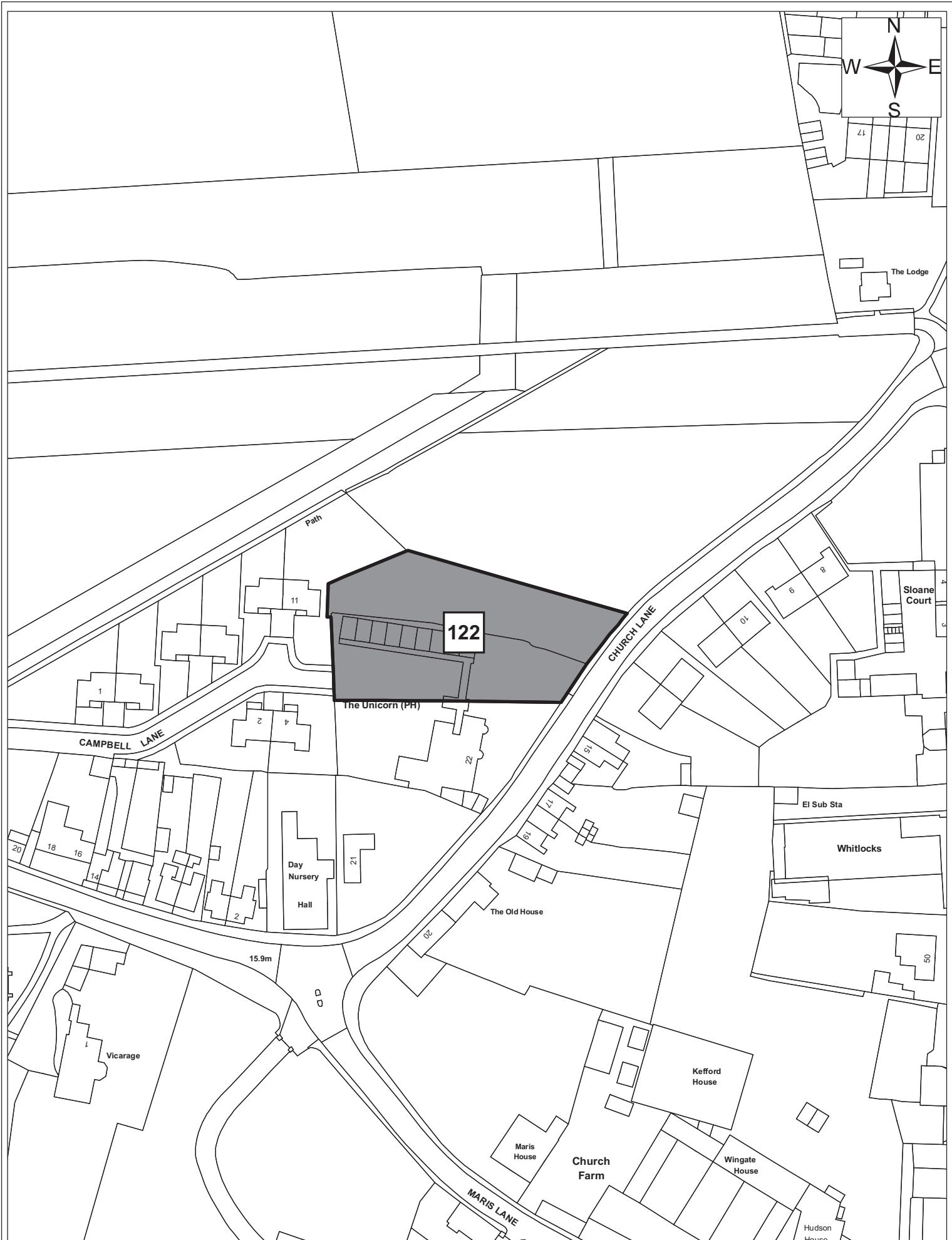
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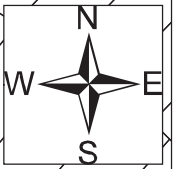
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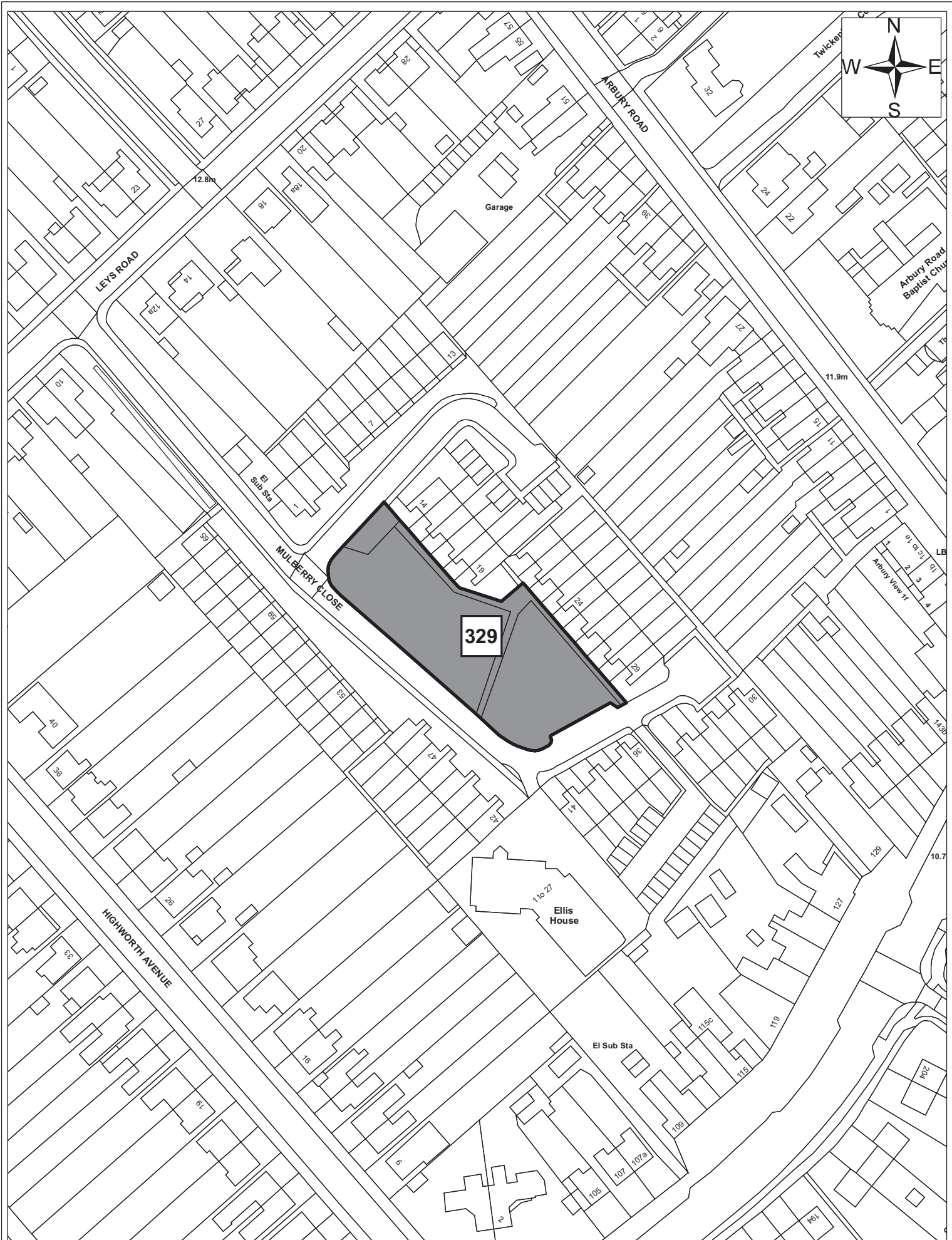
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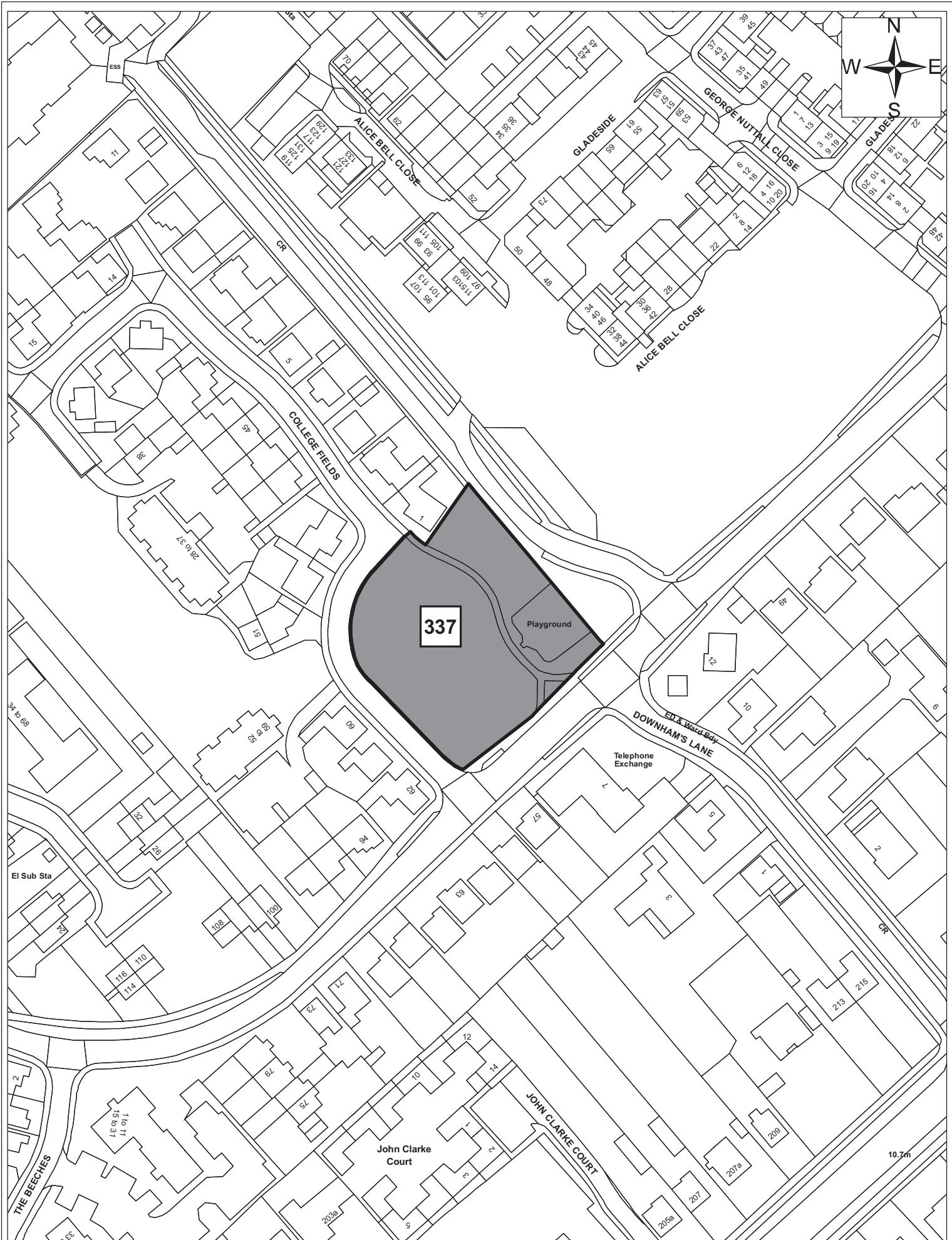
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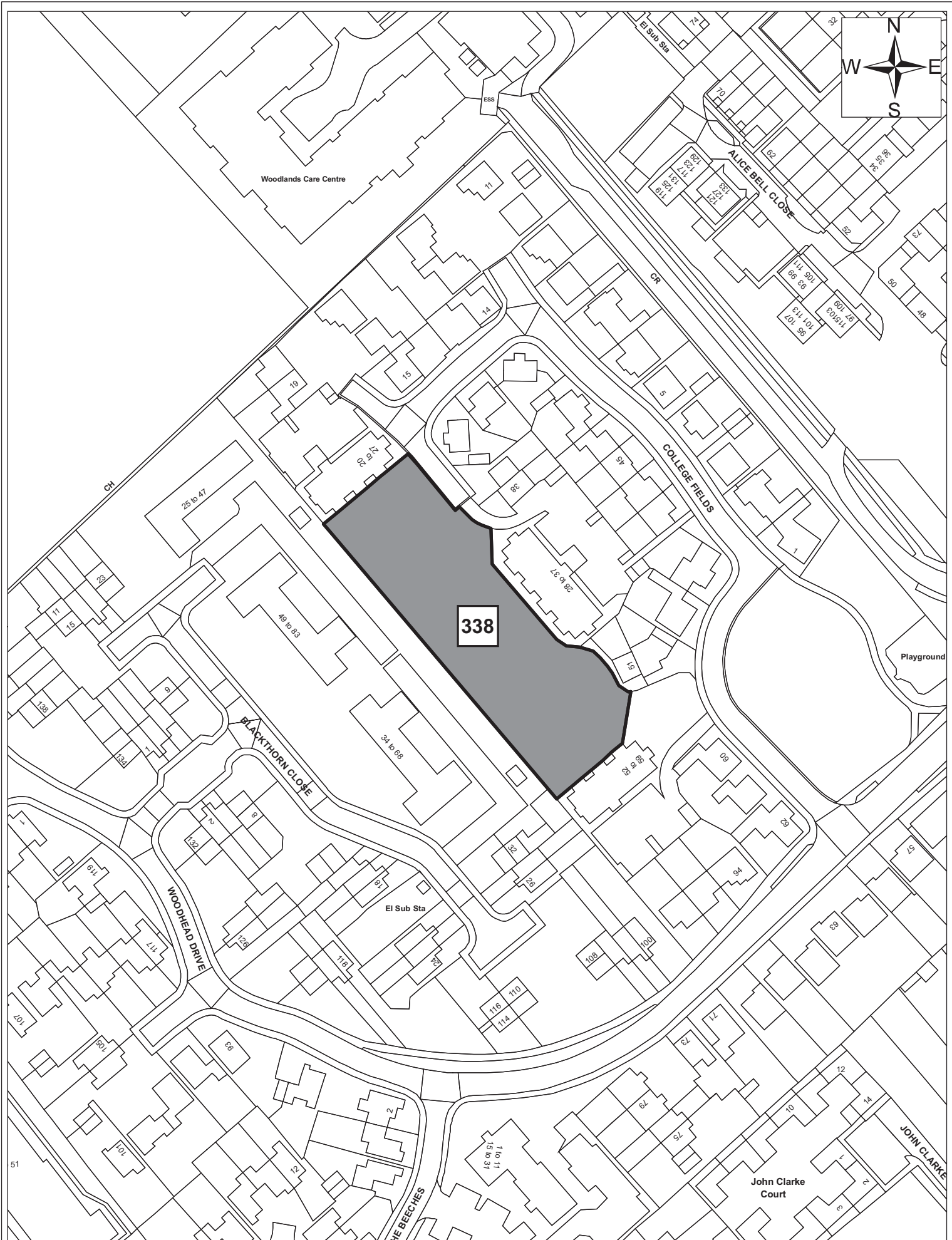
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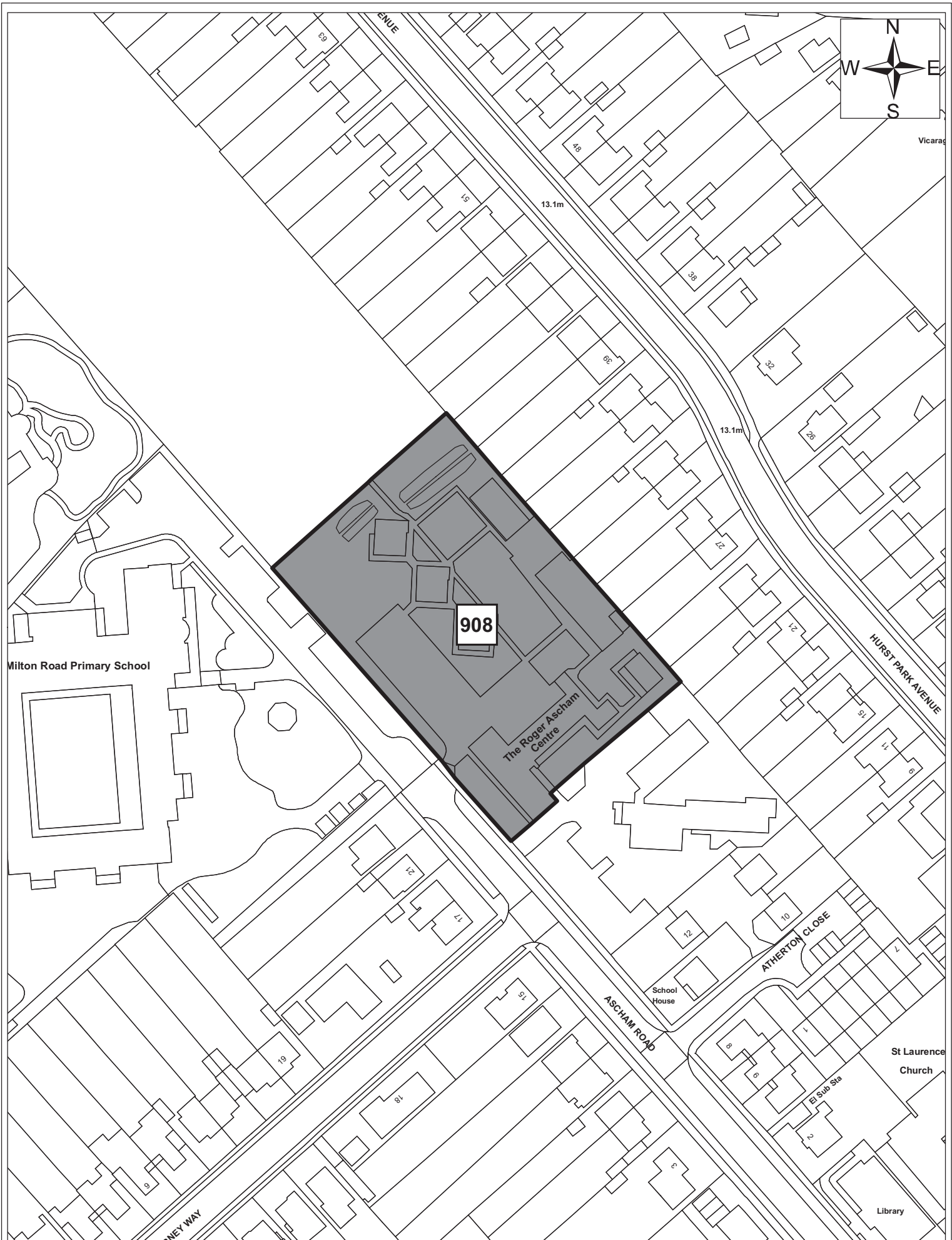
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Appendix D

Sites Considered Suitable Sept 2011

SHLAA Site Ref	Site Name	Estimated No Dwellings	Comments
105	Abbey Stadium	154	Still in SHLAA
202	1 Ditton Walk	12	Still in SHLAA
430	Catholic Church of St Vincent de Paul	10	Still in SHLAA
443	636-656 Newmarket Road, Holy Cross Church Hall, East Barnwell Community Centre and Meadowlands Methodist Church, Newmarket Road	75	Still in SHLAA
430	Ditton Fields Nursery School, Wadloes Road	10	Still in SHLAA
855	Telephone Exchange south of 1 Ditton Lane	13	Still in SHLAA
12	162 - 184 Histon Road	18	Still in SHLAA
312	Land rear of 129 to 133 Histon Road	11	Still in SHLAA
57	BP Garage, 452 Cherry Hinton Road & garages off Glenmere Close	17	Still in SHLAA
755	78 and 80 Fulbourn Road and the open space to the south	10	Still in SHLAA
63	Lock up garages adjacent to 2 Derwent Close	10	Rejected following consultation
81	152 Coleridge Road	6 adjoins Site 87 below	Still in SHLAA
87	149 Cherry Hinton Road	17	Still in SHLAA
352	Shirley Infants School, Green End Road	35	Withdrawn by landowner
352	Land to R/O 1 - 28 Jackson Road (Car parking and lock-up garages)	20	Still in SHLAA
230	Garages south of Hawkins Road	12	Withdrawn by landowner
236	Vindis garage Milton Road	33	Withdrawn by landowner
887	98 -144 Campkin Road	28	Still in SHLAA
	Land south of the Ship, including the car park	10	Superceded by new site 902 Still in SHLAA but dependant on retention of community pub
204	48-61 Burleigh Street	12	Still in SHLAA
28	Owlstone Croft	30	Superceded by new site 912 but this was also rejected
102	Mill Road Depot and adjoining properties, Mill Road	167	Still in SHLAA
196	31 Queen Ediths Way	12	Still in SHLAA
68	Railway depot adjacent to 125a Cavendish Road	20	Withdrawn by landowner
70	213 - 217 Mill Road	10	Still in SHLAA
	Ridgeons, Cromwell Road	120	Superceded by new site

			922 still in SHLAA
872	82-90 Hills Road and 62-63 Bateman Street	20	Still in SHLAA
583	Car park east of 1 to 12 Porson Court	21	Still in SHLAA

Call For Sites Registered Sites-Suitable Or Small

SHLAA Site Ref	Site Name	Estimated No Dwellings	Comments
894	Land to r/o 551-555 Newmarket Road	4	Small site
906	Camfields Resource Centre Ditton Walk	14	Suitable
909	Shire Hall Site, Old Police Station, Castle Mound, and 42 Castle St	105	Suitable
919	Mount Pleasant House	50	Suitable
893	189 Coleridge Road	2	Small site
913	Clifton Industrial Estate	100	Suitable
915	169-173 High St Chesterton	8	Small site
902	Land south of the Ship, including the car park	10	Resubmission based on new site boundary. Suitable provided community pub retained
892	64-68 Newmarket Rd	60	Suitable
917	Auckland Road Clinic	12	Suitable
910	21-29 Barton Road	15	Suitable
922	Ridgeons, Cromwell Road	120	Suitable
918	18 Vinery Road	10	Suitable
903	Glebe Farm North of Addenbrookes Access Rd	25	Suitable
905	Cambridge Professional Development Centre Padget Road Trumpington	50	Suitable
907	Libraries & Info Service HQ, Roger Ascham Site, Ascham Road	8	Small site
629	Horizons Resource Centre, Coldhams Lane	40	Resubmission in call for sites-suitable
886	34 a b Storeys Way	4	Resubmission Small site-small site

Unsuitable Sites from 2011 Call For Sites

SHLAA Site Ref	Site Name	Estimated No Dwellings	Comments
899	St Johns College Playing Fields	10	Unsuitable
920	Blue Circle Site -Coldhams Lane	273	Unsuitable
923	Land at George Nuttall Close	4	Unsuitable
912	Owlstone Croft Owlstone Road	30	Unsuitable
898	Trinity Old Fields Grange Road	20	Unsuitable
900	Corpus Christi College	20	Unsuitable

	Playing Fields to west Leckhampton		
908	Cambridge Student Support Centre (CSSC) Ascham Road	9	Unsuitable
182	Emmanuel Sports Ground & City Hockey Club	18	Resubmission in call for sites-unsuitable
877	Land at Wilberforce Road	3	Resubmission in call for sites-unsuitable
854	Railway Sidings west of Rustat Road	Not known	Resubmission through reps rather than call for sites – still unsuitable

Sites from 2011 Call For Sites within Broad Locations

SHLAA Site Ref	Site Name	Comments
916	Grange Farm	Edge of City Strategic Site
921	Land North & South Barton Road	Edge of City Strategic Site
895	Downing Playing Field Granchester Rd	Edge of City Strategic Site
896	Pembroke Playing Field Granchester Road	Edge of City Strategic Site
897	St Catherines Playing Field Granchester Road	Edge of City Strategic Site
901	West's Renault RUFC Granchester Road	Edge of City Strategic Site
911	Cambridge South East-Land south Fulbourn Road r/o Peterhouse Technology Park extending south & west of Beechwood on Worts Causeway, land west of Babraham Road P&R	Edge of City Strategic Site
878	Land East of Hauxton Road (part Cambridge)	Edge of City Strategic Site
904	Land South of Addenbrookes Road	Edge of City Strategic Site
914a	Land West Of Hauxton Road-Predom Residential	Edge of City Strategic Site
914b	Land West Of Hauxton Road-Community Stadium option	Edge of City Strategic Site
924	Land west of Trumpington Road	Edge of City Strategic Site
925	Land South of Addenbrookes and Southwest of Babraham Road	Edge of City Strategic Site

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To: Executive Councillor for Planning and Sustainable Transport: Councillor Tim Ward
Report by: Head of Planning Services
Relevant scrutiny committee: DEVELOPMENT PLAN SCRUTINY 29/5/2012
SUB COMMITTEE
Wards affected: All Wards

**CAMBRIDGE LOCAL PLAN - TOWARDS 2031
Issues and Options Report for Consultation**

Key Decision

1. Executive summary

- 1.1 The current Local Plan was adopted in July 2006. It sets out a vision, policies and proposal for future development and land use in Cambridge to 2016 and beyond.
- 1.2 Whilst the current Local Plan is an effective document and good progress is being made in terms of the delivery of the urban extensions in the Southern Fringe and North West, it is important that the Local Plan is reviewed and policies are updated.
- 1.3 The preparation of a Local Plan involves a number of stages, including public consultation. This is to ensure that it is robust and comprehensive.
- 1.4 The Issues and Options stage is about considering the types of issues that the city will face over the next two decades, and thinking about the policies and policy options that will need to be put in place to address those challenges. The issues and options document presents these issues and options in a thematic way to start the process of developing new policies.
- 1.5 Consultation on the Issues and Options Report is scheduled for six weeks between 15 June and 27 July 2012.

2. Recommendations

- 2.1 This report is being submitted to the Development Plan Scrutiny Sub-Committee for prior consideration and comment before decision by the

Executive Councillor for Planning and Sustainable Transport. The Executive Councillor is recommended:

- a) To agree the Issues and Options Report (Appendix A) including the summary document (Appendix B), and interim Sustainability Appraisal (Appendix C) for consultation;
- b) To agree the consultation arrangements set out in paragraphs 3.33 to 3.38 and the consultee list (Appendix D);
- c) To endorse the supporting evidence base relating to the 2012 Appraisal of the Inner Green Belt (Appendix E), Housing and Employment Provision in Cambridge – Technical Background Paper (Appendix F) Cambridge Sub-Regional Traveller Accommodation Needs Assessment 2011 (Appendix G) and Gypsy & Traveller Provision in Cambridge – Site Assessment Process 2012 (Appendix H); and
- d) To agree that any minor amendments and editing changes that need to be made prior to publication should be agreed by the Executive Councillor in consultation with the chair and spokes.

3. Background

- 3.1 The current Local Plan was adopted in July 2006. It sets out a vision, policies and proposal for future development and land use in Cambridge to 2016 and beyond. The Local Plan adopted a spatial strategy for Cambridge that promoted a limited number of large urban extensions to the city. The rationale behind this approach was to redress the imbalance of homes and jobs in Cambridge, and provide for the long-term growth of Cambridge University and Addenbrooke's Hospital Campus whilst minimising further increases in congestion on radial routes into the city. This approach involved a review of the inner boundary of the Cambridge Green Belt.
- 3.2 Whilst the current Local Plan is an effective document and good progress is being made in terms of the delivery of the urban extensions in the Southern Fringe and North West, it is important that the Local Plan is reviewed and policies are updated. If not, the Council is at risk of its policy framework becoming out of date and inappropriate development could come forward.
- 3.3 Planning policies need to be robust and kept updated in order to provide both certainty and flexibility for future development proposals. The planning process should provide certainty to the community and development industry. Given this, the Council agreed in March 2011 to press ahead with the review of the Local Plan, with adoption of a new Plan by mid 2014 (see Committee Report at the following link).

- 3.4 Since March 2011, various changes have taken place at a national level. The Localism Act received royal assent in November 2011 and provides the legal basis for the abolition of Regional Spatial Strategies (RSS) and the introduction of Neighbourhood Planning. The National Planning Policy Framework (NPPF) also came into effect on 27 March 2012. In terms of plan making, the NPPF gives a 12 month transitional period for Councils to update their plans to ensure consistency with the framework. Weight will also be given to policies in emerging plans as they progress through the review process. Whilst the current Local Plan is considered to be in general conformity with the NPPF, it is important that the Council presses ahead with its replacement.
- 3.5 The preparation of a Local Plan involves a number of stages including public consultation. This is to ensure that it is robust and comprehensive. Key stages in the process are:
- *Preparation of Evidence Base* – preparation and completion of various studies which will be used to inform issues and options and policy development;
 - *Consultation on Issues and Options* – Identification of relevant Issues and Options for the future development and protection of the city. Consultation with relevant stakeholder groups and with the wider public;
 - *Submission Draft Consultation* - Consultation on the draft Plan.
 - *Submission* - Submission of the new Local Plan document to the Secretary of State;
 - *Examination* - An independent Government Inspector considers the 'soundness' of the document in a public examination and produces a report; and
 - *Adoption* - Formally adopted by the Council.

The Issues and Options stage

- 3.6 The issues and options stage is about considering the types of issues that the city will face over the next two decades and thinking about the policies and policy options that will need to be put in place to address those challenges. The Issues and Options Report presents these

issues and options in a thematic way to start the process of developing new policies.

- 3.7 As part of the early stage of developing a new plan, the Council has undertaken a significant amount of work in compiling its evidence base. This has involved the completion of a number of studies as well as working with key stakeholders, organisations and groups across the city. A series of workshops were also held between December 2011 and February 2012, with Councillors, stakeholders, developers, agents and residents associations. The purpose of these workshops was to explain how the Local Plan will be prepared, to encourage people to get involved from an early stage and to discuss issues and concerns. Reports documenting these workshops can be found on the City Council's website using the following link:
<http://www.cambridge.gov.uk/ccm/content/planning-and-building-control/planning-policy/local-plan-review.en>
- 3.8 One to one meetings were also offered and a number were held with various organisations in order to help understand future needs and concerns.
- 3.8 A comprehensive list of the evidence base work can be found as an appendix to the Issues and Options Report.
- 3.9 The Issues and Options Report pulls all of this information together and provides an opportunity for local residents and other key stakeholders and organisations to have sight of and discuss a range of issues and options that are relevant to the future planning and development of the city.
- 3.9 Appendix A includes the Issues and Options Report for consultation. The Report has been structured around different topic areas, this means there is some repetition but all of the topic areas are very much interrelated. The Report includes a vision, strategic objectives, and specific chapters relating to the future spatial strategy, possible opportunity areas and other topic areas. Each chapter provides key facts about the topic area, specific objectives and sets a strategic priority at the start. The chapters are as follows:
- Chapter 2 sets out a possible vision for Cambridge to 2031 and a number of strategic objectives.
 - Chapter 3 is concerned with the spatial strategy and focuses on the approach to housing and employment provision.
 - Chapter 4 sets out a number of other strategic spatial options, dealing with matters such as the Green Belt and the City Centre.

- Chapter 5 deals with potential opportunity areas, which are areas in the City which have been identified as having the potential to be considered for future improvement or development over the plan period.
- Chapter 6 is concerned with sustainable development, climate change, water resources and flooding.
- Chapter 7 deals with creating successful places in Cambridge and is concerned with design, landscape, and public realm.
- Chapter 8 sets out options to protect and enhance both the historic built environment and the natural environment.
- Chapter 9 is concerned with delivering high quality housing.
- Chapter 10 deals with building a strong and competitive economy, including sections on employment, retail, higher and further education and tourism.
- Chapter 11 is concerned with creating successful communities, including the provision of open space, leisure facilities and community facilities.
- Chapter 12 deals with promoting and delivering sustainable transport and other kinds of infrastructure, and the mechanisms for doing so.

3.10 There are a number of issues and options that need to be raised and considered at this stage, and a plain English summary document has also been prepared to signpost people through the plan (Appendix B). A checklist against the current Local Plan and NPPF will also be provided as part of the consultation.

Levels of Housing and Employment Provision

3.11 Changes brought about through the Localism Act 2011, now require local authorities to be responsible for setting their own level of housing and employment provision rather than targets being set at a regional level through Regional Spatial Strategies (RSS). This means that alongside establishing where future development should go, the Council needs to establish an appropriate level of housing and employment provision to 2031. Levels of housing and employment provision will need to be justified, based on evidence and include consideration of any cross boundary and strategic issues/implications. Furthermore, given the competing development pressures in Cambridge, the Council will need to consider how these needs can be met and balanced with environmental and infrastructure constraints along with improving the quality of life for all.

3.12 Given the need to accommodate more homes and jobs in Cambridge, and in a sustainable way, a key issue for the new Local Plan will be

how many new homes should be provided over the next 20 years, along with the number of jobs.

- 3.13 Planning for an appropriate level of housing and employment provision requires us to take account of a range of forecasts for population, homes and jobs. This information has been pulled together in a background document to inform the development of options: Housing and Employment Provision in Cambridge Technical Background Paper (Appendix F)
- 3.14 Due to the closely drawn administrative boundary around Cambridge the Council is working closely with South Cambridgeshire District Council to consider the needs of the wider area, and both Councils will need to decide whether the current spatial strategy approach for the Cambridge area remains the most appropriate to 2031 or whether an alternative would be more sustainable.
- 3.15 Alongside exploring what the right level of development for Cambridge should be over the next 20 years, it is important to explore where development should be directed. As part of this, a key issue for consideration at this stage is to explore the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area.
- 3.16 At this stage the most appropriate approach to these questions is for them to be raised through a comprehensive look at the broad locations on the edge of Cambridge and present the factual technical information for each location. This approach should enable views to be sought before any decision is taken. Members and the communities in these areas will be well aware that these examinations have been undertaken previously. The process of delivering a new plan requires us to revisit these questions as part of the necessary robust examination of all possible options for the city. Further consultation on any site specific options with detailed boundaries will follow in autumn/winter 2012, again prior to any decisions that need to be taken on the preferred spatial strategy.
- 3.17 This approach was supported at the Cambridge City, South Cambridgeshire, County Council Strategic Transport and Spatial Planning Group on 18 April 2012. The report is available online and can be found using the following link:
<http://www.cambridgeshire.gov.uk/CMSWebsite/Apps/Committees/Meeting.aspx?meetingID=471>

- 3.18 To help inform this debate, officers have undertaken an appraisal of the Inner Green Belt. A copy of this is attached as Appendix E. In summary the appraisal found that, on the whole, recent releases on the edge of the city were sound. However those changes, which are currently underway at the edge of City through new development in the agreed urban extensions, will result in the adjacent rural land increasing its value to the Green Belt purposes and to the setting of the City. This will have a key bearing on the evaluation of these areas that will take place through the preparation of this plan.
- 3.19 Deciding on how many new homes and jobs should be provided, and where these are best located should come through a step by step process. As the preparation of the Local Plan continues, everything will be brought together in order to ensure that the right approach is developed and agreed. This means that whilst the provision of new homes and jobs is important, a balance needs to be achieved with other objectives. Cambridge is a special place and the future shape and function of the city needs careful consideration. There are constraints on the amount of development that can take place within Cambridge, given its constrained area, historic environment, and limited infrastructure as the importance of protecting the Green Belt and enhancing the unique setting of Cambridge. There will be difficult choices to be made but these are decisions that we need to make locally, not have handed down to us. This document is the start of that process.
- 3.20 Related to the number of new homes that need to be provided to 2031, is ensuring that provision is made for Gypsy and Travellers. In March 2012, the Government released national guidance on planning for Gypsies and Travellers sites. The guidance requires that Councils set pitch targets to address the likely need, working collaboratively with neighbouring authorities. In 2011, a review of the 2006 Cambridge Sub-Regional Traveller Accommodation Needs Assessment was undertaken. For Cambridge, it identified that 1 permanent pitch was needed between 2011 and 2031. This is related to the natural growth of Gypsies and Traveller family groups identified as already in Cambridge. In addition to this, there is a need to consider transit or emerging stopping provision for Gypsies and Travellers in the Cambridge area. A copy of this assessment is attached as Appendix G.
- 3.21 Given the limited land supply in Cambridge, it is often difficult to find land suitable for site provision and in order to help with this process, an assessment of sites has been undertaken. The assessment criteria and results are set out for information in Appendix H.

3.22 The assessment did not identify any appropriate sites within the built up area of Cambridge and provision for Gypsy and Travellers is specifically mentioned in Chapter 9 of the Issues and Options Report.

Sustainability Appraisal and Other Assessments

3.23 The options within the Issues and Options Report have been subject to sustainability appraisal (SA). This means that the options have been assessed against a range of social, environmental and economic topics in order to help identify any significant effects. The Interim Sustainability Appraisal (Appendix C) will be subject to consultation alongside the Issues and Options Report. Consultees will be able to draw on the findings of the SA to inform their representations to the Issues and Options Report. They will also be able to make comments on the findings of the SA.

3.24 The SA advises on ways in which any adverse effects could be avoided, reduced or mitigated or how any positive effects could be maximised. It will be used by the Council, along with the consultation responses received, to help decide on which options to take forward to develop as policies in the Local Plan. The SA will subsequently appraise policies as they are developed to ensure that they are in keeping with the aims of sustainable development.

3.24 As part of plan-making, other assessments are required. Habitats Regulation Assessment (HRA) is required under the European 'Habitats Directive' (92/43/EEC). It is an assessment of the potential impacts of implementing a plan or policy on European sites of nature conservation importance (Natura 2000 Sites) and aims to avoid any potential damaging effects.

3.25 There are no Natura 2000 sites within Cambridge City Council's boundary, and so any potential impacts would be related to potential changes to the water environment, which could have an impact on more distant sites such as the Ouse Washes. This will be taken into account during the development of the Local Plan.

3.26 A formal assessment will be undertaken when a draft Local Plan has been developed, before submission consultation, as it will not be until this time that the potential impacts can be properly assessed. This approach has been discussed and agreed with Natural England.

3.27 The Equality Act 2010 requires local authorities to consider how its policies and decisions impact disadvantaged groups and minimise this impact. The Council will undertake this through an Equalities Impact Assessment. This assessment will be undertaken when a draft Local

Plan has been developed, before submission consultation, as it will not be until this time that the potential impacts can be properly and fully assessed.

Duty To Co-operate

- 3.28 The NPPF states that public bodies have a duty to cooperate on planning issues that cross administrative boundaries, particularly those that relate to strategic priorities. Councils are required to work collaboratively to ensure that strategic priorities across local boundaries are properly co-ordinated and clearly reflected in individual Local Plans. The City Council will be expected to demonstrate evidence that it has successfully cooperated to plan for issues with cross boundary impacts when the Local Plan is submitted for examination. This could be by way of a memorandum of understanding or a jointly prepared strategy, which is presented as evidence of an agreed position. As part of examining the “soundness” of plans inspectors will be required to assess whether a plan has been prepared in accordance with the duty to cooperate.
- 3.29 At a County level, appropriate arrangements have been put in place to facilitate the duty to co-operate on strategic planning issues across the county, with the establishment of a Joint Strategic Planning Unit.
- 3.30 In addition, joint working arrangements are also being developed between the City Council, South Cambridgeshire District Council and the County Council in order to address strategic cross boundary issues as part of the Local Plan review process for each Council as well as addressing transport related issues. The Cambridge City, South Cambridgeshire and County Council Strategic Transport and Spatial Planning Group has been established and to date, two meetings have taken place.
- 3.31 Joint working between the City Council, South Cambridgeshire District Council and the County Council is already well established. In particular, the City Council and South Cambridgeshire have jointly commissioned much of the evidence base to support Local Plan preparation because of the interaction between the two districts and to make best use of limited funding.
- 3.32 The interrelationship between the two areas means that decisions cannot be taken in isolation and the future approach needs to be a joined up and seamless approach to the proper planning of the area. On the whole South Cambridgeshire looks towards Cambridge as the main centre for services and facilities, and any decision relating to the

spatial strategy in South Cambridgeshire is likely to have an impact on Cambridge and vice versa.

Consultation Arrangements

3.33 In November 2011, the Council agreed a Consultation and Community Engagement Strategy for the Local Plan review:

<http://www.cambridge.gov.uk/democracy/ieListDocuments.aspx?CId=184&MId=675&Ver=4>.

This recognises the importance of engaging the community from the outset of the review process and sets out the Council's general approach to consulting and engaging the community at each stage.

3.34 The planning regulations, establish minimum requirements for consultation and at the Issues and Options stage the Council is required to consult specific and general consultation bodies, as appropriate to the document. Appendix D includes the list of consultees.

3.35 In accordance with the Consultation and Community Engagement Strategy, consultation arrangements include:

- Consultation for 6 weeks between 15 June to 27 July 2012;
- Letters and emails informing Consultees of consultation dates and how to view and respond to the consultation material;
- A public notice
- All documents to be made available on the Council's website and Customer Service Centre including a small exhibition.
- Libraries to receive hard copies
- Article in the summer edition of Cambridge Matters which goes to every household in the city;
- Publicise through the Council's Facebook page and Twitter as well as developing a Local Plan news blog.

3.36 A series of exhibitions across the city are also being planned. Possible dates and venues are outlined below:

Organisation/Event	Dates	Where
West Cambridge Exhibition	Tues 19 th June 3pm - 8 pm	West Cambridge Sports Pavillion, Wilberforce Road, CB3 0EQ
North Cambridge Exhibition	Sat 23 rd June 10am - 3pm	The Meadows Community Centre
East Cambridge Exhibition	Tues 26 th June 3pm - 8 pm	Venue to be confirmed
South West Cambridge Exhibition	Sat 30 th June 10am - 3pm	Trumpington Village Hall
South East Cambridge Exhibition	Tues 3 rd July 3.30pm - 8 pm	Cherry Hinton Village Centre
Central Cambridge Exhibition	Wed 4 th July 10am - 8 pm	Small Hall – Guildhall

Organisation/Event	Dates	Where
Central Cambridge Exhibition (Stall with ChYPPS)	Sat 7 th July 10am - 3pm (to be confirmed)	The Big Weekend
North East Cambridge Exhibition	Tues 10 th July 3pm - 8 pm	Brownsfield Community Centre
Central Cambridge Exhibition	Mon 16 th July 10am - 8 pm	Small Hall – Guildhall
East Cambridge Exhibition	Sat 14 th July 1pm - 5pm	Ross St Community Centre

3.37 A specific event is being organised by FeCRA, primarily for Resident Associations, on 16 June 2012. Officers are attending other resident association meetings to discuss the Report and how to respond. A smaller feedback group of residents associations is also being set up to work with officers and provide ongoing feedback as the plan progresses.

3.38 Specific sessions with young people and other groups are also being planned.

Next Steps

3.39 Once consultation on the Issues and Options Report has finished, all of the representations received will be considered and used to develop the Council's preferred approach prior to drafting the Submission Plan.

3.40 A further round of consultation has been scheduled for autumn /winter 2012 on sites options for particular types of development such as housing, employment, community facilities, shopping. This will show specific site boundaries on maps and bring together information from other studies such as the Strategic Housing Land Availability Assessment (SHLAA) and the Open Space Strategy.

3.41 Following this, the new Plan will be drafted including a further round of public consultation prior to being submitted to the Secretary of State for examination.

4. Implications

(a) Financial Implications

4.1 There are no direct financial implications arising from this report, the cost of preparing a Local Plan is a significant one but which has been budgeted for. The agreed approach of preparing one single Local Plan rather than three separate Development Plan Documents will mean that considerable cost and time savings can be achieved.

(b) **Staffing Implications**

4.2 There are no direct staffing implications arising from this report.

(c) **Equal Opportunities Implications**

4.3 There are no direct equal opportunities arising from this report. An Equalities Impact Assessment will be undertaken as part of preparing a new development plan for Cambridge.

(d) **Environmental Implications**

4.4 There are no direct environmental implications arising from this report. The new Local Plan for Cambridge will assist in the delivery of high quality and sustainable new developments along with protecting and enhancing the built and natural environments in the City. This will include measures to help Cambridge adapt to the changing climate as well as measures to reduce carbon emissions from new development. Overall there should be a positive climate change impact.

(e) **Consultation**

4.5 Consultation arrangements are set in paragraphs 3.33 to 3.38 and are consistent with the Councils Code of best practice on consultation and community engagement.

(f) **Community Safety**

4.6 There are no direct community safety implications arising from this report.

5. Background papers

These background papers were used in the preparation of this report:

Localism Act 2011

National Planning Policy Framework 2012

6. Appendices

Appendix A: Issues and Options Report

Appendix B: Summary Document

Appendix C: Interim Sustainability Appraisal

Appendix D: Consultee List

Appendix E: Inner Green Belt Boundary Appraisal 2012

Appendix F: Housing and Employment Provision – Technical Background paper

Appendix G: Cambridge Sub-Regional Traveller Accommodation Needs Assessment 2011

Appendix H: Gypsy & Traveller Provision in Cambridge – Site Assessment Process 2012.

7. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

Author's Name: Sara.Saunders@cambridge.gov.uk

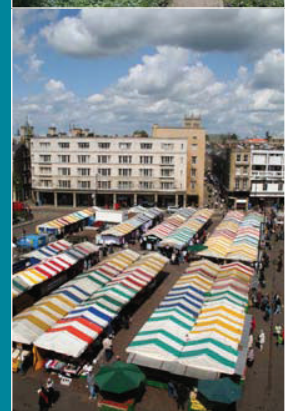
Author's Phone Number: 01223 - 457186

Author's Email: sara.saunders@cambridge.gov.uk

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Cambridge Local Plan - Towards 2031 Issues & Options Report

June 2012

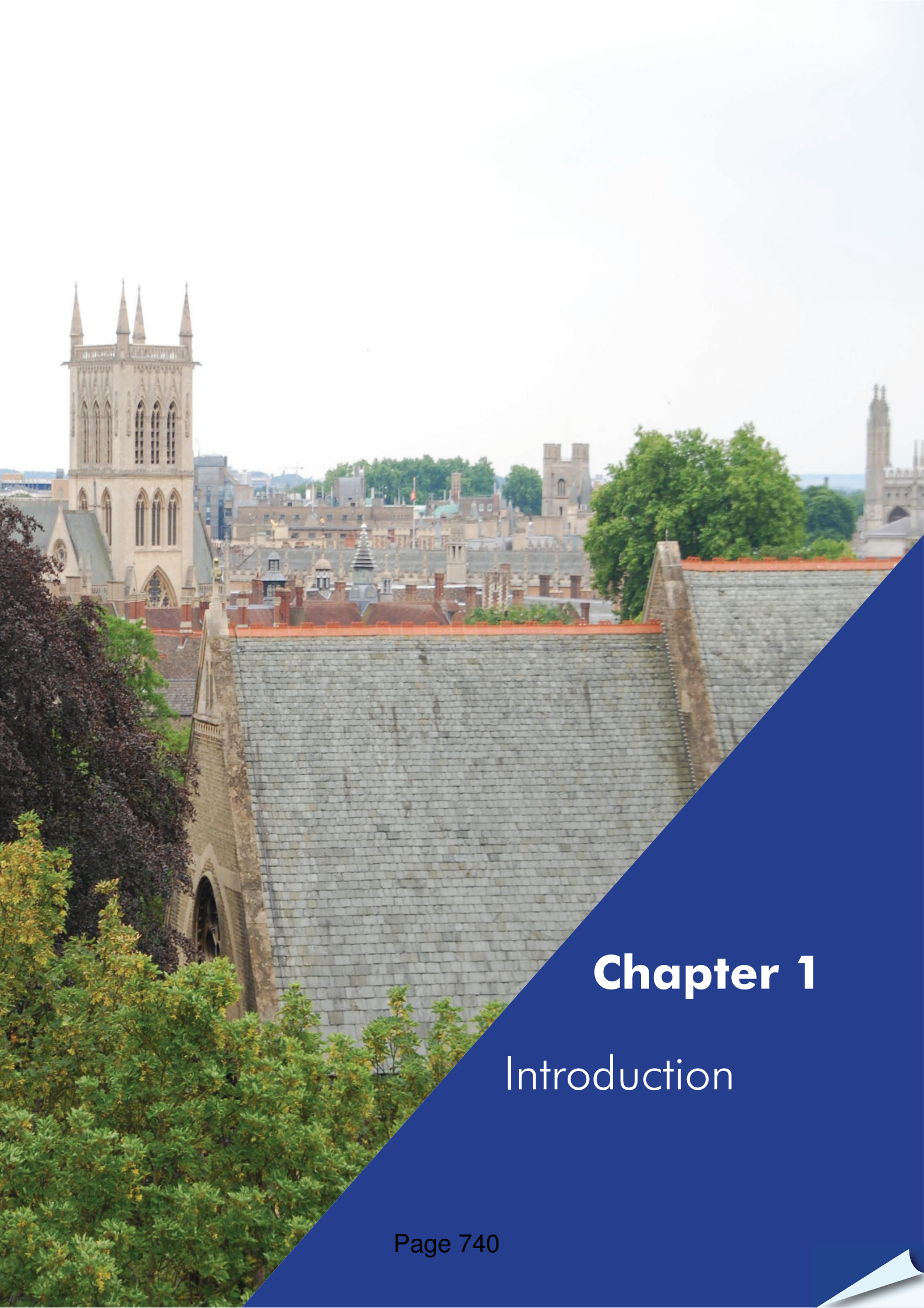


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- 4.2** Northern Fringe East
- 5.1** Eastern Gate
- 5.2** Cambridge Railway Station to the City Centre & Hills Road Corridor
- 5.3** South of Coldham’s Lane
- C.1** Density study areas
- E.1** Air Quality Management Area



Chapter 1

Introduction

CHAPTER 1 - INTRODUCTION

What is the Local Plan and how does it affect me?

- 1.1. The Cambridge Local Plan sets out policies and proposals to guide the future development of Cambridge. It also sets out where future development will take place, and identifies land for new housing, community facilities, shops and employment. In addition the Local Plan identifies land to be protected from development, such as the Green Belt and open space. It is the key document used to determine planning applications for new development in the City.
- 1.2. The current Local Plan was adopted in 2006, and the City Council is required to produce a new Local Plan, which will plan for and manage development to 2031. This report sets out the issues we think are facing Cambridge over the next 20 years and the potential options for dealing with these issues. We are seeking your views on these in order to help us shape the new Local Plan.
- 1.3. Planning is important as it affects many aspects of our lives, from where we live and work, to where we shop and spend our free time. Planning has not only shaped the new development that has taken place in Cambridge but it has also helped to protect much of what makes Cambridge special, from its historic buildings to the parks and open spaces that help to give the City its special character. As we seek to review and update the Local Plan for Cambridge, it is important that we get it right so that Cambridge continues to be a place where people want to live, work, study and visit.

Why does the current Local Plan need updating?

- 1.4. The current Local Plan has been successful in helping to deliver new housing and high quality development. A key aim of this Local Plan was to provide for more housing to redress the imbalance between houses and jobs. Land at the edge of Cambridge was therefore released from the Green Belt to provide for new housing, along with new community facilities, open spaces, transport infrastructure, and local shopping, for use by both new and existing communities. These sites are now, for the most part, either being developed or are at the outline planning application stage.
- 1.5. The current Local Plan has, for the most part, been successful in striking the balance between enabling new development and protecting what it is that makes Cambridge special. However, the planning system has undergone a massive change in recent years. The result is that the 2006 Local now needs to be updated.
- 1.6. In addition new planning issues have emerged in Cambridge in recent years, which require the development of new policy. For example, the loss of public houses has become a real concern to local residents in the last year, as has the issue of how to retain a diversity of shopping choice in centres such as Mill Road. By reviewing the Local Plan now, we can take stock of what the key planning issues for Cambridge are and develop new policies to address these issues.

- 1.7. The Council is responsible for looking forward and setting the level of housing and employment provision that we need in Cambridge over the next 20 years. This task is a hugely important one and has the potential to affect the lives of all who live and work in the city now and in future. We are starting that process with this issues and options report as a means of identifying the key questions and issues that lie ahead, and the possible ways that we could respond to those challenges. We want to facilitate the fullest engagement of our communities from the outset of this process and this report will be the subject of a six-week consultation period in June and July.
- 1.8. Land in Cambridge is precious and is under significant development pressure. We enjoy an enviable quality of life and environment here and don't want to lose that. We need to balance the competing demands on the city and also to provide for our needs and those of future generations. The Local Plan is the process by which these competing requirements are managed.
- 1.9. There are fundamental questions that need to be explored at the issues and options stage in order to ensure that the process of delivering a new plan is robust and comprehensive from the outset. These include key considerations around how many new homes and jobs should be provided to 2031 and where they should go?
- 1.10. These questions need to be worked through and informed by the views of our communities. As the preparation of the Local Plan continues, everything will be brought together in order to ensure that the right approach is developed and agreed. This means that whilst the provision of new homes and jobs is important, a balance needs to be achieved with other objectives. Cambridge is a special place and the future shape and function of the city needs careful consideration. There are constraints on the amount of development that can take place within Cambridge, given its constrained area, historic environment, and limited infrastructure as the importance of protecting the Green Belt and enhancing the unique setting of Cambridge. There will be difficult choices to be made but are decisions that we need to make locally, not have handed down to us. This document is the start of that process.

The Localism Act

- 1.11. The Localism Act (2011) sets out proposals to shift power away from central Government and towards local people. In terms of the planning system, the Act contains proposals to make the system clearer, more democratic and more effective. One of the most significant changes made by the Localism Act is the introduction of neighbourhood planning which gives communities the power to ensure they get the right types of development for their area, by measures such as developing policies in Neighbourhood Plans. These Neighbourhood Plans must be in general conformity with the strategic policies of the Local Plan and so it is important that communities contribute to the development of the Local Plan and that the new Local Plan addresses those planning issues that are specific to certain areas of the City.

- 1.12. The Localism Act, which received royal assent in November 2011, also provides the legal framework for the abolition of Regional Spatial Strategies (RSS). It was this document, the East of England Plan, which previously set the targets for housing and employment provision in Cambridge. More information on the number of jobs and homes to be provided in Cambridge is provided in Chapter 3 of this report.

The National Planning Policy Framework

- 1.13. The Government has recently streamlined national planning policy with the adoption of the National Planning Policy Framework (NPPF) in March 2012. At the heart of this document lies the ‘presumption in favour of sustainable development’. In terms of plan making and the review of the Local Plan, the NPPF gives a 12 month transitional period for Councils to update their plans to ensure consistency with the policies contained within the NPPF. Emerging plans will also be given weight in the determination of planning applications. Whilst the current Local Plan is considered to be in conformity with the NPPF, it is important that the Council presses ahead with its replacement.

What is Sustainable Development?

- 1.14. The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. This concept is hard to define. The NPPF refers to the United Nations General Assembly definition of ‘meeting the needs of the present without compromising the ability of future generations to meet their own needs’. It also refers to the UK Sustainable Development Strategy ‘Securing the Future’ which set out five ‘guiding principles’ of sustainable development:

- Living within the planet’s environmental limits;
- Ensuring a strong, healthy and just society;
- Achieving a sustainable economy;
- Promoting good governance; and
- Using sound science responsibly.

- 1.15. There are three dimensions to sustainable development: economic, social and environmental. To achieve sustainable development, the NPPF states that economic, social and environmental gains should be sought jointly and simultaneously through the planning system. For example, economic growth can secure higher social and environmental standards, and well-designed buildings and places can improve the lives of people and communities.

- 1.16. As referred to above, at the heart of the NPPF is a ‘presumption in favour of sustainable development’, for both plan-making and decision-making. For plan-making this means that local planning authorities should positively seek opportunities to meet the development needs of their area. Local Plans should meet needs, which are based upon evidence, and they should be flexible and able to adapt to rapid change, unless any adverse impacts of

doing so would significantly outweigh the benefits, or development is within protected areas.

- 1.17. For decision-making, this means approving development proposals that accord with the development plan without delay. Where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless any adverse impacts would significantly outweigh the benefits.
- 1.18. This shows the importance of having an up to date Local Plan for Cambridge, which positively plans for identified needs, and which carefully balances economic, social and environmental aspects in order to achieve the greatest benefits for the City, leading to sustainable development.

Your Local Plan needs you

- 1.19. We need your help to identify all of the planning issues facing Cambridge, in order to develop appropriate policies to address them. As mentioned above, this report has been prepared to invite you to comment on key issues that have been identified, and our suggested policy options to address them. However, it also provides you with an opportunity to suggest any issues that you feel have been overlooked, comment on which of the options you think is most appropriate, or tell us about any other options you have thought of.
- 1.20. The issues in this report have been identified through developing an evidence base about the economic, social and environmental characteristics of Cambridge and how this will change over the next 20 years. This has involved the completion of a number of studies as well as working with key stakeholders, organisations and groups across the city. These studies include the Strategic Housing Land Availability Assessment, an assessment of Open Space provision across the City, an Employment Land Review, Retail Needs Assessment, and an assessment of the renewable energy capacity of Cambridge. Appendix A sets out the studies and surveys that have been produced as evidence.
- 1.21. In addition, ideas have been gathered at a series of workshops. These were held between December 2011 and February 2012, with councillors, stakeholders, developers, agents and residents' associations. The purpose of the workshops was to explain how the Plan will be prepared, to encourage people to get involved and to discuss issues and concerns from an early stage. Reports documenting these workshops can be found on the City Council's website at the following link:
<http://www.cambridge.gov.uk/localplanreview>
- 1.22. Attendees of the workshop were also invited to one-to-one meetings with planning policy officers. Several of these meetings were held and the information gathered has fed into the development of issues and options.
- 1.23. The Issues and Options Report pulls all of this information together and provides an opportunity for local residents and other key stakeholders and

organisations to have sight of and discuss a range of issues and options that are relevant to the future planning and development of the city.

Working with Neighbouring Authorities (The Duty to Cooperate)

- 1.24. Planning issues are not constrained to local authority boundaries. The NPPF states that public bodies have a duty to cooperate on planning issues that cross administrative boundaries, particularly those that relate to strategic priorities. Councils are required to work collaboratively to ensure that strategic priorities across local boundaries are properly co-ordinated and clearly reflected in individual Local Plans. As such, the Issues and Options Report has been developed through joint working with South Cambridgeshire District Council (SCDC) which encircles the City and Cambridgeshire County Council which is responsible for the planning of transport, schools, libraries and minerals and waste in Cambridge and the County as a whole.
- 1.25. South Cambridgeshire District Council is also developing a new Local Plan, and it is advantageous that this is following approximately the same timetable as the Cambridge Local Plan. Many of the evidence based studies have been carried out jointly, and the identification of possible new broad locations for housing at the edge of Cambridge (see Chapter 3) has been carried out jointly.
- 1.26. In addition, joint working arrangements are also being developed between the City Council, South Cambridgeshire District Council and the County Council in order to address strategic cross boundary issues as part of the Local Plan review process for each Council as well as addressing transport related issues. The Cambridge City, South Cambridgeshire and County Council Strategic Transport and Spatial Planning Group has been established.
- 1.27. At a County level, appropriate arrangements have been put in place to facilitate the duty to co-operate on strategic planning issues across the county, with the establishment of a Joint Strategic Planning Unit.

What does the Issues and Options Report cover?

- 1.26. The structure of the Issues and Options Report is provided below. Although chapters relate to different topic areas, we have tried to emphasise the fact that all these topics are very much integrated. For example, in any new development there can be net gains across the three dimensions of sustainable development (economic, social and environmental) if this is considered at an early enough stage.
- 1.27. The Issues and Options Report provides a vision for Cambridge to 2031, a number of possible overarching strategic objectives, strategic priorities, a spatial strategy for development in Cambridge to 2031 as well as policy options on a number of different topic areas. Details of the sequence and contents of the individual chapters is provided in the bullet points below.
 - Chapter 2 sets out a possible vision for Cambridge to 2031 and a number of strategic objectives.

- Chapter 3 is concerned with the spatial strategy and focuses on the approach to housing and employment provision.
 - Chapter 4 sets out a number of other strategic spatial options, dealing with matters such as the Green Belt and the City Centre.
 - Chapter 5 deals with potential opportunity areas, which are areas in the city which have been identified as having the potential to be considered for future improvement or development over the plan period.
 - Chapter 6 is concerned with sustainable development, climate change, water resources and flooding.
 - Chapter 7 deals with creating successful places in Cambridge and is concerned with design, landscape, and public realm.
 - Chapter 8 sets out options to protect and enhance both the historic built environment and the natural environment.
 - Chapter 9 is concerned with delivering high quality housing.
 - Chapter 10 deals with building a strong and competitive economy, including sections on employment, retail, higher and further education and tourism.
 - Chapter 11 is concerned with creating successful communities, including the provision of open space, leisure facilities and community facilities.
 - Chapter 12 deals with promoting and delivering sustainable transport and other kinds of infrastructure, and the mechanisms for doing so.
- 1.28. The Local Plan does not cover minerals and waste planning, as this is the responsibility of Cambridgeshire County Council. Policies in the recently adopted Minerals and Waste Development Plan form part of the wider development plan for Cambridge.

Sustainability Appraisal

- 1.29. Alongside this Issues and Options Report, we are also consulting on the Interim Sustainability Appraisal (SA). This document assesses the options identified against a range of social, environmental and economic topics and helps to identify all the likely significant effects. The SA advises on ways in which any adverse effects could be avoided, reduced or mitigated or how any positive effects could be maximised. This helps us to ensure that as the policies are developed in the Local Plan, they are in keeping with the aims of sustainable development. We would encourage you to look at this document and send us your comments.

Other Assessments

- 1.30. As part of plan-making, other assessments are required. Habitats Regulation Assessment (HRA) is required under the European 'Habitats Directive' (92/43/EEC). It is an assessment of the potential impacts of implementing a plan or policy on European sites of nature conservation importance (Natura 2000 Sites) and aims to avoid any potential damaging effects.

- 1.31. There are no Natura 2000 sites within Cambridge City Council’s boundary, and so any potential impacts would be related to potential changes to the water environment, which could have an impact on more distant sites such as the Ouse Washes. This will be taken into account during the development of the Local Plan.
- 1.32. A formal assessment will be undertaken when a draft Local Plan has been developed, before pre-submission consultation, as it will not be until this time that the potential impacts can be properly assessed. This approach has been discussed and agreed with Natural England.
- 1.33. The Equality Act 2010 requires local authorities to consider how its policies and decisions impact disadvantaged groups and minimise this impact. The Council will undertake this through an Equalities Impact Assessment. This assessment will be undertaken when a draft Local Plan has been developed, before pre-submission consultation, as it will not be until this time that the potential impacts can be properly assessed.

How to have your say

- 1.34. Once you have looked through this Issues and Options Report, please send us your comments. A number of questions have been set out and it would be helpful if you could respond to these. However, you may also make comments on any paragraph of the report. There are a number of ways in which you can do this:
- **Using the Council’s online consultation system** - This is the Council’s preferred means of receiving representations because it is the fastest and most accurate method and it will help us to manage your representations quickly and efficiently. Separate instructions on how to use the electronic form are provided on the website and officers in the planning policy team are always available to help if you have any queries. Please go to the following link: <http://cambridge.jdi-consult.net/ldf>
 - **Using a response form** - If you do not have access to a computer, a paper form can be completed and sent to the Council. Copies of the response form are available from the planning policy team.
- 1.35. Please note that the deadline for responses is **5pm on 27th July 2012**. Unfortunately responses received after this deadline can only be accepted in exceptional circumstances. If you have any queries as to how to submit a representation please contact the planning policy team.

What happens next?

- 1.36. This Issues and Options Report is just the first phase of developing the new Local Plan for Cambridge. Once consultation on this report has finished we will consider all of the representations received, using them to refine the policies that will be included in the Local Plan.

- 1.37. We will hold a further round of consultation in autumn/winter 2012 on sites which have been identified for allocation for a particular type of development such as employment, community facilities, shopping. It will show specific site boundaries on maps, for your consideration. The consultation will also bring together information from other studies such as the Strategic Housing Land Availability Assessment (SHLAA) and the Open Space Strategy.
- 1.38. We will then draft the actual Local Plan, which will be subject to a further round of public consultation prior to being submitted to the Secretary of State for examination. At this stage, an independent Government Inspector will consider the ‘soundness’ of the Local Plan in a public examination. In other words the Inspector will consider whether the plan has been positively prepared, and that its policies are justified, effective and are in conformity with the NPPF. Following on from this the Inspector will produce a report of their findings, and then the Council will formally adopt the Local Plan. These stages are illustrated in figure 1 below.

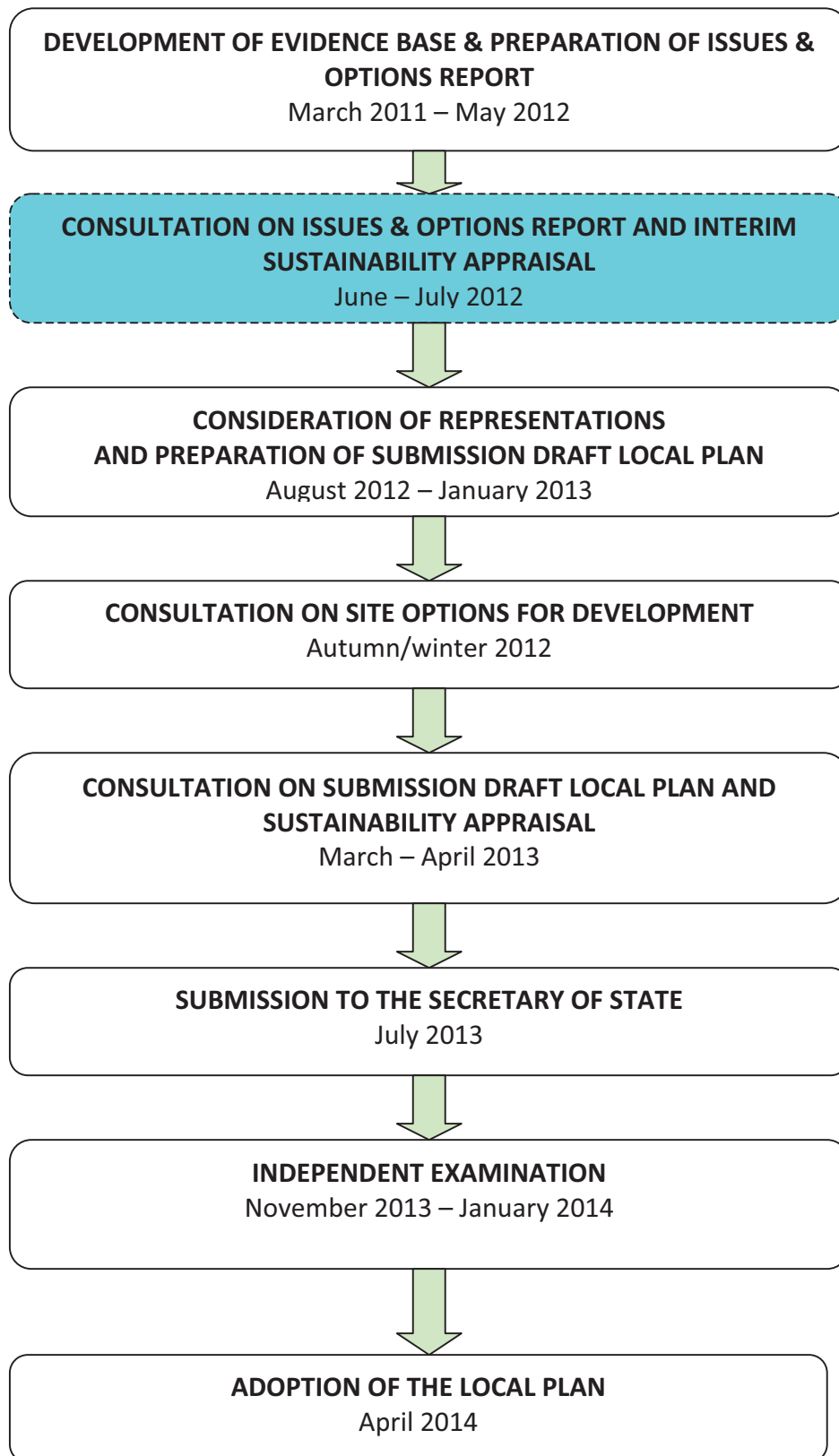
We’re here to help

- 1.39. Your views are important to us, but we recognise that the planning system is not always easy to understand and navigate. We want to make sure that as many people as possible have an opportunity to have their say on the new Local Plan, regardless of their previous experience with planning matters. That is why we are here to help at every stage of the process. Officers from the planning policy team are available to help guide you through the process of preparing the new Local Plan. You can contact us using one of the following methods:
- You can phone us on 01223 457000 (ask to speak to someone in the planning policy team);
 - You can email us at policysurveys@cambridge.gov.uk
- 1.40. There will also be opportunities for you to meet officers face to face throughout the process of preparing the new Local Plan, through exhibitions timed to take place at key points in the preparation of the document. Details of these events and up to date information on the Local Plan review can be found on the Council’s Local Plan website:
<http://www.cambridge.gov.uk/localplanreview>
- 1.41. For those who use social media, we shall also be maintaining regular updates on the Council’s facebook page and twitter feed.

Question

- 1.1 What do you like about Cambridge and what do you think makes it special?

Figure 1: Stages in the Preparation of the new Cambridge Local Plan



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CB1 see the future,
be part of it

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Chapter 2

Vision

CHAPTER 2 – THE VISION AND STRATEGIC OBJECTIVES FOR CAMBRIDGE TOWARDS 2031

- 2.1 It is important that we develop a vision that sets out our aspirations for the future of Cambridge. In setting the new vision for Cambridge towards 2031, it is helpful to look back at the vision contained within the 2006 Local Plan:

The Vision for Cambridge – 2006 Cambridge Local Plan

The vision for Cambridge is of a compact, dynamic City with a thriving historic core surrounded by attractive and accessible greenspaces. It will continue to develop as a centre of excellence and world leader in the fields of higher education and research and it will foster dynamism, prosperity and further expansion of the knowledge-based economy. It will also grow in importance as a sub-regional centre for a wide range of services. The Local Plan for Cambridge seeks to guide and facilitate growth in a sensitive and sustainable manner, ensuring that the high environmental quality of the city is protected and enhanced and that future developments offer a full range of opportunities to all its citizens.

- 2.2 While this vision has served us well over the last six years, it does not encompass all of the elements that should now act as key drivers for the growth and continued success of the city. While growth presents many challenges, it also presents an opportunity to support the development of Cambridge as a more sustainable low carbon city with a thriving economy, which embraces its past while also looking to the future. The achievement of such a vision will require innovation and the embedding of the principles of sustainable development and high quality design within all new development proposals.

Option 1 - Cambridge 2031 Vision

The following elements should be at the heart of the vision for Cambridge towards 2031:

- A world class city that is compact, dynamic and has a thriving city centre.
- A place where new development helps to support the city's transition to a more environmentally sustainable and successful low carbon economy.
- A city that builds on the city's reputation as a leader in higher education and research, recognising the importance of the University of Cambridge, the Colleges and Anglia Ruskin University.
- A city where there is enough good quality housing of different types and sizes with balanced and integrated communities of all household types
- A city that encourages innovation and design excellence, and which embraces design that contributes positively to Cambridge's distinctive

identity.

- A city where green spaces, trees, the River Cam and other water features are protected and enhanced and where new green spaces and trees are established for the benefit of residents and the environment.
- A city that protects its heritage while also reusing its historic buildings in a positive and appropriate manner.
- An uncongested and clean city, where travelling primarily by foot, bicycle or public transport is the norm.
- A city that enjoys an enviable quality of life, where residents feel a part of a community in which they have a voice.
- A city that is inclusive for all, combining prosperity, affordability, health, safety and a good social mix.
- A city served by successful and easily accessible local centres with shopping, offering a choice of shopping services and community facilities for all needs and households.

Question

2.1 What are your views about the proposed vision for Cambridge? Does the vision presented above cover all the right elements or have we missed anything out?

Strategic Objectives

2.3 It is also important that the new Local Plan sets out strategic objectives for the place we want Cambridge to be in 2031. More detailed objectives relating to specific topic areas are set out within subsequent chapters of this report. Proposed strategic objectives are set out below, which we would like your comments on:

1. To ensure that all new development contributes to the vision of Cambridge as an environmentally sustainable city, where it is easy for people to make the transition to lifestyles that result in lower carbon dioxide emissions.
2. To ensure that all new developments have a neutral impact on water, contribute to an overall flood risk reduction and help improve the quality of the River Cam and other water features in the city.
3. To ensure that all building development is of the highest quality standard, both in terms of its design and any impact upon its surroundings.
4. To ensure that all new development contributes to the positive management of change in the historic environment, protecting, enhancing and maintaining the unique qualities and character of the city for the future.

5. To protect and, where appropriate, enhance the character and quality of the appearance of the Cambridge skyline.
6. To protect and enhance the landscape setting of the city and the green corridors penetrating the urban area.
7. To protect and enhance the network of green spaces in the city.
8. To provide new housing to meet the needs of the city and contribute to meeting the needs of the Cambridge Sub-region.
9. To provide an appropriate mix of housing types, sizes and tenures to meet existing and future needs.
10. To assist the creation and maintenance of environmentally sustainable communities, where everyone feels included.
11. To promote and support economic growth in environmentally sustainable and accessible locations.
12. To recognise innovation and enable Cambridge's role as a world leader in higher education, research, and knowledge-based industries.
13. To ensure that Cambridge is a vibrant and thriving city with a varied range of shopping facilities in accessible locations to meet the needs of people living, working and studying in, or visiting, the city.
14. To maintain a high quality of life by maintaining and enhancing provision for open space, sports and recreation as well as ensuring that the city has a broad range of community facilities and leisure activities, including arts and cultural venues that serve Cambridge and the Sub-region.
15. To minimise the distance people need to travel, and to make walking and cycling the first choices of travel.
16. To make it easy for everyone to move around the city, particularly to be able to access jobs and essential services.
17. To ensure adequate provision of environmentally sustainable forms of infrastructure to support the demands of the city.
18. To promote a safe and healthy environment, minimising the impacts of development.

Strategic Priorities

- 2.4 The NPPF requires that local planning authorities should set out the strategic priorities for the area covered by the Local Plan. It explains that these are strategic policies to deliver things such as homes, jobs, retail, leisure, infrastructure, and environmental conservation and enhancement¹.
- 2.5 Within this Issues and Options Report, those options that may be developed to create strategic policies in the Local Plan, have been identified as strategic priorities.

¹ NPPF (2012) paragraph 156



Chapter 3

Spatial Strategy

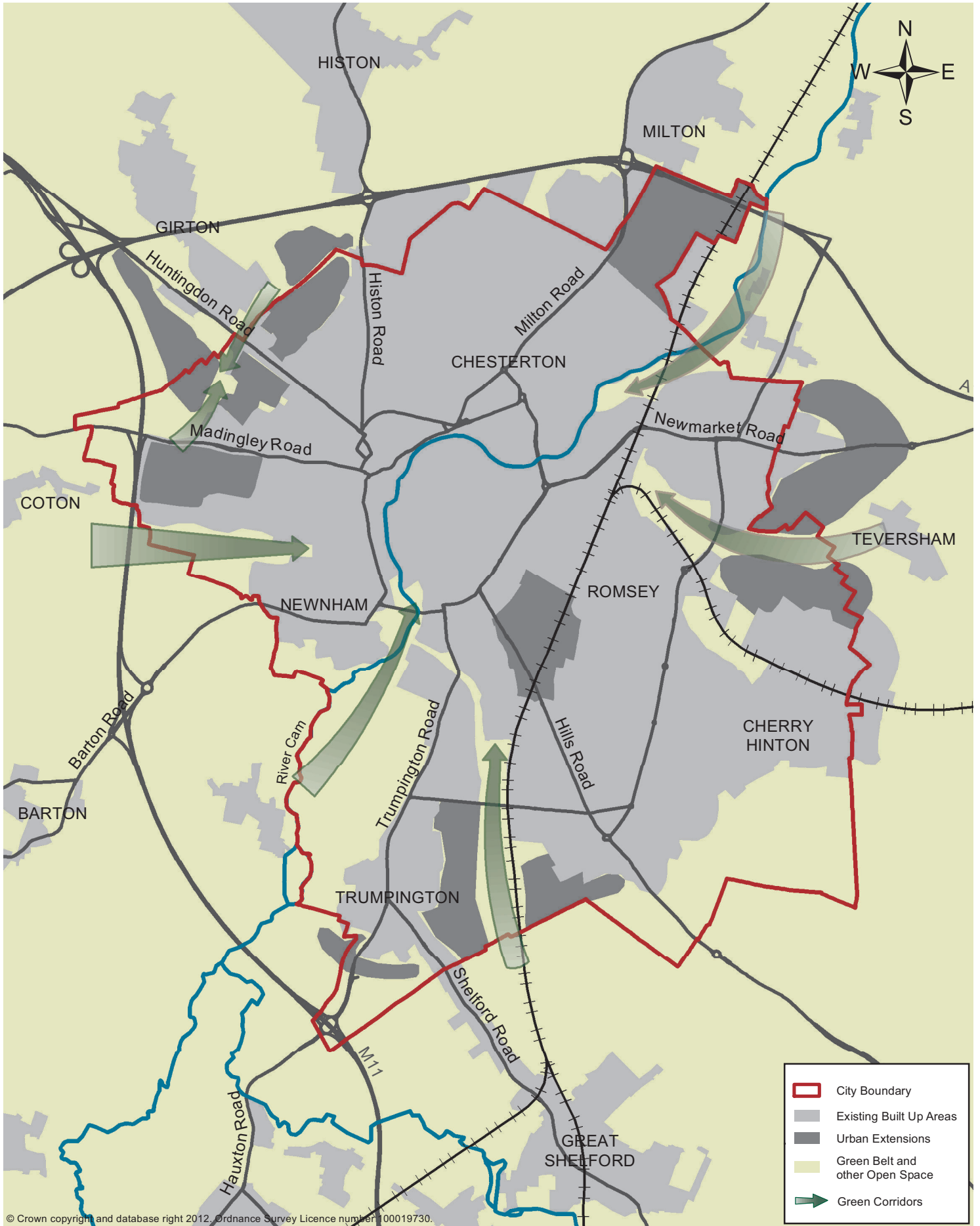
CHAPTER 3 – SPATIAL STRATEGY

- 3.1 Cambridge is a special place and the future shape and function of the city needs to be carefully considered. The Local Plan needs to look beyond the short and medium term and prepare a spatial strategy to guide development in Cambridge over the next 20 years. This includes setting out the vision for the future of the city, what type of development is needed and where that development should best be located. This long term view is necessary to enable the appropriate balance of interests to be taken into consideration in the planning of Cambridge.

Current Spatial Strategy for Cambridge

- 3.2 The current development strategy for the Cambridge area stems from as far back as 1999, from the work undertaken by Cambridge Futures. Prior to that date, development in Cambridge had been constrained by the Green Belt. One of the effects of this constraint was that housing development which would have taken place in Cambridge was dispersed to towns and villages beyond the outer boundary of the Green Belt with people commuting back to jobs in Cambridge contributing to a congestion, green house gas emissions, air quality problems and other quality of life issues. The change in strategy introduced in the 2003 Cambridge shire Structure Plan recognised that a significant change in the approach to the planning of the city was required in order to redress the imbalance between homes and jobs in and close to Cambridge, and provide for the long term growth of the University of Cambridge and Addenbrooke's Hospital, whilst minimising increases in congestion on radial routes into the city.
- 3.3 The 2006 Local Plan introduced a step change in levels of planned growth, unmatched since the interwar years. This was consistent with the agreed development strategy for the Cambridge area set out in the 2003 Cambridgeshire and Peterborough Structure Plan. The Local Plan released significant land from the Cambridge Green Belt and allocated a number of urban extensions to the city in the South, North West, North East and East of the city. It also allowed for:
- A thriving and accessible historic core;
 - The regeneration of the station area as a mixed use city district around an enhanced transport interchange;
 - Distinctive residential communities which have access to a wide range of local facilities and which provide a high quality living environment; and
 - The enhancement and improvement of Cambridge's landscape structure and landscape setting of the city's edge.
- 3.4 Figure 3.1 shows the current spatial strategy for Cambridge.

Figure 3.1: Current Spatial Strategy



- 3.5 Significant achievements have been made in the development of the growth areas since the current Local Plan was adopted in 2006. A summary of progress is set out below.

Southern Fringe

- 3.6 The new **Addenbrooke's Road** from Hauxton Road to Addenbrooke's Hospital was completed in 2010 and is now in use.
- 3.7 Permission has been granted for 1,200 dwellings (40% affordable housing), a primary school, local retail provision, a country park and other infrastructure at **Trumpington Meadows** half of which is in South Cambridgeshire. Work has begun on site, putting in the new infrastructure as well as developing the residential units.
- 3.8 Permission has been granted for 286 dwellings (40% affordable housing) on **Glebe Farm**, the site between Hauxton Road and Shelford Road and north of the Addenbrooke's Road. Developers are preparing to start on site.
- 3.9 Permission has been granted for 2,300 dwellings (40% affordable housing), a secondary school, a primary school, a community building (including a health centre and library), local retail and associated infrastructure on **Clay Farm**, the site east of Trumpington and south of Long Road. Work on the spine road through the new development is continuing apace, significant numbers of applications for reserved matters are coming forward and three residential sub-phases have secured reserved matters approval. The first new dwellings are likely to be occupied later in 2012.
- 3.10 Permission has been granted for up to 347 dwellings (40% affordable housing), and 100-bed student living accommodation for the Bell Language School on the **Bell School** site, west of Babraham Road and south of Addenbrooke's. Development is awaiting the resolution of the details of the access to the site.
- 3.11 Permission has been granted for up to 210,000m² of floorspace for research, treatment and related support activities on **Addenbrooke's Hospital** (with an associated significant number of new jobs). Development of the new Laboratory of Molecular Biology is nearly complete, and detailed application for a multi-storey car park on site has been approved. There is a parcel of land south of the Addenbrooke's site that was reserved for future clinical development and research uses, with the respective proportions being determined at Plan Review.
- 3.12 Figure 3.2 shows the planned land uses, access and transport arrangements in the Southern Fringe and it provides a snapshot of progress on site.

North West Cambridge – Land between Madingley Road and Huntingdon Road

- 3.13 A joint Area Action Plan (with South Cambridgeshire District Council) for this area was adopted in October 2009 and a planning application was submitted by the University of Cambridge to both Councils in October 2011. The planning application is for:

**Figure 3.2: Southern Fringe Progress Plan
May 2012**

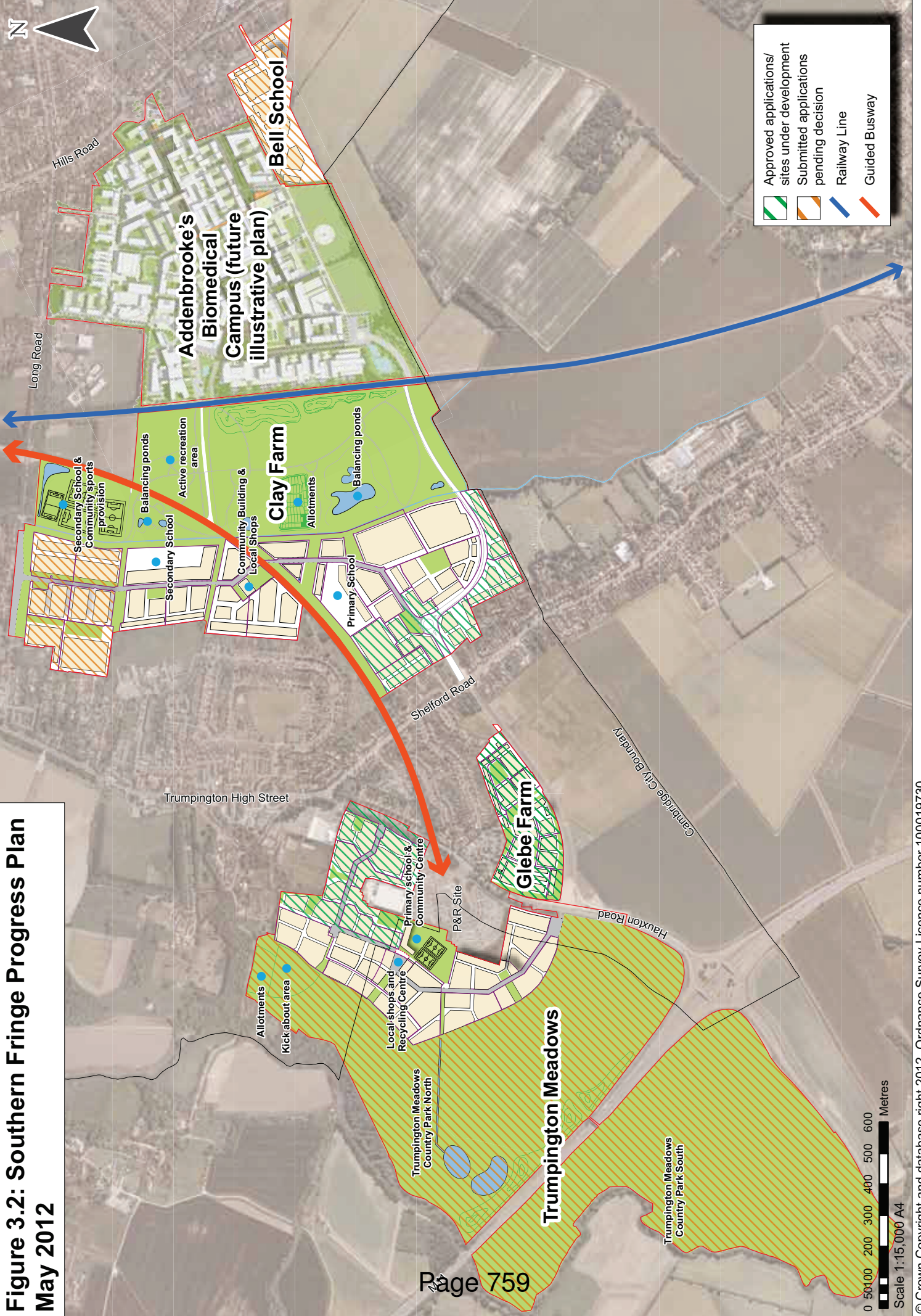


Figure 3.2: Southern Fringe Site Photographs

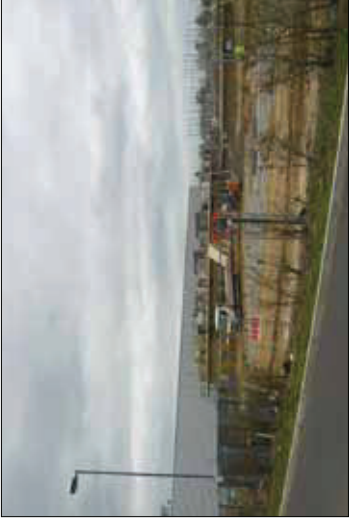
Trumpington Meadows



View looking south towards the Barrett Homes development from the central spine road



Trumpington Meadows Marketing Suite (Barrett Homes)



View looking north east from the P&R site (Barrett Homes development site)

Clay Farm



View looking towards the Countryside Properties development from the Addenbrooke's Access Road



View of the Countryside properties development showing the construction of foundations



View of the Skanska development site from the Addenbrooke's Access Road



View of the Clay Farm development from the rooftop of the MRC Laboratory of Molecular Biology, Addenbrooke's

Glebe Farm



View looking towards the apartment blocks from Addenbrooke's Road



View looking towards the apartment blocks from Addenbrooke's Road



View looking northwest from the site entrance



View east towards the site entrance

- Up to 3,000 new homes (50% being 'key worker' housing for university staff);
- Accommodation for up to 2,000 students;
- 100,000m² employment floorspace, of which up to 40,000m² commercial floorspace (Class B1(b) and sui generis research uses) and at least 60,000m² academic floorspace (Class D1);
- Up to 5,300 m² gross retail floorspace (Use Classes A1 to A5) (of which the supermarket is 2,000 m² net floorspace);
- Senior living accommodation of up to 6,500 m² (Class C2: Residential institution, e.g. care home);
- Community Centre; Police; Primary Health Care; Primary School; Nurseries (Class D1);
- Indoor sports provision and open space; and
- Hotel (130 rooms).

3.14 The planning application is due to be determined by the Joint Development Control Committee for the Cambridge Fringes later in 2012.

North West Cambridge – Land between Huntingdon Road and Histon Road (NIAB1)

3.15 The frontage of the site facing Huntingdon Road is currently being built out and will provide 187 new homes. A planning application for the rest of the site has been agreed (subject to S106) and will provide:

- 1,593 dwellings (40% affordable housing);
- A primary school;
- A shop and up to six retail or service units;
- A community café;
- A library (to serve the whole north west quadrant);
- A health facility; and
- Associated infrastructure.

3.16 The main road through the development is currently being constructed. The section 106 agreement is due to be completed in July 2012. The developer expects construction of infrastructure to begin in September 2012 and construction of residential dwellings to begin in May 2013.

3.17 Figure 3.3 shows the planned land uses, access and transport arrangements in North West Cambridge and provides a snapshot of progress on site.

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North West Cambridge & photos page

Figure 3.3: North West Cambridge Progress Plan May 2012

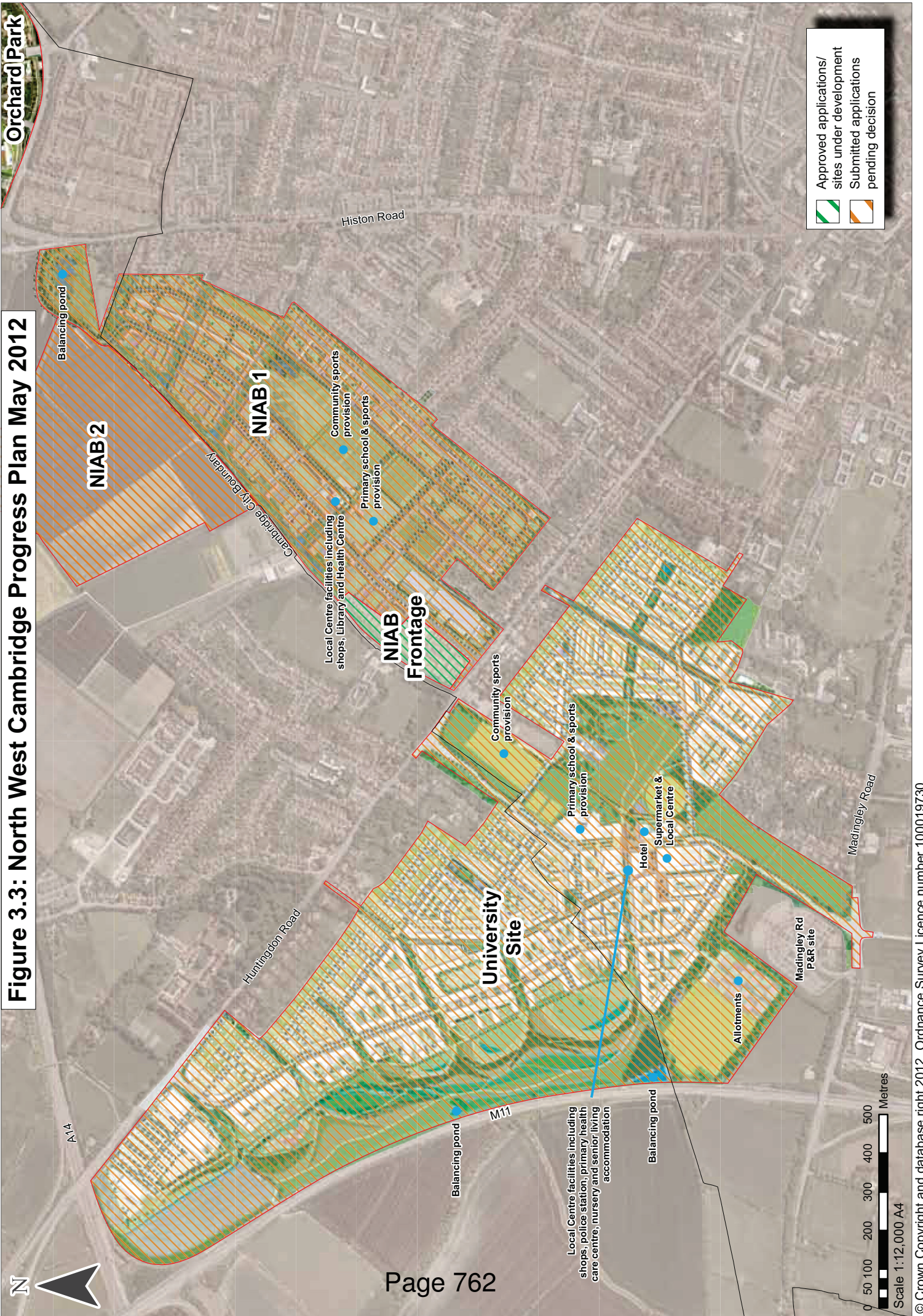


Figure 3.3: North West Cambridge Site Photographs

NIAB Frontage



View looking south east along Huntingdon Road



View looking north towards the new junction and access road into the NIAB frontage site.



View looking south along Whitehouse Lane towards Huntingdon Road

Station Area

- 3.18 The redevelopment of the Station Area was granted planning permission in April 2010. It includes:
- A new transport interchange and station square;
 - 331 homes, including 40% affordable homes;
 - 1,250 units of student accommodation for Anglia Ruskin University;
 - Offices (53,560m²), shops (5,255m²), a GP surgery, a hotel and an art workshop;
 - A new multi-storey cycle and car park; and
 - Improved road junctions, new roads and footpaths.
- 3.19 Since the application, the new bus link between the Station and the Brooklands Avenue junction has been completed, as has work on the new bus interchange. Work is well underway on the first phase of student accommodation, and on the new offices for Microsoft.
- 3.20 Figure 3.4 shows the planned land uses, access and transport arrangements in the Station Area and provides a snapshot of progress on site.

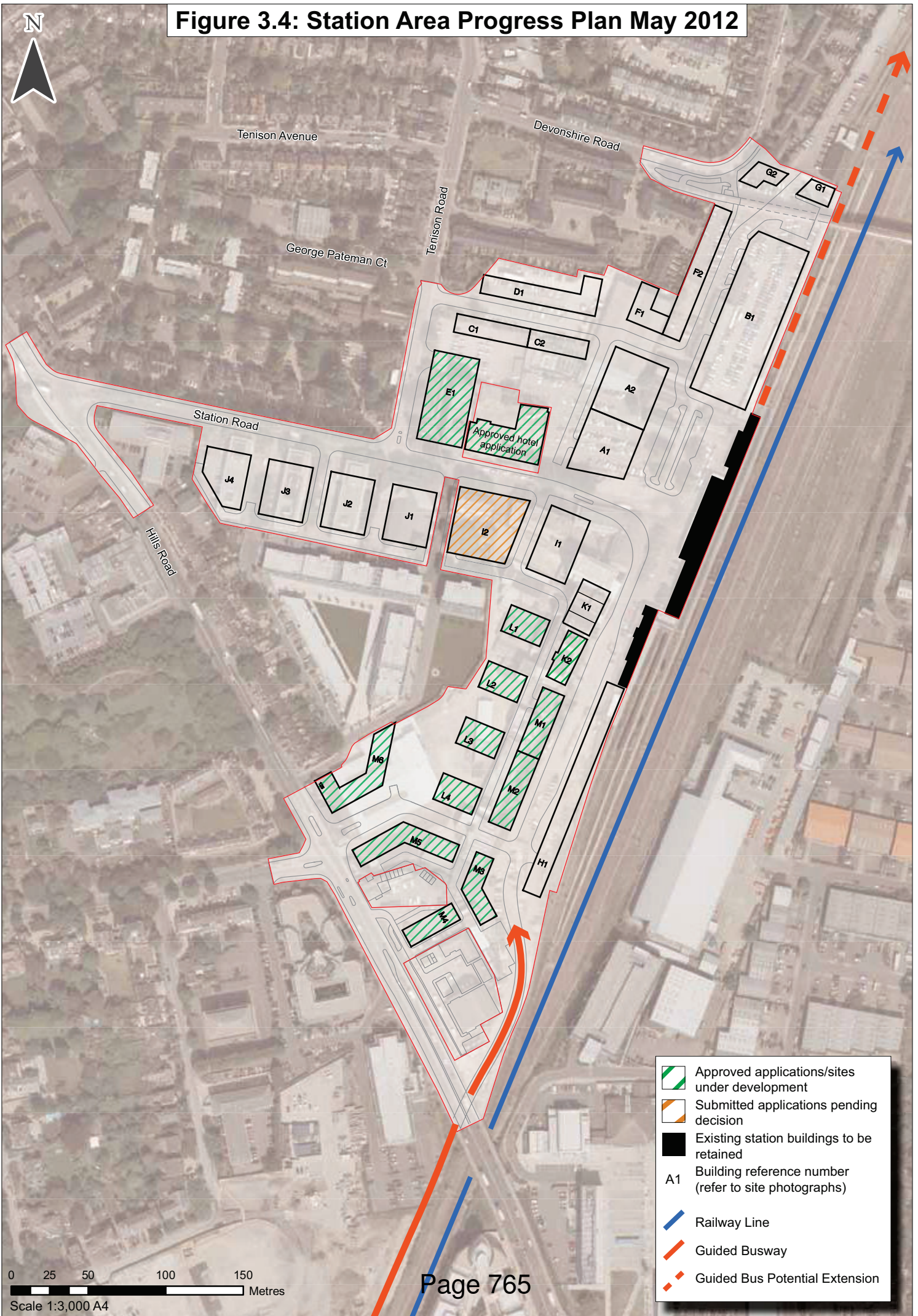
Other Developments in Cambridge







- 3.21 In addition to the development of the Areas of Major Change that were identified in the 2006 Local Plan a number of key sites within the City have also been or are the course of being developed/redeveloped. These include:
- Land off Fitzwilliam Road/Clarendon Road (the CUP site) for housing
 - Sites on Cromwell Road and Rustat Road for housing
 - Parkside Fire Station site for housing and a new fire station
 - Bradwells Court for mixed retail/residential use
 - Betjeman House site for mixed office/residential/retail use
 - The University West Cambridge site
 - The former CRC Brunswick site Newmarket Road for housing/student accommodation
 - George Nutall Close
- 3.22 The Grand Arcade project was also finalised and significant amounts of development associated with ARU, the University of Cambridge and secondary education has taken place.
- 3.23 These developments emphasise the important role that the City Centre has in supporting the growth of the site on the peripheral sites.

Approach to Housing and Employment Provision

- 3.24 Cambridge is an acknowledged world leader in higher education, research and knowledge-based industries and has a prosperous and dynamic

Figure 3.4: Station Area Progress Plan May 2012



-  Approved applications/sites under development
-  Submitted applications pending decision
-  Existing station buildings to be retained
- A1 Building reference number (refer to site photographs)
-  Railway Line
-  Guided Busway
-  Guided Bus Potential Extension

0 25 50 100 150
 Metres
 Scale 1:3,000 A4

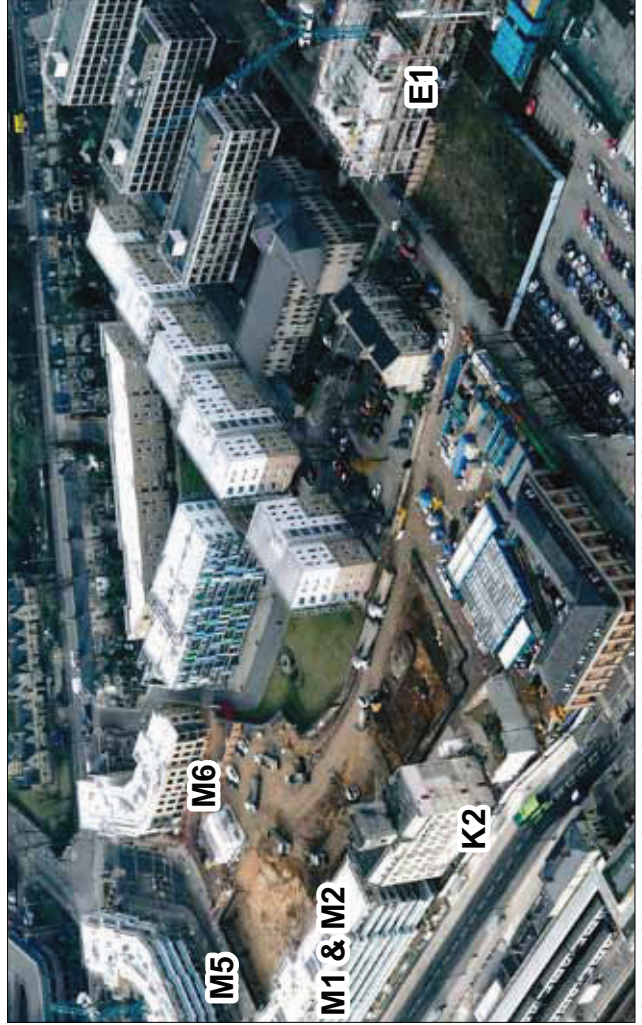
Figure 3.4: Station Area Site Photographs



View looking west towards Hills Road showing buildings M1 & M2, M5, M6, K1 (Fosters Mill to be converted) and E1.



View looking east towards building E1 (Microsoft building).



View looking south west showing buildings M1 & M2, M5, M6 and K2 (Fosters Mill to be converted) and E1.

All photograph taken in March 2012 by Brookgate PLC

economy. It also has a renowned landscape setting with a network of open spaces linking into a thriving and accessible historic centre. The success of Cambridge means there are also many competing development needs and pressures on what is a small, compact city. There is a high demand for housing, a need for more affordable housing; a need to maintain the economy; provide more jobs; support the continued success of the University of Cambridge, the colleges, and Anglia Ruskin University; provide essential services and facilities to meet the day to day needs of residents and to maintain the city as a sub-regional centre for shopping, leisure and cultural activities. There is a close functional relationship between the City of Cambridge and surrounding South Cambridgeshire, which provides part of the setting to Cambridge, a rural hinterland to the City and includes a number of significant business parks that contribute to the Cambridge economy.

- 3.25 Changes brought about through the Localism Act 2011, now require local authorities to be responsible for setting their own level of housing and employment provision rather than targets being set at a regional level through Regional Spatial Strategies (RSS). This means that alongside establishing where future development should go, the Council needs to establish an appropriate level of housing and employment provision to 2031. Levels of housing and employment provision will need to be justified, based on evidence and include consideration of any cross boundary and strategic issues/implications. Furthermore, given the competing development pressures in Cambridge, the Council will need to consider how these needs can be met and balanced with environmental and infrastructure constraints along with improving the quality of life for all.
- 3.26 The current development strategy for the Cambridge area stems as far back as 1999, with the work undertaken by Cambridge Futures and the recognition that a change in approach was required in order to redress an imbalance between homes and jobs in and close to Cambridge, and provide for the long term growth of Cambridge University and Addenbrooke Hospital whilst minimising increases in congestion on radial routes into the City. The strategy makes provision for development within Cambridge or as sustainable extensions to the urban area, at the new town of Northstowe (linked to the guided busway), and at the most sustainable rural settlements. The Cambridgeshire and Peterborough Structure Plan 2003 also identified the ring of market towns around Cambridge that lie beyond South Cambridgeshire as having a role in the sequence between Northstowe and the rural area.
- 3.27 The 2003 Structure Plan identified broad locations to be released from the Green Belt on the edge of Cambridge and the strategy was given effect through the Cambridge Local Plan, the South Cambridgeshire Local Development Framework, and the joint Area Action Plans for North West Cambridge and Cambridge East. All of these Plans were subject to extensive periods of public consultation and examination by Planning Inspectors. Throughout the preparation of these Plans, there was strong local acknowledgement of the growing need for the most sustainable form of development and delivery of new affordable homes in the Cambridge area.
- 3.28 As part of the review of the RSS for the East of England, the Cambridgeshire

authorities commissioned consultants to prepare the Cambridgeshire Development Study. The study was completed in 2009 and looked at how well the existing development strategy was working, forecasts for economic growth, and how the strategy could be developed if further growth was needed.

- 3.29 The Study identified a range of challenges for growth beyond the current development strategy. These included that significant additional expansion to Cambridge (where the economy is stronger) would impact on the integrity of the Green Belt and the concept of Cambridge as a compact city. The study also concluded that without deliverable solutions for transport and land supply, Cambridge centred growth will be difficult to achieve, and would require a fundamental step change in traffic management and travel behaviour.
- 3.30 The study recommends a spatial strategy for Cambridgeshire that is based on delivering the current strategy with further balanced expansion through regeneration in selected market towns and focussing on making best use of existing infrastructure. However, it did indicate that some additional growth could be located on the edge of Cambridge incorporating a limited review of the Green Belt boundary, in the long term. The key objective of the strategy remains to locate homes close to Cambridge or other main employment centres, avoiding dispersed development, and ensuring that travel by sustainable modes is maximised through connections focussing on improved public transport and reducing the need to travel.
- 3.31 The Cambridgeshire Local Authorities endorsed the findings of the study, which were included in the draft version of the revised East of England Plan to 2031. These were submitted to the previous Government in March 2010, but were not progressed due to the Coalition Government's statement soon after coming into power in May 2010 that it intended abolishing regional plans.
- 3.32 Following the Cambridgeshire Development Study, the East of England Plan Review suggested 14,000 homes and 20,000 jobs for the period 2011 to 2031, for Cambridge, and was based on rolling forward the current spatial strategy set out in the 2006 Cambridge Local Plan. These figures need to be tested alongside other levels of provision.
- 3.33 An issue for the Council along with South Cambridgeshire District Council will be whether this remains the most appropriate development strategy to 2031 or whether an alternative would be more sustainable. The interrelationship between the two areas means that decisions cannot be taken in isolation and the future approach needs to be joined up. On the whole South Cambridgeshire looks towards Cambridge and any decision relating to the spatial strategy in South Cambridgeshire is likely to have an impact on Cambridge and vice versa. Due to the closely drawn administrative boundary around Cambridge the Council is working closely with South Cambridgeshire District Council to consider the needs of the wider area.

Level of Housing Provision

- 3.34 Demand for housing in Cambridge is high, with high rents and high house prices. The availability of affordable housing to meet housing need is a key

issue. It is also vital in order to support economic growth, and promote and improve the health and wellbeing of Cambridge residents. There needs to be a good range and choice of housing to help a growing population including young people, families and the elderly. If we do not address this need, it is likely that house prices will continue to rise, worsening affordability and possibly leading to more people living outside of Cambridge and commuting on congested roads into Cambridge. This could also have an impact on the growth of the economy and harming the opportunity for people to get jobs.

- 3.35 Given the need to accommodate more homes in Cambridge, we need to have a debate about how many new homes should be provided over the next 20 years.
- 3.36 Planning for an appropriate level of housing provision requires us to take account of a range of forecasts for population, homes and jobs. This information has been pulled together in a background document to inform the development of options: Housing and Employment Provision in Cambridge Technical Background Paper.
- 3.37 Due to the closely drawn administrative boundary around Cambridge the Council is working closely with South Cambridgeshire District Council to consider the needs of the wider area.
- 3.38 As of April 2011, there is planning permission for 10,612 new homes within the urban area and in the agreed urban extensions. In addition to this, the Council's Strategic Housing Land Availability Assessment (SHLAA), which assess the capacity within the urban area for future housing, indicates that there is capacity for an additional 2,060 homes within the urban area of Cambridge. Taken together, these could provide 12,700 new homes for Cambridge.
- 3.39 The affordable housing need to 2031 is for 19,580 affordable homes. This is based on meeting the backlog of need for affordable homes as well as the newly arising need within the plan period. Therefore, given this need, it is important to explore options for levels of housing provision before any decisions are taken. Consideration also needs to be given to the number of jobs that need to be provided in order to maintain a successful economy and reduce commuting.
- 3.40 A number of options have been put forward for comment. These options set out different levels of housing provision to 2031. Whilst the need to provide more homes to meet identified needs is paramount, there are constraints on the amount of new homes that can be accommodated in Cambridge given its constrained area, historic environment, and limited infrastructure as well as the importance of protecting the Green Belt and enhancing the unique setting of Cambridge. Competing need and demands for a range of uses need to be considered against quality of life factors and an appropriate balance needs to be struck for development planned to 2031.
- 3.41 Deciding on how many new homes (and jobs) should be provided, and where these are best located should come through a step by step process beginning

with the issues and options consultation. Comments received will inform any decisions the Council takes as it develops the Local Plan.

Option 2 – 12,700 new homes to 2031 – ‘urban growth’

12,700 new homes to be provided within the urban area to 2031.

This option is based on current housing commitments of 10,612 and the capacity of 2,060 identified through the Strategic Housing Land Availability Assessment.

Development would continue within the urban area and on agreed urban extensions. No more land would be released from the Green Belt within the Plan period.

Advantages

- New housing focused within the built up area of Cambridge and agreed urban extensions;
- Sustainable approach to development, providing more homes close to jobs;
- Balanced against other factors such as continued protection of important open spaces, community facilities and key employment locations in the city;
- Infrastructure requirements associated with this level of development are considered to be manageable and deliverable;
- Transport – minimal additional impact on the existing network, maximising sustainable modes through public transport (guided bus), cycling and walking.

Disadvantages

- Level of provision will not meet overall need and requirements for more affordable housing;
- Risk that provision would not support economic vision for Cambridge;
- Increase pressure on existing housing stock and house prices, leading to more people living outside of Cambridge and commuting to jobs in Cambridge;
- Increased in commuting and pressure on the existing transport network;
- Increased pressure on land for housing and competing uses.

Option 3 – up to 14,000 new homes to 2031 – ‘the current development strategy’

14,000 new homes to be provided to 2031.

This option is based on current housing commitments of 10, 612 and the

capacity of 2,060 identified through the Strategic Housing Land Availability Assessment. 1,300 new homes would need to be provided on new, additional land released from the Green Belt

Development would continue within the urban area and on agreed urban extensions. However, because Cambridge East is now not progressing some land would need to be released from the Green Belt within the Plan period.

At this stage, specific sites in the Green Belt have not been identified. The principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area has not yet been decided upon.

Advantages

- Level of provision would continue to support the economic vision for Cambridge;
- Level of provision would continue to meet housing need and affordable housing provision in Cambridge;
- Sustainable approach to development, providing more homes close to jobs;
- Balanced against other factors such as continued protection of important open spaces, community facilities and key employment locations in the city;
- Infrastructure requirements associated with this level of development are considered to be manageable and deliverable.

Disadvantages

- Level of provision would not meet overall need and need for more affordable housing;
- Further land would have to be released from the Green Belt. The NPPF advises that Green Belt boundaries should only be reviewed every 20 years and continued nibbling away of the Green Belt is not considered acceptable.
- Infrastructure requirements – further investigation would be required in order to understand the full impact;
- Transport – likely increased pressure to the network without further measures put in place to relieve congestion and improve movement within and around the city.

Option 4 – up to 21,000 new homes to 2031 – ‘enhanced levels of urban and Green Belt growth’

21,000 new homes to be provided to 2031.

This option is based on current housing commitments of 10,612 and the

capacity of 2,060 identified through the Strategic Housing Land Availability Assessment. Up to 8,300 new homes would need to be provided on new land released from the Green Belt. The 8,300 homes figure is based upon the minimum physical capacity within Cambridge of all of the possible broad locations for new housing development set out later in this chapter.

Development would continue within the urban area and on agreed urban extensions. However, a significant amount of new land would need to be released from the Green Belt within the Plan period.

At this stage, specific sites in the Green Belt have not been identified. The principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area has not yet been decided upon. This option is based on all broad locations within Cambridge coming forward.

Advantages

- Provision would make a major contribution to the overall housing need and supply of affordable housing;
- Sustainable approach to development, providing more homes close to jobs;
- Level of provision would continue to support the economic vision for Cambridge and provide more land for jobs on the edge of Cambridge as part of mixed use developments.

Disadvantages

- Significant land released from the Green Belt and impact on the setting of the city. Purposes of the Green Belt would be undermined;
- Infrastructure requirements – further investigation would be required in order to understand the full impact. Significant investment would be required as part of new developments coming forward;
- Transport – likely increased pressure to the network without significant measures put in place to improve congestion and movement within and around the city.
- It is questionable whether the housing market could actually deliver this number of homes over the Plan period, based on historical completions and current economic climate.

Option 5 – up to 25,000 new homes to 2031' significantly increased levels of urban and Green Belt growth'

25,000 new homes to be provided to 2031.

This option is based on current housing commitments of 10,612 and the capacity of 2,060 identified through the Strategic Housing Land Availability

Assessment. 12,300 new homes would need to be provided on new land released from the Green Belt. The 12,300 homes figure is based upon the maximum physical capacity within Cambridge of all of the possible broad locations for new housing development set out later in this chapter.

Development would continue within the urban area and on agreed urban extensions. However, a significant amount of land would need to be released from the Green Belt within the Plan period.

At this stage, specific sites in the Green Belt have not been identified. The principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area has not yet been decided upon. This option is based on all broad locations within Cambridge coming forward.

Advantages

- Provision would make a major contribution to the overall housing need and supply of affordable housing;
- Sustainable approach to development, providing more homes close to jobs;
- Level of provision would continue to support the economic vision for Cambridge and provide more land for jobs on the edge of Cambridge as part of mixed use developments;

Disadvantages

- Significant land released from the Green Belt and impact on the setting of the city. Purposes of the Green Belt would be undermined. Undermining the important perception of the City as a compact city surrounded by countryside close to its heart;
- Infrastructure requirements – further investigation would be required in order to understand the full impact. Significant investment would be required as part of new developments coming forward. Without sufficient investment there would be significant impact on people's quality of life;
- Transport – likely increased pressure to the network without significant measures put in place to improve congestion and movement within and around the city;
- It is questionable whether the housing market could actually deliver this number of homes over the Plan period, based on historical completions and current economic climate.

Questions

- 3.1 Is there a need for a policy addressing this issue?
- 3.2 Which of the policy options do you prefer

3.3 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option?)

3.4 Are there any other reasonable alternatives that should be considered at this stage?

Level of Employment Provision

- 3.42 Cambridge's contribution to the national and regional economic success is well understood. The new plan will aim to meet the land and floorspace needs of business. Failing to do so will constrain the potential of the local and national economy, harming businesses and job prospects in the city.
- 3.43 The East of England Plan contained a jobs target for Cambridgeshire of 75,000 additional jobs between 2001 and 2021 (it did not set a specific target for Cambridgeshire). The Cambridge and South Cambridgeshire Employment Land Review (2008) looked at the employment land requirements to 2026 in both districts. It concluded that there were 139 hectares of unconstrained land available for employment development in 2007, and that this may be insufficient to accommodate the indicative target for net growth in jobs. The Review identified a short-term undersupply of industrial land, and a medium term undersupply of office space in the city. Furthermore, much of the supply of employment land it identified was not in Cambridge, but in South Cambridgeshire, often away from the city. Given the majority of the capacity was identified in South Cambridgeshire, it is possible that the land for employment development in Cambridge is limited.
- 3.44 The Council recognises the success of Cambridge and its contribution to the national economy, however evidence is showing that change is potentially needed to how planning policies support and encourage economic growth. The update to the Employment Land Review will look at future levels of jobs provision, the economic downturn, the supply of land, recommendations from the Cambridge Cluster at 50 study 2011 and a number of key sites and make a number of recommendations when it is published in summer 2012.
- 3.45 The NPPF requires local authorities to plan for the number of jobs needed in the area. The Council must seek to provide enough land for business growth and investment, balanced with new housing, to support the local economy, and reduce commuting. A number of options are set out below based on evidence from forecasts of future economic growth. The Employment Land Review will use updated forecasts to review the supply of employment land in the city to try and reconcile the forecast level of jobs growth and the supply of land. The main employment locations within and on the edge of Cambridge (some in South Cambridgeshire) are the offices in the City Centre and around Cambridge Railway Station, Business Parks and Cambridge Science Park in the Northern Fringe, Cambridge Airport, Addenbrooke's Hospital and West Cambridge. In addition to these areas there are a number of offices and industrial uses dotted around the City. Chapter 4 includes possible policy options for further development at West Cambridge,

Cambridge Northern Fringe East and the Station Area. The reasonable options for densifying existing employment areas are set out below.

- 3.46 In order to support the economy, we know that more jobs need to be provided and we need to debate how many new jobs should be provided over the next 20 years. The link between homes and jobs is also important to consider as these will have an impact on levels of commuting and hence traffic in Cambridgeshire. The following options have been put forward. The options set out different levels of jobs provision.
- 3.47 The Council has less control over the provision of jobs compared to the provision of homes. While land and buildings can be allocated or safeguarded for employment use, business demand will ultimately determine whether it is developed (similar to housing), and how many jobs there are on the site. New jobs can be created (and lost) in existing offices and shops without any need to involve the planning system. It is therefore far more difficult to even count the number of jobs in an area at any one time, let alone provide a precise number of new jobs. Nevertheless, the Council is required to plan for objectively assessed employment need within the area and can plan to have a suitable amount and range of land available for employment development.
- 3.48 The below options on future levels of job provision have been arrived at by looking at forecasts of future levels of job growth and considering how these will impact on Cambridge's economy. Option 6, 10,000 new jobs to 2031, is based on a "low growth" scenario run of the Cambridge Econometrics forecasting model. It is also similar to the level of job growth between 1991 and 2001 according to this model. Option 7, 15,000 new jobs to 2031, is based on a "baseline" scenario run of the Cambridge Econometrics forecasting model. It is also similar to the level of jobs growth predicted by the trend based Cambridgeshire Development Study forecasts and the past level of job growth identified by the East of England Forecasting Model (EEFM) between 1991 and 2001. Option 8, 20,000 new jobs to 2031, is based on a "high growth" scenario run of the Cambridge Econometrics forecasting model. It is also similar to the level of jobs growth predicted by EEFM baseline forecast, and the Cambridge Econometrics baseline forecasts incorporating County Population projections. It is also the same as that from the draft East of England Plan 2012. The Council is committed to evaluate the strategy from the draft East of England Plan through the Local Plan review. More detail on the background to these options can be found in the Housing and Employment Provision In Cambridge Technical Background Paper.

Option 6 – 10,000 new jobs to 2031

10,000 new jobs to be provided to 2031.

This option is based on delivery of a lower number of jobs than expected to arise in Cambridge to 2031.

Advantages:

- This option will have less of an impact on the supply of land in Cambridge;
- This option will have the smallest impact on demand for new homes.

Disadvantages:

- This option could lead to less new jobs than were provided over the last 20 years;
- This would lead to less job opportunities available for people than the higher options;
- This option is likely to constrain Cambridge's economic potential and hinder the city's role as a world leader in higher education, research and knowledge based industries;

Option 7 – 15,000 new jobs to 2031

15,000 new jobs to be provided to 2031.

This option is based on delivery of the same number of jobs expected to arise in Cambridge to 2031.

Advantages

- This will continue to support the economic vision for Cambridge maintaining the city's role as a world leader in higher education, research and knowledge based industries and supporting wider area;
- This option would provide slightly more jobs than has been delivered over the past 20 years.

Disadvantages

- If the economy does better than expected it may constrain Cambridge's economic potential;
- This could lead to less job opportunities being available for people than higher options.

Option 8 – 20,000 new jobs to 2031

20,000 new jobs to be provided to 2031.

This option is based on delivery of the number of jobs set out in the draft East of England Plan 2010. This represents an uplift on the level of job growth that might otherwise be expected.

Advantages:

- This will continue to support the economic vision for Cambridge growing the city's role as a world leader in higher education, research and knowledge based industries and supporting wider area;
- This option would provide more jobs than has been delivered over the

past 20 years;

- This would lead to more job opportunities for people than the lower options.

Disadvantages:

- This option will have a larger impact on the supply of land in Cambridge;
- This option will have the largest impact on demand for new homes.

Questions

- 3.5 Is there a need for a policy addressing this issue?
- 3.6 Which of the policy options do you prefer?
- 3.7 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option?)
- 3.8 Are there any other reasonable alternatives that should be considered at this stage?

Broad Locations for Future Development

- 3.49 Alongside exploring what the right level of development of jobs and homes for Cambridge should be over the next 20 years, it is important to explore where development should be directed. As part of this, a key issue for consideration at this stage is to explore the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area.
- 3.50 Given the tight administrative boundary and close interrelationship with South Cambridgeshire, both Councils will be working together to consider holistically how best to meet the needs of the wider Cambridge area, especially in relation to housing and employment. The current development strategy that came through the cooperative Structure Plan process in 2003, was based on the principle of providing as much housing as possible in and close to Cambridge to create a better balance between jobs and homes and to provide for the most sustainable development strategy that was consistent with protecting the most important qualities of Cambridge and its rural neighbours. The Councils will need to consider how best to achieve a Green Belt boundary that is compatible with long term sustainable development that will endure into the future, and whether this requires the boundary to be revisited in this round of plan making. Communities in these areas will be well aware that these examinations have been undertaken previously. The process of delivering a new plan requires us to revisit these questions as part of the necessary robust examination of all possible options for the city.
- 3.51 The NPPF states that the Government attaches great importance to Green Belts whose essential characteristics are their openness and permanence. Five purposes for Green Belts are set out, the key one for the Cambridge

Green Belt being: *“To preserve the setting and special character of historic towns”*. The Cambridge Green Belt is one of the few to which this criteria applies. The purposes and functions of the Cambridge Green Belt are intended to help achieve the preservation of the setting of Cambridge and its special character.

- 3.52 Green Belt boundaries can only be established in Local Plans and *“once established can only be altered in exceptional circumstances, through the preparation or review of the Local Plan”*. For the current Local Plan, the exceptional circumstance was provided by the policies of the 2003 Structure Plan and the objective of delivering a sustainable development strategy focusing new homes close to jobs in Cambridge. After the withdrawal of the majority of the Structure Plan, the approach was continued in the Regional Spatial Strategy. Green Belt guidance has always made clear that Green Belt boundaries should be drawn so that they can endure beyond the end of the plan period. Current inner Green Belt boundaries have been established in a suite of recent plans – the Cambridge Local Plan 2006, three Area Action Plans from 2008 and 2009 and in the South Cambridgeshire Site Specific Policies DPD from 2010. The Inner Green Belt Study 2002 and the Cambridge Green Belt Study 2002 informed the current Green Belt boundaries.
- 3.53 To help inform the current debate, a new appraisal of the Inner Green Belt has been undertaken. In summary the appraisal found that, on the whole, recent releases on the edge of the city were sound. However those changes, which are currently underway to the edge of City through new development in the agreed urban extensions, will result in the adjacent rural land having increased value to Green Belt purposes and to the setting of the City. This will have a key bearing on the evaluation of these areas that will take place through the preparation of this plan.
- 3.54 The current Green Belt boundary around the city was established with the expectation that its boundaries could endure beyond the end of the 2016 plan period first established by the Structure Plan, which set out broad locations for development. Given that growth strategy is at an early stage in its delivery, a key question is whether there are exceptional circumstances that would justify further alterations to the Green Belt to cover the period to 2031 and beyond.
- 3.55 In reviewing Green Belt boundaries, the NPPF requires consideration of the consequences for sustainable development of channelling development towards urban areas inside the Green Belt, towards towns and villages inset within the Green Belt or towards locations including new settlements beyond the outer Green Belt boundary. This will require a coordinated approach between the Council and South Cambridgeshire District Council to ensure a sustainable development strategy for the wider Cambridge area.

Questions – Broad Locations for Development

3.9 Should there be more development than is already committed on the edge of Cambridge?

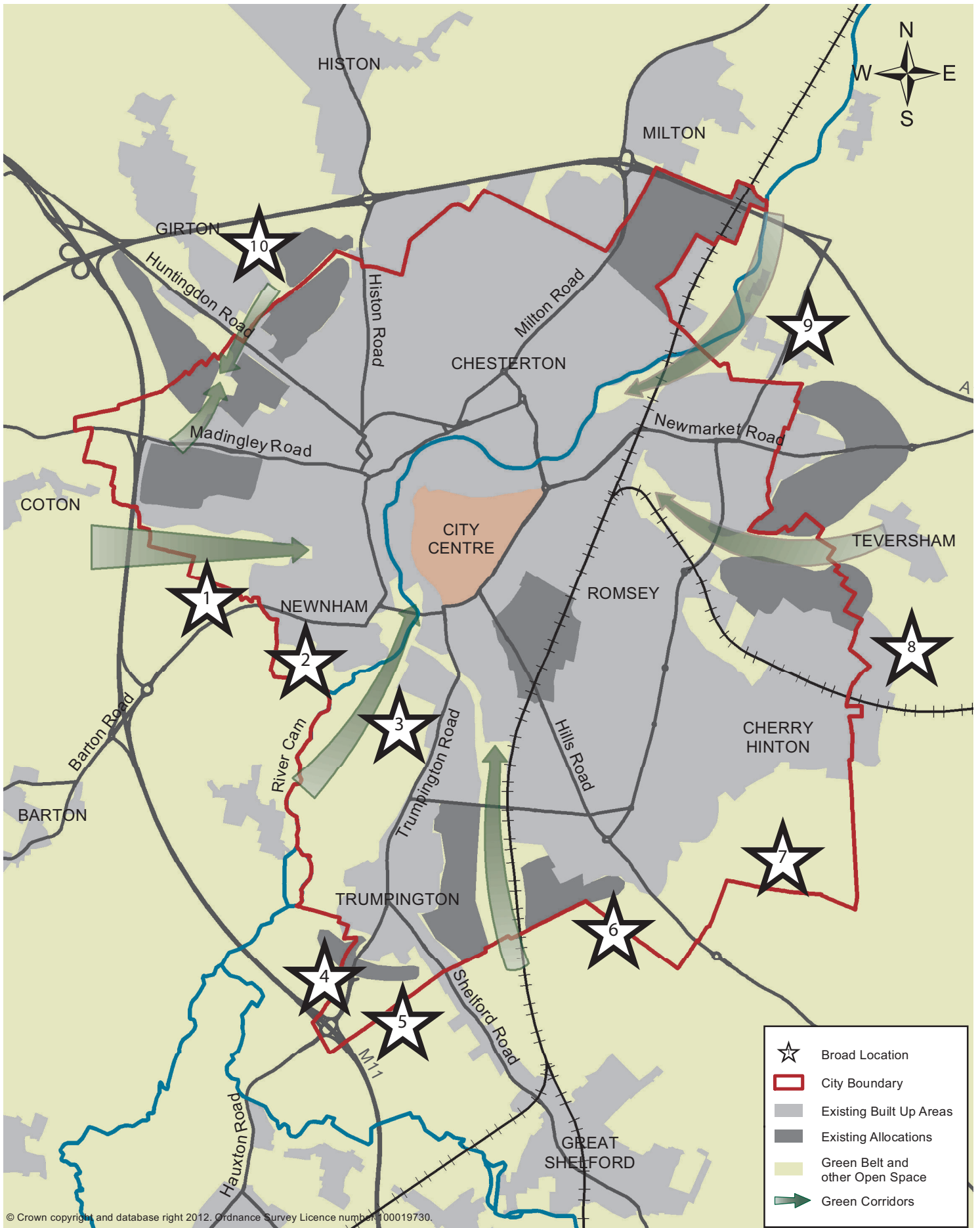
3.10 Should more land be released from the Green Belt?

3.11 If so, where should this be? See figure 3.5

3.12 Are there any other approaches that should be considered at this stage?

- 3.56 In order to ensure that the testing process for the local plan is robust, it is appropriate to take a comprehensive approach to reviewing the land on the edge of Cambridge at this stage, with all locations being assessed and presented for comment as part of this Issues and Options consultation. Each broad location is shown in figure 3.5. Some of the broad locations are within the City and others straddle the boundary with South Cambridgeshire. For the purposes of completeness, three broad locations on the edge, which are wholly in South Cambridgeshire have also been included in this consultation. Similarly, South Cambridgeshire District Council is taking a holistic approach to land in the Green Belt on the edge of Cambridge. Comments are sought on all the broad locations including those in South Cambridgeshire to assist the Councils to take a coordinated approach on this important issue.
- 3.57 For land in the city, the broad locations cover the area between the urban edge and the administrative boundary. The only exception to this, is broad location 3, land west of Trumpington Road where a smaller area has been looked at and that excludes land towards the River Cam and Grantchester Meadows. This is on the basis that this land would not be a reasonable option for development due to its significant impact on Grantchester Meadows.
- 3.58 All of the broad locations identified for testing could theoretically be built out for housing in whole or in part, taking account of planning constraints such as flooding, environmental designations or heritage assets. The suitability of land on the edge of Cambridge for housing will however turn on the principle of whether the Green Belt should be reviewed as part of developing a new sustainable development strategy for the Cambridge area, and if so, whether individual sites within broad locations could be released. A key issue will be whether these releases and their attendant level of harm to the purposes of the Green Belt are considered on balance to be acceptable within that strategic framework.
- 3.59 The following information has been provided for each broad location:
- Description and Context;
 - Designations and Constraints – heritage and environmental assets, planning policy designations, flooding and drainage, topography, pollution/noise;
 - Planning history – Previous plans, conclusions from Inspector’s reports, key planning applications;
 - Green Belt and Landscape – significance to Green Belt purposes, function with regard to character and setting, including rural character of the landscape;
 - Schools, Utilities and Services –existing services and facilities available, new facilities required to serve the development;

Figure 3.5: Broad Location Options



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- Transport – highway capacity, public transport, site access;
 - Availability;
 - Deliverability.
- 3.60 Following consultation on this Issues and Options Report, all comments received will be assessed and subsequent consultation on any reasonable site options with specific boundaries will be undertaken in Autumn / Winter 2012, prior to both the Council and South Cambridgeshire District Council developing draft local plans.
- 3.61 It is important to note that the Council cannot take decisions on the future spatial strategy in isolation and the views of the community, interested parties, organisation and service providers are essential. The interrelationship with South Cambridgeshire District Council, the rest of the Cambridgeshire and the sub-region is also an important factor.

STRATEGIC PRIORITY

Option 9 – Development within the Urban Area of Cambridge

The Council has undertaken a Strategic Housing Land Availability Assessment (SHLAA), this looked for sites with potential for residential development in Cambridge. The SHLAA identifies potential capacity for up to 2,060 new homes within the built up area of Cambridge.

One option would be to allocate some, or all, of these sites for development. This source of supply would help to meet the housing need in Cambridge without any changes to the current Green Belt boundary.

These homes would be on top of existing commitments of 10,612 (e.g. sites with planning permission or sites already allocated for development).

- 3.62 The following options set out the 10 potential broad locations for development at the edge of Cambridge. As mentioned previously, Broad Locations 8, 9 and 10 fall outside the City boundary in South Cambridgeshire District Council. Any comments received will also be shared with that Council. Broad Location 3 falls only within the City boundary and all the other broad locations straddle the boundary.
- 3.63 Figure 3.5 indicates the ten broad location options.

Option 10: Broad Location 1: Land to the North & South of Barton Road

District: Cambridge City Council & South Cambridgeshire District Council

Ward/Parish: Newnham, Coton & Grantchester

Description:

There is potential capacity for between 2,000 and 3,000 dwellings between the urban area and the administrative boundary, with significant additional land also in South Cambridgeshire.

Context:

Land on the western edge of the city up to the M11. A series of large

agricultural fields and recreation grounds, mostly surrounded by hedgerows and occasional hedgerow trees, giving an open appearance when viewed from the west.

Designations / Constraints:

- Whole area is designated as Green Belt.
- Adjacent to Cambridge West Conservation Area.
- University sports fields to east are protected private open space.
- Archaeological remains of various dates.
- Hedgerows east of M11 are a County Wildlife Site and several hedgerows within this location are designated as a City Wildlife Site.
- Parts of the location around Barton Road are within Flood Zones 2 and 3a (medium to high probability of flooding).
- Part of the location will be affected by noise and air quality issues from the M11 and mitigation will be required.
- The location needs to be carefully considered in conjunction with ongoing development on the West Cambridge site, which was designed to create a new city edge.
- The uses alongside the edges of the area will raise potential overlooking issues; both within and out of the location.
- There are public rights of way to the north, to the west and through the centre.

Planning History

Land in this location has been previously considered for Green Belt release by a series of Inspectors since 2002 (Structure Plan, Cambridge Local Plan and South Cambridgeshire Site Specific Policies Plan). In all cases Green Belt release was rejected because of the importance of the land to Green Belt purposes. Inspectors have accepted that the Barton Road approach to Cambridge is important because it is undeveloped, that development would impinge on views, sometimes be directly in front of historic features, and would spoil the setting of the city even if set back and landscaped.

Green Belt / Landscape / Townscape

- The 2002 Inner Green Belt Boundary Study found that all areas within the zone were of medium to very high importance to the setting of the City and medium to very high importance to Green Belt purposes.
- The majority of this zone is on flat farmland with some slight elevation to the north and south of the area. The land is mostly arable and divided into relatively small fields with managed hedgerows and ditches. The area to the south of Barton Road provides separation and setting to Granchester. The southern part of this zone comprises the river Cam and its associated river valley landscape. The elevated

southern parts of the zone, nearer to the M11, create small plateaus that are sometimes screened by their landform and by vegetation.

- Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield. The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.
- This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City. All of these factors result in a landscape, which is very important to the setting of the City and for the purposes of Green Belt.
- The sites would represent a challenge to design in respect of achieving good points of access. Access points from either the Barton Road, Clerk Maxwell Road or from the High Cross part of the West Cambridge site will be necessary in order to enable a more comprehensive site layout and sufficient connectivity to the west side of the city. Access to existing minor residential streets e.g. Cranmer Road or Herschell Road, will need to be limited to pedestrian and cycling use only.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

Supporting Infrastructure:

Beyond 400m from existing local facilities. New school provision necessary. Improved utilities required. Large scale development would require new neighbourhood centre to be provided.

Transport:

- The Highways Agency have commented that as it currently stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. Furthermore, travel demand to/from this location is likely to be largely Cambridge-centric, though a significant amount of trips could impact upon the M11 at J12 and J13.
- The County Highways team have commented that access onto Barton Road is feasible but requires modelling. New public transport services would be required. A significant level of infrastructure will be required to encourage more sustainable transport links. Transport modelling needs to be undertaken to understand the full implications as a whole of further development on the transport network.

Figure 3.6: Broad Location 1: Land to the North & South of Barton Road



Option 11: Broad Location 2: Playing Fields off Granchester Road Newnham

District: Cambridge City Council & South Cambridgeshire District Council

Ward/Parish: Newnham & Grantchester

Description:

There is potential capacity for between 450 and 700 dwellings between the urban area and the administrative boundary, with additional land also in South Cambridgeshire.

Context:

The location comprises a number of College playing fields along with Wests Renault Rugby Football ground located to the south of Newnham off Granchester Road. The area is relatively level with views into open countryside to the south towards Granchester and along the River Cam immediately east. The land is slightly elevated above the land to the east that forms part of the Cam river valley and Granchester Meadows. The southern section of the Pembroke playing field is located in South Cambridgeshire.

Designations / Constraints:

- The whole area is designated as Green Belt.

- Land within Cambridge is designated as Protected Open Space.
- Significant parts of the Rugby Club ground are in the functional floodplain (where water has to flow or be stored in times of flood) and therefore unsuitable for development.
- The West Cambridge and Newnham Croft Conservation areas lie to the north and north east.
- The hedgerows and river meadows are important for wildlife.
- Allotments adjoin the location to the south east.
- There is a Public Right of Way to the east and permissive Public Right of Way to the west.
- There are several protected trees in the area and a listed building.

Planning History

No significant recent planning history.

Green Belt / Landscape / Townscape

- The 2002 Inner Green Belt Boundary Study found that all areas within this location were of medium to very high importance to the setting of the City and medium to very high importance to Green Belt purposes.
- This location is mostly arable and divided into relatively small fields with managed hedgerows and ditches.
- Grantchester is located to the south of the area on the western slope of the River Cam valley.
- The elevated parts of this location create small plateaus that are sometimes screened by their landform and by vegetation.
- Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield.
- The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.
- This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City.
- All of these factors result in a landscape which very important to the setting of the City and for the purposes of Green Belt.
- In urban design terms the area would require direct access onto Grantchester Road, either in the form of an intersection serving either side of Grantchester Road or via other, additional, access points.
- Development would back onto existing development to the north and

east, and would require pedestrian/cycle links within/beyond the location.

- There is no direct public access to the eastern most part of this location.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

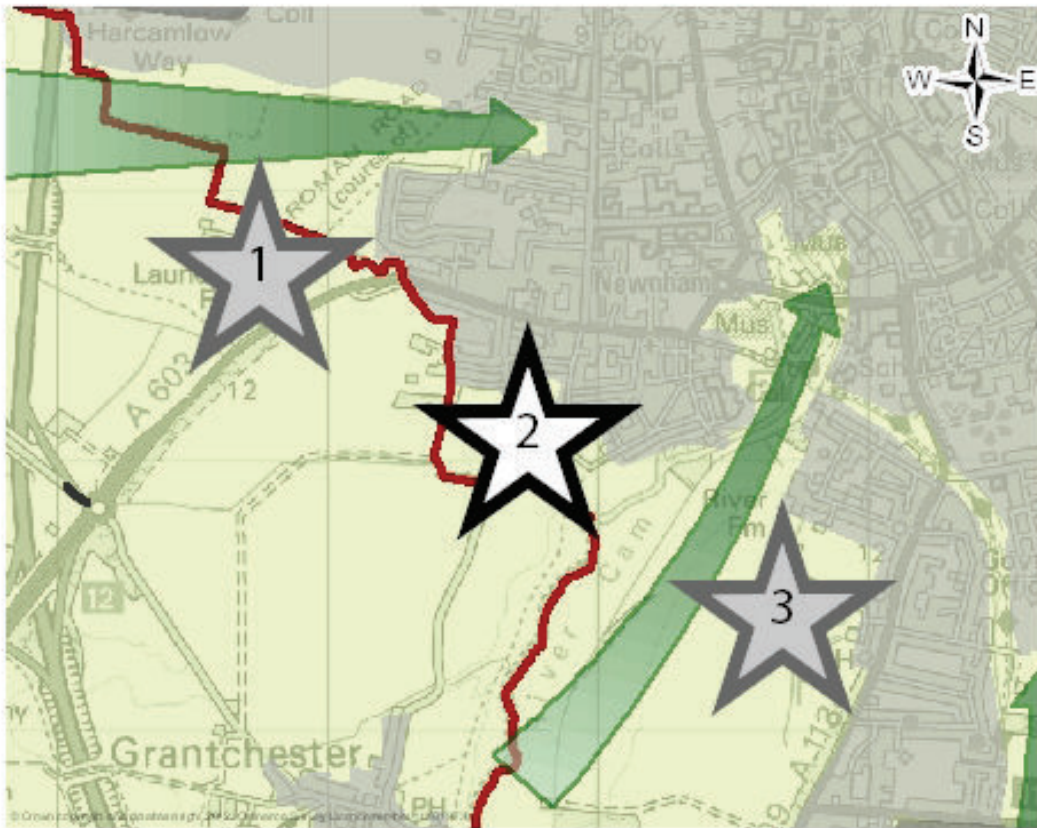
Supporting Infrastructure:

Beyond 400m from existing local facilities. New school provision necessary. Improved utilities required. Large scale development would require new neighbourhood centre to be provided.

Transport:

- The Highways Agency have commented that as it currently stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. This site is likely to be closely related to the M11 at J 12, but is also reasonably well related to the City Centre. As such it would warrant a robust transport assessment before the Highways Agency could come to a definitive view.
- The County Highways team have commented that Granchester Road is narrow and incapable of supporting development at this scale without significant improvement. Modifications to Grantchester Road would be required and would result in the nature of the road changing significantly. The eastern part of this location has no direct access to the adopted public highway; South Green Road is private and unsuitable for intensification in its current form. Transport modelling needs to be undertaken to understand the full implications on the transport network. Better public transport links would be required.

Figure 3.7: Broad Location 2: Broad Location 2: Playing Fields off Grantchester Road, Newnham



Option 12: Broad Location 3: Land West of Trumpington Road

District: Cambridge City Council

Ward/Parish: Trumpington

Description:

There is potential capacity for between 1,000 and 1,500 dwellings on part of the location.

Context:

The location excludes land to the west towards Grantchester Meadows. The location is fairly flat and has some sports and recreational uses (including a football ground, golf course and playing fields) at the northern end and open arable land to the south. The area has a mature tree belt alongside Trumpington Road and several tree belts within the wider area. There are also woodland areas to the south, which are historically associated with Trumpington Hall. The western part of the area falls away to form the eastern slope of the River Cam valley. On the opposite side of the river valley are Grantchester Meadows and village. There is a noticeable, central ridge of land running north/south, which provides some interrupted views over the river valley to the west. There are existing housing areas to the north and the east.

Designations / Constraints:

- The whole area is designated as Green Belt.
- The most northerly field (playing field) on the area is within the Southacre Conservation Area.
- There are locally listed buildings adjacent to the location. The impact on existing properties in Trumpington Road and Latham Road would need to be considered.
- The Trumpington Road Woodland Wildlife Site is to the south of the location.
- The northern portion of the area has various protected open space areas including the Leys and St.Faiths School playing field, the football ground (outdoor sports facilities), and the Cambridge Lakes Golf Course.
- Significant parts of the Rugby Club ground are in the functional floodplain (3b) and therefore unsuitable for development.
- Location is part of Green Corridor. The hedgerows and river meadows are important for wildlife.
- Allotments are to the south east.
- There are a number of protected trees, alongside Trumpington Road, and along the field boundary to the north west, and between the Leys and St.Faiths playing field and the football ground.
- Archaeology finds include prehistoric pottery and ridge and furrow remains. Predetermination works required to obtain information on the character and significance of the archaeology in this area.
- There is a Public Rights of Way to the west which links to a permissive footpath to the south-east.

Planning History

Land West of Trumpington Road was identified in the Cambridgeshire and Peterborough Structure Plan 2003 as an area to be assessed through the Cambridge Local Plan for its suitability for housing. The Cambridge Local Plan 2006 Inspector rejected this area on the grounds that the investigation undertaken by LDA in response to the Structure Plan concern about this land indicated that it was not suitable for development. The LDA study concluded that there was no case for a Green Belt release in this location as it provided an attractive well managed rural setting to the historic core; the green approach along Trumpington Road is an important quality of the setting; the green gap between Trumpington and the urban gateway at Brooklands Avenue contributes positively to the perception of Cambridge as a compact City; urbanisation of this green approach would increase the perception that Great Shelford is part of the urban mass of Cambridge; the land provides a rural gap between Trumpington and the historic core. There are only certain

areas of land within the location which in visual terms could be developed without harming publicly accessible views. The playing field and golf course contribute to the quality of the landscape setting.

Green Belt / Landscape / Townscape

- The Inner Green Belt Boundary Study 2002 found that this area was categorised as ranging from low to high in terms of the importance to the setting of the City and low to very high in terms of importance for Green Belt purposes.
- The parts of the site, which were categorised as low were the sports grounds to the north of the site. These areas were seen as low because they were well screened by mature vegetation and were viewed as part of the urban edge of the City.
- It is also significant that the City Council reviewed this area in 2003 as a potential Green Belt release, and consultants advising the Council found that there was no case for release on the basis that, amongst other reasons, the “land provides an attractive and well managed rural setting to the historic core...”.
- The river valley also contributes to the importance for Green Belt purposes because it affords a significant green corridor from the countryside to the south into the centre of the City. This is an important factor to the historic character of the City.
- The protection of green corridors running into the heart of the historic core of the City has long been a key part of the contribution of the Cambridge Green Belt.
- From a design perspective access would need to be gained via Trumpington Road, with two access points required, one using the existing golf course access and the other via lands south of the mostly southerly residential property fronting Trumpington Road.

Supporting Infrastructure:

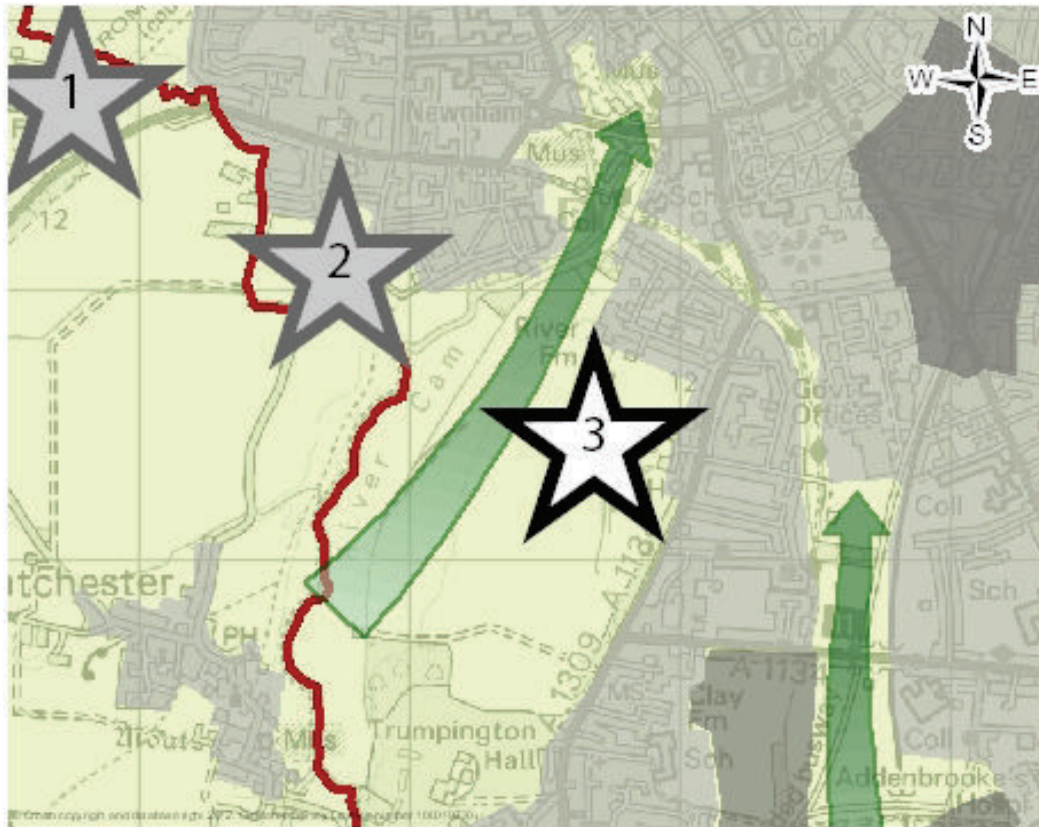
The location is more than 400m from existing schools and local facilities, other than local nurseries. Improved utilities required.

Transport:

- The Highways Agency have commented that as it currently stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. This location is likely to be quite closely related to the M11 at J 11 and 12, but is also reasonably well related to the City Centre. As such it would warrant a robust transport assessment before the Highways Agency could come to a definitive view.
- The County Highways team have commented that there is a requirement for transport modelling to consider wider strategic impact. Potential impact on M11 Junction 11. A1309 corridor will need

to be considered – capacity constraints at A1309 / A1301 and A1309 / A1134 junctions and along corridor into Cambridge will need to be addressed. The location is reasonably well serviced by public transport, but would need to be improved further to be high quality.

Figure 3.8: Broad Location 3: Land West of Trumpington Road



Option 13: Broad Location 4: Land West of Hauxton Road

District: Cambridge City Council & South Cambridgeshire District Council

Ward/Parish: Trumpington & Haslingfield

Description:

There is potential capacity for between 110 and 160 dwellings between the urban area and the administrative boundary, with additional land in South Cambridgeshire.

Context:

Gently sloping arable land without hedges between the planned Trumpington Meadows site and the M11. Planned Country Park to north west.

Designations / Constraints:

- The whole area is designated Green Belt.
- Scheduled Monument (Romano British settlement) just outside the site

to the north west.

- Traffic on the M11 generates noise and affects local air quality, assessments required.
- The location lies within the Lord's Bridge Consultation Area 1 requiring consultation on applications for industrial development or resulting in light pollution.

Planning History

The Inspector examining the 2006 Cambridge Local Plan found the adjoining Trumpington Meadows site to be a sustainable location for development and released land to the north of this broad location from the Green Belt because a large proportion was previously developed, to improve the southern approach to the city which was dominated by a newly established P&R site and to ensure alignment with development to the north of the Addenbrooke's Road to the east of Hauxton Road. Similar conclusions were reached by the Cambridge Southern Fringe Area Action Plan Inspector in 2007 for land in South Cambridgeshire.

Green Belt / Landscape / Townscape

- An open, south facing, gently sloping arable landscape.
- The Inner Green Belt Boundary Study 2002 identified the location to be of high importance to the setting of the city and for the purposes of Green Belt.
- There are views into and across the area from the surrounding area including long distant views from the Haslingfield area.
- The urban extension at Trumpington Meadows has been designed to form the new urban edge to Cambridge and the meadows and farmland of this location are important as a setting to the city and to the new development. The new urban edge takes the City further south and closer to the M11. The M11 motorway is a major viewpoint for the site. The landscape foreground between the M11 and the new urban edge increases in importance in terms of setting of the City. This "edge" is continued in an easterly direction and comprises a consistent, planned southerly boundary including the Addenbrookes Road at the bottom of the Glebe Farm site, the south end of the Clay Farm site, and the south end of the Cambridge Biomedical Campus.
- Development here would bring housing significantly closer to the M11 by reducing the gap of approximately 380 metres by around half.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

Supporting Infrastructure:

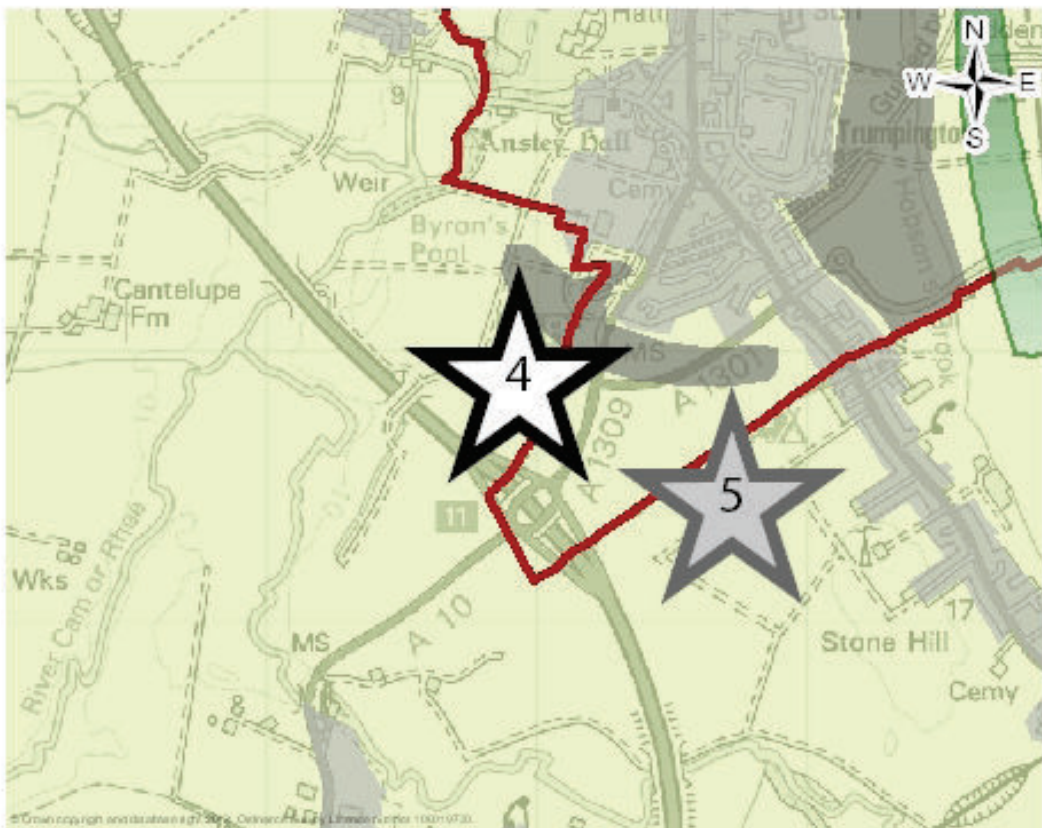
Beyond 400m from existing local facilities. New school provision necessary.

The new Trumpington Meadows primary school has limited scope for expansion. Improved utilities required.

Transport:

- The Highways Agency have commented that currently as it stands the A14 corridor cannot accommodate any significant additional levels of new development traffic. Sites clustered around M11 J11 while being fairly well integrated with Cambridge are likely to result in some additional pressure on the M11 corridor. Impact assessment required.
- The County Highways team have commented that no new access directly from Hauxton Road, scope exists to remodel existing junctions to provide required capacity. Impact on existing accident cluster on Trumpington Road would need assessment and mitigation. Transport modelling needs to be undertaken to understand the full implications as a whole of further development on the transport network. Public transport services would need to be reinforced.

Figure 3.9: Broad Location 4: Land West of Hauxton Road



Option 14: Broad Location 5: Land South of Addenbrooke’s Road

District: Cambridge City Council & South Cambridgeshire District Council

Ward/Parish: Trumpington & Great Shelford

Description:

There is potential capacity for between 750 and 1150 dwellings between the urban area and the administrative boundary, and an extensive area of land in South Cambridgeshire between between the M11 and the houses fronting Shelford Road.

Context:

The location is between Addenbrookes Road, the M11 & Great Shelford. The land is open and exposed and is mainly on high, flat ground, which falls away slightly to the south towards the M11. There is a plateau area immediately to the west of Shelford Road that is less visible because of the landform. A few mature, well-managed hedgerows dissect the area and create well defined field boundaries. It is arable farmland. There are near distance views from the area over the hedgerows to the rising ground to the south and southwest. There are views into the site from the surrounding roads and area in general.

Designations / Constraints:

- The whole area is designated Green Belt.
- Very small area in the southern part of the area, adjacent to the River Cam, is within flood zones 2, 3a and 3b.
- Scheduled Monument is located in part of this area.
- Small area of land to the west is within the Minerals & Waste LDF Mineral Safeguarding Area for sand and gravel.
- There is a County Wildlife Site (River Cam) on the southern boundary of the area.
- There are several Tree Preservation Orders along the boundary with Great Shelford.
- The Shelford Road frontage opposite Walden Way and Hobsons Acre, in the south east corner of the location, is designated an Important Countryside Frontage.
- The impact on existing properties in Shelford Road would need to be considered.

Planning History

A proposal was submitted as part of the 2006 Cambridge Local Plan review to develop in this location. The Inspector in approving the allocation of Glebe Farm for development concluded the road would be the best boundary between the urban area and the Green Belt, and will provide a firm boundary across the extensive sector. The Inspector decided the location further south was not appropriate for housing development for reasons including; it is open land within Green Belt & outside the built-up area. A small area of land in the south eastern corner of the location has been considered and rejected for residential development through South

Cambridgeshire Local Plans in 2004 and 1993, and refused planning permission. The northern part of the location was proposed for a Household Waste Recycling Centre, but was rejected by the Inspector examining the Minerals & Waste Local Development Framework, who concluded the development of this area would be very significantly inconsistent with Green Belt policy and noted the importance of this location.

Green Belt / Landscape / Townscape

- The Inner Green Belt Boundary Study 2002 found that areas within this location ranged from negligible (west of Shelford Road) to high (east of Hauxton Road) in terms of importance to the setting of the City.
- The Addenbrooke's Road and the developed area bring the urban edge further into the rural landscape and closer to the M11 than at present, and will make the land between the M11 and the new urban edge more important to the setting of the City. This is particularly true of a major part of the location that is situated on relatively higher and open land.
- The land immediately to the west of Shelford Road is more discrete being slightly lower than the highest part of the area.
- The location would "break" the established southern boundary of the City created through 2006 Local Plan site releases (recently upheld by an independent Inspector considering the Minerals & Waste LDF).
- From a design perspective depending on the size of development the location could require a number of different access points. Access from Addenbrooke's Road, likely opposite that access created for Glebe Farm, would be necessary for the northeastern part of the location. A larger north western part of the area would require a minimum of two access points, one from Addenbrooke's Road and one from Hauxton Road. Access from Hauxton Road may not be acceptable to the County or Highways Agency.
- Significant noise (and possibly) air quality measures would be required to mitigate the impacts from the M11.
- A larger southern location would require access from Shelford Road, and significant noise (and possibly) air quality measures would be required to mitigate the impacts from the M11.
- The size of the location could be sufficient for a very significant extension to the city similar to the scale/area of Clay Farm.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

Supporting Infrastructure

Improvement of utilities required. The capacity of existing and currently

proposed schools & local facilities would need to be reviewed. Large scale development would require a new neighbourhood centre.

Transport:

- The Highways Agency have commented that currently, the A14 corridor cannot accommodate any significant additional levels of new development traffic. This site is likely to be closely related to M11 at J11, but does have good public transport links to the City centre and beyond. A robust transport assessment is required before the Highways Agency could come to a definitive view. Highway Agency will need to be consulted on proposed access to the location, including access from the A1309.
- The access is acceptable in principle to the County Highways, but the impact on the M11 will need to be assessed. A secondary access onto Shelford Road may also be needed and possibly a third one should the number of dwellings get close to 3,000. Transport modelling needs to be undertaken to understand the full implications as a whole of further development on the transport network. The area is fairly sustainable being close to the city centre with good access to the Cambridge Guided Busway. Nevertheless, improvements to public transport services would be required.

Figure 3.10: Broad Location 5: Land South of Addenbrooke’s Road



Option 15: Broad Location 6: Land South of Addenbrooke's & between Babraham Road and Shelford Road

District: Cambridge City Council

Ward/Parish: Queen Ediths & Great Shelford

Description:

There is potential capacity for between 900 and 1400 dwellings between the urban area and the administrative boundary, with additional land in South Cambridgeshire.

Context:

Large agricultural fields split by Granham's Road. To the north is Queen Edith's ward, including the site of the proposed residential redevelopment of the Bell School site. Further northwest is Addenbrooke's Hospital and the Clay Farm development and to the east the Babraham Park and Ride site. To the west lie the houses and properties fronting onto Shelford Road and Cambridge Road. All other boundaries comprise open fields, hedgerows or ditches.

Designations / Constraints:

- The whole area is designated as Green Belt.
- The majority of the location lies within Flood Risk Zone 1 (the lowest level of risk).
- The location however is subject to surface water drainage issues.
- The hedgerows, drainage ditches and tree belts are important for wildlife.
- The area is adjacent to a number of nature conservation designations including the hedgerow to the north, which is a City Wildlife site.
- The area is of strategic importance for Countywide Green Infrastructure. This is a project, which proposes the restoration of part of the area to chalk grassland under the adopted 2011 Cambridgeshire Green Infrastructure Strategy.
- Public Rights of Way runs to the south west of this location towards Nine Wells Local Nature Reserve.
- There are permissive bridleways to the northwest.
- Predetermination works are required to obtain information on the character and significance of the archaeology in this area.
- The impact on existing properties alongside the Babraham Road, Shelford Road, Cambridge Road, Hills Road, and Red Cross Lane, as well as proposed new properties on the Bell School site would need to be considered.
- Part of the location is within the Addenbrooke's Waste Consultation

Area as outlined in the Minerals and Waste Core Strategy 2011.

Planning History

The Cambridge Local Plan 2006 promoted the creation of a new urban edge to the north. This is being implemented through the Addenbrooke's and Bell School developments to the north with the intention that this location would remain as Green Belt with an open aspect and view across to the new urban boundary. This area was picked up in the Hills Road Suburbs & Approaches Study as the fields and hedges being the predominant feature of this part of the city.

Green Belt / Landscape / Townscape

- The Inner Green Belt Boundary Study 2002 has identified this location as of high value in terms of importance to the setting of the City and for Green Belt purposes.
- Whilst this location is flat the undulating land to the southwest rises up to White Hill before descending again towards Shelford and the railway line. Views from southwest of the location are therefore mostly elevated with clear vistas over the rural foreground to Addenbrooke's Hospital and the City beyond.
- Not all views are clearly seen as they are interrupted by the topography and vegetation, but the urban edge of the City is clearly defined to the south of the hospital.
- The effect of developing this area will be to move the built edge further south and out into the countryside. It will create a new City edge closer to the elevated land of the Gog Magog Hills which in turn will result in the land south of the hospital becoming more important to the setting of the City and to Green Belt.
- In terms of townscape, the location will form a significant "ribbon development" extension to the city and significantly impact on the setting and foreground of the view to the city when seen from the Gog Magog Hills.
- The established southern edge of the city created via the 2006 Local Plan stretching from the west side of the Trumpington Meadows site to the southerly limit of the Bell Languages School site would effectively be broken.
- The location can effectively be considered in two halves, one south and one north of Granham's Road. The location would have to be accessed via this road and possibly via other accesses (whether principal or secondary) to Babraham Road. Any development to the west of the location would need access from Shelford Road / Cambridge Road.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

- This location could open up access to the rear of the Addenbrooke’s Hospital from the south and potentially provide a link through to the Addenbrooke’s Access Road to the west, but this would be dependent on further releases of land.

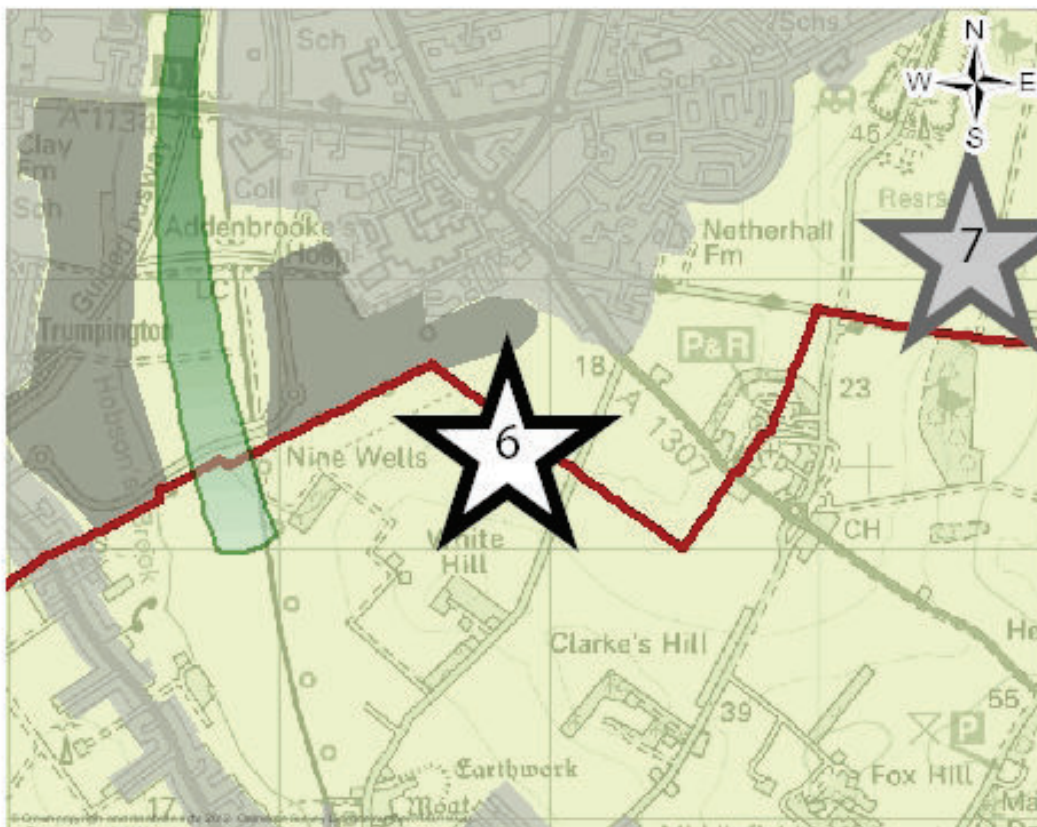
Supporting Infrastructure:

The location is more than 400m from schools and local facilities. Utilities need improving to support development in this location.

Transport:

- The Highways Agency have commented that this location has the potential advantage of dispersed trip-making patterns in relation to the Strategic Road Network, is likely to be well related to central Cambridge for much of its trip- making. It is likely that a substantial proportion could be delivered without any adverse impact.
- County Highways have commented that there will be a requirement for transport modelling to consider wider strategic impact. Full Transport Assessment and Travel Plans required. Potential impact on M11 Junction 11. A1307 corridor will need to be considered. Capacity constraints at Addenbrooke’s Junction and along corridor into Cambridge will need to be addressed. Opportunities to enhance walking and cycling routes.

Figure 3.11: Broad Location 6: Land South of Addenbrooke’s & Southwest of Babraham Road



Option 16: Broad Location 7: Land between Babraham Road & Fulbourn Road

District: Cambridge City Council & South Cambridgeshire District Council

Ward/Parish: Cherry Hinton, Queen Ediths, Fulbourn & Great Shelford

Description:

There is potential capacity for between 3,000 and 4,600 dwellings between the urban area and the administrative boundary, and significant land in South Cambridgeshire.

Context:

Arable open fields and chalk grassland between Fulbourn Road & Beechwoods at westernmost slope of the Gog Magog hills and including Netherhall and Newbury farms to west and part of Netherhall School playing fields. The land slopes away on both sides from a ridge of higher land running southeast to northwest through the middle of the location.

Designations / Constraints:

- The whole area is designated as Green Belt.
- The location is largely grade 2 & 3 agricultural land.
- The location is adjacent to the Limekiln Pit & East Pit Sites of Special Scientific Interest (SSSI).
- Roadside verges of Limekiln Hill & Worts Causeway are a County Wildlife Site as is Netherhall Farm.
- Cherry Hinton Road and Beechwoods Local Nature Reserves are close by.
- The Netherhall school playing fields are designated protected open space.
- Strategic Importance in 2011 Green Infrastructure Strategy.
- Areas of Archaeological interest nearby.
- High pressure gas main crosses the location.
- Permissive Access Path alongside Worts Causeway and down Cherry Hinton Road.
- The impact on existing properties to the north and west would need to be considered.

Planning History

Proposals for residential development of Netherhall Farm were put forward through the 2006 Local Plan. These was dismissed by the Inspector on grounds that the land was located within the Green Belt and included areas of open land. The Inspector concluded that whilst it was a sustainable

location for development it is was not suitable for development because of its importance to the setting of the City and there was no need to release it from the Green Belt.

Green Belt / Landscape / Townscape

- The Inner Green Belt Boundary Study 2002 found that areas within this location are categorised as medium to very high in terms of importance to the setting of the City and to Green Belt purposes.
- The land rises to the west and south of Fulbourn at the western end of the Gog Magog chalk hills. The highest point of these undulating hills, Wandlebury, is the highest point of land nearest to Cambridge City. Views are mostly elevated from this area and include vistas and panoramas over the City from the southeastern and north western corners of the location. Views of the Gog Magog Hills are also clearly seen from southern parts of the City.
- The fact that the majority of the land in this area is elevated with important views, accords it more importance to both the setting of the City and to Green Belt purposes in general.
- The urban edge of the City is clearly defined in this area resulting in a very direct relationship between the city and its surroundings. Worts Causeway, and Limekiln Road retain a strongly rural character.
- The low lying flat land on the southwest and northeast fringes of the location has the least significance for landscape quality and for Green Belt purposes. In considering any development options, these areas would still require a major departure from past Green Belt status and very careful treatment.
- From a design perspective the south west sector would require road access from Wort's Causeway with north south oriented roads for access and would need to exclude the area recently approved for expansion of the Babraham Road Park & Ride site.
- Development could feel isolated from existing communities unless overcome with good urban design, connectivity and appropriate community provision to aid integration.

Supporting Infrastructure:

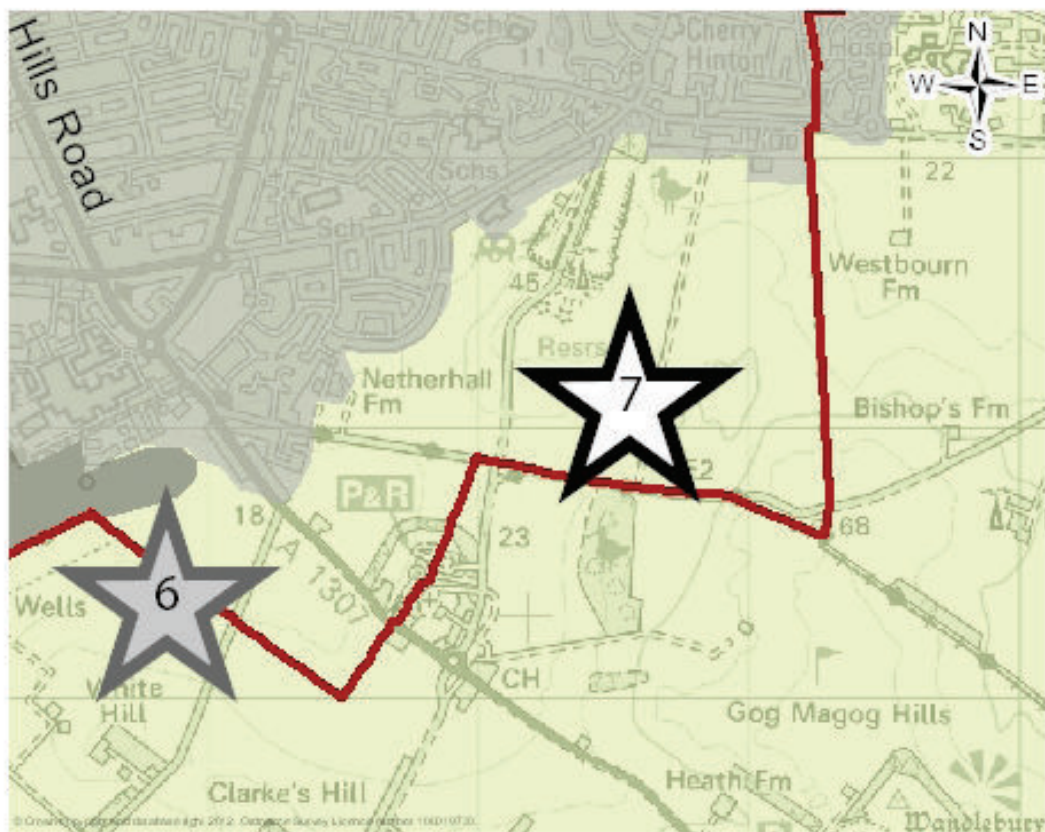
Beyond 400m from existing local facilities. New school provision necessary. Improved utilities required. Large scale development would require new neighbourhood centre.

Transport:

- The Highways Agency comments that the location is well integrated to Cambridge but may add pressure to M11 at J 11 & A14.
- The County Highways team has undertaken transport modelling on the promoter's proposal for around 3,100 dwellings and they have

assessed that it could generate around 26,410 all mode daily trips. Further transport modelling will need to be carried out to understand the full implications as a whole on the transport network. New public transport services required. Roads in the area are narrow with limited capacity. Need to consider bus infrastructure improvements, improvements to local roads, and impact on Hospital roundabout and Granhams Road & Babraham Road junctions. Full Transport Assessment, Travel Plan & S106 mitigation measures needed.

Figure 3.12: Broad Location 7: Land between Babraham Road & Fulbourn Road



Option 17: Broad Location 8: Land east of Gazelle Way

District: South Cambridgeshire District Council

Ward/Parish: Teversham

Description:

The location is entirely with South Cambridgeshire. There is no capacity for dwellings within Cambridge resulting from this location.

Context:

Large flat arable fields with low boundary hedges to Gazelle Way. Woodland belt adjoins Cherry Hinton Road, more significant hedges elsewhere. Residential to west of Gazelle Way. Prefab housing site adjoins

Fulbourn Old Drift to south.

Designations / Constraints:

- Green Belt.
- Gas mains cross the land.
- Electricity pylons cross the southern part of the land to access a transformer station to south west corner of the land.
- There are two Scheduled Monuments in the vicinity, to north east (moated site at Manor Farm), and to the south east (settlement site at Caudle Farm).

Planning History

Planning permission granted in 1981 for land fronting onto the northern half of Gazelle Way for housing development, open space and schools. A subsequent planning permission in 1985 limited built development to the west of Gazelle Way only, which was implemented.

Green Belt / Landscape / Townscape

- A flat open arable landscape very gently falling towards the east.
- It fulfils Green Belt purposes by providing a rural setting for the city in this location and by separating Cambridge, Teversham and Fulbourn.
- There are no views of the historic core of the City.
- Past Green Belt studies have appraised the site differently. The Cambridge Inner Green Belt Boundary study 2002 for the City Council found the land to be of low to medium importance to the Green Belt where land could be released for development. The Cambridge Green Belt Study 2002 for South Cambridgeshire District Council found the land to be essential to the special character and setting of Cambridge where there is no scope for substantial release of land for development. At that time the City Council were advocates for large scale development to the east of Teversham and north of Fulbourn and both Councils were seeking to influence the outcome of the examination in public of the Cambridgeshire and Peterborough Structure Plan.

Supporting Infrastructure:

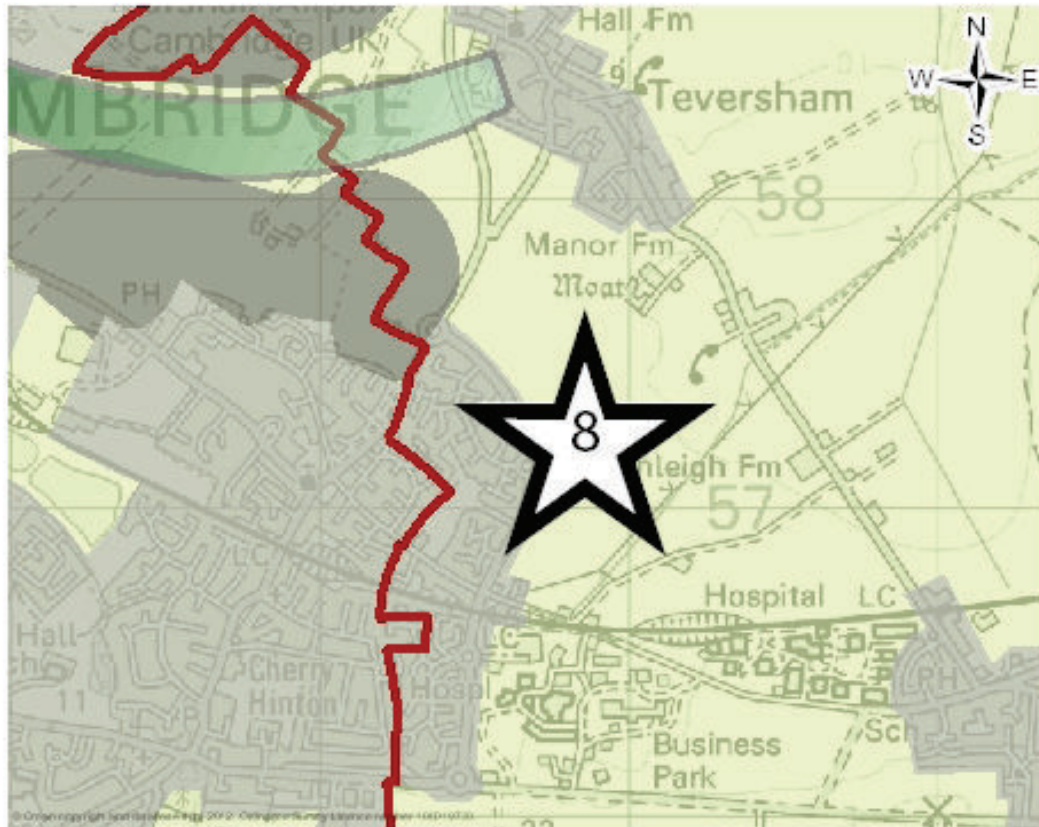
New school provision necessary. Improved utilities required.

Transport:

- Highways Agency – the Highways Agency have not commented on this location. In commenting on SHLAA sites to the south east of Cambridge they comment that sites at the southern end of this group are likely to be well integrated with Cambridge though clearly there could be some additional pressure on M11 and the A14. Most of the land is likely to be within 400 metres of bus stops on Gazelle Way.

Transport modelling needs to be undertaken as part of the overall spatial strategy work to understand the implications as a whole of further development on the transport network.

Figure 3.13: Broad Location 8: Land east of Gazelle Way



Option 18: Broad Location 9: Land at Fen Ditton

District: South Cambridgeshire District Council

Ward/Parish: Fen Ditton

Description:

The location is entirely with South Cambridgeshire. There is no capacity for dwellings within Cambridge resulting from this location.

Context:

The area to the south side of the village largely comprise a series of small paddocks, enclosed by hedgerows, situated close to the edge of the village. To the north of the village the area comprises much larger, exposed, agricultural fields with the A14 to the north and east. Much of the land is visible from surrounding higher ground, particularly in the north.

Designations / Constraints:

- The whole area is designated as Green Belt.
- Some parts of the location form an important part of the setting of Fen

Ditton Conservation Area and several Listed Buildings (Grades II* and II).

- Fleam Dyke Scheduled Monument and SSSI lies to the east of the village.
- There are archaeological remains from various periods.
- Areas of Important Countryside Frontages have been designated along Ditton Lane, High Ditch Road and High Street.

Planning History

One site within this broad location was considered through the South Cambs LDF, proposed as an Objection Site (2006). The 2004 Local Plan Inspector's report rejected development on open land on the east side of Horningsea Road. Various planning applications have been refused for being in the Green Belt, where development would progressively detract from the open and rural appearance and character of the area and would constitute the undesirable consolidation of the ribbon of development stretching north along Horningsea Road.

Green Belt / Landscape / Townscape

- Fen Ditton is the closest of the necklace villages to Cambridge. It is essentially a linear village, centred on the High Street where development is compact and there is an almost complete absence of backland development and has an unmistakably rural feel with its grass verges, large trees and bucolic riverside setting. Its riverside setting and high proportion of good quality buildings and spaces means that the streetscene and townscape is of a high quality.
- The location falls within an area where development would have a significant adverse impact on Green Belt purposes and functions particularly with regard to preventing coalescence, quality of the setting of Cambridge and the setting, scale and character of Green Belt villages and their rural character.
- Development of land to the south of Fen Ditton would reduce the extent of separation between the village and urban Cambridge from 300 metres to effectively coalescence.
- Land to the west of Horningsea Road has been found in studies to be of "very high" and land to the east of "high" importance to the Green Belt.
- The north east Cam corridor is identified as an area of open, high quality landscape that is important to the setting and special character of Cambridge with particular qualities to be safeguarded.
- The area provides viewpoints to the historic core from long distance footpaths and other vantage points, and much of the interface between the landscape and the city is soft and green.

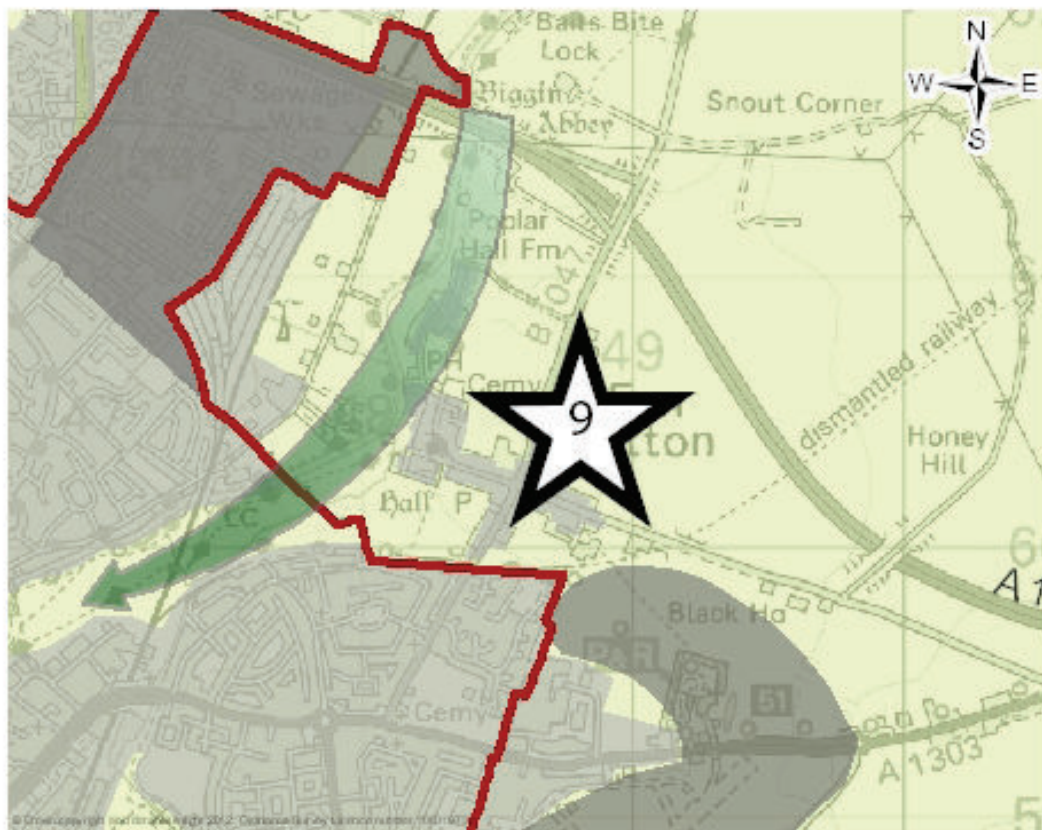
Supporting Infrastructure:

New school provision necessary. Improved utilities required.

Transport:

- Highways Agency - comment that land in this location is likely to be well integrated with Cambridge though clearly there could be some additional pressure on M11 and A14. Development of land around Fen Ditton is more likely to generate pressure on the A14 corridor, particularly to and from employment along the northern fringe of Cambridge. Much of this location are at least partly within 400 metres from a bus stop. New public transport services would be required.
- County Council comment that a full transport assessment would be required. Transport modelling needs to be undertaken as part of the overall spatial strategy work to understand the implications as a whole of further development on the transport network.

Figure 3.14: Broad Location 9: Land at Fen Ditton



Option 19: Broad Location 10: Land between Huntingdon Road and Historic Road

District: South Cambridgeshire District Council

Ward/Parish: Girton & Impington

Description:

The location is entirely within South Cambridgeshire there is no capacity for dwellings within Cambridge resulting from this location.

Context:

The land lies between Huntingdon Road and Histon Road, to the south of A14 and north of the proposed NIAB development on the edge of the city. Two farms, set within grassland and woodland, lie to the north east and a hotel and playing fields lie to the south west. The remaining land comprises large open agricultural fields, with views across to the historic core of Cambridge.

Designations / Constraints:

- The whole area is designated as Green Belt.
- A group of protected trees lies to south west.
- The A14 runs along the northern boundary, with associated traffic noise and air quality issues - part of site within an Air Quality Management Area (AQMA).

Planning History

The 2009 Site Specific Policies Plan (SSP) Inspector considered this location when deciding the appropriate extent of NIAB2. “The most relevant principles...are those concerned with the maintenance of views of the historic core of Cambridge, providing green separation between the urban expansion and existing settlements, and protecting green corridors. Some land could be released, retaining other parts to fulfil Green Belt purposes.” The allocation of NIAB2 in the SSP Plan reflected the Inspectors’ conclusions on Green Belt significance.

Green Belt / Landscape / Townscape

- An area of flat, agricultural, landscape providing largely uninterrupted views across to the city.
- Most of the site is of “very high” importance to the purposes of the Green Belt, although a smaller area between NIAB2 and Girton is of “medium” importance (as is the NIAB2 land).
- Key level views have been identified to the city from the A14, with a countryside foreground and soft urban edge.
- The area forms part of the connective townscape / landscape, which is an integral part of the city and its environs, and also an area critical to preserving the separate identities of the surrounding villages and therefore the immediate landscape setting of the city.
- Studies concluded in the context of the NIAB2 allocation, that development of the whole site would extend the city to the A14 and lead to coalescence with the necklace village of Girton, which is completely at odds with one of the key functions of the Cambridge

Green Belt.

Supporting Infrastructure:

New school provision necessary. Improved utilities required.

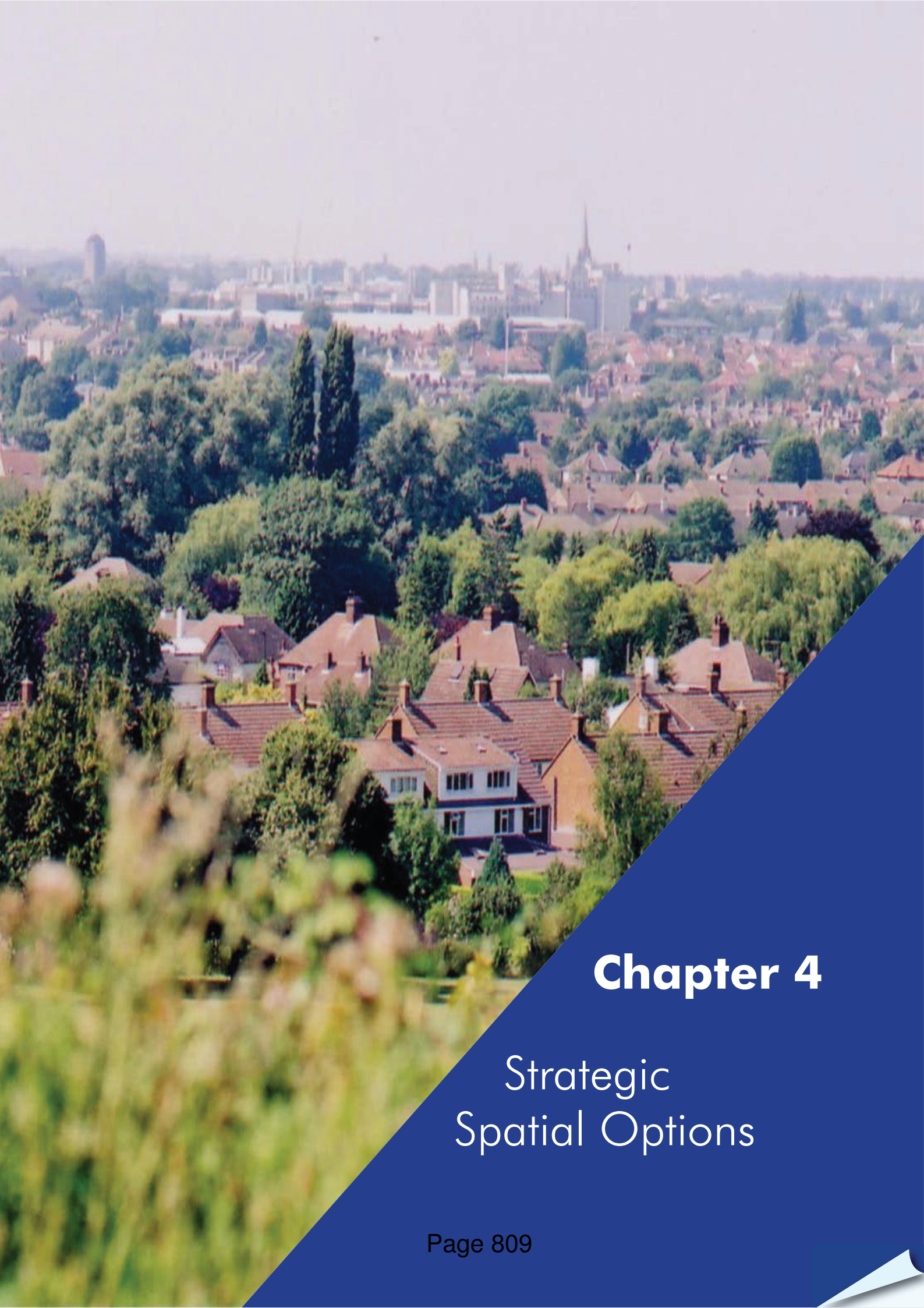
Transport:

Highways Agency comment that although fairly closely related to Cambridge, the trip patterns are likely to result in traffic crossing rather than joining the A14, lessening the impacts on the A14. Limitations on the county's network could result in localised diversionary trips on the A14 and M11 and may limit the capacity of these routes to accommodate new development. Conversely, this location is likely to be able to be served by public transport or non-motorised modes. Only small parts of the area are within 400 metres from a bus stop. Transport modelling needs to be undertaken as part of the overall spatial strategy work to understand the implications as a whole of further development on the transport network.

Figure 3.15: Broad Location 10: Land between Huntingdon Road and Histon Road



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Chapter 4

Strategic Spatial Options

CHAPTER 4 – STRATEGIC SPATIAL OPTIONS

- 4.1 This chapter looks at further strategic issues and options which will contribute to the spatial strategy for Cambridge. These are in addition to the housing and employment options in Chapter 3. These options will lead towards the development of strategic spatial policies in the new Local Plan.

Green Belt

- 4.2 Chapter 3 sets out possible options for accommodating further housing and employment growth, some of which would require land to be released from the Green Belt. Irrespective of which option is taken forward, all land that remains in the Green Belt will need protection.
- 4.3 The Government attaches great importance to Green Belts, and this is set out in the NPPF. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open.
- 4.4 Professor Holford first suggested the idea of a Green Belt around Cambridge in 1950¹, when the prospect of further rapid growth around the city was seen as a threat to the ‘only true University Town’ left in England. The purposes of the Cambridge Green Belt are to:
- Preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
 - Maintain and enhance the quality of its setting; and
 - Prevent communities in the environs of Cambridge from merging into one another and with the city.
- 4.5 It is clear that we will need a policy on protecting land within the Green Belt and there are no other reasonable alternatives.

STRATEGIC PRIORITY

Option 20 – Green Belt

This option is to retain the current policy approach towards development in the Green Belt. In accordance with NPPF there is a presumption against inappropriate development in the Green Belt. The extent of the Green Belt will be shown on the Proposals Map.

This approach will also seek to enhance the beneficial use of the Green Belt by providing for opportunities for outdoor sports and recreation, increasing access, improvements and enhancements to visual amenity and biodiversity.

Setting of the City

- 4.6 Cambridge has a distinct character and landscape setting and is surrounded by attractive and accessible green space. The setting of Cambridge has unique qualities because of the compact nature of the city and its well-defined edges. A characteristic of Cambridge is the green corridors which

¹ Cambridge Planning Proposals 1950

extend right into the city from the countryside, and which are protected as Green Belt or open space. The green corridors can be clearly seen in Figure 4.1, which shows green infrastructure in Cambridge. A number of studies² have considered the setting of the city and the features that are considered to be critical to this setting. The interface between the urban edge and the countryside is one of these important landscape features.

- 4.7 To date, Cambridge has retained its historic clear distinction between the city and the flat rural area which provides its setting. Development on the urban edge of the city, adjacent to the Green Belt, has the potential to have an effect on the setting of the city. Development on the edge of the city must meet the challenge to ensure that development conserves, enhances and improves the setting of the city.
- 4.8 Due to the importance of the setting of Cambridge, only one policy option has been put forward which embraces the opportunity to conserve, enhance and improve the edge of Cambridge. There are not considered to be any reasonable alternatives.

STRATEGIC PRIORITY

Option 21 – Setting of the City

One option could be to include a policy that only permits development on sites at the urban edge (including those sites at the edge of the green corridors adjacent to Green Belt, open space and the river corridor) where it complies with a number of criteria such as:

- Conserves and enhances the landscape setting, approaches and special character of the city, in accordance with the Cambridge Landscape Character Assessment;
- Promotes access to the surrounding countryside/open space if appropriate;
- Includes landscape improvement proposals that will strengthen the urban edge boundary, improve visual amenity and enhance biodiversity.

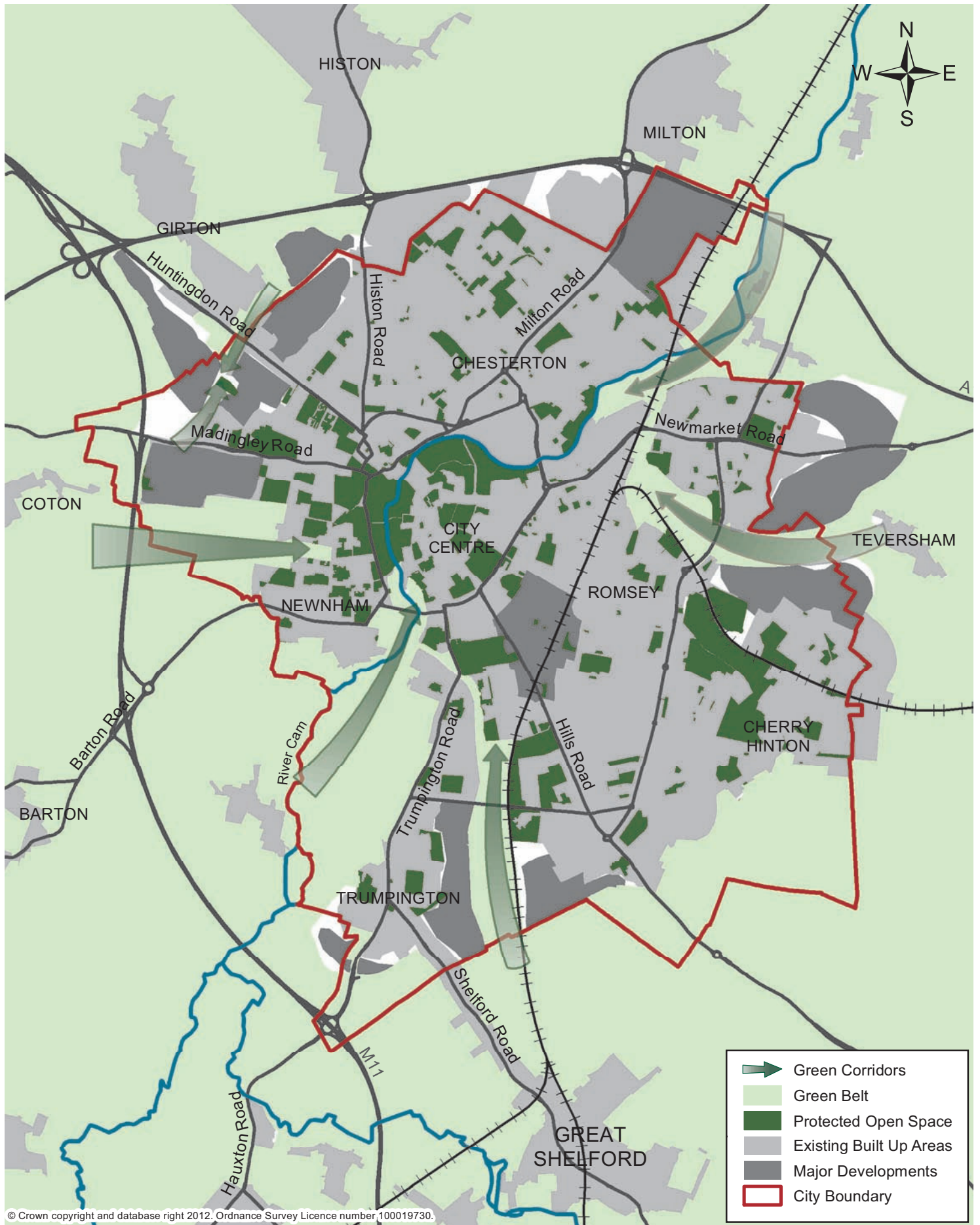
The advantage of such a policy is that it would help to promote high quality development that responds to context and enhances the setting of the city. The consideration of such issues should form a fundamental element of good design practice and as such should not be seen as placing additional requirements on developers.

Questions

- 4.1 Is there a need for a policy addressing this issue?
- 4.2 Are there any points which have been missed and you feel should be

² 2002 Cambridge City Inner Green Belt Boundary Study, South Cambridgeshire District Council's 2002 Cambridge Green Belt Study. The 2003 Cambridge Landscape Character Assessment

Figure 4.1: Green Infrastructure in Cambridge



added (perhaps even an entirely new option)?

4.3 Are there any other reasonable alternatives that should be considered at this stage?

Green Infrastructure

- 4.9 Green infrastructure is the network of multi-functional green spaces (both existing and future), which is capable of delivering a wide range of environmental and quality of life benefits for both existing and future residents of Cambridge. It includes a wide range of elements such as country parks, wildlife habitats, rights of way, commons, local nature reserves, waterways and bodies of water, and historic landscapes and monuments. The network comprises rural and urban green infrastructure of different sizes and character, and the connections and links between them. Figure 4.1 shows the network of open space, green corridors and Green Belt in Cambridge.
- 4.10 The provision of green infrastructure is an important element of well designed and inclusive places. Green spaces within the city should be multi-functional and be able to accommodate biodiversity, recreation, sport, flood management, amenity and cultural facilities. The application of the concept of green infrastructure is one way to encourage a multifunctional and integrated approach to green spaces.
- 4.11 It is important not only to protect and enhance this existing green infrastructure but to also ensure that new development proposals contribute to the provision of new green infrastructure. It is also important to link together green infrastructure within Cambridge and with the wider Cambridgeshire green infrastructure network, as this has many benefits for amenity, landscape and biodiversity.
- 4.12 The vision of the Cambridgeshire Green Infrastructure Strategy (2011)³ seeks 'to create a comprehensive and sustainable network of green corridors and sites that:
- enhance the diversity of landscape character
 - connect and enrich biodiversity habitats and
 - extend access and recreation opportunities for the benefit of the environment as well as current and future communities in the Cambridge sub-region'.
- 4.13 Blue infrastructure is similar to green infrastructure, but relates more specifically to water and interconnected networks of open water features such as lakes, rivers, ponds, streams and ditches. These provide multi-functional corridors primarily for flood risk management, but they also offer benefits such as amenity and an opportunity for increased biodiversity.
- 4.14 Grey infrastructure is our built environment, the buildings, roads, footpaths, cyclepaths and squares that make up the urban fabric of the city. In terms of

³ Green Infrastructure Strategy (2011), Cambridgeshire Horizons

water management there is also pipes, culverts and underground storage. These are also multi-functional and high quality grey infrastructure is essential to a high quality urban environment.

- 4.15 The NPPF requires local authorities to set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure and therefore only one option has been put forward for policy development.

STRATEGIC PRIORITY

Option 22 – Green Infrastructure

We could include a strategic level policy, which requires the comprehensive consideration of green spaces within the city as part of a wider Cambridgeshire network. This policy will need to highlight the multifunctional role of our green spaces for biodiversity, recreation, amenity, setting of the city, surface water management and climate change adaptation. It will also set out its relationship to blue and grey infrastructure.

The policy could require that all new development proposals create and enhance green spaces and try to link together green networks. Proposals should enhance green spaces and corridors to contribute positively to the landscape and visual amenity value of the green space.

Questions

- 4.4 Is there a need for a policy addressing this issue?
- 4.5 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 4.6 Are there any other reasonable alternatives that should be considered at this stage?

River Cam

- 4.16 The River Cam and its corridor represent one of the most important natural features in Cambridge. The city takes its name from the river, and views of King’s College Chapel and the other colleges from the ‘Backs’ are defining views of Cambridge. The commons, meadows and green areas next to the river in the heart of the city are extremely important to the character of the city.
- 4.17 The Cam is rich in wildlife, culturally and historically significant and offers important opportunities for leisure and recreation as well as providing a flood risk management function. As the river flows through the city, it passes through different landscapes, past commons, open spaces and water meadows, the ‘Backs’, residential developments and many of the College boat houses.

- 4.18 The River Cam is a County Wildlife Site and currently has three adjacent designated Local Nature Reserves (Paradise, Logan’s Meadow and Byron’s Pool). The majority of the River falls within or is adjacent to five Conservation Areas (Central, Ferry Lane, Newnham Croft, Southacre and Trumpington).
- 4.19 There are many users of the river including towpath users, local residents, punt hirers, rowers, houseboat owners, powered boaters, anglers, canoeists and swimmers. There can sometimes be conflict between the large number of differing users.
- 4.20 Current Local Plan policy 3/9 deals with watercourses and other bodies of water, however this does not adequately represent the importance of the River Cam to Cambridge. The growing use of the river means that there is a need for it to be considered in more detail within the new Local Plan. This also provides an opportunity to positively plan for the river and enhance the benefits it brings to Cambridge.
- 4.21 In line with the NPPF, and the sequential test development will normally be directed away from the river corridor as these areas are more likely to flood. However, where there are existing buildings, applications may come in for these to be extended, for example, the recent applications for extension of the Doubletree by Hilton Hotel. In addition new buildings may be further away from the river and not subject to flooding, but may have an impact on views of the river, or from the river corridor.
- 4.22 Some local authorities, in partnership with the Environment Agency, have developed waterspace studies⁴ as a way in which to consider the sustainable development of river corridors in a holistic way. This is a worthwhile approach which will be considered in the future. The Local Plan could suggest that this approach be followed to provide evidence to guide future development of the River Cam.
- 4.23 Cambridge does not currently have a marina and the nearest fuel and other facilities are in Ely. The current Local Plan has an allocation for off-river moorings at Fen Road (allocation 3.01). As there is clearly still a need for the facilities a marina would provide, this site could remain as an allocation. Please let us know if you think this is still a suitable site or if there are any other potential sites.
- 4.24 It is suggested that a policy option is included within the Local Plan as follows.

STRATEGIC PRIORITY

Option 23 – Comprehensive policy for the River Cam Corridor

One option would be a comprehensive policy relating to all aspects of the River Cam corridor. This could include:

⁴ Bedford Waterspace Study (2011) prepared by Richard Glen Associates, for Bedford Borough Council and Environment Agency
The Peterborough Waterspace Strategy: The Vision (2011) prepared by Halcrow Group for Peterborough City Council and Environment Agency

- Enhancement of the River Cam Corridor’s unique physical, natural and culturally distinctive landscape. Planning for appropriate development and use that restores and protects the river;
- Identification, and enhancement of views of the river and from the river corridor;
- Identification of potential areas for development along the river frontage and appropriate uses in such locations;
- Raising the quality of the strategic management of the development of the river, adjacent open spaces and the built environment in terms of its impacts, location, scale, design and form;
- Enhancement of the natural resources of the Cam promoting development and activities that would value the integrity of the river, seeking opportunities for re-naturalisation;
- Highlighting the historical and cultural environment of the river, whilst promoting development, which would not be detrimental to its character, appearance or integrity and to promote enhancement of them as necessary and/or appropriate;

Supporting the tourism and recreational industries that enhance the natural beauty, ecological value and local distinctiveness of the River Cam.

Questions

- 4.7 Is there a need for a policy addressing this issue?
- 4.8 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 4.9 Are there any other reasonable alternatives that should be considered at this stage?

City Centre

- 4.25 The City Centre provides a wide range of uses including shopping, leisure, entertainment, museums, University faculty buildings and Colleges, offices and housing. The City Centre is the main transport hub with all of the bus routes passing through the City Centre and the bus station being located here.
- 4.26 One of the main components of the current Local Plan’s spatial strategy is ‘a thriving and accessible historic core’. This still applies, but will need to be brought up to date. Since the 2006 Local Plan was adopted there has been large scale retail development in the City Centre and the opening of the Grand Arcade and Christ’s Lane shopping centres.
- 4.27 The City Centre already attracts a large number of people as a regional centre and international tourist destination in addition to those living, working and studying in the city. As the city grows, the challenge will be for the City Centre to cope with the increasing numbers of people, and to accommodate

the range of services and businesses that want to locate here. The City Centre, particularly the historic area, has a limited capacity and is constrained by the historic buildings and open spaces. It will be important not to adversely affect the environment that makes Cambridge City Centre so attractive. The spatial strategy in the current Local Plan and the Cambridge East Area Action Plan was that there should be a large District Centre in Cambridge East which could have accommodated retail, leisure, cultural and higher educational facilities, which would have taken away some of the pressure on the City Centre. However, this development is not going to take place during the next plan period to 2031 (see below).

- 4.28 The ‘Cambridge Cluster at 50’⁵ talks about the expected growth in the functions which cluster in the City Centre, including retail, leisure, business, financial and professional services, over the next 20 years, and that this growth is essential to maintain Cambridge’s attractions as a service centre for a growing catchment population and increasing number of visitors. It goes on to state that capacity for all of these uses will be a big issue and that there is a pressing need to plan creatively and carefully for the future of the City Centre.
- 4.29 The study recommends that a masterplan for the central area be developed and to consider the area from Castle Hill to Cambridge Leisure Park and from the Backs to Cambridge Retail Park. It recommends that the masterplan should consider provision for all sorts of ‘melting pots’ – between scientific disciplines, between different professions, and at the interface between work and leisure – and the City Centre needs to play its part. At the same time, the intrinsic physical character and assets of the City Centre need to be recognised and conserved. The Cluster Study states a vision for the future City Centre, and a plan for its implementation should be developed, to ensure that the central area could accommodate a sustained and substantial increase in people and businesses using its facilities without damaging the quality and attractions of the place.
- 4.30 The Council will be looking further into the capacity of the City Centre and competing uses, and a study will be produced over the Summer.
- 4.31 As mentioned above, the existing spatial strategy has been to limit access to the City Centre by car in favour of sustainable modes of transport such as walking, cycling and public transport. This has been largely successful, however, the concentration of buses in central Cambridge has contributed to the need for an Air Quality Management Area encompassing all land within the inner ring road as a result of nitrogen dioxide emissions from vehicle traffic. A Quality Bus Partnership has been set up with the bus operators, which allocates a reducing emissions quota to each operator.
- 4.32 The quality of the public realm that supports all of the City Centre activities and provides the setting for the historical core of the city is under considerable pressure. For example, some of the pavements and other hard

⁵ Cambridge Cluster at 50, The Cambridge economy: retrospect and prospect (2011), SQW

surfaces, and street furniture are in need of repair. Any future policy for the City Centre will also need to consider improvements to the public realm.

4.33 In summary the strengths of the City Centre are:

- Thriving and attractive centre where lots of businesses and facilities want to locate.
- Attractive historic environment
- Accessible centre by sustainable modes such as walking, cycling and buses
- Busy bustling streets that are lively and vibrant that people are attracted to

4.34 The weaknesses of the City Centre are:

- Can feel very busy, particularly during the summer months
- Limited physical capacity for further expansion
- Need to manage the competing uses for space in the City Centre
- The large number of buses can contribute to poor air quality
- Lack of strategic approach to the public realm

4.35 Some potential ideas for future management and maintenance of the development in the City Centre, which we would like your views on, are set out below. There may be other possibilities and if you have any other ideas please let us know.

- Market Square. The market is well used and had an average occupancy rate of 93% in the first quarter of 2012⁶. The current market stalls are fixed in place. One potential concept is to use stalls that can be moved more easily so that the space can also be used more flexibly as civic space. For example, outdoor eating or concerts in the evening in the summer months.
- Peas Hill Area. This area at the side of the Guildhall is currently underused space. The area could be potentially pedestrianised and one option would be to move some of the market stalls to this area, to enliven the space and free up space in the Market Square. The Peas Hill / Bene't Street area is also starting to develop into an Arts Quarter of Cambridge with the Corn Exchange and the Arts Theatre, restaurants and also several arts and crafts shops and galleries which could be promoted and strengthened.
- The Guildhall. In recent years part of the ground floor of the Guildhall has been developed as a restaurant and coffee shop, alongside tourist information, which has brought additional activity to this area. A potential would be to expand this on the ground floor, although an alternative location would then need to be found for the City Council offices.
- Bridge Street and Magdalene Street. These are quite narrow streets

⁶ Currently based on rental payments

with a lot of bus traffic. An issue is how to support and safeguard this area at the fringe of the City Centre, particularly the area at the outskirts of the City Centre after Magdalene Bridge.

- Fitzroy, Burleigh Street and Grafton Centre. This part of the City Centre provides more affordable shopping which adds to the diversity within the City Centre. This area could provide opportunities for redevelopment and expansion. There could also be improved links to the historic City Centre and the retail parks.
- Park Street Car Park. The City Council is currently looking at the redevelopment of Park Street Car Park for car parking or alternative uses such as residential or commercial uses.

4.36 'Love Cambridge' is a public / private City Centre partnership which brings together a wide variety of organisations and encourages them to work together proactively on a range of projects to improve the city. The aim of the partnership is to ensure that Cambridge is welcoming to all who use it, that they have an experience worth having, and always leave looking forward to their next visit. The partnership delivers a variety of projects around marketing the city and improving safety and the perception of safety, and it has also contributed to public realm improvement projects. 'Love Cambridge' is currently investigating the possibility of a Business Improvement District (BID) for the City Centre. A BID is a precisely defined geographical area within which the businesses have voted to invest collectively in local improvements to enhance their trading environment.

4.37 Many Local Authorities have taken a more strategic approach to public realm by the production of a strategy that looks at this issue in a holistic way. This is a worthwhile approach, and the Local Plan could suggest that this approach be followed to provide guidance for the future development of the City Centre.

STRATEGIC PRIORITY

Option 24 – City Centre

We could include a policy which would aim to maintain and enhance the vitality and viability of the City Centre and manage the wide range of competing uses such as shopping, leisure, entertainment, museums, Colleges and University of Cambridge faculty buildings, Anglia Ruskin University, offices, and housing which occupy the historic core and surrounding central areas.

The policy would aim to maintain and enhance the public realm and accessibility of the City Centre for pedestrians, cyclists, and public transport. It would also aim to make improvements to air quality.

Questions

4.10 Is there a need for a policy addressing this issue?

4.11 Is there a limit to the capacity of the City Centre?

- 4.12 How should development in the City Centre be managed?
- 4.13 Do you have any views on the potential ideas for future development in the City Centre?
- 4.14 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 4.15 Are there any other reasonable options that should be considered at this stage?

Hierarchy of Town Centres

- 4.38 The NPPF is clear that town centres should be the focus for a range of uses including retail, leisure, entertainment, offices, arts, culture, tourism, community uses and residential. It also states that it is important that the needs for these uses are met in full and are not compromised by limited site availability, and that local authorities should assess the need to expand town centres to ensure a sufficient supply of sites.
- 4.39 The Portas Review talks about the need to breathe economic and community life back into our high streets. The idea is that they become destinations for socialising, culture, health, wellbeing, creativity and learning, and that shopping is just one small part of a rich mix of activities. These principles apply not only to the City Centre in Cambridge, but also more importantly to the district and local centres which have a greater problem with vacancies and which provide an opportunity for being a hub of the community.
- 4.40 In line with the NPPF, local plans should define a network and hierarchy of centres that is resilient to anticipated future economic changes. The vitality and viability of centres should be supported and policies developed for the management and growth of centres over the plan period. The hierarchy will also be the basis of the sequential approach. As set out in the NPPF, main town centre uses should first be located in town centres, then in edge of centre locations and only if suitable sites are not available should out of centre sites be considered. For edge of centre and out of centre proposals preference should be given to accessible sites.
- 4.41 Those district and local centres which are on high quality public transport routes, may also be a focus for a more concentrated pattern of housing growth (see option 104 on housing density).
- 4.42 The current Local Plan retail hierarchy consists of the City Centre at the top, followed by three district centres: Mitcham's Corner, Mill Road East (East of the railway line) and Mill Road West (West of the railway line). Below this are 22 identified local centres, which are spread throughout the city (see Appendix B for the current hierarchy). Any proposed hierarchy would also need to take into account new centres, such as around Cambridge Leisure Park and those proposed at the station and in the urban extensions. The local centre proposed at Orchard Park falls outside the City Council boundary being within South Cambridgeshire District Council, although once implemented it would also serve residents of the city.

- 4.43 The City Council is currently carrying out a survey to assess how the centres are functioning and whether there should be any changes to the centre boundaries and positioning of centres within the hierarchy. The results of this survey will help inform the development of the Draft Local Plan.
- 4.44 The NPPF does not define a district centre or local centre. Previously, national planning policy (PPS 4: Planning for Sustainable Economic Growth) defined a District Centre as usually comprising groups of shops often containing at least one supermarket or superstore, and a range of non-retail services, such as banks, building societies and restaurants, as well as local public facilities such as a library. Local centres were defined as a range of small shops of a local nature, serving a small catchment. Typically, Local Centres might include, amongst other shops, a small supermarket, a newsagent, a sub-post office and a pharmacy. Other facilities could include a hot-food takeaway and launderette. Small parades of shops of purely neighbourhood significance are not regarded as town centres in the NPPF.⁷
- 4.45 National policy is clear that local plans should define a hierarchy of centres. The reasonable options for a hierarchy of centres are set out below.

STRATEGIC PRIORITY

Option 25 – Maintain the current hierarchy of centres with new additions

One option is to maintain the current hierarchy of centres with the addition of Cambridge Leisure Park as a new local centre and once developed the other new local centres at Clay Farm, NIAB site, the University of Cambridge's North West Cambridge site and potentially the Station Area.

The advantages of this option are that shops and facilities may be offered more policy protection if they are within identified centres.

The NPPF does not contain a definition of local centres, but it appears that some of the existing local centres are actually only small parades of shops of neighbourhood significance and potentially should not be defined as local centres. On the other hand as there is no definition, we can locally decide the size of our local centres.

STRATEGIC PRIORITY

Option 26 – Change the position of some centres within the hierarchy

A second option could be to change the position of some of the centres within the hierarchy and also to add a new centre at Cambridge Leisure Park and once developed new local centres at Clay Farm, NIAB site, the University of Cambridge's North West Cambridge site and potentially the Station Area.

Within this option there is potential to change a number of Local Centres to District centres (e.g. Histon Road, Arbury Court) to reflect the fact they have a wide range and variety of shops and facilities. There is also potential to

⁷ NPPF, Annex 2, Town centre definition

remove a number of what are defined as local centres under the current hierarchy as some of these may be too small or the shops too dispersed to be regarded as local centres. This could potentially mean that Adkins Corner, Akeman Street, Campkin Road, Ditton Lane, Fairfax Road, Grantchester Street, Green End Road, King’s Hedges Road and Victoria Road are no longer classified as local centres.

An advantage is that this option would reflect the growth that has taken place in some centres and there would be a stronger focus on key centres. A disadvantage would be that shops and facilities, which are no longer considered to be local centres, may have less protection. However, there may be a case for having a new policy on neighbourhood shops, see option 138 in Chapter 10.

Questions

- 4.16 Is there a need for a policy addressing this issue?
- 4.17 Which of the options do you prefer?
- 4.18 Do you agree / disagree with the potential changes to the designation of centres within the hierarchy?
- 4.19 What do you think should be the definition of a local centre in Cambridge?
- 4.20 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 4.21 Are there any reasonable alternatives that should be considered at this stage?

Residential Communities

- 4.46 The spatial strategy in the current Local Plan recognises the importance of existing residential communities, which have good access to local facilities and services. Every opportunity should be taken to further improve the character and attractiveness of these areas, including the protection and enhancement of valued local facilities that met the day-to-day needs of residents.

STRATEGIC PRIORITY

Option 27 – Residential Communities

The spatial strategy will allow for the creation and retention of distinctive residential communities which have access to a wide range of local facilities and which provide a high quality living environment.

This approach is consistent with the approach in the current Local Plan.

Questions

- 4.22 Is there a need for a policy addressing this issue?

4.23 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

4.24 Are there any reasonable alternatives that should be considered at this stage?

Station Area

- 4.47 The spatial strategy in the current Local Plan allowed for the regeneration of the station area as a mixed use city district built around an enhanced transport interchange. In looking ahead to 2031, the development of this area will continue to be a key component of the spatial strategy for Cambridge.

STRATEGIC PRIORITY

Option 28 – Station Area

The regeneration of the station area as a mixed use city district will continue to be a key component of the spatial strategy to 2031.

Whilst main uses in the area have been agreed through the outline planning permission and adopted masterplan. Certain parts of the site have the potential to provide further development opportunities e.g. when the Cambridge Science Park station proceeds, less land may be needed at Cambridge station for car parking. This could include opportunities for additional office development.

This is consistent with the approach in the current Local Plan.

A specific policy will be developed for this area.

Questions

4.25 Is there a need for a policy addressing this issue?

4.26 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

4.27 Are there any other reasonable alternatives that should be considered at this stage?

Southern Fringe

- 4.48 The spatial strategy in the current Local Plan allowed for land to be removed from the Green Belt to facilitate the creation of new residential communities to the east and south of Trumpington, improvements to transport infrastructure and the expansion of Addenbrooke's Hospital as a regional hospital and centre of excellence for associated medical and biotechnology research and development activities, related higher education or research institutes. In looking ahead to 2031, the development of this area will continue to be a key component of the spatial strategy for Cambridge.

STRATEGIC PRIORITY

Option 29 – Southern Fringe

To the south of the city, the development of new communities to the east and south of Trumpington and expansion of Addenbrooke’s hospital as a regional hospital and centre of excellence for associated medical and biotechnology research and development activities, related higher education or research institutes will continue to be a key component of the spatial strategy to 2031.

This approach is consistent with the approach in the current Local Plan.

A specific policy will be developed for this area.

Questions

4.28 Is there a need for a policy addressing this issue?

4.29 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

4.30 Are there any other reasonable alternatives that should be considered at this stage?

Addenbrooke’s Hospital

4.49 Addenbrooke’s Hospital is a centre of medical excellence and is the main hospital for the Sub-region. The vision for Addenbrooke’s is to develop the site as a biomedical and health cluster providing a range of healthcare, biomedical and biotechnology research and development activities, related support activities, related higher education and sui generic medical research institutions. On completion, the expanded site, named “Cambridge Biomedical Campus”, will be to one of the largest and most internationally competitive concentrations of healthcare-related talent and enterprise in Europe.

4.50 Given the importance of Addenbrooke’s, the Local Plan needs to develop a specific policy to guide the future development of the site. This is consistent with the approach in the current Local Plan.

STRATEGIC PRIORITY

Option 30 – Addenbrooke’s Hospital

To continue to have a specific policy for Addenbrooke’s in order to ensure that it continues to provide clinical services to meet local, regional or national health care needs and develops as a centre of research.

This approach is consistent with the approach in the current Local Plan.

4.51 Whilst permission has been granted for up to 210,000m² of floorspace for research treatment and related support activities, there is a parcel of land to the south of the Addenbrooke’s site that was identified as being safeguarded in the 2006 Local Plan for future clinical development and research uses.

Questions

4.31 Is there a need for a policy addressing this issue?

- 4.32 At what point in the Plan period should this land come forward?
- 4.33 Should it be allocated for any specific uses?
- 4.34 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 4.35 Are there any other reasonable alternatives that should be considered at this stage?

North West Cambridge

- 4.52 The spatial strategy in the current Local Plan provides for the long term needs of the University of Cambridge to be met on land between Madingley Road and Huntingdon Road. The development plan for this site is the adopted North West Cambridge Area Action Plan, which will not be replaced by the Local Plan. Separate from the needs of the University, provision for a new residential community between Huntingdon Road and Histon Road was also identified in the 2006 Local Plan. In looking ahead to 2031, the development of this area will continue to be a key component of the spatial strategy for Cambridge.

STRATEGIC PRIORITY

Option 31 – North West Cambridge

To the north west of the city, the development of land to meet the long term needs of the University of Cambridge including new homes and jobs along with a new residential community between Huntingdon Road and Histon Road will continue to be a key component of the spatial strategy to 2031.

This approach is consistent with the approach in the current Local Plan.

A specific policy will be developed for this area.

Questions

- 4.36 Is there a need for a policy addressing this issue?
- 4.37 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 4.38 Are there any other reasonable alternatives that should be considered at this stage?

West Cambridge

- 4.53 The spatial strategy in the current Local Plan included the development to the south of Madingley Road by the University of Cambridge for teaching, academic research, sports and residential facilities as well as the expansion of commercial research. Looking ahead to 2031, the development of this area will continue to be a key component of the spatial strategy for Cambridge and could provide more employment development and jobs.
- 4.54 The current site has been built out at a relatively low density, and there are perceptions that this part of the city is less accessible, and lacks true vibrancy

as an employment location, when compared to say the station area or other City Centre locations. Convenient, frequent links to the railway station, and therefore London, are also seen as a current disadvantage of this location.

- 4.55 The 2008 Employment Land Review identifies a medium term shortage of office space in Cambridge. This document is being updated, but it is anticipated that this shortfall will remain an issue. West Cambridge could contribute to meeting this need and there are opportunities in this plan to explore reviewing the original masterplan and deliver higher densities and a greater variety of supporting facilities on the remainder of the site.
- 4.56 The options around intensification of this site would look to support the Cambridge economy by ensuring a sufficient supply of employment land is available to meet the needs of business to 2031. They would also allow the site to respond to changing needs of businesses and their staff. This would be in addition to any existing planned employment sites (for example, North West Cambridge), in order for Cambridge to continue to achieve its economic potential.
- 4.57 This is considered a reasonable approach to explore, as there is a continuous need for employment space in Cambridge, in places accessible to the City Centre. The site is in a relatively sustainable location on the edge of the city and already served by public transport. Increasing the extent of use of the site, as well as support functions could also help deliver new or improved transport links to the site.

STRATEGIC PRIORITY

Option 32 – West Cambridge

To the west of the city, the development of the West Cambridge site for teaching, academic research, sports and residential facilities as well as commercial research facilities will continue to be a key component of the spatial strategy to 2031.

Subject to demonstration through a revised masterplan the site could be more intensively developed in order to meet future employment needs and provide more jobs. This could be achieved by:

- Intensifying the parcels of land remaining to be developed;
- Intensifying the parcels of land remaining to be developed and intensifying land which already has development on it through infilling; or
- Reapportioning uses across the site, for example by focussing commercial research uses on the western part of the site and academic uses on the eastern part of the site.

This site can help to meet employment needs. Key to this is having a good public transport strategy to ensure that development has an acceptable impact on the surrounding transport network. Development would have the advantage of establishing more activity onsite as well as making public transport routes to the site more viable.

It could provide an opportunity to introduce shared social spaces and ancillary support functions onto the site as well as providing an opportunity to review car parking across the site.

A specific policy will be developed for this area.

Questions

4.39 Is there a need for a policy addressing this issue?

4.40 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

4.41 Are there any other reasonable alternatives that should be considered at this stage?

Northern Fringe East

- 4.58 The spatial strategy in the current Local Plan, identifies this area for a high density mixed use development around a new railway station and transport interchange at Chesterton Sidings and adjoining land within the city. The majority of this area lies with Cambridge, whilst the location for the new station and the Chesterton Sidings area lie in South Cambridgeshire.
- 4.59 The possibility of relocating the Waste Water Treatment Works was explored through the 2006 Cambridge Local Plan, South Cambridgeshire's Site Specific Allocations Document 2010 and the County Council's Minerals and Waste Local Development Framework. Viability and options work undertaken by Roger Tym and Partners in 2008 concluded that comprehensive redevelopment of the site would not be viable and alternative mainly employment-led development options should be explored. This approach is also consistent with the findings of the Cambridge and South Cambridgeshire Employment Land Review (2008) and the Cambridge Cluster Study (2011). Exploration of the feasibility of redevelopment to provide a new facility at a smaller scale on the current site should not be ruled out.
- 4.60 The Secretary of State for Transport recently confirmed the decision that the proposed Chesterton Station will be developed, now to be known as Cambridge Science Park Station. The proposal will be taken into account in the forthcoming train operating franchises and the County Council have announced that they propose to borrow the necessary money to deliver the funding, with a proposed opening year of 2015. Repayment would be achieved through the franchises.
- 4.61 The proposed railway station will be served by the guided busway from St Ives. There is a need to safeguard land alongside the railway between Cambridge Station and the proposed railway station at Chesterton Sidings for a future extension to the guided busway. This is considered in Chapter 12, Option 184 – Appropriate Infrastructure.
- 4.62 This area also forms an area of search for a Household Recycling Centre to serve the North of Cambridge, and as a location for inert waste recycling. Any proposals for these facilities would need to be explored alongside other uses in the area.

- 4.63 The current Local Plan identifies the camToo project as an informal proposal, which would require a full social, environmental and economic appraisal. CamToo proposes a public transport and cycle link alongside the railway line between Cowley Road and Ditton Fields / Newmarket Road, across the River Cam via a new bridge and the construction of a channel along the southeast side of the river. Primarily as an additional resource for leisure activities this may also provide some flood risk reduction benefits.
- 4.64 Rather than produce a separate Area Action Plan, it was agreed by the City Council and South Cambridgeshire District Council in March 2011 that the future co-ordination and policy development for Cambridge Northern Fringe East should be incorporated within each Council's Local Plans.
- 4.65 Figure 4.2 shows the Northern Fringe East area.

STRATEGIC PRIORITY

Option 33 – Northern Fringe East

To the north of the city, the development of Northern Fringe East as a high density mixed employment led development should be taken forward in the spatial strategy. A new railway station at Chesterton sidings (in South Cambridgeshire) will provide a new gateway to the northern part of the city and enhance the existing development opportunities in the area.

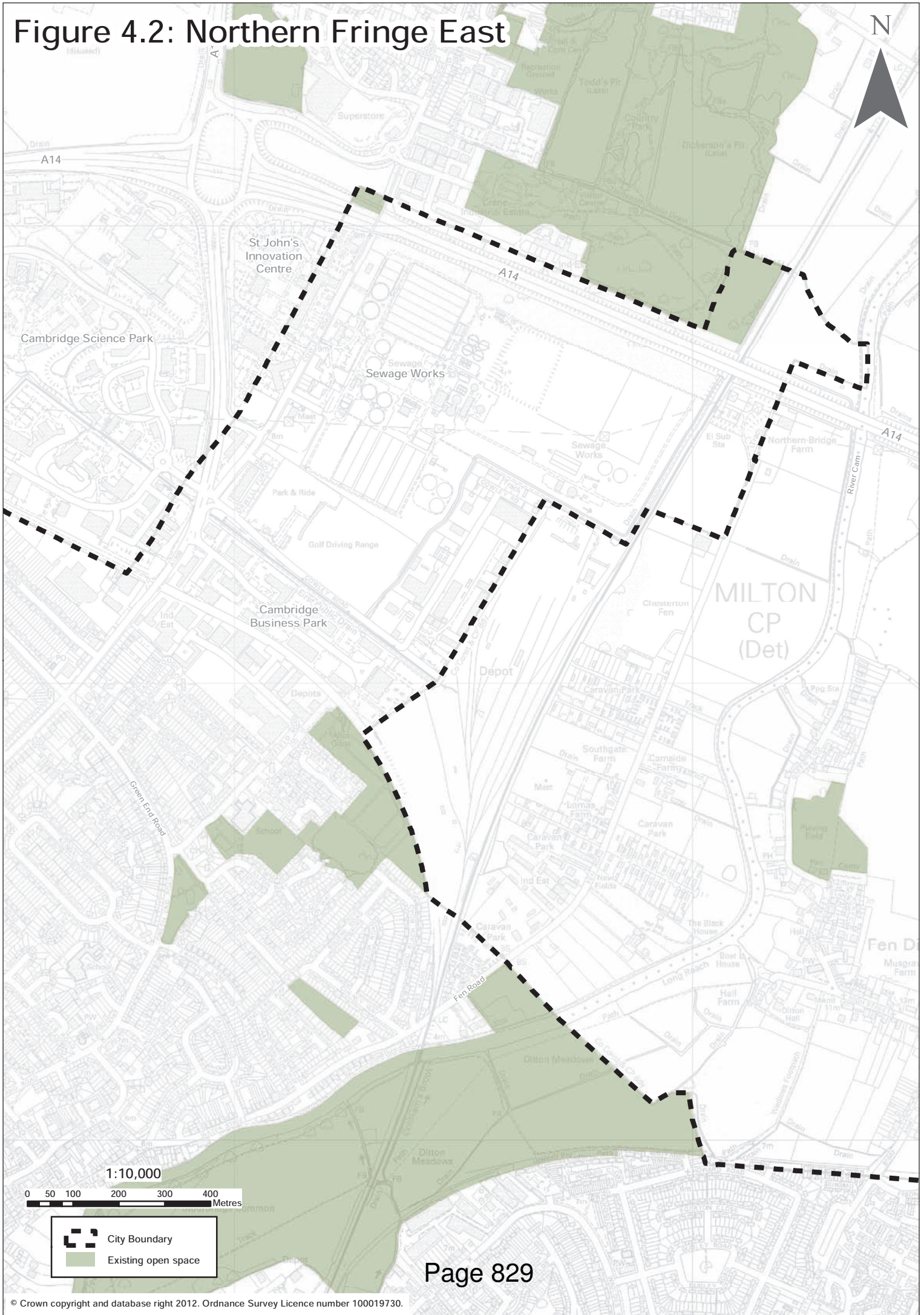
The area includes Chesterton sidings (in South Cambridgeshire), the former Cowley Road Park and Ride site and the undeveloped parts of the Waste Water Treatment Works (WWTW).

Key principles for development could include:

- Regeneration of the wider area in a coherent and comprehensive manner;
- Provision of high density mixed employment led development including associated supporting uses to create a vibrant new employment centre;
- Development to achieve excellent standards of sustainability and design quality;
- To secure delivery of a major new transport interchange to service Cambridge and the Sub-region based on high quality access for all modes;
- Improvements to existing public transport access to and from Northern Fringe East, with extended and re-routed local bus routes as well as an interchange facility with the Guided Bus.
- Improved access for cyclist and pedestrians.
- Delivery of high quality, landmark buildings and architecture; and
- To minimise the environmental impacts of the WWTW and to support greater environmental sustainability in the operation of the site.

A specific policy will be developed for this area.

Figure 4.2: Northern Fringe East



Questions

- 4.42 Is there a need for a policy addressing this issue?
- 4.43 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 4.44 What should the boundary be for this area?
- 4.45 What should be the vision for the future of this area?
- 4.46 What should the key land uses be within this area?
- 4.47 Are there any other reasonable alternatives that should be considered at this stage?

Cambridge East

- 4.66 The development of a major new urban quarter for Cambridge at Cambridge East, comprising 10,000-12,000 new homes, was a key part of the spatial strategy in the current Local Plan and South Cambridgeshire Local Development Framework. In February 2008, the Councils jointly adopted the Cambridge East Area Action Plan (AAP). Whilst Marshalls had been actively looking into relocation options for the airport activities since 2006, they announced in April 2010 that both Wyton and Waterbeach were not deliverable options at the present time and they intended to remain at Cambridge Airport for the foreseeable future. This has since been confirmed as meaning at least until the end of the next plan period to 2031. This means that the Councils need to explore what this means for the future direction of development in their respective areas as well as how the current allocation should be dealt with through the review process.
- 4.67 The area of land North of Newmarket Road, which was included within the Cambridge East AAP, may still be potentially available for development. This site is within South Cambridgeshire District Council and will be considered as part of the review of their Local Plan.

STRATEGIC PRIORITY

Option 34 – Cambridge East - Retain current allocation

One option could be to retain the current allocation for development of a new urban quarter at Cambridge East.

Whilst the allocation would be retained in the plan period, any housing provision would not be relied on and taken into account.

This approach would provide flexibility that it could come forward if circumstances changed again in the period to 2031. However, it could create uncertainty and any implications for delivery of development proposals elsewhere would need to be considered.

STRATEGIC PRIORITY

Option 35 – Cambridge East – Safeguarded Land

One option could for the Airport land be safeguarded for future development at Cambridge East after 2031.

This is on the basis that Cambridge East is one of the most suitable locations for the sustainable development of the area.

Development of the site would be through the next review of the Local Plan to determine at that time whether the land should be allocated and brought forward for development. This approach is consistent with the NPPF and would provide certainty to developers of other allocations that their sites can come forward.

This approach would provide flexibility that it could come forward if circumstances changed again in the period to 2031.

STRATEGIC PRIORITY

Option 36 – Cambridge East – Return the land back to the Green Belt

One option could be to return the land to the Green Belt. This could be the whole site or the open parts of the site.

This would be on the basis that the land will not be developed in accordance with the reasons that it was taken out of the Green Belt.

- 4.68 Subject to the outcomes of the above options, the City Council and South Cambridgeshire District Council will also need to explore the status of the AAP and whether the AAP should be retained in order to provide a framework for future development proposals or whether, the AAP should be superseded by policies in the new Local Plans. This would not prevent the Councils from developing a new Area Action Plan should the airport come forward later in the plan period.

Questions

4.48 Is there a need for a policy addressing this issue?

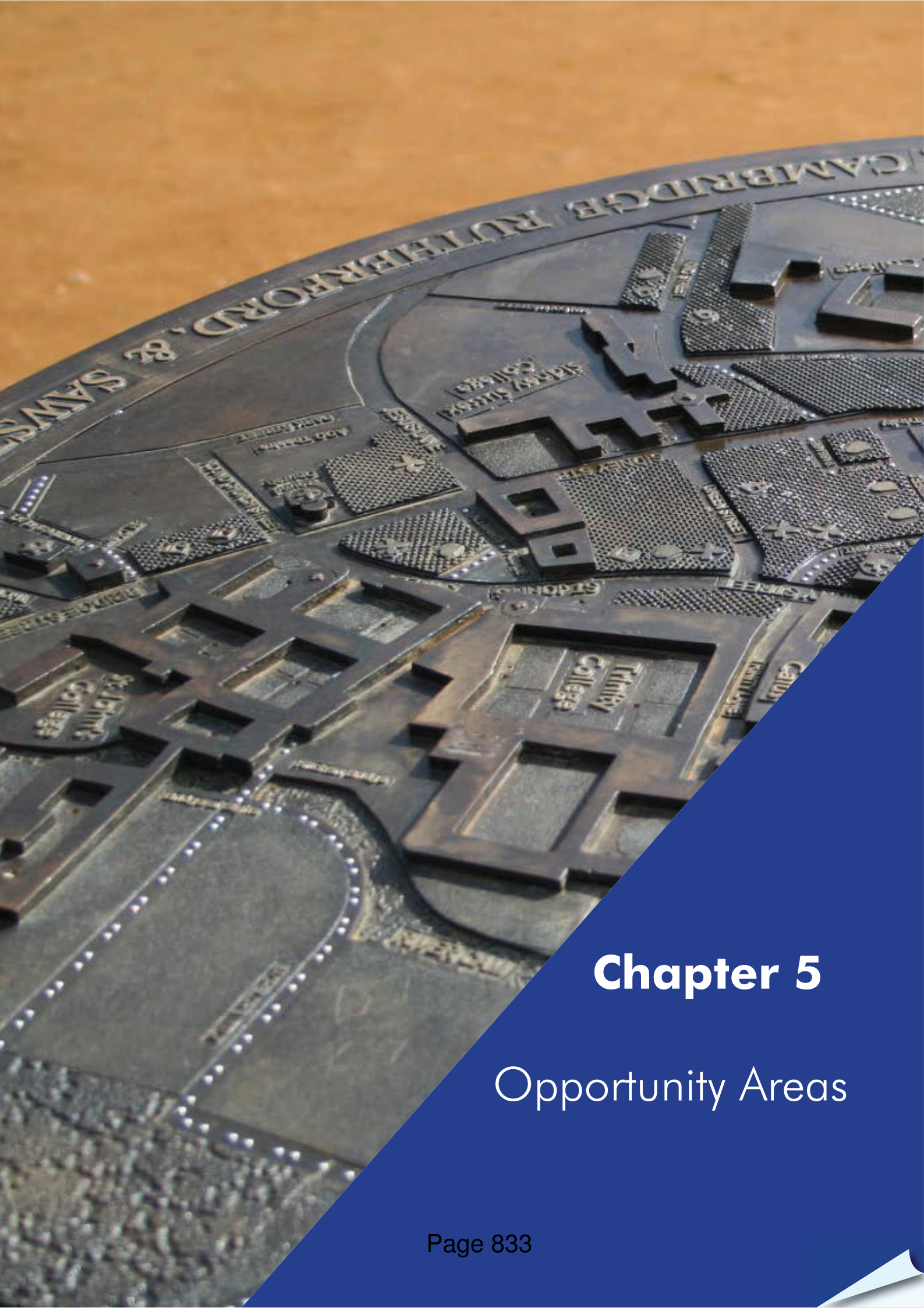
4.49 Which of the options do you prefer?

4.50 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

4.51 Whilst in South Cambridgeshire District Council, what issues do you think there are for the city with development coming forward on land north of Newmarket Road?

4.52 Are there any other reasonable alternatives that should be considered at this stage?

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Chapter 5

Opportunity Areas

CHAPTER 5 – OPPORTUNITY AREAS

- 5.1 This chapter sets out a number of areas in the city which have been identified as having the potential to be considered for future improvement or development over the plan period. These areas have been identified for a number of reasons: they are areas that are likely to be ready for market renewal over the 20 year period of the Plan, areas where beneficial renewal could be encouraged, or are areas which have been identified by others for consideration for change.
- 5.2 In all cases, there is the potential to identify change in these area that should be considered at this stage of preparing this plan. In addition to this high level identification of these potential areas, more specific site-related proposals may come forward during the development of the Local Plan and will be considered by the City Council for potential allocation.

Mill Road

- 5.3 Mill Road has its own character with a diverse range of shops and a real sense of a distinctive local community. The current Local Plan identifies two district centres on Mill Road. Mill Road West is that part of the road west of the railway bridge towards the City Centre, and Mill Road East is on the east side of the railway bridge.
- 5.4 Mill Road is characterised by its large number of diverse and independent retail traders, which lend the area a cosmopolitan feel. There is a wide-ranging concentration of food related uses, A3 (Restaurants and Cafés) and A5 (Hot food take-aways), particularly in Mill Road West, which add to its vitality, but can also lead to amenity problems. In particular, take-aways can cause problems of litter and illegal parking. There are also a number of antique and bric a brac shops and the market at Hope Street which add to the rich diversity and uniqueness of the street.
- 5.5 Surrounding the centre are terraced residential streets, some of which have a high population of students or shared households living in Houses of Multiple Occupation (HMOs).
- 5.6 Recently there has been the issue of national food retailers, wanting to locate convenience stores on the street and this has provoked opposition from local residents. The planning system is unable to restrict development on the basis of the operator and whether they are a small independent or a national retailer. In addition the Use Classes Order and General Permitted Development Order mean that some changes of use can take place without the need for planning permission, which adds to the difficulty in specifying a particular mix of uses. For example:
- The Use Classes Order allows changes within a Use Class to be permitted without the need for planning permission (ie a shop selling clothes is within Use Class A1 and a shop selling food is also within A1). In this case, there is no need for planning permission as both fall within the same Use Class, although any physical external changes to the building would probably require planning permission.

- The General Permitted Development Order allows some changes between Use Classes without planning permission. For example, a takeaway could change to a restaurant or a bank or a shop without the need for planning permission, thus making it hard to control the mix of uses.
- 5.7 There is a real sense of local community in the Mill Road area. There are a number of active residents' associations and other groups, and events such as the Winter Fair attract large numbers of people each year. Community groups can be found at the Romsey Mill Centre, the Bath House, the Salvation Army Centre, the churches and the mosque.
- 5.8 Mill Road is an extremely busy, narrow road and there are conflicts between cars and buses and cyclists. In places, the pavements are narrow and cluttered with signs, lamp posts and parked bicycles making it difficult to move along them particularly with a pram or wheelchair. There have been some improvements to the public realm, particularly in Mill Road West, adjacent to the public car park and public toilets about 10 years ago, and longer ago the sheltered accommodation at Ditchburn Place was refurbished, including a new landscaped area adjacent to Mill Road.
- 5.9 Mill Road depot is owned by the City Council and has been identified as a potential housing site in the Strategic Housing Land Availability Assessment, if this was to relocate in the future and subject to overcoming potential access constraints from Mill Road.
- 5.10 The City Council is funding the upgrade of the existing street lighting from the Railway Bridge to Perne Road to match the more decorative lighting columns that already exist on the first stretch of Mill Road from East Road to the Railway Bridge. The County Council is looking at the potential for further improvements to Mill Road, specifically to address traffic issues and the quality of the public realm. It is important to retain the character and vibrancy of the road in the long term, and so any initiatives need to support, not hamper, the essential character and strengths of Mill Road.
- 5.11 The NPPF requires that local plans promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres. It is important to maintain and build upon the individuality and vibrancy of Mill Road and therefore an option has been put forward dealing specifically with this area.
- 5.12 The Portas Review (2011) includes many recommendations that local people should become more involved in the running of their High Streets and includes innovative measures to empower the local community to have greater control over their local High Street such as community use of empty properties and development of neighbourhood plans.

Option 37 – Mill Road

We could include a policy which aims to help to protect and enhance the diversity and character of Mill Road.(including Mill Road East and Mill Road West District Centres). Any new development should add to the vitality and viability of Mill Road. It could try to control the mix of unit sizes and types

of shops, however this might be too restrictive and prevent innovative development. The proposed options on general shopping (Options 136 and 137) might be sufficient control.

The policy would also aim to improve the environmental quality of Mill Road, through measures such as traffic calming measures which remove road markings, removal of signage and other clutter, improvements to the quality of the pavements and road surfaces giving priority to pedestrians and cyclists, and enhancements to lighting, landscape and signage.

Questions

- 5.1 Is there a need for a policy addressing this issue?
- 5.2 What do you think is important about Mill Road and how do you think it could be addressed by this policy?
- 5.3 Do you think the policy should try to control the mix of unit sizes or types of uses?
- 5.4 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 5.5 Are there any other reasonable alternatives that should be considered at this stage?

Eastern Gate

- 5.13 The area of the city, known as Eastern Gate, stretching from the Crown Court and Elizabeth Way Roundabout to the beginning of the Newmarket Road Retail Park is currently undergoing significant change. The large-scale highway interventions of the 1970s, the application of standard highway solutions and the introduction of unsympathetic bulky buildings that have little relationship with the public realm have eroded the qualities of place and severed neighbouring communities. For some time now, there has been widespread recognition for the need to improve the environment within the Eastern Gate study area. Over the years, many sites within the area have been subject to a number of planning applications, some of which are still extant.
- 5.14 In 2011, the Council adopted a Supplementary Planning Document for the Eastern Gate area known as the Eastern Gate Development Framework SPD. The aim of the SPD is to begin regenerating and transforming this key approach to the city through high quality development coupled with key projects that will connect people and places.
- 5.15 The SPD is currently tied to a policy in the Local Plan 2006. Once the new Local Plan is adopted, the SPD will fall away as the policy it is tied to will no longer exist. While it is still capable of being a material consideration it is important that the work from stakeholders and communities in inputting to this document is not lost. The Local Plan Review will therefore be exploring the projects developed from this document.

- 5.16 The SPD sets out five key projects for improving the highway network, the public realm, and the overall environmental quality of the Eastern Gate. The projects are rolled forward into the Local Plan review below. In theory, each project could be progressed independently of the others as each will require significant funding, planning and design work in their own right. However, given the interdependent nature of the projects, any one project needs to ensure impacts on the local highway network are co-ordinated and managed together.
- 5.17 Figure 5.1 indicates the broad locations of these options in Eastern Gate.

Option 38 – Eastern Gate

This option identifies opportunities to improve the public realm for people living, working or travelling through the area by carrying forward the five key projects identified in the Eastern Gate Development Framework SPD. These involve changes to the highway and streetscape at five key parts of the area:

- Remodelling Elizabeth Way Roundabout;
- Place and movement strategy for Newmarket Road and East Road;
- Remodelling East Road / St Matthew's Street junction;
- Remodelling Newmarket Road / Coldham's Lane junction; and
- Improving New Street and Harvest Way.

These roads and junctions are congested, separate local communities, and are often of poor quality; improving them is a key opportunity in this area.

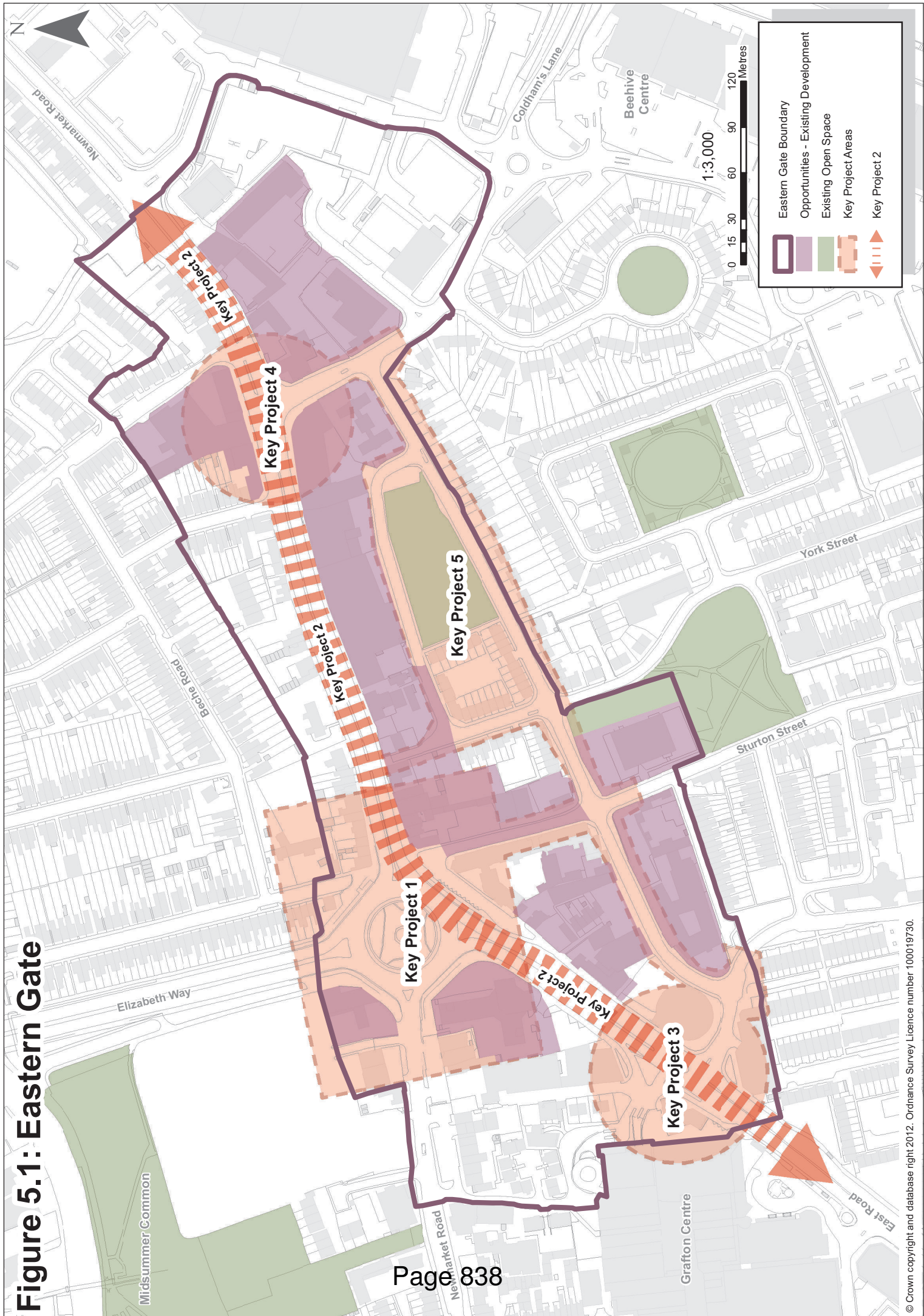
In addition to the key projects, there are a number of sites where there are opportunities for redevelopment. Development of these sites would assist in improving the environmental quality of the whole area. The sites have been further examined and referenced in the Eastern Gate Development Framework Supplementary Planning Document.

The identified development sites also represent opportunities for realising improvements to the public realm in the immediate area. It is expected that planning contributions from the development of these sites will be required in order to help fund the key projects above.

Questions

- 5.6 Is there a need for a policy addressing this issue?
- 5.7 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 5.8 Are there any other reasonable alternatives that should be considered at this stage?

Figure 5.1: Eastern Gate



Cambridge Railway Station to the City Centre and Hills Road Corridor

- 5.18 Hills Road acts as a key link between the Cambridge Railway Station and the City Centre. It is also a key artery from the south east part of the city and acts as a cross road to many key east-west routes, including Station Road and Lensfield Road, and it continues north as Regent Street (then St. Andrew’s Street) to the historic core of the city.
- 5.19 Stepping out of the station, the first impression of the city can be one of disorientation and confusion. For the visitor, it is simply not clear where the City Centre actually is, nor how far. Poor quality public realm combined with a fragmented and frustrated pedestrian and cyclist experience currently characterises this route into the centre and makes the distance feel further.
- 5.20 The CB1 redevelopment around the Station and creation of the new transport interchange will dramatically improve the first impression of Cambridge. There are opportunities to complete the integration of this area into the wider city through improvements to the streetscape and infrastructure between the Station and the City Centre.
- 5.21 As well as the opportunities to improve the streetscape and infrastructure along Hills Road, there may also be opportunities for redevelopment of land and buildings that could become available in the area before 2031, these include City House, Clifton Road and the Cambridge Leisure Park. The following option is based on the Council’s aspirational document “Project Cambridge: Connecting the Station to the City Centre”¹.
- 5.22 Figure 5.2 indicates the broad locations along Hills Road of these options.

Option 39 – Cambridge Railway Station to the City Centre & Hills Road Corridor

This option identifies opportunities to improve the public realm for people living, working or travelling through the area by carrying forward the five key projects identified in the Project Cambridge document². These involve changes to the highway and streetscape at seven key parts of the area:

- Regent Street;
- Hyde Park Corner;
- Hills Road Local Centre;
- Station Approach;
- Cambridge Leisure;

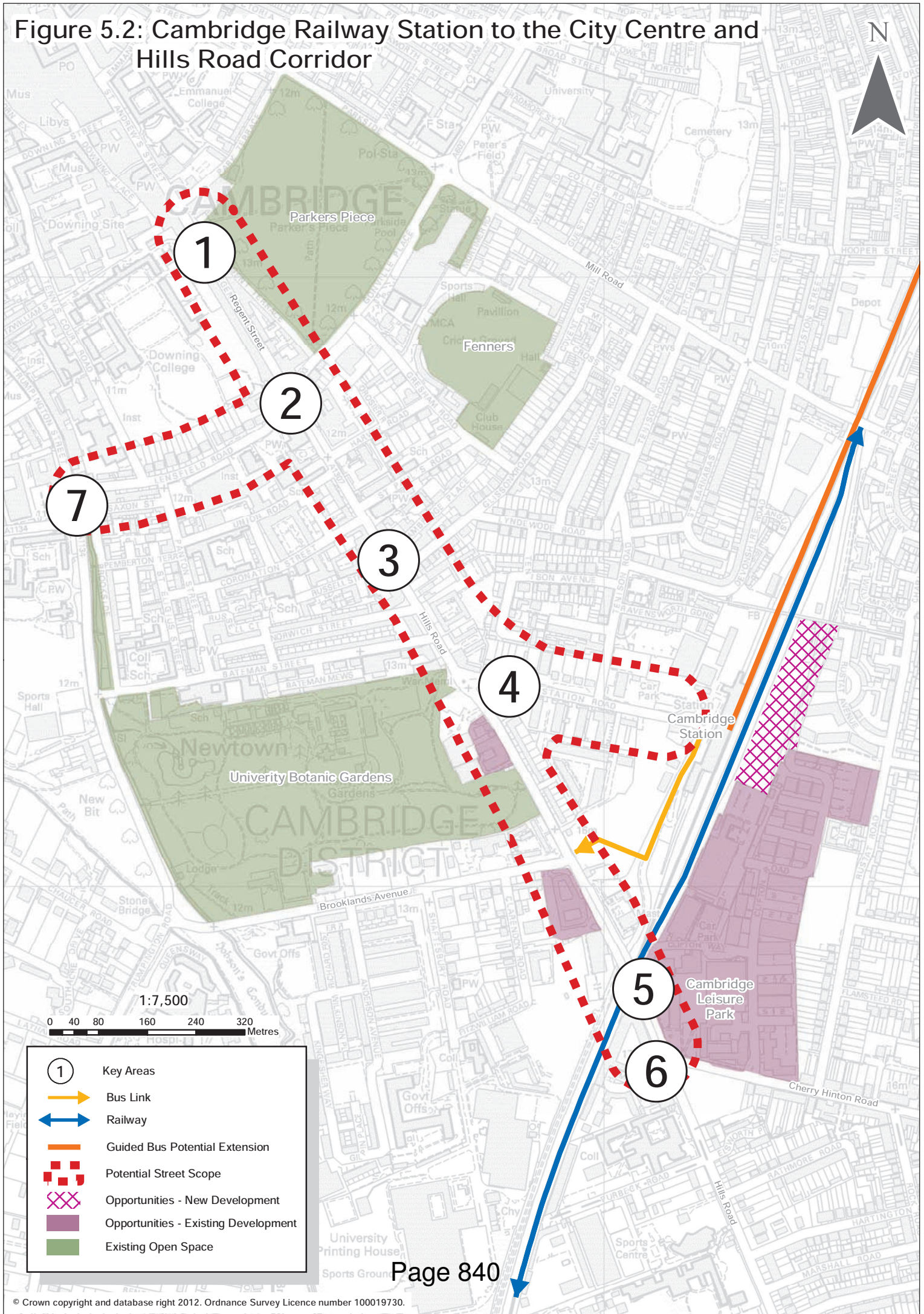
¹ Project Cambridge in 2009 looked at improvements to the highway and street along Hills Road, the document can be found here:

http://www.cambridge.gov.uk/public/councillors/agenda/2009/1006enviro/07_1.pdf

² Project Cambridge in 2009 looked at improvements to the highway and street along Hills Road, the document can be found here:

http://www.cambridge.gov.uk/public/councillors/agenda/2009/1006enviro/07_1.pdf

Figure 5.2: Cambridge Railway Station to the City Centre and Hills Road Corridor



- Cherry Hinton Road Junction; and
- Lensfield Road junction.

These streets and junctions are congested with traffic, pedestrians and with a poor quality public realm; improving them is a key opportunity in this area.

In addition to the key projects, there are a number of sites where there could be opportunities for redevelopment. Redevelopment of these sites would assist in improving the environmental quality of the whole area.

The potential development sites also represent opportunities for realising improvements to the public realm in the immediate area. It is expected that planning obligations from the development of these sites will be required in order to help fund the key projects above.

Questions

- 5.9 Is there a need for a policy addressing this issue?
- 5.10 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 5.11 Are there any other reasonable alternatives that should be considered at this stage?

Land South of Coldham's Lane

- 5.23 The land to the south of Coldham's Lane has played a key role in the city's industrial history as a source of materials and for waste disposal. That past includes use by Blue Circle Industries to quarry and manufacture cement. When the plant closed the two quarry sites were turned into landfills. The eastern most quarry was filled in with waste until the mid-1970s, the western most quarry was filled in with waste until the mid-1980s, when landfill activities ceased and both quarries were capped. There is up to 19 metres of landfill in these sites. Land between these two sites, known as Norman Way Business Park, has since been developed for various uses including car showrooms, a hotel, a gym and warehouses. The two old quarries have since become large open grassy areas of scrub, with an unkempt and relatively unattractive appearance. Nevertheless, the eastern most site has been designated as a City Wildlife Site due to the wildlife value on this site and both are Protected Open Spaces, given their environmental value. A further constraint on the site will be the height restriction associated with the ongoing use of the airport.
- 5.24 The Inspector's Report for the 2006 Cambridge Local Plan concluded that Phase 2 of the former Blue Circle site, Coldham's Lane, should not be allocated for housing because of the over-riding risk arising from the contaminated land.

- 5.25 To the south of these sites are three lakes, these are very deep and currently there is no public access to them. From the junction of Brooks Road and Perne Road, two footpaths / cycle paths run through the sites: Snakey Path runs to the south of the lakes towards Cherry Hinton Hall, the Tins runs over the railway to Norman Way Business Park and Cherry Hinton beyond.

Opportunities

- 5.26 Whilst these sites have been examined a number of times previously, it is important that opportunities to secure appropriate re-use and redevelopment of these sites, as well as opportunities for potential public and recreational access to the areas is not lost for another 20 years.
- 5.27 Figure 5.3 indicates the broad locations of these options south of Coldham's Lane.

Option 40 – South of Coldham's Lane

This option identifies opportunities to improve the area through the introduction of new uses, the development of some key sites and the improvement of links through the area.

There is a potential "green and blue corridor" that runs from Coldham's Common through the two closed landfill sites and the lakes into Cherry Hinton Hall and out through the Spinney Nature Reserve. There may be an opportunity to open up one or more of the old quarries and the area around one or more of the lakes for active and passive recreation uses. Opportunities to explore include:

- Walking;
- Cycling;
- Five a side football pitches; and
- Cycle BMX track.

Any potential uses would need to take into account the nature conservation value of these sites.

Opening up these sites for recreation uses will benefit local people by providing them with a new, accessible leisure resource.

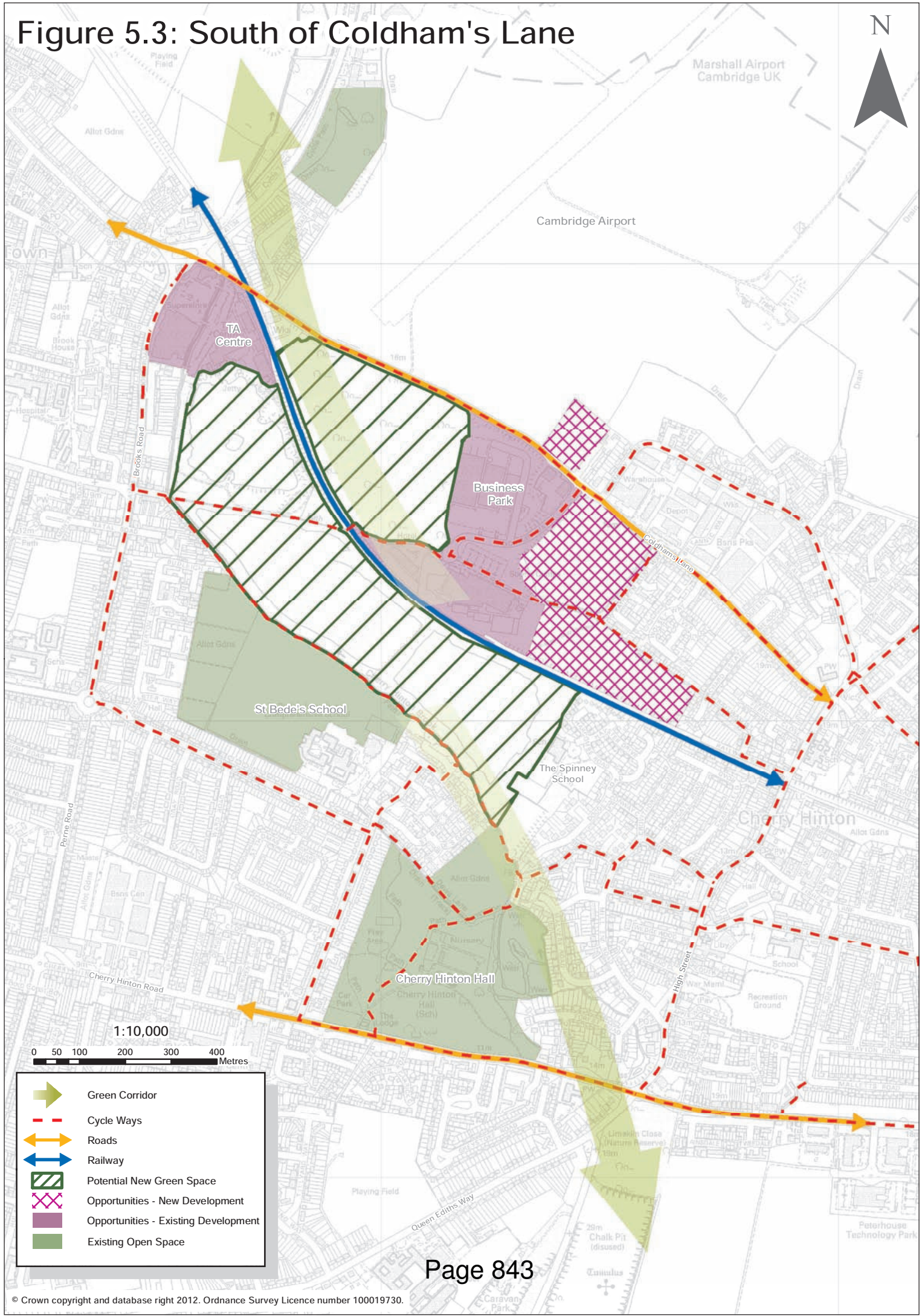
Improving existing routes through the area and looking at introducing new paths to provide access to (and through) the area around the lakes could help with journeys through the site. Opening up access to the lakes area could also facilitate enhanced recreation uses of this resource for the benefit of residents of this side of the city.

There are a number of sites in the area and its vicinity which in combination could deliver viable new development opportunities, which could deliver regeneration and wider public benefits. These include:

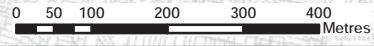
- Land east of Norman Way Business Park (unclear how much of this would be developable; likely to be only suitable for commercial uses);









Figure 5.3: South of Coldham's Lane

N



1:10,000



-  Green Corridor
-  Cycle Ways
-  Roads
-  Railway
-  Potential New Green Space
-  Opportunities - New Development
-  Opportunities - Existing Development
-  Existing Open Space

- Land West of Rosemary Lane (the very southern corner of the Airport site);
- Norman Way Business Park
- Sainsbury's and the Territorial Army (TA) Centre

Question

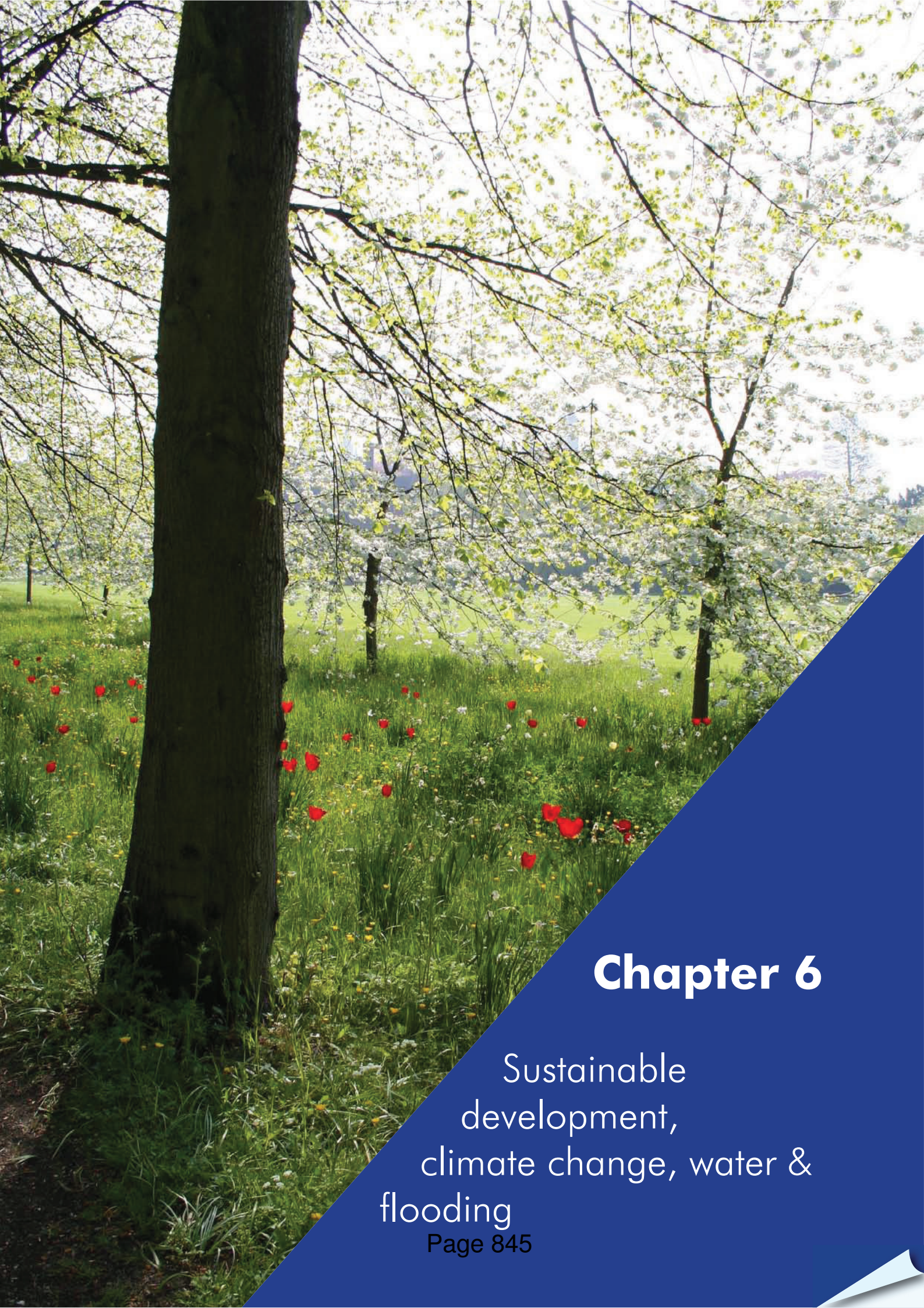
5.12 Is there a need for a policy addressing this issue?

5.13 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

5.14 Are there any other reasonable alternatives that should be considered at this stage?

Question

5.15 Are there any other opportunity areas that should be considered at this stage?



Chapter 6

Sustainable
development,
climate change, water &
flooding

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CHAPTER 6 – SUSTAINABLE DEVELOPMENT, CLIMATE CHANGE, WATER AND FLOODING

- 6.1 The Local Plan will seek to ensure that Cambridge develops in the most sustainable way possible. This means delivering our social and economic aspirations without compromising the environmental limits of the city for current and future generations. The vision for Cambridge is for it to become a low carbon, water sensitive city with a thriving economy. For this to be achieved, a holistic approach to sustainable development should be embedded within all development proposals from the outset.
- 6.2 This section focuses on how the Local Plan will contribute to the achievement of sustainable development. It looks at how the Local Plan will address the challenge of mitigating and adapting to our changing climate. It also considers how to make Cambridge a water sensitive city, where new developments are water neutral, contribute to an overall flood risk reduction and help improve the quality of water bodies.

STRATEGIC PRIORITY

Option 41 – Innovative and sustainable communities

To deliver truly sustainable communities that balance environmental, social and economic goals, making best use of energy, water and other natural resources, securing radical reductions in carbon emissions, minimising environmental impact and that are capable of adapting to the impacts of climate change.

Key Facts

CLIMATE CHANGE

- The total carbon emissions for the City of Cambridge, including those from homes and businesses, reduced by 9% between 2005 and 2009 (from 768,600 tonnes to 706,100 tonnes). Per capita emissions in this period reduced by 16% from 6.9 tonnes per person to 5.8 tonnes per person¹.
- Compared to the microgeneration capacity of other cities in the East of England, Cambridge is performing quite well (Cambridge = 0.301 MWe, Norwich = 0.219 MWe, Peterborough = 0.283 MWe, Ipswich = 0.121 MWe)². Some of these cities, do however, benefit from large scale renewable technology, for example a 12MW biomass plant in Norwich, while Peterborough's installed renewable energy capacity (excluding

¹ DECC (2009) National Indicator 186 Figures for 2005-2009
(http://www.decc.gov.uk/en/content/cms/statistics/local_auth/co2_las/co2_las.aspx)

² Source = AEA Microgeneration Index (www.aeat.com/microgenerationindex/)

microgeneration) is around 5MW.

- Fuel poverty is estimated to affect 14% (5,800) of households in Cambridge³, although with rising fuel prices this figure is quite likely to have risen.
- Projected data⁴ illustrating how the UK climate is projected to change as a result of climate change, shows that temperatures in Cambridgeshire are set to rise by between 2°C and 4.5°C by 2080. In urban environments such as Cambridge, this rise in temperature could be higher, exacerbated by the urban heat island effect. There are likely to be more extreme weather events such as heat waves and storms, causing severe incidents such as flooding.

WATER AND FLOODING:

- Current fluvial (river) flood risk - 986 people would be affected by a 1 in 100 year (1%) flood event and 1,745 people for a 1 in 1000 year (0.1%) event.⁵
- Future fluvial flood risk (in 2110) - 1,483 people would be affected by a 1 in 100 year event and 2,544 people for a 1 in 1000 year event⁶.
- Based on these figures of potential flood risk, the current estimated economic damage from fluvial flood risk is £157,667 (annualised average damages), and in the future (2110) this would rise to £1.7 million (annualised average damages)^{7 8}.
- 11,061 properties are currently at risk of pluvial (surface water) flooding⁹.
- Estimated economic damages associated with pluvial (surface water) flood risk is up to £1,866,839 (annualised average damages)¹⁰.
- Current water body quality status is: The Cam (upstream) - Poor, The Cam (downstream) - Moderate, Bin Brook - Moderate, Hobson's Brook -Moderate, Cherry Hinton Brook – Moderate¹¹. The Water Framework Directive requires that all water bodies are at 'Good' status by 2015.

³ Cambridge City Council (2009) Private Sector House Condition Survey

⁴ [UK Climate Projections \(UKCP09\)](#)

⁵ There are two commonly used ways of expressing how frequently a particular depth or intensity of rainfall occurs. Return period such as 1 in 100 or 1 in 1000 is the average time interval between rainfall events of a given size. 1% or 0.1% is the annual probability of that event happening each year. Numbers from Environment Agency - Great Ouse Catchment Flood Management Plan 2010

⁶ Environment Agency - Great Ouse Catchment Flood Management Plan 2010

⁷ Environment Agency - Great Ouse Catchment Flood Management Plan 2010

⁸ Annualised annual damages (AAD) is the average damage per year in monetary terms that would occur at each specific address point, within the modelled domain, from flooding over 100 years.

⁹ Cambridge and Milton Surface Water Management Plan 2011

¹⁰ Cambridge and Milton Surface Water Management Plan 2011

¹¹ Environment Agency – Anglian River Basin Management Plan 2009

¹² Environment Agency – Areas of Water Stress Final Classification 2007

¹³ Cambridge Sub-Region Water Cycle Strategies 2008 and 2010

- Cambridge is within an Area of Serious Water Stress, which is a classification by the Environment Agency that assess the overall water resource balance for areas based on geographical and human factors¹².
- Water supply demand is likely to increase by 33% by 2031¹³.

Objectives

- To ensure that Cambridge makes real progress in addressing climate change in terms of both:
 1. **Climate Change Adaptation** – making sure that new developments and the wider community are adaptable to our changing climate;
 2. **Climate Change Mitigation** – designing new communities and buildings to be energy and resource efficient, utilising renewable and low carbon energy generation and promoting patterns of development that reduce the need to travel by less environmentally friendly modes of transport;
- To ensure that the principle of careful and efficient management and use of resources including avoiding, reducing and reusing much of what is now regarded as waste, is inherent in all development proposals;
- To ensure development is safe and is undertaken in areas of least flood risk and ensuring flood risk is not increased elsewhere;
- To ensure that water infrastructure is integrated into the wider network of green, blue and grey infrastructure¹⁴, with a focus on high quality, multi-functional design and its role in place making;
- To recognise the role that an integrated approach to reducing flood risk and improving water body quality has to play in the enhancement of biodiversity and wider amenity of the city.

A holistic approach to sustainable development

- 6.3 It will be important for all development proposals to be able to clearly demonstrate how they will contribute to delivering the Local Plan’s vision. It is increasingly recognised that one of the most important factors in delivering a successful scheme is ensuring that sustainability is a key part of the brief and is therefore integrated from the outset. This almost always leads to a better design and lower overall costs, as options are greater at an early stage and there is more scope to identify options that achieve multiple aims.
- 6.4 Only one option for policy development has been put forward. This will create a clear framework to enable the principles of sustainability to be

¹⁴ Green infrastructure is a network of multi-functional green space, urban and rural which is capable of delivering a wide range of environmental and quality of life benefits for local communities. Blue infrastructure is similar but is space occupied by water. Grey infrastructure is our existing manmade built environment.

integrated into development proposals. Such an approach would build upon the Council's current sustainability checklist and requirement for the submission of Sustainability Statements, and will help developers to clearly demonstrate how their development meets the 'presumption in favour of sustainable development', which lies at the heart of the NPPF.

Option 42 – Develop a comprehensive sustainable development policy

This option would allow for the development of a sustainable development policy setting out the principles that should be embedded into all development proposals in Cambridge. This could include:

- Design considerations (layout, orientation, scale and massing);
- Transport and accessibility including connectivity with surrounding communities;
- Carbon/greenhouse gas reduction;
- Energy efficiency and the role of renewable/low carbon energy generation;
- Recycling and waste facilities;
- Pollution;
- Protection and enhancement of biodiversity;
- Adaptation to climate change;
- Integrated water management and water conservation;
- Materials and construction waste (resource efficiency);
- Adaptability of buildings, including the re-use of existing buildings; and
- Access to open space including space for urban food production.

By setting out a clear framework with which developers can integrate sustainability concerns into the design of new development, this should help to reduce costs and lead to more successful development proposals.

Questions

- 6.1 Is there a need for a policy addressing this issue?
- 6.2 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option?)
- 6.3 Are there any other reasonable alternatives that should be considered at this stage?

Setting targets for sustainable construction

- 6.5 Addressing climate change is a key element of sustainable development and it is important that new development proposals can easily demonstrate that they have been designed with our changing climate and enhancement of

environmental performance in mind. Nationally described sustainable construction standards have been developed for both new homes (the Code for Sustainable Homes) and new non-domestic buildings (BREEAM), which could form the basis of new planning policy. The Local Plan should support innovation and investment in sustainable buildings and help to achieve the national timetable for reducing carbon emissions from both new homes and new non-residential buildings. The NPPF is supportive of the use of local planning policies to set requirements for a building's sustainability, as long as this is carried out in a way which is consistent with the Government's zero carbon buildings policy and which utilises nationally described standards.

- 6.6 The Decarbonising Cambridge Study has assessed the impacts of requiring specific levels of the Code for Sustainable Homes for all new major housing developments in the city. It concludes that it would be feasible for developers to meet Level 4 of the Code for Sustainable Homes to ensure that sustainability is incorporated into all aspects of the design and construction of new homes. It also takes account of levels of sustainability currently being achieved on developments across the city.
- 6.7 The use of the Code for Sustainable Homes and BREEAM as the basis of policy development utilises nationally described construction standards that will be familiar to the majority of developers. This approach will help to ensure that consideration is given to the wider elements of sustainable development, such as the use of materials with low environmental impact, enhancement of biodiversity and consideration of the impact of building design on the health and wellbeing of building occupants. These are elements that are not covered by Building Regulations but should be integral to a holistic approach to sustainable development, helping to achieve the Plan's vision for a low carbon city.
- 6.8 The most reasonable option to achieve sustainable development, carbon reduction and high quality design, would be to include a specific policy setting out the standard of development expected in Cambridge. Such an approach would help to take account of local circumstances such as water scarcity and is consistent with the aims of the NPPF for planning to fully support the transition to a low carbon economy.

Option 43 – Sustainable construction standards

This option would allow for the development of a policy requiring a minimum level of the Code for Sustainable Homes (at least Level 4) and BREEAM (either 'very good' or 'excellent'). Consideration could also be given to setting much higher standards for specific scales and types of development. Flexibility could be written into the policy to enable the standards set to rise should more ambitious national standards be adopted in the future through the Government's Zero Carbon Policy.

Such a policy could also set out specific standards in relation to water consumption levels considered under options 52-56 of this chapter.

Questions

- 6.4 Is there a need for a policy addressing this issue?
- 6.5 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 6.6 Do you have any views as to whether we should target BREEAM ‘very good’ or ‘excellent’ for non-residential development?
- 6.7 Are there any other reasonable alternatives that should be considered at this stage?

Reduction of carbon emissions from new development

- 6.9 The achievement of national¹⁵ for the reduction of carbon emissions will require action across all sectors of energy use. Within Cambridge, this will involve balancing the overall increase in emissions due to associated with new development with the opportunities that these developments offer for reducing carbon and greenhouse gas emissions, through measures such as improving energy efficiency and the provision of on-site renewable and low carbon energy generation. Consideration will also need to be given to the role of the Local Plan in supporting improvements to the existing building stock in Cambridge (see Option 50). There are also links with transport, in terms of encouraging the use of more sustainable modes.
- 6.10 The Decarbonising Cambridge Study considered the impact that setting targets for carbon reduction would have on the viability of new development. Such a policy approach would represent a move away from percentage renewable energy policies such as the Council’s existing 10% renewable energy policy. It would take account of the hierarchical approach to reducing carbon emissions through improvements to building fabric and energy efficiency as well as provision of low carbon and renewable energy. It would also provide developers with greater flexibility in how to meet the levels of carbon reduction required. However, it is considered that there may still be merit in including a percentage renewable energy approach, similar to Policy 8/16 in the 2006 Local Plan, which requires 10% renewable energy to form part of the energy strategy for major developments, dependent on the levels of carbon reduction sought in the final plan. Under the Government’s initial proposals for zero carbon homes, which required zero regulated and unregulated carbon emissions from new homes, percentage renewable energy policies would arguably have become redundant. However, as part of the budget announcement of 2011, the definition of ‘zero carbon’ was relaxed to consider regulated emissions only. Added to this the recent consultation on future changes to Building Regulations, which proposed a further relaxation in the levels of carbon reduction required from new homes, there may still be a role for percentage renewable energy policies in the future.

¹⁵ As part of the Climate Change Act (2008) the UK has adopted a national target of reducing carbon emissions by 80% by 2050 with an interim target of a 50% reduction in carbon emissions by 2025

- 6.11 In light of the above, three options are put forward for possible future policy development, informed by the Council’s evidence base. They are considered to be the most reasonable approaches that would help achieve the vision of the Plan for Cambridge to become a low carbon city and to achieve the aims of the NPPF for planning to help secure radical reductions in carbon emissions. There comes a point in levels of carbon reduction where renewable energy provision becomes necessary to meet the required reduction, for example in line with the energy requirements of Level 4 of the Code for Sustainable Homes. However, the recent consultation on proposed changes to Part L of Building Regulations in 2013 recommends a lower level of carbon reduction than originally set out by Government.¹⁶ If this level were adopted nationally as part of Building Regulations, the utilisation of renewable or low carbon energy generation would no longer form a part of a development’s carbon reduction strategy. While the hierarchical approach to reducing carbon emissions is fully supported, it is considered that the incorporation of renewable technologies into schemes should still form an important element of carbon reduction strategies in light of concerns surrounding fuel security and national targets for renewable energy generation. The Council’s evidence base clearly shows that there are opportunities across the city for planning policy to help secure higher levels of carbon reduction than those being brought forward by changes to Building Regulations.

Option 44 – Detailed targets for on-site carbon emission reductions that relate to levels of the Code for Sustainable Homes being sought.

One option could be to develop a detailed policy requiring specific levels of on-site carbon reduction from all new major development sites in Cambridge. In line with Option 43 for the development of sustainable construction standards, for homes this would equate to a 44% reduction in carbon emissions for all development up to 2016. After 2016, the policy would need to reflect that new homes should be achieving ‘zero carbon’ status. For non-residential buildings, the timetable for zero carbon non-residential buildings (2019) would be followed.

Such an approach would be unlikely to have a significant impact on the viability of development, as it would be in keeping with the current levels of carbon reduction that will ensure development is on the path of meeting zero carbon policy by 2016 (for new homes) and 2019 (for non residential development). However, this approach would not be fully in keeping with the vision of Cambridge as a low carbon city, and would not take account of the evidence base for climate change, which suggests higher levels of carbon reduction would be viable. It would also fail to meet the NPPF’s aims

¹⁶ Communities and Local Government (2006). Building a Greener Future: Towards Zero Carbon Development. This document recommended a 44% reduction (compared to 2006 Building Regulations and equivalent to Level 4 of the Code for Sustainable Homes) in carbon emissions be incorporated into 2013 Building Regulations. This has now been revised down to an approx 33% reduction in carbon emissions utilising energy efficiency and improvements to building fabric.

for planning to help secure radical reductions in carbon emissions.

Option 45 – Detailed targets for on-site carbon emissions reductions in line with the findings of Decarbonising Cambridge

A second option could be to develop a detailed policy requiring specific levels of on-site carbon reduction from all major new residential development that seek to go beyond the levels of carbon reduction that will be brought in through changes to Part L of Building Regulations in 2013 and 2016 and zero carbon homes policy. Evidence contained within the Decarbonising Cambridge Study suggests that a level of carbon reduction in the order of 70% (above 2006 Building Regulations levels) would be a feasible level to set, bearing in mind impacts on viability. This would set a level of carbon reduction higher than the energy requirements of the Code for Sustainable Homes target being considered under Option 43, consistent with the recommendations of the Decarbonising Cambridge Study. Indeed such a target would be greater than the levels of on-site carbon reduction being sought nationally through zero carbon homes policy, which comes into force from 2016.

The pathway for zero carbon non-residential buildings is less well defined. As such, it is suggested that levels of carbon reduction follow planned changes to Building Regulations. Opportunities to go beyond these levels could be pursued for those sites that could connect to infrastructure such as district heating.

While this approach would be in keeping with the vision for a low carbon city, helping to meet the NPPF's aim for planning to secure radical reductions in emissions, there could be a concern from developers of the impact on viability of their proposals.

Option 46 – Leave carbon reduction to Building Regulations and continue to operate a percentage renewable energy policy

A third option could be to leave the setting of carbon reduction for new development to Part L of Building Regulations, but continue to require a percentage of carbon reduction to be brought about specifically through the use of renewable energy. This requirement would be in addition to levels of carbon reduction sought by Building Regulations.

This approach is being considered in light of the recent consultation on changes to the 2013 Part L Building Regulations, which includes an option that would decrease the level of carbon reduction originally intended as part of the transition towards zero carbon policy in 2016.

The advantage of such a policy approach is that it will help to deliver renewables if the level of carbon reduction incorporated into Building

Regulations is reduced. Such an approach is considered as part of the emerging Merton Rule Study¹⁷. There could be concerns about impact of such a policy on the viability of new development, and this would need to be taken into account.

Questions

- 6.8 Is there a need for a policy addressing this issue?
- 6.9 Which of the options do you prefer?
- 6.10 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 6.11 Are there any other reasonable alternatives that should be considered at this stage?

The role of community energy funds

- 6.12 Part of the definition of zero carbon development includes the concept that after delivering a certain level of CO₂ reduction on-site, known as carbon compliance, developers can then choose to offset remaining emissions through a range of measures known as ‘allowable solutions’. One of these possible measures is that developers would have the choice to pay into a Community Energy Fund, which is then used to invest in energy efficiency and renewable and low carbon energy projects in Cambridgeshire, with an emphasis placed on community benefit. Work is currently underway to investigate the potential of developing a Cambridgeshire Community Energy Fund¹⁸, linked to the national Allowable Solutions Framework¹⁹, which would require the development of a policy mechanism to enable collection of funds. The setting up of such a fund would require agreement across all local authorities in Cambridgeshire, and appropriate governance arrangements would need to be developed.
- 6.13 Only one option has been put forward for policy development. This option builds upon the Zero Carbon Hub’s recommendations to Government concerning the role of local planning authorities in helping to deliver the national zero carbon agenda and the Allowable Solutions Framework. It is also based on the findings of recently completed work that considered the development of a Community Energy Fund for Cambridgeshire. A Local Plan policy would be required to enable the collection of payments into a Community Energy Fund, and as such, it is considered that there are no other reasonable alternatives. Such a policy option would not seek to remove the ability for developers to choose which allowable solution would best deliver their required level of carbon reduction. It would, however, help to direct funding from allowable solutions towards projects with local community

¹⁷ Climate Works Ltd (2012). A review of Merton Rule-style policies in four LPAs in Cambridgeshire

¹⁸ Element Energy (2012). Cambridgeshire Community Energy Fund. Stage 2 Final Report.

¹⁹ Zero Carbon Hub (2011). Allowable Solutions for Tomorrow’s New Homes. Towards a Workable Framework

benefits. There has been a lack of progress nationally with the development of the Allowable Solutions Framework, and as such careful consideration will need to be given as to how the development of a policy option related to Community Energy Funds fits with progress with national zero carbon home policy.

Option 47 – Establishment of a Cambridgeshire Community Energy Fund

This option would allow for the development of a policy that would enable the establishment of a Cambridgeshire wide Community Energy Fund. The development of such a policy would provide developers with a route to compliance with zero carbon policy, allowing them to offset any carbon reductions they are unable to achieve on-site through payment into an energy fund. Such a policy would also provide the basis for identifying projects that the fund would invest in.

The advantages of such a policy is that it would assist developers in meeting their zero carbon policy obligations and as such, would not place any additional financial burden on developments. Development of a local list of projects would enable the fund to invest in schemes that would have direct local benefit for Cambridgeshire communities. The Cambridgeshire Community Energy Fund report noted that existing planning mechanisms for the collection of contributions are not ideally suited to the collection of monies into a Community Energy Fund. As such, further work would be required to develop a suitable collection mechanism as part of the development of the national allowable solutions framework.

Questions

- 6.12 Is there a need for a policy addressing this issue?
- 6.13 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 6.14 Are there any other reasonable alternatives that should be considered at this stage?

Renewable and low carbon energy development

- 6.14 As well as national targets for carbon reduction, there are also targets in relation to energy supplied from renewable energy sources, with a requirement for 15%²⁰ of our energy to be from renewable sources by 2020. The Decarbonising Cambridge Study and Cambridgeshire Renewables Infrastructure Framework²¹ have assessed the city's potential for renewable and low carbon energy generation. These studies suggest that the main focus for renewable energy generation will be from the potential the city offers for the development of district heat networks and the utilisation of

²⁰ The [2009 Renewable Energy Directive \[External link\]](#) sets a target for the UK to achieve 15% of its energy consumption from renewable sources by 2020. This compares to 3% in 2009.

²¹ Camco (2012). Cambridgeshire Renewables Infrastructure Framework – Baseline data, Opportunities and Constraints

microgeneration such as solar panels and heat pumps. While looking to promote renewable and low carbon energy generation, there will also be a need to balance this desire against other objectives for the city such as the protection and enhancement of the historic environment.

- 6.15 Only one option has been put forward for policy development. Such an approach is consistent with the NPPF's aims for planning to support the delivery of renewable and low carbon energy and to secure radical reductions in greenhouse gas emissions. Such a policy approach builds upon renewable energy capacity research and heat mapping contained within the Decarbonising Cambridge Study and the Cambridgeshire Renewables Infrastructure Framework, focussing on those technologies most suitable for the city. It is also consistent with the legal requirement set out in the Planning Act (2008) for all local plans to contain climate change mitigation measures.

Option 48 – Renewable and Low Carbon Energy Generation

This option would allow for the development a policy to promote the development of renewable and low carbon energy generation within Cambridge, including community energy projects. Such an option could include consideration of the role of new development in supporting/facilitating the development of district heating networks, with the potential to designate areas of the city as strategic district heating areas (e.g. the City Centre).

The advantage of such a policy approach is that it would help to ensure renewable and low carbon energy solutions appropriate to Cambridge. The identification of strategic district heating areas would also help to de-risk proposals for community heat networks, taking a more strategic approach to energy provision. While there may be concern from some as to the effects of such a requirement on the viability of schemes, connection to existing district heating networks represents a cost effective way in which developers can meet their carbon reduction commitments.

Questions

- 6.15 Is there a need for a policy addressing this issue?
- 6.16 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 6.17 Are there any other reasonable alternatives that should be considered at this stage?

Climate change adaptation

- 6.16 Climate change adaptation is a term that describes measures that can be put into place to help new and existing communities adapt to the changes in our climate that are now inevitable. These changes range from increased temperatures and drought conditions, to extreme weather events such as intense periods of rainfall and subsequent flash flooding. It is vital that new

developments are planned with our changing climate in mind, as well as ensuring that they do not exacerbate climate impacts for neighbouring communities.

- 6.17 Only one option has been put forward for policy development. The Planning Act (2008) places a legal duty on all local planning authorities to include climate change adaptation policies in their local plans. Within this policy option, we would welcome your views on the adaptation measures and criteria put forward.

Option 49 – Climate Change Adaptation

This option would allow for the development of a climate change adaptation policy, setting out a broad range of adaptation criteria for incorporation into all new development proposals. These criteria could include:

- The role of urban form and building orientation in maximising opportunities for natural ventilation strategies, supporting innovation in building design and construction to maximise these opportunities;
- The use of ‘cool’ building materials to reduce the impacts of higher temperatures;
- The role of water sensitive urban design in reducing flood risk and aiding urban cooling;
- The role of landscaping and features such as green roofs and the enhancement of tree canopy cover in aiding urban cooling and reducing flood risk. Consideration could be given to setting a tree canopy cover requirement for new developments; and
- Protecting, enhancing and expanding green spaces (urban greening) to help cool the city and giving consideration to the role of the River Cam and other water infrastructure in aiding urban cooling.

Developers would be required to include a climate change adaptation strategy as part of the Design and Access Statement.

Such a policy approach would be in keeping with the legal requirement for local planning authorities to develop climate change adaptation policies. The integration of adaptation measures into the design of new development will help to reduce costs and will also increase the long-term sustainability and viability of developments.

Questions

- 6.18 Is there a need for a policy addressing this issue?
- 6.19 Are there any points which have been missed and you feel should be added (perhaps an entirely new option)?
- 6.20 Are there any other reasonable alternatives that should be considered at this stage?

Role of existing buildings

- 6.18 In order for Cambridge to play a role in meeting national targets for carbon reduction, we have to tackle emissions from existing buildings as well as new. For non-residential buildings, there are many drivers for organisations improving the efficiency of their buildings, such as the Carbon Reduction Commitment, which affects a number of organisations across Cambridge including the University of Cambridge, Colleges and Anglia Ruskin University.
- 6.19 For houses, the principal mechanism that exists is the consequential improvement element of Part L of Building Regulations. This captures some work undertaken on existing houses by requiring additional measures to improve the energy efficiency of homes to be implemented, for example when looking to build a new extension. However, at present the requirements only apply to dwellings over 1,000m², and as such many homes within Cambridge would not need to meet the requirements. Uttlesford District Council operate a similar policy and between 2006 and 2009 it was applied to 1,400 householder applications, with expected carbon savings of around 398,000 Kg CO₂ per year²². It should be noted that as part of the recent consultation on changes to Building Regulations²³, the Government has included a proposal to apply the requirements for consequential improvements to all existing domestic buildings which undergo works to add an extension, and also apply it to increases in habitable space (i.e. a loft conversion or conversions of integral garages).
- 6.20 Only one option has been put forward for policy development. If Cambridge is to play its part in helping to achieve national targets for an 80% reduction in carbon emissions by 2050, action needs to be taken to enhance the energy efficiency not just of new buildings but also existing buildings. The consequential improvements element of Building Regulations provides a well-established national framework within which to develop local planning policy. The focus of such a policy would be on cost effective measures that provide a quick pay back to householders and businesses and aims to ensure that improvements are made in those cases where the current consequential improvements framework would not apply (i.e. dwellings below the 1,000m² threshold). The need for such a policy has to be weighed up against the proposed changes to Building Regulations outlined above. We would welcome your thoughts on whether you feel such a policy would still be required if the proposed changes to Building Regulations do go ahead.

Option 50 – Consequential improvements policy

This option would allow for the development of a policy requiring consequential improvements to be made to those homes and non-residential buildings where Part L requirements would not currently apply. Such a policy would apply to planning applications for works such as

²² Uttlesford District Council Press Release (2010). [Uttlesford urges government to rethink energy efficiency](#)

²³ Communities and Local Government (2012). 2012 Consultation on changes to Building Regulations in England. Section two – Part L (Conservation of Fuel and Power)

extensions or loft conversions, and would require the implementation of cost effective measures to improve the energy efficiency of the entire property where such measures had not already been undertaken. Such a policy could be linked to the wider promotion of incentives such as the Green Deal and the Cambridge Retrofit project²⁴. There would also be links to options 52-54, which considers the retrofitting of water conservation measures to existing buildings.

The benefits of such a policy approach is that it would help to secure energy efficiency improvements for works to buildings not currently covered by Building Regulations, which would equate to the majority of householder applications in the city. This would help to achieve not only carbon savings but also reduced energy costs for householders and businesses. A focus on cost effective measures would help to reduce viability concerns for applicants. Such a policy would require careful consideration of the appropriate approach to take when dealing with heritage assets, balancing the enhancement of environmental performance and the conservation of heritage assets, with links to Option 70 of the Protecting and Enhancing the Built and Natural Environment chapter of this document.

Questions

- 6.21 Is there a need for a policy addressing this issue?
- 6.22 Are there any points which have been missed and you feel should be added (perhaps an entirely new option)?
- 6.23 Are there any other reasonable alternatives that should be considered at this stage?

Beyond Sustainable Drainage Systems (SuDS) - An integrated approach to water management

- 6.21 Under the Flood and Water Management Act 2010, sustainable drainage systems (SuDS) will soon be required for all developments. However, SuDS are often seen as additions to a development to deal with the problem of surface water and they do not always fully realise the multifunctional benefits they offer. The key to successful management of surface water within a development is to have it integrated within the development and to think about this at the earliest possible opportunity in the design process.
- 6.22 Water sensitive design is an approach that considers water as a valuable resource in terms of re-use, visual amenity, biodiversity enhancement and its wider benefits such as providing opportunities for recreation and its role in food production. This approach manages surface water runoff in the most sustainable way, integrating it within the landscape, cleaning the water as it passes through the system and reducing the risk of flooding to the development, adjacent land and land downstream. Water is re-used wherever possible, reducing the burden on drinking water supplies. This is

²⁴ See <http://sites.google.com/site/cambridgeretrofit/>

considered the most efficient and cost effective way of managing surface water.

- 6.23 Surface water management should be integrated into our natural spaces (green infrastructure), existing water bodies (blue infrastructure) and our built environment (grey infrastructure). This increases the efficiency of water management and maximises their multiple benefits.
- 6.24 Only one option has been put forward for policy development because integrated water management is the most effective way of managing water as described above. This approach is considered best practice and is included within consultation on the draft National SuDS Standards and was endorsed by the Cambridge (and surrounding major growth areas) Water Cycle Strategy Phase 2 (2011).

Option 51 – Develop a comprehensive integrated water management policy

This option would allow for the development of an integrated water management policy setting out the principles that should be embedded into all development proposals in Cambridge. This could include:

- Design considerations (layout, orientation) e.g. the integration of smaller multiple features such as multiple small ponds, swales and basins instead of one large pond;
- Green/blue/grey infrastructure integration so that surface water management is given a priority above other uses. For example green open spaces with the ability to temporarily store water (say once every 100 years) should be a priority;
- Consideration of how the water management features will look, ensuring that they are of high quality design and relate to their surroundings;
- How the water management features could promote biodiversity;
- How ecosystem services are considered before any other method;
- How water management should make the most use of multi-functional spaces;
- A minimum of 10-15% of the development area set aside as open space used for multi-functional surface water management²⁵;
- Adopt local Sustainable Drainage Standards e.g. those that are being produced by Cambridgeshire County Council and;
- Ensure adequate water services provisions.

The advantage of such a policy approach is that it would ensure that water management proposals form an integrated element of the overall design of development proposals. This will in turn lead to water management

²⁵ Cambridge Sub-Region Water Cycle Strategies 2008 and 2010

solutions that offer multiple benefits beyond just reduction of flood risk, including the enhancement of biodiversity and mitigation of the urban heat island effect. There may be a concern from developers that such an approach will lead to increased costs, but costs should be reduced by considering options from the outset.

Questions

- 6.24 Is there a need for a policy addressing this issue?
- 6.25 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option?)
- 6.26 Are there any other reasonable alternatives that should be considered at this stage?

Water efficiency in residential development

- 6.25 Cambridge is an area of severe water stress. Water supplies are finite and abstraction can have a negative effect on the environment. Cambridge Water Company's Water Resources Management Plan (2010) contains simplistic but compelling evidence that beyond 2035, without the development of additional resources, the supply of water to new developments will exceed the available output. The introduction of greater water efficiency in new and existing dwellings will extend this horizon. The long term (100 years) availability of water for future growth is dependent on greater water efficiency in developments.
- 6.26 Water neutrality is where a new development does not consume any additional water than prior to when it was constructed. This is achieved by on-site water efficiency and re-use together with an off-site increase in water efficiency that matches the water consumption levels of the development.
- 6.27 In order to achieve water neutrality, the following measures would be necessary:
- Water re-use by rainwater harvesting and grey water recycling. District wide systems can offer a more cost effective way of providing this;
 - The possible creation of a water offsetting fund to enable development to be water neutral to provide water efficiency measures in the existing built environment.
- 6.28 Three options have been included as there is a cost associated with achieving greater levels of water efficiency. The options specify the level of water efficiency to be achieved, and it would be up to developers to choose the suitable methods by which they achieve this. These options are considered to be the most reasonable approaches to take.

Option 52 – Water Efficiency – Water Neutrality

One option could be to require that all developments be water neutral. Water efficiency measures would also be required in extensions and refurbishments to achieve this level.

The advantages of this option would be that it is equivalent to not building at all and it would address water efficiency in the existing built environment. The disadvantages would be that it would be the most expensive option – approximately £320 per property²⁶ more expensive than the option of restricting usage to 80 litres per head per day. There would also be the inherent difficulties of applying retrofit measures to existing properties and ongoing maintenance costs.

Option 53 – Water Efficiency – 80 litres per head per day

A second option would be to require that all new developments be designed to achieve a maximum water consumption of 80 litres per head per day in line with Code for Sustainable Homes level 5 or 6. Water efficiency measures would also be required in extensions and refurbishments.

This is achievable with current technology but there would be an increase in cost of the water supply infrastructure to achieve this level.

The advantage of such a policy option would be that there would be greater water efficiency than is currently normally provided in domestic dwellings.

A disadvantage would be that the cost is approximately £1,750 to £4,500 per property²⁷, although this is considerably reduced by the use of district wide systems. There would still be an increase in the amount of water being used in Cambridge each year. The ongoing maintenance costs would also need to be factored in.

Option 54 – Water Efficiency – 105 litres per head per day

A third option would be to require that all new developments be designed to achieve a maximum water consumption of 105 litres per head per day in line with Code for Sustainable Homes level 3 or 4. Water efficiency measures would also be required in extensions and refurbishments to achieve this level.

An advantage of this option would be the minimal cost (£268 per property²⁸) in achieving a greater level of water efficiency. A disadvantage would be that there is still an increase in the amount of water being used in Cambridge each year, and more cost effective opportunities to reduce water consumption would be missed. Retrofitting the existing housing stock, while an important element, is more costly than integrating water efficiency into

²⁶ Cambridge Sub-Region Water Cycle Strategies 2008 and 2010

²⁷ Cambridge Sub-Region Water Cycle Strategies 2008 and 2010

²⁸ Cambridge Sub-Region Water Cycle Strategies 2008 and 2010

new development.

Questions

6.27 Is there a need for a policy addressing this issue?

6.28 Which of the options do you prefer?

6.29 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option?)

6.30 Are there any other reasonable alternatives that should be considered at this stage?

Water consumption in non-residential buildings

- 6.29 Buildings other than domestic properties such as offices, shops, schools and industrial buildings can consume large amounts of water. These buildings are used and assessed in a different way so a separate policy might be appropriate. Two possible water efficiency options for this policy are considered below.

Option 55 – Water Efficiency – non-domestic buildings

One option could be to require that all non-domestic developments be designed to achieve the highest water efficiency levels practicable.

This option could include an assessment undertaken utilising the BREEAM method and achieving the highest points available for all of the water criteria.

The advantages of such a policy approach are that the highest levels of water efficiency for non-domestic buildings would be achieved with water consumption reductions of up to 65%. However, there would be an additional cost associated with achieving the highest level of water efficiency.

Option 56 – Water Efficiency – non-domestic buildings

A second option could be to require that all non-domestic developments be designed to achieve high water efficiency standards. This option could include an assessment undertaken utilising the BREEAM method and achieving a minimum BREEAM rating of 'very good' to 'excellent'.

The advantages of such a policy approach would be that minimal cost is associated with this option. However, water consumption reductions could be as low as 12.5% and still achieve a BREEAM rating of 'very good' or 'excellent'.

Questions

6.31 Is there a need for a policy addressing this issue?

6.32 Which Option do you prefer?

6.33 Should water efficiency in non-domestic buildings be assessed by the BREEAM method or is there a more appropriate assessment?

6.34 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option?)

6.35 Are there any other reasonable alternatives that should be considered at this stage?

Flood Risk

- 6.30 Cambridge has issues with surface water (pluvial) and river (fluvial) flood risk throughout the city. The Surface Water Management Plan for Cambridge (2011) shows that the majority of the city is at high risk of surface water flooding. Development, if not undertaken with due consideration of the risk to the development and the existing built environment, will further increase the flood risk.
- 6.31 Cambridge and South Cambridgeshire Level 1 Strategic Flood Risk Assessment (2010) shows that there are areas adjacent to the River Cam and smaller watercourses that are at varying degrees of flood risk. Development in high risk areas should be avoided and steered to lower risk areas. As all surface water drains into the watercourses and the River Cam, due consideration must be given to the impact of any new development in Cambridge upon the consequential increase in flood risk downstream.
- 6.32 Only one option has been put forward for policy development because the Council has a statutory duty to manage flood risk under the Flood and Water Management Act 2010.

Option 57 – Develop a comprehensive flood risk reduction policy

This option would allow for the development of a flood risk reduction policy. Such a policy would set out the principles of flood risk management that should be embedded into all development proposals in Cambridge. These could include:

- Design considerations (layout, orientation) e.g. the most vulnerable parts of the development being constructed in the area of least flood risk on the site;
- Areas to avoid including fluvial risk areas and pluvial risk areas for new developments and re-developments, where practicable;
- The management of flow routes that result from surface water flooding;
- Flood resistance (preventing water from entering a property) and reliance (making a property less prone to permanent damage when flooded) measures to be included in defined areas;
- Discharge of surface water limited to 2 litres per second per hectare

(l/s/ha) for all developments; and

- Surface water discharge on previously developed sites should be limited to 2 l/s/ha to limit the amount of water entering water courses thereby providing a positive flood risk reduction.

Questions

6.36 Is there a need for a policy addressing this issue?

6.37 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option?)

6.38 Are there any other reasonable alternatives that should be considered at this stage?

Enhancing the quality of water bodies

- 6.33 The Council has a duty to ensure that there is improvement to water body quality through its policies and actions. When considered in the context of the Anglian River Basin Management Plan (2009) and the Water Framework Directive (2000), the status of the water body quality in Cambridge currently varies from poor to moderate across a number of water bodies including the River Cam, Bin Brook, Cherry Hinton Brook, Hobson’s Brook and groundwater supplies including the Cam and Ely Ouse Chalk. The city’s water bodies have not achieved ‘good’ status as a result of canalisation, with a loss of their natural characteristics, and the flow of untreated surface water runoff into the watercourses and the River Cam.
- 6.34 Only one option has been put forward for policy development because the Council has a statutory duty to have regard to the Water Framework Directive and the associated Anglian River Basin Management Plan.

Option 58 – Develop a water body quality policy

This option would allow for the development of a water body quality policy setting out the principles that should be embedded into all development proposals in Cambridge. This could include:

- Design considerations (layout, orientation) e.g. careful consideration of development in close proximity to water bodies and a requirement for a positive improvement to those water bodies (both in terms of water quality and ecology of those water bodies);
- Minimum water quality criteria that is allowable to be discharged into water bodies;
- Development taking the opportunity to remove culverts from water bodies to restore them to their natural state; and
- Waterside development contributing to wider improvements to the hydromorphology and ecology of the water body.

The City Council has a duty to ensure that there is improvement to water

body quality through its policies and actions. Such a policy will ensure that we meet our statutory legal duty set out as part of the Water Framework Directive.

Questions

6.39 Is there a need for a policy addressing this issue?

6.40 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option?)

6.41 Are there any other reasonable alternatives that should be considered at this stage?

Green Roofs

- 6.35 Green roofs offer multiple benefits in terms of surface water management, amenity, biodiversity, water quality improvements, carbon reduction, noise attenuation, and reduction of the urban heat island effect, and they can be more cost effective than conventional roofs²⁹.
- 6.36 Only one option has been put forward for policy development because green roofs will help to deliver climate change adaptation, enhancement of the natural environment and landscape, and to not include such an option would not be a reasonable alternative. However, different potential approaches to dealing with green roofs have been set out and we would welcome comments on these alternatives:

Option 59 – Develop a green roof policy

This option would allow for the development of a green roof policy setting out the principles that should be embedded into all development proposals in Cambridge. This could include:

- Green roofs required on all buildings;
- Green roofs on all roofs below 35 degrees;
- Intensive green roofs³⁰ on all roofs of an area between 5 – 30 square metres;
- Extensive green roofs³¹ on all roofs of an area over 30 square metres; and
- A minimum percentage of the footprint of a building to be a green roof.

Such a policy would require careful consideration of the appropriateness of green roofs when dealing with heritage assets, balancing the benefits of

²⁹ Living roofs and walls, technical report: supporting London Plan Policy – GLA 2008

³⁰ Intensive green roofs are those made up of lush vegetation and based on a relatively nutrient rich deep substrate. They are principally designed to provide amenity.

³¹ Extensive green roofs normally have a shallow growing medium and are design to be relatively self-sustaining.

green roofs and the protection of heritage assets. This policy option would need to link with Option 70 of the Protecting and Enhancing the Built and Natural Environment chapter of this document.

The advantages of such a policy is that the use of green roofs would help to achieve a number of the Local Plan's objectives, including the reduction of flood risk, enhancement of biodiversity and wider climate change adaptation benefits. While there may be a concern surrounding the additional costs of providing green roofs, they can prove to be more cost effective than conventional roofs both in the short and long term.

Questions

- 6.42 Is there a need for a policy addressing this issue?
- 6.43 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option?)
- 6.44 Do you agree with the thresholds for green roofs presented in the second, third and fourth bullet points of Option 59 or do you feel alternative thresholds should be use?
- 6.45 Should buildings that are allowable under permitted development rights (such as small extensions, sheds and workshops) also have green roofs?
- 6.46 Are there any other reasonable alternatives that should be considered at this stage?

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Chapter 7

Delivering High Quality Places

CHAPTER 7 – DELIVERING HIGH QUALITY PLACES

- 7.1 Cambridge is internationally famous for the quality of its built environment. An essential part of the character of the City stems from the spaces and grounds around buildings and the important role of trees and other landscape features. The interface between the urban edge and the countryside is important to the setting of Cambridge.
- 7.2 High quality design is a key aspect of sustainable development and should contribute positively to making places better for people. It should draw together the many strands of creating successful places. This involves the consideration of elements such as architectural design, landscape design and engineering to create places that maintain and enhance the distinctive and historic character of the city. It also provides an opportunity to deliver elements that will benefit existing communities, for example through the provision of new and enhancement of existing public realm. Given the economic vibrancy of the city and the need in particular to accommodate new housing, Cambridge has the opportunity to support some of the very best designed buildings and spaces in the country.
- 7.3 This section addresses the many elements that need to be considered as part of development proposals to ensure that they deliver a high quality of design, both of new buildings and the spaces around those buildings.

STRATEGIC PRIORITY

Option 60 – Delivering High Quality Places

Development will be of the highest design quality to continue Cambridge's tradition of innovation and quality, supporting a city with a high quality of life and amenity. This would apply to both buildings and the spaces around buildings.

Key Facts

DESIGN

- The first phase of the Accordia Development on Brooklands Avenue won the RIBA Stirling Prize in 2008, as a result of the design and quality of the scheme. It was the first residential development to win this award in the UK.
- The current Designing Cambridge policies of the 2006 Local Plan (3/4, 3/7 and 3/12) are amongst the most used policies in determining planning applications. These policies consider the development's interaction with its context; its overall quality and accessibility, sustainability and scale; and they have been tested at appeal on numerous occasions.
- Design quality continues to remain an important consideration in Cambridge with the continuing support of the Design and Conservation Panel and the Cambridgeshire Quality Panel. These panels, along with Council officers specialised in design and conservation, provide the

Council with access to high quality advice and guidance on all matters related to design of the built environment.

PUBLIC REALM

- Some of the key qualities of Cambridge’s public realm, which add considerably to the quality and variety to the city’s townscape include:
 - Railing’s and bollards (many designed and manufactured in the city), historic telephone and post boxes, the ‘Richardson Candle’ streetlights and cast iron street name plates, which all add an element of quality and distinctiveness and enhance the character of the City Centre;
 - The use of quality materials such as cobbles, setts and York stone paving to add texture and interest to the townscape;
- Public realm works undertaken in recent years have tried to respect a tradition of quality detailing. The setts in Green Street, the Totem at the top of Magdalene Street, the bronze flowers in the Bridge Street pavement, the new stone paving and models on Senate House Hill, have all helped create interest and individuality within the public realm;
- The Cluster Study¹ recognises the contribution that quality of life and the attractiveness of Cambridge as a place to live and work makes in maintaining the economic vibrancy of the central areas of Cambridge. High quality public realm also plays a wider role in the creation of sustainable, inclusive and mixed communities as well as attractive and usable places.

LANDSCAPE

- Green Belt land encircles the city and green corridors extend into the heart of the city.
- Cambridge is a compact city with a thriving historic core. The city is encircled by a relatively flat rural setting. As a result of the long and short views of the city afforded from a number of vantage points outside the city and the interaction of the built environment with the surrounding Green Belt, the urban edge of the city is very sensitive to change;
- The approaches to Cambridge play a key role in how the city is perceived, particularly its character and scale;
- The Backs, the commons, the green corridors and the River Cam corridor are an essential (defining) characteristic of the city and must be protected and enhanced;
- The open spaces within the city, along with the River Cam and other

¹ SQW (2011). [Cambridge Cluster at 50. The Cambridge economy: retrospect and prospect](#). Final report to EEDA and partners

water bodies, are part of Cambridge's green and blue infrastructure network and should enable recreation, sport, biodiversity, climate change management, amenity and cultural facilities;

- The interrelationship between defined open spaces and their surroundings are fundamental to the character of Cambridge.

PUBLIC ART

- The 2006 Public Art Audit identified 43 public artworks within Cambridge, including statues, fountains, murals, mosaics, mobiles, abstract sculpture, engraved glass, paving insets, street furniture, war memorials and bronze and stone relief's. The Audit noted that there were no public art works located within any of Cambridge's Local Centres and as such the Public Art SPD sets out Local and District Centres as priority areas for the provision of public art;
- The Council undertook a survey in 2008 to establish awareness and attitudes to public art. The results suggest that:
 - There is strong support for the role of public art in place making, promoting art and giving Cambridge a positive image.
 - People think that public art should emphasise quality of life and people, history, diversity and creativity;
 - There is strong support for the location of public art outside the City Centre in Local Centres and on areas of public open space.
- New public artworks include the 'Skystation' interactive sculptural seating at George Nuttall Close, which was commissioned by Miller Homes and designed by the artist Peter Newman and the 'Swift Tower' commissioned by the Council and designed by Andrew Merritt.

Objectives

- To create inclusive places that foster a sense of community, integrating new and existing communities;
- To require a high quality of design which respects and enhances the character of Cambridge and its setting;
- To ensure that new development maintains and enhances the setting of Cambridge including key views into and out of the city;
- To maintain and enhance the network of green infrastructure in the city and ensure that these are multi-functional;
- To ensure that new development is successfully integrated into and enhances the surrounding landscape;
- To sponsor innovative architecture and design of the highest quality in new development;
- To deliver public art as an integral element of high quality public realm, that reinforces local distinctiveness and cultural identity with each

artwork specific to its location.

- 7.4 Urban design involves the design of buildings, groups of buildings, spaces and landscapes that facilitate successful development.²
- 7.5 The process of masterplanning involves the overlapping of layers including movement and access, land use, open space and landscape, built form and massing and phasing to create a framework for new development. The challenge for Cambridge is to ensure that these considerations are combined and detailed in such a way as to create high quality places. New development needs to respect the heritage of the city, and be of a high quality design, reflecting a sense of civic pride and incorporating aspects such as public art. Development must accommodate growth in a sustainable manner with high quality design and sustainable design being mutually inclusive.

Ensuring that new development responds to its context

- 7.6 New development should be of a high quality of design in order to create places that are enduring, robust and complement and enhance the existing character of Cambridge. An essential part of achieving this aim is to ensure that the context of any proposal is considered as part of the design process. Context describes the setting of a site or area including land uses, the built and natural environment and social and physical characteristics. Proposals for new development should create a scale and form that is appropriate to the existing buildings and complements the local identity of an area. This is critical to successful place making and is echoed in the NPPF with specific reference made to the importance of the integration of new development into the natural, built and historic environment³.
- 7.7 Only one policy option has been put forward because ensuring that all new development responds to its context is crucial if the distinctiveness and special character of Cambridge is to be protected and enhanced. A thorough analysis of the site context enables a site-specific response to the design of new developments. Of particular importance when considering the context of a site, is consideration of the landscape context of the site. This should include green (open space), grey (built form/public realm) or blue (watercourses) infrastructure. While it is considered that there are no reasonable alternatives, there may be variations within the criteria identified that could be considered.

Option 61 – Criteria based responding to context policy

This option would allow for the development of a criteria based policy to ensure that all new developments respond to local character and distinctiveness and reflect the identity of local surroundings, while not preventing appropriate innovation. The criteria could include:

- The need to identify and respond positively to existing features of

² Cowan, R (2005). The dictionary of urbanism, Streetwise Press

³ Paragraph 62 of the National Planning Policy Framework (CLG, 2012)

natural, historic or local importance on and close to the proposed development site;

- The need to be well connected to and integrated with, the immediate locality and wider city; and
- The need to use the characteristics of the local area to help inform the siting, massing, building and landscape design and materials used in the proposed development.

Proposals for development should use studies (or any future updates thereto) such as the Cambridge Landscape Character Assessment, Cambridgeshire Green Infrastructure Strategy 2011, Nature Conservation Strategy, Conservation Area Appraisals and the Cambridgeshire Historic Environment Record. Compliance with this policy option would be demonstrated through the submission of a Design and Access Statement.

Such a policy would build on policy 3/4 of the 2006 Local Plan.

Such an approach would clearly identify the importance of understanding the context of any new development. The consideration of context and an appropriate response to it is fundamental to the creation of well-designed places.

Questions

- 7.1 Is there a need for a policy addressing this issue?
- 7.2 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 7.3 Are there any other reasonable alternatives that should be considered at this stage?

The role of good design in delivering high quality places

- 7.8 Having addressed context, the next issue to consider is how to create a successful place. Place making is an essential component of high quality development and when done well will either create somewhere with a distinct identity⁴ or reinforce the identity of an existing place. Ultimately developments that are well integrated with their surroundings and have responded positively to the constraints and opportunities of a particular site will be more successful than those that do not take such an approach.
- 7.9 Only one policy option has been put forward because ensuring high quality urban design is crucial if the distinctiveness and special character of Cambridge is to be protected and enhanced. The NPPF is clear that high quality design is vital in creating successful places. A criteria based policy approach will ensure that due consideration is given to all aspects of good design that should be integrated into the design process for all development.

⁴ Cowan 2008: 292

While it is considered that there are no reasonable alternatives, there may be variations within the criteria identified that could be considered.

Option 62 – Criteria based policy for delivering high quality places

This option would allow for the development of a criteria based policy setting out the quality of development that will be expected in Cambridge. Criteria could include:

- The interrelations and integrations between buildings, routes and spaces;
- The development of a hierarchy of streets;
- The creation of attractive built frontages;
- The orientation of buildings to overlook public spaces and promote natural surveillance;
- Activating edges onto public spaces by locating building entrances and windows of habitable rooms next to the street;
- The provision of clearly distinct public and private spaces;
- The integration of affordable and supported housing to minimise social exclusion;
- Designing out crime;
- The use of materials, finishes and street furniture suitable to location and context;
- The integration of landscape design into the design of developments as a whole;
- Measures for the improvement and enhancement of public realm close to the development;
- Provision of adequate management and maintenance of the development;
- The inclusion of public art as an integral part of new developments; and
- Consideration of the needs of those with disabilities

The comprehensive criterion based assessment above comes from Policy 3/7 of the 2006 Local Plan, and can be used as the basis for this new policy.

Such an approach would make clear the aspects that would need to be demonstrated in development proposals for them to be considered acceptable. This methodology forms a fundamental element of good architectural and design practice and as such would not place additional requirements on developers.

Questions

- 7.4 Is there a need for a policy addressing this issue?
- 7.5 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 7.6 Are there any other reasonable alternatives that should be considered at this stage?

High quality design of buildings

- 7.10 High quality building design is linked to context, in terms of appropriateness, and to place making in terms of how proposed development will be sited. Without imposing architectural tastes or styles it is still important that proposed development is considered in terms of the site location, height, scale and form, along with materials and detailing with the latter linking directly to the quality and durability of a proposal. Early consideration of functional elements such as bins, bicycles, bikes and cars is crucial in achieving high quality development that deals effectively with the associated paraphernalia of day to day living.
- 7.11 Only one policy option has been put forward because ensuring high quality design is crucial if the distinctiveness and special character of Cambridge is to be protected and enhanced. The NPPF is clear that high quality design is vital in creating successful places. A criteria based policy approach will ensure that due consideration is given to all aspects of good design that should be integrated into the design process for all development. While it is considered that there are no reasonable alternatives, there may be variations within the criteria identified that could be considered, or criteria that have been overlooked.

Option 63 – Criteria based policy for the design of buildings

This option would allow for the development of a criteria based policy setting out the requirements for new buildings and refurbishment of existing buildings. The criteria could include:

- New buildings should be of the highest architectural quality. The design of buildings should have a positive contribution to their setting in terms of location on the site, height, scale and form, materials, detailing, wider townscape and landscape impacts and available views;
- Consideration of the relationship between the landscape design and the character and function of the spaces and surrounding buildings;
- The need to demonstrate that buildings are convenient, safe and accessible for all users and visitors; and
- The need for buildings to be constructed in a sustainable manner, easily adaptable for different uses and our changing climate, and which successfully integrates recycling and refuse facilities, cycle and car parking, plant and other services into the design.

- Consideration of the potential to support biodiversity within the built environment.

Such an approach clearly sets out the elements that are important in the development of well-designed buildings, providing certainty while at the same time allowing for innovative approaches to design.

Questions

- 7.7 Is there a need for a policy addressing this issue?
- 7.8 Are there any points which may have been missed and you feel should be added (perhaps even an entirely new option)?
- 7.9 Do you think that we should be promoting contemporary architecture or will the proposed policy stifle innovative design?
- 7.10 Are there any other reasonable alternatives that should be considered at this stage?

Design of the public realm, landscape and external spaces

- 7.12 The design of spaces around buildings, both public and private, is as important as the design of the building itself. Successful landscape design will help integrate developments into their surroundings and enhance the function, character and amenity value of spaces and boundaries. Development proposals should identify and retain existing landscape features of value and incorporate these into the design proposals. Public spaces or the ‘public realm’ is where public life takes place and is much more than the space left between the boundaries of private property. It encompasses the entire transition from public space to private space, including views and visual relationships across the city and patterns of street enclosure. The public realm is the space that allows us to understand where we are, and where we are going, and is widely accepted as one of the key components of creating successful places.
- 7.13 Cambridge’s public realm reflects the city’s long and compelling heritage. It acts as a setting for Cambridge’s wealth of historic buildings and therefore has an important role to play in maintaining and enhancing the city’s unique character. A high quality of public realm can bring about a whole range of economic, social and environmental benefits, and improve quality of life.
- 7.14 New public realm and the design of external spaces must be informed by the heritage of the city, be of a high quality, be sustainable in design and reflect a sense of place. Public art plays a key role in reinforcing local distinctiveness and adding value to the overall streetscape design. In order to achieve a high quality public realm that is comfortable, stimulating and encourages social interaction, detailed attention to the structure of spaces and the elements contained within that space is required. Such an approach involves thinking about surfaces and materials, hard and soft landscapes, space for pedestrians and vehicles, issues of security, integration of public art, street furniture,

lighting and signage. This is not just an issue for the design and provision of new public realm, but also works to the existing streets and spaces within the city. It is important that such works respect the contribution that these spaces make to the character of the city.

- 7.15 Only one policy option has been put forward because ensuring high quality public realm design is crucial if the distinctive and special character of Cambridge is to be protected and enhanced. Accessibility and visibility of high quality external spaces is also critical to the health and well-being of all, and can have positive economic impacts, assisting regeneration. The NPPF asserts that in setting policies for the quality of development expected for an area, there should be the expectation that proposals will create and sustain an appropriate mix of uses including the incorporation of green and other public space. While it is considered that there are no reasonable alternatives, there may be variations within the criteria identified that could be considered.

Option 64 – The design of the Public Realm, Landscape and other External Spaces

This option would allow for the development of a criteria based policy for the design of public realm, landscape and other external spaces. Such criteria could include:

- The need for public realm and the design of external spaces to reflect the character and function of these spaces and their surroundings;
- The early identification, retention, protection and enhancement of existing features that positively contribute to the landscape character;
- The use of a high quality palette of materials that respond to context and provide a unifying theme and distinctive sense of identity to the locality;
- An integrated approach to the design and siting of street furniture, boundary treatments, public art and lighting;
- The retention and repair of historic street surfaces, including footpaths;
- Promotion of innovative public realm and street design in new and existing development to reflect guidance contained in Manual for Streets⁵ including shared space;
- The incorporation of trees and other planting, appropriate to the scale of buildings and the space available, to help green the city;
- Careful species selection for landscape proposals including consideration of the use of native species to help enhance biodiversity, species able to adapt to our changing climate;
- Coordinated provision of public realm/landscape/external spaces

⁵ Department for Transport (2007). [Manual for Streets](#).

between adjacent sites and phases of large developments;

- The need for external spaces and the public realm to be constructed in a sustainable manner, easily adaptable for different functions and our changing climate, and;
- The need to integrate surface water management proposals into the overall landscape design, to maximise the benefits of surface water management (see also Option 51 of the Sustainable Development, Climate Change, Water and Flooding chapter);
- Provision of high quality amenity space that receives adequate sunlight.

The advantage of such a policy approach is that it will enable the specific circumstances of each development proposal to be considered as part of the overall design process. As such it will help to ensure high quality design not just of buildings themselves, but the spaces between buildings, and help enhance the local built and natural environment.

Questions

7.11 Is there a need for a policy addressing this issue?

7.12 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

7.13 Given the guidance provided in documents such as Manual for Streets 1 and 2 and the Cambridgeshire Design Guide⁶, is there a need for a Supplementary Planning Document to provide further guidance to the above policy option?

7.14 Are there any other reasonable alternatives that should be considered at this stage?

Design Coding

- 7.16 The NPPF encourages the use of design codes. Two of the growth sites on Cambridge Southern Fringe already have design codes in place and further codes will be produced for sites on North-West Cambridge and at NIAB. Design Codes act as a bridge between the outline permission and subsequent reserved matters planning applications. Design codes are a set of illustrated design rules and requirements, which instruct and advise on the physical development of an area. They can be used to set requirements in relation to providing more detailed information on a range of design elements, such as the density and height of development, the hierarchy and design of streets and open spaces, best practices approaches to car parking, and the character of different parts of a development.

⁶ Cambridgeshire County Council (2007). [Cambridgeshire Design Guide for Streets and the Public Realm](#)

Option 65 – Requirement for the production of design codes in respect of growth areas for all outline planning applications

This option would allow for the development of a policy requiring all proposals in growth areas submitted for an outline planning application to produce a design code. Such a policy could include criteria setting out the minimum requirements for design codes, including:

- **Strategic Level:** Movement and access, land use, open space & sustainable drainage, built form and massing, phasing;
- **Detailed Level:** Street types, public realm and landscape, building typologies and parking.

Questions

7.15 Is there a need for a policy addressing this issue?

7.16 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

7.17 Are there any other reasonable alternatives that should be considered at this stage?

The importance of public art provision as part of new development

7.17 Very broadly, public art can be understood as a process of engaging artists' creative ideas in the public realm and with the community. Public art, permanent or temporary, in the form of sculptures or the ideas of artists integrated within the design of buildings and spaces, are features which involve the use of land, can require planning permission, and can affect the appearance of development.

7.18 In addition, public art has a key role to play in helping to provide social, economic, environmental and cultural benefits. Public art should enhance the fundamental principles of urban design and creating a high quality public realm. It can help to strengthen local distinctiveness and character, is important in the creation of a stimulating public realm, and helps to integrate new and existing communities. There is a very strong evidence base both nationally and internationally to support the benefits of the inclusion of public art within new development.

7.19 The Council's 2008 Public Art Survey showed strong support from the public for the role of public art and for its provision. Public art can be provided as a standalone project or it can be integrated into other infrastructure projects. For example through the provision of play areas or landscape and public realm design.

7.20 The Council understands the importance of public art and this is underlined by the proposal to include public art within the criteria based policy option for delivering high quality places (Option 62) and the policy option for the design of the public realm, landscape and external spaces (Option 64). Both

policies have been outlined above; these policy options will set out the quality of development that will be expected in Cambridge.

- 7.21 No standalone policy option is put forward for public art as it is included in a number of policy options above. However, we would like to use this opportunity to define what public art means from a Cambridge point of view.

Questions

7.18 Is there a need for a policy addressing this issue?

7.19 How would you define public art?

Extending and altering buildings

- 7.22 The extension of buildings can help to make the most efficient use of land, and can prolong the life of buildings or find new uses for them. It can often provide the only way in which additional accommodation can be provided for householders or businesses. However, such extensions can have a negative impact on their surroundings if they are poorly designed.

- 7.23 To ensure that extensions to existing buildings are designed to respect, reinforce and enhance local character, a policy could be developed setting out a number of criteria against which proposals would be assessed. Such a policy would have the benefit of meeting a number of local plan objectives including promoting good design and the protection and enhancement of the historic environment. High quality design is as important for the extension and alteration of existing buildings as it is for the design of new buildings and developments. Without a policy covering the extension and alteration of buildings, there could be a negative impact on the quality and character of an area.

Option 66 – Criteria based policy for alterations and extensions to existing buildings

This option would allow for the development of a policy setting out a range of criteria against which proposals for the extension or alteration of buildings requiring planning permission would be assessed. These criteria could include:

- The need for proposals to reflect or successfully contrast with the existing buildings form, use of materials and architectural detailing;
- The need for proposals to not unreasonably overlook, overshadow or visually dominate neighbouring properties;
- The need for proposals to respect the space between buildings where this contributes to the character of an area;
- The need for the retention of sufficient amenity space, bin storage, vehicular access, car and cycle parking;
- The need to ensure that proposals do not adversely affect listed buildings or their settings, the character and appearance of

conservation areas, trees or important wildlife features;

- The need for proposals including new or altered roof profiles to use materials are sympathetic to the existing building and surrounding area;
- The need to ensure that proposals for dormer windows are of a size and design that respect the character and proportions of the original building and surrounding context, do not dominate the existing roof profile and are sited away from prominent roof pitches, unless they are a specific feature of the area.

Such a policy would apply to both residential and non-residential proposals. The benefits of such an approach are that it will make it clear to developers what will need to be demonstrated as part of development proposals. Such a policy will help to ensure that proposals relating to existing buildings will not have a negative impact on the overall setting and character of the city, recognising the role that existing buildings have to play in creating high quality sustainable development. There could, however be a concern about the impact that these requirements may have on smaller schemes, in particular householder applications.

Questions

7.20 Is there a need for a policy addressing this issue?

7.21 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

7.22 Are there any other reasonable alternatives that should be considered at this stage?



Chapter 8

Protecting and
Enhancing the
Historic and Natural
Environment

CHAPTER 8 – PROTECTING AND ENHANCING THE HISTORIC AND NATURAL ENVIRONMENT

- 8.1 The city’s historic and natural environment are key features that define the character and setting of Cambridge, and contribute to the quality of life that people value here. It will be important that quality of life is maintained and enhanced against the backdrop of a growing City. This section addresses the policy options in relation to the protection of the historic environment, protection and enhancement of biodiversity and sites of nature conservation importance, and the need to protect the environmental quality of the city from pollution:

STRATEGIC PRIORITY

Option 67 – Protecting and enhancing the historic and natural environment

To ensure that new development proposals contribute to the protection and enhancement of the historic and natural environment, including sites of nature conservation importance, heritage assets and their settings, and the wider landscape setting of the city. Development proposals should contribute to the aim of achieving a net gain in biodiversity and improvements to the environmental quality of the City, including improvements to air quality and the enhancement of tree canopy cover.

Key Facts

HISTORIC ENVIRONMENT:

- The historic environment of Cambridge makes an important contribution to the setting, character and vitality of the city – it is at the heart of what makes Cambridge special;
- For the size of the city, there are an above average number of Listed Buildings. There are 868¹ Listed Buildings, 66 are Grade I, 52 Grade II* and 750 Grade II.
- The city has 5 Scheduled Ancient Monuments and 11 Historic Parks and Gardens
- There are currently 11 Conservation Areas, many promoted by local residents, which cover 21% of the city’s area;
- 1,032 buildings are designated as Buildings of Local Interest, although the formal protection this designation offers these buildings is limited, particularly outside Conservation Areas;
- A large number of applications are dealt with annually which concern or have the potential to affect heritage assets.

¹ Some entries such as those for colleges, terraces and houses include more than one building or property, therefore overall numbers are considerably higher (more than 1,500).

- Cambridge is rich in archaeological sites, with recent discoveries including a rare Anglo Saxon burial. Cambridgeshire County Council's Historic Environment Record provides a comprehensive record of heritage sites and finds in Cambridge, while the Cambridge Urban Archaeological Database (UAD) details archaeological remains within the historic core of the city.

PROTECTING AND ENHANCING THE CITY SKYLINE

- Famous buildings such as King's College Chapel, St John's College Chapel, the Roman Catholic Church, the University Library, the chimneys at the Museum of Technology and Addenbrooke's are well known landmarks and key features of the Cambridge skyline;
- In recent years the Council has received an increasing number of planning applications for taller buildings. Planning applications for the following buildings have raised significant public debate around the subject of tall buildings:
 - o New buildings around the railway Station;
 - o The Botanic House Building at the junction of Hills Road and Station Road;
 - o The Belvedere;
 - o The Living Screen site on the corner of Cherry Hinton Road and Hills Road;
 - o The Fire Station site on Parkside;
 - o Travel Lodge on Newmarket Road; and
 - o The Varsity Hotel on Thompsons Lane.

NATURE CONSERVATION/BIODIVERSITY/TREES

- Cambridge has many mature parks and gardens, open common land and a network of diverse natural green spaces. However, areas to the north of the city are deficient in natural green space.
- The River Cam and a number of chalk stream tributaries run through the heart of the City and support riparian habitats and remnants of historic grazing meadows on the city's common land.
- There are 2 Sites of Special Scientific Interest (SSSIs) in the city, one designated for biodiversity and one for geodiversity.
- There are 9 Local Nature Reserves and approximately 60 City and County Wildlife Sites, which have been designated to protect the habitats of most interest and importance.
- Key habitats include chalk grassland, wet woodland, chalk streams, hedgerows and farmland
- Key species include Great Crested Newt, Moon Carrot, Jersey

Cudweed, Otter, Skylark and Brown Hare.

- In total, Cambridge has in excess of 500 Tree Preservation Orders (TPO's) in force and there are thousands of trees in the eleven conservation areas across the city that have a degree of protection.
- The Council's Nature Conservation Strategy (2006-2016) identifies the existing resource of habitats and corridors and proposes options and projects for protection and enhancement.

POLLUTION AND ENVIRONMENTAL QUALITY

- Cambridge has an AQMA in place since 2004 (see Appendix E, Figure E.1). An air quality action plan has been developed to set out measures for the improvement of and protection from poor air quality.
- In addition to the AQMA, a Smoke Control Area also covers the city centre and land to the west of the centre in the Newnham ward.
- Air quality in parts of the city centre currently breaches EU limit values for nitrogen dioxide (NO₂).
- There are around 1,100 potentially contaminated sites of concern identified within the city. This contamination may place limits on the types of uses that this land can be utilised for.
- Sources of noise in Cambridge include transport noise from major roads such as the M11, A14 and A10, the railway and aircraft using Cambridge Airport, high levels of noise in the city centre from licensed premises and noise from commercial and industrial activities.
- Poorly designed artificial lighting, wastes energy, harms the amenity of residents (especially those trying to sleep) and impacts on ecology. Cambridge is an established centre for Astronomy which nightglow from excessive lighting can affect.

Objectives

- To protect and enhance all heritage assets in order to contribute to the setting, character, enjoyment and our understanding of the city;
- To recognise the positive contribution that heritage assets make towards the character of the city;
- To ensure that any new development proposals for buildings that break the established skyline are well considered, appropriate to their context and contribute to both near and distant views;
- To ensure that new developments of all scales protect existing species and features of ecological value, provide new appropriate habitats and seek to reconnect fragmented corridors;
- To manage and enhance the tree canopy cover of the city to ensure a wide age range profile of existing trees is maintained and that all new

developments contribute to the urban forest;

- To ensure that development is managed to minimise its impact on the local environment, health and amenity in terms of all sources of pollution and contamination;
- To ensure that new development is not located close to existing pollution sources unless sufficient mitigation measures are proposed as part of the development package.

Protecting and enhancing the historic environment of a growing city

- 8.2 The settlement of Cambridge can trace its origins back to Roman times with archaeological evidence of prehistoric activity, and it is this rich heritage that gives the city its special character and distinctiveness. This is emphasised by the large number of highly graded heritage assets, often connected to the University of Cambridge and its Colleges. Cambridge can be described as a small city with a diverse and vibrant character. The character of the city owes much to the juxtaposition of grand University and College architecture and the smaller scale domestic ‘vernacular’ buildings associated with an East Anglian market town. Some of the key distinctive qualities of Cambridge’s historic environment include:
- The richness of College and University architecture;
 - The wealth of public and private historic open spaces (including many trees and providing the strong landscape setting of the city);
 - The Victorian/Edwardian suburbs and post-war housing/employment developments.
- 8.3 Documents such as Conservation Area Appraisals, the Historic Core Appraisal, Suburbs and Approaches Studies, information contained within planning applications and the County Council’s Historic Environment Record all add to an understanding of the evolution of the city and the richness of the urban fabric.
- 8.4 Concern for the historic environment extends beyond physical buildings and spaces and must embrace a broader understanding of culture, sense of place and local distinctiveness. The historic setting of Cambridge and the clear distinction between the city and the rural area beyond is a key feature that the Council has sought to maintain through the Green Belt boundary to the city. A key issue for the new Local Plan will be to ensure that all new development respects and understands this heritage, balancing the need for growth against the need to protect and enhance the historic environment.
- 8.5 Only one policy option is put forward for policy development. Given the international importance of the city’s historic environment and its wider economic, social and environmental benefits there are not considered to be any reasonable alternatives to the option presented below. Such an approach is in keeping with the NPPF, which states that local planning

authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment:

Option 68 - Protection and enhancement of Cambridge's historic environment

This option would allow for the development of a policy or series of policies aimed at preserving and enhancing the historic environment. These policies would consider the following:

- The continued preservation and enhancement of existing, and, where appropriate, designation of new Conservation Areas. This would need to be supported by the ongoing production and review of Conservation Area Appraisals;
- The continued protection and enhancement of listed buildings, historic parks and gardens and scheduled monuments, buildings of local interest and other heritage assets. ;
- The identification and, where appropriate, protection of the city's archaeological heritage and assets of local importance;
- The protection of strategic and local views, the wider historic setting of the city and the setting of heritage assets, as well as, where applicable, their townscape value; and
- Addressing Heritage at Risk (including those assets on the Heritage at Risk Register) in a positive and proactive manner.

Based on the above, future policy could include:

- Development proposals affecting a heritage asset should preserve or enhance the significance of the asset, its setting and wider townscape value;
- Proposals should demonstrate a clear understanding of the wider context in which they sit as well as an understanding of the significance of assets;
- Impacts of proposed development on the special character of a heritage asset should be identified and assessed; and
- Where development is proposed that would lead to the harm of a heritage asset or its setting, clear justification for the works is required so that the harm could be weighed against the wider public benefits of the proposal.

A strategy could also be developed to ensure that information about heritage assets produced as part of plan making and development proposals are made publicly accessible in order to improve our understanding of the historic environment, in line with the requirements of the NPPF.

Such a policy approach will help to ensure that the city's historic environment is protected and enhanced. The historic environment is an asset of significant cultural, social, economic and environmental value,

providing a valuable contribution to our sense of history, place and quality of life in Cambridge

Questions

- 8.1 Is there a need for a policy addressing this issue?
- 8.2 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 8.3 Are there any other reasonable alternatives that should be considered at this stage?

Effective protection of Buildings of Local Interest

- 8.6 Buildings of Local Interest are designated because of their local architectural merit and, in some cases, their historical associations. While they do not meet the national criteria for statutory listing, they are nevertheless locally important either by themselves or as part of a group of buildings. They may contribute to and help to define the character of the townscape of an area, or be significant in the historical and architectural development of Cambridge. Locally listed buildings are included within the NPPF's definition of heritage assets.
- 8.7 One issue that has come to light in recent years is that Buildings of Local Interest have very little protection outside of Conservation Areas. The current policy 4/12 in the 2006 Local Plan does not have enough weight for it to work as an adequate deterrent to demolition. As a result some buildings have been lost to new development, such as Milton Road Junior School and Romsey Junior School. Even in Conservation Areas some Buildings of Local Interest have been lost, such as Cambridge Regional College on Newmarket Road.
- 8.8 The Government promotes the drawing up of local lists of heritage assets and Buildings of Local Interest would comprise part of such local lists. Identification through a local list allows us to better understand the heritage assets of Cambridge, their individual heritage significance and their contribution to the character and distinctiveness of the area as a whole. While locally listing a heritage asset will not, in itself, bring about additional consent requirements over and above the need for planning permission, it would mean that the conservation and contribution of these assets would be a material consideration when making planning decisions that affect them or their setting. As such, a policy could be considered, which gives a higher degree of protection to Buildings of Local Interest.
- 8.9 Only one option is presented below for policy development. While not statutorily listed, Buildings of Local Interest are an important element of the rich history of the city, helping to reinforce local distinctiveness and sense of place. A presumption in favour of retention of Buildings of Local Interest would be in keeping with the aim of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent

with their conservation as set out in the NPPF. Given the loss of Buildings of Local Interest in recent years and the level of public feeling that this loss has generated, it is felt that not having such a policy would not be a reasonable option. While such a policy would demonstrate the Council's commitment to protecting Buildings of Local Interest and enhancing their level of protection within Conservation Areas, planning legislation is such that planning permission is not required for the demolition of these buildings if they are situated outside Conservation Areas:

Option 69 – Protection of Buildings of Local Interest and development of a local list

This option would allow for the development of a policy that affords Buildings of Local Interest a greater level of protection. Such a policy would relate to proposals involving Buildings of Local Interest where planning permission or Conservation Area consent is required. There should be a presumption in favour of retaining a Building of Local Interest and a clear case would have to be made for its demolition or loss.

Where such proposals would involve the demolition of, or substantial alteration to the external appearance of Buildings of Local Interest, permission would not be granted unless:

- All reasonable steps had been taken to retain the building, including examination of alternative uses compatible with its local importance;
- Retention of the building, even with alterations, would be demonstrably impracticable; and
- The public benefits of the scheme outweigh the loss of, or harm to the building.

This would be linked to the development of a local list of heritage assets in line with the requirements of the NPPF.

Such a policy approach would help to address the difficulties that the Council has faced in protecting Buildings of Local Interest, which add to the character and distinctiveness of the city. While there could be a concern from some that the retention of Buildings of Local Interest may impact on the viability of schemes, the adaptive reuse of buildings is almost always the most sustainable option.

Questions

- 8.4 Is there a need for a policy addressing this issue?
- 8.5 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 8.6 Are there any other reasonable alternatives that should be considered at this stage?

Climate change and heritage assets

- 8.10 It is important that the historic environment is seen in a positive light and not as a constraint on development. Well managed heritage assets improve the overall appearance of the built environment, enhancing people’s quality of life by giving a sense of place and promoting civic pride. Vernacular design and construction has evolved over centuries to meet local needs and local conditions. There is a need to balance the preservation or enhancement of the historic environment against other objectives of the Local Plan such as the vision of Cambridge as a low carbon city. In addition, proposed works to heritage assets in order to comply with Part L of the Building Regulations need to be carefully considered and a judgement made as to when it is, or is not, appropriate to undertake such works.
- 8.11 All work to heritage assets will require a sensitive and hierarchical approach to design and specification. For example, when considering the role of heritage assets in responding to climate change, it should not always be assumed that historic buildings are inefficient in terms of their energy use as they often use renewable materials and can be better ventilated than their modern counterparts. Historic buildings have, in some cases, been in use for a number of centuries, and their adaptive reuse offers scope for potentially significant savings in terms of embodied carbon within the fabric of those buildings. Significant carbon emissions occur as a result of the manufacture and transport of building materials. Where it is possible to adapt a building for an alternative use, this can be a more sustainable option than demolishing and replacing a building.
- 8.12 There is a need to balance objectives related to carbon reduction and the transition to a low carbon city and economy against the need to protect the historic environment of the city. Works to improve the environmental performance of heritage assets need to be carefully considered so that they do not have a negative impact, e.g. use of double glazed windows in a listed building. It is felt that the development of a policy related to climate change and heritage assets represents a proactive approach that will help to ensure the protection of heritage assets. Such an approach is in keeping with the NPPF, which states that local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment. In the light of this, not taking such a proactive approach is not considered to be a reasonable alternative:

Option 70 – Works to a heritage asset to address climate change

This option would allow for the development of a criteria based policy setting out the hierarchical approach that should be taken when carrying out works to heritage assets. Such an approach would build on a thorough understanding of the heritage asset in question. The policy could set out the approach that should be taken, which involves:

- Where at all possible, retain the heritage asset and its existing/original use;

- Make every effort to preserve the historic fabric and use traditional methods of adaptation/construction;
- In the case of a change of use, ensure the sympathetic re-use of the heritage asset;
- Seek to improve the energy efficiency of the building in order to reduce carbon emissions; using sympathetic approaches; and
- Specify environmentally conscious materials² suitable for the development. There should be a presumption in favour of traditional materials.

One advantage of such a policy is that it clearly sets out the steps that should be taken when planning works to heritage assets to improve environmental performance. This will help to ensure a balanced approach between protecting the heritage assets of Cambridge while ensuring that they contribute to tackling climate change and reducing the carbon emissions of the city. Such an approach should already be at the heart of good management practice for heritage assets and as such a policy option should not add additional burden for property owners and developers. The long-term costs of repairing any negative impacts brought about by inappropriate building interventions are likely to be much greater than the short-term impacts of taking such a hierarchical approach to heritage assets.

Questions

- 8.7 Is there a need for a policy addressing this issue?
- 8.8 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 8.9 Are there any other reasonable alternatives that should be considered at this stage?

Shopfronts and signage

- 8.13 High quality design is important to the success of Cambridge as a regional shopping centre and to maintain its thriving district and local centres. Many of the historic buildings in the City Centre have traditional shopfronts, which often date from the eighteenth, nineteenth or early twentieth centuries and many are Listed Buildings. Elsewhere in the Conservation Areas and in streets such as Mill Road, old shopfronts usually date from the late Victorian or Edwardian eras. Well designed shopfronts and associated signing add to the character and quality of the city and play an important part in defining distinctive and enjoyable shopping areas. Shopfronts should be designed to provide an active building frontage with a display window, which contributes

² Adapted from CIBSE (2002). Guide to building services for historic buildings. Sustainable services for traditional buildings.

to the vibrancy of the town centre and provides visual interest in the street scene. Signage should be subtle and complement the built environment.

- 8.14 Given the international importance of the city’s historic environment and its wider economic, social and environmental benefits there are not considered to be any reasonable alternatives to the option presented below. Proposals for new or alterations to existing shopfronts need to be carefully considered to ensure that they have a positive impact on the historic environment and wider environment of the city. While it is considered that there are no reasonable alternatives, there may be variations within the criteria identified that could be considered:

Option 71 – Shopfronts and signage policy

This option would allow for the development of a policy which states that works to shopfronts, signage and shop security measures will be permitted where they:

- Contribute to the design and character of the building and its surroundings; and
- Complement the quality of the built environment.

Elements from the Council’s Shopfront Design Guide could also be incorporated into this policy. This will be a carry forward of policy 3/15 of the 2006 Local Plan.

The advantages of such a policy approach are that it will help to ensure that works to shopfronts, including signage and security measures, promote high quality design that respects the local character of areas. Such a policy approach will have wider benefits in terms of maintaining a high quality environment, which will attract shoppers, visitors and investment into the city.

Questions

- 8.10 Is there a need for a policy addressing this issue?
- 8.11 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 8.12 Are there any other reasonable alternatives that should be considered at this stage?

Tall buildings and the skyline

- 8.15 The historic city of Cambridge has a rich and varied skyline, with renowned views such as that of King’s College Chapel from the ‘The Backs’. The overall character of the city’s skyline is one of individual, rather than clustered, comparatively tall and slender structures emerging above a low lying city. A large proportion of these structures comprise church and college towers, turrets, spires and chimneys. The city generally lacks clustered modern

towers and bulky buildings with the notable exception of the hospital buildings at Addenbrookes and the hangars at Cambridge Airport which sit in stark contrast to the surrounding, low lying suburbs.

- 8.16 There has been a move to build taller buildings across the city in recent years. This is in part due to a shortage of development land and the need to use land efficiently. There are further opportunities to have new taller buildings in the city but these must be carefully considered in the right locations. Local residents and conservation groups are rightly concerned that tall buildings could harm the character and skyline of both the historic centre and the city as a whole.
- 8.17 Three options are put forward for policy development below. These options build upon recent work carried out on the development of the Cambridge Skyline Guidance document, and have been informed by the outcomes of the public consultation on this guidance. They are considered to be the most reasonable options taking account of the special character of the Cambridge skyline and the role this has to play in the setting of the city. There will be a need for any proposals for new tall buildings to demonstrate how they have taken account of their context and enhance the skyline, and it is felt that the options presented below provide the most suitable ways in which this could be demonstrated. They seek to encourage innovative design while at the same time balancing the potential negative impacts that proposals may have on the historic environment and wider setting of the city. The NPPF is clear that guiding the height of new developments in relation to neighbouring buildings and the local area more generally is an element that local design policies should concentrate on:

Option 72 – Criteria based tall buildings policy

One option could be to develop a policy supported by guidance setting out design and locational criteria in order to assess the suitability of development proposals for tall buildings on a case-by-case basis. These criteria could include:

- Location, setting and context – analysis of features such as:
 - Topography;
 - Townscape and landscape types and character areas;
 - Site history;
 - Movement and access patterns;
 - Scale, height and massing of surrounding buildings and set backs of buildings;
 - Typical plot sizes and the rhythm of streets (urban grain);
 - Prevailing architectural character;
 - Land use;

- Areas of open space;
- City gateways and important junctions
- Local and long distance views, vistas and local landmarks; and
- Opportunities and constraints
- Impact of proposals on heritage assets;
- An assessment of the design rationale and how the scale, form, materials, silhouette and architectural quality of the building will deliver a high quality addition to the city that will respond positively to the local context and skyline;
- The impacts of the proposal on neighbouring properties and open space and the need to minimise potential negative impacts with respect to shadowing and daylight, loss of outlook, wind, noise and overlooking; and
- The design of the public realm around the building.

The advantages of such a policy approach are that it sets out a clear set of criteria against which all proposals for tall buildings will be assessed. Such an approach will help to protect and, where appropriate, enhance the characteristics of the Cambridge skyline, its setting and landscape and townscape character, valued views and vistas. Such an approach does not necessarily rule out the development of high quality tall buildings that are appropriate to their context and contribute positively to both near and distant views.

Option 73 - Policy identifying specific areas suitable for tall buildings

A second option could be to develop a policy that identifies specific and appropriate geographical areas within the city that are considered suitable for tall buildings. These areas could include larger zones where clusters of tall buildings may be appropriate. Smaller, more specific locations such as junctions, focal spaces or Local Centres could be identified for taller buildings. The location of these areas would be subject to the criteria set out above under Option 73.

The advantages of such a policy approach are that it will help to protect areas such as the historic core, while promoting high quality tall buildings in areas where their development may help to enhance local distinctiveness, deliver appropriate redevelopment, enhancing the viability of other uses, such as local shops and services. A possible impact of such a policy is that by focussing the development of tall buildings on certain areas, the character of these areas could change. Subject to the prevailing character of the locality, it should be recognised, however, that the new development could represent a positive introduction to the streetscene. It will be important that, if such a policy approach is taken forward, consideration is still given to context, impact on neighbouring properties and open space and the impact

of tall buildings on local and distant views.

Option 74 – Limits on building heights

A third option could be to develop a policy, which defines a maximum height for buildings in the city. Such a policy could identify maximum heights within the historic core and/or heights for the rest of the city.

While the above approach would have the advantage of protecting the city's skyline from inappropriate development, there may be a concern that it stifles innovative and sustainable approaches to development.

Questions

- 8.13 Is there a need for a policy addressing this issue?
- 8.14 Which option do you prefer?
- 8.15 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 8.16 Do you have any suggestions as to the height limit that could be set across the city, should option 74 be the policy approach adopted? Should such a policy cover just the historic core, or should it cover the wider city?
- 8.17 Are there any other reasonable alternatives that should be considered at this stage?

Cambridge Airport Public Safety Zone and Safeguarding Zones

- 8.18 The presence of Cambridge Airport in the city requires some restrictions on new development, in order to maintain public safety. The current Local Plan (2006) contains a policy (8/13) which sets out the limitations on development in the Public Safety Zone. This is supported by the defined zone indicated on the proposals map.
- 8.19 Public safety zones are areas of land at the ends of the runways at airports, within which development is restricted in order to minimise the number of people on the ground at risk in the event of an aircraft crash on take-off or landing. In the case of Cambridge Airport, there are two zones, one in the city and one in South Cambridgeshire. There is a general presumption against new development in these zones, although certain types of 'low intensity' development may be permitted. The Secretary of State for Transport regards the maximum tolerable level of individual third party risk of being killed as a result of an aircraft accident as 1 in 10,000 per year, and the Cambridge Public Safety Zone is considered to adhere to this, as it is subject to an individual risk of 1 in 10,000 per year or greater.
- 8.20 The policy in the 2006 plan is aligned to the Department for Transport (DfT) Circular 1/2002 'Control of Developments in Airport Public Safety Zones' that has since been replaced by DfT circular 01/2010.

- 8.21 In addition to Public Safety Zones, safeguarding zones also place restrictions on development height. Whilst not currently shown on the Proposals Map, they are used as constraints when considering planning applications. Developed by Marshall, they represent areas of the city, where the take-off and landing of aircraft could give rise to additional risk of aircraft accident over the built-up area. Anyone wishing to undertake within the zone should seek advice from Marshall and the Ministry of Defence, as appropriate
- 8.22 The policy option proposed represents a continuation of the current policy approach on Public Safety Zones, with the addition of the safeguarding zones in order to be transparent about the potential restrictions on development in some areas of the city.

Option 75 – Cambridge Airport Public Safety Zone and Safeguarding Zones

This option would allow for the development of a policy, which places restrictions on development within the Cambridge Airport Public Safety and Safeguarding Zones. This policy would restrict the type of development permitted within the area around the airport, and will require anyone looking to develop within the zone to:

- Consult with Marshall and the Ministry of Defence, as appropriate; and
- Consider the proposed building height of the new development in the context of the safety and safeguarding zones.

This would be similar to policy 8/13 in the 2006 Local Plan.

Despite Cambridge Airport not being a ‘major airport’, it is still considered good practice to have a Public Safety and Safeguarding Zones.

Questions

8.18 Is there a need for a policy addressing this issue?

8.19 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

8.20 Are there any other reasonable alternatives that should be considered at this stage?

Hard surfacing of front gardens

- 8.23 There is a concern that the hard surfacing of front gardens to provide car parking can be harmful to the appearance of streets and the character of Conservation Areas. In addition to impacts on visual amenity, the replacement of front gardens with hard surfacing can place extra pressure on surface water drainage, with the potential of increasing the risk of surface water flooding, and can have a negative impact on biodiversity and the wider ecological networks of the city.
- 8.24 In recognition of some of the concerns surrounding the paving of front gardens, notably the loss of domestic character and appearance and increase

in surface water flooding, specific rules now apply for householders wanting to pave over front gardens³. Planning permission is not required if a new or replacement driveway of any size uses permeable (or porous) surfacing, which allows water to drain through, such as gravel. If the surface to be covered is more than 5 square metres, planning permission will be needed for laying traditional impermeable driveways that do not provide for water to run to a permeable area. However, this requirement can be difficult to enforce, and this does not take account of the wider impacts of paving over front gardens, including impacts on the character and appearance of Conservation Areas.

- 8.25 In response to this issue, a policy could be developed which in addition to reinforcing the requirement for the use of permeable paving/materials, also requires consideration to be given to the impact of proposals to pave over front gardens on the character and setting of the local area. Given that planning permission is not required where proposals involve the use of a permeable surface, such a policy could only apply to those proposals requiring planning permission:

Option 76 – Paving over front gardens

This option would allow for the development of a criteria based policy that would apply to proposals requiring planning permission. Criteria could include:

- The impact of the proposals on surface water run-off, particularly for those areas of the city with high levels of risk of surface water flooding. The preference would be for the use of porous surfacing on all applications;
- The impact of the proposals on the visual amenity of an area; and
- The impact of the proposals on biodiversity.

The advantage of such a policy is that it would ensure that proposals to pave over front gardens do not have a negative impact on visual amenity, the character and appearance of Conservation Areas, surface water flooding and biodiversity. However, such a policy would only apply to those cases where planning permission is required, and as such may only have a limited impact.

³ The Town and Country Planning (General Permitted Development) (Amendment) (No. 2) (England) Order 2008

Questions

- 8.21 Is there a need for a policy addressing this issue?
- 8.22 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 8.23 Are there any other reasonable alternatives that should be considered at this stage?

Protection of Sites of National and Local Nature Conservation Importance

- 8.26 Protecting and promoting biodiversity forms a key part of sustainable development. It is now well documented that biodiversity and its constituent ecosystems are critically important to our wellbeing and economic prosperity⁴. It is essential that we strive to restore and secure the long-term sustainability of the ecological and physical processes that underpin the way ecosystems work, thereby enhancing the capacity of our natural environment to provide ecosystems services. Such services can include the provision of clean water, regulation of the urban heat island effect, and crop pollination, as well as providing habitats for wildlife.
- 8.27 Cambridge has a number of nature conservation sites that form an important element of the character and setting of the city. These sites are protected by both national and local designations. The first of these are Sites of Special Scientific Interest, which represent key areas of national or international importance identified because of their special fauna, flora, geological or physiographical features. There are currently two sites in Cambridge covered by this statutory protection:
- East Pit at Cherry Hinton notified for plant species and exposed chalk habitat that has largely disappeared from the eastern counties of England.
 - Traveller's Rest Pit in North West Cambridge, which is notified because of its geology.
- 8.28 Sites of Local Nature Conservation Importance represent areas of county and local interest of fauna, flora and their associated habitats. These non-statutory sites are vital to secure an ecological viable network. They are assessed according to the Criteria for Designation of County and City Wildlife Sites and include Protected Roadside Verges.⁵ Many of the larger County and City Wildlife Sites in the Council's ownership have been given the additional statutory designation of Local Nature Reserve. Further detail on these sites is provided within the Council's Nature Conservation Strategy.
- 8.29 The Cambridgeshire Green Infrastructure Strategy (2011), identified that the protection of existing biodiversity and potential for enhancement should be a priority. It identified a number of opportunities, including:

⁴ UK National Ecosystems Assessment (2011) – see <http://uknea.unep-wcmc.org>

⁵ Cambridgeshire and Peterborough County Wildlife Sites Panel, Cambridgeshire and Peterborough County Wildlife Sites Selection Guidelines, Version 5, January 2009.

- The creation of ‘bigger, better, and joined-up’ networks of biodiversity that connect and enlarge habitats and provide landscape-scale conservation initiatives that create and support healthy ecosystems and have greater resilience against chance events and the impacts of climate change;
- Protection and enhancement of existing habitats;
- Enhanced landscapes which provide benefits for public access, health, well-being, heritage and education.

8.30 Planning for new development can help to deliver some of these opportunities, through the protection of sites of nature conservation value and the provision of new multi-functional green infrastructure with biodiversity enhancement at its core. The importance of linking together of sites to make ecological corridors and a connected network was highlighted in the Lawton Report⁶, which recognised the role that planning authorities have to play in delivering the UK Biodiversity Action Plan. Such an approach is consistent with the aims for conserving and enhancing the natural environment set out in the NPPF.

8.31 The NPPF states that local planning authorities should set criteria based policies against which proposals for any development on or affecting protected wildlife or geodiversity sites or landscape areas will be judged. Distinctions should be made between the hierarchy of international, national and locally designated sites, so that protection is commensurate with their status and gives appropriate weight to their importance and the contribution that they make to wider ecological networks. As such, an option is put forward below in order to develop such a policy approach. Given the clear direction provided within the NPPF for the development of such a policy, no alternative policy approaches are put forward. However, there may be variations within the criteria identified that could be considered:

Option 77 – Protection of sites of nature conservation importance

This option would allow for the development of a criteria based policy against which all development proposals affecting sites of nature conservation important (and geological importance) would be assessed. Such a policy approach would give consideration to the hierarchy of sites from national through to local. Criteria could include:

- For developments proposed within, or adjoining, or which will otherwise affect SSSIs, the proposal will be referred to Natural England. A comprehensive survey of the historic and existing scientific importance of the site, an Appropriate Assessment (Habitats Regulations Assessment)⁷ of the impact of the proposed development and details of measures to protect the species, habitats or features

⁶ Lawton, J (2010). Making Space for Nature: A review of England’s Wildlife Sites and Ecological Networks.

⁷ The Conservation (Natural Habitats, & c) Regulations 1994, SI No 2716

identified will be required as part of the planning application submission;

- The consideration of direct or indirect adverse impact on on a Local Nature Reserve (LNR), a County Wildlife Site (CWS), a City Wildlife Site (CiWS) or Protected Roadside Verge (PRV); and
- The need to secure mitigation and/or compensatory measures to minimise any identified direct or indirect harm and where possible enhancement of the nature conservation value of the site affected through habitat creation and management.

Such a policy could also be applied to those sites not currently designated that, following appropriate surveys, are identified as meeting the criteria for the designation of a County Wildlife Site or City Wildlife Site. Sites could be identified on the proposals map.

Such a policy approach would be in keeping with the requirements of the NPPF for local planning authorities to set criteria based policies against which proposals for any development on or affecting protected wildlife or geodiversity sites or landscape areas will be judged.

Questions

- 8.24 Is there a need for a policy addressing this issue?
- 8.25 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 8.26 Do you feel that one policy covering all sites of nature conservation importance would be appropriate?
- 8.27 Do you feel that we should develop separate policies for sites of national nature conservation importance and local nature conservation importance?
- 8.28 Are there any other reasonable alternatives that should be considered at this stage?

Protection of priority species and habitats

- 8.32 The NPPF sets out the role of the planning system in the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations, linked to national and local targets. The Natural Environment and Rural Communities (NERC) Act, which came into force in 2006, requires the Secretary of States to publish a list of habitats and species which are of principal importance for the conservation of biodiversity in England. Known as the Section 41 list, this should be used to guide decision makers in implementing their duty under Section 40 of the NERC Act to have regard to the conservation of biodiversity in England when carrying out their normal functions. The majority of the

priority species that occur, or have the potential to colonise, Cambridge have also been included in the Cambridgeshire Local Biodiversity Action Plan.

- 8.33 Only one option is presented below for policy development as we have a duty to conserve biodiversity when considering proposals for development under the NERC Act (2006). Such an approach is also consistent with the requirements of the NPPF. As such, it is considered that there are no reasonable alternatives to the policy option presented below:

Option 78 – Protection of priority species and habitats

This option would allow for the development of a policy that will not permit development if it will have a direct or indirect adverse impact on rare or vulnerable habitats and species identified in the Section 41 list or in the Cambridgeshire Local Biodiversity Action Plan.

Where development is permitted, proposals (informed by appropriate upfront surveys) should include measures to minimise harm, mitigate harmful impacts and ideally enhance the local status of the species or habitat.

Such a policy approach would be in keeping with our duty to conserve biodiversity as set out in Section 40 of the NERC Act (2006), and is also consistent with the NPPF. This will be similar to the existing policy 4/8 in the 2006 Local Plan.

Questions

8.29 Is there a need for a policy addressing this issue?

8.30 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

8.31 Are there any other reasonable alternatives that should be considered at this stage?

New Development and Biodiversity

- 8.34 The NPPF and the Council's Nature Conservation Strategy (2006) operate a no net loss of biodiversity principle, resulting from new development, whilst promoting opportunity for on- and off-site enhancement. In addition to safeguarding those sites designated for their ecological richness, all sites should seek enhancement for appropriate species in order to maintain healthy ecosystems across the city. For example, the smallest of development could incorporate features for nesting birds. For larger developments, consideration could extend to linking new development sites to neighbouring green infrastructure to help connect fragmented habitats.
- 8.35 A number of policy options are put forward below, which seek to promote the role of new development in enhancing the biodiversity of the city. These options range from having specific policies that could apply to either all development proposals regardless of their size, to a policy that would only

apply to major developments. A further option could be to integrate the enhancement of biodiversity as part of new development proposals within the Design of the Public Realm, Landscape and other External Spaces policy option presented in chapter 5 (Creating Successful Places):

Option 79 - Enhancement of biodiversity as part of all development proposals

One option could be to include a policy requiring all developments to assess the sites position in the ecological network and provide suitable protection and enhancement of important features of nature conservation. Simple guidance could be issued by the Council to enable developers to make informed decisions on a site-by-site basis. Such a policy, or its supporting text, could include examples of measures that could be implemented at different scales of development.

The advantage of such a policy approach is that it would recognise the opportunities that all scales of development present in terms of biodiversity enhancement.

There could be a concern that the assessment of a sites position in the ecological network would be too onerous a task for small householder developments, although the preparation of simple guidance would help to overcome this issue.

Option 80 - Enhancement of biodiversity as part of major developments

A second option could be to include a policy requiring all major new developments to assess a site's position in the ecological network and provide suitable protection and enhancement of important features of nature conservation. Simple guidance could be issued by the council to enable developers to make informed decisions on a site-by-site basis.

For the purposes of this policy, major development is defined as residential development of 10 or more dwellings or a site area of 0.5 hectares or more, or other developments where the new gross floor area is 1,000 square metres or more.

Such a policy approach would ensure the protection and enhancement of biodiversity as part of major developments, and indeed such developments may be better placed to provide larger scale linking of ecological networks. However, it would miss opportunities to enhance biodiversity as part of smaller developments, which still form an important element in the overall ecological network of the city.

Option 81 – Include reference to the enhancement of biodiversity within option 64 (The Design of the Public Realm, Landscape and other external spaces)

A third option could be that rather than having a stand alone policy explicit

reference to the need for developments to assess the sites position in the ecological network and provide suitable protection and enhancement of important features of nature conservation importance could be incorporated into option 64 (the Design of the Public Realm, Landscape and other External Spaces).

The advantage of such a policy approach is that the protection and enhancement of biodiversity would become part of an integrated approach to Creating Successful Places.

Questions

8.32 Is there a need for a policy addressing this issue?

8.33 Which option do you prefer?

8.34 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

8.35 Are there any other reasonable alternatives that should be considered at this stage?

Landscape scale enhancement of Biodiversity

- 8.36 In order to minimise impacts on biodiversity and geodiversity, the NPPF sets out the need for local planning policies to plan for biodiversity at a landscape-scale across local authority boundaries and to identify and map components of the local ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity, wildlife corridors and stepping stones that connect them and areas identified by local partnerships for habitat restoration and creation. The term ‘landscape scale’ refers to a variety of different types of landscapes and ecosystems, free from administrative boundaries. Landscape scale biodiversity enhancement refers to large scale projects, the principle aim of which is to link together existing habitats by improving the ecological quality of the wider farmed and urban landscapes.
- 8.37 Cambridgeshire’s Green Infrastructure Strategy (2011 – 2020) recognises the considerable value of the network of green spaces through the city and the existing and potential links to the wider countryside. The delivery of the Council’s Nature Conservation Strategy and a number of landscape scale habitat restoration projects in the countryside surrounding the city are supported and promoted.
- 8.38 The option presented below looks to set out a policy approach to allow the city to plan positively for the enhancement and management of networks of biodiversity and green infrastructure across the boundaries of the city, working with partners in adjoining local authorities and other organisations. The option are presented simply seeks to support in principle proposals where the enhancement of biodiversity is the primary objective through the

decision making process. Since it is not a reasonable option not to do this no other option is suggested:

Option 82 – Support for Strategic Biodiversity Enhancement Proposals

This option would allow for the development of a policy that would support in principle all proposals where the primary objective is to conserve or enhance biodiversity, particularly proposals for landscape-scale enhancement.

Sites for landscape scale biodiversity enhancement could be identified on the Proposals Map. The 2011 Green Infrastructure Strategy could form the starting point for the identification of these projects.

Such a policy approach would be in keeping with the requirements of the NPPF to plan positively for biodiversity enhancement, but would not necessarily help with the implementation of projects.

Questions

8.36 Is there a need for a policy addressing this issue?

8.37 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

8.38 Are there any other reasonable alternatives that should be considered at this stage?

The protection of trees

8.39 Trees have a vital role to play in the sustainability of our towns and cities. They can improve people’s quality of life by absorbing particulate pollution, help reduce noise by acting as a sound barrier, support emotional well-being, help to cool the urban environment, contribute to biodiversity and add economic value to areas. Trees form an integral part of the built and natural environment, making a valued contribution to the character of an area. Their longevity, often spanning many centuries, provides continuity and focus within local communities. Many trees, such as the large Horse Chestnut tree outside King’s College Chapel, have an almost architectural role in the streetscape, complementing historic buildings and giving scale, texture and colour to landscapes and townscapes. The term ‘urban forest’ has been developed to collectively describe all the trees and woodland in an urban area, regardless of ownership¹⁵.

8.40 An overlooked and often undervalued element of the urban forest is the veteran tree population, which includes some of the most valuable trees in the landscape. Gnarled and aged in appearance, they provide a sense of history, as well as adding aesthetic appeal. They have significant value as a wildlife habitat for a wide range of fungal, plant and animal life, some of which can only be found in ancient trees. The 2004 Veteran Tree Survey,

¹⁵ National Urban Forestry Unit (2005). Trees for cities

carried out by the Council, found that there are few veteran trees on University or College land and those on public land are largely growing in Cherry Hinton and on common land, including Sheep's Green and Coe Fen. A significant number of veteran trees can also be found on private farmland and along the River Cam.

- 8.41 Recognising the value of trees, the Government established legal protection for trees under the Town and Country Planning Act 1947 in the form of TPOs. The TPO system allows local authorities to protect trees on the grounds of their amenity value. Trees in Conservation Areas are also subject to protection due to their location. In total, Cambridge has in excess of 500 TPOs in force and there are thousands of trees in the eleven Conservation Areas across the city. These trees play an important role in the character and setting of the city, and it is important that they are protected. As part of new development proposals, the planting of new trees is also required to help enhance the canopy cover of the city.
- 8.42 Only one option has been put forward for policy development as trees form an integral part of the built and natural environment of Cambridge, making a valued contribution to the character and environmental quality of the city. As well as environmental benefits, they have wider social and economic benefits and as such it is felt that it is appropriate to have a policy to protect trees. While it is considered that there are no reasonable alternatives, there may be variations within the criteria identified that could be considered:

Option 83 – Trees

This option would allow for the development of a policy to protect existing trees affected by development proposals. Such a policy could include the following criteria:

- A presumption in favour of the retention and enhancement of hedges, trees, including veteran trees and other landscape features of amenity and biodiversity value;
- Protection of trees that have significant amenity value as perceived from the public realm; and
- Where felling is required/appropriate replacement planting will be required wherever possible.

The consideration, role and value of trees as part of new developments is considered as part of Options 64 and 66 of chapter 7 – Creating Successful Places. This policy would be similar to existing policy 4/4 of the 2006 Local Plan, but would be expanded to consider the wider role and value of trees in urban environments and the importance of veteran trees and the habitat value of trees.

The advantage of such a policy is that it recognises the role of trees in the setting and character of the city. The protection of trees will have wider economic and social benefits as well as environmental benefits.

Questions

8.39 Is there a need for a policy addressing this issue?

8.40 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

8.41 Are there any other reasonable alternatives that should be considered at this stage?

Pollution and protection of environmental quality.

8.43 The planning and pollution control systems are separate but complementary. Pollution control legislation is concerned with preventing pollution through the use of measures to prohibit or limit pollution from different sources. The planning system's role in pollution control is to ensure that proposed development is suitable for a particular area of land bearing in mind existing or potential pollution of that land. It also has to consider whether a proposed development is likely to give rise to additional sources of pollution that would impact on the local environment, amenity and public health.

8.44 Pollution can arise from many sources and activities including traffic and transport, industrial processes, energy generation, agriculture, sporting facilities, licensed premises, commercial activity and waste storage/treatment. Land and groundwater can present potential sources of pollution if they have been contaminated by previous land uses. Polluting substances can enter and affect water, air or soil, while sources of pollution include odour, smoke, fumes, gases, steam, dust, vibration, light, heat, and electromagnetic radiation. Planning decisions can have a significant impact on the quality of air, water, land, noise, and therefore affect the environment. Some of the guiding principles when considering pollution control are that:

- New development must not, as far as practicable, cause pollution, for example, pollution of watercourses or an increase in air pollution;
- Sensitive new development, for example new housing, must not be located near to pollution sources,
- Where pollution is a concern, mitigation measures must be used to limit any potential impacts on the environment, health and amenity.

8.45 The policy options set out below represent the most reasonable options for setting out the role of planning policy in pollution control. These options are considered to be in keeping with the requirements of the NPPF, which sets out the broad requirements for local planning authorities both in terms of developing pollution policies and in decision making.⁸ Development of planning policies to control and minimise pollution and the impact of

⁸ National Planning Policy Framework, paras 7, 17, 109, 110, 120, 121, 122, & 125

pollution on new development is explicitly stated in a number of provisions of the Environmental Protection Act 1990 (as amended):

Option 84 – General Pollution Policy

This option would allow for the development of an overarching policy, dealing with all forms of pollution, which would sit within a development principles section of the plan. This policy would set out criteria which proposals that might cause pollution would need to meet for permission to be granted, including:

- That the amenity of existing and future users of the site, or nearby residents is not put at risk;
- That air quality standards or objectives would not be breached, particularly for developments within the Air Quality Management Area (AQMA);
- That the water environment would not be detrimentally affected;
- That it would not lead to unacceptable deterioration in the quality or potential yield of surface and ground water resources;
- That external lighting would be of a minimum level of illumination and duration required for security, safety, and operational purposes and that it would not adversely affect light sensitive uses;
- That the development would not have a significant effect on existing or future occupiers or nearby residents due to noise, vibration, dust or odour; and
- That the health and amenity of existing and future users of the site, or nearby residents is not put at risk by virtue of substances in, on or under the ground, nor that development be allowed where a cannot be made suitable for the proposed end use.

The advantage of such a policy is that it covers all aspects of pollution, and will help to meet the requirement to develop suitable planning policies as set out in the Environmental Protection Act. A disadvantage of relying on this policy alone is that contains very little detail about specific pollution control requirements, which was useful for both developers and planning officers.

Questions

8.42 Is there a need for a policy addressing this issue?

8.43 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

8.44 Are there any other reasonable alternatives that should be considered at this stage?

8.46 In addition to an overarching pollution development principle, detailed policies for significant pollution concerns could be developed. Examples for this policy option are provided below. The justification for such a policy approach is that the NPPF contains very little detailed information about the role of the planning system in dealing with pollution. Much of the former guidance contained within Planning Policy Statement 23 (planning and pollution control – PPS23) and PPG24 (Noise) has now been lost, leading to concerns of a policy vacuum related to issues of the role of planning in dealing with pollution. As such one option for the new local plan would be to develop a detailed policies dealing with contamination, air quality, noise and light pollution, incorporating guidance previously contained in PPS23 and PPG24.

Air Quality

8.47 The primary local impacts on air quality in Cambridge are from road transport, and domestic, commercial and industrial heating sources such that an AQMA was designated in the central part of the city in August 2004. It will be important to ensure that new development proposals do not lead to a worsening of air quality, both in the AQMA and the city as a whole:

Option 85 –Air quality policy

This option would allow for the development of a detailed air quality policy that would set out the criteria with which development proposals within or adjacent to the AQMA would need to comply, in addition to a general development principle policy. Developments would only be permitted where it could be demonstrated that:

- They would have no adverse impact upon air quality in the AQMA; or
- Air quality levels within the AQMA would not have a significant effect on the proposed use/users.

Further criteria would be developed based on the Council’s “Air Quality in Cambridge. Developers Guide” (2008) and information contained within Annex 1, Appendix 1G of PPS23. These criteria could include a hierarchy of methods for addressing air quality issues.

Such a policy would also need to consider development proposals that have the potential to cause an AQMA to be declared and where the granting of planning permission would conflict with or render unworkable elements of an authority’s air quality action plan. In some cases, developers will be required to submit an Air Quality Assessment as part of their planning application.

The advantages of such a policy approach is that it provides an additional level of detail that will prove useful in determining planning applications. In the absence of such detail, there is a concern that pollution issues could be overlooked, leading to expensive remediation measures being required at a later stage in the development process.

Questions:

- 8.45 Is there a need for a policy addressing this issue?
- 8.46 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 8.47 Are there any other reasonable alternatives that should be considered at this stage?

Noise

- 8.48 Noise can have a significant effect on the environment and on the quality of life enjoyed by individuals and communities. Planning can help to guide development to the most appropriate locations with noise sensitive developments (houses, hospitals, offices and schools) separated from major sources of noise, such as road and rail networks and certain types of industrial and commercial development. Noise can also be an issue from the construction of new developments, leading to impacts on existing residents of the city. The growth of Cambridge is also leading to some areas of new housing being located in closer proximity to major sources of noise:

Option 86 – Noise policy

This option would allow for the development of a detailed policy aimed at reducing and mitigating noise impacts that might arise from the construction of and use of new development. This would include managing noise sensitive development in already noisy locations. Such a policy could set out a range of criteria with which proposals would need to demonstrate compliance, including:

- That noise-generating developments should be appropriately located so as to minimise its impact on noise-sensitive land uses;
- That noise-sensitive developments should be located away from noise generating land uses and major sources of noise;
- The requirement to submit Noise Impact Assessments where necessary; and
- The application of suitable mitigation measures where required.

The advantages of such a policy approach is that it provides an additional level of detail. In the absence of such detail, there is a concern that pollution issues could be overlooked, leading to expensive remediation measures being required at a later stage in the development process.

Questions

- 8.48 Is there a need for a policy addressing this issue?
- 8.49 Are there any points which have been missed and you feel should be

added (perhaps even an entirely new option)?

8.50 Are there any other reasonable alternatives that should be considered at this stage?

Contaminated Land

8.49 Land contamination is a material consideration for the purposes of planning. It is important to ensure that proposed developments are situated on land that will be safe and suitable for the proposed use. There will be situations where remediation works will be required to make land safe prior to being developed; for example if a site's previous use was a petrol station, there will be a need to ensure that no residual fuel in storage tanks or in the soil itself is left on-site as it may cause a health hazard for future users. In some instances, the level and type of contamination of land may make it unsuitable for certain types of development, for example recently closed landfill sites are considered to be unsuitable for residential development:

Option 87 – Contaminated Land Policy

This option would allow for the development of a detailed contaminated land policy that would set out the criteria with which development proposals would need to comply, including an assessment of risk. Such a policy would be based on the following principles:

- New development needs to be appropriate for its location, having regard to the effects of pollution on health, the natural environment or general amenity. It should also take account of the potential sensitivity of the area or proposed development to adverse effects from pollution; and
- The site is suitable for its new use taking account of ground conditions, pollution arising from previous uses and any proposals for land remediation.

The advantages of such a policy approach is that it provides an additional level of detail that will prove useful in determining planning applications. In the absence of such detail, there is a concern that pollution issues could be overlooked, leading to expensive remediation measures being required at a later stage in the development process.

Questions

8.51 Is there a need for a policy addressing this issue?

8.52 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

8.53 Are there any other reasonable alternatives that should be considered at this stage?

Light pollution

8.50 Light pollution is the emission of stray light or glare from lighting fixtures, which causes unnecessary illumination of the night sky, in other words light that shines where it is neither needed nor wanted. It can also cause 'light intrusion' into neighbouring properties, which can be a statutory nuisance under the Environmental Protection Act 1990. The cumulative effect of light pollution of light pollution from a number of sources is known as 'sky glow'.

8.51 Impacts from light pollution include:

- Disruption of natural habitats for a wide range of wildlife, from insects and migrating birds to larger mammals and amphibians. Light pollution can impact on their feeding, breeding and migration patterns;
- Wastage of energy which not only has cost implications, but also leads to the unnecessary emission of carbon dioxide, exacerbating climate change;
- Reductions in nearby residential amenity; and
- Reduction in the visibility of the night sky.

8.52 The NPPF states that by encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation. While Cambridge is not an intrinsically dark landscape, minimising the impacts of light pollution on local amenity and nature conservation are important aspects. As such, a local policy could be developed in order to reduce light pollution:

Option 88 – Light pollution policy

This option would allow for the development of a detailed light pollution policy, setting out the requirements in relation to proposals involving new exterior lighting or changes to existing lighting. Criteria could include:

- Any lighting proposed is the minimum required giving consideration to public safety and crime prevention;
- Light spillage has been minimised;
- Impacts to amenity have been minimised;
- Impacts to wildlife and wider landscape, particularly for proposals on the edge of the city, have been minimised.
- Such a policy could also require the submission of the following information as part of planning applications:
 - An Assessment of the Need for Lighting;
 - A site survey; and
 - The design of the proposed lighting, including information on lighting levels and modelled levels of light spillage.

Questions

- 8.54 Is there a need for a policy covering these issues?
- 8.55 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 8.56 Are there any other reasonable alternatives that should be considered at this stage?

Visual pollution

- 8.53 Visual pollution is the term given to unattractive and man-made visual elements of a vista. Visual pollution is an aesthetic issue, referring to the impacts of pollution that impair one's ability to enjoy a vista or view. Advertising signs, satellite dishes and street furniture are among the things that can contribute to visual pollution. Visual pollution can have negative consequences for tourism and quality of life. Minimising the impacts of visual pollution on the built environment and on local amenity is important. As such, a local policy could be developed in order to reduce visual pollution.
- 8.54 An option is put forward to reduce visual pollution. While it is considered that there are no reasonable alternatives, there may be variations within the criteria identified that could be considered:

Option 89 – Detailed Visual Pollution Policy

This option would allow for the development of a detailed visual pollution policy that would set out the criteria with which development proposals would need to comply. Criteria could include:

- Any advertising signs or hoardings that may be required do not impact negatively on amenity or public safety, taking account of cumulative impacts;
- Every element of street furniture associated with a new development must have a clearly defined useful purpose to avoid unnecessary clutter;
- Elements that contribute to visual pollution (advertising signs, satellite dishes, street furniture) are kept to a minimum where possible.

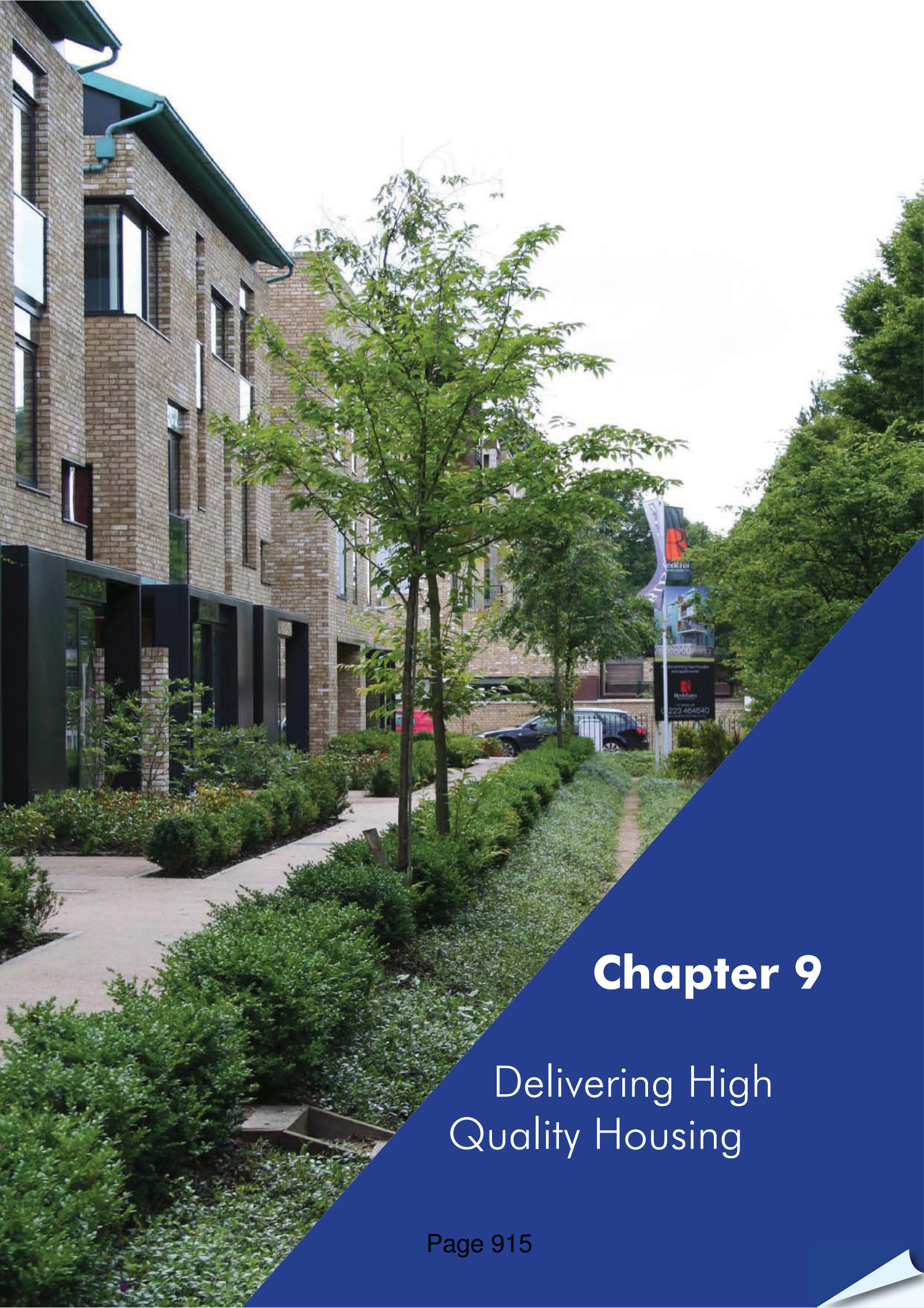
The advantages of such a policy approach is that it provides an additional level of detail that will prove useful in determining planning applications. In the absence of such detail, there is a concern that pollution issues could be overlooked, leading to expensive remediation measures being required at a later stage in the development process.

Questions

- 8.57 Is there a need for a policy covering these issues?

8.58 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

8.59 Are there any other reasonable alternatives that should be considered at this stage?



Chapter 9

Delivering High Quality Housing

CHAPTER 9 - DELIVERING HIGH QUALITY HOUSING

- 9.1 Housing in Cambridge has an important part to play in supporting both the local and national economy as well as being critical in promoting well being and achieving positive health outcomes. It is important to increase the supply of all types of housing including affordable housing and maintain a mix of different types of sizes, types and tenures of housing to meet a wide range of housing needs. The Strategic Housing Market Assessment (SHMA) for the Cambridge Sub-region draws on a number of data sources and has been developed with a range of partners. It assesses the housing needs of the Sub-region as well as each district and helps to inform the scale and mix of housing and the range of tenures that are required to meet the need.
- 9.2 The Council has also prepared a Strategic Housing Land Availability Assessment (SHLAA). This assesses the amount of land that might be available for new housing in the city over the next 20 years. The SHLAA identifies sites which may have potential for new housing, estimates approximately how many homes could be built on these sites and suggests a time frame for when these sites could be come available. It is a technical document, which forms part of the evidence base supporting the review of the Local Plan and has been prepared in accordance with national and best practice guidance.
- 9.3 This chapter sets out the housing issues for Cambridge and a number of options for addressing those issues. It is consistent with the National Planning Policy Framework and the Council’s Housing Strategy. A number of sources of evidence, including data collected through workshops held in early 2012, have fed into the development of options.

Key facts

- The average house price in Cambridge over the 18 months from September 2010 to February 2012 was £321,189¹, broken down as follows:
 - Detached: £580,092
 - Semi-detached: £339,204
 - Terraced: £317,982
 - Flat/Maisonette: £211,726
- The annual net need for affordable housing from 2014/15 onwards is estimated at 592² new homes per year;
- The average household size was 2.23 in 2001 (Census 2001);
- The number of people on the housing register for social housing in April 2012 was 8,204.

¹Source: Hometrack

²Strategic Housing Market Assessment (SHMA): Chapter 27 – Cambridgeshire Horizons:
http://www.cambridgeshirehorizons.co.uk/our_challenge/housing/shma.aspx

- The number of applicants for intermediate housing across Cambridgeshire has increased and as of March 2012 there were 367 applicants living in Cambridge on the Homebuy Register for intermediate housing ;
- From 2001 to 2011, 5,372 gross residential dwellings were built³, 40% of which were 2 bed units;
 - 1 Bed: 1,768
 - 2 Bed: 2,157
 - 3 Bed: 824
 - 4+ Bed: 553
 - Unknown: 71
 - **Total: 5,372**
- The average rent for a one bedroom home is around £750 per month, and for a 2 bedroom home it is around £890 per month (as at January 2010).
- Around 1,200 (12% of) private rented tenants are receiving Local Housing Allowance (LHA) (a form of housing benefit), but LHA is not sufficient to cover the rents on homes in any part of the city.

Objectives

- To facilitate the delivery of good quality, well designed, energy efficient housing to meet housing needs;
- To ensure new developments make efficient use of land and create and sustain an appropriate mix of uses, supporting local facilities and transport networks;
- To set appropriate standards for residential dwelling space in order to provide high quality homes that provide a good quality of life;
- To provide an environment that is conducive to a high quality of life for residents;
- To make the best use of existing housing.

Housing Affordability

- 9.4 Cambridge has a thriving, prosperous and dynamic economy, with successful universities and a vibrant historic core surrounded by attractive and accessible green spaces. Whilst these factors contribute to the overall quality of life of residents, demand for housing is high, with high rents and high house prices.

³Source: Cambridgeshire County Council – Strategic Planning Research and Monitoring Group:
<http://www.cambridgeshire.gov.uk/environment/planning/policies/monitoring/Housing+development.htm>

- 9.5 Data on average house prices and average wage levels suggest that during 2011 the ratio or multiplier of average house prices to average incomes in the city was over 9 to 1. The ratio of lower quartile house prices (i.e. the cheapest housing available) to lower quartile earnings, which is more appropriate for first time buyers, was around 12.1 in December 2011, up from 8.2 in 2009.
- 9.6 The average cost of flat/maisonette in the City is £211,726, with the average cost of a terraced house standing at £317,982. Private rent levels are also high, with the average private rent for a one bedroom home at around £750 per month for a one-bedroom home and £890 per month for a two-bedroom home.
- 9.7 This highlights the continuing issue of housing affordability in Cambridge, both for first time buyers and for those wanting to move for other reasons – e.g. to buy a larger home or re-locate from less expensive areas.

Affordable Housing

- 9.8 Affordable Housing is housing provided for people whose income levels mean they cannot access suitable market properties to rent or buy locally to meet their housing needs. It includes: Social Rented; Affordable Rent; and a range of intermediate housing tenures (including shared ownership, equity share, and intermediate rent). Government guidance states that Affordable Housing should:
- Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices;
 - Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative Affordable Housing provision.
- 9.9 The availability of Affordable Housing in Cambridge to meet housing need is a key issue. It is also vital in supporting economic growth, and promoting and improving the health and well-being of Cambridge residents. The Council's Housing Strategy 2009-12 identifies the need to maximise the delivery of new Affordable Housing in a range of sizes, types and tenures to meet a range of housing needs, as part of delivering balanced, mixed and inclusive communities. The Housing Strategy is currently being reviewed and will inform the development of and sit alongside the Local Plan.
- 9.10 The Strategic Housing Market Assessment sets out the annual need for 2, 140 new Affordable Homes between 2009/10 and 2013/14 to deal with existing and newly arising housing need and then 592 per annum thereafter up to 2027/28. The Affordable Housing need in Cambridge is therefore much greater than the level of housing that can ever be fully met
- 9.11 Affordable Housing in Cambridge is provided by the City Council and a number of Private Registered Providers (Housing Associations). Over the last fifteen to twenty years new Affordable Housing has been provided mainly by

Housing Associations (Private Registered Providers), but the Council has now agreed a programme to deliver its own Affordable Housing. Government grant has been secured for the Council to build 146 new Affordable Homes in a mix of Affordable Housing tenures over the next three years, and the Council has the potential to provide approximately 500 more new Affordable Homes in following years. This will include the replacement of old, unpopular and difficult to manage housing stock with more modern accommodation, as well as providing additional new homes.

- 9.12 In the provision of new Affordable Housing, the Council currently requires 40% to be provided as part of new residential developments which are either on sites of over 0.5 hectares or can deliver 15 or more dwellings. Whilst this approach has contributed to providing more Affordable Housing in Cambridge, and has been tested at appeal, the evidence suggests that there is still a need to provide more than this approach has achieved to date.
- 9.13 The NPPF states that where there is an identified Affordable Housing need, Councils should set policies for meeting this on-site unless off-site provision or a financial contribution can be justified. On this basis, a number of reasonable options have been put forward for consideration. These options include: continuation of the current approach; increasing the proportion of Affordable Housing required on relevant sites; or possibly lowering the threshold for provision.
- 9.14 The proportion of Affordable Housing required can only be increased if evidence suggests that it is viable to do so and it would not result in less housing being delivered on the ground. A lower threshold could potentially increase the overall supply of Affordable Housing but again this approach would be subject to viability.
- 9.15 Evidence from the draft Infrastructure Study 2012 suggests that 40% Affordable Housing is viable in Cambridge. However, further detailed viability work is required before a future approach is agreed and at this stage, lowering the proportion of Affordable Housing sought should not be ruled out. On the one hand, a lower proportion of Affordable Housing may allow other sites that were not previously considered by developers to be viable to be brought forward. However, on the basis of evidence of housing need in the city, this approach would not be considered acceptable on the basis that it would not provide additional Affordable Housing to help meet the overall need. The agreed policy could be a combination of the two.

Option 90 – 40% Or more Affordable Housing

One option could be to develop a policy (similar to policy 5/5 in the current Local Plan), which requires 40% or more Affordable Housing to be provided as part of new development.

This approach would ensure that a meaningful contribution of Affordable Housing would be provided as part of new developments coming forward, and in turn contribute to the overall need in the city. Developers and landowners know what is expected as it does not represent a step change in

provision This approach also allows for changes in market conditions to be taken into account over time. However, given the overall need, it may not go far enough.

Option 91 – Proportion of Affordable Housing - 50% or more

A second option could be to develop a policy which requires 50% or more Affordable Housing to be provided as part of new developments.

This approach would ensure that more Affordable Housing was provided as part of new developments coming forward and in turn contribute to the overall need in the city. This approach also allows for changes in market conditions to be taken into account over time. However, fewer sites may get released for development due to viability and impact on land values.

Option 92 – Proportion of Affordable Housing - 30% or more

A third option could be to develop a policy (similar to the policy requirement in the previous 1996 Local Plan), which requires 30% or more Affordable Housing to be provided as part of new developments.

Whilst this approach may encourage some developers and landowners to bring forward sites that were not considered previously to be viable, it would not go far enough in terms of contributing to the overall Affordable Housing need in the city and could not be justified given need. This approach also allows for changes in market conditions to be taken into account over time.

Option 93 – Lower Qualifying Threshold for Affordable Housing Provision

A fourth option could be to lower the qualifying threshold as part of a policy on Affordable Housing and require Affordable Housing provision on sites of less than 0.5 hectares or which would have less than 15 dwellings.

This approach would ensure that more Affordable Housing would be provided as part of new developments coming forward and in turn contribute to the overall need in the City. However, fewer sites may be released for development due to viability and impact on land values.

Option 94 – Maintain Current Threshold for Affordable Housing Provision

A fifth option could be to develop a policy which requires Affordable Housing to be provided on sites of 0.5 hectares or more or which have 15 or more dwellings.

This is similar to policy 5/5 in the current Local Plan and this approach would ensure that a reasonable amount of Affordable Housing would be provided as part of new developments coming forward and in turn contribute to the overall need in the city. Developers and landowners know what is expected as it does not represent a step change in provision. However, given the

need, it may not go far enough.

Questions

- 9.1 Is there a need for a policy addressing this issue?
- 9.2 Which option or mix of options do you prefer?
- 9.3 Should there be any other variants to this, for example, where schemes have less than 15 dwellings, the proportion of Affordable Housing sought might be less than 40%?
- 9.4 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

9.16 Given the limited land availability in Cambridge and the need to provide more Affordable Housing to meet a range of needs, it is important that the Council considers all reasonable alternatives at this stage in the review process. This includes consideration of whether it is appropriate for student accommodation to make a financial contribution towards affordable housing provision. The Council is committed to supporting the University of Cambridge, the Colleges and Anglia Ruskin University and acknowledges the important role that they play locally, nationally and internationally. The importance of and need for student accommodation is also recognised and supported, and the Council would not want to put future provision at risk. The current Local Plan does not include a policy of this nature, but in order to increase the provision of student accommodation for Anglia Ruskin University, it does identify specific sites where student accommodation could be provided in lieu of affordable housing.

9.17 It is important to note that student housing is not currently counted as a form of Affordable Housing provision. This is on the basis that it is not permanent housing, being provided only because an individual has chosen to study at a specific educational institution. It is recognised that this provision will however reduce pressure on the remainder of the city’s housing stock.

9.18 Given the need for more Affordable Housing such an approach should not be ruled out prior to consultation. It is important to note that the viability of any such approach would need to be thoroughly tested before taking it any further. Detailed discussions with the University of Cambridge, Colleges and Anglia Ruskin University would also need to be undertaken.

9.19 On this basis, two options have been put forward for consideration:

Option 95 – Affordable Housing contribution for new student accommodation

One option could be to develop a policy which requires new student accommodation to contribute towards the provision of affordable housing. This could be through a financial contribution towards the provision of Affordable Housing off-site.

This approach would contribute to the overall need in the city. However,

this could have an impact on the viability of proposals for student accommodation and in turn lead to fewer proposals for student accommodation.

Option 96 – No Affordable housing contribution from new Student Accommodation

A second option could be to continue with the current approach and not require new student accommodation to contribute to Affordable Housing provision.

Whilst this approach does not contribute to Affordable Housing provision and the overall need in the city, it would continue to ensure the provision of student accommodation. It would also recognise that provision of new student accommodation can relieve pressure on the city's housing market, particularly in those areas of the city where there is a prevalence of houses shared by groups of young people.

Questions

- 9.5 Is there a need for a policy addressing this issue?
- 9.6 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 9.7 Which option(s) do you prefer?
- 9.8 Are there any other reasonable alternatives that should be considered at this stage?

Tenure Mix

- 9.20 In accordance with the NPPF, the Council encourages a mix of tenures to be provided as part of new development. With high levels of need for rented housing identified through the housing register, the Council currently resolves to achieve that 75% of the Affordable Housing on qualifying sites should be Social Rented Housing and 25% Intermediate Housing. The national definition of Affordable Housing was revised in June 2011 and a new tenure type was added, Affordable Rent. Affordable Rents are not subject to the same prescriptive rent control as Social Rented Housing and Affordable Rents can be set by the Registered Provider at up to 80% of local market rents. Under current guidance, with very few exceptions, all new government grant for rented Affordable Housing allocated by the Homes and Communities Agency (HCA) from April 2011 to March 2015 will require housing to be let at Affordable Rents rather than Social Rents. Also the guidance is that HCA grant will not be available for new Affordable Housing delivered under section 106 planning agreements.
- 9.21 Research undertaken by Cambridge University Department of Land Economy on behalf of the City Council in March 2011 has shown that at 80% of local market rent, Affordable Rents would not be 'affordable' to the majority of

households who cannot afford lower quartile market housing. Therefore the Council has negotiated with the HCA to limit Affordable Rents to approximately 65% of local market rent. Coupled with fundamental reforms to the welfare system it is too early to assess the impact of the introduction of new Affordable Rents on the ability of tenants on low incomes to access different sizes, types and tenures of housing.

- 9.22 In order to make the Council's position on tenure clear, the Local Plan could include a policy setting out the tenure requirements but this would be difficult to assess with any degree of accuracy, and would potentially become out of date as local circumstances change. Whilst this approach would have some merits, the Council's position can be made clear in the Housing Strategy and Affordable Housing SPD. This approach provides flexibility for the Council to adapt to changes in housing requirements. Both of the following options are considered to be the only realistic ways of dealing with this issue.

Option 97 – Specified Tenure Mix

One option could be to develop a policy that specifies the tenure mix to be achieved in any development. For example, 75% Social Rented and/or Affordable Rented and 25% intermediate.

Option 98 – Tenure Mix

A second option would be to continue with the current approach and not specify the tenure mix in the Local Plan. Advice on this would continue to be provided through the SHMA and Affordable Housing SPD and these would be reviewed regularly.

This would continue to encourage mixed communities and social cohesion and would give the Council flexibility to adapt to any changes in housing requirements.

Questions

- 9.9 Is there a need for a policy addressing this issue?
- 9.10 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 9.11 Which option do you prefer?
- 9.12 Are there any other reasonable alternatives that should be considered?

Employment Related Housing

- 9.23 The pressures on the housing market in Cambridge can often lead to employers facing staff recruitment and retention difficulties and lead to unsustainable travel patterns. The need to seek affordable housing as a result of employment development has previously been discussed in both the Council's Affordable Housing SPD and in policy 5/6 of the 2006 Local Plan and

it was identified at the examination into the East of England Plan that there was an absence of convincing evidence that there were locally specific circumstances to require the delivery of affordable housing as a result of employment development. As a result of this, policy 5/6 was deleted from the Local Plan under the Secretary of State's direction in July 2009. This took place as part of the saving direction required for Local Plans following the introduction of the Planning and Compulsory Purchase Act 2004.

- 9.24 Due to the high level of housing need in Cambridge and the need to support the economy and ensure vital services can be provided, it is important to explore the possibility of specific institutions and employers providing housing specifically for their staff.
- 9.25 Around 40% of workers are employed in the public sector and higher education in Cambridge, including working for the Universities, the NHS and the Police and fire services. The Council is aware that higher education sector has faced challenges for staff recruitment and retentions. The University has begun to address this issue through the provision of 50% of housing at North West Cambridge for University and College staff.
- 9.26 The Council also understands that the Colleges and Anglia Ruskin University continue to face problems with recruitment and retention, with many workers living outside of Cambridge.

Option 99 – Employment related housing

This option considers the development of a specific policy which encourages the provision of key worker housing for specific institutions in Cambridge.

A key issue to be considered by such a policy would be which institutions / employers should the policy be applied to and how should they be arrived at. A list of eligible key workers at institutions / employers could be determined through consultation on the plan, or a set of criteria can be developed to be applied on a case by case basis through planning applications. Whether an institution / employer met the policy could be determined by the benefit they provide to the high tech Cambridge economy and / or whether they provide a key service to the local population.

Any provision would need to demonstrate that there exists a proven need that has not been met through the housing market and that this market failure jeopardises the running of their business or the provision of their service.

Residential development under this policy would be for schemes comprising 100% housing for eligible institutions / employers, this would be secured through a section 106 agreement.

Questions

9.13 Is there a need for a policy addressing this issue?

9.14 Are there any points which have been missed and you feel should be

added (perhaps even an entirely new option?)

9.15 Are there any other reasonable alternatives that should be considered at this stage?

Housing Mix – Size and Type

- 9.27 In accordance with the NPPF, it is important that new housing developments provide a good mix of size and type of dwellings in order to meet a range of needs. This also helps to create mixed, balanced and inclusive communities, which can remain sustainable in the long-term. For the purposes of this section house size relates to the number of bedrooms and house type refers whether it is a house; flat/apartment; bungalow maisonette.
- 9.28 Two reasonable options have been put forward for consideration. One of these is based on the current approach of having a general policy relating to housing mix and the other would be more specific. Both options are considered to be the only reasonable options and will ensure that a mix of dwelling sizes and types will be provided, adding to the overall choice available and to meet a range of needs.

Option 100 – Housing Mix – General Policy

One option could to develop a general policy setting out that a mix of dwelling sizes and types will be required on sites providing new housing. Advice would continue to be provided through the SHMA and an updated Affordable Housing SPD.

This approach would be similar to policy 5/10 in the current Local Plan and would continue to encourage mixed and balanced communities with social cohesion. It would also allow the character of the area, site characteristics, and the market and housing need to determine the appropriate mix on each site and adapt to any changes in housing requirements identified through the SHMA. Good design is also central to this approach.

Option 101 – Housing Mix – Specific Levels Policy

A second option could be to develop a policy which specifies the mix of housing sizes and types to be achieved on sites providing new housing. For example, Annex 2 to the Affordable Housing SPD currently specifies that for affordable housing, the following size mix should be followed and, where appropriate, should help guide the provision of market housing:

50% 1 and 2 bedroom dwellings, but with no more than 10% 1 bedroom Dwellings;

50% 3 bedroom or larger dwellings, but with no less than 20% 3 bedroom dwellings.

This approach would continue to encourage mixed communities and social cohesion, and meet a range of housing needs, although may not provide as much flexibility as option 100 and allow the Council to easily adapt to any

changes in housing requirements identified through the SHMA.

Questions

- 9.16 Is there a need for a policy addressing this issue?
- 9.17 Which option do you prefer?
- 9.18 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 9.19 Are there any other reasonable alternatives that should be considered?

Housing Density

- 9.29 The density of residential development describes the number of houses or flats that are developed on a site. Density can be measured a number of ways, but is typically calculated by the number of dwellings per hectare (dph).
- 9.30 By increasing density, land can be used more efficiently and can play an important role in delivering much needed housing and employment and support local facilities and services as well as public transport.
- 9.31 Higher density creates challenges in delivering high quality development and in successfully accommodating functional aspects of a scheme such as bins, bicycles, cars and private and public open space. The juxtaposition of high density developments next to low density ones has the potential to adversely affect the character of lower density areas. As a consequence, high density development may not be appropriate in some contexts. High density may also have an impact on providing sustainable surface water management on the basis that higher density sites can often require more complex and costly solutions.
- 9.32 Very high-density schemes can result in a predominance of flats rather than larger family homes and affect the delivery of mixed and balanced communities and affordable family homes.
- 9.33 Cambridge is a compact city and the efficient use of land has been actively promoted for many years. Appendix C shows the densities of 10 established housing areas across the city and demonstrates how they vary significantly⁴. Residential densities are around 63 dph in the Victorian ‘Parkside’ area of the City Centre that encompasses Portugal Street and St John’s Road (Area 4 - Market Ward). Other Victorian developments just outside the City Centre have net densities of 60 dph in Petersfield (Area 6) centred on Sturton Street to 50 dph in Newnham around Grantchester Street (Area 5). Lower density suburban developments on the outer areas of the city were typically associated with suburban interwar and 1950s and 1960s developments.

⁴Density measurements based on research undertaken by Cambridge City Council in March 2012. Studies included the 10 areas selected to provide a variety of ages, geographical locations and densities.

Densities in these areas range from 14 dph in a post war development towards the south of the city encompassing Beaumont Road and Netherhall Way (Area 10 - Queen Edith's Ward) to 26 dph around Langham Road (Area 8 - Coleridge Ward) in south east Cambridge.

- 9.34 The Southern Fringe area of major change, identified in the Cambridge Local Plan (2006), has been planned to have an average density of around 50 dph across a number of developments. The Clay Farm development has an overall average density of 50 dph with density ranges of 30 to 110 dph across different parcels. Higher densities have presented design challenges in respect to the storage of cars, bins and bicycles on the Trumpington Meadows development, due to the need for significant areas of rear courtyard parking. New developments here and at Clay and Glebe Farm have, however, responded positively to these design challenges.
- 9.35 The current Local Plan does not set out a minimum density for housing. However, reference is made to the benefits of building densities of a minimum of 30 dph in the supporting text to Policy 3/1 which relate to sustainable development.
- 9.36 Previous national guidance encouraged higher density development as a means of maximising land efficiency and supporting local facilities and public transport. The NPPF does not set minimum density requirements, but instead requires Councils to set out their own approach to housing density to reflect local circumstances. Given this, a number of reasonable options have been put forward for consideration and comment.

Option 102 – No specific density policy or requirements – design led approach

One option is to assess new development on a case-by-case basis against local character, and other design and sustainability policies. Such an approach may encourage the sustainable use of land along with the ability to take local context into account.

The advantage of this option is that a site is assessed entirely on its own merits in respect of a suitable density target. This would allow for a range of development proposals to come forward to suit the market demands of the day for a given site specifically and for the city more generally. It would also potentially allow for taller buildings across all parts of the city, assuming it follows that a higher level of density results in higher building heights to accommodate that many more units.

The main disadvantage of this option is that developers may try and be overly ambitious with achieving the highest possible number of units on any site, regardless of its location or surrounding context. This could lead to considerable uncertainty over the likely value and development potential of a given site in the market as well as protracted negotiations about the appropriate development (and so too the yield of number of units) on sites.

Option 103 – Establish minimum threshold densities in the City Centre

A second option could be to develop a specific policy setting a minimum average density threshold (for example 60 dph) within the City Centre boundary.

The policy would help to encourage higher density in a sustainable location, which can support higher densities as a result of the presence of existing services and public transport links.

In other areas, proposals would be judged on a case-by-case basis, measured against design and contextual criteria established under other design and sustainability policies within the Local Plan. This option could also be used in combination with Option 104.

A disadvantage of a minimum density in the city centre is developers might take a minimum threshold as a "prompt" of sorts to maximize development opportunities on development sites in all cases, which in turn could ultimately be to the detriment of the special historic character of the city centre.

Option 104 – Establish a minimum threshold of average net density within 400m of District and Local Centres on high quality public transport routes and transport interchanges

A third option could be to develop a specific policy which sets a minimum threshold of average densities (for example 50 dph) in the following areas:

- Within 400m walking catchment of District and Local Centres on high quality public transport routes.
- Within 400m walking catchment of transport interchanges on high quality public transport routes.

50 dph has been used as an average density across the Southern Fringe sites and broadly equates to the density of a number of Victorian/Edwardian inner suburbs of Cambridge. This option builds upon the concept of 'walkable neighbourhoods' typically based on 400m (5 minute walking time) catchments.⁵

This option would promote efficient land use and is likely to support existing local facilities and the use of public transport by creating a density profile, which increases around Local Centres. However, it would not leave opportunities for context driven design and could result in character changes to existing areas that are typically low density.

In other areas, proposals would be judged on a case-by-case basis, measured against design and contextual criteria established under other design and sustainability policies within the Local Plan. Alternatively this

⁵Urban Design Compendium (2000) Paragraph 3.1.2 describes the principles of 'The Walkable Neighbourhood' describing what facilities should be within a 5 and 10 minute walk of home.

option could also be used in combination with Option 103.

Option 105 – Minimum density of 30 dph for all new development sites

A fourth option could be to develop a policy that would set a minimum density of 30 dph for all new development sites across the city.

This option would ensure that low-density developments are prevented ensuring the efficient use of land whilst leaving scope for higher density in appropriate locations. However, the option does not take a specific context or design driven approach nor does it actively push higher densities in sustainable locations such as the City Centre or around District and Local Centres or on key public transport routes. It also doesn't allow for one-off low density development if required in exceptional circumstances.

Questions

9.20 Is there a need for a policy addressing this issue?

9.21 Which option or combination of options do you prefer?

9.22 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

Residential Space Standards

- 9.37 The provision of sufficient space within new homes is an important element of good residential design and new dwellings should provide sufficient space for basic daily activities and needs. If homes are to have a long and sustainable life, they must offer functional and adaptable spaces that meet the needs of families, children, older people and disabled residents.
- 9.38 Furthermore, the pressure for housing along with other competing uses, increasing density and the built up nature of the city means that internal and external space is an important factor that needs to be considered through the Local Plan review process. In previous years, there have been an increasing number of applications for studio, one and two bedroom developments. 73.04% of all new homes completed between 2001-2011 in Cambridge were one and two bedroom properties (1,768 (32.91%) one-bedroom, 2,156 (40.13% two-bedroom dwellings).⁶ Whilst these smaller units contribute to the mix and range of housing in Cambridge, they should not be developed at the expense of adequate internal space and provision of outdoor amenity space.
- 9.39 Historically, there has been very limited national guidance on the issues connected with space standards within and around the home. However, Planning Policy Statements (PPSs) did provide support for the development of residential space and layout standards although none are explicit about

⁶ Cambridgeshire County Council Research 'Housing Development in Cambridgeshire 2001-2011' August 2011 [<http://www.cambridgeshire.gov.uk/NR/rdonlyres/892D5EAA-5258-42C5-A116-EC2EE7285BBA/0/ReportHousingDevelopmentInCambridgeshire2011.pdf>]

what such guidance should contain. The National Planning Policy Framework states that Local Planning Authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as families with children, the elderly and people with disabilities).

- 9.40 A number of other Local Authorities have started to set out their own space standards; The Draft London Housing Design Guide, and the Ashford Borough Council Residential space and layout SPD include standards which are based on existing Lifetime Homes standards and basic furniture and activity spaces derived from HCA's Housing Quality Indicators. Most of the Local Authorities which are already using space standards are those located in the London Boroughs, these are again derived from existing HCA standards, but one notable exception is the Mid-Sussex District Council which has produced standards based on those originally adopted by English Partnerships.
- 9.41 The Homes and Communities Agency's (HCA) National Affordable Housing Programme continues to operate according to the space standards contained within the Housing Quality Indicators⁷ (HQI) Form, which were inherited from the Housing Corporation⁸ Design and Quality Standards. The current Local Plan does not include a policy setting out specific internal and external space requirements. However, the Council's current Affordable Housing SPD specifies affordable housing 'should meet Housing Corporation Design and Quality Standards or any future replacement.'⁹
- 9.42 The Housing Health and Safety Rating System was introduced in April 2006. The system is an approach to the evaluation of the potential risks to health & safety from any deficiencies identified in dwellings. The underlying principle is that any residential premises should provide a safe and healthy environment for any potential occupier or visitor. A dwelling should be designed and constructed to ensure that it is free from unnecessary and unavoidable hazards. The HHSRS concentrates on threats to health & safety, it is generally not concerned with matters of quality, comfort and convenience.
- 9.43 Practical guidance explains and provides a scoring matrix to 29 possible hazards that may be or have the potential to be present in any property. This allows an element of flexibility of approach and solution to housing problems. When assessing a hazard under the HHSRS, regard must be given to the Operating Guidance issued under s.9 of the Housing Act 2004. Once the assessment is carried out, the hazard will be assigned a Band from A – J.
- 9.44 Identified hazards are deemed to be either Category 1 (more severe in band A,B or C), or Category 2 (less severe in bands D–J). The Local Authority has a duty to take action when Category 1 hazards are established and a power (not a duty) to take action on Category 2 hazards, at their discretion.

⁷The National Affordable Homes Agency, 721 Housing Quality Indicators (HQI) Form, Version 4 (for NAHP 08-11) published Map 2007 and updated April 2008.

⁸Design and Quality Standards – April 2007 – Housing Corporation.

⁹Cambridge City Council Affordable Housing Supplementary Planning Document, January 2008, Paragraph 26, Page 10-11.

- 9.45 Using the HHSRS to assist in planning and design would minimise hazards at the building stage and at occupation for example an appropriate mix of insulation, heating and ventilation would minimise the opportunities for condensation related black mould growth. The prevention of this type of hazard may help prevent ill health for example rhinitis or asthma depending on the individual.
- 9.46 Other common hazards that can be designed out include:
- Ensuring that there is adequate natural light and ventilation to all habitable rooms.
 - Provision of adequate internal and external space including bedroom sizes and kitchens that have adequate circulation space for the anticipated use and that there is sufficient recreational space ¹
 - Minimising noise disturbance by ensuring that bedrooms are located on the aspect furthest from a known regular noise generating sources including busy roads and railway lines. This may be less costly than installing additional sound insulation.
- 9.47 Any assessment taken under the HHSRS is solely about the risks to health & safety. The feasibility, cost or extent of any remedial action is irrelevant to the assessment.
- 9.48 One of the Council's Housing Strategy objectives is around making best use of existing homes. Older people and other households wishing to down-size, thus freeing-up family-sized housing, can often be discouraged from doing so if they don't consider the new home to be of a reasonable size.
- 9.49 The introduction of new policy for space standards will help align private market housing with that of affordable housing in Cambridge, and help to make better use of existing homes. However, it is acknowledged that such a requirement may impact upon the viability of developments and developers and landowners may have concerns.
- 9.50 Given the above, a number of reasonable options have been put forward for policy development on the basis that they outline the most appropriate way to address this issue. These options are based on national guidance and research undertaken looking at policies set by other local planning authorities. Comments on each option are sought along with any points on detail.

Option 106 – Minimum standards based on the level of occupancy (bedspaces)

One option could be to develop a policy, which sets out requirements for minimum standards for all new residential developments and conversions of existing dwellings to residential use.

Minimum space standards would dictate the gross internal area of the dwelling, area and dimensions of living spaces (including cooking/eating/living spaces) the area within bedroom spaces, the number

of bathrooms, internal and external storage requirements (including garage parking dimensions), private amenity spaces and refuse storage space.

Space standards would be based on the level of occupancy (bedspaces) and dwelling types rather than solely on the number of bedrooms within the dwelling. As such applicants would be required to declare the designated occupancy of the dwellings in the planning application.

Minimum standards could be calculated by using Lifetime Homes and basic furniture and activity spaces derived from HCA's Housing Quality Indicators.

Bedrooms should comply with the 1985 Housing Act¹⁰ requirements for overcrowding and have a minimum internal floor area of 6.5m² for a 1 person bedroom and 10.22m² for a two person bedroom. In addition to Part X of the Housing Act 1985 which is a useful rule of thumb, Councils must also use the HHSRS hazard of Crowding and Space when assessing overcrowded housing conditions as part X set a low and prescriptive standard which includes living and dining rooms as often being suitable as sleeping rooms. HHSRS allows the use of modern day standards. The GLA 'London Housing Design Guide' July 2009 (see appendix 2) uses similar minimum space standard for bedrooms.

This option would assist in delivering good quality, well designed homes that are sensibly planned and functional; designed to meet the demands of everyday life, and provide enough space to enable residents to live comfortably and conveniently.

However, it may result in some constrained sites being undevelopable due to viability. It would be necessary for all planning applications to demonstrate how they meet these space standards. In addition, developers would need to provide information on the intended number of bedspaces the dwelling will accommodate, as minimum required floor spaces and amenity areas depend on this information.

Option 107 – Minimum space standards based on a range of dwelling types.

A second option could be to develop a new policy outlining the minimum internal floor space and storage space (in terms of gross floor area) for a range of dwelling types. This approach would not refer to the level of occupancy – i.e. not the number of bed spaces. This option would be developed for all residential developments and conversions of existing dwellings to residential use.

The policy would include a list of bedroom/dwelling types and their corresponding minimum internal floor area. Figures would refer to the area contained within the building measured to the internal face of the external walls, including space taken by stairs, partitions, chimney breasts, flues and

¹⁰Housing Act 1985 Part X Overcrowding – 326 The Space Standards, Table II. (Standards have been converted from square feet to square metres). <http://www.legislation.gov.uk/ukpga/1985/68/section/326>

all circulation spaces etc, but would exclude external storage areas, porches and lobbies open to the air. Space standards for internal storage would also be included but would exclude car parking and external storage areas (i.e for cycle parking and refuse storage).

This approach could use the Space Standards developed by English Partnerships (now part of the HCA) Quality Standards (Nov 2007, page 16).

Guidance relating to storage space requirements would use the English Partnerships recommendation for 5% of the gross internal floor area to be provided in or adjacent to the home.

Guidance relating to garage dimensions, cycle storage and refuse storage would be covered within existing Policy contained in the *Cycle Parking Guide for New Residential Developments* (Feb 2010) and the *RECAP (Recycling for Cambridgeshire and Peterborough) Design Guide* (Feb 2012).

Floor areas would need to be measured in line with the Royal Institute of Chartered Surveyors for Gross Internal Floor Area (GIFA) and defined as the floor areas contained within the building measured to the internal face of the external walls.

This option would assist in delivering good quality, well-designed homes that are sensibly planned and functional; designed to meet the demands of everyday life, and provide enough floorspace to enable residents to live comfortably and conveniently. Having minimum dimensions for a range of dwelling sizes avoids the need to show room dimensions in a floor plan or provide details of the intended occupancy level. As such it would be simpler for officers to calculate and determine which dwellings have insufficient floor space/storage space.

The imposition of standards may result in some constrained sites being undevelopable. The assessment of gross floor space within the home does not give a true indication of the usability of the space. The policy would not provide specific space standards and dimensions for individual rooms and there could be uncertainty as to whether room dimensions will be sufficient to be able to accommodate essential furniture items.

Option 108 – Minimum space standards for private outdoor amenity space only

A third option would be to develop a policy setting out minimum space standards for private outdoor amenity space only. This would be based on the number of bed spaces within the dwelling and would exclude parking areas and turning spaces.

Standards would include a minimum area for the amenity space (such as the balcony, roof garden, glazed winter garden, ground level patio or garden area) and the minimum depth for the amenity space (for both balconies and gardens).

These standards for gardens could be informed by establishing the space

requirements for seating, clothes drying, outdoor storage, planting and activities and in relation to the number of occupants as well as minimum depths to maintain a reasonable privacy distance between properties. This approach has been used for the GLA 'London Housing Design Guide, July 2009' and the Ashford Borough Council 'Residential Space and Layout SPD' – (Appendix D).

Minimum depths for balconies could be informed by the English Partnerships (now part of the HCA) Quality Standards (Nov 2007) which states balconies should have a minimum depth greater than 1.5m and provide space of 5-9 sq m to allow for a table and appropriate number of chairs depending on designated occupancy.

This approach would ensure all new dwellings have adequate levels of private amenity space but may result in some constrained sites being undevelopable, and could therefore result in problems of achieving higher density developments.

Option 109 – General provision of outdoor amenity space

A fourth option would be to introduce a policy outlining that all new residential development (both private and affordable) should seek to provide an area of outdoor private amenity space in the form of gardens, balconies, patios and roof terraces. However, no specific space standards would be proposed.

This option would not be as specific as the other approaches and could be open to interpretation, making applications difficult to assess.

Option 110 – No space standards specified

A fifth option is to retain the use of HCA standards as referred to in the Council's Affordable Housing SPD for all affordable housing developments in Cambridge and not develop a specific policy.

It is unlikely that this option would assist in delivering good quality, well designed homes that are sensibly planned and functional; designed to meet the demands of everyday life, provide enough space and facilities such as private amenity space and storage, to enable residents to live comfortably and conveniently. This would also result in the continuation of a different approach between the standards for market housing and affordable housing.

Questions

9.23 Is there a need for a policy addressing this issue?

9.24 Which option(s) do you prefer?

9.25 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

- 9.26 Are there any other reasonable alternatives that should be considered?
- 9.27 Should a threshold or minimum unit numbers be used to apply these standards?

Lifetime Homes

- 9.51 Current building regulations require new developments to have a minimum standard of accessibility to and into the entrance level of a building. However some consider that these minimum statutory standards provide only limited usability within the home for a disabled person.
- 9.52 The Lifetime Homes Standard (November 2011¹¹) is a widely used national standard, which uses technical advice to ensure that the spaces and features in new homes can readily meet the needs of most people, including those with reduced mobility. The Government’s strategy requires all new housing built with public funding to meet the Lifetime Home standard by 2011. In London, the London Plan requires 10% of all new homes to be built to be easily adaptable to become fully wheelchair accessible.
- 9.53 Having homes built to the Lifetime Homes Standard helps to ensure that housing suits householders’ needs and changing circumstances. For example, recent research carried out by Shelter found that older people who feel that their home is or is likely to become difficult to manage want to live in housing that is safe, warm and accessible.¹²
- 9.54 However, as noted by the Lifetime Homes website, whilst lifetime homes can accommodate or adapt to the needs of many wheelchair users, the standards does not match the enhanced accessibility provided by a property constructed to the Wheelchair Housing Design Standard.
- 9.55 The Council’s current Affordable Housing Policy Guide requires at least 2% of new Affordable Housing to be fully wheelchair accessible, and a further 8% to meet other specialist needs as required. It also requires all new Affordable Homes to be built to the Lifetime Homes standard as a minimum.
- 9.56 Requiring all new housing development to meet these standards would help to provide a flexible and adaptable supply of housing to suit the needs and changing circumstances of all members of the community. However, such an approach may be overly prescriptive and may place unreasonable costs on the development industry undermining the viability of development. Based on this, and national guidance, two reasonable options have been put forward for consideration.

Option 111 – Lifetime homes standard applied to all new development

One option could be to develop a policy which requires all new private and affordable housing development to meet Lifetime Homes standards.

This option would help in providing flexible and adaptable housing to suit a

¹¹ www.lifetimehomes.org.uk

¹² Shelter: A Better Fit? Creating Housing Choices for an Ageing Population (2012)

range of needs and changing circumstances for all, and would provide more options for older people wanting to move to homes that would better suit their needs. However, it could be overly prescriptive and not viable in certain circumstances.

Option 112 – A proportion of new homes to meet lifetime homes standard

A second option could to develop a policy which requires a proportion of new housing to meet lifetime homes standards. The current approach generally applied at the moment is for a minimum 15% of new homes to meet the standards. This proportion could be taken forward or alternatively a higher proportion could be explored but with a requirement that all new Affordable Housing should be to lifetime homes standards.

This option would help in providing flexible and adaptable housing to suit a range of needs and changing circumstances for all and would not be an onerous requirement to comply with.

Option 113 – A proportion of new homes that meet the Wheelchair Housing Design Standard

A third option could to develop a policy, which requires a proportion of new housing to meet Wheelchair Housing Design Standards, along with the requirement to make new houses in accordance with Lifetime Home Standards. For example, 10% of all new housing could be designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users.

This option would help in providing adaptable housing to suit the needs of wheelchair users. However, it could be overly prescriptive and not viable in certain circumstances.

Questions

- 9.28 Is there a need for a policy addressing this issue?
- 9.29 Which option do you prefer?
- 9.30 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 9.31 Are there any other reasonable alternatives that should be considered?

Small scale residential development and infill development in the rear of gardens

- 9.57 Small scale housing developments and infill developments in the rear of gardens make an important contribution to the overall housing supply in Cambridge and add to the housing stock in ways that are sustainable and which meet identified local housing need.

- 9.58 Whilst the Government has removed the specific national policy requirement to build at a minimum density, there is still the need to make more efficient use of land especially in areas such as Cambridge where there is limited land available for development and there is a need for more housing. In recent years, the issue of infill developments in the rear of gardens (sometimes known as ‘garden grabbing’) has become a contentious issue in Cambridge.
- 9.59 In some cases, development on gardens may be regarded as appropriate as it:
- Reduces the need to extend development into the countryside;
 - Create new homes without the need for significant increased infrastructure provision;
 - Provides better utilisation of land in areas where people no longer demand large gardens due to lifestyle changes; and
 - Provides small sites appropriate for local developers who employ local people.
- 9.60 However, gardens represent an important part of the character and amenity value of many parts of the city. They can be visually important where they contribute to the streetscene or to the openness and character of an area. They are also important to biodiversity and contribute to the overall network of much loved green spaces within the city. Other arguments against developing on gardens include:
- Increased building mass;
 - Loss of or change in local character;
 - Increased population density;
 - A gradual associated increase in demand on local infrastructure;
 - Loss of green space and paving over gardens;
 - A reduction in habitats and biodiversity; and
 - An increased risk of flash flooding due to increased run off.
- 9.61 In accordance with national guidance and local circumstances, two options have been developed. The first acknowledges the importance that small scale residential development and infill development in rear gardens can play in increasing housing supply in Cambridge subject to certain factors. The second outlines the possibility of resisting development in the rear of gardens.

Option 114 – Criteria based policy for small scale residential development and infill development in the rear of gardens

One option could be to develop a policy permitting small scale residential development and infill development in rear gardens. This could include the following criteria:

- Development can satisfactorily be accommodated on site, providing

adequate living and amenity space in both existing and new development in accordance with relevant standards;

- It does not result in a significant adverse impact on the amenities of neighbouring properties through loss of privacy, loss of light, an overbearing sense of enclosure;
- It does not lead to the generation of unreasonable levels of traffic or noise nuisance;
- It provides adequate vehicular access arrangements and parking spaces for existing and new properties (in accordance with relevant standards);
- It does not detract from the prevailing character and appearance of the area taking into account the density of the proposed development and its design in terms of scale, height, mass and external treatment;
- It does not adversely affect trees, biodiversity or architectural features of local importance located within or close to the site; and
- It does not prejudice the comprehensive development of a wider area of which the site forms a part.

This option covers sites where:

- the existing buildings are demolished (residential or non residential) and the plot(s) sub-divided in order to make way for residential development; and
- an existing house is retained and new dwellings are erected in the garden area or curtilage.

This option would allow appropriate sites to be developed for housing and contribute to the overall housing supply in Cambridge. It also allows consideration of amenity value, the character of the area and other important factors such as the biodiversity. The criteria would allow inappropriate development to be resisted.

Option 115 – Policy to restrict infill development in rear gardens

A second option could be to develop a policy that does not permit the infill development in rear gardens and develop a standalone policy (similar to option X) for small scale residential development on derelict sites or where existing buildings have been demolished.

Whilst this option is in accordance with national guidance and may be appealing in areas where there have been recent cases of gardens being lost to development, very specific local circumstances would need to be developed in order to justify any such approach. In addition, it does not provide a balanced approach recognising the contribution such developments can make to the overall housing supply in Cambridge.

Questions

9.32 Is there a need for a policy addressing this issue?

9.33 Which option do you prefer?

9.34 Are there any points which have been missed and you feel should be added (perhaps a new option)?

9.35 Are there any other reasonable options that should be considered?

Houses in Multiple Occupation (HMOs)

9.62 A House in Multiple Occupation is defined in the Housing Act 2004. This statutory definition is a complex one, but in basic terms a House in Multiple Occupation is a flat or house that is occupied by more than one household who share basic amenities for example kitchen, bathroom or W.C., which they occupy as their main residence. There are certain forms of shared accommodation which are excluded from this definition in the Act, such as houses shared by only two unrelated persons, owner occupiers who take in up to two lodgers, certain occupation by religious communities, buildings that are managed by educational establishments, etc. The Act also defines what a single 'household' means in this context.

9.63 The 2004 Housing Act requires that all larger HMOs are licensed. These are properties that are three storeys or more and occupied by five persons or more in two or more households. There are 268 licensed HMOs in Cambridge.

9.64 In planning terms, HMOs are split into two different use classes, based on the number of occupants:

- A small HMO - This is a shared dwelling house which is occupied by between 3 and 6 unrelated individuals who share basic amenities such as a kitchen or bathroom. This falls into Use Class C4 under the Town and Country Planning Uses Classes Order (2010).
- A Larger HMO – This is when there are more than 6 unrelated individuals sharing basic amenities such as a kitchen or bathroom. This falls into the sui generis class under the Town and Country Planning Uses Classes Order (2010).

All HMOs must meet certain standards of amenity and fire safety.

9.65 Changes to the planning system in 2010 have extended permitted development rights to allow a change of use from a dwelling house (C3) to a small HMO (C4) without the need for planning permission. Large HMOs remain unclassified, falling under the sui generis class and require planning permission

- 9.66 According to Cambridge City Council’s Private Sector House Condition Survey 2009¹³, there are approximately 5,000 Houses in Multiple Occupation (HMO)s in the city, making up 12.6% of the housing stock compared with the national average of just over 2%. Just over 1,000 of these are thought to be occupied by students.
- 9.67 Petersfield, Market and Romsey Wards have the greatest number of HMOs in the city due to their central location, which is popular with students and young professionals.
- 9.68 Houses in Multiple Occupation (HMOs) are an important part of the housing market in Cambridge. With high houses prices and private rents, and a relatively young population, HMOs add to the housing mix and play an important role in meeting a wide range of housing needs, and in helping to prevent homelessness. The demand for this type of accommodation may increase further as reforms to the welfare system take effect, particularly amongst under 35s who will no longer be entitled to claim Local Housing Allowance (a form of Housing Benefit) at the single-room rate.
- 9.69 However, it is recognised that issues can sometimes arise if there are high concentrations of this type of accommodation. Issues can include:
- Additional need for parking provision;
 - Inadequate bin storage space with associated difficulties when refuse is collected;
 - Anti-social behaviour and consequential impact on other residents and the local community where properties are poorly managed;
 - Poor internal conditions such as poor amenities and overcrowding, which can often have an adverse impact on the health, safety and welfare of occupiers.
- 9.70 Given the potential issues associated with HMOs, it is considered reasonable to include an option outlining the factors that need to be taken into consideration when making decisions on relevant planning applications. This does not restrict or limit HMOs and is consistent with national guidance and the current approach set out in the 2006 Local Plan.

Option 116 – Criteria based policy for HMO’s

One option could be to develop a policy permitting the development of large HMOs. This could include the following criteria:

- Consideration of potential impact on the residential amenity of the local area including noise from concentrations of these uses;
- Suitability of the building or site including any outbuildings and whether appropriate bin storage, cycle and car parking and drying

¹³ Cambridge City Council House Condition Survey 2009:
<http://www.cambridge.gov.uk/ccm/content/housing/housing-strategy-and-research/housing-research.en>

areas can be provided;

- Proximity to bus stops, pedestrian and cycle routes, and shops and other local services;
- Appropriate management arrangements are in place in order to reduce anti- social behaviour and any adverse impact on local residents.

This policy would be similar to policy 5/7 in the current Local Plan only would only apply where an application for planning permission is required for a large HMO.

This option recognises the contribution that HMOs make to the overall supply of housing in Cambridge and set out key criteria to assess relevant planning applications against. It is also considered to meet the objective of creating and maintaining sustainable, inclusive mixed communities

Questions

9.36 Is there a need for a policy addressing this issue?

9.37 Which option do you prefer?

9.38 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

9.39 Are there any other reasonable alternatives that should be considered?

Specialist Housing

- 9.71 One of the objectives in the Council’s Housing Strategy is to ensure that housing meets the needs of people who are in some way disadvantaged, and supported housing, in a range of tenures, adds to the mix and range of housing to meet a variety of needs. It is therefore important that the Local Plan accommodates the provision of housing that may be designed in a particular way or has staff office or staff night-time facilities when staff are needed to support the people who are living in the housing. This housing can often demand a larger plot or building ‘footprint’ and is often termed as ‘supported housing’, although in some cases, such as fully wheelchair accessible housing, the person living in the property may not need support to live independently. Such housing should be provided across the city, as opposed to being concentrated in certain areas, to enable people moving into such accommodation to remain in their local area.
- 9.72 Specialist housing can be developed with particular groups of people in mind such as older people (including the frail elderly and those with dementia) , people with physical and sensory disabilities, those with learning difficulties or acquired brain injury, young people at risk, people with alcohol or drug dependency, those requiring refuge from harassment and violence, and others who may, for a variety of reasons, be excluded from the local community.

- 9.73 Specialist housing is intended to enable people to live as independently as possible, but is designed so that support can be provided to them (and often to others in the wider community) from on-site. Examples may range from a small scheme of cluster flats with additional facilities for support staff, to much larger extra care schemes enabling older people to live in their own self-contained accommodation but with care and support on-site. Where possible, such housing should be designed flexibly so that it can be adapted to meet alternative housing uses as needs change in the future.
- 9.74 Although some groups will continue to require specialist housing, this needs to be balanced with the current general direction of travel for health and social care commissioning, which includes enabling people to remain in their own homes wherever possible, and being able to retain their independence for as long as possible. This is reflected in the Cambridgeshire Supporting People Commissioning Strategy, which aims to reduce the amount of adult social care funded services in specialist accommodation, in favour of supporting people in their own homes where possible.
- 9.75 Extra care housing for older people is an example where local health and social care commissioners remain supportive of specially designed housing. Extra Care provides self-contained housing, but with other facilities provided on-site where people can receive care and support but still retain their independence, as opposed to residential care homes where occupants do not have their own tenure or ‘own front door’. The Cambridgeshire Extra Care Commissioning Strategy 2011 outlines the extra care housing priorities for Cambridgeshire. A current issue for local health and social care commissioners is where private market care homes for older people achieve planning approval without reference to the demands they will place on local care and health revenue budgets.
- 9.76 The NPPF sets out the importance of planning for a mix of housing to meet different groups in the community. However, the location of provision needs careful consideration and should be in accordance with locally identified need. On this basis, only one reasonable option is considered appropriate at this stage.

Option 117 – Specialist housing

This option would allow for a specific policy relating to all types of specialist housing, including extra care provision for older people, to be developed. When assessing the suitability for supported care housing and care homes, the following will be taken into consideration:

- The location of such provision, including the proximity of the site to public transport facilities, the provision of a safe and secure environment and the convenience of the site’s location in relation to local shops, services and community facilities;
- The location of such provision in relation to other similar accommodation;
- The provision of an adequate level of amenity space which is safe and

suitable;

- The demonstrable need is in accordance with the Council's Housing Strategy, Cambridgeshire County Council and local Health commissioning strategies and, where appropriate the Extra Care Commissioning Strategy for Cambridgeshire.

This option allows specific proposals to come forward in accordance with local need

Questions

9.40 Is there a need for a policy addressing this issue?

9.41 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

9.42 Are there any other reasonable alternatives that should be considered?

Other opportunities to provide new housing

- 9.77 Given the need for housing in Cambridge, it will be important for the Local Plan to ensure that opportunities to provide new housing are explored and that the risk of losing housing to other uses is minimised. For example, whilst the sub-division of large properties into additional dwellings makes a useful contribution towards the overall housing need in the City, it does lead to the loss of family accommodation. There is a need to ensure that any proposals would result in satisfactory living environment, without overcrowding. Around 37% of existing private sector homes in Cambridge do not currently meet the national Decent Homes standard¹⁴.
- 9.78 Ensuring satisfactory living arrangements is also a factor when considering the retention or redevelopment of existing housing along with any opportunities to return appropriate buildings back to their original housing use. Whilst it is important to retain existing housing wherever possible, this needs to be balanced against other objectives and priorities including the need for other uses across the City e.g. employment and community facilities. In some cases it will be appropriate to replace poorly designed housing or housing that is no longer cost-effective to repair and maintain with housing that meets current day standards of design; layout and energy efficiency.
- 9.79 The current Local Plan includes policies relating to the conversion of large properties, housing lost to other uses and the loss of housing. In accordance with national guidance, it is considered reasonable to continue with this approach on the basis that it is the most appropriate way of ensuring that opportunities to provide new housing are explored, the risk of losing housing to other uses is minimised and suitable living environments are achieved.

¹⁴ Cambridge City Council Private Sector House Conditions Survey 2009

Option 118 – Opportunities for Providing New Housing

This option would allow for the development of a series of policies which address the following:

- Conversion of large properties;
- Loss of housing;
- Loss of housing to other uses.

This approach is consistent with national guidance and helps to maximise opportunities to increase housing supply in Cambridge to meet need. However, a balanced approach must be taken and consideration given to the needs to other uses.

Questions

9.43 Is there a need for a policy addressing this issue?

9.44 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

9.45 Are there any other reasonable alternatives that should be considered?

Provision for Gypsy and Travellers

- 9.80 Gypsies and Travellers make up almost 1% of the population in Cambridgeshire, and together make up the largest ethnic minority group in the county i.e. Gypsies and Travellers can come from different ethnic groups.
- 9.81 Gypsies and Travellers recognise travelling as part of their cultural heritage, but not all of them actually travel. Gypsies and Travellers can experience disadvantage in a number of ways, and poor housing conditions, or lack of appropriate accommodation with access to services, can make these issues worse. Many experience lower life expectancy, lower physical and mental health outcomes than the settled population, and poorer access to preventative care than the general population. Life expectancy is 10-12 years less than that of the settled community, and infant mortality is higher than in the settled population. Children are between 1.5 and 2 times more likely to die in the first year of life than children in the settled community, and one in five Gypsy and Traveller mothers will experience the loss of a child, compared to one in a hundred in the settled population.
- 9.82 Educational achievement at all Key Stages is lower than amongst the population as a whole. Many families want to be able to settle whilst their children are at school, to enable them to get a good education.
- 9.83 Whilst some Gypsies and Travellers give up the travelling lifestyle for health or educational reasons, many find it difficult to settle in bricks and mortar housing, away from established family support structures.
- 9.84 In March 2012, the Government released national guidance on planning for Gypsies and Travellers sites. The guidance requires that Councils set pitch

targets to address the likely need, working collaboratively with neighbouring authorities. The guidance has a requirement to maintain a five-year supply of specific deliverable sites against their locally set targets and requires Councils to develop criteria based policies to guide site allocations and planning applications for Gypsies and Travellers.

- 9.85 There are currently no authorised Gypsy and Traveller sites in Cambridge although there are a number in South Cambridgeshire, some of which are on the edge of the city. There are no unauthorised sites in Cambridge, but small groups of Gypsies and Travellers do sometimes stop by the roadside or on other land in the City whilst passing through or wanting to access services. In 2011, a review of the 2006 Cambridge Sub-Regional Traveller Accommodation Needs Assessment was undertaken. For Cambridge, it identified that 1 permanent pitch was needed between 2011 and 2031. This is related to the natural growth of Gypsies and Traveller family groups identified as already in Cambridge. For example, there will be more living in bricks and mortar, some of whom may be seeking site provision, but not identified. In addition to this, there is a need to consider transit or emerging stopping provision for Gypsies and Travellers in the Cambridge area.
- 9.86 Land supply in Cambridge is limited and there are a number of competing demands. Given the juxtaposition of the built up area alongside the tight administrative boundary, it is difficult to find land that is suitable for site provision. In order to help with this process, the Council needs to develop an appropriate policy in the Local Plan to guide the location of Gypsy and Travellers sites as well as identifying a site or sites suitable for provision. The Council is also working with South Cambridgeshire District Council to identify suitable land.
- 9.87 In accordance with national guidance, only one reasonable option has been put forward for consideration. This option sets out the criteria to guide the location of sites for Gypsy and Traveller provision. The criteria outlined are based on previous national guidance, and good practice guidance along with the current requirements sets out in the National Planning Policy Framework.

Option 119 – Criteria based policy for the location of Gypsy and Traveller sites

This option would allow for the development of a criteria based policy to guide the location of permanent, transit and emergency stopping provision for Gypsy and Traveller sites in Cambridge. This could include the following criteria:

- The site should be accessible to local services by public transport, on foot or by cycle;
- There should be safe and convenient vehicular, pedestrian and cycle access to the site;
- The site should provide an acceptable living environment and the health and safety including the public health of the residents should not be put at risk. Factors to be taken into account include flood risk,

site contamination, air quality and noise;

- There should not be an unacceptable adverse impact on the amenity of nearby residents or the appearance or character of the surrounding area. The site should respect the scale of the surrounding area and appropriate boundary treatment and landscaping should be capable of being provided;
- Whether the needs of the residents of the sites could be met without putting undue pressure on local services;
- There should be adequate space for vehicle parking, turning & servicing, storage, play and residential amenity; and
- The site should be served or capable of being served by all necessary utilities including mains water, electricity, drainage and sanitation.

This approach is consistent with national guidance and allows for the basic needs of Gypsies and Travellers to be taken into consideration along with other factors including consideration of amenity of nearby residents. Without such an approach, the Council would not have an appropriate policy to assess any future proposals.

Questions

9.46 Is there a need for a policy addressing this issue?

9.47 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

9.48 Are there any other reasonable alternatives that should be considered?

Sites for Gypsy & Traveller Provision

9.88 In order to make provision for Gypsy & Travellers in Cambridge and find an appropriate site, or sites, the Council has used the criteria listed in option 119 to guide the assessment of potential sites across the city. This approach is set out in the Gypsy & Traveller Provision in Cambridge – Site Assessment Process 2012. This document sets out relevant background to Gypsy and Traveller provision both nationally and locally, explains the methodology developed and includes information on all the sites that have been assessed as part of this process. This approach is consistent with the detailed approach the Council has taken to preparing the SHLAA and has resulted in a thorough assessment of land across the City. The sites considered fell into the following categories:

- HRA – Land owned by the Council – essentially for Council housing purposes - held within the Council’s Housing Revenue Account;
- Other City Council owned land excluding common land;
- County Council owned land within the city; and

- Sites that were considered suitable through the SHLAA. This was on the basis that if sites are considered suitable for residential development, then in theory and subject to other specific criteria they should be suitable for Gypsy and Traveller provision.

9.89 The assessment did not identify any appropriate sites within the built up area of Cambridge for Gypsy & Traveller provision.

Questions

9.49 Are there any other sites within the built up area of Cambridge that could be suitable for Gypsy and Traveller provision?

9.90 The assessment did not look at land within the Green Belt on the edge of Cambridge on the basis that previous national guidance and the National Planning Policy Framework consider that Gypsies and Travellers' sites are inappropriate development in the Green Belt and should only be approved in very special circumstances. Green Belt boundaries should only be altered in exceptional circumstances, only through the plan making process, and if to meet Travellers' needs sites should be allocated for Travellers only.

Questions

9.50 Should land in the Green Belt be considered for Gypsy and Traveller provision?

9.51 Are there any sites in the Green Belt that could be considered suitable for Gypsy and Traveller provision?

9.52 How else can the needs of Gypsy and Travellers be met?

9.91 Sites can vary in type and size, and can range from small private family sites on Gypsies' and Travellers' own land, through to large Council or Housing Association (Registered Provider) sites. Sites comprise a number of pitches, and caravans can be large and static ('trailers') or smaller mobile 'tourers'. There may also be more permanent types of accommodation on site, such as chalet-style bungalows. Utility blocks may also be included, which may include a small kitchenette and shower room.

9.92 Due to the interrelationship with land in South Cambridgeshire, the City Council is committed to working in partnership with South Cambridgeshire District Council and Cambridgeshire County Council in order to provide appropriate provision in suitable locations. Cambridge City and South Cambridgeshire District Councils have been successful in a joint bid to secure government grant funding for providing up to 10 Gypsy & Traveller pitches by 2015 and are working together to find suitable provision.

Residential Moorings

9.93 Residential moorings can contribute to the supply of housing in Cambridge. New moorings require planning permission. The moorings would require adequate services including water supply, electricity, and disposal facilities for sewage and rubbish. Access would also be required for emergency

vehicles and there should be no significant effect on the amenity, conservation and ecological value of the river. British Waterways have produced a useful document on residential moorings, 'Guidance for Development of new Residential Mooring Sites' (England and Wales) (2011) and the Council also has a Residential Moorings policy in place.

Option 120 – Residential Moorings

This option would allow for the development of a policy relating to new residential moorings on the River Cam. Any proposal would have to show that it complies with criteria such as:

- There would not be any conflict with British Waterways or Environment Agency requirements
- There would be adequate servicing and access
- Any car parking would be at an appropriate level
- There would not be any significant effect on the amenity, conservation or ecological value of the river.

Questions

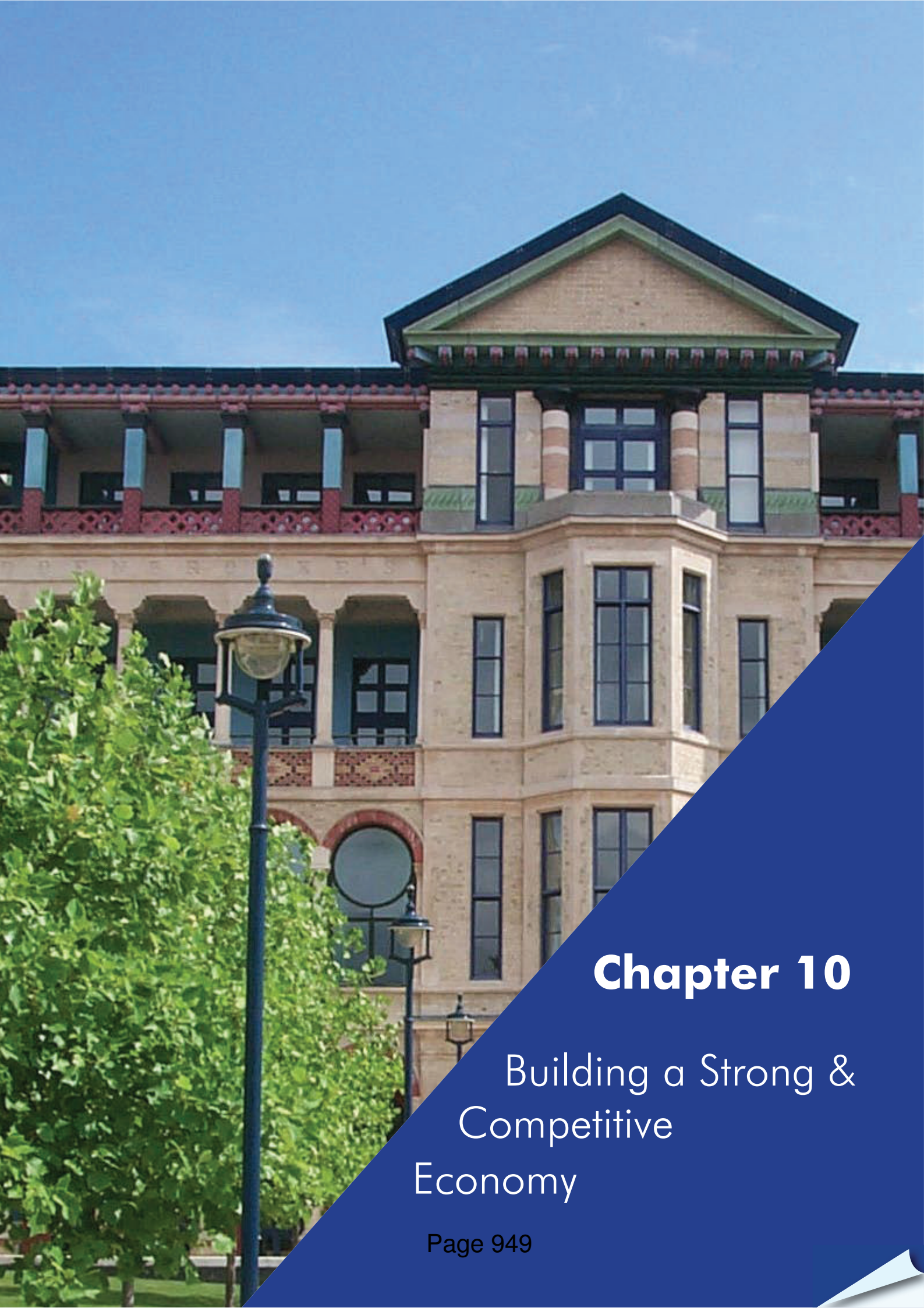
9.53 Is there a need for a policy addressing this issue?

9.54 Should areas of potential new moorings be identified?

9.55 Do you know of any areas that may be appropriate for this use?

9.56 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

9.57 Are there any reasonable alternatives that should be considered at this stage?



Chapter 10

Building a Strong & Competitive Economy

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CHAPTER 10 – Building a Strong and Competitive Economy

- 10.1 Cambridge has bucked the trend and performed well in the economic downturn and it is important that the Council plans to meet the needs of business and the supply of land for business through the Local Plan. It should encourage and support sensibly managed economic growth in areas where Cambridge already stands out: higher education, research and knowledge-based industries, whilst also supporting development of businesses that provide an essential service for Cambridge.
- 10.2 Cambridge is a regional shopping destination. The Local Plan should ensure that it maintains Cambridge’s position as a regional centre, providing a range of shops to meet the needs of the wider area. At the same time the district and local centres and shopping streets throughout the city will be supported as they have a valuable role in providing for day-to-day needs.
- 10.3 Cambridge is a major national and international tourist destination. Key attractions include King’s College Chapel, the Fitzwilliam Museum, Cambridge University Botanic Gardens, Kettle’s Yard, the Sedgwick Museum of Earth Sciences, Cambridge and County Folk Museum and further afield Imperial War Museum Duxford and Anglesey Abbey. The Local Plan should help to encourage the sustainable growth of tourism and maximise the economic benefits it brings while also ensuring that it does not impact adversely on the quality of life of existing residents.
- 10.4 This chapter outlines issues and options relating to building a strong and competitive economy, including employment, retail, higher education and tourism. It is consistent with the NPPF. It has been drawn up using a number of sources of evidence, including the feedback from workshops held in early 2012.

STRATEGIC PRIORITY

Option 121 – Building a Strong and Competitive Economy

To strengthen and grow Cambridge’s economy to provide a range of job opportunities across the city, especially in areas where Cambridge already stands out: higher education, research and knowledge based industries, and maintain and strengthen the city’s regional role as a centre for shopping and tourism.

Key Facts

EMPLOYMENT

- There are 98,000 jobs in Cambridge¹;
- Cambridge is a national centre for higher education and research and development, with employment in those sectors over 10 and 8 times higher than the national shares of employment respectively²;

¹ <http://www.nomisweb.co.uk/reports/lmp/la/2038431840/report.aspx?town=cambridge>

² <http://www.cambridgeshire.gov.uk/business/economicandcommunitydev/ecodevelopment/economicassessment.htm>

- Growth is forecast in business services, education, and health to 2031; whilst jobs in public administration, manufacturing, and communications are forecast to contract³;
- Cambridge has experienced a loss of industrial sites in recent years, as they have been redeveloped for retail, leisure or residential use, and there is likely to be continued pressure to redevelop such sites for higher value uses⁴;
- Cambridge has bucked the trend and performed well in the current economic downturn, it has a strong private sector, high numbers of skilled workers and large numbers of workers in the knowledge-based economy⁵.

RETAIL

- Cambridge is a regional shopping centre.
- Shopping in the City Centre is split between the historic core and the Fitzroy/Burleigh Street area, which includes the Grafton.
- There are currently 3 district centres and 22 local centres in the city, providing for day-to-day needs.
- Shopping along Mill Road is characterised by its diversity and independent traders.
- Retail warehousing is found at the Cambridge Retail Park and Beehive Centre on Newmarket Road.
- Smaller supermarkets and convenience shops are found within existing centres, and there are 5 out of centre superstores within the city.

HIGHER AND FURTHER EDUCATION

- 20,355 students studied at the University of Cambridge and 7,566 studied at Anglia Ruskin University in 2009/10.
- Despite a decline of up to 14% in university applicants nationally. This has not been the case in Cambridge, which continues to attract applicants from the UK and internationally.
- Undergraduate student numbers at the University of Cambridge have been growing at 0.5% per annum, with postgraduate numbers growing at 2% per annum. Current indications are that these levels are likely to be maintained to at least 2031.
- The continued growth in student numbers puts pressure on providing enough student accommodation for both universities.
- Both Universities are affected by the high cost of housing in the area for their key workers. The University of Cambridge is planning to make

³ <http://www.insighteast.org.uk/viewResource.aspx?id=18136>

⁴ Cambridge Cluster at 50 – The Cambridge economy retrospect and prospect

⁵ <http://www.centreforcities.org/20123.html>

significant new provision for housing in North West Cambridge.

- There are 22 language schools in the city, which contribute significantly to the local economy. The throughput of students has increased significantly in recent years to around 30,000 students annually in 2009.

TOURISM

- Cambridge is a major international visitor destination. 4.1 million people visited Cambridge in 2010 and of those 3.2 million were day trippers and 835,300 were staying visitors. Overall numbers have declined by around 1% since 2008.
- Key attractions include Kings College Chapel, Fitzwilliam Museum, the Botanic Gardens, Kettles Yard, the Folk Museum and Sedgwick Museum, and further afield Duxford and Anglesey Abbey.
- Tourism generated £393 million for the local economy and employed over 5,150 people in 2010, though 1500 fewer than in 2008.
- Aside from leisure tourists who generate around 35% of the demand for visitor accommodation, the University and businesses also generate significant demands, about 65% of the demand for good quality visitor accommodation. Events such as graduation, Cambridge Science Festival and the Folk Festival also draw in large numbers of visitors to the city.
- The current Local Plan tries to encourage more sustainable tourism, by providing more visitor accommodation to encourage staying trips, and supporting the development of new and alternative attractions.

Objectives

Employment

- Promote the growth of and linkages between employment clusters and key destinations;
- Maintain and enhance the diversity of jobs available in Cambridge;
- Provide a range of new employment land and seek to protect key employment areas.

Retail

- To maintain the vitality and viability of all centres in Cambridge and ensure that these are the priority location for new retail development;
- To provide a diverse retail offer which supports smaller independent traders.

Higher and further education

- To ensure that Cambridge remains a world leader in higher education and continues to develop as a centre of excellence in higher education

research and knowledge-based industries.

- To support the University of Cambridge and the Colleges in maintaining their pre-eminent position internationally;.
- To support the development of Anglia Ruskin University in meeting the needs of the region.
- To work with the University of Cambridge and Anglia Ruskin University in managing the impact of their expansion in student numbers on the city's overall housing stock.
- To address any distortions in the local housing market as a result of the attractiveness to developers of providing student housing.

Tourism

- To encourage the sustainable growth of tourism to protect the environment, the impact upon the quality of life in the city, the impact upon the quality of life in the city, and maximise the economic benefits it brings;
- Protect and broaden the range of visitor accommodation to encourage longer stays;
- To manage visitor accommodation proposals to ensure they meet identified demands and forecast potential;
- Promote the development of alternative attractions to reduce pressures on the historic core.

Employment

- 10.5 Cambridge is a world leader in higher education, research and knowledge based industries and has a prosperous and dynamic economy. The recent economic down turn has not affected Cambridge as badly as other cities in the UK and unemployment in the City remains low. Cambridge faces other economic challenges, most notably a restricted land supply and competing demands for other uses, e.g. residential.

Vision

- 10.6 The NPPF requires local planning authorities to set out a clear economic vision for their area, which positively and proactively encourages sustainable economic growth. The following is proposed:

Cambridge will continue to develop as a centre of excellence and a world leader in the fields of higher education and research; it will foster dynamism, prosperity and further expansion of the knowledge-based economy. The quality of life in the city that makes it an attractive place to live, work, study and visit in will be protected and enhanced.

Questions

- 10.1 Do you agree with the vision?
- 10.2 Are there any points which have been missed and you feel should be added?

Selective Management of the Economy

- 10.7 Cambridge has a long established policy of ‘Selective Management of the Economy’, whereby employment uses that have an essential need for a Cambridge location or provide a service for the local population are given positive support. This ensures that the limited supply of land in Cambridge is reserved for businesses that support the Cambridge economy.
- 10.8 However, the Cambridge Cluster at 50 study noted that this approach may be having unintended consequences of discouraging large scale, high value manufacturing as well as high-tech headquarter functions from locating to the area, and recommended that the Council review this policy. This recommendation needs to be balanced against the fact that Cambridge’s economy is faring relatively well and this policy has helped to shape the local economy. The question therefore is: to what extent has Cambridge’s economy fared well despite this policy, or because of it?
- 10.9 Furthermore, there have been, and continue to be ongoing changes to national policy that may impact on the operation of this policy. The review of the Local Plan should consider whether selective management of the economy as a policy approach should be continued, amended or discontinued.
- 10.10 National policy requires local authorities to plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries. In Cambridge, the policy of selective management of the economy has traditionally been the policy tool to implement this, ensuring there is sufficient land supply for Cambridge’s high-tech cluster. Recent reports have identified the potential for a need to amend this policy, the following options set out the reasonable means of doing this.

Option 122 – Continue with Selective Management of the Economy unamended

One option could be to leave the selective management policy in the 2006 Local Plan unchanged and roll it forward into the new Local Plan. This reserves new employment land in Cambridge for uses that support the high tech cluster or provide a service for the local population.

This policy supports the Cambridge Phenomenon by reserving limited employment land for those uses that have an essential need to locate in Cambridge. This policy is a long running feature of Cambridge’s planning policy and it could be argued it has contributed to Cambridge’s current economic success.

The land supply in Cambridge is very limited. By limiting employment land to those firms that benefit from locating in Cambridge and benefit the Cambridge Phenomenon or those that serve the local economy, the policy ensures that there is enough land for these firms and they are not priced out of the market by more generic, but higher value, uses.

Option 123 – Amend Selective Management of the Economy to include some additional uses

A second option could be to amend selective management of the economy to allow for large scale, high value manufacturing and high tech headquarters to locate to Cambridge.

High value manufacturing linked to the wider Cambridge economy could benefit the Cambridge Phenomenon by encouraging the evolution of the cluster from pure research to include the development and commercialisation of ideas. The promotion of high tech firms' headquarters in Cambridge could encourage the evolution of the cluster from pure research to include and corporate decision-making. Headquarter functions provide a high proportion of high value jobs and help retain wealth for the local area. These amendments would preserve the thrust of the policy, which is to retain land for those firms that benefit the economy.

Opening up the limited supply of employment space to other uses will reduce land available to pure research and development. Furthermore, corporate headquarter functions are high value and could push out lower value uses that are fundamental to the success of the Cambridge economy.

Option 124 – Discontinue the policy of Selective Management of the Economy

A third option could be to not continue with the policy of selective management of the economy in the new Local Plan.

The policy currently discriminates against certain users, increasing costs for them and hindering them from locating to Cambridge. Discontinuing this policy will remove these costs from business and allow the market to decide which business should locate in new employment space in Cambridge. This would also remove a barrier to investment in new employment land.

The policy discourages the redevelopment of employment space that is past its prime, as any such redevelopment would result in the Selective Management policy being applied and investors can be nervous about this restriction. This can result in sub-standard offices not being redeveloped, hindering the supply of office space in Cambridge.

Questions

- 10.3 Is there a need for a policy addressing this issue?
- 10.4 Which of the options do you prefer?
- 10.5 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 10.6 Are there any reasonable alternatives that should be considered at this stage?

Protection of Industrial and Storage Space

- 10.11 In order to maintain a diversity of employment opportunities and a full range of services in Cambridge, the Council operates a policy of protecting industrial and storage space in Cambridge. In some specifically identified sites, development which results in the loss of any floorspace in industrial or storage use is not permitted. In areas not specifically identified on the proposals map, development which results in the loss of industrial or storage space is only permitted if certain criteria are met. In essence, this is a policy of ‘protect the best, evaluate the rest’.
- 10.12 Despite this policy, the Council’s Employment Land Review 2008 indicates that there have been substantial losses of employment land in Cambridge since 1998, much of this within industrial and storage use. The review of the Local Plan will want to consider to what extent the Council should continue to protect these uses.
- 10.13 The NPPF says that local planning authorities should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Evidence suggests that there is a shortage of industrial land in Cambridge and the reasonable options for protecting industrial land are set out below.

Option 125 – Continue with Protection of Industrial and Storage Space unamended

One option could be to continue with the policy of preventing loss of industrial / storage space in protected industrial sites and evaluating the redevelopment of other industrial and storage sites in other areas of the city against criteria. The criteria currently assessed against deal with: the supply of and demand for industrial land; jobs generated by redevelopment; impact on the surrounding environment / amenity; redevelopment of the site for industrial uses; and redevelopment for other uses.

There continues to be a need to maintain a diversity of employment opportunities within Cambridge, not everyone wants to, or is able to work in an office. There have been considerable losses of industrial / storage space in the past, and evidence suggests that continued loss of these uses could pose a problem in the future. There is a continued need for a full range of local services to be provided within Cambridge. The loss of industrial

floorspace within Cambridge would mean these businesses are pushed out of the city to locations that will result in less sustainable journeys. Protecting industrial and storage space allows the Council to meet the forecast needs of business in the plan period. The loss of land for such uses within the city is not yet a problem, but further loss of space could become an issue in the future. Small workshop units are sometimes the initial home for new businesses unable to afford higher rents for proper office space. Protection of this part of the supply chain for employment development has an impact on the wider economy.

Option 126 – Amend the policy of Protection of Industrial and Storage Space by deleting all protected sites

A second option could be to amend the policy by deleting all protected industrial and storage areas, in effect allowing the criteria that are used to assess the loss of industrial / storage space throughout the rest of the city to be applied to sites currently protected from any loss of floorspace. The criteria currently assessed against deal with: the supply of and demand for industrial land; jobs generated by redevelopment; impact on the surrounding environment / amenity; redevelopment of the site for industrial uses; and redevelopment for other uses.

This would allow flexibility for change of use or redevelopment of sites where there are persistent vacancy problems. This would allow some uses that are able to provide more low skilled jobs than industrial units can per square metre (although a different type of job), for example children's indoor activity centres, on sites where this would otherwise not be able to happen. Increasing the flexibility of the policy would allow sites currently protected from any change of use to be changed in certain circumstances. Increasing the flexibility to change would mean that some of the best industrial sites in Cambridge could come under increased pressure in the future.

Option 127 – Amend the policy of Protection of Industrial and Storage Space to encourage other forms of employment development

A third option could be to amend the criteria used in the policy to add a criterion such that loss of floorspace in industrial / storage use is acceptable where it facilitates an overall growth in employment floorspace (for example in office floorspace).

This would allow flexibility for change of use or redevelopment of sites where there are persistent vacancy problems. It is identified that there will be a medium term shortage of office floorspace in Cambridge. This increased flexibility may help address that shortage, albeit not necessarily in prime locations. Increasing the flexibility of the policy would allow sites currently protected from any change of use to be changed in certain circumstances. The policy has not succeeded in preventing the loss of

industrial floorspace in the past. Should the policy be continued if it has not succeeded? Some uses that could replace industrial uses would be able to provide more low skilled jobs than industrial units can per sqm (although a different type of job), for example children’s indoor activity centres. The policy can result in a degree of “hope value” on sites outside protected industrial site, discouraging good maintenance and letting of premises. Increasing the flexibility to change would mean that some of the best industrial sites in Cambridge could come under increased pressure in the future.

Questions

- 10.7 Is there a need for a policy addressing this issue?
- 10.8 Which of the options do you prefer?
- 10.9 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 10.10 Are there any reasonable alternatives that should be considered at this stage?

Protection of other Employment Space

- 10.14 Currently, the Council only protects employment land that is in industrial or storage use. The Employment Land Review 2008 and the Cambridge Cluster Study 2011 identify a shortage of office space in and near the centre of Cambridge in the medium term (once the office development around Cambridge Station (called “CB1”) has been developed and let). Once the CB1 scheme is let, there is likely to be pressure on other offices in the city. At present, tired offices in need of refurbishment can currently find tenants simply due to the lack of alternatives. With increased pressure to refurbish or redevelop other offices throughout the city, it is possible that some of this pressure will take the form of demand to change the use of sites to other uses (e.g. residential). Given the identified medium term shortage of office space and the potential for loss of existing office space, the Council should consider protecting office space within Cambridge from changing use to alternative uses. The Employment Land Review 2008 specifically identifies a number of sites for protection.
- 10.15 The NPPF says that local authorities should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose. Evidence suggests that there will be shortage of office space in Cambridge and the reasonable options for protecting offices are set out below.

Option 128 – Do not protect office space

One option could be to continue to not protect office floorspace in Cambridge from change of use.

This would let the market decide on the loss of office space. A continued

demand for offices may be able to ensure that land values are resilient enough to hold off pressure to change to higher value uses.

Option 129 – Protection of office space

A second option could be to protect office floorspace in Cambridge from change of use using a criteria based approach.

There is evidence that there will be a medium term shortage of office space in Cambridge, especially in the City Centre. Any loss of offices will exacerbate this problem, hindering the ability to meet the needs of business and negatively impacting on the Cambridge economy.

Questions

- 10.11 Is there a need for a policy addressing this issue?
- 10.12 Which of the options do you prefer?
- 10.13 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 10.14 Are there any reasonable alternatives that should be considered at this stage?

Promotion of Cluster Development

- 10.16 The Council currently has a policy that seeks to promote development linked to the Cambridge cluster. This policy sets out those uses that are fundamental to the success of the Cambridge Phenomenon and positively promotes development that can demonstrate a clear need to cluster in Cambridge. It promotes the development of purpose-designed accommodation for these sectors (e.g. high tech incubator units), as well as locations particularly suited to these activities. However, this policy is rarely used.
- 10.17 The NPPF requires local planning authorities to plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries. Cambridge has an internationally recognised high tech and research cluster and the reasonable options for promoting it are set out below.

Option 130 – Continue to Promote Cluster Development

One option could be to continue the policy to promote Cluster Development in Cambridge.

The policy gives a clear indication of those sectors that support the Cambridge Phenomenon as well as an indication of those locations particularly suited to these activities. The policy promotes purpose-designed accommodation for sectors that support the Cambridge Phenomenon. The policy is positively promoting the type of development

the Council would like to see in Cambridge.

Option 131 – Do not Promote Cluster Development

A second option could be to discontinue the policy to promote Cluster Development in Cambridge.

The policy is rarely used and is unlikely to be a deciding factor in any planning decision. The risks of removing it may be small and will not prevent cluster development.

Questions

10.15 Is there a need for a policy addressing this issue?

10.16 Which of the options do you prefer?

10.17 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

10.18 Are there any reasonable alternatives that should be considered at this stage?

Shared social spaces as part of employment areas

- 10.18 The Cambridge Cluster at 50 study identifies the fact that a number of peripheral employment sites are perceived to be isolated, both in relation to each other and in relation to the City Centre and the Railway Station. The lack of a social aspect, especially on the newer peripheral employment sites (e.g. West Cambridge), is making them less attractive places to locate to. The study notes that this could simply be a function of time. The reasonable options for promoting shared social spaces in new employment areas are set out below.

Option 132 – Promote shared social spaces

One option could be to introduce a policy to promote shared social spaces involving a mix of uses in employment areas.

The policy will make newer employment areas more attractive to business, as well as reducing pressure upon office space in the City Centre.

Option 133 – Do not promote shared social spaces

A second option could be to not introduce a policy to promote shared social spaces in employment areas.

The policy is likely to have financial implications for the developers of new business space. There is a danger that the shared social spaces are not successful. Furthermore, there are question marks as to what form the shared social spaces could take (restaurant, conference facilities, public house etc) and how they would be implemented. If they will benefit new employment areas by making them more attractive to business, then the

market may provide them by itself.

Questions

- 10.19 Is there a need for a policy addressing this issue?
- 10.20 Which of the options do you prefer?
- 10.21 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 10.22 Are there any reasonable alternatives that should be considered at this stage?

Densification of existing employment areas

- 10.19 The main employment locations within and on the edge of Cambridge are the offices in the City Centre and around Cambridge Station, Business Parks and Cambridge Science Park in the Northern Fringe, Cambridge Airport, Addenbrooke’s Hospital and West Cambridge. In addition to these areas there are a number of offices and industrial uses dotted around the City.
- 10.20 Evidence shows that the land supply for potential development in Cambridge is very limited, and land for employment development is no different. Furthermore, the Cambridge Cluster at 50 Study identified the desire for businesses to be located in the City Centre, or in locations with good access to the City Centre and Railway Station. The limited supply of land combined with the desire to be in the City Centre (competing with the multitude of other uses that also want to be in the City Centre) means that in order to support the economy of Cambridge an argument could be made that Cambridge should make the best use of its employment land supply and seek to densify the use of some employment sites. There would be site specific design challenges as to how this could be done, or if this could be done, on a site by site basis.
- 10.21 The NPPF says that local planning authorities should positively seek opportunities to meet the development needs of their area. A number of specific site options are looked at in the Opportunity Areas section of this report in Chapter 5, these include opportunities at West Cambridge, Cambridge Northern Fringe East and the Station Area. The reasonable options for densifying existing employment areas are set out below.

Option 134 – Densify existing employment areas

One option could be to introduce a policy to densify a number of specific employment sites.

This would make best use of existing developed land and reduce the pressure to develop Greenfield sites. This may represent an opportunity to redevelop run down sites. This may make public transport to peripheral employment sites more viable and allow improvements in the service. Seeking to densify peripheral employment sites will give an opportunity to introduce or improve shared social spaces on employment sites. The lack of

shared social spaces on employment sites is identified as a problem in the Cambridge Cluster at 50 Study.

Option 135 – Do not densify existing employment areas

A second option could be to not introduce a policy to densify a number of specific employment sites.

There are design challenges as to the quantum of development that can fit on a site. Seeking to densify employment sites may result in pressure to change the use of existing industrial areas to higher value uses resulting in the loss of industrial land, of which there is an identified issue of supply. Seeking to densify employment sites could have an impact on the surrounding transport infrastructure.

Questions

- 10.23 Is there a need for a policy addressing this issue?
- 10.24 Which of the options do you prefer?
- 10.25 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 10.26 Are there any reasonable alternatives that should be considered at this stage?

Retail

Need for additional retail floorspace to 2031

- 10.22 A key issue is how much additional retail floorspace will be needed by 2031 to support the increase in population associated with additional homes and jobs in the city. The Cambridge Sub-Region Retail Study (CSRRS) was produced as a retail evidence base by consultants, GVA Grimley, for Cambridge City Council and South Cambridgeshire District Council in October 2008. This showed that retail in Cambridge was performing well and provided an assessment of the need for new floorspace for both comparison goods (items not generally purchased on a frequent basis e.g. clothing, shoes, electrical goods, furniture, books.) and convenience goods (everyday and essential items e.g. food and drink) to 2021.
- 10.23 An update of the retail needs assessment will be undertaken this summer to provide a more up to date forecast of the need for retail to 2031. This will take into account current retail expenditure growth rates and the predicted proportion of sales from the internet over the next 20 years. The results of this will be fed into the plan-making process and will inform the sites consultation to be carried out later this year and the development of policies in the Draft Plan.

Question

10.27 Do you know of any sites, which could be considered for additional retail, if there were a need for further retail development?

Shopping in Town Centres

- 10.24 The hierarchy of town centres is outlined in the Spatial Strategic Options Chapter (Chapter 4). Within Cambridge, this includes the City Centre, district centres and local centres. A key objective of the Local Plan will be to maintain and enhance the vitality and viability of its centres. A policy that seeks to maintain a high proportion of retail floorspace (Use Class A1 – mainly shops) but also encourages a proportion of mixed uses and diversity can help to achieve this. A proportion of mixed uses can enhance the vitality of town centres and ensure they remain active in the evenings.
- 10.25 The NPPF requires that Local Plans define the extent of town centres and primary shopping areas. These boundaries will be shown on maps and consulted upon in the sites consultation later this year and will be shown on the Proposals Map. Within the City Centre, there are primary shopping frontages, which are areas mainly for shops (Use Class A1), and secondary shopping frontages, where there is a greater opportunity for diversity of uses. The extent of these will also be consulted upon.
- 10.26 In line with the sequential approach, set out in the NPPF, new retail developments should be located as a priority in centres. Development within the different types of centre in Cambridge should be of an appropriate nature and scale to the centre. For example, large-scale development that would be suitable in the City Centre, would not be suitable in a Local Centre. Development should also not have a detrimental impact on the functioning of other centres.
- 10.27 Maintenance of existing retail diversity and the support for further retail diversity in all of the centres within the retail hierarchy is also a key issue in Cambridge. It is important to tackle this to prevent Cambridge becoming a ‘clone’ of other towns and to provide variety and distinctiveness in the shopping experience. Some parts of Cambridge, such as Mill Road, have a diverse retail offer and are characterised by small independent traders. The NPPF requires that Local Plans promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres. The NPPF is also supportive of retaining and enhancing existing markets such as those in Cambridge’s City Centre.
- 10.28 One of the ways in which the planning system can help to encourage retail diversity is by making sure that there is a range of shop sizes available, and also by preventing shops from amalgamating to produce larger units which may not be suitable for smaller independent traders. We could also require that any new major retail developments provide a proportion of small retail units to maintain the diversity of shops and that these be occupied by independent businesses, therefore providing a mix of retail uses. A small shop could be defined as one with 80sqm gross floorspace or less, occupied

by an independent retail or service outlet (one with nine units or less following the Goad definition). This definition was used in the London Small Shops Study (2010)⁶.

- 10.29 Food and drink uses (Use Classes A3, A4 and A5) provide a valuable contribution to the vitality and viability of centres and particularly contribute to the evening economy. However, they can also have a significant impact on residential amenity or environmental quality as a result of noise, vibration, smells, increased late night activity, or increased traffic and parking. Such problems are exacerbated where there is a concentration of such uses.
- 10.30 Another issue in Cambridge, has been the change of use from shops (Use Class A1) and other town centre uses (within Use Classes A2 to A5) to housing or student accommodation at ground floor level. In local centres this can undermine the functioning of the centre. Policy 6/7 of the current Local Plan prevents the loss of shops to other uses, but this has not always been successful. Other town centre uses do not currently have any protection and so there is no policy protection for public houses (Use Class A4) within centres. The issue of the loss of pubs is addressed further in Chapter 11.
- 10.31 Whilst housing at ground floor level is a concern, living above shops and other town centre uses is supported. Town centres are sustainable locations in which to live, with good access to shops and facilities and public transport. People living in the centres also add to their vitality and provides potential customers for the shops and facilities, adding to their viability.
- 10.32 The reasonable policy options are outlined below. In some cases, different approaches have been set out to deal with the same issue and we would welcome comments on these alternatives:

Option 136 – General shopping policy that applies to all centres

One option could be to develop a policy that addresses all the issues that are outlined above. This would bring together aspects of several individual policies in the current Local Plan (Policies 6/6, 6/7 and 6/10). This policy would apply to all planning applications for new retail or change of use in centres. It could include the following criteria:

- New A1 retail development will be permitted within centres if it is of an appropriate nature and scale to that of the centre and will add to the vitality and viability of the centre.
- That there should be no joining up of smaller shops to form larger units unless there are special circumstances where this would add to the vitality and viability of the town centre.
- That any new large retail, leisure or mixed use developments provide a proportion of small shops in order to maintain the diversity of shops in the city. A small shop could be defined as one with 80sqm gross floorspace or less, occupied by an independent retail or service outlet (one with nine units or less). Such developments could also provide

⁶ Greater London Authority, London Small Shops Study (2010), Roger Tym & Partners

restaurants and cafés (A3) or drinking establishments (A4) which would add to vitality and viability. We would welcome comments on what should be considered a large development. This could be 2,500 sqm following the threshold for a retail impact assessment in the NPPF, or 1,000 sqm the threshold for major applications?

- We could control the change of use from A1 to other town centre uses (A2 to A5, C1, D1, D2 or related sui generis) by including a percentage of A1 uses, below which we would not allow any further changes of use in order to keep the majority of units within a shopping use. This is the approach used in the current Local Plan. The percentage of A1 uses would vary depending upon the centre and the current percentage of A1 uses taking into account the results of the recent shopping survey. In the case of the City Centre, this percentage would be different in the primary and secondary frontages.

Or

- We could control the change of use from A1 to other town centre uses (A2 to A5 C1, D1, D2 or related sui generis) based upon factors such as:
 - o The location and prominence of the unit;
 - o The size of frontage of the unit;
 - o Consideration of the number and location of other non-A1 units in the street frontage and centre as a whole and whether there is a clustering of non-A1 units;
 - o Consideration of whether there are any vacant units in that Use Class within the centre;
 - o Any benefits the new use may have in relation to diversity or on the vitality and viability of the centre as a whole.
- No loss of A1 - A5 town centre uses to housing or student accommodation at ground floor level as this tends to undermine centres. However, there may be cases where it is better to allow redevelopment rather than having a vacant building. In such exceptional circumstances, we would require clear evidence in the form of active marketing for at least 12 months and local surveys to indicate a specific need for the new use.
- Support for residential uses located above retail and other town centre uses wherever possible, especially in new developments or redevelopments.
- Any developments within Use Classes A3, A4 and A5 (food and drink outlets) will only be permitted within centres where they will not give rise to unacceptable environmental problems, traffic problems or nuisance and their cumulative impact is considered. The policy could also be extended to include leisure uses found within centres such as night clubs and music venues.

The advantages of this policy would be that it brings all town centre shopping issues under the umbrella of one policy and it also helps to support the diversity, vitality and viability of town centres.

The disadvantages of this approach would be that the policy could be very long and there is the potential for losing the differences in policy approach between different types of centre.

Option 137 – Separate policy options for different types of centre

A second option could be to have separate policies that deal with the following types of centre:

- City Centre;
- District Centres;
- Local Centres.

In relation to the same issues as Option 136 above:

- Vitality and viability;
- Scale of new development according to nature and scale;
- Encouraging retail diversity and small shops;
- Change of use from A1 to other uses;
- Prevention of over-concentration of food and drink outlets.

This policy would have the same effect as the option above, but would be organised in a different way.

The advantage of this option would be that it would be clearer what applies to each of the different types of centre in the retail hierarchy. However, the disadvantage would be that there could be a lot of repetition in the policies.

Questions

10.28 Is there a need for a policy addressing this issue?

10.29 Which of the options do you prefer?

10.30 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

10.31 Are there any reasonable alternatives that should be considered at this stage?

Neighbourhood Shops outside centres

- 10.33 There are a number of individual shops and small groupings of shops or other town centre uses (in Use Classes A1 to A5) within the City, which are not large enough to be classified as a local centre, however they still have an important role to play in providing for local needs within easy walking

distance. The current Local Plan does not provide any protection for such units and so some of these are being lost to other uses such as housing.

- 10.34 There are two possible options: to either include a policy extending some protection to shops performing a neighbourhood role outside the identified centres in the retail hierarchy or not, instead focussing protection on the identified centres. If some of the smaller local centres are no longer classified as such (under policy option 26 dealing with the retail hierarchy), it may be more important to protect any remaining shops.

Option 138 – Neighbourhood Shops

One option could be to include a policy on protection of individual shops or small groups of shops not in an identified centre, which have a neighbourhood function (excluding retail warehousing and out of centre superstores). Change of use from Use Classes A1 - A5 to any other use would not be permitted. In exceptional circumstances, alternative uses would be considered but clear evidence would be required in the form of marketing and local surveys to indicate a specific need for the new use.

This option would have the advantage of protecting neighbourhood shops, which currently do not have policy protection. However, it may be better to focus protection of shops within the identified centres, as market forces may mean that these shops are less economically viable and should be allowed to freely change to other uses.

Option 139 – No policy on Neighbourhood Shops

A second option would be not to have a policy dealing with neighbourhood shops as market forces will determine whether shops are viable or not. Instead, policy protection would be concentrated on the identified district and local centres.

Questions

- 10.32 Is there a need for a policy addressing this issue?
- 10.33 Which of the options do you prefer?
- 10.34 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 10.35 Are there any reasonable alternatives that should be considered at this stage?

Convenience Shops

- 10.35 The potential need for further convenience shops (foodstores) and where these should be located is an issue. The need for further convenience floorspace will be updated in the review of the retail needs assessment. However, more recent work has taken place looking at the need for further

convenience floorspace in North West Cambridge, which can be used as an evidence base.

- 10.36 A Supplementary Retail Study (SRS) was undertaken by Nathaniel Lichfield and Partners in 2010 as a supplement to the Cambridge Sub-Regional Retail Study. It was used to develop Informal Planning Policy Guidance (IPPG) on foodstore provision in North West Cambridge. This sets out a strategy for two medium sized supermarkets of 2,000 sqm net floorspace, one in the local centre at the University site and one in the local centre at the NIAB site, and one small supermarket in the local centre at Orchard Park. The IPPG also sets out a number of development principles in relation to the development of foodstores and local centres, which should be followed by developers. The strategy for foodstores set out in the IPPG needs to be included within the new Local Plan as policy. This is possible for the NIAB site, but the development plan for the University site is the North West Cambridge Area Action Plan, which will not be replaced by the Local Plan. In this case, the IPPG and policy in the Local Plan will be material considerations in planning decisions.
- 10.37 The IPPG has already been adopted by the Council as a material consideration, and it was always intended that it be included as a policy when the Local Plan was reviewed. Therefore, there is only one reasonable alternative to include this as a policy option.

Option 140 – New Foodstore in North West Cambridge

This option would allow for the inclusion of a policy stating that within the local centre at the NIAB 1 site a medium sized foodstore of up to 2,000 sqm net floorspace will be permitted. The foodstore should be designed so that it is successfully integrated within the local centres. The policy wording will be based upon the contents of the adopted IPPG.

Questions

- 10.36 Is there a need for a policy addressing this issue?
- 10.37 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 10.38 Are there any reasonable alternatives that should be considered at this stage?

- 10.38 The SRS updated the convenience retail capacity assessment, and estimated a lower level of capacity than the 2008 CSRRS. This suggests that there will be limited capacity for further convenience stores to 2021, and these are more likely to be of a small scale and within centres. These figures will be updated in the review of the retail needs assessment.
- 10.39 Any applications that come forward which are not in a centre, would need to follow the tests set out in the NPPF. Proposals would have to be in line with the sequential approach and subject to an impact assessment if over 2,500 sqm. As part of the retail needs assessment consideration will be given as to

whether there needs to be a locally set threshold for the impact assessment in Cambridge.

- 10.40 Consultation on the IPPG on foodstore provision in North West Cambridge showed that there is concern in Cambridge about the amount of non-food (comparison) goods being sold in foodstores and the potential impact this might have on other centres. On average, 30% of the sales areas in superstores is for the sale of comparison goods. The IPPG requires that only 5 to 10% of the medium sized foodstores in North West Cambridge be for non-food sales.
- 10.41 In light of current evidence, the following policy option has been put forward as the only reasonable alternative.

Option 141 – Convenience Shopping

This option would allow for the development of a policy stating that only small scale development of further convenience floorspace is required and that this should be located in centres. This will need updating when more up to date evidence from the review of the retail needs assessment is available.

Any other applications will be assessed in relation to the sequential test and may require a retail impact assessment and transport assessment. The Council will look carefully at the proportion of food and non-food sales and may restrict the amount of non-food (comparison) goods by condition.

Questions

- 10.39 Is there a need for a policy addressing this issue?
- 10.40 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 10.41 Are there any reasonable alternatives that should be considered at this stage?

Retail Warehousing

- 10.42 Retail warehousing is concentrated around Newmarket Road at the Cambridge Retail Park and Beehive Centre. There are also some other units scattered around the city. The NPPF does not recognise existing out of centre developments as town centres. There is an obvious grouping of units on Newmarket Road which lead to linked trips, but as the majority of these are made by car, they contribute to the traffic congestion on Newmarket Road.
- 10.43 The Cambridge Sub-Region Retail Study concluded that retail warehousing (a form of comparison shopping) was performing well but this does not justify the development of further out of centre provision. The study also said that it is important to protect the vitality and viability of the existing centres and restrict the spread of high street retailing to out of centre locations.

- 10.44 We will not know the need for further comparison floorspace until the review of the retail capacity assessment has been completed. However, in line with the conclusions above, we would not want to encourage further development outside centres. Retail warehousing should be for the sale of bulky goods and there is concern that some of the existing units along Newmarket Road are stores which are normally found along the High Street. An issue is the cumulative impact that such units might have on retail in the City Centre.
- 10.45 The retail warehouse parks are low density development with large car parks. In the longer term, a potential option could be the relocation of the retail warehousing elsewhere within Cambridge, to free up this space for other types of development. However, the issue would be in identifying a suitable replacement site / sites which would have sustainable transport links. The existing sites would only be suitable for certain types of development as they were previously contaminated.

Option 142 – Retail Warehousing

This option would allow for the development of a policy which limits any further retail warehouse development to bulky goods and requires that developers show that there would not be a significant impact on the City Centre and that there are not any sequentially preferable sites.

Questions

- 10.42 Is there a need for a policy addressing this issue?
- 10.43 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 10.44 Please let us know if you have any idea of sites where the retail warehousing could be relocated?
- 10.45 Are there any reasonable alternatives that should be considered at this stage?

Higher and Further Education

Faculty Development at the University of Cambridge

- 10.46 The University of Cambridge continues to be a world leader in education. It is a vital driver of the Cambridge economy and is the reason why so many high technology and knowledge-based employers decide to locate in the City. This has underpinned the Cambridge Phenomenon. The university and its colleges are also significant employers in their own right.
- 10.47 It has not been affected by the problems seen elsewhere in the Country relating to tuition fees and declining numbers of students. The University of Cambridge continues to attract a large number of students, with a high proportion from overseas. However, the success of the University does lead to the issue of how to accommodate such large numbers, including where the students study and where they live.

- 10.48 The university's faculty and administrative buildings have traditionally been located in the central area of Cambridge. The West Cambridge site, south of Maddingley Road also accommodates faculty buildings, postgraduate accommodation and also research institutes and commercial research and development. The site has been developed in line with an agreed masterplan and there are still parts of the site to be built.
- 10.49 The university submitted an outline planning application at the end of 2011 for development of North West Cambridge (land between Maddingley Road and Huntingdon Road). The North West Cambridge Area Action Plan 2009 provides the adopted planning policies for this part of the city. Development in this location will be for a new university quarter with academic facilities, accommodation for 2,000 undergraduate and postgraduate students, and approximately 3,000 dwellings of which 50% should be affordable housing to meet the needs of the University of Cambridge and College key workers. The site will also accommodate research institutes and commercial research and development space, and also a new local centre providing services and facilities.
- 10.50 The university's Old Press/ Mill lane site in the historic centre provides a range of accommodation for University academic and administrative uses. The University are planning to relocate many of these uses on this site to West Cambridge and other parts of the city. The existing Local Plan identifies this area as being appropriate for redevelopment for more mixed use. The Council has worked with the University to produce a Supplementary Planning Document to guide the redevelopment of the site. This was adopted by the Council in January 2010.
- 10.51 Over the plan period, West Cambridge and North West Cambridge will meet much of the university's requirements. As these developments are built, some teaching facilities will be relocated to these locations, freeing up sites and allowing some redevelopment and improvement of sites within the centre of Cambridge.
- 10.52 The university and the associated cluster of research institutes and commercial research and development make a significant contribution to the economy of Cambridge and nationally. Continued growth is therefore important to the growth of the local economy.
- 10.53 In light of current evidence and the need to allow for the continuing growth of the university, the following policy option has been put forward as the only reasonable alternative.
- 10.54 Within this policy option, we would welcome comments on the criteria put forward and sites identified.

Option 143 – Continued development and redevelopment of the University of Cambridge's Faculty sites

This option would allow for the development of a policy which would allow further development or redevelopment of the University of Cambridge's faculty and administrative sites provided that they meet certain criteria,

including:

- Sensitive to its surroundings;
- Does not have any adverse impacts on the environment or amenity;
- Makes public realm improvements;
- Is an efficient use of land;
- Reduces parking spaces.

The policy would identify Old Press/Mill Lane site and the New Museums site as areas where an element of mixed use would be supported in order to enhance the attractiveness of the public realm. This would be similar to existing Local Plan policy 7/5 in the 2006 Local Plan.

The policy would also identify the following sites as opportunities for further development / redevelopment:

- The development of medical teaching facilities and related university research institutes at Addenbrooke's Biomedical Campus;
- West Cambridge site, including the Cavendish Laboratory and Vet School. This is being explored as a separate area of opportunity;
- The North West Cambridge site, which will be continue to be planned and built out over the next plan period.

The advantage of this approach is that it would provide flexibility for the best use to be made of central sites whilst at the same time encouraging environmental and public realm improvements.

Questions

10.46 Is there a need for a policy addressing this issue?

10.47 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

10.48 Are there any reasonable alternatives that should be considered at this stage?

University of Cambridge Student Housing Needs

10.55 The growth in student numbers means that there is still likely to be demand for more hostel accommodation for each college.

10.56 Proposed development at North West Cambridge will potentially provide two new colleges accommodating 2,000 units of student accommodation during the plan period.

10.57 The University aims for 100% of its undergraduates and 90% of its post graduates to be accommodated in colleges. Fulfilling this ambition will require around 21,390 student rooms by 2031. The colleges currently have just under 15,000 rooms available and have added around 158 rooms per

annum to their stock over the last 5 years. The colleges anticipate future building to be around 140 rooms per annum to 2016. It is anticipated 40% of this figure can be provided by adapting and rationalising existing college properties. There is however finite scope in what can be re-provided within existing premises and there will need to be a shift later in the plan period towards greater development of new sites. If the colleges build at the previously discussed rate to 2031, they would provide 2,660 rooms raising the total stock to about 17,650. This would mean a shortfall of 3,740 by 2031. It is possible some of this provision can be provided within the 2,000 units proposed for North West Cambridge. Existing allocations will need to be reviewed and other land will need to be identified in the Local Plan review for other new college hostels.

- 10.58 The type of accommodation required is also subject to change as there is likely to be a large increase in postgraduate and post doctorate students (2% per annum) who may require larger family type accommodation, which demands more space. The colleges generally have limited space within their existing sites for development.
- 10.59 It is important that the new Local Plan makes adequate provision for the residential needs of the University of Cambridge and its colleges. Failure to address these accommodation needs will increase pressure on the city's private housing market and lead to difficulties in continuing to attract the best quality students which in turn will detract from the university's competitive position internationally.
- 10.60 Two policy options are put forward below to provide for the continuing growth in the University of Cambridge's student numbers and their need for accommodation.

Option 144 – University of Cambridge Staff and Student Housing

One option is to continue with the existing policy, which allocates new sites, allows new provision within existing college sites and in other windfall locations, subject to amenity considerations, proximity, supervision, and they do not result in a loss of family residential accommodation.

An advantage of this approach is that it provides flexibility in the provision of future sites for student hostels. A disadvantage however is that accommodating new growth will put considerable strains on existing colleges and it may not be possible to find enough land to maintain expected levels of growth.

Option 145 – Expand existing colleges rather than plan for new colleges at North West Cambridge

As second option is: should space allocated for new colleges at North West Cambridge be refocused towards providing additional student rooms for existing colleges rather than new colleges?

An advantage of this is that best use would be made of the existing limited

land supply for new hostels. A disadvantage will be that such accommodation may be more remote from the existing colleges. This may make it more difficult for the colleges to provide, pastoral and communal facilities in sufficiently close proximity to these new satellite communities.

Questions

- 10.49 Is there a need for a policy addressing this issue?
- 10.50 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 10.51 Do you know of any additional sites that would be suitable for student hostels for the University of Cambridge?
- 10.52 Are there any reasonable alternatives that should be considered at this stage?

Anglia Ruskin University Faculty Development

- 10.61 Anglia Ruskin University has also seen a continued healthy demand to study there, with no decline in student numbers since 2006. The university has carried out considerable redevelopment at their East Road Campus following a master plan approved in 2009. Current expansion includes the proposed relocation of the Institute of Nursing to Young Street. The East Road Campus site is constrained and there will not be any further space to expand once the redevelopment proposals are finished.
- 10.62 An issue is whether the current campus will cater for the long-term needs of the University over the plan period or whether there will need to be a satellite site. In the existing Local Plan, longer term growth was supported at East Cambridge, however this no longer provides an opportunity as Marshall's will not be relocating during the plan period.
- 10.63 In light of current evidence of the continuing need for the growth of Anglia Ruskin University, the following policy option has been put forward as the only reasonable alternative.

Option 146 – Anglia Ruskin University – Faculty Development

This option would allow for the development of a policy which permits continued development at the university's East Road Campus as long as it is in line with the existing masterplan.

Any development of a satellite campus site would have to fulfil a number of criteria, such as:

- A green and connected location;
- Site or buildings capable of adaption to deliver high quality new architecture;
- New university buildings, which provide a positive gateway along with good connections to other university sites;

- Provide a safe and vibrant campus combining sports and social facilities with accommodation and learning;
- A sustainable form of development;
- Integration of public transport to reduce the need to travel;
- High quality landscaping from the outset.

This would be similar to existing 2006 Local Plan policy 7/8.

An advantage of this approach would be that it provides a clearer framework for the university to grow and will ensure the existing master plan principles agreed on the East Road site are not eroded by overly intensive development.

Questions

- 10.53 Is there a need for a policy addressing this issue?
- 10.54 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 10.55 Do you know of any additional sites that would be suitable for faculty development for Anglia Ruskin University?
- 10.56 Are there any reasonable alternatives that should be considered at this stage?

Anglia Ruskin University Student Accommodation

- 10.64 Anglia Ruskin University is short of student residential accommodation and is heavily dependent on houses acquired on short leases and on lodging accommodation with local families. Reliance on lodging houses can create pressure on the housing market in Cambridge.
- 10.65 Policy 7/9 in the existing Local Plan was very supportive of the development of student hostels for Anglia Ruskin University. This included a provision that if residential developments provided a significant proportion of student hostel accommodation for Anglia Ruskin University, they would not have to provide affordable housing as set out in Policy 5/5. This has been successful in encouraging the provision of further student hostels at locations like the former Cambridge Regional College Brunswick site and the Station Area (CB1). However, only around 10% of the university's 7,500 students are housed in university controlled hostel accommodation. The university are keen to house as many of its students as possible in purpose built hostels.
- 10.66 There is also a considerable need for affordable housing in Cambridge and we need to consider whether we can afford to lose affordable housing provision in this way.
- 10.67 At the same time, Anglia Ruskin University still has a requirement for student accommodation to 2031. They are losing Bridget's and Nightingale hostels on

Tennis Court Road, which were leased from the University of Cambridge. This will result in the loss of 106 bed spaces.

- 10.68 The provision of key worker housing for Anglia Ruskin University is also an issue as members of staff frequently travel large distances to work which is unsustainable.

Option 147 – Anglia Ruskin University – Support for Student Hostel Development with affordable housing exemption

One option would be to leave the current policy towards hostels for Anglia Ruskin University unchanged and roll it forward into the new Plan.

This policy safeguards sites for Anglia Ruskin University on the Proposals Map. If the development of these sites is also providing residential accommodation no requirement for affordable housing is sought under Policy 5/5.

A disadvantage is that developers may seek to avoid affordable housing provision in mixed use schemes by providing student hostels for Anglia Ruskin University instead. This would ultimately lead to a reduction the level of affordable housing provision.

Option 148 – Anglia Ruskin University – Support for Student Hostel Development but removal of affordable housing exemption

A second option might be to remove the affordable housing exemption clause in Policy 7/9.

A disadvantage of this approach could be fewer hostels coming forward for Anglia Ruskin University, with the associated risk of the university having to rely on head leases on properties in the private housing market, resulting potentially in higher rents for students.

Questions

- 10.57 Is there a need for a policy addressing this issue?
- 10.58 Which of the options do you prefer?
- 10.59 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 10.60 Do you know of any additional sites that would be suitable for student hostels for Anglia Ruskin University?
- 10.61 Are there any reasonable alternatives that should be considered at this stage?

Speculative Student Hostel Accommodation

- 10.69 Existing Local Plan policy 7/10 supports the provision of speculative student hostels on sites that have not been allocated in the Local Plan but have become available during the plan period, in view of the student housing

shortages. However, the policy includes very few planning criteria to ensure any proposal is tested against the need for such accommodation that it is being provided in a sustainable way.

- 10.70 This restricts such speculative development to full-time students attending Anglia Ruskin University or the University of Cambridge. Concerns have been raised that this is unfair to other legitimate established education providers in Cambridge such as specialist schools (see section on specialist schools below). A similar policy in the Oxford Local Plan was overruled by the Inspector at the Examination in Public into the Council's Core Strategy on 21st December 2010. The Inspector removed the embargo restricting occupation of such hostels to students attending the two universities in Oxford on the basis that it was inequitable and was discriminating against non-university colleges.

Option 149 – Speculative Student Hostel Accommodation – limited to Anglia Ruskin University and the University of Cambridge

One option would be to include a policy that limits speculative student accommodation to Anglia Ruskin University and the University of Cambridge.

Possible criteria:

- There is a proven need for student hostel accommodation;
- It is in an appropriate location and reasonably close to the institutions served;
- The site has good public transport links;
- Appropriate management arrangements are in place to ensure students do not keep cars in Cambridge;
- The scale and design of the building is appropriate for the location and would not cause any loss of amenity to adjoining occupiers;
- Rooms and facilities are provided, which are of an appropriate size for living and study;
- The site provides high quality landscaping.
- Parking for bicycles and, if required, cars, is provided at appropriate levels in line with adopted parking standards;
- They provide sufficient external amenity space for the occupiers;
- They are accessible to students/staff with disabilities;
- They are warden controlled and are designed so as to minimise any potential for anti-social behaviour

This would be similar to policy 7/10 in the 2006 Local Plan, but expand the criteria against which sites are assessed before they are given permission.

An advantage of this policy option is that student hostel provision is planned in a more sustainable way and any adverse impacts on neighbours and local

residents are minimised.

Option 150 – Speculative Student Hostel Accommodation – widened to include other established educational institutions

A second option could be to include a policy that broadens option 149 (above). This could also include an occupancy clause, to ensure the accommodation is available to full-time students engaged in courses of an academic year, or more, attending an existing educational establishment providing full-time education in the City of Cambridge.

Such a policy would also be implemented with a series of criteria aimed at minimising amenity impacts and proving need for example:-

- There is a proven need for student hostel accommodation;
- It is in an appropriate location and reasonably close to the institutions served;
- The site has good public transport links;
- Appropriate management arrangements are in place to ensure students do not keep cars in Cambridge;
- The scale and design of the building is appropriate for the location and would not cause any loss of amenity to adjoining occupiers;
- Rooms and facilities are provided, which are of an appropriate size for living and study;
- The site provides high quality landscaping;
- Parking for bicycles and, if required, cars, is provided at appropriate levels in line with adopted parking standards;
- They provide sufficient external amenity space for the occupiers;
- They are accessible to students/staff with disabilities;
- They are warden controlled and designed so as to minimise any potential for anti-social behaviour and crime.

Such a policy approach would ensure hostel building was more sustainable and matched need. It would also ensure that any increases in the concentration of students moving into non-student neighbourhoods has an appropriate level of control to prevent amenity problem for neighbours. Other educational institutions attract students to the city who need hostel accommodation and cannot always provide these hostels themselves. To not make such a policy change would result in continued pressure on the local housing market.

Questions

10.62 Is there a need for a policy addressing this issue?

- 10.63 Which of the options do you prefer?
- 10.64 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 10.65 Are there any reasonable alternatives that should be considered at this stage?

Specialist Schools

- 10.71 There are a growing number of specialist schools in Cambridge which include language schools, secretarial and tutorial colleges, pre-university foundation courses, crammer schools and tutorial colleges. These schools attract a large number of students and contribute significantly to the local economy. For example, the 22 language schools in the city had a throughput of around 30,000 students in 2009. The number of schools has remained fairly constant over the past 10 years as the current Local Plan and previous Plan had restrictions concerning the establishment of new schools. All 22 centres are members of English UK, a national Association for accredited language schools. They employ around 330 permanent staff, 749 temporary summer staff and 184 temporary staff during the winter months.
- 10.72 In the last 20 years, there has been a 55% increase in the number of student weeks at Cambridge language schools from 80,000 to 124,000 (2.75% per annum). From 2007 to 2009, the number of student weeks increased from 122,000 to 124,000 (0.83% per annum). The annual load of students is now around 31,000 students. The increase has been mostly in student throughput as opposed to an increase in floorspace. The throughput has increased because students are attending all year round rather than just the summer months. Teaching is being carried out over a longer period of the day, extending into the evenings. The Cluster at 50 Study recognised the contribution that language schools make to the local economy and suggested a review of policy restriction on language schools on the basis of the contribution they make to the local economy which could be as high as £78 million per annum.
- 10.73 The type of students attending these specialist schools has also been diversifying from mainly school age children who spend their stay living in family housing to include older students who are undertaking pre- university foundation courses or business people studying English language. These students may require independent accommodation. This can put pressure on the local housing market in Cambridge, if students are not accommodated in purpose built hostels or in lodgings with host families.
- 10.74 The existing Local Plan has a policy, which only deals with language schools. However, these are only one type of specialist school, so a future policy would need to extend to include all of the other types of independent specialist schools. The numbers of these have increased from around 3 in the 1990s to around 8-10 currently. Examples include CATS in Round Church Street, Abbey College in Station Road, and Glisson Road, and Bellerby's College in Bateman Street and their premises at Manor Community College.

- 10.75 The existing policy 7/11 does not allow for new language schools, but allows an increase in existing facilities of 10% of existing floorspace. The policy has not been very effective because of the way the schools operate; the measure of load is based on student weeks. Using the number of student weeks may be a better way of managing the expansion of language schools and specialist schools as a whole, rather than using floorspace control.
- 10.76 The above proposed policy option of widening speculative student hostel accommodation provision to include occupancy by established educational institutions that have been in Cambridge would be a way of helping to provide for student accommodation for specialist schools and reducing pressure on the housing market in Cambridge.

Option 151 – Specialist colleges such as secretarial and tutorial colleges

One option could be to introduce a new policy to allow tutorial and secretarial colleges to set up and expand where the college provides residential accommodation social and amenity facilities for any non-local students.

This would fill a gap in current policy provision towards this class of specialist college, which fulfils an educational need for local residents in the sub-region and would be good for the local economy. Many of these types of institutions are already here and the policy would provide a clearer framework for applications from this sector to be considered.

A disadvantage of such a policy is that it adds to local housing pressures unless it is accompanied by relevant hostel provision.

Option 152 – Language Schools

A second option would be to relax the current policy restrictions on permanent language schools expanding their teaching space if they can provide purpose built hostel accommodation to support this growth on- or off-site.

An advantage would be investment in the local economy and greater economic benefits for the local economy as a result of the spend by students attending such establishments. Where residents provide host family accommodation, it provides them with an extra source of income and takes pressure off the open housing market.

A disadvantage which would need mitigating would be the pressure large numbers of students place on the City Centre's streets and open spaces. The schools should be encouraged not to leave students in large groups unsupervised.

Questions

10.66 Is there a need for a policy addressing this issue?

10.67 Are there any points which have been missed and you feel should be

added (perhaps even an entirely new option)?

10.68 Do you know of any additional sites that would be suitable for student hostels for specialist schools?

10.69 Are there any reasonable alternatives that should be considered at this stage?

Tourism

Visitor Accommodation/Hotel Provision

- 10.77 For the purposes of this section the term ‘hotels’ includes hotels at a range of standards from serviced apartments, aparthotels, budget, 2 star, 3 star, boutique and 4 star hotels. Between them these make up over 70-80% of the total supply of visitor accommodation in Cambridge with Guesthouses, B&B accommodation and the colleges who offer accommodation out of term time making up the remainder.
- 10.78 The city has 32 hotels, which provide 2,104 bedrooms. 13 hotels are located in the City Centre providing 938 rooms, 8 hotels are located outside the City Centre providing 293 rooms and 11 hotels are located on the city’s outskirts providing a further 873 bedrooms.
- 10.79 Over the past few years, the recession in the economy has presented a window of opportunity for new hotel development and new supply has come on-stream, particularly at the budget level. The city’s hotel stock is also diversifying with more luxury and boutique hotel offerings, and more recently, serviced apartments.
- 10.80 A consultancy study has been undertaken, entitled ‘Cambridge Hotel Futures March 2012’, to assess the supply of and demand for hotel and short stay accommodation in Cambridge to 2031.
- 10.81 The study shows that there is very strong and continuing market demand for significant new hotel development in Cambridge, particularly in the City Centre and on the outskirts of the city. Depending on how strongly the economy grows and the extent to which new hotels create additional demand, between 900 and 1,800 new rooms will be needed over the next 20 years. These rooms could be delivered as new hotels, as extensions to existing hotels, or through the re-positioning and redevelopment of existing hotels – or indeed as a mixture of the three approaches.
- 10.82 The performance of existing hotels is exceptional, well above national averages and benchmark figures for other competitor historic towns.
- 10.83 Planning permission has already been granted for around 1,100 rooms in 6 schemes in and around the city, with proposals for a further 300 rooms yet to be determined. It is not certain that all of these commitments will be actually delivered as the viability of hotel building is finely balanced, particularly where residential land values are so high.
- 10.84 The forecasts to 2031 suggest that at least a further 300, 4 star and boutique hotel bedrooms are needed in the City Centre over and above existing

commitments. A further 70 bedrooms are needed in the 3 star category in the City Centre. If the hotels proposed in North West Cambridge and at Addenbrooke's are approved and come forward no more 3 or 4 star hotels are needed in the outer city area to 2031. Budget hotels look to be adequately catered for with existing commitments. A small growth in serviced apartments looks likely.

- 10.85 Hotels have an important role to play in both supporting and adding value to the tourism sector and the wider business development of the city. There is a need to plan proactively for an increase in the city's hotel supply to meet the anticipated further growth in hotel demand from business and leisure tourist markets.
- 10.86 The existing plan policy towards hotels includes no quantum of rooms needed, with no indication of the type of new hotel rooms required and no locational strategy for hotel development. The NPPF says that local planning authorities should encourage sustainable development and should positively seek opportunities to meet the development needs of their area.

Option 153 – Additional Hotel provision based on a high growth scenario of around 1,800 new bedrooms

One option would be to plan for around 1,800 new hotel bedrooms being provided by 2031 by replacing the current policy with a new one which manages and monitors the future supply of hotel provision to ensure that sufficient quantity of new hotels bedrooms come forward at the levels required in the market.

Leaving delivery for the market to decide may mean we do not get the right sort of hotel provision in future or we will not get the best fit with key sites and types of hotel in greatest demand. A good proportion of this level of provision is already committed byway of existing planning permissions, although this does not necessarily mean these schemes will be delivered.

The above demand-led growth projections do not include any supply-led growth generated by new and existing hotels through their brand strength, marketing promotions or generated as a result of the enhanced conference facilities being planned at the Science Park, Addenbrooke's and North West Cambridge. It may not be appropriate to use this figure as a cap on overall hotel development. Flexibility may be needed in the application of any policy.

Under-provision in the city will also lead to visitors staying outside the city, more day-trippers, and will add to congestion and potentially adverse impacts upon local quality of life without bringing wider economic benefits to the city.

Option 154 – Additional Hotel Provision based on a medium growth scenario of around 1,300 new bedrooms

A second option would be to plan for a more modest growth of around 1,300 new hotel bedrooms to 2031, replacing the current policy with a new one which manages and monitors the future supply of hotel provision to ensure sufficient quantity of new hotels bedrooms come forward at levels required in the market.

Current proposals with planning permission or in the planning process, if delivered, would meet this level of future demand. This option would not however provide sufficient flexibility to improve the current mismatch in type of supply and demand. Nor would it take in to account supply-led growth generated by existing and planned hotel provision.

Under-provision in the city will also lead to visitors staying outside the city, more day-trippers, and will add to congestion and potentially adverse impacts upon local quality of life without bringing wider economic benefits to the city.

Questions

- 10.70 Is there a need for a policy addressing this issue?
- 10.71 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 10.72 Do you think hotel development should be further encouraged?
- 10.73 Are there any reasonable alternatives that should be considered at this stage?

What types of new hotels are needed and where should they be located?

- 10.87 It is preferable to locate new hotels in the City Centre, which is the most environmentally sustainable location and where there is identified demand for boutique hotels and a large luxury 4 star or 5 star hotel. There is, however, a lack of suitable sites in the City Centre. High site and development costs in the City Centre are also leading to the development of larger hotels, which might not be the most appropriate scale for the sensitive historic core. There is also intense competition from alternative uses for City Centre sites.
- 10.88 The City Centre remains the most desirable location for new hotel provision. Hotels fall within the definition of main town centre uses in the NPPF. Paragraph 23. The NPPF also advocates that a range of sites are identified to meet the scale and type of leisure and tourism needs in town centres. However, there are also a number of other priority locations on the edge of the City Centre and on the outskirts of the city, which are linked to drivers of demand including travel nodes, businesses and centres of employment.
- 10.89 Only one option has been put forward as to not focus development on the City Centre and priority locations would not represent a reasonable alternative in the light of national planning policy.

Option 155 – Location of New Hotels

This option would allow for the development of a policy to identify the City Centre as a primary location for new hotel development, particularly to provide new boutique provision and possibly a 4 or 5 star hotel. Potential City Centre locations include:-

- Shire Hall, possibly for a 5 star hotel if the site became available;
- Mill Lane as part of the area to be redeveloped under the existing Old Press/Mill Lane Supplementary Planning Document;
- Other locations should they become available e.g. other historic buildings suitable for conversion.

Direct other new build hotels to other priority locations at: -

- CB1 – a 4 star hotel –existing commitment and possibly a 3 star or one more budget hotel
- Cambridge Business Park/Science Park - existing commitment
- Addenbrooke’s - existing commitment
- North West Cambridge - existing commitment
- Cambridge Airport in the longer term

A strong evidence base would be required to support hotels in other locations.

All applications would need to be supported by traffic impact assessments and car parking plans. New hotels should also encourage their guests to use sustainable forms of travel to reach the city and travel around once here.

Such a policy would guide new hotel development to the most sustainable locations and would reduce the need to travel in focusing some new hotel development on business areas. The policy should also clarify the extent of the City Centre.

Planning permission has already been granted or may be granted shortly for sufficient hotels in most of the above locations, apart from the City Centre and Cambridge Airport.

Questions

- 10.74 Is there a need for a policy addressing this issue?
- 10.75 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 10.76 Do you know of any additional locations that would be suitable for hotel provision and why they are justified?
- 10.77 Are there any reasonable alternatives that should be considered at this stage?

Upgrade and Conversion of suitable City Centre properties to Hotels

- 10.90 One option to deliver future hotel potential is through repositioning/rebranding, redevelopment and extension of existing hotels. Several hotels have identified an interest in doing this, by moving from 3 to 4 star or repositioning as a boutique hotel.
- 10.91 Internal upgrades or rebranding may not require planning permission and a number of other policies in the plan deal with extensions and other external changes to the appearance buildings.
- 10.92 Whilst some of the requirement may be able to be met in this way there is likely to be a requirement for further sites and conversion opportunities to fully satisfy the predicted demand, particularly in the City Centre where land is in short supply. Including a policy aimed at easing the upgrade of existing hotels and the conversion of suitable properties to hotels would seem a reasonable option for the new plan.
- 10.93 Given the shortage of land and the difficulty of finding hotel sites in the City Centre, the following policy option has been put forward as the only reasonable alternative.

Option 156 – Support the development of existing City Centre hotels and conversion of suitable City Centre properties to Hotels

This option would allow for the development of a policy to support the conversion and upgrade of existing hotels and other premises for hotel uses in the City Centre.

With no easily identifiable sites in the City Centre, this policy is vital to help to deliver some of the gaps identified in current and planned provision. Conversion is likely to be one of the most realistic ways forward. There will be pressure from higher value uses on any suitable properties that come forward so the inclusion of a favourable policy would help to meet these gaps.

An explicit criteria based policy would therefore seem appropriate.

Possible criteria might include:

- Located on frontages of main roads or areas of mixed use with easy access to good public transport;
- The properties are unsuitable for single family accommodation e.g. large houses with 5 or more bedrooms;
- Scale of development is compatible with adjoining uses;
- The premises provide safe access to the highway;
- Car parking to the Council's standards can be provided;
- There is no loss of amenity for adjacent residential uses.

Questions

- 10.78 Is there a need for a policy addressing this issue?
- 10.79 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 10.80 Are there any reasonable alternatives that should be considered at this stage?

Serviced Apartments

- 10.94 A new generation of serviced accommodation that combines an element of self-catering with some hotel-style service is causing a blurring of the boundaries between uses in planning terms. These types of premises are generally intended to service extended stay corporate and university markets. They may, however, let units for shorter stays to business and leisure markets.
- 10.95 They fall into 4 main categories:
- all suite hotels (C1 hotel use)
 - aparthotels/apartment hotels (C1 hotel use)
 - purpose built serviced apartment blocks (C1 hotel use)
 - residential apartments let as serviced apartments by letting agencies (C3 use)
- 10.96 Suite hotels, apartment hotels and serviced apartments can be let on a daily short-term basis, but may be subject to a 3 night minimum stay. They usually have a reception and hotel-style booking facilities.
- 10.97 If C3 residential units are subsequently let as serviced apartments, there is no planning distinction between the uses and they would not have occupancy conditions. Distinctions are further blurred within some residential blocks where some apartments are let for corporate and tourism clients and others are not.
- 10.98 Residential apartments may be operated as service apartments for variable periods depending on the owner's intentions. They may therefore not remain as serviced apartments on a permanent basis. Requiring a change of use may be difficult for the Council to enforce under current planning legislation.
- 10.99 In an area of high housing demand with large elements of affordable housing being negotiated, the further erosion of market stock in this way is not a desirable planning outcome.
- 10.100 It should also be recognised that residential apartments that are let as serviced apartments for extended corporate stays are competing in the residential lettings market as much as in the hotel market.
- 10.101 Three options have been put forward to either treat serviced departments as hotels and restrict permanent occupation of the premises as residential units or to develop a policy which prevents the change of use of permanent

residential accommodation to a use for short term letting whether as serviced apartments or not.

Option 157 – Treat Serviced Apartments as Hotel Uses

One option could be to develop a policy for serviced apartments and aparthotels and make it clear they are being treated as a hotel use and restricting permanent occupation.

There may be legal difficulties in treating them as hotels under current planning legislation.

Option 158 – Prevent the change of use of newly built permanent residential accommodation to a use for short term letting

A second option could be to develop a policy which prevents change of use from permanent residential accommodation to a use for short term letting, whether serviced apartments or not, and impose conditions on the granting of any residential planning consent.

This option may be more practical and would require future serviced apartments to make bespoke planning applications rather than simply convert premises built as residential accommodation. Given the pressure on all development land, it may be more appropriate to have a policy that requires explicit applications for these uses.

Option 159 – Consider using licensing to regulate serviced apartments rather than planning policy.

A third option could be to encourage the used of licensing to control any erosion of residential apartments by changes in use to serviced apartments.

In some cases, serviced apartments may only be operating on a short-term basis with renewable agreements with operators. The time involved in securing planning permission may mean it is impractical. There are also issues as to whether such a change constitutes development under planning legislation.

Where only a proportion of apartments in a block are being let, it may become cumbersome to use the planning system to control these uses.

On balance, a more practical solution would probably be to seek to control such provision through some sort of licensing system.

Questions

10.81 Is there a need for a policy addressing this issue?

10.82 Which option do you prefer?

10.83 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

10.84 Are there any reasonable alternatives that should be considered at this stage?

Hotel & Guest House Retention in the City Centre

10.102 Given the strong demand for central sites from many other residential, leisure and business uses and the lack of suitable new sites for hotels, the existing supply of hotels and guest houses in the City Centre is very valuable. There are strong arguments to retain such accommodation in the face of the difficulties in finding new sites and the attractions to convert to higher value uses. The current Local Plan's policy resists the loss of hotels and guesthouses other than to residential use. This is, however, the very use that is likely to be the most attractive alternative for hotel and guesthouse owners.

Option 160 - Retention of Hotels in the City Centre

One option could be to include a policy, which would protect existing hotels and guesthouses in the City Centre to prevent losses to other uses.

This could include relevant viability and marketing checks.

With the enhanced budget hotel supply, some guesthouses and small hotels may be seeking to exit the market. The policy would need to have some flexibility to deal with this, if they are less well located or poorer quality, and it can be demonstrated that they have no viable future as a hotel or guesthouse operation.

Option 161 - Do not include a policy to retain Hotels in the City Centre

A second option could be to not include a policy on this area and let the market decide.

This could however lead to pressures for existing hotels and guest houses to exit the market and sell premises for higher value uses such as residential uses.

It would lead to further difficulties in finding new sites and diminish the supply of visitor accommodation and lead to more visitors staying outside the city.

Questions

10.85 Is there a need for a policy addressing this issue?

10.86 Which option do you prefer?

10.87 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

10.88 Are there any reasonable alternatives that should be considered at this stage?

Visitor Attractions

- 10.103 The Council's policy is to encourage the sustainable development of tourism in the city. The Council recognises that a range of attractions and facilities are important to improve the quality of the visitor experience, but also sees the need to protect the quality of life of people who live here. The main purpose of any tourist development should be to assist in the interpretation of the city, not to attract significantly more visitors to Cambridge.
- 10.104 The current Local Plan's existing policy towards visitor attractions aims to maintain, strengthen and diversify the range of visitor attractions if they are well related to the cultural heritage of the city.
- 10.105 Attractions that draw visitors beyond the City Centre attractions are encouraged.

Option 162 – Visitor attractions policy

This option would mean the retention of the existing policy towards visitor attractions. It would be improved within the new plan to better manage tourist numbers and encourage the development of alternative attractions throughout the Sub- Region.

Such a policy would need to ensure these attractions are accessed by sustainable modes of transport.

Questions

- 10.89 Is there a need for a policy addressing this issue?
- 10.90 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 10.91 Should more visitor attractions be developed?
- 10.92 Are there any reasonable alternatives that should be considered at this stage?

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Chapter 11

Promoting Successful Communities

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CHAPTER 11 – PROMOTING SUCCESSFUL COMMUNITIES

- 11.1 Cambridge’s role as a sub-regional centre extends beyond its retail offer, with a wide range of leisure, sporting and cultural facilities, which are used extensively by residents and visitors alike.
- 11.2 The NPPF recognises the role that the planning system has to play in promoting social interaction and creating healthy, inclusive communities. Cambridge, with its many multi-functional spaces and areas of open space offers residents an attractive environment in which to participate in a range of outdoor activities. Indoor sports facilities and other recreational activities also support health and well-being and create more vibrant and lively local centres. The promotion of inclusive communities is assisted by multi-purpose community centres and other community facilities. These also increase the chance for their users to experience a variety of activities and meet people.
- 11.3 The city has a wide range of cultural events and institutions, ranging from annual events such as the Cambridge Folk Festival and the University of Cambridge’s Science Festival to a number of well-established museums and theatres.
- 11.4 This section addresses the policy options related to open space and recreation and leisure, arts, cultural and community facilities. These form important elements in ensuring that Cambridge is a vibrant and socially inclusive city, with a high quality of life for all residents.

STRATEGIC PRIORITY

Option 163: A green and pleasant City with vibrant and culturally diverse neighbourhoods

To protect, enhance and provide open spaces, community facilities, leisure and recreation, arts and other cultural facilities in Cambridge to create vibrant, inclusive and thriving communities, which retain the character and appeal of Cambridge as a place to live, study, work and visit.

Key Facts

- A total of 305 protected open spaces have been identified in the City covering approximately 744 hectares¹; 395 hectares are private & 349 hectares have public access;
- Protected open spaces include such spaces as: allotments, amenity green spaces, cemeteries, churchyards, civic spaces, areas specifically for children and young people, natural and semi-natural green spaces, outdoor sports facilities, parks and gardens;
- A total of 305 protected open spaces have been identified in the City covering approximately 744 hectares²; 395 hectares are private & 349 hectares have public access;

¹ Open Space & Recreation Strategy 2011, (Cambridge City Council)

- Protected open spaces include such spaces as: allotments, amenity green spaces, cemeteries, churchyards, civic spaces, areas specifically for children and young people, natural and semi-natural green spaces, outdoor sports facilities, parks and gardens;
- Cambridge has slightly above the national average provision of sports halls.³
- Cambridge has the following:
 - 3 cinemas with a total of 20 cinema screens⁴;
 - 2 theatres and 5 concert halls/performing arts venues;
 - 9 fitness clubs (with 2 additional clubs north of the city boundary);
 - 3 nightclubs;
 - 3 snooker / pool halls;
 - 1 Tenpin bowling facility;
 - 1 soft play facility
- The city has a wide range of health facilities including doctors' surgeries and dentists. Addenbrooke's Hospital is the main local hospital for most of the sub-region (excluding Huntingdon). It is also the regional specialist centre for East Anglia and a centre of clinical education and biomedical research.
- There are approximately 16 public halls⁵, including church halls in Cambridge.
- Cambridge has 11 museums; 18 community centres; 6 public libraries; and 76 places of worship.

Two new libraries will be delivered through existing plans in Cambridge's urban extensions.

Objectives

- To protect and enhance the quality and type of the City's open spaces and to provide new open spaces and recreational facilities in accessible locations to meet the increased demand associated with the growing city;
- To protect and enhance the city's recreation and leisure facilities to serve the growing needs of Cambridge;
- To ensure that Cambridge is a healthy and socially inclusive community

² Open Space & Recreation Strategy 2011, (Cambridge City Council)

³ Cambridge City Council Sports Strategy 2009 – 2013

⁴ Cambridge Sub-Region Retail Study, Vol. One: Report & Plans, October 2008

⁵ A building used for public gatherings, social events and other recreational activities. These facilities are normally only able to accommodate one activity at a time.

with a broad range of community facilities serving the needs of everyone. Existing community facilities will be protected and, where appropriate, enhanced.

- To encourage the sustainable development of arts and cultural facilities in Cambridge in order to meet the needs of the growing city.

Protection and enhancement of existing open spaces and recreation facilities

- 11.5 Open spaces, regardless of ownership, are a key aspect of high quality urban environments and are fundamental to the character of the city. In addition to having an important role to play in the streetscape, these areas provide people with a place to relax and socialise as well as encouraging healthier lifestyles by providing opportunities for sport and informal play. They also provide important opportunities to support a wide range of citywide strategies, including biodiversity, climate change, green infrastructure, surface water management and flood risk prevention.
- 11.6 An essential part of Cambridge’s character stems from the relationship between the city’s buildings and open spaces, with many of the larger open spaces linked by the River Cam. Many of the open spaces in Cambridge link together to form an extensive green network, with frequent juxtaposition of public and private spaces of different sizes and functions. The transition between the relative peace and space of the open spaces and the bustle and intimacy of the densely packed City streets is very marked. These areas can create many positive aspects to the local environment by supporting sporting activities, improving the character and appearance of an area and creating more pleasant and desirable neighbourhoods. These qualities are highly valued by residents, workers and visitors; they are fragile, finite and irreplaceable, and should be safeguarded.
- 11.7 The River Cam running through the City forms a key component of many of the larger open spaces in Cambridge. Commons, college grounds and amenity green space sit alongside the river and form a green link that runs through the City. The multi-functional nature of the River Cam in terms of recreational activities (including punting, swimming, canoeing, sailing and rowing), biodiversity and floodwater management makes it a very important asset. It is essential for any new development along the riverbanks to respect the character and appeal that the River Cam affords Cambridge.
- 11.8 The NPPF recognises the role that access to high quality open space and opportunities for sport and recreation plays in the health and wellbeing of communities. It sets out the need for planning policies to protect open spaces to be based on robust and up-to-date assessments of the needs for open spaces, sports and recreation facilities. The Council updated its Open Space and Recreation Strategy in 2011, including the assessment of all Protected Open Space in the city. This assessment forms the basis for future policy development. The NPPF introduced a supplementary designation - Local Green Space - for green areas of particular importance to local

communities. No guidance has been provided on this but the Council will look into this as the Local Plan is progressed.

- 11.9 Only one option has been put forward for policy development. The city's network of open spaces has a vital role to play in the health and wellbeing of the community, bringing wider economic and environmental benefits. The policy approach outlined below is considered to be in accordance with the requirements of the NPPF.

Option 164 – Protection of open space

This option would allow for the continuation of the Council's current policy position of protecting open spaces important for environmental or recreational reasons. Where a site is protected for environmental reasons, development would not be allowed which would harm the character of, or lead to the loss of the open space. Where a site is protected for recreation reasons only, development that leads to the loss of the open space only when it can be satisfactorily replaced elsewhere. Open spaces protected under this policy would include:

- Areas designated as Green Belt on the proposals map;
- Areas designated as protected open space on the proposals map or designated as a Local Green Space;
- Areas assessed as meeting the criteria for protection in the Open Space and Recreation Strategy 2011;
- Other areas that meet at least one of the criteria for protection (see Appendix F).

The advantage of this policy approach is that it would protect open spaces, while allowing some flexibility where the qualities of the site can be satisfactorily replaced.

All designated areas of open space to be protected have been subject to detailed assessment as required by the NPPF.

Questions

- 11.1. Is there a need for a policy addressing this issue?
- 11.2. Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 11.3. Are there any other reasonable alternatives to this option?

Provision of new open spaces and recreation facilities

- 11.10 The provision of open space to meet the needs of new development is important to ensure that existing open spaces do not become overused. It is also an integral element of the high quality of new development being sought as part of chapter 5 (Creating Successful Places).

- 11.11 The adopted Open Space and Recreation Strategy 2011 recommends the current Open Space and Recreation Standards should continue to be applied to new residential development with the following amendments:
- For informal open space, the standard is raised from 1.8 hectares per 1,000 people to 2.2 hectares per 1,000 people; and
 - The allotment standard is applied to all residential development and not just in the urban extensions (as in the 2006 Local Plan).
- 11.12 These changes are based upon a survey of existing provision of informal open space, within the Open Space & Recreation Strategy 2011. The rise in population associated with the new developments will generate the need for new informal open space provision and these new standards seek to ensure adequate provision for new development.
- 11.13 A study by Ashley Godfrey Associates for the Council examined allotment standards and provision in different cities and compared them with Cambridge. Existing provision of allotments in Cambridge is 0.38 hectares per 1,000 people. Applying the standard of 0.4 hectares per 1,000 people will help spread the provision of allotments across the city, and combined with changes to the management of allotments will help reduce waiting lists.
- 11.14 Concern over the application of policy 3/8 (Open Space and Recreation Provision Through New Development) and the issue of seeking on site provision has been raised by as an issue, especially in areas where there is a deficiency in open space.
- 11.15 The Open Space and Recreation Strategy 2011 confirmed that on site provision should be provided as part of new developments. This document also identified a number of wards that either have relatively lower quality open spaces (Arbury, Cherry Hinton, Coleridge, East Chesterton, King's Hedges, Market, Petersfield and Romsey) or have large deficiencies in publicly accessible open space compared with the local population (Castle, Newnham, Petersfield, Queen Edith's, Romsey, Trumpington, West Chesterton).
- 11.16 Whilst the quality of open spaces can be improved with further investment, new areas of open space are also required to mitigate against the impact of additional residential development in the city, particularly in those areas with existing deficiencies in provision. In areas where a deficiency in open space has previously been identified, on-site provision of open space should be the norm within new residential developments. Financial contributions, in lieu of new provision, will only be acceptable where it is clearly not physically or financially viable to provide the open space required on-site and in exceptional circumstances
- 11.17 A number of options are presented below, which consider ways in which new open space and recreation facilities can be provided as part of new development.

Option 165 – Update the standards in line with the Open Space and Recreation Strategy (2011)

One option could update the current standards for provision of open space and recreation facilities in new development to take into account the recommendations of the Open Space & Recreation Study 2011. The new standards would be:

- Outdoor sports facilities: 1.2 hectares per 1,000 people
- Indoor sports facilities: 1 sports hall per 13,000 people & 1 swimming pool per 50,000 people
- Provision for children & teenagers: 0.3 hectares per 1,000 people
- Informal open space: 2.2 hectares per 1,000 people
- Allotments: 0.4 hectares per 1,000 people

Currently, the allotment standards only apply to development in the urban extensions. This option proposes to amend this so that the allotment standards are applied to all new residential development in Cambridge.

Provision is sought on site as appropriate to the nature, location and scale of the development. Further guidance is provided in Appendices G & H.

The advantage of this policy approach is that these changes are based on an up to date evidence base that indicates a rise in the estimated population of Cambridge and a need to increase the quantity of informal open space that serves both local residents and visitors from outside Cambridge.

However, this approach is that the policy may affect the economic viability of new development.

Option 166 – Maintain the current standards for open space and recreation provision

A second option could continue with the current standards for provision of open space and recreation facilities in new development as set out in the 2006 Local Plan. The current standards are:

- Outdoor sports facilities: 1.2 hectares per 1,000 people
- Indoor sports facilities: 1 sports hall per 13,000 people & 1 swimming pool per 50,000 people
- Provision for children & teenagers: 0.3 hectares per 1,000 people
- Informal open space: 1.8 hectares per 1,000 people
- Allotments: 0.4 hectares per 1,000 people (applicable to large urban extensions only)

Provision is sought on site as appropriate to the nature, location and scale of the development. Further guidance is provided in Appendices G & H.

The advantage of this policy approach is that by maintaining existing

standards open space would continue to be provided through new development and that developers would not have additional financial and physical demands placed upon their schemes, with their associated impacts on viability.

However, this approach is that the policy would not necessarily meet the needs of Cambridge and would not be in keeping with the Council's evidence base.

- 11.18 Within the existing built up area of Cambridge, there are limited opportunities for creating new open space except on new development sites. Therefore some on site provision should be made on most housing sites. The optimum use of existing open space must be made, and opportunities must be sought to improve existing spaces and address deficits. Opportunities to link new and existing areas of open space to the city's green infrastructure should be explored where possible.

Option 167 – On-site provision

This option would, in accordance with the agreed standards, ensure the on-site provision of open space as appropriate to the nature and location of development. Where it is not possible to provide on-site provision, off-site provision will be agreed by means of financial contributions.

Provision will be sought on site as appropriate to the nature, location and scale of the development. Further guidance is provided in Appendices G & H.

The advantage of this policy approach is that it would strengthen the wording of the current policy, remove confusion as to which is the most appropriate (on site or financial contributions) and lead to the delivery of new open spaces.

- 11.19 New provision for open spaces should relate to the context of the site and the needs of local people. Appendix H provides guidance on where provision should be made and opportunities sought for the different types of provision. This section explains where different types of provision should be located, for example within smaller housing sites, within established open space, within existing built up areas, in urban extensions or within the Green Belt.

Questions

- 11.4. Is there a need for a policy addressing this issue?
- 11.5. Which of the options do you prefer?
- 11.6. Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 11.7. Are there any other reasonable alternatives that should be considered at this stage?

Protection of existing leisure facilities

- 11.20 Cambridge’s role as a sub-regional centre encompasses a wide range of leisure, sporting and cultural facilities, which are used extensively by residents and visitors alike. Whether visiting the Fitzwilliam Museum, the Cambridge Leisure Park, using the British Film Institute archive at Cambridge Central Library or participating in an impromptu kickabout on Parker’s Piece, Cambridge has something for everyone.
- 11.21 Leisure facilities can enhance people’s lives by providing cultural and sporting activities supporting people’s health and well-being. Furthermore, leisure facilities support the vibrancy and vitality of the City. However, there are often pressures to redevelop leisure facility sites for higher-value uses, including residential uses. The effect of the closure of leisure facilities, either public or private will limit the range of available cultural and sporting activities and have a negative impact on the lively nature of Cambridge. There will also be increased pressure on other existing leisure facilities, leading to overcrowding.
- 11.22 The compact form of Cambridge helps minimise the need for people to travel to access local services such as leisure facilities. It is therefore important that existing facilities are retained and renovated, where possible, and they continue to serve the needs of both local residents and visitors to the City. Leisure facilities should therefore be allowed to adapt to changing lifestyles while retaining their leisure function. Any future policy should also allow some flexibility to take advantage of opportunities to relocate an existing facility with improved access.
- 11.23 In accordance with the NPPF, the following options have been put forward as appropriate ways of protecting leisure facilities while allowing these premises to adapt to changing lifestyles and needs:

Option 168 – Protection of existing leisure facilities

This option would involve developing a criteria based policy to protect existing leisure facilities. These criteria could include:

- The need for facilities to be replaced to at least their existing scale and quality within the new development;
- The relocation of the facility to another appropriate location with similar or improved accessibility for its users;
- The leisure facility could be lost only if it can be demonstrated there is no longer a need for the leisure facility in the area.

Leisure facilities need to be protected to retain the vibrancy and vitality of a growing city. However, some flexibility is also required to allow their redevelopment or relocation without affecting leisure provision.

Relevant evidence to demonstrate a leisure facility is no longer needed will come from:

- Up to date studies, including a local needs survey;

- 12 months marketing of the facility for leisure use;
- Details of spare capacity in alternative facilities and how remaining uses will cope with displaced users; and
- The accessibility of alternative facilities.

The marketing exercise should include extensive advertising. Both freehold and leasehold options should be made available without restrictive covenants preventing re-use as a leisure facility and potential competitors are not excluded.

All details of offers should be provided together with full reasons as to why any offer has not been accepted. The facility should only be marketed at an appropriate value agreed by the Council and an independent assessor for its existing purpose, i.e. a leisure facility.

Where an applicant is seeking to prove that the operation is no longer economically financially viable, full financial evidence produced by a suitably qualified independent assessor must be presented which clearly demonstrates that the premise is no longer capable of making a reasonable profit as an alternative leisure facility.

The advantage of this policy approach is that it would provide sufficient safeguarding of existing leisure facilities while still allowing for the relocation and modernisation of the premises in a more accessible location, minimising journey lengths. This approach also builds upon the current Local Plan policy 6/1.

However, this approach could also delay the delivery of alternative facilities.

Questions

- 11.8. Is there a need for a policy addressing this issue?
- 11.9. What criteria should be used to judge whether a leisure use could be lost?
- 11.10. Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 11.11. Are there any other reasonable alternatives that should be considered at this stage?

New leisure facilities

- 11.24 As Cambridge grows, demand for leisure facilities will increase. Proposals for new and improved leisure facilities that enhance the range, quality and access to such facilities will be supported.
- 11.25 It is important that adequate leisure provision, based upon local need is provided in locations that minimise journey lengths. This will mean the capacity of existing leisure facilities will need to increase (without affecting the local amenity). Growth within the city and in new urban extensions will

need to minimise their impact on leisure provision by contributing to new facilities.

- 11.26 In accordance with the NPPF, the following option has been put forward as an appropriate way of addressing the issue of how to provide new leisure facilities.

Option 169 – New leisure facilities

This option would allow for the development of a policy of supporting new leisure facilities that:

- Improve the range, quality and accessibility to facilities;
- Are of an appropriate scale to the locality; and
- Do not have a negative impact on the vitality and viability of the City Centre.

Detailed policy site selection criteria would also be required to ensure compatibility with neighbouring uses and suitable access.

Where sports facilities are provided through educational development, community use may be sought through planning obligations.

The advantage of this policy approach is that it would protect the City Centre and improve the quality and range of leisure facilities available, while considering their impact on the built environment. This approach also builds upon the current Local Plan policy 6/2.

Questions

- 11.12. Is there a need for a policy addressing this issue?
- 11.13. Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 11.14. Are there any other reasonable alternatives that should be considered at this stage?

Community Facilities

- 11.27 Cambridge has a wide range of community facilities, which offer a range of essential services to the city’s residents. These facilities include 23 day nurseries, 23 primary schools, 6 secondary schools, 12 independent schools, 7 council-run community centres and 76 places of worship; all of which serve a diverse city where a large number of different faiths practise.
- 11.28 Community facilities, regardless of ownership are a key element of successful and social active communities. These premises can vary in size and shape and provide local people with an important venue to conduct many different community activities, including social gatherings, religious services, and activities for young and elderly people. Successful community facilities are often those that can support different activities at the same time, increasing

the chance of people to meet other community members that they might otherwise never socialise with.

What are Community Facilities?

- 11.29 Community facilities support community activities and can be both residential and non-residential institutions (C2 & D1 categories of the Use Class Order Guide). Examples of these facilities include hospitals, nursing homes, residential care homes, some education facilities, childcare provision, children’s centres, further education, specialist clinics, complementary healthcare, medical centres, dentists, public halls, church halls, community centres, libraries, crèches, emergency service faculties, court buildings and places of worship.
- 11.30 Other facilities that support community activities, not in Use Class C2 or D1, could be considered as a community facility, for example public houses. Language schools and tutorial colleges, while education facilities, are not defined as community facilities. The Universities are also not defined as community facilities.

Questions

- 11.15. Do you agree with this definition of community facilities?
- 11.16. Have we missed off any community facilities?
- 11.17. Are there any other reasonable alternatives that should be considered at this stage?

Protection of Existing Community Facilities

- 11.31 Community facilities are vital to the quality of life of the communities they serve, providing a variety of services that are valued by residents. It is important that existing community facilities are retained, and where possible improved, to ensure they meet the needs of the local community. Community facilities can come under pressure from redevelopment for higher value uses. This loss, if not properly managed can lead to a shortage of suitable community facilities and lead to overcrowding in remaining facilities.
- 11.32 In accordance with the NPPF, the following option has been put forward as an appropriate way of addressing the issue of how to retain community facilities while allowing these premises to adapt to changing needs:

Option 170 – Protect existing community facilities

This option would allow for the development of a policy of protecting community facilities from re-use or redevelopment for alternative uses unless:

- The facility is replaced on site; or
- The facility is relocated to an alternative but equally accessible site.
- The facility could be lost only if it can be demonstrated there is no

longer a need for a community facility in the area.

Community facilities need to be protected to support cohesive and active communities in a growing city. However, some flexibility is also required to allow their redevelopment or relocation without affecting their provision.

Where a facility is replaced on site, enabling development (e.g. residential units) could help fund improvements to the facility.

Relevant evidence to demonstrate a community facility is no longer needed will come from:

- Up to date studies, including a local needs survey;
- 12 months marketing of the facility for community use;
- Details of spare capacity in alternative facilities and how remaining uses will cope with displaced users; and
- The accessibility of alternative facilities.

The marketing exercise should include extensive advertising. Both freehold and leasehold options should be made available without restrictive covenants preventing re-use as a community facility and potential community groups are not excluded.

All details of offers should be provided together with full reasons as to why any offer has not been accepted. The facility should only be marketed at an appropriate value agreed by the Council and an independent assessor for its existing purpose, i.e. a community facility.

The advantage of this policy approach is that it would provide sufficient safeguarding of existing community facilities while still allowing for the relocation and modernisation of the premises in a more accessible location, minimising journey lengths. This approach also builds upon the current Local Plan policy 5/11.

However, this approach could delay the timely delivery of alternative facilities with layers of bureaucracy that prove the lack of demand for the existing facilities.

Questions

11.18. Is there a need for a policy addressing this issue?

11.19. Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

11.20. Are there any other reasonable alternatives that should be considered at this stage?

Public Houses

11.33 Public houses can play a crucial role in maintaining the vibrancy and vitality of local neighbourhoods, helping to foster and maintain community spirit and

give a sense of identity to an area. Not only do they provide valuable services for visitors to the city, they also help create and sustain Cambridge's character and appeal as a place to live, work, visit and study.

- 11.34 In recent years, the number of public houses in Cambridge has fallen from 111 to 86⁶. Some have closed simply due to the general market decline in the pub trade while others have been converted into residential units or student accommodation; a process that requires planning permission. Many have also become restaurants; a process that does not require planning permission, subject to Environmental Health considerations.
- 11.35 The need to retain public houses is highlighted by the recent Portas Review, as previously mentioned in this document which supports the need to encourage both economic and community life back into our high streets so they become once again destinations for socialising, culture, health, well-being, creativity and learning.
- 11.36 Public houses are now considered community facilities in accordance with the NPPF. However, with the loss of approximately 20 public houses in recent years, various options now need to be considered to safeguard the remaining public houses.
- 11.37 In accordance with the NPPF, the following options have been put forward as appropriate ways of addressing the issue of how to protect public houses:

Option 171 – Public houses: Market led approach

One option could be to continue with the Council's existing approach, where public houses in Cambridge are not protected by any specific local planning policy.

Public houses are closing for a variety of reasons (the smoking ban, pub company debt, people going into the City Centre, cheap alcohol availability in supermarkets, or people staying at home) and trying to protect public houses may be a futile exercise because they are simply no longer viable in the changing market.

The continued loss of public houses to high valued uses is in part due to the constraints on new housing development.

Option 172 – Protection for all Public Houses

A second option could be to develop a policy that protects all public houses from redevelopment to alternative uses.

This will ensure that all public houses are not converted to higher value uses. However, this option cannot prevent the loss of public houses into restaurants (because this change does not require planning permission), subject to Environmental Health considerations. A restaurant can then apply for planning permission for conversion into residential development or student accommodation, avoiding policy protection granted to public

⁶ Cambridge Public House Survey (2012)

houses.

It is important that a balanced and flexible approach is adopted to allow these premises to adapt to changing lifestyles and market conditions.

This approach may not guarantee complete protection of public houses because they could simply become a restaurant before changing into an alternative use. In a declining market the policy would potentially be too restrictive, as genuine redundant public houses could remain empty affecting an area's vitality and vibrancy.

Option 173 – Safeguarding Public Houses (please see full list in Appendix I).

A third option could be to develop a policy which could protect all public houses from redevelopment to alternative uses unless the use was demonstrably not viable by another public house operator, as a community facility or a use falling within the 'A' use class.

This option would provide a criteria based policy that protect public houses from redevelopment for alternative uses unless:

- The facility is replaced on site; or
- The facility is relocated to an alternative but equally accessible site.
- The facility could be lost only if it can be demonstrated there is no longer a need for the public house in the area.

Relevant evidence to demonstrate a public house is no longer needed will come from:

- Pre-application consultation with local residents;
- Evidence that alternative diversification of the public house (i.e the introduction of food) has been proved to be economically unviable;
- 12 months marketing of the facility for as a public house, a community facility or other 'A' use class; and
- The accessibility of alternative public houses.

The marketing exercise should include extensive advertising. Both freehold and leasehold options should be made available without restrictive covenants preventing re-use as a leisure facility and potential competitors are not excluded.

All details of offers should be provided together with full reasons as to why any offer has not been accepted. The facility should only be marketed at an appropriate value agreed by the Council and an independent assessor for its existing purpose, i.e. a leisure facility.

Where an applicant is seeking to prove that the operation is no longer economically financially viable, full financial evidence produced by a suitably qualified independent assessor must be presented which clearly demonstrates that the premise is no longer capable of making a reasonable

profit as a public house.

The advantage of this policy approach is that it would provide sufficient safeguarding of public houses. The policy approach is also flexible because it tests the market in a fair manner and allows for its loss when it can be proved beyond reasonable doubt that it is no longer needed. It also ensures the community is made aware about the opportunity to purchase the public house at a fair market price.

Questions

11.21. Is there a need for a policy addressing this issue?

11.22. Which of the options do you prefer?

11.23. Are there any other reasonable alternatives that should be considered at this stage?

11.38 There are a number of former public house buildings in Cambridge that have been in alternative uses (e.g. established restaurants) for a considerable period of time. Some of these are in areas that add to the local character and attractive setting of Cambridge as a place to visit and enjoy. In certain circumstances, the loss of a local business operating in a former public house to higher value uses may affect the character of the locality and therefore may not be in the interests of the local community.

Option 174 – Extend the safeguarding option (No. 173) to former Public Houses (not listed in Appendix I).

A fourth option could be to extend Option 176 to include former public houses where the loss of the former public house’s current use to other uses (excluding A-uses and community facilities) would harm the vibrancy and vitality of the local area.

The advantage of this policy approach is that the policy would provide the market with considerable flexibility for public houses to convert back to their original use, A1, A2, A3 & A5 or a community facility. Any conversion would be subject to Environmental Health considerations. This option would support the function of buildings previously occupied by former public house uses and safeguard them from higher value uses.

11.39 While no permission is required for a public house to become a restaurant, A2 office or shop (subject to Environmental Health considerations), planning permission is still required to change back to a public house.

Option 175 – Allow the flexible re-use of Public Houses

A fifth option could be to allow the re-instatement of a former public house use from a community facility, A1, A2, A3 or A5 use.

The advantage of this policy approach is that the policy would provide greater market flexibility for public houses to convert back to their original use from alternative uses such as takeaways, shops and other professional

services and community facilities. Any conversion would be subject to Environmental Health considerations. This option would support the vitality and vibrancy of former public house uses and safeguard them from higher value uses.

The disadvantage of this policy approach is that the policy may distort the market by creating too many A-uses for the market to support and restricting the creation of new residential units.

Questions

11.24. Which of the options do you prefer?

11.25. Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

11.26. Are there any other reasonable alternatives that should be considered at this stage?

New Community Facilities

11.40 As Cambridge grows, demand for community facilities will increase. Proposals for new and improved community facilities that enhance the range, quality and access to such facilities will be supported.

11.41 It is important that adequate provision of community facilities, based upon local needs, is provided in locations that minimise journey lengths. This will mean the capacity of existing community facilities will need to increase where possible without affecting the local amenity. This will also lead to a more intense use of the existing premises. Additional community facilities linked to new urban extensions will need to minimise their impact on existing facilities and provide sufficient community infrastructure created by new development.

11.42 In accordance with the NPPF, the following option has been put forward as an appropriate way of addressing the issue of how to provide new community facilities:

Option 176 – New community facilities

This option would allow for the development of a policy to supporting proposals for new community facilities where there is a local need.

Proposals for new community facilities should aim to maximise opportunities to support as many different community activities as possible. This can be achieved by providing new buildings that support:

- A broad range of community activities and different groups' needs; and
- The concurrent usage of community facilities for different community activities.

The shared use of community facilities may not always be possible, due to conflicting demands and / or needs.

The advantage of this policy approach is that it would support new, multi-functional community buildings and foster interaction between community groups. Multi-functional community buildings may also mean that these buildings can be used to support leisure activities. This approach also builds upon the current Local Plan policy 5/12.

Option 177 – The provision of community facilities through development

This option would allow for the development of a policy requiring new community facilities where development leads to an increased demand for community facilities.

This option includes the requirement under the current policy for areas of major change (Local Plan policy 5/13) to provide appropriate community facilities.

This requirement should meet the needs of residents, employees and visitors to the City. A range of specific community projects should be clearly identified to ensure a transparent system of accountability for the delivery of community facilities.

The advantage of this policy approach is that by maintaining existing standards community facilities would continue to be provided through new development. This approach also builds upon the current Local Plan policy 5/14.

Questions

- 11.27. Is there a need for a policy addressing this issue?
- 11.28. Which of the options do you prefer?
- 11.29. Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 11.30. Are there any other reasonable alternatives that should be considered at this stage?

11.43 Although there are considerable limitations in what we as a Council are able to do as a local authority, the Council is keen to better understand the current scope and long-term aspirations of each faith community and the range of services they offer their community/wider community.

11.44 The Council is planning to contact all active faith groups in Cambridge regarding the provision of places of worship. This survey will ask about the facilities they currently use, their adequacy in meeting their needs and their anticipated requirements between now and 2031. It is important that adequate provision for community groups and available to serve the growing population of Cambridge.

11.45 This information gathered will help inform the planning for community facilities and feed into the next stage of the Local Plan Review.

Questions

- 11.31. Is there a need for a policy addressing this issue?
- 11.32. Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 11.33. Are there any other reasonable alternatives that should be considered at this stage?

Arts & Culture

- 11.46 Cambridge is home to a variety of arts and cultural centres. These include museums, art galleries, theatres, live music venues and dance performance centres. These help to support a diverse range of arts and cultural activities and further enhance Cambridge’s position as an important sub-regional centre for arts and culture. It is important therefore that Cambridge maintains and enhances these activities as the city grows and takes advantages to increase the range and type of venues able to support these activities.
- 11.47 In accordance with the NPPF, the following option has been put forward as an appropriate way of addressing the issue of how to support the city’s arts and cultural activities:

Option 178 – Support for arts and cultural activities

This option would allow for the Local Plan to protect and enhance existing arts and cultural facilities, support opportunities for new arts and cultural facilities and develop an appropriate policy. Any provision would be subject to proven need and support for such a facility as well as finding a suitable location.

When considering sub-regional or citywide facilities a sequential approach to development is expected, with the city centre being the top priority.

Whilst this option acknowledges that there may be a need for additional arts and cultural activities it is subject to proven need along with finding a suitable location. This location may not be in Cambridge or the surrounding area.

This option would have to compete with alternative and potentially higher value uses unless a specific site(s) can be allocated.

Questions

- 11.34. Is there a need for a policy covering this issue?
- 11.35. Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 11.36. Are there any other reasonable alternatives that should be considered at this stage?

Provision for sub regional sporting, cultural and community facilities

- 11.48 As the City and the sub-region grows it is important that this is accompanied by a range of facilities to meet the wider needs of the area. The provision of a range of facilities enable people to develop pride in the places where they live and work, create local distinctiveness and help make communities healthy and sustainable. Cultural activity in Cambridge is key and plays a wider role in the knowledge based economy, making a major contribution to quality of life as well as adding to the diversity of the City.
- 11.49 There are currently no surplus arts, cultural, recreational and sports provision in the city and through work undertaken for Cambridgeshire Horizons, Cambridge has been identified as a possible location for new sub-regional facilities including a community stadium, ice rink and concert hall. There is also a proposal for a multi lane rowing facility in the sub region. However, there is limited land available in Cambridge and there are a number of competing uses. The NPPF requires Councils to plan positively for the provision of social, recreational and cultural facilities and services. On this basis a number of options have been proposed for consideration at this stage.

Questions

- 11.37 Are there any specific sub-regional needs that we need to be aware of?
- 11.38 If there is a need, what type and size of facility should they be?
- 11.39 If there is a need, where is the most appropriate location?

Community Stadium

- 11.50 The concept of a community stadium emerged a few years ago in the context of growth in the Cambridge area and was first referred to in a Major Sports Facilities Strategy for the Cambridge Sub-Region (2006) which identified gaps in sports provision within the Cambridge Sub-Region. A further report was subsequently prepared by PMP for Cambridgeshire Horizons. This looked at the need for a community stadium in more detail (including possible enabling development) as well as searching for an appropriate location. The Cambridge Community Stadium – Feasibility Study (2007) by PMP concluded that three sites around the fringes of Cambridge could be suitable. These were Milton, Cambridge East and land at Cowley Road. However, it was found that for Milton the site was in the Green Belt, for Cambridge East timing and availability was a barrier and land at Cowley Road would restrict the size of a stadium.
- 11.51 The term ‘Community Stadium’ is used to reflect a stadium facility that delivers amenities and services to local communities beyond its core operations. These different services and provisions may include health, leisure and general community provisions and, or sports and education facilities as well as local retail and other local businesses. A Community Stadium also aims to be accessible to the communities it serves at all times, during the day and evening, on weekdays and weekends. It is believed that a

Community Stadium would benefit Cambridge by meeting the requirements of one or more of its major sports clubs as well as providing supporting facilities to local communities.⁷

- 11.52 It is relevant to first explore if there is a need for a Community Stadium, and second if there is a need, where the most appropriate location should be.
- 11.53 The 2007 Cambridge Community Stadium – Feasibility Study considered a range of evaluation criteria including site size, proximity to housing, ground condition, visibility, current facilities, neighbouring uses, other plans for the location, plans for the neighbouring sites, planning status, transport and access, ownership and development implications.

Questions

- 11.40 Is there a need for a Community Stadium in Cambridge?
- 11.41 If there is a need, what type and size of facility should it be?
- 11.42 If there is a need, where is the most appropriate location?

Option 179 – Community Stadium

This option would allow for the Local Plan to make provision for a Community Stadium and develop an appropriate policy. Any provision would be subject to proven need and support for such a facility as well as finding a suitable location.

Whilst this option acknowledges that there may be a need for a Community Stadium it is subject to proven need along with finding a suitable location. As this facility would be to serve the whole of the Cambridge Sub-Region, this location may not necessarily be in Cambridge or the surrounding area.

- 11.54 A specific proposal has been put to the Council and to South Cambridgeshire District Council by Grosvenor Estates for land west of Hauxton Road as an extension to the current proposals for development of Trumpington Meadows. Secondly, it is important to acknowledge that the concept and the early work looking at a community stadium are different from the proposals that Grosvenor Estates are currently proposing. Grosvenor bought the Abbey Stadium site in April 2010 and since then, has indicated their intentions to redevelop the Abbey Stadium and provide a community stadium elsewhere in Cambridge or South Cambridgeshire for Cambridge United Football Club. Grosvenor are currently proposing the provision of a new Community Stadium on land south of the current allocation at Trumpington Meadows, together with 420 dwellings and other supporting infrastructure. Other facilities may include outdoor community provision for active sports, a Country Park extension and facilities for sport science and sports medicine. They have advised the City Council and South Cambridgeshire District Council that they have considered a wide range of sites in and on the edge of Cambridge but that all other sites have proved to be either unsuitable or not

⁷ Cambridge Community Stadium Feasibility Study 2008

deliverable because the landowner is not prepared to make it available. They advise that their evidence for this will be provided to the Councils, but it had not been received at the time of writing this report. Early site selection work by Grosvenor included an assessment of the following ten sites:

- Blue Circle (20 hectares)
- Marshall – North of Newmarket Road (51 hectares)
- Cowley Road (25 hectares)
- Trumpington Meadows – adjacent to the M11 (32 hectares)
- NIAB 2 (30 hectares)
- Addenbrooke's (38 hectares)
- Peterhouse – adjacent to the Technology Park (57 hectares)
- Trumpington Road (32 hectares)
- Milton (70 hectares)
- Barton Road (165 hectares)

11.55 From this list, land at Barton Road, land North of Newmarket Road, NIAB 2 and Trumpington Meadows were looked at in more detail. Land at Barton Road has subsequently been ruled out on the grounds of inappropriate use and land North of Newmarket Road and NIAB 2 have been ruled out due to landowners being unwilling to put them forward for consideration for this form of development.

11.56 Given the proposals put forward by Grosvenor, the following questions have been outlined for comment.

Questions

- 11.43 Do Grosvenor's proposals accord with the definition of a Community Stadium?
- 11.44 Is there support for all or parts of the Community Stadium and Sporting Village proposals put forward by Grosvenor?
- 11.45 Is there support for Grosvenor's proposals for enabling development?
- 11.46 If proposals for enabling development are not supported, how else can a Community Stadium be funded/delivered?
- 11.47 Should any other sites considered by Grosvenor be considered as potential sites?
- 11.48 Are there any other reasonable locations to be explored?
- 11.49 Should the Abbey Stadium be redeveloped for housing, or another use?
- 11.50 Should the Abbey Stadium be retained as a stadium?

Ice Rink

- 11.57 The concept of an ice rink emerged a few years ago and was first referred to in the Major Sports Facilities Strategy for the Cambridge Sub-Region (2006, prepared by Cambridgeshire Horizons) which identified gaps in sports provision within the Cambridge Sub-region. Analysis showed that there is demand for a facility and proposals have been developed by a group known as Cambridge Leisure Ice Centre (CLIC). The Major Sports Facilities Strategy recommended that an ice rink is developed with a vision to provide an ice centre which offers a range of ice based activities (ice hockey, public skating, figure skating, curling etc) with a focus on providing opportunities for community, local clubs and the University.
- 11.58 CLIC have looked at various locations including North West Cambridge, Cambourne and West Cambridge but no firm proposals have been put forward.
- 11.59 Given this, the following questions and option have been put forward for consideration and comment.

Questions

- 11.51 Is there a need for an Ice Rink in Cambridge?
- 11.52 If there is a need, where should it be located?

Option 180 – Ice Rink

This option would allow for the Local Plan to make provision for an Ice Rink and develop an appropriate policy. Any provision would be subject to proven need and support for such a facility as well as finding a suitable location.

Whilst this option acknowledges that there may be a need for an Ice Rink it is subject to proven need along with finding a suitable location. As this facility would be to serve the whole of the Cambridge Sub-Region, this location may not necessarily be in Cambridge or the surrounding area.

Concert Hall

- 11.60 The concept of a concert hall also emerged a few years ago in the context of growth in the Cambridge area and was first referred to in the Arts and Cultural Strategy for the Cambridge Sub-Region (2006, prepared by Cambridgeshire Horizons) which identified gaps in arts and cultural provision within the Cambridge Sub-region. The analysis found that although there is a wide range of music venues at the small and medium scale in and around Cambridge, there is a growing interest in testing the case for a purpose built auditorium for large scale music. Cambridge East was suggested as a possible location for a purpose built concert hall. Whilst the proposal has not yet been taken forward, it is appropriate for the Issues and Options consultation to establish and explore:
- 11.61 Given this, the following questions and option have been put forward for consideration and comment.

Questions

11.53 Is there a need for a Concert Hall in Cambridge?

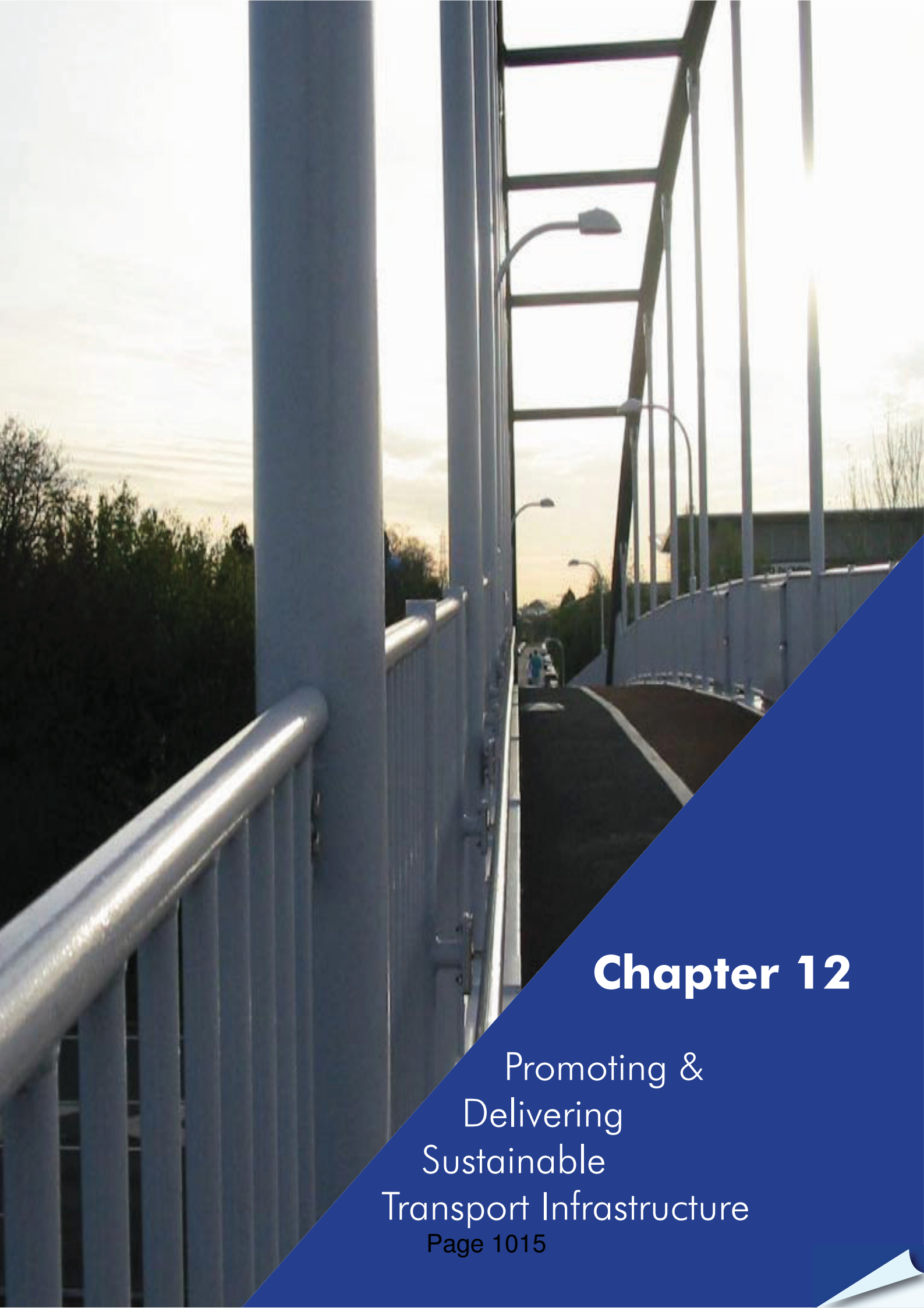
11.54 If there is a need, where should it be located?

Option 181 – Concert Hall

This option would allow for the Local Plan to make provision for a Concert Hall and develop an appropriate policy. Any provision would be subject to proven need and support for such a facility as well as finding a suitable location.

Whilst this option acknowledges that there may be a need for a Concert Hall it is subject to proven need along with finding a suitable location. As this facility would be to serve the whole of the Cambridge Sub-Region, this location may not necessarily be in Cambridge or the surrounding area.

11.62 Due to the interrelationship with land in South Cambridgeshire, the City Council is committed to working in partnership with South Cambridgeshire District Council in order to provide appropriate provision in suitable locations.



Chapter 12

Promoting &
Delivering
Sustainable
Transport Infrastructure
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CHAPTER 12 – PROMOTING AND DELIVERING SUSTAINABLE TRANSPORT AND INFRASTRUCTURE

- 12.1. Cambridge is a compact city known for its high levels of cycling, with 22% of all trips made by bike, which is the highest in the UK. Walking is also an attractive and popular mode of travel in Cambridge, and there is a well developed public transport network. Bus use within the city has more than doubled since 2001 and the proportion of residents travelling to work by car is relatively low (41% compared to 61% nationally). Despite this, there is still considerable congestion and with it associated costs to businesses, damage to the environment and impacts upon public transport, pedestrians and cyclists. Lifestyle changes and high house prices in the city have led to greater travel demand, which puts more pressure on our transport network.
- 12.2. As the local planning authority, the Council can influence transport conditions through control of development. The Council are committed to promoting sustainable transport by working closely with partners, including Cambridgeshire County Council (the highway authority), to continue to improve public transport, cycling and walking networks and manage the demand for car travel.
- 12.3. Furthermore the delivery of new or improved infrastructure (including transport infrastructure) and services to support new development in a timely and phased manner will be an important element in ensuring the appropriate and sustainable implementation of new growth in Cambridge and the Sub Region.
- 12.4. Planning for infrastructure provision is an ongoing process through the development of an Infrastructure Delivery Study (IDS) and partnership working with stakeholders.
- 12.5. This chapter outlines issues and options relating to networks, including transport, telecommunications, and the promotion and delivery of sustainable physical, social and green infrastructure. The options proposed are consistent with the NPPF and have been drawn up using a number of sources of evidence including the views provided during workshops held in early 2012.

STRATEGIC PRIORITY

Option 182: Timely Provision of Infrastructure

Support development in Cambridge by ensuring that infrastructure is provided in a sustainable, co-ordinated and timely manner to meet the needs of new development and regeneration.

Key Facts

- Traffic in and out of the city has been stable at current levels since 1996;¹
- The number of vehicles observed crossing the River Cam screenline in 2010 was 2% less than in 2009 and 15% less than in 2000;²
- In Cambridge, the private car is used for around 41% of travel for work journeys;³
- The mode share of cycling trips in Cambridge remains the highest in the UK with around 26% of travel for work journeys made by bicycle)⁴
- The number of people using the bus within, and in and out of the city has more than doubled since 2001. In 2011 there were 9.2million journeys on the Citi network, and around 3.8million Park & Ride journeys. In addition, the guided bus was around 40% above opening year forecasts, in terms of passengers carried;⁵
- Cambridgeshire County Council is the highway authority, and is responsible for the maintenance of the roads and pavements in the city, as well as regulating the activities of developers and bus operators in relation to the highway;
- In 2011 there were 18.4 million fixed residential broadband connections in the UK with 76% of adults having access to broadband (fixed and mobile) ^{6,7}; and
- An Infrastructure Delivery Study is being prepared to support the implementation of the Local Plan. This will set out the significant items of infrastructure that will be required to enable development to take place and consider the funding and phasing requirements

Objectives

- To minimise adverse effects of transport on people and the environment;
- To ensure that appropriate infrastructure is provided in the early stages of new developments following agreed phasing plans;

¹ Table 3: Traffic growth on the Cambridge radial cordon screenline (Chapter 3, Traffic Monitoring Report 2010)

² Table 2: Traffic growth on the Cambridge radial cordon screenline (Chapter 3, Traffic Monitoring Report 2010)

³ ONS (2012) UK Census 2001

⁴ Traffic Monitoring Report 2010 (Cambridgeshire County Council)

⁵ Traffic Monitoring Report 2010 (Cambridgeshire County Council)

⁶ <http://media.ofcom.org.uk/facts/>

⁷ <http://media.ofcom.org.uk/facts/>

- To ensure that utilities are developed in a way which minimises their impact on the environment and local amenity; and
- Maximise developer contributions to improve physical, social and green infrastructure.

TRANSPORT

A new Transport Strategy for Cambridge

- 12.6. Cambridgeshire County Council is in the early stages of preparing a new transport strategy for the Cambridge and South Cambridgeshire area. The transport strategy will:
- Set a longer-term vision for transport and provide a strategy for transport and access for the wider area;
 - Facilitate the robust assessment of detailed development proposals;
 - Help with securing funding from development towards the transport infrastructure and services needed to accommodate the transport demand of development;
 - Provide a clear programme of measures / projects for which bids for funding from any other available funding sources can be made; and
 - Help ensure the continued efficient operation of the local transport network.
- 12.7. The strategy is being developed and will be consulted upon at similar times to both Cambridge City Council and South Cambridgeshire District Council Local Plan reviews to ensure that the transport and planning issues and options are considered in an integrated way.

Accessible, sustainable development

- 12.8. New development should offer realistic, safe and easy access by a range of transport modes, particularly for pedestrians and cyclists and those using public transport. The Local Plan can help to provide good accessibility and enable people to make sustainable travel choices by shaping the pattern of development and influencing the location, scale, density, design and mix of land uses. Developments which encourage walking and cycling have been shown to promote healthier lifestyles, social inclusion and community well being.
- 12.9. It is vital that the decisions on the location and scale of all types of development are integrated with the availability of the appropriate infrastructure to cope with the additional travel, and that this travel be of a sustainable nature. Safe and attractive infrastructure for cyclists and pedestrians as well as good connections to the wider walking and cycling network, and good quality public transport are essential to achieving this.
- 12.10. In accordance with the NPPF, the following option has been put forward as the appropriate way of addressing these issues:

Option 183 – Promote non-car modes of travel

This option would allow for the development of a series of policies, which will help to ensure that all new development in Cambridge promotes alternative modes of transport to the private car, whilst also providing accessible provision for new development. These policies would include:

- Continuing to favour development in locations where there is already an existing walking, cycling and public transport route;
- Making sure that developments are designed to give priority to walking, cycling and public transport over cars, ensure maximum convenience for these modes and to safeguard land for future and existing walking, cycling and public transport routes;
- Helping to provide viable, sustainable alternatives to the car at both the origin and destination of journeys;
- Making sure that there are sustainable non-car travel options available to everyone using the development;
- Ensuring that any commercial and servicing vehicles using the development are sufficiently provided for; and
- Making sure any new roads required as part of a development are designed to give high priority to non-car modes, are of a low design speed, restrict through access for general motor traffic, do not promote additional car usage and be acceptable to the Highway Authority.

These options would be similar to policies 8/1, 8/4, 8/5, 8/7, 8/8, 8/9 and 8/11 held within the current 2006 Local Plan, and give new development in Cambridge the best chance for sustainable travel choices, and thus encourage travel behaviour by modes other than the private car.

Ensuring that development is easily accessed by sustainable modes of travel, such as good quality public transport links, cycle lanes and pedestrian links can sometimes be at the cost of convenience for those travelling by private car. Whilst in some ways this is deliberate, it can have an impact on those with no option but to use cars for journeys.

Questions

- 12.1 Is there a need for a policy addressing these issues?
- 12.2 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 12.3 Do you think there are any other reasonable alternatives that should be considered?

- 12.11. New development requires specific types of infrastructure to be in place in order to persuade those travelling to, from and within the site to do so in as

sustainable way as possible. This infrastructure also needs to be timed for implementation appropriately, so that the use of sustainable modes of travel is embedded in the development from an early a stage, as it is notoriously difficult to alter travel behaviour and modal choices once people are used to using a car.

- 12.12. Given the above, and in accordance with the NPPF, the following options have been put forward as appropriate ways of addressing this issue:

Option 184 – Appropriate infrastructure

This option would allow for the appropriate transport infrastructure to be in place for a new development, and for this to happen prior the development being in use where possible. This would include:

- Walking, cycling and public transport infrastructure; and
- Safeguarding land used for this type of infrastructure, for example, for extensions to the guided bus and key cycle routes;

This option would include developing policies similar to 8/4, 8/5 and 8/8 from the 2006 Local Plan and would give the new developments in Cambridge the best chance to integrate with a sustainable travel network, and thus promote a shift in travel behaviour away from the private car.

Protecting sustainable transport routes near the development also encourages this. It is considered that this option is in line with national guidance.

It is recognised that it is sometimes difficult to get the appropriate infrastructure in place prior to the development being used, both in terms of cost and practicality.

Option 185 – Low emission vehicle infrastructure

This option would allow for the appropriate infrastructure that is required by low emission vehicles be put in place in new developments. This would include:

- Electric car charging / plug in points; and
- Car club and car share spaces.

This option is considered to be in line with the NPPF, which requires that development incorporate these facilities. It will help to minimise the environmental impact of private vehicle trips, by encouraging people to switch to low emission vehicles.

However, there is still a significant way to go before electric cars and low emission vehicles become widespread in their usage and ownership and this infrastructure can be expensive to install.

Questions

- 12.4 Is there a need for a policy addressing these issues?
- 12.5 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 12.6 Do you think there are any other reasonable alternatives that should be considered?

Car Parking Standards

- 12.13. Car ownership in the UK has risen steadily in the past 50 years⁸, and despite many transport policies aimed at shifting travel away from the private car, the need to provide appropriate levels of car parking is very important. This is because both under and over provision of parking can lead to a number of problems on or around new developments and also to existing communities. Over-provision can give rise to poorly designed development surrounded by high levels of car parking, whilst under-provision can also cause congestion on local streets, due to fly parking. Often this causes paths, cycleways and roads to be blocked.
- 12.14. Since the Transport White Paper in 1998, reduced parking availability has been seen as a key tool in achieving a shift to more sustainable travel. The continuing decline in car travel for the work commute along with increases in bus, cycle and pedestrian travel suggests that this has been generally successful in Cambridge.
- 12.15. More recent Government guidance has shifted the responsibility of determining car parking standards towards local authorities. This was reaffirmed in the NPPF, which requires Councils to take into account the individual characteristics of each development when setting standards. This includes accessibility, availability and opportunities for public transport, local car ownership levels, the type, mix and use of the development and the overall need to reduce high-emission vehicles.
- 12.16. Therefore, any off-street parking policy and its accompanying standards need to balance providing the right amount of appropriately designed space for cars, whilst also making alternative and more sustainable modes of transport to the car more attractive and convenient. In accordance with the NPPF, the following options have been put forward as possible means of addressing this issue:

Option 186 – Maintain the current level of provision

One option could be to continue to use the parking standards prescribed in Appendix C of the 2006 Local Plan (see Appendix J). This option would involve:

- Keeping parking maximums, on the basis that in Cambridge this

⁸ RAC Foundation – Car Ownership in Great Britain

approach has been generally successful; and

- Continuing to provide less parking in Controlled Parking Zones.

This option would also involve developing a car parking standards policy similar to 8/10 in the 2006 Local Plan that ensures the development is in accordance with the parking standards.

Evidence on modal share of car trips, along with anecdotal evidence, suggests that in most cases, the current standards have worked quite well. Therefore, keeping the standards the same is considered a viable option for Cambridge.

However, the NPPF has called on local authorities to set parking standards, which take into account local circumstances. The current standards are derived from previous national guidance and do not hold Cambridge-specific aspects.

Option 187 – New residential parking standards

A second option could be to develop new parking standards for residential parking only. This would include:

- Working with stakeholders and communities to develop new car parking standards for new residential developments both in the city and on the fringes of the city;
- Potentially removing maximums from the standards for car parking at new residential developments;
- Retaining some of the standards from the 2006 Local Plan, for those developments considered ‘trip destinations’;
- Maintaining maximums for all new (non residential) development considered a ‘trip destination’; and
- Continuing to provide less parking in Controlled Parking Zones.

This option would also involve developing a car parking standards policy similar to 8/10 in the 2006 Local Plan that ensures the development is in accordance with the parking standards.

This option could result in more car parking being provided in residential developments, than is currently the case. It acknowledges the theory that limiting parking availability at trip origins does not necessarily discourage car ownership, and can push vehicle parking onto the adjacent public highway, diminishing the quality of the streetscape and potentially obstructing the emergency and passenger transport vehicles, pedestrians and cyclists. It also keeps parking controls tight at trip destinations. This is considered in line with the NPPF on the basis that if new standards were developed, local circumstances would be taken into account.

However, limiting parking at trip origins can have the effect of limiting car ownership and usage. This option could mean that more space for cars is

provided at residential development, and there is a danger that this would make car travel more convenient than other, more sustainable modes. This could have knock on implications for the environment.

Option 188 – Completely new standards for all development

A third option could be to set completely new parking standards for all types of development. This would include:

- Working with stakeholders and communities to develop new car parking standards for new developments both in the city and on the fringes of the city; and
- Potentially removing maximums from car parking standards.

This option would also involve developing a car parking standards policy similar to 8/10 in the 2006 Local Plan that ensures the development is in accordance with the parking standards.

This is considered in line with the NPPF on the basis that if new standards were developed, local circumstances would be taken into account.

Completely revising and setting new parking standards could lead to both increases or decreases in parking provision, depending on the consultation carried out. This could lead to particular impacts at trip destinations, where any increase in provision may lead to more car based journeys and thus more congestion, or a decrease in parking provision may prevent businesses and commercial industries from wanting to locate to Cambridge.

Questions

- 12.7 Is there a need for a policy addressing these issues?
- 12.8 Which of the options do you prefer?
- 12.9 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 12.10 Do you think there are any other reasonable alternatives that should be considered?

- 12.17. In addition to having parking standards for new developments, it is also important to understand and gauge the level of support for having car free developments in Cambridge. In car free developments, there is no on-site car parking, or on-street parking permitted, except for disabled drivers. A policy like this could be encouraged in places easily accessible by public transport, near a range of amenities, including shops and leisure activities and within a Controlled Parking Zone (which is the responsibility of Cambridgeshire County Council). Spaces for car clubs, car sharing and electric vehicle charging points would be embedded into a policy such as this, to

complement the availability of public transport, cycling and pedestrian routes.

12.18. The following options have been proposed to deal with this issue:

Option 189 – Car free development

One option could be to follow cities such as London, Amsterdam, Berlin and Bremen in developing a policy that permits car free residential developments in appropriate circumstances.

A policy like this could make Cambridge a more pro-actively car free place to live, work and visit, help reduce traffic congestion and pollution, improve the quality of the environment and encourage yet more travel on foot, by cycle and by public transport.

However, there are issues with the fact that in order for car free development to work, it needs an excellent public transport, cycling and pedestrian network to be in place. It is clear that this is not the case in many areas of Cambridge, and thus the policy could make some development unviable or unattractive to developers and those looking to locate to the city. It is also the case that if the surrounding streets to a car free development were not rigorously enforced as Controlled Parking Zones, then indiscriminate parking on neighbouring streets is a likely consequence.

Option 190 – Incorporate car free development into existing policy

A second option could be to continue with the current practice of incorporating the possibility of having areas of car free development into the car parking policy. This would involve adding specific wording to a policy which encourages car free development where appropriate

This option may be more appropriate as it allows for negotiations between officers and developers to instead identify car free locations through a car parking policy such as one similar to 8/10 in the 2006 Local Plan. This would help ensure that only new developments thought suitable by both the City and County Councils and the developer would be considered to be car free.

However, it would be harder to implement car free development without a specific policy.

Questions

12.11 Is there a need for a policy addressing these issues?

12.12 Which of the option do you prefer?

12.13 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

12.14 Do you think there are any other reasonable alternatives that should be considered?

Cycle Parking

- 12.19. Levels of cycling in Cambridge are the highest in the UK. This means that in order to accommodate those that wish to cycle, and indeed promote it further, the appropriate facilities and infrastructure need to be in place. Secure cycle parking provision remains a big issue in Cambridge, despite two large cycle parks being delivered in recent years. The 2006 Local Plan includes Cycle Parking Standards in Appendix D.
- 12.20. Evidence of cycles parked around residential developments, often at the front of houses and attached to street furniture suggest that changes may be needed to the current cycle parking standards and policy. In addition, since the 2006 Local Plan was adopted, there have been advances in understanding of the need and quality of cycle parking, culminating in the adoption of the Cambridge City Council Cycle Parking Guide for New Residential Development as material consideration in the planning process. Anecdotal evidence from Local Plan workshops in early 2012 has highlighted particular issues with the location and quality of the cycle parking that had been provided.
- 12.21. It is also apparent that there can be a conflict between design and provision of cycle parking. On occasions, the quality and convenience of cycle parking provided has been hindered by design requirements and the constraints of a new development site.
- 12.22. National guidance states the need for sustainable modes of travel, such as cycling, to be given a high priority in order to help ensure development is sustainable. The options below, when combined, set out a reasonable means of achieving this:

Option 191 – Location, design and quality

This option would allow for a policy to be developed that ensures that the quality, design and location of cycle parking meets users needs, particularly residents in terms of space, security and convenience. This would involve:

- Providing cycle parking in accordance with the Council’s Cycle Parking Guide for New Residential Development, or any subsequent updated version of this document. This document is currently material consideration in the planning process;
- Ensuring that all cycle parking is as easy, if not easier to access than a car. This could mean locating cycle parking close to the front of houses, where possible;
- Ensuring that visitor cycle parking is provided close to the main entrances of new buildings; and
- Providing some space for trailers / cargo-bikes in appropriate developments.

This option would also involve developing a cycle parking standards policy similar to 8/6 in the 2006 Local Plan that ensures the development is in accordance with the cycling standards prescribed.

This option would help ensure cycle parking is at least as convenient as car parking, which can help make cycling the first choice of travel for short journeys, rather than a car. This option is considered to be in line with guidance in the NPPF as it gives priority to sustainable modes of travel.

There may however be design issues arising from this option, especially on small or constrained sites. This could impact upon viability and attractive design.

Option 192 – Update the cycle parking standards in the 2006 Local Plan

This option would allow for an update to the standards in Appendix D of the 2006 Local Plan (see Appendix K) to take place. This would involve:

- Working with stakeholders to develop new cycle parking standards for new developments both in the city and on the fringes of the city.

The standards would be updated to reflect the most recent thinking regarding cycle parking. These standards would be based on past experiences in Cambridge, and best practice from around the country and abroad.

Questions

12.15 Is there a need for a policy addressing this issue?

12.16 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?

12.17 Do you think there are any other reasonable options that should have been considered?

Minimising the transport impact of development

12.23. As part of new development coming forward, it is vital to ensure that there is no unacceptable impact on the transport network in Cambridge.

12.24. The Council, as the local planning authority, must therefore ensure that development happens in the 'right places', whilst also stipulating that the full and likely impacts of any development must be demonstrated. Any likely impacts must be mitigated against so that development does not significantly worsen the surrounding transport network, and indeed strives to improve the situation where possible.

12.25. The NPPF states that a Transport Statement or Transport Assessment should support all developments that generate significant amounts of movement. It also states that plans and decisions need to take into account how the opportunities for sustainable modes of travel have been utilised, whether the site is safe and has suitable access for all, and also whether improvements can be undertaken within the transport network that would limit the impacts of the development in a cost effective way.

- 12.26. The NPPF considers that development should only be prevented or refused on transport grounds where the residual cumulative impact is found to be 'severe'.
- 12.27. The option below gives a reasonable method of aligning to national guidance regarding the transport impact of development, in relation to mitigation:

Option 193 – Development only where the impact on the network is able to be mitigated against

One option could be to have a policy that only permits development where the transport impact is shown to be acceptable, and can be mitigated or managed. This could include:

- Requiring sufficient information that the impact upon the network is not unacceptable (in the form of Transport Statements or Transport Assessments);
- Explicitly mention highway safety as well as highway capacity when creating a policy similar to 8/2 (Transport Impact) in the 2006 Local Plan;
- Allowing for the City and County Council to stipulate, where necessary, that in areas of already high traffic congestion, new development would only be permitted if traffic generation in the area is shown to have zero increase or be can reduced;
- For development likely to place demands on the network, ensuring that mitigating measures are identified and, where appropriate, in place prior to the development being used; and
- Identifying the financial contributions needed to provide such mitigation.

This option appears to be in line with the advice given in the NPPF, which presumes that new development should not be blocked on transport grounds if mitigation can minimise the impact to the network.

However, it should be noted that all new development is likely to place some impact on the transport network, even with mitigation as Cambridge suffers from significant congestion.

Questions

- 12.18 Is there a need for a policy addressing this issue?
- 12.19 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 12.20 Do you think there are any other reasonable options that should have been considered?

- 12.28. In addition to mitigating any development related impacts on the transport network, another option is to set a new development a target, which specifies how many trips to, from and within should be made by private car. This is known as a modal split target. The two options below cover whether setting a modal split target is something that should be inherent in all new development, or whether it should be covered on a site by site basis:

Option 194 – Modal split targets for new development

One option could be to ensure that new development is inherently less dependent on car usage, by setting a modal split target within the policy. A policy such as this would require:

- Working closely with Cambridgeshire County Council as highway authority to set a target for modal split. This target is most likely to come through the Transport Strategy for Cambridge (TSC). A modal split target of no more than 40% of work related trips to be made by car was set in the Area Action Plan for North West Cambridge;
- Close links with any Transport Assessment, Transport Statement or Travel Plan, which will help set the target for each new development and set out how it can be achieved;
- Monitoring of the results, and possible enforcement; and
- Potentially tight parking controls.

This policy option could have significant benefits to the immediate transport network surrounding a new development, and also on the wider area if a shift in travel behaviour can be achieved citywide. It could also allow more intensive/high density development, as impacts from car traffic and car parking would be less significant.

It may be the case that any target set would require a change in travel behaviour in order for it to be achieved. Currently, 41% of travel for work journeys in Cambridge are made by car and it is likely that any target would aim for car use to be lower than this. Furthermore, monitoring would need to take place in order to measure the modal split and test whether the target is being met. In addition, any failure to meet the target would require enforcement action.

Option 195 – Do not set a city wide modal split target for new development

A second option could be not to set a citywide modal split target for new developments, and instead negotiating a target on a site-by-site basis. Any targets set would be drawn from the modelling results from the Transport Assessment and officer advice.

This is similar to the current practice, which resulted in Policy NW11: Sustainable Travel, in the North West Cambridge Area Action Plan. This stipulates that no more than 40% of work-based trips should be made by

private car.

This option is flexible and allows an appropriate target to be set, based on the conditions of the surrounding transport network and access available to sustainable modes of travel for each new development.

Not setting a target for all development may mean some new development may create more car based trips than is necessary. Modelling carried out as part of the Cambridge North West Transport Strategy suggested that an 8% reduction in the modal share for journeys to work by car drivers (reducing the modal share from 45% to 37%) is achievable, if the right conditions are created as part of the development.

Questions

- 12.21 Is there a need for policy addressing this issue?
- 12.22 Which do you prefer?
- 12.23 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 12.24 Do you think there are any other reasonable options that should have been considered?

Travel Plans

- 12.29. Travel Plans are a tool to help change travel behavior. Travel Plans set out a package of measures and initiatives that aim to reduce car travel by informing and encouraging people to use alternative, more sustainable modes where possible. Evidence from the 2010 Department for Transport's Sustainable Travel Towns project⁹ has shown the importance of travel plans, as part of a package of 'smarter choice' measures, in influencing travel behavior and increasing the take up of walking, cycling and public transport. Previous national guidance placed emphasis on the use of Travel Plans, mostly for workplaces, as a tool for Local Authorities to use to help guide modal choice. More recently, the NPPF has stated that all development, which generates significant amounts of movement should be required to provide a Travel Plan.
- 12.30. Currently, any development that is likely to place demand on the transport network is required to provide information as to the likely scale of the impact, in the form of a Transport Statement or Transport Assessment. These cover the need for mitigation of the impacts and may result in developments requiring Travel Plans. However, given the requirement in the NPPF, there is scope to require travel plans for all developments that create a certain amount of movement or reach a certain size.

⁹ The Effects of Smarter Choice Programmes in the Sustainable Travel Towns (DfT 2010)

- 12.31. The NPPF suggests local authorities should use Travel Plans to help mitigate the transport impact of development. The options below are consistent with this and suggest a reasonable approach:

Option 196 – Set a Travel Plan threshold

One option is to have a policy specifically requiring Travel Plans for all sites, which meet a certain threshold. A policy on this would involve:

- Setting a threshold, for example, all ‘major developments’ (see glossary for definition) will require a travel plan;
- Monitoring Travel Plans and their outcomes; and
- Enforcing against any breaches to the plans.

This option appears to be in line with the advice given in the NPPF, which states that all developments that generate significant amounts of movement should be required to provide a travel plan.

The issue with setting a threshold is that it is relatively inflexible, and could result in developments being planned to be just under the threshold in order to avoid the requirement. In addition, it may be necessary for small developments in areas of already high congestion to produce travel plans, even if they are well under the threshold agreed. The policy would need to account for this, so that a Travel Plan could be developed in these cases.

Option 197 – Do not set a Travel Plan threshold

A second option is to continue with the current approach and not set a specific threshold for new development to require a travel plan.

This option could result in developers having less certainty as to whether or not they would need to provide a travel plan for a new development, unlike Option 196, where it is clear from the outset.

Questions

- 12.25 Is there a need for policy addressing this issue?
- 12.26 Which option do you prefer?
- 12.27 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 12.28 Do you think there are any other reasonable options that should have been considered?

Cambridge Airport – Aviation Development

- 12.32. Whilst Cambridge Airport remains in operation, consideration needs to be given to airport activity and the approach that would apply to any future aviation development proposals coming forward at Cambridge Airport in

order to ensure that any development would not have a significant adverse effect on the environment and residential amenity. Whilst airports have permitted development rights which mean that some types of development in connection with the provision of services and facilities do not need planning permission, other proposals such as the construction or extension of a runway, or new passenger terminal above 500 square metres or increasing the size of the existing building by 15% or more would need planning permission and a policy to deal with any such proposals would be appropriate reasonable option for consultation. This is also consistent with the current policy approach in the Cambridge Local Plan.

Option 198 – Cambridge Airport – Aviation development

This option is to include a policy that would not permit aviation development at Cambridge Airport where it would have a significant adverse effect on the environment and residential amenity.

Whilst this approach will only apply where certain types of airport development need planning permission, it would allow for due consideration of the impact of any proposals on the surrounding environment and residential amenity.

Questions

- 12.29 Is there a need for policy addressing this issue?
- 12.30 Which option do you prefer out of Option 14 and Option 15?
- 12.31 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 12.32 Do you think there are any other reasonable options that have been considered?

Telecommunications

- 12.33. New communications technology is continually developing and it is important that residents and businesses have the best access to new technology (for example mobile phones and broadband IT) and make the most of the resulting implications on lifestyle change, such as reducing the need to travel. It is important that the Council supports the growth of telecommunications systems while keeping the environmental impact to a minimum. The Council supports the provision of broadband in new developments.
- 12.34. The NPPF also supports this aspiration.¹⁰ It also notes that sites for telecommunications should be kept to a minimum, existing sites used where possible and where new sites are required they should be sympathetically designed and camouflaged.

¹⁰ NPPF para 42 - 46

12.35. The Council is aware of public concerns regarding the visual and health impacts of telecommunications development. However, according to the NPPF, it is not the responsibility of the local planning authority to consider further health aspects if a proposal meets the International Commission on Non-Ionizing Radiation Protection's (ICNIRP) guidelines for public exposure. Furthermore, according to the NPPF, local planning authorities should not implement their own precautionary policies e.g. by way of imposing a ban or moratorium on new telecommunications development or insisting on minimum distances between new telecommunications development and existing development.

12.36. A policy is required to support and guide telecommunications development. Only one option has been put forward as it is not a reasonable alternative not to have a policy that supports and guides telecommunications development:

Option 199 – Telecommunications policy criteria based

This option would allow a criteria based policy to guide new communications development, similar to the current Local Plan policy 8/14. The criteria could include:

- That applications should not cause significant interference with other electrical equipment, air traffic services or instrumentation operated in the national interest;
- That applications should minimise visual impact through design and location, equipment should be sympathetically designed and camouflaged where appropriate;
- That developers should provide evidence on:
 - The purpose and need for the development;
 - That alternative solutions have been considered including mast / site sharing;
- That consultation should be undertaken with anyone with an interest in the proposed development, particularly where a mast is to be installed near a school or college or within a statutory safeguarding zone surrounding an aerodrome or technical site; and
- That an application for an addition to a new or existing mast or base station be accompanied by a statement of self-certifies that the cumulative exposure, when operational, will not exceed ICNIRP guidelines.

The advantages of this policy are that it seeks to guide the siting, design, appearance and mitigate any potential public health impacts of telecommunications development.

Questions

- 12.33 Is there a need for a policy addressing this issue?
- 12.34 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 12.35 Do you think there are any other reasonable alternatives that should be considered?

Mullard Radio Astronomy Observatory, Lord’s Bridge

- 12.37. The Mullard Radio Astronomy Observatory contains radio and optical telescopes which are of international importance. It is operated by the University of Cambridge and the University of Manchester / Jodrell Bank. The telescopes are highly susceptible to many forms of interference including electrical waves, microwaves, light pollution and mechanical vibration. The observatory is located within South Cambridgeshire District Council’s administrative area at Lord’s Bridge, however there are two consultation areas which fall within the city boundary.
- 12.38. Policy 8/15 of the current Local Plan relates to the safeguarding of the observatory. This requires that applications falling within the consultation areas which could have an adverse effect on the observatory are subject to consultation with the University of Cambridge and will not be granted permission unless any harm can be mitigated.
- 12.39 It is proposed to carry this policy forward. No other policy option is suggested as it is not a reasonable option not to protect the observatory:

Option 200 – Mullard Radio Astronomy Observatory, Lord’s Bridge – Consultation Areas

This option would require that any development proposal which could affect the operation of the Observatory, be subject to consultation with the University of Cambridge. It would also not be granted planning permission if it would cause harm which could not be overcome by condition or planning obligation.

This would be similar to Policy 8/15 of the current 2006 Local Plan.

Questions

- 12.36 Is there a need for a policy addressing this issue?
- 12.37 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 12.38 Do you think there are any other reasonable alternatives that should be considered?

Waste Infrastructure

- 12.40 Cambridgeshire County Council is responsible for minerals and waste planning in Cambridge. The Cambridgeshire and Peterborough Minerals and Waste Plan was recently adopted, the Core Strategy in July 2011 and Site Specific Proposals Plan in February 2012. There is also an adopted Proposals Map, which shows allocated sites and areas of search for future minerals and waste facilities, and safeguarding areas for existing and future facilities.
- 12.41 The Site Specific Proposals Plan includes two areas of search for waste recycling and recovery facilities within Cambridge, at Northern Fringe East and Cambridge East (the airport site and North of Newmarket Road). The draft plan had an allocation for a household recycling centre (HRC) south of the Addenbrooke's Road. However, following the examination into the plan, the Inspector recommended removal of this site due to its impact on the Green Belt and the historic environment and lack of conformity with the Cambridge Local Plan 2006. The City Council will be working with the County Council and South Cambridgeshire District Council during the review of the Local Plan to try to identify a suitable site for a HRC to serve the south of Cambridge. However, this remains the responsibility of the County Council.

Provision of Infrastructure and Services

- 12.42 National guidance requires local planning authorities to plan positively for the development and infrastructure required in the area.¹¹ It also requires that Local Plans include policies to deliver:
- The provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat); and
 - The provision of health, security, community and cultural infrastructure and other local facilities;¹²
- 12.42 The delivery of new or improved infrastructure and services to support new development in a timely and phased manner will be an important element in ensuring the appropriate and sustainable implementation of new growth in Cambridge and the Sub-region. Planning for infrastructure provision is an ongoing process through the development of an Infrastructure Delivery Study (IDS) and partnership working with stakeholders. The IDS is being produced in collaboration with South Cambridgeshire District Council and will form part of the Councils case at submission and examination of the Local Plan. The IDS examines three infrastructure categories, physical (transport, energy, water and drainage, waste), social (education, health care, leisure and recreation, community and social and emergency services) and green (open space).
- 12.43 The NPPF also states that in drawing up Local Plans, local planning authorities should identify priority areas for the provision of infrastructure.¹³ The

¹¹ NPPF para 157

¹² NPPF para 156

Infrastructure Delivery Study (IDS) will set out when and where infrastructure will need to be provided, the scale of funding needed to achieve this and potential sources of funding. The IDS will also identify infrastructure critical to the delivery of the Local Plan.

Funding Infrastructure and services

- 12.44 Infrastructure provision will be funded through a number of sources. Mainstream funding, such as Council capital programmes, service providers investment programmes, and Government grant, will continue to provide for the bulk of infrastructure spending. However, other initiatives such as planning obligations and the Community Infrastructure Levy can provide a substantial resource for locally determined priorities.
- 12.45 As part of planning for infrastructure provision the Council needs to consider the role that developers can play in helping to provide the physical, social and green infrastructure that is required as a result of new growth. When planning permission is granted for new development the Council can seek contributions from developers towards a range of infrastructure – for example, school places, affordable housing and open spaces.
- 12.46 Traditionally, infrastructure funding has been secured from developers through legal agreements known as ‘planning obligations.’ Planning obligations (Section 106 Agreements or S106) are voluntary legal obligations attached to planning applications. A local planning authority normally requests a developer to enter into an obligation to mitigate the impacts of the development being proposed. Any S106 planning obligation must be:
- Necessary to make the development acceptable in planning terms;
 - Directly related to the development; and
 - Fairly and reasonably related in scale and kind to the proposed development.
- 12.47 More recently the Government has introduced the Community Infrastructure Levy (CIL). The CIL was introduced in the Planning Act 2008 and put into force by the Community Infrastructure Regulations 2010 on 6th April 2010. It replaces planning obligations for many forms of infrastructure, although planning obligations can still be used for site-specific mitigation measures and for affordable housing provision. The Government considers that the CIL is a more transparent and simple method of collecting funds for infrastructure to support development than the current system of planning obligations. The CIL Regulations restrict the use of planning obligations post 2014 to encourage local planning authorities to introduce a CIL.
- 12.48 From April 2014 planning obligations will be restricted to:
- Site-specific mitigation – for example local improvements/infrastructure necessary to enable the grant of planning permission. For example,

¹³ NPPF para. 21

access roads, on-site open space, archaeology, and some off-site requirements directly related to support individual sites.

- Affordable housing - Under the current CIL Regulations, planning obligations will continue to be used to secure affordable housing.
- Development-specific infrastructure on large development sites – Large strategic sites often necessitate the provision of their own development-specific infrastructure, such as primary schools.

12.49 The CIL takes the form of a standardised charge applied per square metre of new development. CIL allows local authorities in England and Wales to raise funds from developers via a charging schedule for a wide range of infrastructure. This includes transport schemes, flood defences, schools, hospitals and other health and social care facilities, parks, green spaces and leisure centres. CIL is intended to supplement (not replace) other funding streams. As outlined above a number of contributions will still be acquired through planning obligations. This Council is committed to taking CIL forward in parallel with the Local Plan.

12.50 The infrastructure needed to support new development must be provided in a timely and phased manner. As such, the policy option proposed continues the policy of seeking funding from developers for the provision of infrastructure requirements related to new developments. No other options have been presented, as it is not a reasonable alternative not to deliver infrastructure to support new development:

Option 201 – Provision of infrastructure and services

This option would allow for the development of a policy that requires that new development is supported by the provision of infrastructure and continue the policy of seeking funding from developers for infrastructure requirements related to new developments. This will be by means of either planning obligations and/or a future CIL.

Planning permission for new developments would only be granted where there are suitable arrangements for the improvement or provision and phasing of infrastructure, services and facilities necessary to make the scheme acceptable in planning terms.

Planning obligations and/or a future CIL could be required for the following:

- Transport infrastructure;
- Public transport;
- Drainage and flood protection;
- Waste recycling facilities;
- Education;
- Health care;
- Leisure and recreation facilities;

- Community and social facilities;
- Cultural facilities including public art;
- Emergency services;
- Green Infrastructure;
- Open space; and
- Affordable housing (currently excluded from CIL).

The above list is not exhaustive and there may be scope for requiring developer contributions towards a wider range of infrastructure measures. Contributions could also be used to secure ongoing maintenance where this is deemed appropriate.

Questions

- 12.39 Is there a need for a policy addressing this issue?
- 12.40 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
- 12.41 Do you think there are any other reasonable alternatives that should be considered?

Appendix A: List of Evidence Studies

Completed Evidence Base

- 2012 Appraisal of the Inner Green Belt (March 2012)
- Annual Monitoring Reports (2005-2011) [here](#)
- Buildings of Local Interest [here](#)
- Cambridge Area Transport Study [here](#)
- Cambridge City and County Wildlife Sites Register – 2005 [here](#)
- Cambridge City Council – Sports Strategy 2009–2013 – 2009 [here](#)
- Cambridge City Council (2006) Nature Conservation Strategy [here](#)
- Cambridge Cluster Study 2011 [here](#) (& committee report [here](#))
- Cambridge Landscape Character Assessment 2003 [here](#)
- Cambridge Northern Fringe East Viability Study 2008 [here](#)
- Cambridge Sub Region Study 2001 [here](#)
- Cambridge Sub-Regional Retail Study 2008 [here](#)
- Cambridgeshire County Council Archaeology including the Historic Environment Record [here](#)
- Cambridgeshire Development Study 2009 [here](#)
- Cambridgeshire Gypsy & Traveller Needs Assessment 2011
- Cambridgeshire Horizons - An Arts and Culture Strategy For The Cambridge Sub Region – 2006 [here](#)
- Cambridgeshire Horizons - Major Sports Facilities Strategy – 2006 [here](#)
- Cambridgeshire Horizons, Investing in Zero Carbon Public Buildings 2011 (hard copy only)
- Cambridgeshire Renewable Infrastructure Framework 2012 [here](#) (& committee report [here](#))
- Cambridge Sub-regional Gypsy & Traveller Accommodation Needs Assessment (March 2012) [here](#)
- Conservation Area Appraisals, including Historic Core Appraisal and other information [here](#)
- Consultation and Community Engagement Strategy Committee Report November 2011 [here](#)
- Decarbonising Cambridge Study 2010 [here](#) (& committee report [here](#))
- Eastern Gate SPD 2011 [here](#) (& committee report [here](#))
- Economic Forecasts – Cambridge Econometrics (May 2012) [here](#)
- Economic & Population Forecasts Update – run of the East of England Forecasting Model (March 2012) [here](#)
- Employment Land Review 2008 [here](#)
- English Heritage At Risk [here](#)
- Genesis for Sport England – Cambridge City Council and South Cambridgeshire District Council: Sports Hall Assessment, Facilities Planning and Model Final Report – 2008a
- Genesis for Sport England – Cambridge City Council and South Cambridgeshire District Council: Swimming Pools Assessment, Facilities Planning Model Final Report – 2008b

- Green Infrastructure Strategy 2011 [here](#) (& committee paper [here](#))
- Gypsy & Traveller Provision in Cambridge – Site Assessment (2012)
- Informal Planning Policy Guidance on Foodstore Provision in North West Cambridge 2011 [here](#) (& committee paper [here](#))
- Inner Green Belt Boundary Study 2002 [here](#)
- Joint Statement on Strategic Planning in Cambridgeshire (2010) [here](#) (& committee report [here](#))
- Joint Working Committee Report February 2012 [here](#)
- Leisure and the Environment for Cambridge City Council: An Assessment of Open Space in Cambridge, Volume 1: Pitch Sports – 1999
- Leisure and the Environment for Cambridge City Council: Sports Provision in Cambridge – 2004 [here](#)
- Local Economic Assessment 2011 [here](#) (& committee report [here](#))
- Local Plan Review Committee Report March 2011 [here](#)
- Local Transport Plan 3 2011 [here](#) (& committee paper [here](#))
- Mill Lane SPD 2010 [here](#)
- North West Cambridge Supplementary Retail Study 2010 [here](#) (& committee paper [here](#))
- Open Space & Recreation Assessment 2011 [here](#) (& committee report [here](#))
- PMP for Cambridgeshire Horizons - Cambridge Community Stadium Feasibility Study – 2007 [here](#)
- Project Cambridge 2009 (committee report [here](#))
- South Cambridgeshire District Council Green Belt Study 2002 [here](#)
- Sport England – Planning Policy Statement: A Sporting Future for the Playing Fields of England – undated [here](#)
- Strategic Flood Risk Assessment 2010 [here](#) (& committee report [here](#))
- Strategic Housing Land Availability Assessment (end March 2012) draft report and committee report [here](#)
- Strategic Housing Market Assessment 2008, with annual updates [here](#)
- Suburbs & Approaches Studies [here](#):
 - Barton Road - March 2009
 - Huntingdon Road - March 2009
 - Madingley Road - March 2009
 - Newmarket Road - October 2011
- Sustainability Appraisal Scoping Report (out for consultation [here](#)) & committee report [here](#)
- Water Cycle Strategy Phase 1 & 2 2011 [here](#) (& committee report [here](#) & [here](#))
- Workshop Reports [here](#)

Evidence base – Ongoing

Estimated Completion dates are in parentheses

- A14 Headroom Study (Spring / Summer 2012)
- A14 Highways Agency Study (Spring / Summer 2012)
- Cambridge Public House Study (2012)
- Carbon Offset Fund (2012)
- Canopy Cover Project
- Density work (2012 ongoing)
- Gypsy & Traveller Provision in Cambridge – Site Assessment (2012)
- Hotel Needs Assessment (2012)
- Infrastructure Study (June 2012)
- Language Schools Survey
- Local, District & City Centre Surveys (October 2012)
- Merton Rule Study (Summer 2012)
- Review of Cycle & Car Parking Standards (2012)
- Space Standards Assessment (2012 ongoing) - Technical in house information
- Update to Cambridge Landscape Character Assessment
- Update to the Employment Land Review (2012)
- Update to the Retail Study

Appendix B: Current Hierarchy of Centres

1 - City Centre

2 - District Centres

- Mill Road East
- Mill Road West
- Mitcham's Corner

3 – Local Centres

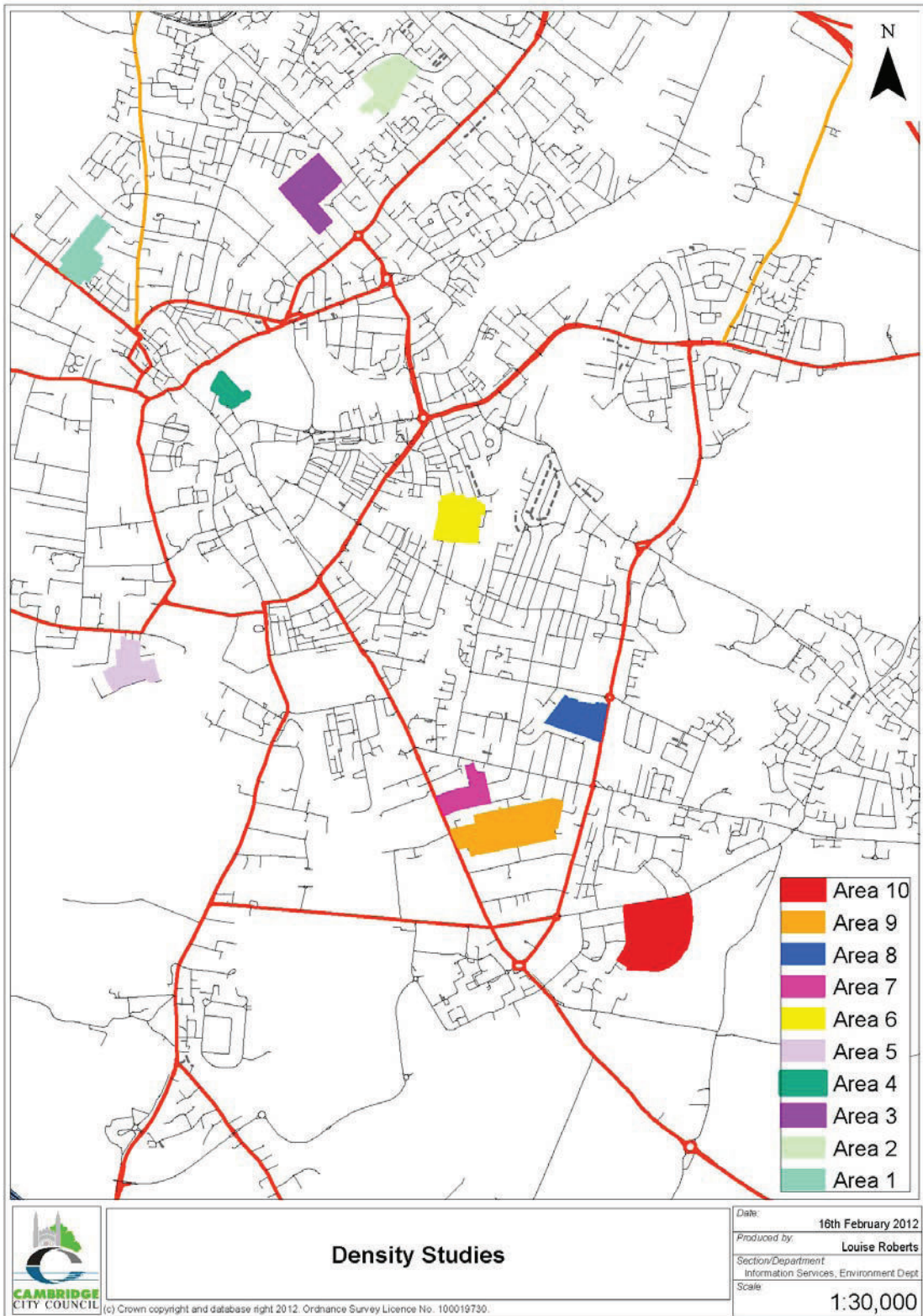
- Adkins Corner
- Akeman Street
- Arbury Court
- Arbury road / Milton Road
- Barnwell Road
- Campkin Road
- Cherry Hinton High Street
- Cherry Hinton Road East
- Cherry Hinton Road West
- Chesterton High Street
- Ditton Lane
- Fairfax Road
- Grantchester Street
- Green End Road
- Hills Road
- Histon Road
- King's Hedges Road
- Newnham Road
- Norfolk Street
- Trumpington
- Victoria Road
- Wulfstan Way

Appendix C: Urban Densities

Table C.1: Density study areas

Area (see Figure C.1 overleaf)	Location	Description	Dwelling numbers	Area (Ha)	Net Density – dwellings per hectare
1	Castle Ward – Richmond Road area	Victorian Terraces	349	7.48	47
2	Kings Hedges Ward – Hawkins Way area	1960s Terraces	268	8.15	33
3	West Chesterton Ward – Orchard Avenue area	1930s semi-detached	178	9.3	19
4	Market Ward – Portugul Street area	Victorian terraces	133	2.95	63
5	Newnham Ward – Granchester Street	Victorian terraces	332	6.62	50
6	Petersfield Ward – Sturton Street area	Victorian terraces	507	8.39	60
7	Queen Ediths Ward – Hartington Grove area	Victorian terraces and semi-detached	200	5.58	36
8	Coleridge Ward – Langham Road area	Inter-war semi-detached	190	7.14	27
9	Queen Edith Ward – Hills Avenue area	Inter-war terrace and detached	217	16.45	14
10	Queen Edith Ward – Netherhall Way area	1950/1960s semi, terraced and detached	251	17.76	14

Figure C.1: Density study areas



Appendix D: Space Standards

Homes and Communities Agency (HCA) Housing Quality Indicators (HQIs)

The space standards below are taken from the Housing Quality Indicators (HQI) Form

Version 4 updated April 2008, which is available to download from

http://www.homesandcommunities.co.uk/sites/default/files/our-work/721_hqi_form_4_apr_08_update_20080820153028.pdf

Table D.1 Unit Size by Bedspace

Dwelling Type		Min (m ²)	Max (m ²)
1 Bedspace		30	35
2 Bedspace		45	50
3 Bedspace		57	67
4 Bedspace		67	75
5 Bedspace	1 Storey	75	85
5 Bedspace	2 Storey	82	85
5 Bedspace	3 Storey	85	95
6 Bedspace	1 Storey	85	95
6 Bedspace	2 Storey	95	100
6 Bedspace	3 Storey	100	105
7 Bedspace	2+ Storey	108	115
7+ Bedspace (add 10 sq m per bedspace)			

Bedspace - defined as the number of occupants the dwelling was designed to accommodate. For example, a three-bedroom house with one double bedroom, one twin bedroom and a single bedroom has 5 bedspaces. A 5 bedroom house with two double bedrooms, one twin bedroom, and two single bedrooms has 8 bedspaces.

Units by living spaces

New residential units to provide at least the number of rooms required for each unit size as set out in the table below.

Required Living Spaces	Bedspaces							
	1	2	3	4	5	6	7	8+
Bedroom	1	1	2	2	3	3	4	4+
Bathroom	1	1	1	1	1	1	1	1+
WC#	1	1	1*	1*	2	2	2	2+
Kitchen	1	1	1	1	1	1	1	1
Living Room	1	1	1	1	1	1	1	1
Dining Space	1	1	1	1	1	1	1	1

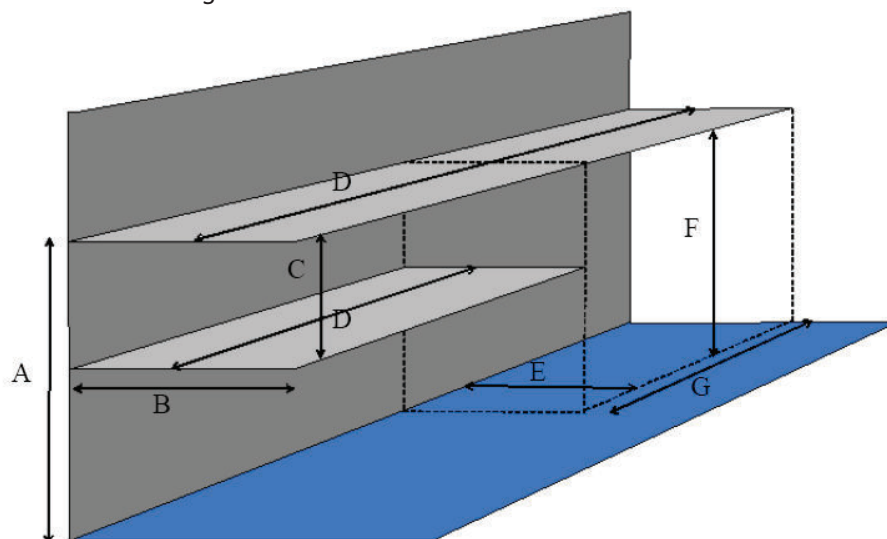
Separate of within a bathroom

* Two Wcs required for 3 bedspace or 4 bedspace when on two floors

Internal Storage Requirements

All new residential units to meet the internal storage requirements below:

General Normal Storage



1. Shelf width (B) should be a minimum of 0.3m.
2. The height between shelves © should be a minimum of 0.3m.
3. B x D (D being the total length of shelving in the unit) should be at least the minimum shelf area identified for the number of bedspaces (see table below)
4. Height A (i.e the height of the highest shelf should be no grater than 1.5m

General normal storage minimum shelf area by bed space (m ²)	1bs	2bs	3bs	4bs	5bs	6bs	7bs	8+bs
	1.5	1.5	2.25	3.0	3.75	4.5	5.25	+0.75 for each additional bedspace

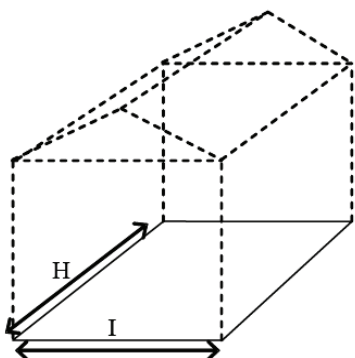
Tall storage – to be provided in addition to General Normal Storage

1. Height F (i.e the height of the lowest shelf in the area designated for tall storage) should be at least 1.5m.
2. The floor area (E x G) should be at least 0.5m².

Airing Cupboard

1. There should be shelving located inside an airing cupboard where the shelf area (B x D - where D is the total length of airing cupboard shelving) should be at least 0.4m²
2. This may be counted towards general normal storage.

External Storage Requirements (not applicable to flats without gardens)



All new residential units to meet the external storage requirements set out below.

1. This storage should be lockable
2. For units with 1-4 bed spaces floor area ($H \times I$) should be equal to or greater than 2.2m²
3. For units with greater than 4 bed spaces the floor area ($H \times I$) should be equal to or greater than 3.0 m²
4. Where a garage is provided the external storage requirement may be deemed satisfied.
5. This cannot be counted towards the internal storage requirements.

Greater London Housing Design Guide - Dwelling Space Standards

Dimensions derive from an inventory of required furniture as well as space needed for activities, access around furniture and Lifetime Homes Standards. These standards are currently only applicable to publically funded housing.

The London Housing Design Guide is available to download from

http://www.lda.gov.uk/Documents/London_Housing_Design_Guide_interim_August_2010_9460.PDF

The new mandatory minimum space standards are intended to ensure that all new homes in London are fit for purpose and offer the potential to be occupied over time by households of all tenures. The minimum gross internal floor area (GIA) required for any given dwelling type relates to the following variables:

- The number of people for whom the home has been designed (equivalent to the number of bedspaces it provides - typically 2-8)
- The number of bedrooms it provides (typically 1-5)
- The number of storeys it contains (typically 1-3)

To ensure that all future homes will be comfortable when occupied to their full potential under any tenure, four principals apply:

- Each home of for two of more people should contain at least one double/twin bedroom.

- Each single bedroom should provide one adequate bedspace (a floor area of 8 sq m is considered the desirable minimum).
- Each double/twin room should provide one adequate bedspace (a floor area of 12 sq m is considered the desirable minimum).
- All bedspaces should be counted when declaring the potential occupancy level of the dwelling.

The following table forms a summary of the space standards outlined in the London Housing Design Guide from Chapter 4.

Note - 'Priority 1' standards must be met in full, while 'Priority 2' standards are strongly recommended as best practice but not required

4.0	London Housing Design Guide - Dwelling Space Standards	Priority 1	Priority 2																																																			
4.1	Internal floor area																																																					
4.1.1	<p>All developments should meet the following minimum space standards.</p> <table border="1" data-bbox="236 902 1074 1697"> <thead> <tr> <th data-bbox="236 1014 480 1111">Single storey dwelling</th> <th data-bbox="485 902 724 1014">Dwelling type (bedroom/persons)</th> <th data-bbox="729 902 1074 1014">Essential GIA (sq.m)</th> </tr> </thead> <tbody> <tr><td></td><td>1b2p</td><td>50</td></tr> <tr><td></td><td>2b3p</td><td>61</td></tr> <tr><td></td><td>2b4p</td><td>70</td></tr> <tr><td></td><td>3b4p</td><td>74</td></tr> <tr><td></td><td>3b5p</td><td>86</td></tr> <tr><td></td><td>3b6p</td><td>95</td></tr> <tr><td></td><td>4b5p</td><td>90</td></tr> <tr><td></td><td>4b6p</td><td>99</td></tr> <tr> <td data-bbox="236 1339 480 1435">Two storey dwelling</td> <td>2b4p</td> <td>83</td> </tr> <tr> <td></td> <td>3b4p</td> <td>87</td> </tr> <tr> <td></td> <td>3b5p</td> <td>96</td> </tr> <tr> <td></td> <td>4b5p</td> <td>100</td> </tr> <tr> <td></td> <td>4b6p</td> <td>107</td> </tr> <tr> <td data-bbox="236 1554 480 1650">Three storey dwelling</td> <td>3b5p</td> <td>102</td> </tr> <tr> <td></td> <td>4b5p</td> <td>106</td> </tr> <tr> <td></td> <td>4b6p</td> <td>113</td> </tr> </tbody> </table> <p>For dwellings designed for more than 6 people, at least 10 sq m gross internal area should be added for each additional person.</p>	Single storey dwelling	Dwelling type (bedroom/persons)	Essential GIA (sq.m)		1b2p	50		2b3p	61		2b4p	70		3b4p	74		3b5p	86		3b6p	95		4b5p	90		4b6p	99	Two storey dwelling	2b4p	83		3b4p	87		3b5p	96		4b5p	100		4b6p	107	Three storey dwelling	3b5p	102		4b5p	106		4b6p	113	✓	
Single storey dwelling	Dwelling type (bedroom/persons)	Essential GIA (sq.m)																																																				
	1b2p	50																																																				
	2b3p	61																																																				
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	3b4p	74																																																				
	3b5p	86																																																				
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	4b6p	99																																																				
Two storey dwelling	2b4p	83																																																				
	3b4p	87																																																				
	3b5p	96																																																				
	4b5p	100																																																				
	4b6p	107																																																				
Three storey dwelling	3b5p	102																																																				
	4b5p	106																																																				
	4b6p	113																																																				

4.1.2	Dwelling plans should demonstrate that dwellings will accommodate the furniture, access and activity space requirements relating to the declared level of occupancy. Refer to appendix 3 for design standards for wheelchair accessible housing.	✓													
4.2 Flexibility and adaptability															
4.2.1	Dwelling plans should demonstrate that dwelling types provide flexibility by allowing for alternative seating arrangements in living rooms and by accommodating double or twin beds in at least one double bedroom.	✓													
4.3 Circulation in the home															
4.3.1	<p>The minimum width of hallways and other circulation spaces inside the home should be 900mm. This may reduce to 750mm at 'pinch points' e.g. next to radiators, where doorway widths meet the following specification:</p> <table border="1" data-bbox="236 835 1031 1059"> <thead> <tr> <th data-bbox="236 835 647 943">Minimum clear opening width of doorway (mm)</th> <th data-bbox="651 835 1031 943">Minimum approach width when approach is not head on (mm)</th> </tr> </thead> <tbody> <tr> <td data-bbox="236 947 647 981">750</td> <td data-bbox="651 947 1031 981">1200</td> </tr> <tr> <td data-bbox="236 985 647 1019">775</td> <td data-bbox="651 985 1031 1019">1050</td> </tr> <tr> <td data-bbox="236 1023 647 1057">900</td> <td data-bbox="651 1023 1031 1057">900</td> </tr> </tbody> </table> <p>Where a hallway is at least 900mm wide and the approach to the door is head-on, a minimum clear opening door width of 750mm should be provided [Lifetime Homes Criterion 6].</p>	Minimum clear opening width of doorway (mm)	Minimum approach width when approach is not head on (mm)	750	1200	775	1050	900	900	✓					
Minimum clear opening width of doorway (mm)	Minimum approach width when approach is not head on (mm)														
750	1200														
775	1050														
900	900														
4.3.2	The design of dwellings of more than one storey should incorporate potential for a stair lift to be installed and a suitable identified space for a through-the-floor lift from the entrance level= to a storey containing a main bedroom and an accessible bathroom [Lifetime Homes Criterion 12].	✓													
4.4 Living / kitchen / dining															
4.4.1	<p>The following combined floor areas for living / kitchen / dining space should be met:</p> <table border="1" data-bbox="236 1583 1153 1874"> <thead> <tr> <th data-bbox="236 1583 695 1691">Designed level of occupancy</th> <th data-bbox="699 1583 1153 1691">Minimum combined floor area of living, dining and kitchen spaces (sq m)</th> </tr> </thead> <tbody> <tr> <td data-bbox="236 1695 695 1729">2 person</td> <td data-bbox="699 1695 1153 1729">23</td> </tr> <tr> <td data-bbox="236 1733 695 1767">3 person</td> <td data-bbox="699 1733 1153 1767">25</td> </tr> <tr> <td data-bbox="236 1771 695 1805">4 person</td> <td data-bbox="699 1771 1153 1805">27</td> </tr> <tr> <td data-bbox="236 1809 695 1843">5 person</td> <td data-bbox="699 1809 1153 1843">29</td> </tr> <tr> <td data-bbox="236 1848 695 1881">6 person</td> <td data-bbox="699 1848 1153 1881">31</td> </tr> </tbody> </table>	Designed level of occupancy	Minimum combined floor area of living, dining and kitchen spaces (sq m)	2 person	23	3 person	25	4 person	27	5 person	29	6 person	31	✓	
Designed level of occupancy	Minimum combined floor area of living, dining and kitchen spaces (sq m)														
2 person	23														
3 person	25														
4 person	27														
5 person	29														
6 person	31														
4.4.2	The minimum width of the main sitting area should be 2.8m in 2-3 person dwellings and 3.2m in dwellings designed for four or more people.	✓													

4.4.3	Dwellings with three or more bedrooms should have two living spaces, for example a living room and a kitchen-dining room. Both rooms should have external windows. If a kitchen is adjacent to the living room, the internal partition between the rooms should not be load-bearing, to allow for reconfiguration as an open plan arrangement. Studies will not be considered as second living spaces.		✓
4.4.4	There should be space for turning a wheelchair in dining areas and living rooms and basic circulation space for wheelchairs elsewhere [Lifetime Homes Criterion 7].	✓	
4.4.5	A living room, living space or kitchen-dining room should be at entrance level [Lifetime Homes Standard 8].	✓	
4.4.6	Windows in the principal living space should start 800mm above finished floor level (+/- 50mm) to allow people to see out while seated. At least one opening window should be easy to approach and operate by people with restricted movement and reach. [Lifetime Homes Criterion 15].	✓	
4.5	Bedrooms		
4.5.1	The minimum area of a single bedroom should be 8 sq m. The minimum area of a double or twin bedroom should be 12 sq m.		✓
4.5.2	The minimum width of double and twin bedrooms should be 2.75m in most of the length of the room.		✓
4.5.3	In homes of two or more storeys with no permanent bedroom at entrance level=, there should be space on the entrance level that could be used as a convenient temporary bed space [Lifetime Homes Criterion 9].	✓	
4.5.4	Structure above a main bedroom and an accessible bathroom should be capable of supporting a ceiling hoist and the design should allow for a reasonable route between this bedroom and bathroom [Lifetime Homes Criterion 13].	✓	
4.6	Bathrooms and WCs		
4.6.1	Dwellings designed for an occupancy of five or more people should provide a minimum of one bathroom with WC and one additional WC.		✓
4.6.2	Where there is no accessible bathroom at entrance level=, a wheelchair accessible WC with potential for a shower to be installed should be provided at entrance level ∞ [Lifetime Homes Criterion 10].	✓	
4.6.3	An accessible bathroom should be provided in every dwelling on the same storey as a main bedroom [Lifetime Homes Criterion 14].	✓	
4.6.4	Walls in bathrooms and WCs should be capable of taking adaptations such as handrails †† [Lifetime Homes Criterion 11].	✓	
4.7	Storage and utility		
4.7.1	Built-in general internal storage space free of hot water cylinders and other obstructions, with a minimum internal height of 2m and a minimum area of 1.5 sq m should be provided for 2 person dwellings, in addition to storage provided by furniture in habitable rooms. For each additional occupant an additional 0.5 sq m of storage space is required.	✓	
4.8	Study and work		
4.8.1	Dwelling plans should demonstrate that all homes are provided with adequate space and services to be able to work from home. The Code for Sustainable Homes guidance on working from home is recommended as a reference.	✓	

4.8.2	Service controls should be within a height band of 450mm to 1200mm from the floor and at least 300mm away from any internal room corner [Lifetime Homes Criterion 16].	✓	
4.9	Wheelchair user dwellings		
4.9.1	Ten percent of new housing should be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users in accordance with the GLA Best Practice Guide, for Wheelchair Accessible Housing. Refer to appendix 3 for design standards for wheelchair accessible housing.	✓	
4.10	Private open space		
4.10.1	A minimum of 5 sq m of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sq m should be provided for each additional occupant.	✓	
4.10.2	Private outdoor spaces should have level access from the home ‡ [Lifetime Homes Criterion 4].	✓	
4.10.3	The minimum depth and width of all balconies and other private external spaces is 1500mm.	✓	

* In the Lifetime Homes Criteria a stair providing easy access is defined as one having maximum risers of 170mm, minimum goings of 250mm and a minimum width of 900mm measured 450mm above the pitch line.

= In the Lifetime Homes Criteria the entrance level of a dwelling is generally deemed to be the storey containing the main entrance door. Where there are no rooms on the storey containing the main entrance door (e.g. flats over garages or shops and some duplexes and townhouses) the first storey level containing a habitable or non-habitable room can be considered the entrance level, if this storey is reached by a stair providing 'easy access', as defined above.

‡ Balconies and terraces over habitable rooms which require a step up to increase slab thickness / insulation are exempt from the Lifetime Homes level access standard.

∞ Dwellings over more than one storey with no more than two bedrooms may instead be designed with a Part M compliant WC at entrance level. The WC should provide a floor drain to allow for an accessible shower to be installed at a later date.

†† Adequate fixing and support for grab rails should be available at any location on all walls within a height band of 300mm - 1800mm from the floor.

Mid Sussex Dwelling Space Standards Supplementary Planning Document

The Mid Sussex Dwelling Space Standards are based on the standards originally adopted by English Partnerships and include space standards for the minimum Internal floor areas for whole dwellings and minimum floor areas for storage. The standards apply to both affordable and market housing.

The Space Standards SPD can be downloaded from the following link
http://www.midsussex.gov.uk/media/Space_Standards_SPD_v2.pdf

Minimum Internal Floor Area for Whole Dwelling and Minimum Floor Area for Storage (Net)

Number of bedrooms/type of dwelling	Minimum internal floor Space Standards (sq m)	Minimum Storage Space Standard within or adjacent to the dwelling (sq m)
Studio Flat	32.5	1.5
One Bedroom Flat	51	2.5
Two Bedroom Flat	66	3.5
Two Bedroom Wheelchair Flat	71	3.5
Two Bedroom House	77	3.75
Three Bedroom Dwelling	93	4.5
Four Bedroom Dwelling	111	5.5

Note – Minimum standards for storage space apply for the provision of waste and recycling storage.

Subdivision and Conversions

‘The Council will require all dwellings created through subdivision and conversion to meet the standards set out above. However, in exceptional circumstances, where it can be argued that the existing building is suitable for subdivision/conversion but that its internal form or special features prevent some of the requirements being met, some flexibility will be given’. (para 3.3)

Private Amenity Space

‘The planning authority will normally require the provision of useable private amenity space (excluding parking and turning areas) in new residential development. In considering the amount of amenity space, the planning authority will take into account front gardens, back gardens, roof terraces, balconies and, in flatted developments, communal gardens’. (para 3.4)

English Partnerships (now part of the HCA) Quality Standards November 2007 (Space Standards, p16)

English Partnerships introduced minimum space standards for homes so that they appeal to and meet the needs of different generations and be more sustainable in future housing markets.

The standards set minimum acceptable internal floor area (MIFA) in relation to bedrooms and occupancy as shown in the table below.

Bedrooms/Bedspaces	MIFA (metre square)
1 bed/2 person dwelling	51
2 bed/3 person dwellings	66
2 bed/4 person dwellings	77
3 bed/5 person dwellings	93
4 bed/6 person dwellings	106

In addition, English Partnerships stipulate the following should be provided:

- A single bedroom in 3 and 5 person dwellings without compromising the functionality of living space;
- A minimum of 5% of the MIFA to be devoted to storage, within or adjacent to the dwelling;
- Access to a private outdoor space that enhances the use of the dwelling (including gardens, terraces and balconies);
- Rooms of a sufficient size to allow each to function in relation to its defined use, and the ability to sub-divide multifunctional rooms (where they are provided);
- Other requirements concern exploiting volume in dwellings through increased floor to ceiling heights and coplanar ceilings, and the variety of housing opportunities/dwelling types to be provided.

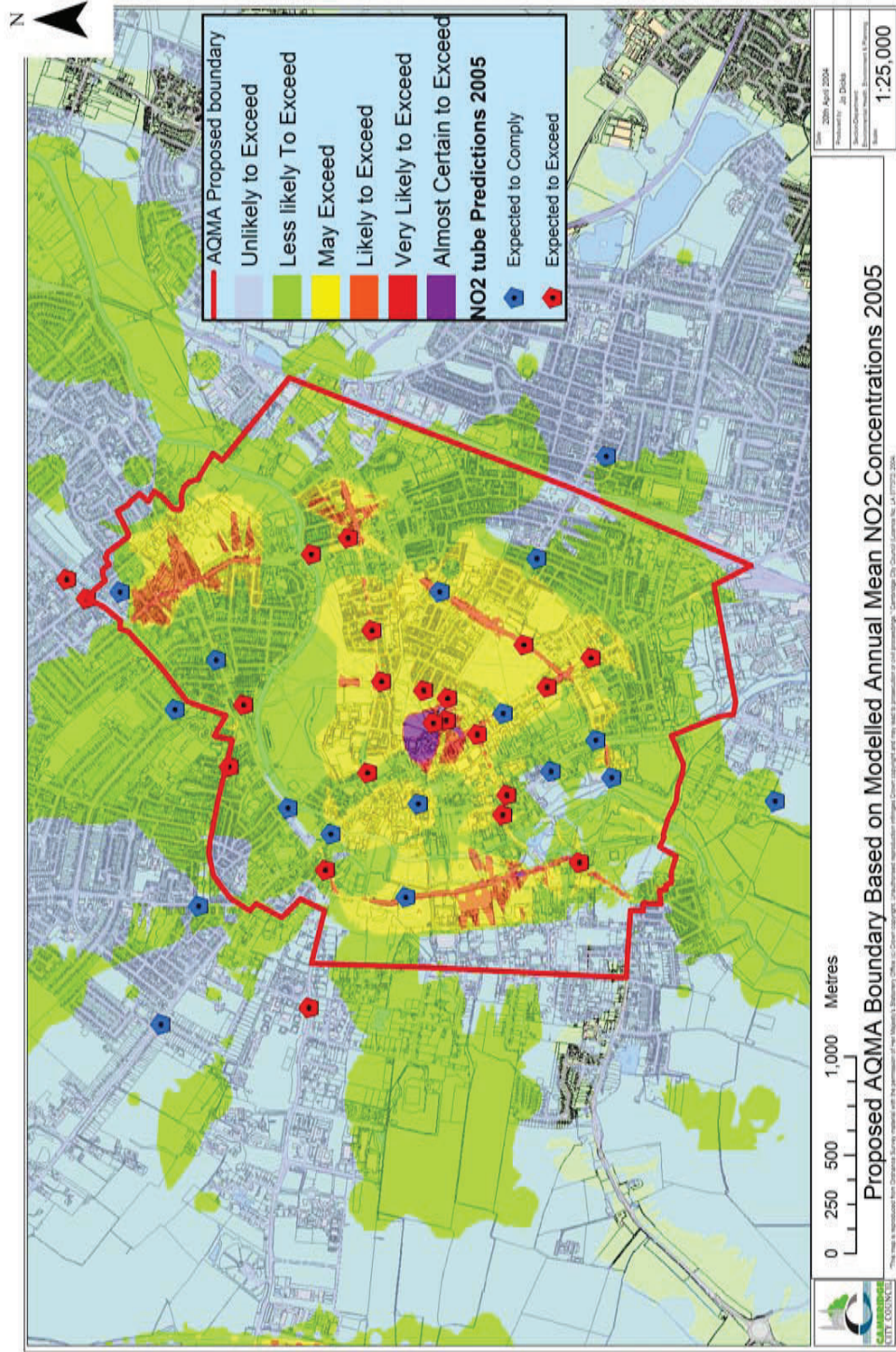
Ashford Borough Council Residential Space and Layout SPD

The table below summarises the minimum space standards for individual private open space from page 28 of the Ashford Borough Council Residential Space Standards SPD. The SPD can be downloaded from the following link http://www.ashford.gov.uk/pdf/ADOPTED%20VERSION%20Residential_Space_and_Layout_SPD.pdf

Minimum sizes for individual private open spaces (not overlooked from the road or other public spaces) – Flats and Houses – Essential minimum Standards.			
Number of occupants	Minimum depth of balconies	Minimum area of private outdoor space per flat (Balcony or roof garden)	Minimum depth of private garden area for houses of ground floor flats (the width would normally be the width of the dwelling)
2 person	1.5m	5m ²	10m
3 person	1.5m	6m ²	10m
4 person	1.5m	7m ²	10m
5 person	1.5m	8m ²	10m
6 person	1.5m	9m ²	10m

Appendix E: Figure E.1 Air Quality Management Area

Figure E_1 Air Quality Management Area



Appendix F: Criteria for Protecting Open Spaces

Historically, the Council has protected open spaces for environmental and/or recreational importance. In addition to assessing all sites against the established criteria for environmental and recreational importance, the recent audit work also includes a quality assessment of all sites. The criteria for both parts of the assessment are detailed in the following paragraphs. In visiting over 350 sites in Spring and Summer 2011, the four officers involved in the site visits assessed every site against the criteria listed below.

Environmental Importance

For a site to be important for environmental reasons, it must meet one of the criteria a to c below. The questions under each are used to assess whether open space meets that criterion.

a. Does the site make a major contribution to the setting, character, structure and the environmental quality of the City?

- i Does it make a major contribution to the setting of Cambridge?
- ii Does it have positive landscape features and/or a sense of place sufficient for it to make a major contribution to the character of the City?
- iii Is the site an important green break in the urban framework?
- iv Does it have significant historical, cultural or known archaeological interest?

b. Does the site make a major contribution to the character and environmental quality of the local area?

- i Does it have positive features such as streams, trees, hedgerows or meadowlands which give it a sense of place sufficient to make a major contribution to the character of the local area?
- ii Is it an important green break in the framework of the local area?
- iii Does it form part of a network of open spaces in the local area?
- iv Is it enjoyed visually on a daily basis from public places (e.g. footpaths, vantage points)?
- v Does it have local historical or cultural interest?

c. Does the site contribute to the wildlife value and biodiversity of the City?

- i Does it have any nature conservation designation?
- ii Is it adjacent to or an important link to sites with nature conservation designation?
- iii Does it contain important habitats or species sufficient to make it worthy of consideration for any nature conservation designation?
- iv Is it an important wildlife oasis in an area with limited wildlife value?

Recreational importance

For a site to be important for recreational reasons, it must meet criteria d. or e. below. The questions under each criteria are used to assess whether open space meets that criterion.

- d. Does the site make a major contribution to the recreational resources of the City as a whole?**
- i Is it of a size, quality and accessibility such that people would travel to use it for recreational purposes, no matter where they live, work or study in the City?
 - ii Is it an important part of the network of significant recreational open spaces?
 - iii Is it part of the sports provision which helps to meet demand from people throughout the City, no matter where they live, work or study?

Recreational resources of the City include playing fields used by colleges or sports clubs, school playing fields which are also used by sports clubs, commons and other recreation grounds which people would go out of their way to visit. Sites meet this criterion if they are part of the sports provision, which helps to meet demand from people throughout the City. An assessment of the supply and demand of sports pitches was carried out in 1999. This found that the supply of pitches in secure public use to be 0.8 hectares per 1,000 population. This is significantly below that required under the adopted open space standards. The assessment was updated in 2004 and this found that there had been very little change in participation rates. There has also been little change in the supply of pitches. The significant deficit is not always as problematic as would be expected due to the fact that some of the additional demand is met through the use of pitches not subject to community use agreements, particularly through the University sector. Therefore, all pitches not in secure public use, excluding those associated with primary schools which are not used by outside clubs, would meet this criterion and are still protected, as they help to meet demand from people throughout the City.

If a Protected Open Space is only important for the contribution it makes to the recreational resources of the City (criterion d), development of the site may be acceptable if an improvement to open spaces, sports and recreational facilities would be achieved through replacement provision. The new land or facility should be at least as accessible to current and potential new users and at least of equivalent size, usefulness, attractiveness and quality. Planning obligations should be used to secure the replacement provision and ensure public access to this land. It can prove difficult to achieve replacement provision within Cambridge's administrative boundaries, due to constraints on the availability and cost of large sites. The onus is on the applicant to show that the options for acceptable replacement provision have been thoroughly investigated. This evidence should form part of the planning submission.

- e. Does the site make a major contribution to the recreational resources of the local area?**

- i Is it of a size and accessibility such that people who live, work or study in the local area do or could use it for recreational purposes?
- ii Is it an important part of the network and hierarchy of recreational facilities in the local area?
- iii Is it a significant linkage between recreational areas?

Appendix G: Application of the Open Space and Recreation Standards

The standards are applicable to all new residential units created as a result of development regardless of whether they result from new-build or conversions. Where the proposal relates to the conversion of existing residential properties to create additional bedrooms or the redevelopment of an existing residential site, the open space standards will be applied to the number of additional bedrooms created.

The number of people is taken to be the same as the number of bedrooms, except for one-bedroom units, which will be assumed to have 1.5 people. Certain types of housing will not always need to meet the full standard, as shown in Table F.1.

Example 1, for a residential conversion:

Original development 1 x 4 bedroom house, converted to create 4 x 1 bedroom flats
 The number of gross bedrooms created = 4 x 1.5 people = 6 bedrooms
 = 6 bedrooms minus 4 bedrooms = 2 net additional bedrooms are created and applicable to the Open Space and Recreation Standards.

Example 2, for a residential redevelopment:

Original development 1 x 4 bedroom house, demolished and 4 x 2 bedroom houses built
 The number of net units 4 – 1 = 3 net units x 2 bedrooms = 6 bedrooms
 = 6 net additional bedrooms are created and applicable to the Open Space and Recreation Standards.

Table F.1: Application of the Open Space and Recreation Standards

	Private Residential/ Housing Association	Retirement housing ⁺	Non family Student housing	Family student housing
Outdoor Sports Facilities	Full provision	Full provision	Full provision *	Full provision *
Indoor Sports Facilities	Full provision	Full provision	Full provision *	Full provision *
Provision for Children and Teenagers	Full provision [#]	No provision	No provision	Full provision ^{**}
Informal Open Space	Full provision	Full provision	Full provision ^{**}	Full provision ^{**}
Allotments	Full provision	Full provision	No provision	No provision

[#] Children's Play Areas will not normally be sought for those parts of developments consisting of one bedroom units.

+ Retirement housing is any accommodation in Class C3 where there is an age restriction of over 55. The standards do not apply to nursing homes within Class C2.

* Full Provision will not be sought if the accommodation is directly linked to a College by a Section 106 agreement and it can be shown that adequate provision of outdoor or indoor sports facilities is made by that college. Although such provision will not meet the definition of public space, it is accepted that if adequate provision is made by the College, students will be unlikely to use public sports facilities.

** Full provision will not be sought if the development is on a college campus and it can be shown that adequate appropriate open space is provided by the college such that students are unlikely to make significant use of other informal open space.

The open space requirement for other specialist housing will be considered on its merits, taking into account the needs arising from that development. When considering how to apply the standards, consideration should first be given to how much provision can be made on site for each type of open space. Guidelines for this are set out in Table H.1, in Appendix H.

For each type of open space or recreation provision, the following factors should be taken into account:

- a. the size and character of the proposed development;
- b. townscape considerations;
- c. its location in relation to adjacent housing and existing open space; and
- d. opportunities for creating or improving open space and recreation provision nearby.

The standards are based on specific types of open space. However, consideration should be given to including other types of open space and recreation provision and these could help to meet the standards. The maintenance of any open space provided by developers should be secured through the Section 106 agreement for the site.

Any shortfall in on site provision should be met through a financial contribution, based on the cost of providing and, where appropriate, maintaining that type of open space or recreation facility. This will be spent to benefit residents of the new development using the accessibility standards for the different types of provision given above. This will ensure that additional housing contributes towards improving existing provision to meet the additional demands put on them.

Contributions can be spent on new provision or improvements to existing facilities. The urban extensions provide opportunities to include a significant level of publicly accessible open space, which could not be achieved through individual developments in the existing built-up area of the City.

Appendix H: Location guidance for different types of open space provision

There are opportunities for new provision of and improvements to existing open space, within new housing sites and within and associated with urban extensions, including within the Green Belt.

The table below gives an indication of where provision should be made and opportunities sought for the different types of provision. This shows whether they should be located within smaller housing sites, within established open space, within existing built up areas, in urban extensions or within the Green Belt.

In new development, the standards should guide the amount of land given over to the different types of open space. Flexibility should be used in considering the layout and design of the spaces to ensure they will meet the needs of potential users in the best way. Consideration should also be given to providing different types of recreation provision if it is considered that there is a demand for facilities not specifically mentioned in the standards.

Table H.1: The provision of open space and recreation facilities

Type of provision	Guidance
Outdoor Sports Facilities	
Grass Pitches	Provision should be within urban extensions and/or in the Green Belt. Pitches should be grouped to allow flexibility of use. More intensively used pitches and floodlit pitches should be either in the built up area or close to the built up area. Sites should be planned to encourage shared use, and biodiversity at the edges. Pitches should have access to ancillary facilities on site in order to improve levels of use.
Artificial Turf Pitches	At least one fully serviced ATP will be required to serve the expanding City, likely to be located in Cambridge East or the Southern Fringe. New ATPs should be located within the urban extensions, unless there is also scope to enhance an existing pitch within the City without unacceptable impacts on the local environment. ATPs should have access to ancillary facilities on site in order to improve levels of use.
Tennis Courts	These should be provided on existing open spaces, included within larger housing developments, or within urban extensions.
Bowling Green	At least one new bowling green will be required to serve the expanding City, likely to be located in Cambridge East. This should be located within the urban extensions.
Indoor Sports Facilities	At least one new swimming pool will be required to serve the expanding City. Sports halls should be incorporated within the urban extensions and other major housing development as appropriate.

<p>Where more than 1 hectare of formal outdoor space is provided it is important that sufficient ancillary facilities are provided (e.g. changing rooms and car parking) and clustered together. In the example of an urban extension, one large changing facility close to all pitches is preferred rather than several single changing room facilities for each pitch spread around an urban area.</p>	
<p>Provision for Children and Teenagers</p>	
Toddler Play Area (LAP)	These should be provided on existing open spaces within housing areas to meet existing deficits, included within housing developments over approximately 25 units, on existing open space and as part of other open space provision within urban extensions.
LEAP	These should be provided on existing open spaces within housing areas to meet existing deficits, included within larger housing developments over approximately 100 units and within other open spaces as above.
NEAP	These should be provided on existing open spaces to meet existing deficits, included within urban extensions.
Youth provision	These should be provided on existing open spaces to meet existing deficits, included within larger housing developments, and within urban extensions. Although a site area of 0.3 hectares is required for a full suite of facilities, where this is not possible consideration should be given to including facilities on smaller areas.
<p>Informal Open Space</p>	
Informal Activity Area	These should be provided on existing open spaces, included within housing developments over 10 units, and as part of other open space provision within urban extensions and in the Green Belt. They should often be provided in association with Toddler Play Areas.
Informal Playspace	These should be provided within housing developments over 25 units. In the urban extensions, it may be appropriate to locate them to be on the edge of the Green Belt.
Urban Parks	These should be provided within urban extensions.
Natural and Semi natural Greenspaces	Opportunities should be sought to increase the provision of these on existing open spaces. Small areas should be included within most housing developments. Larger areas should be provided within urban extensions and in the Green Belt.
Allotments	These should be provided within the urban extensions and within the existing built-up area.

Appendix I: List of Safeguarded Public House Sites

The following is a list of all of those existing and former public houses to be safeguarded. The addresses of these public houses are listed in the Cambridge Public House Study (2012) and in the Interim Planning Policy Guidance on The Protection of Public Houses in the City of Cambridge (2012).

Public house sites that provide an important Local Community Facility in Suburban Areas

The Unicorn (Trumpington)	Milton Arms	The Brook
Red Bull	Jenny Wren	The Ranch
Six Bells	Carlton Arms	The Unicorn (Cherry Hinton)
Dobblers Inn	Green Man	Royal Standard
Earl of Beaconsfield	The Med	Haymakers
The Corner House	Seven Stars	Queen Edith
Green Dragon	Red Lion	Golden Pheasant
Portland Arms	The Tally Ho	The Grove
The Tivoli	The Ship	Rose & Crown
Robin Hood	Golden Hind	Five Bells (Newmarket Road)
The Rock	Panton Arms	
	The Alma	

Pub Sites within edge of city clusters providing an important city-wide economic and local community function

Maypole	The Empress	Salisbury Arms
County Arms	Live & Let Live	Waterman
The Emperor	Sir Issac Newton	The Grapes
Castle Inn	The White Swan	Panton Arms
St Radegund	Hopbine	The Alma
Baron of Beef	The Old Spring	The Brook
Champion of the Thames	The Geldhart	The Ranch
King Street Run	Devonshire Arms	The Free Press
The Flying Pig	Cambridge Blue	Zebra
Osbourne Arms	Kingston Arms	Carpenters Arms
Burleigh Arms	Tram Depot	St Johns Chophouse
The Bakers	Alexandra Arms	Meghana (former Blackamoors Head)
Snug (East Road)	The Punter	Tang (former Ancient Druids)
The First & Last	The Mitre	
	Elm Tree	

City centre or riverside pubs and bars providing an important economic and tourist function

The Bath House	The Cow	Pickerill Inn
The Mill	Eagle	Revolution Bar
Baroosh	The Castle	Slug & Lettuce
Earl of Derby	The Jolly Scholar	d'Arry's Cookhouse
Prince Regent	Regal	Japas (former Cross Keys)
The Fountain	The Anchor	Henry's
The Snug (Lensfield Road)	Great Northern	Old Orleans
All Bar One	Fort St George	
Boathouse	The Avery	
	The Granta	

Pubs not included within the above and why

Penny Ferry – appeal allowed for redevelopment
Greyhound – severed from local catchment
Rosemary Branch – small local catchment
Fleur de Lys – permission for redevelopment
Hat & Feathers – redeveloped
Jubilee – redeveloped
Cow & Calf – redeveloped
Duke of Argyle – redeveloped
Five Bells (Cherry Hinton) – permission for redevelopment
Travellers Rest – small local catchment

Appendix J: Car Parking Standards

1. Introduction

The standards set out in this document define the maximum levels of car parking that Cambridge City Council, as a Local Planning Authority, will permit for various types of development in different areas of the City. These levels should not be exceeded but may be reduced where lower car use can reasonably be expected.

Car parking standards are defined for most uses. However for some land use types whose transport patterns are difficult to generalise (for instance hospitals) it is not possible to establish general parking standards. For these very specific uses car parking provision will be approved on merit, on the basis of a Transport Assessment and negotiation.

Application of the Standards

Parking for disabled people will be required for their exclusive use at all sites by applying the ratios set out in Section 6. It should be noted that under the Disability Discrimination Act, it is the responsibility of site occupiers to ensure that adequate provision is made for the needs of disabled people.

The standards make a clear distinction between sites inside of and outside of the Controlled Parking Zone (CPZ). Within the CPZ, parking controls exist on all streets, and new developments will not usually be eligible for permits for on-street parking. It should be noted that near the CPZ boundary a site is deemed to be within the CPZ if its access point to the existing highway is within the CPZ.

Some developments may have an exceptional need for vehicle parking in addition to that specified in the standards. Where this can be shown to be necessary, either by the applicant or the Planning Authority, such parking should be provided in addition to that stated in the following sections. Such additional parking may be necessary where there will be shift-working staff and non-car travel options are not viable, for example. Preliminary discussions and/or Transport Assessments (when these are required by the Local Authority) will play a key role in demonstrating the need for any such additional parking.

The redevelopment of a site with an existing authorised level of car parking much higher than that specified in the following standards may be proposed. In such cases, the Planning Authority may consider allowing a level of car parking for the redevelopment that is higher than the standards, on the condition that parking is significantly reduced from the previous level.

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

2. Residential Uses

A. RESIDENTIAL DWELLINGS

Table J.1 gives the car parking standards for residential uses. In addition to these ratios, provision should be made for visitors at the ratio of one space for every four units, provided that off-street car parking spaces resulting from the development would not be above 1.5 car parking spaces per dwelling, which is the maximum level permitted by PPG3. Visitor parking should be marked appropriately.

New developments do not qualify for residents' parking permits within the existing on-street parking scheme and an informative would be attached to any planning approval.

Table J.1: Residential Development

Dwelling Size	Inside CPZ	Outside CPZ
Up to 2 bedrooms	1 car parking space	1 car parking space
3 or more bedrooms	1 car parking space	2 car parking spaces

B. OTHER RESIDENTIAL DEVELOPMENTS

In addition to the application of the parking standards defined in Table I.2, covering the needs of residents, visitors and staff, developers should demonstrate that their proposal provides for any particular exceptional needs, such as service vehicles.

It is recognised that there is a functional difference between a development which is entirely or largely for student residential accommodation, and the non-residential elements of Colleges where there may be a variety of other uses including administrative and teaching activities. In these circumstances it may be appropriate to make additional car parking provision commensurate with the relevant standards for such uses as “offices” and “higher and further education”.

Table J.2: Other Residential Developments

Type of Development	Inside CPZ	Outside CPZ
Guest houses and hotels	1 space for every 4 bedrooms and 1 space per resident staff.	2 spaces for every 3 bedrooms and 1 space per resident staff.
	Off-street coach parking to be conveniently located in relation to developments of 40 or more bedrooms.	
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.	

Type of Development	Inside CPZ	Outside CPZ
Nursing homes	1 space for every 10 residents, 1 space for every 2 members of staff.	1 space for every 8 residents, 1 space for every 2 members of staff.
	Provision must be made for ambulance parking.	
Retirement homes/ sheltered houses	1 space for every 6 units, 1 space for every 2 members of staff.	1 space for every 4 units, 1 space for every 2 members of staff.
	Provision must be made for ambulance parking. A covered, enclosed area with electricity sockets needs to be provided for electric buggies.	
Student residential accommodation where proctorial control or alternative control on car parking exists	1 space for every 10 bed spaces. A pickup and drop-off area could also be included if appropriate to the particular proposed development.	1 space for every 10 bed spaces. A pickup and drop-off area could also be included if appropriate to the particular proposed development.
	1 space for every resident warden/staff.	1 space for every resident warden/staff.
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.	
Student residential accommodation where proctorial control does not exist or where control exists but the development will house conference delegates	1 space for every 5 bed spaces.	1 space for every 3 bed spaces.
	1 space for every resident warden/staff.	1 space for every resident warden/staff.
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided. Controls will be necessary to limit use of car parking outside conference times.	
Residential schools, college or training centre	1 space for every 3 non-resident staff plus 1 space per resident warden/staff	On merit
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.	
Hospitals	On merit	On merit

3 Retail, Culture, Leisure and Sports Uses

Limited car parking will be allowed in the Controlled Parking Zone (CPZ) for these types of uses. Access will primarily rely on public transport, cycling and walking. Car journeys will be accommodated through public parking, including Park and Ride.

Outside the CPZ, Transport Assessments will play a key role in determining the optimal level of car parking, in particular for mixed use developments and retail parks where linked trips might lead to a level of parking below Cambridge City Council's standards.

A picking up and dropping off point for taxis and mini-buses will need to be provided for uses in Table J.4.

Table J.3: Retail, Culture, Leisure and Sports Uses

Retail Use Inside	Inside CPZ	Outside CPZ
Food retail	Disabled car parking only.	1 space for every 50 m ² GFA ¹ up to 1,400 m ² and 1 per 18 m ² thereafter, including disabled car parking.
Non-food retail	Disabled car parking only.	1 space for every 50 m ² GFA, including disabled car parking.
Financial and professional services	1 space for every 100 m ² GFA to include customer parking, plus disabled car parking.	1 space for every 40 m ² GFA, including disabled car parking.
Food and drink takeaways	1 space for proprietor resident.	1 space for every 20 m ² drinking/dining area, including disabled car parking. 1 space for proprietor when resident.

¹ Gross Floor Area

Table J.4: Assembly, Culture, Leisure and Sports Uses

Use	Inside CPZ	Outside CPZ
Museums, exhibition venues	Disabled only	On merit
Sports & recreational facilities, swimming baths	1 space for every 3 staff plus disabled car parking	2 spaces for every 3 staff, plus 1 space for every 4 seats, including disabled car parking
Cinema	Disabled and 1 space for every 2 staff	1 space for every 5 seats, including disabled car parking
Stadia	Disabled car parking only	1 space for every 15 seats, including disabled car parking
Places of assembly including, theatre, auditoria and concert hall	Disabled car parking and 1 space for every 2 staff	1 space for every 4 seats, including disabled and staff car parking
Place of worship	1 space per 100 m ² floor area, plus disabled car parking	1 space for every 8 seats, including disabled car parking
Public halls/ community centres	1 space per 100 m ² floor area, plus disabled car parking	1 space per 20 m ² of public space, including disabled car parking

4 Office Use

Limited car parking will be allowed in the Controlled Parking Zone. Access will primarily rely on public transport, cycling and walking.

Table J.5: Business and Industrial Uses

Use	Inside CPZ	Outside CPZ
Offices, general industry	1 space per 100 m ² GFA plus disabled car parking	1 space per 40 m ² GFA, including disabled car parking
Storage	1 space per 300 m ² GFA plus disabled car parking	1 space per 100 m ² GFA, including disabled car parking

5 Non-residential Institutions

Table J.6: Non-residential Institutions

Use	Inside CPZ	Outside CPZ
Clinics and surgeries	1 space for every 2 professional members of staff plus 1 space per consulting room	1 space for every professional member of staff plus 2 spaces per consulting room
Non-residential schools	1 space for every 3 staff	2 spaces for every 3 staff
Non-residential higher and further education	1 space for every 4 staff	2 spaces for every 3 staff
Crèches	1 space for every 3 staff	2 spaces for every 3 staff

6 Provision for People with Disabilities

Generally, at least 5% of the total number of car parking spaces, as given by the standards for outside the CPZ, should be reserved for disabled people, rounded up to the nearest whole space. Where parking provision is below the standards for outside the CPZ (including on sites within the CPZ) the required proportion of spaces reserved for disabled people will therefore be higher than 5%.

Higher ratios than the 5% given above may be required in some cases by the Planning Authority, for example at medical facilities, residential care homes, community facilities and any other uses where a higher proportion of disabled users/visitors will be expected. It should be noted that provision at the above levels or any required by the Planning Authority does not guarantee that the requirements of the Disability Discrimination Act will be met, which is the responsibility of the building occupier or service provider.

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

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

Appendix K: Cycle Parking Standards

1. Introduction

The standards in the tables below set out Cambridge City Council's minimum requirements in terms of cycle parking for new developments and changes in use.

In addition to the application of these standards, new developments will have to comply with the following principles:

- Cycle racks or stands should conform to the design and dimensions as set out at the end of these standards.
- For residential purposes cycle parking should be within a covered, lockable enclosure. For individual houses this could be in the form of a shed or garage. For flats or student accommodation either individual lockers or cycle stands within a lockable, covered enclosure are required. The cycle parking should be easily accessible and convenient to use.
- Cycle parking for employees should be in a convenient, secure location and, where practical, covered.
- Short stay cycle parking, e.g. for visitors or shoppers, should be located as near as possible to the main entrance of buildings and covered by natural surveillance or CCTV. For large developments the cycle parking facility should be covered.
- Reference to staff should be taken to mean the peak number of staff expected to be on-site at any one time.
- All cycle parking should minimise conflicts between cycles and motor vehicles.
- Some flexibility will be applied to applications where it can be demonstrated
 - a) that strict adherence to the standards for a multi-purpose site is likely to result in a duplication of provision; and
 - b) for the Historic Core Area of the City where land constraints may make application of the standards difficult for change of use or refurbishment.

Table K.1: Residential Use

Type of Development	Number of Spaces
Residential dwellings	<ul style="list-style-type: none"> • 1 space per bedroom up to 3 bedroom dwellings • then 3 spaces for 4 bedroom dwellings, 4 spaces for 5 bedroom dwellings etc • some level of visitor cycle parking, in particular for large housing developments

Type of Development	Number of Spaces
Guest houses and hotels	1 space for every 2 members of staff and 2 spaces for every 10 bedrooms
Nursing homes	1 visitor space for every 10 residents and 1 space for every 2 members of staff
Retirement homes/sheltered houses	1 space for every 6 residents and 1 space for every 2 members of staff
Student residential accommodation	<ul style="list-style-type: none"> • 1 space per 2 bedspaces within Historic Core Area • 2 spaces per 3 bedspaces for the rest of the City. • 1 visitor space per 5 bedspaces
Residential schools, college or training centre	(as above)
Hospitals	On merit

Table K2: Retail, Culture, Leisure and Sports Uses

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

² Gross Floor Area

Table K.3: Office Uses

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

Table K.4: Non-Residential Institutions

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

CYCLE PARKING

DESIGN OF RACK

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

Sheffield Stand:

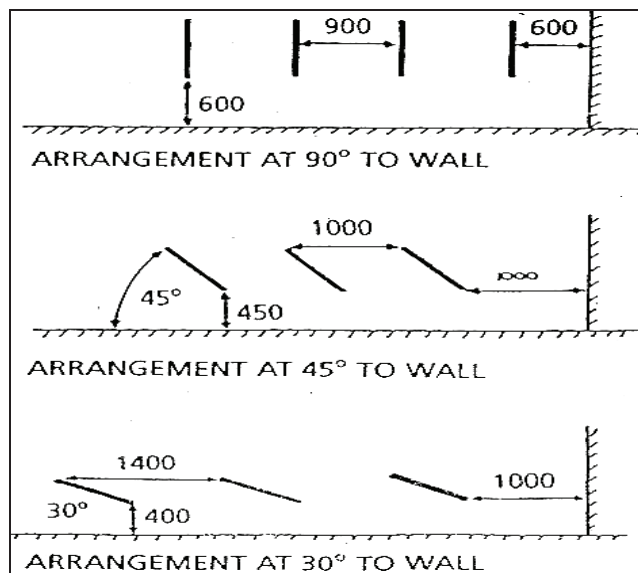


Rounded A Stand:



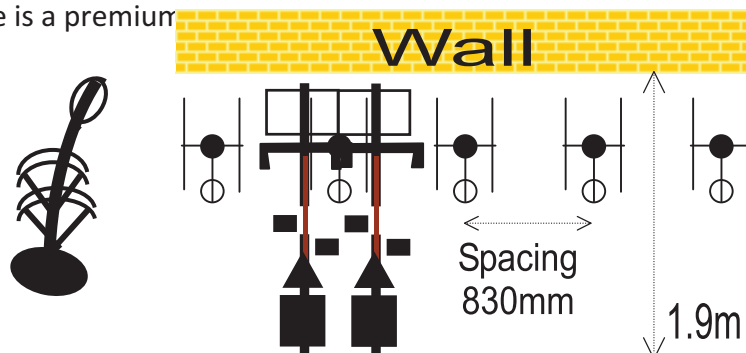
LAYOUT

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



HIGH CAPACITY

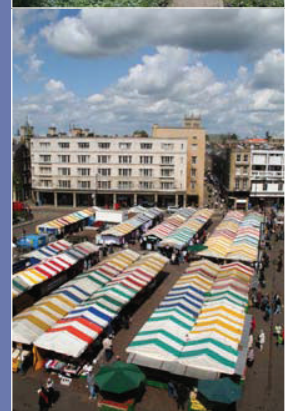
For increased capacity racks can be arranged at alternative heights with the type of rack that holds the front wheel in place. These racks are only acceptable if a support post is provided between each rack to which the frame for the bicycle can easily be locked. This type of rack also ensures a straight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



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Cambridge Local Plan - Towards 2031 Issues & Options Report Summary Document

June 2012



Cambridge Local Plan – Towards 2031

Issues and Options Report June 2012

Summary Document

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Chapter 1:

What is the Local Plan and how does it affect me?

The Planning system in England is plan-led. At national level the Government sets out national policies on different aspects of planning and the rules that govern the operation of the planning system. At the local level the development plan, sets out more detailed policies (in accordance with national policy), and provides the essential framework for planning decisions. The Council is currently reviewing the development plan for the area - The Cambridge Local Plan.

The Cambridge Local Plan sets out policies and proposals to guide the future development of Cambridge, including where development should take place – and where land should be protected from development. The Local Plan is the key document used to determine planning applications for new development in the city.

Planning is important because it affects many aspects of our lives, from where we live and work, to where we shop and spend our free time. It helps protect and nurture what makes Cambridge special. It's important that we get the Local Plan right so that Cambridge continues to be a place where people want to live, work, study and visit.

Why do we need a Local Plan?

The current Local Plan was adopted in 2006 and has, for the most part, been very successful at guiding new development. But the planning system has undergone a massive change in recent years. The result is that it's rapidly becoming out of date.

In the Localism Act (2011) set out proposals to shift power away from central government and towards local communities. In terms of the planning system, its aims were to make the system clearer, more democratic and more effective. One of the most significant changes was the introduction of Neighbourhood Planning, designed to give communities a much greater say in the kind of building and development that takes place around them.

It was the Localism Act that also provided the legal framework for the abolition of the Regional Spatial Strategies (RSS). In Cambridgeshire it was the RSS (the *East of England Plan 2008*) which previously set targets for housing and employment provision. Now, locally derived and agreed figures will be used to set provision. You can read more about this in chapter 3.

The National Planning Policy Framework and sustainable development

Another part of this streamlining process was the adoption of the National Planning Policy Framework (NPPF) in March 2012. At the heart of this document lies the 'presumption in favour of sustainable development', which is rather usefully defined as 'meeting the needs of the present without compromising the ability of future generations to meet their own needs'. There are three dimensions to sustainable development: economic, social and environmental. According to the NPPF these should be sought jointly and simultaneously through the planning system.

For plan making the 'presumption in favour of sustainable development' means that planning authorities should seek positive opportunities to meet the development needs of their area. For decision taking it means approving development proposals that accord with the development plan without delay. This is significant as it means that where a development plan is absent, silent or out of date, permission should be granted unless there are significant adverse impacts that outweigh the benefits. This shows the importance of having an up to date Local Plan for Cambridge which balances economic, social and environmental aspects.

In terms of plan making and the review of the Local Plan, the NPPF gives a 12 month transitional period for Councils to update their plans to ensure consistency with the policies contained within the NPPF. Emerging plans will also be given weight in the determination of planning applications. Whilst the current Local Plan is considered to be in conformity with the NPPF, it is important that the Council presses ahead with its replacement.

What does the Issues and Options Report Cover?

The Issues and Options Report sets out a possible vision for Cambridge to 2031. It provides a number of possible strategic objectives, strategic priorities and a spatial strategy for development (Chapters 2,3 and 4) in Cambridge up to 2031. It also provides more details about issues, possible objectives and possible policy options (Chapters 5 – 12) for opportunity areas; sustainable development, climate change, water resource and flooding; design landscape and the public realm; the historic and built and natural environment; delivering housing; building a strong economy; creating successful communities; and, delivering sustainable transport and infrastructure.

Your Local Plan needs you

We need your help in identifying all of the planning issues facing Cambridge so that we can develop appropriate policies to address them. More information and full details of issues and options can be found in the Issues and Options Report, of which this document is a summary.

South Cambridgeshire District Council are developing a new Local Plan of their own and it's advantageous that theirs is following a similar timetable to ours. These two plans will ensure that the city and its surroundings are planned together.

We are also consulting on the interim Sustainability Appraisal (SA), which assesses the options presented here against a range of social, environmental and economic topics to gauge their impact. We encourage you to look at this document and send us your comments.

How to have your say

We would like to hear from you. Although this document is a summary only, it mirrors the chapters and sections of the main Issues and Options Report, including a number of specific questions. It would be helpful if you could respond to these. You don't need to answer them all. We'd welcome your feedback on any or all sections that interest you, directly affect you, or about which you have a strong opinion. There are a number of ways in which you can respond:

1. Using the Council's online consultation system (the Council's preferred means) at: <http://cambridge.jdi-consult.net/ldf>
2. Using a response form, copies of which are available from the planning policy team. This is a paper form for those without access to a computer. Call 01223 457000 and ask for the planning policy team, or email policysurveys@cambridge.gov.uk

The deadline for all responses is 17:00hrs on Friday 27 July 2012. Responses received after this deadline can only be accepted in exceptional circumstances. If you have any questions or experience any difficulty submitting your representations please contact the planning policy team on 01223 457000 or at policysurveys@cambridge.gov.uk

What happens next?

The main document from which this summary has been taken is just the first phase in developing a new Local Plan for Cambridge. Once consultation on this report has finished we will consider all of the comments and suggestions received, and use them to refine the policy options set out here. We will also hold further consultation in Autumn/Winter 2012 on sites that have been identified as suitable for a particular type of development (such as employment, community facilities and shopping). We'll then draw up the actual Local Plan, which will be the subject of a further round of public consultation between March and April 2013, before being submitted to the Secretary of State for examination in July 2013. The Plan will then be adopted from April 2014.

We're here to help

Your views are important to us, but we recognise that the planning system is not always easy to understand or navigate. That's why we are here to help at every stage of the process. You can contact us using one of the following methods:

- Telephone 01223 457000 and ask to speak to someone in the planning policy team
- Email the planning policy team at policysurveys@cambridge.gov.uk

- Visit the Council's Local Plan website at www.cambridge.gov.uk/localplanreview for details of exhibitions and consultation events where members of the planning policy team will be available to meet face-to-face
- Via regular updates on the Council's Facebook page and Twitter feeds.

Chapter 2:

The vision and strategic objectives for Cambridge as it moves towards 2031

Vision

Our vision sets out our aspirations for the future of Cambridge. It encompasses all of the key elements that should drive the future growth and continued success of the city. Growth presents many challenges and opportunities: the development of Cambridge as a more sustainable low-carbon city; as a city that is both mindful – and proud – of its past but that can still embrace the future; and as a city that is dynamic, innovative and thriving.

The main Issues and Options Report (of which this is a summary) lists a number of elements which it is felt should be included in a new vision statement. We'd welcome your thoughts on these. Do they represent your vision of what kind of place Cambridge should be by 2031? Is it a full list, or have we missed anything?

Do you agree that in our 2031 vision Cambridge should be:

- A world class city that is compact, dynamic and has a thriving city centre.
- A place where new development helps to support the city's transition to a more environmentally sustainable and successful low carbon economy.
- A city that builds on the city's reputation as a leader in higher education and research, recognising the importance of the University of Cambridge, the Colleges and Anglia Ruskin University.
- A city where there is enough good quality housing of different types and sizes with balanced and integrated communities of all household types
- A city that encourages innovation and design excellence, and which embraces design that contributes positively to Cambridge's distinctive identity.
- A city where green spaces, trees, the River Cam and other water features are protected and enhanced and where new green spaces and trees are established for the benefit of residents and the environment.
- A city that protects its heritage while also reusing its historic buildings in a positive and appropriate manner.
- An uncongested and clean city, where travelling primarily by foot, bicycle or public transport is the norm.
- A city that enjoys an enviable quality of life, where residents feel a part of a community in which they have a voice.
- A city that is inclusive for all, combining prosperity, affordability, health, safety and a good social mix.

- A city served by successful and easily accessible local centres with shopping, offering a choice of shopping services and community facilities for all needs and households.

Strategic objectives

In addition to having a vision, our new Local Plan must also include a clear set of strategic objectives. These objectives represent the first stage towards translating concept into reality. Having a set of strategic objectives helps narrow our focus onto the most practical methods of achieving what we've set out to do.

Here are the strategic objectives we propose to include in the new Local Plan. Again, we'd welcome your feedback on any or all of these. All are linked to later sections of this document and to separate chapters in the main Issues and Options Report.

Proposed strategic objectives:

1. To ensure that all new development contributes to the vision of Cambridge as an environmentally sustainable city, where it is easy for people to make the transition to lifestyles that result in lower carbon dioxide emissions.
2. To ensure that all new developments have a neutral impact on water, contribute to an overall flood risk reduction and help improve the quality of the River Cam and other water features in the city.
3. To ensure that all building development is of the highest quality standard, both in terms of its design and any impact upon its surroundings.
4. To ensure that all new development contributes to the positive management of change in the historic environment, protecting, enhancing and maintaining the unique qualities and character of the city for the future.
5. To protect and, where appropriate, enhance the character and quality of the appearance of the Cambridge skyline.
6. To protect and enhance the landscape setting of the city and the green corridors penetrating the urban area.
7. To protect and enhance the network of green spaces in the city.
8. To provide new housing to meet the needs of the city and contribute to meeting the needs of the Cambridge Sub-region.
9. To provide an appropriate mix of housing types, sizes and tenures to meet existing and future needs.
10. To assist the creation and maintenance of environmentally sustainable communities, where everyone feels included.
11. To promote and support economic growth in environmentally sustainable and accessible locations.
12. To recognise innovation and enable Cambridge's role as a world leader in higher education, research, and knowledge-based industries.

13. To ensure that Cambridge is a vibrant and thriving city with a varied range of shopping facilities in accessible locations to meet the needs of people living, working and studying in, or visiting, the city.
14. To maintain a high quality of life by maintaining and enhancing provision for open space, sports and recreation as well as ensuring that the city has a broad range of community facilities and leisure activities, including arts and cultural venues that serve Cambridge and the Sub-region.
15. To minimise the distance people need to travel, and to make walking and cycling the first choices of travel.
16. To make it easy for everyone to move around the city, particularly to be able to access jobs and essential services.
17. To ensure adequate provision of environmentally sustainable forms of infrastructure to support the demands of the city.
18. To promote a safe and healthy environment, minimising the impacts of development.

Strategic priorities

The Government's *National Planning Policy Framework* (NPPF) requires us to further identify strategic priorities, i.e. what we plan to do first, and to link this to strategic policies (how we'll do it). In this document we identify them where relevant within each section.

Chapter 3: Spatial strategy

Cambridge is a special place, and the future shape and function of the city needs to be carefully considered. This section outlines spatial strategy proposals to guide development in Cambridge over the next 20 years. It sets out what type of development is needed, and where that development should be located.

We would welcome your comments on which of these you prefer and which you dislike, together with any suggestions you may have on how they may be improved upon or replaced with better options. All are covered in more detail in the main Issues and Options Report, of which this is a summary.

The current development strategy for Cambridge stems back as far as the late 1990's, when it was recognised that a significant change in the approach to the planning of the city was required in order to redress the imbalance between homes and jobs, and provide for the long term growth of the University of Cambridge and Addenbrooke's Hospital, whilst minimising increases in congestion on radial routes into the city.

The current Local Plan introduced a step-change in growth unmatched in the previous 60 years, releasing land from the Cambridge Green Belt and allocating a number of urban extensions to the city. Since the adoption of the current Local Plan in 2006 significant progress has been made in developing Cambridge's growth areas. A summary of the progress made in the southern fringe, the land between Madingley Road, Huntingdon Road and Histon Road in the north-west, and the area around the railway station is set out in the document.

Approach to housing and employment provision

Ensuring Cambridge's current and future success involves many challenges, not least the often competing demands for housing, jobs, retail and leisure facilities, and open spaces. Changes brought about through the *Localism Act* now require local authorities to be responsible for setting their own targets for housing and employment provision, rather than having them imposed at regional level by RSS. This means that alongside establishing where future development should go, the council needs to decide on an appropriate level of housing and employment provision to 2031. The level of provision will have to be justifiable, based on evidence and taking into account any cross-boundary and strategic implications. It must also consider, given the competing demands mentioned above, how this provision can be balanced against environmental and local infrastructure constraints as well, of course, as the quality of life, happiness, and wellbeing of all Cambridge residents.

An issue for the Council along with South Cambridgeshire District Council will be whether the current development strategy remains the most appropriate to 2031 or whether an alternative would be more sustainable. The interrelationship between the two areas means that decisions cannot be taken in isolation and the future approach needs to be joined up.

There are fundamental questions that need to be explored at the issues and options stage in order to ensure that the process of delivering a new plan is robust and comprehensive from the outset.

These include key considerations around how many new homes and jobs should be provided to 2031 and where they should go?

These questions need to be worked through and informed by the views of our communities. As the preparation of the Local Plan continues, everything will be brought together in order to ensure that the right approach is developed and agreed. This means that whilst the provision of new homes and jobs is important, a balance needs to be achieved with other objectives. Cambridge is a special place and the future shape and function of the city needs careful consideration. There are constraints on the amount of development that can take place within Cambridge, given its constrained area, historic environment, and limited infrastructure as the importance of protecting the Green Belt and enhancing the unique setting of Cambridge. There will be difficult choices to be made but are decisions that we need to make locally, not have handed down to us. This document is the start of that process.

As a result the following options being put forward as potential ways of meeting Cambridge's needs, setting out different target levels of housing and employment provision to 2031.

Level of housing provision

Strategic priority options 2 to 5 consider the implications of policies based on housing targets ranging from 12,700 to 25,000 new homes built by 2031, and detail the advantages and disadvantages of each. Option 2 'urban growth' is based on 12,700 new homes being provided within the urban area by 2031. It's based on current housing commitments of 10,612, plus capacity of 2,060 identified in the Strategic Housing Land Availability Assessment. Options 3, 4 and 5 ('the current development strategy', 'enhanced levels of urban and Green belt growth' and 'significantly increased levels of urban and Green Belt growth' respectively) are for up to 14,000, up to 21,000 and up to 25,000 new homes respectively. They are each based on the same commitments and capacity identified in option 2, but would require 1,300, 8,300 and 12,300 new homes respectively to be provided on land released from the Green Belt.

Level of employment provision

Cambridge must also plan appropriately to meet the needs of business, in terms of both land and floor space, or risk jeopardising potential growth, business and job prospects. The Council's policy proposals must therefore balance employment targets against employment land availability and the desire for continued growth.

Strategic priority options 6 to 8 present three scenarios for new jobs provision, ranging from 10,000 to 20,000, and again offer advantages and disadvantages for each. They are based on looking at future forecasts of future levels of jobs growth and considering how these will impact on the Cambridge's economy. Option 6 (10,000 new jobs to 2031) is based on a lower number of jobs than is expected to develop in Cambridge to 2031. Option 7 (15,000 new jobs) is based on delivery of the same number of jobs expected to develop in Cambridge to 2031, while option 8 (20,000 new jobs) is based on the delivery of the number of set out in the draft East of England Plan 2010, which is an uplift in the number of jobs that would otherwise be expected.

Broad locations for future development

Alongside exploring what the right level of development of jobs and homes for Cambridge should be over the next 20 years, it is important to explore where development should be directed. As part of this, a key issue for consideration at this stage is to explore the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area.

Should there be more development on the edge of Cambridge, and should more land be released from the Green Belt? These are the key questions posed within this section of the main document. It goes on to assess – in some detail – all remaining land in the Green Belt on the edge of Cambridge. Included is: the land to the north and south of Barton Road, the playing fields off Granchester Road Newnham, the land west of Trumpington Road, land west of Hauxton Road, land south of Addenbrooke's Road, land south of Addenbrooke's and south of Babraham Road, land between Babraham Road and Fulbourn Road, land east of Gazelle Way, land at Fen Ditton, and land between Huntingdon Road and Histon Road.

Chapter 4: Strategic spatial options

This chapter looks at strategic spatial issues and options that are additional to the housing and employment options detailed in Chapter 3.

Green Belt

Chapter 3 sets out possible options for accommodating further housing and employment growth, some of which would require land to be released from the Green Belt. Irrespective of which option is taken forward, all land that remains in the Green Belt will need protection. Strategic priority option 20 suggests retaining the current policy approach to the Green Belt, where there is a presumption against inappropriate development.

Setting of the city

Strategic priority policy option 21 would only permit development on sites at the urban edge (including on sites at the edge of green corridors adjacent to Green Belt land, open space and the river corridor) where it enhances the landscape setting, promotes access to the surrounding countryside, and or includes landscape improvement proposals, for example.

Green infrastructure

Green infrastructure is the network of natural and man-made features, such as green corridors, open spaces, woodlands, meadows, footpaths and waterways that surround our city. It is important that new development helps to protect and enhance green infrastructure as this has benefits for amenity, landscape and biodiversity. Strategic priority option 22 would require the comprehensive consideration of green spaces within the city as part of a county-wide network.

River Cam

As well as being a defining feature of Cambridge, the River Cam is rich in wildlife, culturally and historically significant, offers important opportunities for leisure and recreation, and provides a flood risk management function. Strategic option 23 outlines a comprehensive policy relating to all aspects of the river corridor.

City centre

As the city grows, the challenge will be for the city centre to cope with the increasing numbers of people, businesses and services that want to locate here, without adversely affecting the environment that makes Cambridge city centre so attractive in the first place. Strategic option 24 is for a policy that would aim to enhance the vitality of the city centre, while managing the wide range of competing uses.

Hierarchy of town centres

National guidelines require that Local Plans define a 'hierarchy' of town centres for activities ranging from socialising to shopping, and creativity to culture. The current Local Plan retail hierarchy consists of the city centre at the top as the principal centre, followed by three 'district centres' and 22

identified 'local centres'. Strategic priority options 25 and 26 seek to define Cambridge's hierarchy of centres.

Residential communities

Strategic priority option 27 allows for the creation and retention of distinctive residential communities with access to a wide range of local facilities, and which provide a high-quality living environment.

Station area

The spatial strategy in the current Local Plan allowed for the regeneration of the station area as a mixed use city district. Strategic priority option 28 proposes a continuation of that policy.

Southern fringe

Strategic priority option 29 covers the development of new communities to the east and south of Trumpington and expansion of Addenbrooke's hospital as a regional hospital and centre of excellence.

Addenbrooke's Hospital

Strategic priority option 30 is to continue to have a specific policy for Addenbrooke's, to ensure that it continues to provide clinical services to meet local, regional and national health care needs, and also continues to develop as a centre for research.

North-west Cambridge

Strategy option 31 provides for the development of land to meet the long term needs of the University, including new homes and jobs and a new residential community between Huntingdon Road and Histon Road.

West Cambridge

The development of the west Cambridge site for teaching, academic research, sports, residential and commercial research facilities continues to be a key component of the spatial strategy to 2031. Strategic priority option 32 outlines a case for developing the site more intensively in order to meet future employment needs and provide more jobs.

Northern fringe east

Strategic priority option 33 suggests that the site identified as 'northern fringe east' be taken forward as a high density mixed employment led development. A new railway station at Chesterton sidings could provide a new gateway to the northern part of the city and enhance existing development opportunities in the area.

Cambridge east

The development of a major new urban quarter in east Cambridge comprising 10,000-12,000 new homes was a key part of the spatial strategy in the current Local Plan and South Cambridgeshire Local Development Framework. A change in circumstances however, has meant that the Councils need to review this. Strategic priority options 34 to 36 propose, respectively: retaining the current allocation, safeguarding the land for future development, or returning the land back to the Green Belt.

Chapter 5: Opportunity areas

This chapter sets out a number of areas in the city that have been identified as having a potential for future change, improvement or development over the plan period. These are areas where this change will need to be managed positively if it happens during the lifetime of the plan. All are covered in more detail in the main Issues and Options Report, of which this is a summary.

We invite your comments on which of these you like – and any you dislike – together with any suggestions you may have as to how they may be improved, and your opinion as to whether we have identified all the ‘opportunity areas’ in the city?.

Mill Road

Mill Road has its own character, with a diverse range of shops and a real sense of local community. There are a number of active residents associations and community groups. It is a busy narrow road where there are conflicts between cars, buses and cyclists. Surrounding the centre are terraced residential streets, some of which have a high population of students or shared households living in Houses of Multiple Occupation (HMOs). One of its principal characteristics is its large number and range of independent retail traders, which add to the cosmopolitan feel. Recently, local attention has focused on the issue of whether national retailers should be allowed to locate on the street. However, the planning system cannot be anti-competitive and does not distinguish, in planning policy terms, between small independent and national retailers. In addition, the Use Classes Order and General Permitted Development Order mean that some changes of use can take place without the need for planning permission, which adds to the difficulty in specifying a particular mix of uses.

Option 37 proposes a policy aimed at protecting and enhancing the diversity and character of Mill Road. It could try to control the mix of unit sizes and types of shops whilst avoiding being too restrictive. The proposed policy would also aim to improve the environmental quality of Mill Road through measures such as traffic calming and improvements to the public realm.

Eastern Gate

The area of the city stretching from the Crown Court and Elizabeth Way Roundabout to the beginning of the Newmarket Road Retail Park is currently undergoing significant change. A variety of outdated and unsympathetic building and traffic management solutions have severed neighbouring communities and eroded the look and feel of the place. For some time now there’s been widespread need for improvement. In 2011 the Council adopted the Eastern Gate Development Framework SPD with the aim of regenerating and transforming the area. Option 38 identifies opportunities to improve the public realm for people living, working and travelling through the area based on five key projects identified in the SPD.

Cambridge Railway Station to the City Centre and Hills Road Corridor

Hills Road acts as a key link between Cambridge Railway Station and the city centre. For first-time visitors to the city however, stepping out of the station can leave an impression of disorientation and confusion. It is simply not clear where, or how far, the city centre actually is. New development around the station, and the creation of the new transport interchange, will dramatically improve

upon that. There may, in addition, be other opportunities for improvements to the streetscape and infrastructure, and development of land and buildings that may become available in the area before 2031. Option 39 sets out a policy framework to improve both the aesthetics and efficiency of this area through highway and streetscape changes in seven key parts of the area.

Land South of Coldham's Lane – Cherry Hiton Lakes

The land to the south of Coldham's Lane has in the past been used to quarry and manufacture cement. When quarrying stopped the two quarry sites were converted to landfill. These have since become large open grassy areas of scrub. Although unkempt and relatively unattractive, the eastern-most site has since been designated as a city wildlife site because of its value to local wildlife. The area between the two quarries is now Norman Way Business Park and houses car showrooms, a hotel and a gym, among others. To the south of these sites are three lakes, also former quarries, to which there is no public access.

Option 40 identifies opportunities to improve this area through the introduction of new uses, the development of some key sites, and improved links through the area and to the city and surrounds.

Chapter 6: Sustainable development, climate change, water and flooding

This section focuses on how the Local Plan will ensure that Cambridge develops in a sustainable way. The vision for Cambridge is for it to become a more environmentally sustainable city with a successful low carbon economy. To achieve this we need from the outset to embed a holistic approach to sustainability in all new development proposals. So this section deals with how we'll attempt to reduce and adapt to the effects of climate change, cut down on water usage, protect the city from flood risk, and help improve the quality of our rivers and streams. It's embodied in strategic priority option 41 in the main Issues and Options Report, of which this is a summary.

We want your feedback on these proposals. Are they necessary? Do they go far enough? Do you wish to suggest alternative ways of tackling these issues? Please contact us with your thoughts and views.

A holistic approach to sustainable development

Option 42 considers the development of a policy on sustainability that sets out the principles that should be embedded in all development proposals in Cambridge. It could include: design considerations, transport and accessibility, carbon/greenhouse gas reduction, recycling and waste facilities, pollution, impact on local biodiversity, ability to adapt to climate change, water management and conservation, building materials and construction waste, and access to open spaces.

Setting targets for sustainable construction

New development should be designed with climate change in mind. Policy option 43 is based on current performance levels across the city, and on what the Council believes is achievable. It suggests targets based on the *Code for Sustainable Homes* (CSH) and Building Research Establishment Environmental Assessment Method (BREEAM) rating systems. Consideration could also be given to setting (much) higher standards depending on the type and scale of development, and to building in enough flexibility to allow standards to be raised in line with future government policy.

Reduction of carbon emissions from new development

Reducing carbon emissions in a city such as Cambridge is about finding a balance. New development offers opportunities for reducing greenhouse gas emissions through measures such as improving energy efficiency and the provision of on-site renewables. Options 44 to 46 examine three strategy alternatives to introduce absolute, or retain percentage, targets for carbon emission reduction.

The role of community energy funds

A government initiative called the Allowable Solutions Framework put forward the idea that developers be allowed to offset surplus carbon emissions by, among other measures, paying in to a community energy fund which would then be used to invest in local energy efficiency, renewable and low-carbon energy projects. The idea is still in its infancy, but to set up a fund would require a new organisation and rules, so we're including it here as option 47 to invite your feedback.

Renewable and low carbon energy development

As well as carbon reduction, there's also a national target for 'green' energy. By 2020 15 per cent of our total energy consumption should come from renewable energy sources. Local studies suggest that the main focus for renewable energy generation in Cambridge should be from new district heat networks and micro-generation sources such as solar panels and heat pumps. Option 48 concerns the development of a policy to promote renewable and low carbon energy generation within Cambridge, as well as identifying parts of the city that might be suitable areas for district heating schemes.

Climate change adaptation

These are measures that help communities adapt to the inevitable future changes in our climate. Option 49 covers the creation of a policy option to address climate change adaptation issues. It would include often very practical solutions, such as the shape and positioning of buildings to maximise natural light and ventilation, and the beneficial effects of landscaping and tree canopy cover.

Role of existing buildings

To play a role in meeting national targets of reducing carbon emissions by 80 per cent by 2050, action needs to be taken now to improve the energy efficiency of existing buildings as well as new. Currently, the principal mechanism for achieving this is Part L of the *Building Regulations*. This only applies to homes over 1,000m², however. Option 50 involves the development of a policy that extends beyond the requirements of Part L, to homes and non-residential buildings where it would not normally apply. It might cover planning applications for extensions or loft conversions, for example, and require the implementation of cost-effective measures aimed at improving the energy efficiency of the entire building.

An integrated approach to water management

By law, sustainable drainage systems will soon be required for all developments, but in reality they should be seen as just the start of an integrated approach to water sensitive design. Option 51 considers the water management requirements of a policy that would set out clear principles to be embedded in all development proposals.

Water efficiency

There is already compelling evidence that beyond 2035 demand for water in Cambridge will exceed supply, unless there is change. An ideal scenario would be for all new developments to achieve water neutrality, i.e., for the development to consume no more water than the virgin plot did prior to construction. This could be achieved through water efficiency measures like rainwater harvesting and greywater recycling, among other things. But this is expensive. That's why we would welcome your feedback. The three options (numbered 52 to 54 in the main document) are: water neutrality, 80 litres per head per day, and 105 litres per head per day.

Water consumption in non-residential buildings

This section, which includes two options (numbered 55 and 56 in the main document), covers water efficiency in places like offices, shops, schools and industrial buildings. These buildings can sometimes use large volumes of water and are assessed in different ways to homes.

Flood risk

Option 57 in the main document tackles flood risk reduction, and suggests a policy that would cover such issues as where to build to minimise the risk of flooding, and avoid shifting flood risk to other areas, as well as targets for the discharge of surface water.

Water body quality

The Council has a duty to ensure that there is improvement to water body quality through its policies. The city's water bodies have not achieved 'good' status as a result of canalisation, with a loss of their natural characteristics, and the flow of untreated surface water runoff into the watercourses and the River Cam.

Option 58 considers the development of a policy designed to protect and improve water body quality.

Green roofs

'Green roofs' refers to the practice of actually planting vegetation on a roof surface, the result offering numerous environmental benefits. Option 59 promotes the development of a green roof policy and sets out a variety of options regarding its requirements.

Chapter 7: Delivering high quality places

Cambridge is internationally renowned for the quality of its built and natural environment. This chapter deals with the elements that contribute to that reputation, by drawing them together and looking at them as a whole. It therefore discusses issues such as design, the public realm, landscape and public art.

Once again we would like your feedback, both on our proposed strategic priority (option 60), and on a variety of options specific to each topic. More detail can be found in the main Issues and Options Report of which this is a summary.

Ensuring that new development responds to its context

As its name suggests, this section puts forward criteria (contained within option 61) for determining the suitability of new developments based on their impact on local surroundings, and on the look and feel of Cambridge as a whole.

The role of good design in high quality places

Continuing on the theme of context this section, and its associated option 62, proposes a criteria-based policy setting out general design quality goals for development within Cambridge. It includes suggestions such as the development of a hierarchy of streets, focus on building frontages, and designing out crime.

High quality design of buildings

Without imposing architectural tastes it is still important that proposed development is considered in terms of things like site location, height, scale, form and materials, among other things. Option 63 proposes a criteria-based policy, this time in an attempt to translate 'good design' into a series of specific requirements for new and refurbished buildings.

Design of the public realm, landscape and external spaces

Public spaces or the 'public realm' is where public life takes place. As such, it's much more than the space between the boundaries of private properties. It plays a vital role in enhancing the city's unique character, and is a key component in what makes a successful place.

Option 64 suggests a policy that will protect, enhance, and improve the design of the public realm, landscape and other spaces.

Design coding

Design codes are a set of illustrated design rules that must be applied to any new development within a defined geographical area. Option 65 puts forward a policy which would require the production of a design code for all outline planning applications in growth areas.

The importance of public art provision as part of new development

Public art can have social, economic, environmental and economic benefits and the Council preference is to have it provided on site as part of new development. The importance of public art

is underlined by its inclusion in options 62 and 64 on delivering high quality places and the design of the public realm, landscape and external spaces.

Extending and altering buildings

Extensions can be an efficient way of re-using or prolonging the life of buildings. But if poorly designed they can have a hugely detrimental effect upon their surroundings. Option 66 proposes developing a policy which sets out a number of criteria against which proposals for building extensions requiring planning permission would be assessed.

Chapter 8: Protecting and enhancing the historic and natural environment

This chapter addresses all areas involved in protecting Cambridge's historic and natural environment, and covers such topics as protecting and enhancing the city's shop fronts and skyline, nature conservation, biodiversity, noise and light pollution, and air quality. It's linked to strategic option 67 in the main Issues and Options Report.

We would like your feedback on any or all of the following policy options:

Protecting and enhancing the historic environment of a growing city

Option 68 discusses one or several policies aimed at preserving and enhancing the historic environment. It would consider, among other things: the preservation of existing, and designation of new, conservation areas; the protection of listed buildings, historic parks, monuments and views; and the identification and protection of the city's archaeological heritage and historic features.

Effective protection of buildings of local interest

Option 69 deals specifically with buildings of local interest and enhancing their level of protection.

Climate change and heritage assets

This section describes the tricky balance between preserving the city's historic environment and other objectives, such as the vision for Cambridge's as a low carbon city. Option 70 proposes a hierarchical approach to work on heritage assets that clearly sets out the steps that should be taken when carrying out such works.

Shop fronts and signage

Works to shop fronts and signage should promote high quality design and respect the character of the area. Option 71 suggests carrying forward current Local Plan policy regarding shop fronts and signage, which incorporates elements of the Council's *Shop Front Design Guide*.

Tall buildings and the skyline

The relatively flat topography of Cambridge and its surroundings means that all new tall buildings need to be very carefully considered. Three options (numbered 72 to 74 in the main document) are included in this section: in very simple terms, a case-by-case approach based on design or locational criteria; a policy based on identifying specific areas suitable for tall buildings; and a policy that would define a maximum height limit for buildings.

Cambridge Airport Public Safety and Safeguarding Zones

Airport Public Safety Zones are areas of land at the end of runways where development is restricted because of the risk of aircraft crashes. Safeguarding zones place restrictions on building height in areas where aircraft take off and landing could lead to increased risk of aircraft accident over built up areas. Option 75 would be a continuation of current Local Plan policy 8/13 which places restrictions on development within the Cambridge Airport Public Safety Zones and the addition of Safeguarding Zones in order to be transparent about the potential restrictions on development in some parts of the city. .

Hard surfacing of front gardens

Concern that the trend towards hard surfacing front gardens to provide space for parking can have a detrimental effect, upon both the appearance of streets and surface water flooding, has led to the need for a firm policy governing such planning applications. Option 76 offers a proposed set of criteria.

Protection of sites of national and local nature conservation importance

Cambridge has a number of defined nature conservation sites, including Sites of Special Scientific Interest (SSSIs) and local nature reserves. Option 77 covers how development proposals affecting such sites might be assessed. This policy could also be applied to similar sites that have potential to be designated.

Protection of priority species and habitats

Option 78 suggests the adoption of a policy preventing any development that may have a direct or indirect adverse affect upon rare or vulnerable habitats and species, as identified by the Secretary of State in what's known as a 'Section 41 List', or in the Local Biodiversity Action Plan.

New development and biodiversity

Options 79, 80 and 81 provide three alternative strategies for the protection and enhancement of local biodiversity. The first would require *all* new developments (regardless of size) to formally take biodiversity into account and provide suitable measures for protection and enhancement to important features of nature conservation. The second would do the same but apply to major developments only. The third option would involve incorporating the biodiversity issue into the policy relating to the design of the public realm, landscape and other external spaces (see heading under chapter 7).

Landscape scale enhancement of biodiversity

Option 82 is an extension of the section above and suggests supporting in principle all proposals where the primary objective is to conserve or enhance biodiversity.

The protection of trees

Option 83 provides for a policy that might be similar to policy 4/4 of the current Local Plan, but that may be expanded to include a presumption in favour of the retention of hedges and older trees, and guidelines covering replacement planting. This policy option would protect existing trees affected by development proposals.

Pollution and protection of environmental quality

While pollution control legislation seeks to limit pollution from different sources, Planning's role in pollution control is to limit pollution within a defined area, and to consider whether proposed development gives rise to pollution. Option 84 addresses this issue by considering criteria which proposals that might cause pollution would need to meet.

Air quality

The primary impacts on air quality in Cambridge are from road transport, and domestic, commercial and industrial heating sources. Option 85 suggests criteria with which development proposals would need to comply in order to address air quality issues.

Noise

Option 86 sets out a policy aimed at reducing the impact of noise from new development and the construction process itself.

Contaminated land

Option 87 deals with development on land that may already have been contaminated, or that may be at risk of contamination from proposed development.

Light pollution

Option 88 proposes developing a policy covering light pollution and light spillage in all proposals involving new lighting or changes to existing lighting.

Visual pollution

Option 89 would allow for the development of a detailed visual pollution policy that would set out the criteria with which development proposals would need to comply and those matters that the Council should take enforcement action against.

Chapter 9: Delivering high quality housing

This section relates to Cambridge's housing issues, and a number of options for addressing those issues, such as making best use of existing housing and providing well-designed and energy-efficient new homes.

More detail covering each of the headings below may be found in the main Issues and Options Report, of which this is a summary. We would welcome your feedback on any or all options featured.

Affordable housing

Affordable housing is housing provided for people whose income prevents them from buying or renting a property that matches their needs. The low availability of affordable housing within Cambridge is a key issue, and its provision is vital as it has a positive effect on the health and well-being of residents, and on economic growth. The Council currently requires all new residential developments over a certain threshold (0.5ha or 15 dwellings) to include at least 40 per cent affordable housing, but evidence suggests that there is a need to provide more. Is the current approach the right one, or is 40 per cent too much or too little?

Options numbered 90 through to 96 in the main document, set out potential policy alternatives for affordable housing and deal with the proportion of affordable housing, the threshold for provision of affordable housing and the potential for an affordable housing contribution from new student accommodation.

Tenure

Again in relation to affordable housing, the Council encourages a mix of tenures to be provided as part of new development. Housing tenure refers to the financial arrangements under which someone has the right to live in a house or apartment. The Council currently aims for 75 per cent of affordable housing on qualifying sites to be social rented, with the remaining 25 per cent intermediate housing.

Options 97 and 98 provide a choice of tenure mix, including the new tenure type, affordable rent.

Employment related housing

Around 40 per cent of workers in Cambridge are employed within the public sector and higher education. The availability of affordable housing can cause problems with staff recruitment and retention. This section includes option 99, a specific policy which considers the provision of housing for specific institutions in Cambridge.

Housing mix – size and type

The right combination of size and type of dwellings helps to create mixed balanced and inclusive communities. Options 100 and 101 address the question as to whether the Council should have a general policy requiring a combination of housing types and sizes in new developments, or a policy that specifies the mix of housing sizes and types to be achieved.

Housing density

The number of houses or flats to be developed on a particular site is one of the most contentious areas of planning. National guidance requires Councils to set their own approach to density. Higher densities use land more efficiently but can make delivering high quality development more of a challenge. In Cambridge the efficient use of land has been actively promoted for years.

Four options (numbered 102 to 105 in the main document) consider potential policy approaches for housing density on new development.

Residential space standards

New homes should provide sufficient space for basic daily activities and needs. Historically there has been limited national guidance on space standards *within* and *around* the home, but this has changed in recent years. Options 106 through 110 set out five different policy options, from setting a minimum standard based on level of occupancy, to specifying no space requirements beyond existing HCA standards.

Lifetime homes

The Lifetime Homes Standard (LHS) is a national standard for ensuring that spaces and features in new homes meet the needs of most people, including those with reduced mobility. It is currently applied by the Council to all new affordable homes. Options 111 to 113 outline policy choices that would require all – or a proportion of – new housing to conform to the LHS or the higher Wheelchair Housing Design Standard.

Small scale residential development and infill development in the rear of gardens

Small scale and infill developments in the rear of gardens (sometimes known as ‘garden grabbing’) is another contentious area of planning that requires a careful weighing-up of the pros and cons. Options 114 and 115 consider whether this type of development has a role to play in increasing the housing supply in Cambridge, or whether it should be restricted.

Houses in multiple occupation (HMOs)

HMOs make a valuable contribution to the housing market but come with their own problems, such as increased need for parking provision, inadequate bin storage, and overcrowding. Option 116 considers developing a criteria-based policy that would permit the development of large HMOs (more than six unrelated individuals).

Specialist housing

This is housing for groups requiring additional support, such as the elderly, those with physical, sensory or learning difficulties, or those requiring refuge from harassment and violence. Only one reasonable option (numbered 117) is considered appropriate by the Council, and this would be measured against criteria such as location in relation to public transport facilities, the provision of amenity and demonstrable need.

Other opportunities to provide new housing

Option 118 suggests developing a series of policies to address outstanding issues inherent in converting larger properties into additional dwellings, plus general loss of housing.

Provision for gypsies and travellers

In March 2012 the Government released guidance notes requiring councils to develop policies in relation to gypsy and traveller site allocations and planning applications. There are currently no authorised gypsy and traveller sites in Cambridge itself, although there are some near its border. Land supply in Cambridge is limited and it is difficult to find land that is suitable for site provision so option 119 provides for a criteria-based policy to guide the location of permanent, transit and emergency stopping provision for gypsies and travellers.

Sites for gypsy and traveller provision

The Council used the criteria listed in Option 119 to assess potentially appropriate sites across the city. The assessment did not find any appropriate sites. The Council would therefore welcome all views on, and suggestions for, the location of suitable gypsy and traveller sites within the built-up area of Cambridge. We would also like to hear your views on whether Green Belt land should be considered for gypsy and traveller provision, and on other means by which the needs of gypsies and traveller may be met.

Residential moorings

Residential moorings can contribute to the supply of housing in Cambridge. Option 120 considers a criteria-based policy relating to new residential moorings on the River Cam.

Chapter 10: **Building a strong and competitive economy**

Cambridge has bucked the trend and performed well in the economic downturn. It is a world leader in higher education, research and knowledge-based industries, a regional shopping destination, and national and international tourist destination. The Local Plan should help ensure that Cambridge can continue to thrive.

This chapter presents the issues and options involved in building a strong and competitive economy. Its focus is encapsulated in strategic priority option 121 of the *Cambridge Local Plan – Towards 2031*, of which this document is a summary. We would welcome your views on all of the options presented here.

Employment

National policy requires all local authorities to set out a clear economic vision for their area. We'd like to know whether you agree with the proposed vision statement (set out in the main document), and whether you feel anything should be added to it.

Selective management of the economy

Cambridge has a long-established policy of 'selective management of the economy', which essentially translates as supporting jobs and businesses that in turn support the local economy or the high tech cluster. There is evidence that this approach can also have unintended negative consequences, however. Options 122 to 125 present arguments for keeping, abandoning and amending the Council's policy of selective management of the economy.

Protection of industrial and storage space

In order to maintain a range of employment opportunities and services in Cambridge the Council operates a policy of protecting industrial and storage space. In some areas of the city, development that might result in the loss of industrial or storage floor space is not allowed. In others it is, but with restrictions. Evidence suggests that there is a shortage of industrial land in Cambridge. Options 125 to 127 again invite comments on the three proposed policy routes for protecting industrial land.

Protection of other employment space

Recent studies have identified a shortage in the medium term of office space in and near the centre of Cambridge. Currently, the Council doesn't protect office space. Options 128 and 129 present the arguments for continuing this policy or for developing a criteria-based policy to protect office floor space from change of use.

Promotion of cluster development

The Council has a policy in place that both sets out uses that it sees as fundamental to the Cambridge Phenomenon and that promotes development that can demonstrate a clear need to cluster in Cambridge. Options 130 and 131 present opposing arguments, in this case for and against continuing to promote cluster development.

Shared social spaces as part of employment areas

The *Cambridge Cluster At 50* study identified that a number of peripheral employment sites are perceived as less accessible and as isolated from the vibrancy of more central locations, making them less attractive to locate to. Options 132 and 133 address the underlying issues.

Densification of existing employment areas

With a shortage of development land and high competition from among its various potential uses (employment, housing and retail) a case could be made for 'densification', or more intensive use of, some employment sites. Options 134 and 135 invite comment on two alternative policy proposals.

Retail

Need for additional retail floor space to 2031

A key issue facing the Council is how much additional retail floor space will be needed to support the anticipated increases in population. A study that assesses Cambridge's retail floor space requirements to 2031 will be undertaken later this summer. As part of this consultation process we are inviting all interested parties to suggest sites that may be considered for additional retail space.

Shopping in town centres

Options 136 and 137 offer an overview of the different approaches that might be taken in relation to the city's shopping centres, including the potential for policies to address retail diversity and change of use from shops to other town centre uses, and whether there should be separate policies to cover city, district and local centres.

Neighbourhood shops outside centres

There are a number of individual and small groups of shops dotted around the city that are not large enough to be classified as local centres. Nevertheless, they often play an important role in providing for local needs. Options 138 and 139 present policy alternatives on whether protection is needed for such shops and facilities.

Convenience shops

The forthcoming review of Cambridge's retail requirements will also consider the need for further convenience shops (food stores). A recent study and consultation with the public showed the need for medium-sized supermarkets (of 2,000m² net floor space) in the proposed new developments in north-west Cambridge at the university and National Institute of Agricultural Botany (NIAB) sites, plus a smaller supermarket in the local centre at Orchard Park. Informal guidance has already been adopted by the City Council and option 140 takes forward this guidance into a potential policy in relation to a new food store (supermarket) within the local centre at the NIAB site. Option 141 proposes a policy in relation to the development of other food stores over the plan period.

Retail warehousing

The NPPF does not recognise existing out-of-centre retail warehouse developments as town centres. Although Cambridge Retail Park and the Beehive Centre are performing well, the Council does not consider this type of development should be considered. Option 142 sets out a policy option in relation to further retail warehouse development and how any proposals would be assessed to prevent harm to other shopping centres in Cambridge.

Higher and further education

Faculty development at the University of Cambridge

Cambridge University is a vital driver of the Cambridge economy and the reason why so many high-technology and knowledge-based employers locate to the city. The university's west Cambridge site has been developed in line with an agreed master plan and there are still parts of the site to be built. The university has also submitted an outline planning application for development of its north-west Cambridge site. In 2010 the Council adopted a plan covering the redeployment and potential redevelopment of the Old Press Mill Lane site. Continued growth and redevelopment of the university is important to the local economy and in light of this the Council is proposing policy option 143, which would allow further development and redevelopment of Cambridge University faculty and administrative sites provided they meet certain criteria. The Council is keen to receive feedback on this, however.

University of Cambridge staff and student housing needs

It is important to provide for the residential needs of the university and its colleges as its student numbers continue to grow. Option 144 focuses on the potential allocation of new sites, and increased provision within existing college sites, for university staff and student housing. Option 145 asks whether space allocated for new colleges at the north-west Cambridge site should be refocused towards providing additional student rooms for existing colleges rather than new colleges.

Anglia Ruskin University faculty development

Anglia Ruskin University (ARU) has also seen continued healthy demand for student places, with no decline in numbers since 2006. Option 146 proposes a policy that would allow the university to continue development of its East Road campus in line with the existing master plan, and also outlines criteria that any development of a satellite campus would have to fulfil.

Anglia Ruskin University student accommodation

The existing Local Plan included a provision that, if residential developments could provide a significant proportion of student accommodation for ARU, they would get an exemption from providing affordable housing. However, due to the demand for student hostel accommodation, coupled with that for affordable housing, this policy is becoming unsustainable. Options 147 and 148 present opposing policy options for and against student hostel development with or without the affordable housing exemption.

Speculative student hostel accommodation

Options 149 and 150 cover the issue of whether speculative student hostel accommodation should be restricted to students attending Cambridge University or ARU, or whether the policy should be widened to include other established educational institutions.

Specialist schools and colleges

While there are a growing number of specialist schools in Cambridge, ranging from language, secretarial and tutorial to pre-university crammer schools, the existing Local Plan only has a policy dealing with language schools. Option 151 asks whether this should be extended to include secretarial and tutorial colleges, while option 152 suggests relaxing current policy restrictions on permanent language schools.

Tourism

Visitor accommodation / hotel provision

Tourism is a vital part of the city's economy. A recent study identified that, depending on how strongly the economy grows, there will be a need for between 900 and 1,800 new hotel bedrooms over the next 20 years. Options 153 and 154 present options for hotel provision based on high and medium growth scenarios.

What types of new hotel are needed and where should they be located?

The City Centre is the most sustainable location for new hotels. Option 155 outlines a policy identifying potential primary (city centre) and priority (e.g., CB1, Addenbrooke's) locations for new hotel development.

Upgrade and conversion of suitable city centre properties to hotels

Option 156 involves developing a policy in support of the conversion and upgrading of existing hotels and other premises for hotel use in the city centre.

Serviced apartments

A new generation of hotel that combines an element of self-catering with some service is causing a blurring of the boundaries between uses in planning terms. Three options (157-159) have been put forward to either treat serviced apartments as hotels, prevent the change of use of newly built permanent residential accommodation to use for short-term letting or, consider using licensing to regulate serviced apartments rather than planning policy.

Hotel and guest house retention in the city centre

Option 160 is a policy proposal to prevent the potential loss to other uses of existing hotels and B&Bs located in the city centre. Option 161 is not to include such a policy.

Visitor attractions

It is the Council's policy to promote the sustainable development of tourism in the city but also recognise the need to protect the quality of life of the people who live here. Option 162 proposes to retain the current Local Plan's policy which aims to maintain strengthen and diversify visitor attractions.

Chapter 11: Promoting healthy communities

The planning system plays an important role in promoting social interaction and creating healthy, inclusive communities. This chapter breaks down that role into its constituent parts. Each of the sections outlined below are covered in more detail in the *Cambridge Local Plan – Towards 2031*, of which this is a summary.

We would welcome your feedback on all of the policy proposals put forward in this chapter, including the summarised strategic priority (option number 163) and objectives.

Protection and enhancement of existing open spaces and recreation facilities

An essential part of Cambridge's character stems from the relationship between the city's buildings and its open spaces. The city's network of open spaces plays a vital role in the health and wellbeing of the community and brings wider economic benefits. Option 164 sets out how the city proposes to continue its policy of protecting these important areas.

Provision of new open spaces and recreation facilities

Providing more open space to meet the needs of new development is important if we are to ensure that existing open spaces don't become overused. Options 165 to 167 consider ways in which new open spaces and recreation facilities may be provided as part of new development, including on-site provision.

Protection of existing leisure facilities

Leisure facilities (facilities that provide cultural and sporting activities) help to promote health and wellbeing, as well as contributing to the vibrancy and vitality of the city. Option 168 sets out a criteria-based policy that would protect existing leisure facilities.

New leisure facilities

As the city grows demand for new leisure facilities will increase. Option 169 proposes to build on the existing policy supporting any new leisure facilities that match the Council's objectives.

Community facilities

What are community facilities?

Community facilities are places that support community activities. They can be both residential and non-residential, so include community centres and church halls, medical and childcare centres, nursing and residential homes, court buildings and some educational facilities. Although a lengthier description is provided in the main document we'd like your help in deciding whether this is comprehensive enough.

Protection of existing community facilities

With demand for land so high, it's important that we recognise and protect the vital role that community facilities play in enhancing Cambridge residents' lives. Option 170 addresses the issue of protecting existing community facilities from redevelopment for alternative uses.

Public houses

Public houses (pubs) are also considered community facilities as they contribute to local character and identity. The loss of around 20 public houses in recent years, however, has highlighted the need for a policy that offers them a measure of protection. Options 171-175 set out five possible policy options that could address the issue of how to protect public houses

New community facilities

As Cambridge grows, so will demand for community facilities. Options 176 and 177 suggest how proposals for new and improved community facilities will be supported

Arts and culture

Cambridge is an important sub-regional centre for arts and culture. Option 178 covers the need to promote, protect and enhance Cambridge's arts and cultural facilities, including museums, art galleries, theatres, live music venues and dance performance centres.

Provision for sub regional sporting, cultural and community facilities

Recent studies have identified Cambridge as a possible location for new sub-regional facilities, including a community stadium, ice rink and concert hall. There is currently no surplus provision for arts, cultural, recreational or sports facilities in the city, while national guidance requires the Council to plan positively for such provision. On that basis a number of options have been put forward for consideration.

Community stadium

The concept of a community stadium emerged some time ago as a result of a study undertaken for Cambridgeshire Horizons. The Council firstly wishes to explore whether it is felt that there is a need for a community stadium and, if there is, what the most appropriate location might be. Option 179 would allow the Local Plan to make provision for a community stadium subject to proven need.

Proposals currently being put forward by Grosvenor Estates to redevelop the Abbey Stadium site and provide a community stadium on land south of Trumpington Meadows. The Council would also welcome your views on whether the Grosvenor Estates' proposals should be supported, and on the future of the Abbey Stadium site, among other specific issues relating to these proposals.

Ice rink

The idea of an ice rink was also put forward several years ago. While studies suggest that there is potential demand, to date no firm proposals have been put forward. The Council invites your feedback on whether the city needs and ice rink and on option 180, which would allow the Local Plan to make provision for an ice rink subject to proven need.

Concert Hall

A report by Cambridgeshire Horizons concluded that, although there is a wide range of small- and medium-size music venues in and around Cambridge, there is growing interest in testing the case for a large purpose-built auditorium. The Council would like to explore public reaction to this idea. You are therefore invited to comment on whether Cambridge needs such a venue, and on option 181, which would allow the Local Plan to make provision for a concert hall subject to proven need.

Two appendices and a glossary to the main document *Cambridge Local Plan – Towards 2031*, provide background detail on open space and recreation standards, criteria for protecting open spaces, and the meaning of different words and expressions used.

Chapter 12: Promoting and delivering sustainable transport and infrastructure

Images of Cambridge and students on bicycles are so intertwined as to be almost a cliché. Twenty-two per cent of all journeys within the city are by bike – the highest percentage in the UK. Bus use has more than doubled since 2001, and the proportion of residents travelling to work by car is relatively low (41 per cent compared to the national average of 61 per cent). Despite this, there is still considerable congestion. As the planning authority, the City Council can influence transport conditions through control of development. That is the focus of this chapter.

More detail may be found in the main document *Cambridge Local Plan – Towards 2031*, of which this is a summary. We'd welcome your thoughts and suggestions on all or any of the policy proposals outlined here, including the strategic priority (option number 182): "Support development in Cambridge by ensuring that infrastructure is provided in a sustainable, co-ordinated and timely manner to meet the needs of new development and regeneration."

Transport

A new transport strategy for Cambridge

Cambridgeshire County Council is in the early stages of preparing a new transport strategy for the Cambridge and South Cambridgeshire area. The strategy is being developed and will be consulted upon at similar times to both the Cambridge City Council and South Cambridgeshire District Council Local Plan reviews, so-as to ensure joined-up thinking. There will be an opportunity for you to feed back your views during this consultation.

Accessible, sustainable development

New development should offer realistic, safe and easy access by a range of transport modes, particularly those offering a more sustainable choice of travel. Options 183, 184 and 185 respectively propose policies that favour alternative modes of transport to the private car, or that build infrastructure that actively supports walking, cycling and public transport, or that facilitate the use of low-emission vehicles (e.g., electric cars).

Car parking standards

Despite many transport policies aimed at shifting travel away from private vehicles, car ownership nationally has risen steadily in the last 50 years. The need to provide appropriate levels of car parking therefore remains important. Options 185 to 190 present a range of potential policy solutions for tackling car parking issues.

Cycle parking

With cycling so popular in and around Cambridge, the issue of where to leave one's bike when out and about, and at home or work, takes on even greater significance. Options 191 and 192 address this.

Minimising the transport impact of development

The Council must ensure that development occurs in the 'right places' to prevent an unacceptable impact on Cambridge's transport network. Options 193, 194 and 195 offer several methods of aligning the city's transport policies with national guidance on the subject.

Travel plans

Travel plans are measures to inform and encourage people to use alternative, more sustainable modes of transport where possible. The NPPF states that all development generating significant amounts of traffic movement should be required to provide a travel plan. Options 196 and 197 offer a choice of policy routes regarding the provision of travel plans.

Cambridge Airport

Option 198 is to include a policy that would not permit aviation development at Cambridge Airport where it could have a significantly adverse effect on the environment and residential amenity.

Telecommunications

The Council is aware of public concerns regarding the visual and health impacts of telecommunications development (particularly mobile phone masts). This must be balanced against the need for residents and businesses to have access to new technology. Option 199 sets out a criteria-based policy to support and guide telecommunications development.

Mullard Radio Astronomy Observatory, Lord's Ridge

The Mullard Radio Astronomy Observatory contains radio and optical telescopes that are of international importance. There are two consultation areas associated with the observatory that fall within the city boundary. The current Local Plan includes a policy (8/15) that relates to the safeguarding of the observatory. Option 200 proposes retaining this.

Waste infrastructure

Recent proposals already adopted by the Council identify a need for a new household recycling centre serving Cambridge's south side. A proposed site located south of the Addenbrooke's access road has been judged unsuitable. The Council is now trying to identify other potential sites.

Provision of infrastructure and services

Local authorities are required to plan positively for the infrastructure required in an area. In the case of Cambridge City Council this is an ongoing process, currently enacted through the development of an Infrastructure Delivery Study (IDS) in partnership with other stakeholders. The IDS will form part of the Council's case at submission and examination of the Local Plan.

Funding infrastructure and services

The main source of funding for infrastructure is via council capital programmes, service provider investment programmes and government grants, however contributions from developers can often help address local priorities. Traditionally this has been done through legal agreements known as planning obligations, more recently the Government has introduced the Community Infrastructure Levy (CIL) which is another mechanism for securing funding towards infrastructure from developers.

Option 201 considers a policy that would require new development to be supported by the provision of infrastructure and recommends a continuation of existing policy, which seeks contributions from developers towards the cost of infrastructure changes or improvements necessitated by their plans. This will either be by means of planning obligations and or a CIL.

Cambridge City Council invites your opinions and suggestions on any and all of the options set forth in this document. Details of the various methods available to you to respond are provided in chapter 1 of this and the main document.

Appendix C

Cambridge Local Plan – Interim Sustainability Appraisal May 2012

URS

The Cambridge Local Plan

Interim SA Report

May 2012

UNITED
KINGDOM &
IRELAND



Prepared for:



CAMBRIDGE
CITY COUNCIL
Planning Services



REVISION SCHEDULE					
Rev	Date	Details	Prepared by	Reviewed by	Approved by
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1 INTRODUCTION

1.1 Background

1.1.1 URS is commissioned to undertake the Sustainability Appraisal (SA) in support of the emerging Cambridge Local Plan. SA is a mechanism for considering the impacts of a draft plan approach, and alternatives to that approach, in terms of key sustainability issues, with a view to avoiding and mitigating adverse impacts and maximising the positives.

1.2 SA explained

‘SA Report focused’

1.2.1 It is a legal requirement that SA is undertaken in-line with the procedures prescribed by the EU Strategic Environmental Assessment (SEA) Directive.* A key requirement of the Directive is that a report (which we will call an ‘SA Report’) is published alongside the draft plan that *‘identifies, describes and evaluates’ the ‘likely significant environmental effects of implementing the plan or programme, and reasonable alternatives’.*

1.2.2 Annex 1 of the Directive prescribes the information that must be contained within the SA Report. Providing this information involves answering a logical sequence of nine ‘appraisal questions’ - see Table 1.1.

Table 1.1: Questions that must be answered (sequentially) within the SA Report

APPRAISAL QUESTION	CORRESPONDING REQUIREMENT OF THE SEA DIRECTIVE (THE REPORT MUST INCLUDE...)
What is the plan seeking to achieve?	“an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes” (Annex I(a))
What’s the sustainability ‘context’?	“an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes ” (Annex I(a)) “ the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation” (Annex I(e))
What’s the situation <u>now</u> ?	“ the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme” (Annex I(b)) “ the environmental characteristics of areas likely to be significantly affected ” (Annex I(c))
What would the situation be <u>without</u> the plan?	“the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme ” (Annex I(b))
What are the key issues that should be a focus of the appraisal?	“ any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance , such as areas designated pursuant to Directives 79/409/EEC [Special Protection Areas under the Birds Directive] and 92/43/EEC” (Annex I(d)) (Note impacts on European sites will be specifically addressed through Habitats Regulations Assessment)

* Directive 2001/42/EC ‘The SEA Directive’

APPRAISAL QUESTION	CORRESPONDING REQUIREMENT OF THE SEA DIRECTIVE (THE REPORT MUST INCLUDE...)
How has the plan developed up to this point (including the influence of SA)?	“an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information” (Annex I(h)) “the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation ” (Annex I(e))
How has the appraisal at this current stage been undertaken?	“an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information” (Annex I(h))
What are the appraisal findings and recommendations at this current stage?	“ the likely significant effects on the environment , including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors” (Annex I(f)) “ the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme” (Annex I(g))
How might we monitor the plan’s impacts?	“a description of the measures envisaged concerning monitoring... ” (Annex I(i))

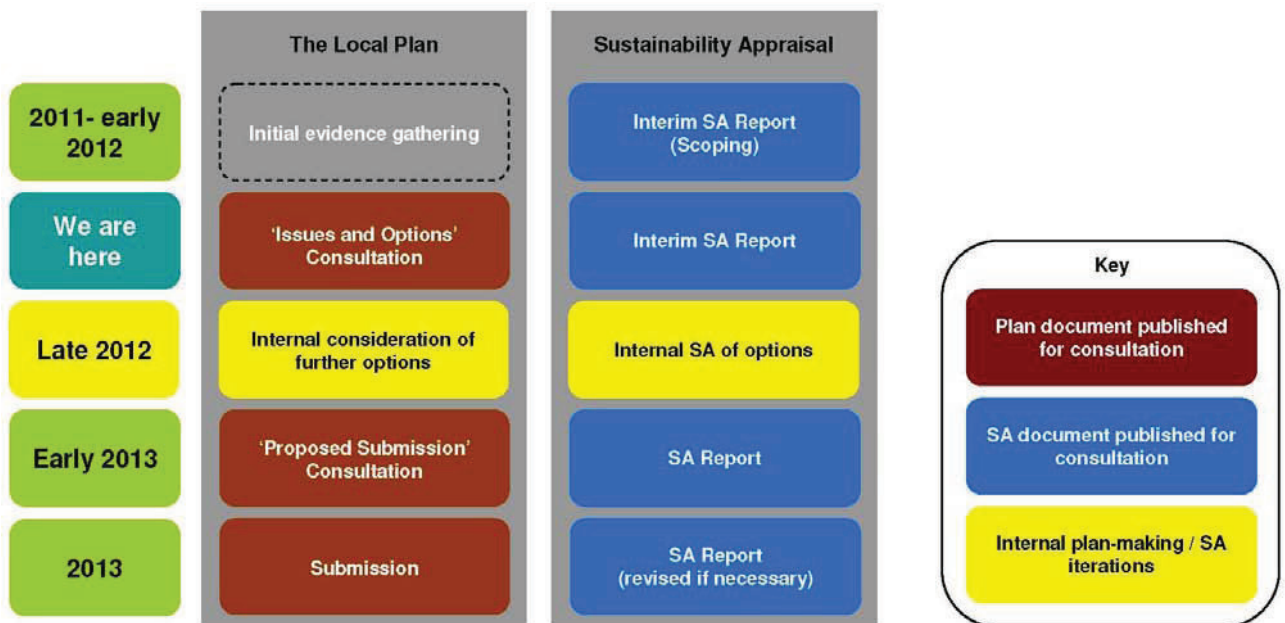
Iterative Approach

- 1.2.3 Given that the SA Report (published for consultation alongside the final draft version of the plan) must answer the question ‘*How has the plan developed up to this point (including the influence of SA)*’, it is understood that the plan must be developed alongside SA in an iterative fashion.
- 1.2.4 An iterative approach to plan-making / SA is being followed as part of preparing the Cambridge Local Plan, as described below:
- At the outset of plan-making, a report was published for consultation (and subsequently finalised) answering the first six appraisal questions (only). Answering these questions equates to establishing the ‘scope’ of the appraisal, and hence the report was known as the **SA Scoping Report**.
 - The Council is now looking to consult on an ‘Issues and Options’ document. For a range of issues the document presents either a) a suggested policy approach or option, where there are no other reasonable alternatives or b) alternative policy approaches (options). This **Interim SA Report** presents an appraisal of all options presented. This Interim SA Report is published for consultation alongside the plan document so that consultees can draw on findings to inform their representations on the plan.
 - Following consultation on the Issues and Options Report, the Council may identify further issues that necessitate a consideration of options. If this is the case, options will be subjected to sustainability appraisal. It is known that there will be a need to appraise options for site allocations and consultation on sites will take place in Autumn 2012. All site options will be appraised using the sites pro-forma which was developed in the SA Scoping Report to take into account sustainability issues. Any

further options SA will be driven by the legislative[†] need to ensure that SA has been applied to a 'reasonable' range of options for a 'reasonable' range of issues.

- Once the council plan-makers have had the opportunity to take on-board 1) implications of the representations made through the 'Issues and Options' consultation and 2) SA findings in relation to the options they will be in a position to prepare the final draft version of the Local Plan, known as the 'Proposed Submission Local Plan'. Once the Proposed Submission Local Plan has been prepared it will be subjected to SA, with findings set out within an **SA Report** (which must answer all nine appraisal questions - see Table 1.2 - in order to meet SEA Directive requirements). The Proposed Submission Local Plan will then be published for consultation, with the SA Report published alongside.
- Subsequent to consultation on the Proposed Submission Local Plan and SA Report, the Council will finalise the document for 'Submission' to Government. The SA Report will also be submitted, unless it is the case that significant changes are made to the Planning Strategy prior to Submission, in which case there **may be a need to revise the SA Report**.

Figure 1.1: The iterative plan-making / SA process



1.3 Structure of this Interim SA Report

1.3.1 Despite the fact that this is an 'Interim' SA Report, and does not *need* to provide the information required of the SA Report (by Annex 1 of the SEA Directive), it is helpful to also structure this report broadly according to the appraisal questions presented in Table 1.2. The structure of the report is summarised below.

[†] Directive 2001/42/EC 'The SEA Directive'

Table 1.2: Questions that must be answered (sequentially) within the SA Report

APPRAISAL QUESTION	CORRESPONDING CHAPTER OF THIS INTERIM SA REPORT
What is the plan seeking to achieve?	Chapter 2
What's the sustainability 'context'?	Chapter 3
What's the situation <u>now</u> ?	
What would the situation be <u>without</u> the plan?	
What are the key issues that should be a focus of the appraisal?	Chapter 4
How has the plan developed up to this point (including the influence of SA)?	Chapter 5
How has the appraisal at this current stage been undertaken?	Chapter 6
What are the appraisal findings and recommendations at this current stage?	Chapter 7

2 WHAT IS THE PLAN SEEKING TO ACHIEVE?

“an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes”

(SEA Directive Annex I(a))

2.1 Introduction

2.1.1 The Local Plan will set out policies to guide the future development of Cambridge to 2031. It will also identify land for specific uses such as housing, employment, open space, Green Belt etc. It will be the key document used to determine planning applications for new development in Cambridge. The Local Plan will include strategic policies, site allocations and more specific development management policies to guide development. On adoption, it will replace the current Cambridge Local Plan (2006) which does not address some more current issues affecting the city. Policies need to be updated in order to provide both certainty and flexibility for future development proposals.

2.2 Objectives of the Local Plan

The proposed strategic objectives of the new Local Plan are set out in Chapter 2 of the Issues and Options Report, as follows:

1. To ensure that all new development contributes to the vision of Cambridge as an environmentally sustainable city, where it is easy for people to make the transition to lifestyles that result in lower carbon dioxide emissions.
2. To ensure that all new developments have a neutral impact on water, contribute to an overall flood risk reduction and help improve the quality of the River Cam and other water features in the city.
3. To ensure that all building development is of the highest quality standard, both in terms of its design and any impact upon its surroundings.
4. To ensure that all new development contributes to the positive management of change in the historic environment, protecting, enhancing and maintaining the unique qualities and character of the city for the future.
5. To protect and, where appropriate, enhance the character and quality of the appearance of the Cambridge skyline.
6. To protect and enhance the landscape setting of the city and the green corridors penetrating the urban area.
7. To protect and enhance the network of green spaces in the city.
8. To provide new housing to meet the needs of the city and contribute to meeting the needs of the Cambridge Sub-region.
9. To provide an appropriate mix of housing types, sizes and tenures to meet existing and future needs.
10. To assist the creation and maintenance of environmentally sustainable communities, where everyone feels included.
11. To promote and support economic growth in environmentally sustainable and accessible locations.
12. To recognise innovation and enable Cambridge's role as a world leader in higher education, research, and knowledge-based industries.

13. To ensure that Cambridge is a vibrant and thriving city with a varied range of shopping facilities in accessible locations to meet the needs of people living, working and studying in, or visiting, the city.
14. To maintain a high quality of life by maintaining and enhancing provision for open space, sports and recreation as well as ensuring that the city has a broad range of community facilities and leisure activities, including arts and cultural venues that serve Cambridge and the Sub-region.
15. To minimise the distance people need to travel, and to make walking and cycling the first choices of travel.
16. To make it easy for everyone to move around the city, particularly to be able to access jobs and essential services.
17. To ensure adequate provision of environmentally sustainable forms of infrastructure to support the demands of the city.
18. To promote a safe and healthy environment, minimising the impacts of development.

2.3 What's the plan trying to achieve?

2.3.1 The plan is trying to guide development in Cambridge in a sustainable way, balancing social, economic and environmental issues and trying to maximise benefits where possible and minimise any adverse impacts. The proposed vision of the Local Plan and for Cambridge in 2031 is set out in Chapter 2 of the Issues and Options Report as follows:

- Cambridge as a world class city that is also compact, dynamic and with a thriving historic City Centre;
- A city where new development helps to support the transition to a more sustainable low carbon city with a thriving economy;
- A city that embraces and encourages high quality, innovative design that contributes to the distinctiveness of the city;
- A city that encourages urban greening – protecting, enhancing and expanding the city's green spaces and tree cover not only for the benefit of residents but to protect and enhance biodiversity and help cool the city;
- A water sensitive city with an enhanced River Cam at its heart;
- A city that respects the past, protecting and enhancing the historic environment and reusing historic buildings positively and appropriately;
- New development that looks to build on the city's strengths such as its status as a world leader in the fields of higher education and research and the knowledge based economy, recognising the importance of the University of Cambridge, the Colleges and Anglia Ruskin University;
- A city where there is enough good quality housing of different types and sizes, with balanced and integrated communities of all household types and stages;
- An uncongested, accessible and clean city where travelling primarily by foot, bike or public transport is the norm;
- A city that enjoys an enviable quality of life, where its residents feel integrated into the life of the city and are able to influence the development of the city;

- A city that is successful, combining high levels of prosperity with socially mixed, affordable, healthy, safe and inclusive communities;
- A city served by successful, diverse and easily accessible local centres with appropriate shopping, services and community facilities for all needs and households.

3 SCOPE OF THE SA

*“an outline of the contents, main objectives of the plan or programme and **relationship with other relevant plans and programmes**”*

(SEA Directive Annex I(a))

*“**the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme** and the way those objectives and any environmental considerations have been taken into account during its preparation”*

(SEA Directive Annex I(e))

3.1 What’s the sustainability context?

Introduction

3.1.1 An important step when seeking to establish the appropriate ‘scope’ of a Sustainability Appraisal involves reviewing ‘sustainability context’ messages (e.g. objectives or issues) set out within relevant published plans, policies, strategies and initiatives (PPSIs). A review of the sustainability context is presented within the SA Scoping Report. Key messages from this review are summarised below.

Key messages from the context review

3.1.2 The Localism Act (2011) proposed a number of reforms to the planning system. In terms of plan making at a local level, no significant changes have been proposed to the Local Development Framework system. Given this, it is considered appropriate for the Council to move forward with reviewing the 2006 Cambridge Local Plan.

3.1.3 The National Planning Policy Framework (NPPF) was published on 27 March 2012.‡ The NPPF replaces Planning Policy Statements (PPSs) and Planning Policy Guidance (PPGs). Key elements of the NPPF are its ‘*presumption in favour of sustainable development*’, where sustainable development is defined by the five principles as set out in the UK Sustainable Development Strategy: living within the planet’s environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly. It also clearly states the need to recognise the ‘*intrinsic character and beauty of the countryside*’, whether designated or otherwise.

‡ The National Planning Policy Framework was published on 27 March 2012 [online] available at: <http://www.communities.gov.uk/publications/planningandbuilding/nppf>

3.2 What’s the situation now?

“the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme”
 (SEA Directive Annex I(b))

“the environmental characteristics of areas likely to be significantly affected”
 (SEA Directive Annex I(c))

Introduction

3.2.1 An important step when seeking to establish the appropriate ‘scope’ of a Sustainability Appraisal involves reviewing ‘baseline conditions’ for a range of sustainability issues. Doing so helps to enable identification of those key sustainability issues that should be a particular focus of the appraisal, and also helps to provide ‘benchmarks’ for the appraisal of significant effects. A review of the sustainability baseline is presented within the SA Scoping Report. This section presents a summary. Please note that since the finalisation of the Scoping Report new data has come to light. While the majority of new data does not significantly affect the key findings of the appraisal one significant change relates to climate change. The target for reduction of CO2 emissions in Cambridge which was previously 89% to 2050 is now 80% to 2050.

Key findings of the baseline review

- Looking forward to 2031, Cambridge’s population is expected to grow by 28%. The City’s age structure is also expected to change. The proportion of 25-39 year olds is expected to decrease while the 40-64, 65-74 and 75+ age groups will increase suggesting that overall Cambridge’s population will age.
- Cambridge is a prosperous City but it still has areas of deprivation, mainly to the east and north of the City with some areas identified within the 20% most deprived in the country.§ Although many people living and working in Cambridge are amongst the most highly qualified in the country a significant proportion of economically active adults (16%) do not hold any qualifications at all.
- Housing affordability is an important issue for many groups. In particular, for key workers and those on lower incomes. In 2010 the ratio, or multiplier, of wages to average house prices in the City was around 9.2, and the ratio of lower quartile earnings against the cheapest housing available was around 9.5 in 2010, up from 8.2 in 2009. Many people who work in the city cannot afford to live there.** As a result large numbers of the employed population have to travel long distances from home to work, promoting unsustainable travel patterns with a high modal share of private car use, and placing increased pressure on the City’s transport infrastructure.
- In 2009 there were 7,362 applicants on the Council’s Housing Register for Social Housing, an increase of 18% from 2008. With regards to the acute need for more affordable houses in Cambridge, it has been identified that 1,910 more affordable houses are needed per year; an increase of 220 since 2010. 82% of the need for affordable housing is estimated as being for social rented and 18% for intermediate tenures.
- Cambridgeshire County Council proposed a figure of 14,000 dwellings to be built in Cambridge (700 dwellings per year) and 21,000 in South Cambridgeshire (1175

§ Source: <http://map1.cambridgeshire.gov.uk/observe/Flash/Profiles/WardProfiles/atlas.html> (accessed January 2012)
 ** Cambridgeshire County Council (2011) Cambridgeshire Local transport Plan 2011- 2026 [online] available at: http://www.cambridgeshire.gov.uk/NR/rdonlyres/81A57E02-48D8-4C24-862F-B42A900F70D8/0/LTP3PoliciesandStrategy.pdf?bcsi_scan_E956BCBE8ADBC89F=0&bcsi_scan_filename=LTP3PoliciesandStrategy.pdf

dwelling per year) between 2011 and 2031. Previously housing development has been concentrated on sites within the existing areas of the City, however, several housing development sites on the fringes of the City have been released from the Green Belt by the 2006 Local Plan.

- Cambridge has four important sectors that contribute to the local economy - higher and further education and the related research institutes, high-tech business, retail and tourism. These four sectors have proved relatively resilient to the recession and are recognised to have significant growth potential. Given the strong performance of the Cambridge economy, there is a need to ensure sufficient land is available for employment and for housing a growing labour force.
- The levels of cycling within Cambridge are amongst the highest in Europe. A large proportion of those that work and live in Cambridge cycle (36%) or walk (19%). The high proportion of cycling in Cambridge is encouraged by the compact and flat nature of the urban environment as well as the high proportion of 'young and active' and 'financially constrained' individuals within the City, who are more likely to cycle than other groups.††
- Cambridgeshire, along with the majority of the south east and east of England, is categorised as an area of severe water stress. Cambridge has an average per capita water use of 151 litres per day which is significantly above the 80 litres per day recommended in the Water Cycle Strategies.
- The Strategic Flood Risk Assessment (SFRA) (2010) identifies the main areas of fluvial flooding in Cambridge as adjacent to the River Cam, Cherry Hinton/Coldham's Brook and East Cambridge Main Drain. The SFRA evaluates the current (2010) and future flood risk situations over a 105 year timeframe (2115), incorporating the impacts of climate change. The key message of the SFRA is that the majority of the rivers and watercourses in Cambridge currently pose a risk of flooding and that this risk will be exacerbated in the future due to climate change.
- The Council's adopted Climate Change Strategy and Action Plan sets the City a target to reduce carbon dioxide emissions by 89% by 2050. This has now been replaced by the national target of 80% by 2050. The previous target equated to a carbon footprint of 0.7 tonnes per person by 2050. In 2008 Cambridge City's total CO₂ emissions were 782 kilotonnes (kt) equating to per capita emissions of 6.6 tonnes. New data indicates the total carbon emissions for Cambridge including those from homes and businesses reduced by 9% between 2005 and 2009 (from 763,600 tonnes to 706,100 tonnes). Per capita emissions in this period reduced by 16% from 6.9 tonnes per person to 5.8 tonnes per person.
- Cambridge has an installed renewable energy capacity of 0.4 MW. More widely 7% of Cambridgeshire's energy demand is already met by renewable energy installations‡‡ which compares to about 6% nationally. Decarbonising Cambridge§§ (2010), a renewable and low carbon energy study completed for Cambridge City Council assessed the opportunities for low carbon and renewable energy projects. It identified potential opportunities for District Heating, Biomass, Waste to energy and Wind energy.
- The long history of settlement in Cambridge has resulted in a varied and rich townscape which contains a high concentration of historic assets. The varied character of Cambridge is evident in the large number of Conservation Areas (CA) that have been established to protect the distinctive character of different parts of the city.

†† Source: Steer Davies Gleave – Access to and around Greater Cambridge

‡‡ Cambridgeshire Renewables Infrastructure Framework – Baseline Data, Opportunities and Constraints (2012)

§§ Decarbonising Cambridge 2010 www.cambridge.gov.uk [accessed January 2012]

- Cambridge City Centre is the historic and commercial core of the City. This core is surrounded by colleges, university and residential buildings, beyond which lie the River Cam and a number of open spaces.

3.3 What would the situation be without the plan?

“the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme” (SEA Directive Annex I(b))

Introduction

3.3.1 Just as it’s important for the scope of SA to be informed by an understanding of current baseline conditions, it’s also important to ensure that thought is given to how baseline conditions might ‘evolve’ in the future under the ‘no plan’ / ‘business as usual’ scenario. A review of the ‘likely future baseline without the plan’ is presented within the SA Scoping Report. This Chapter presents a summary.

Key findings of the ‘likely future baseline without the plan’ review

- Overall, Cambridge is a prosperous City but still experiences pockets of significant deprivation in terms of education, skills and training, health deprivation and disability, as well as crime in the east and north of the City. There is an identified trend of increasing deprivation that may continue if not effectively addressed.
- The trend towards an ageing population means that there may be an increased shortage of housing appropriate for elderly and disabled people.
- Although the Local Plan (2006) aims to protect and enhance existing and new community facilities it is likely they will face greater competition for more profitable uses, such as commerce or housing. The investment in social and community development infrastructure is important to the creation of sustainable communities and it will be important to ensure adequate provision is provided.
- The Local Plan (2006) contains a number of policies to protect and enhance the local economy and there is a built-in assumption within the Local Plan (2006) of the kinds of development which are suitable. However, in light of more recent evidence such as the Cambridge Cluster at 50 report,^{***} it is possible that the Local Plan (2006) would not capitalise fully on the strengths of the local economy.
- Key among the issues affecting Cambridge is the large-scale growth which is planned, with the associated pressure on the transport network and the environment, and the risks of increased congestion, carbon dioxide emissions and poorer air quality. While the Local Plan (2006) should reduce the need to travel, there will still be pressures on the transport network, which is already acknowledged to be ‘seriously constrained’ in many areas.
- The Water Cycle Strategy suggests that under a business as usual scenario the new housing development across Cambridge could increase the demand for water by 33% on 2006 levels by 2031. It is likely that without the Plan, new development will have an adverse effect on water resources and water quality. Increased demand for water will reduce the volume of water in groundwater aquifers and will have an adverse impact on progress towards achieving good status by 2027 as required by Water Framework Directive.
- The Local Plan (2006) contained a policy on development and flooding but this was not ‘saved’ as it repeated national guidance in PPS25. The NPPF is less detailed in

^{***} SWQ (2011) Cambridge Cluster at 50, The Cambridge Economy: retrospect and prospect

its regard to flooding than PPS25 and there will be a need for more detailed flooding (both fluvial and pluvial) and SuDS policies in the Plan. In addition, the Local Plan (2006) does not give due consideration to the impacts of climate change, which is predicted to significantly increase flood risk by 2050.

- Without the Plan, it is likely that emissions from the transport sector will continue to increase in Cambridge. Transport is the only source of CO2 emissions that has continued to rise since 1990 and it is likely to cause a continued challenge in Cambridge due to planned new development.
- The designated Conservation Areas will continue to help protect the character of these areas and ensure development is appropriate and strictly controlled. Although the Local Plan (2006) provides good protection to these areas there may be wider opportunities to better protect the special character and landscape features of Cambridge, particularly in light of planned new development in the urban extensions.
- Without the Plan the protection and enhancement of biodiversity may not be pursued at the strategic level. While sites of local nature conservation importance, open space and features of nature conservation will be protected, the opportunity to contribute to a healthy environment though reconnecting fragmented habitats as recommended in the Lawton Review may not be maximised
- The City Centre benefits from excellent open space provision and excellent civic environment but the number of visitors and a growing population will increase pressures on maintaining the high quality public realm.

3.4 What are the key issues that should be a focus of the appraisal?

“any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC [Special Protection Areas under the Birds Directive] and 92/43/EEC”

(SEA Directive Annex I(d))

Introduction

3.4.1 Drawing on the review of the sustainability context and baseline, the SA Scoping Report was able to identify a range of sustainability issues. The issues have been drawn-on and used as a methodological ‘framework’ for structuring this appraisal presented within the subsequent chapter *‘What are the appraisal findings and recommendations at this current stage’*.

Key sustainability issues

- Communities and Well Being
 - arrest the trend in increased deprivation particularly within wards to the north and east of Cambridge
 - improve the health and well-being of Cambridge residents and reduce inequalities in health particularly in the north and east of Cambridge
 - reduce inequalities in the educational achievement level of economically active adults and develop the opportunities for everyone to acquire the skills needed to find and remain in work
 - capitalise on the ethnic diversity of the city and its contribution to vibrant and inclusive communities

- protect and enhance community, leisure and open space provision, particularly in wards anticipated to experience significant population growth including Trumpington, Castle and Abbey
- ensure the timely provision of primary and secondary education in the locations where it is needed
- increase delivery of affordable and intermediate housing, in particular one and two bedroom homes
- ensure that the design and size of new homes meet the needs of the existing and future population, including the elderly, disabled people and those in poor health
- improve air quality in and around the Cambridge City Centre AQMA and along routes to the City including the A14
- Economy
 - maintain and capitalise on Cambridge's position as one of the UK's most competitive cities
 - address pockets of income and employment deprivation particularly in Abbey Ward and Kings Hedges
 - capitalise on the value that language schools/specialist tutorial colleges contribute to the local economy, but balance this against the increased impact this may have on the housing market
 - ensure provision of appropriate office space for small and growing high tech businesses and research sectors
 - consider the need for high-tech headquarters and high-tech manufacturing
 - consider whether and how to address the on-going loss of industrial floorspace
 - encourage more sustainable growth of tourism which recognises the pressure it places on the City's transport infrastructure and accommodation need
 - ensure the continued vitality and viability of the City Centre and safeguard the diversity of independent shops in areas such as along Mill Road
 - protect local shopping provision in District and Local Centres which provide for people's everyday needs
 - ensure adequate provision of convenience shopping in the north west of Cambridge
- Transport
 - build on the high modal share of cycling in the city centre and encourage cycling for journeys over one mile
 - reduce the use of the private car and ensure greater access to frequent public transport
 - capitalise on the opportunity of new development to discourage private car use and promote the use of more sustainable forms of transport
- Water
 - ensure developments implement the highest standards of water efficiency and place no additional pressure on water scarcity in the region
 - improve the water quality of Cambridge's water courses in line with the Water Framework Directive requirements
 - ensure new development takes sewerage infrastructure into account

- Flood risk including climate change adaptation
 - account for the potential environmental, economic and social cost of flooding for all development proposals
 - protect and enhance existing natural flood risk management infrastructure and ensure all development incorporates sustainable drainage systems to minimise surface water flood risk
 - ensure that new and existing communities are capable of adapting to climate change with consideration given to the role of green and blue infrastructure as well as the layout and massing of new developments
- Climate change mitigation and renewable energy
 - reduce transport emissions by encouraging cycling and promoting infrastructure for zero emissions vehicles
 - reduce carbon emissions from all aspects of new developments and ensure development meets the highest standards in low carbon design
 - account for the whole life carbon cost of new development and transport infrastructure
 - ensure greater deployment of energy efficiency and renewable energy technologies
- Landscape, townscape and cultural heritage
 - ensure the protection and enhancement of the historic environment through appropriate design and scale of new development
 - actively promote the character and distinctiveness of the Conservation Areas
 - ensure the scale of new development is sensitive to the existing key landmark buildings and low lying topography of the City
- Biodiversity and green Infrastructure
 - maintain and build on the success of positive conservation management on local wildlife sites and SSSIs
 - maintain and improve connectivity between existing green infrastructure in order to provide improved habitats for biodiversity and ensure no further fragmentation of key habitats as a result of new or infill development
 - capitalise on the opportunity for green infrastructure to help Cambridge adapt to the threats posed by climate change (particularly flooding), and to improve water quality
 - ensure new development does not impact on biodiversity including no further loss of biodiversity rich farmland to development
- City Centre
 - ensure the centre capitalises on the opportunities from growing business sectors
 - maintain and improve the quality of the Centre as a place to live, work and spend leisure time, while ensuring a safe and welcoming environment
 - ensure opportunities to reduce energy demand through renewable and low carbon technologies are maximised
- North Cambridge
 - address deprivation across quite expansive areas of the City's northern and north-eastern extents
 - address flood risk issues

- capitalise on opportunities to encourage use of public transport and walking/cycling (including to access the Cambridge Science Park)
- increase access to high quality open space, particularly within Arbury
- support the achievement of identified priorities within the Chesterton / Ferry Lane and De Freville Conservation Areas
- encourage high quality design and improve the quality of the public realm within some areas
- develop a co-ordinated policy with South Cambridgeshire District Council for the development of Northern Fringe East
- South Cambridge
 - Address flood risk issues
 - Consider the potential to address deprivation associated with areas to the East
 - Work with developers to facilitate the achievement of successful new communities within the urban extensions
 - Maintain and enhance open spaces and green space within the urban area, and the Green Belt setting
 - Support the achievement of identified priorities within Conservation Areas
 - Capitalise on opportunities to encourage use of public transport and walking/cycling
- East Cambridge
 - Maintain and enhance open spaces and green space within the urban area, and the Green Belt setting
 - Address deprivation issues across quite expansive areas
 - Maintain the character of particular neighbourhoods
 - Capitalise on opportunities to encourage use of public transport and walking/cycling
- West Cambridge
 - Maintain and enhance open spaces and green space within the urban area, and the Green Belt setting
 - Maintain the exceptional character of the built environment and address priorities identified within the designated Conservation Areas
 - Capitalise on opportunities to encourage use of public transport and walking/cycling

4 HOW HAS THE PLAN DEVELOPED UP TO THIS POINT?

“an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information”
 (SEA Directive Annex I(h))

*“the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and **the way those objectives and any environmental considerations have been taken into account during its preparation**”*
 (SEA Directive Annex I(e))

4.1 Introduction

4.1.1 As described within Chapter 1, an iterative approach to plan-making / SA is being followed as part of preparing the Cambridge Local Plan. This Chapter once again presents the iterative steps that are being taken, and also provides detail on the steps undertaken to date.

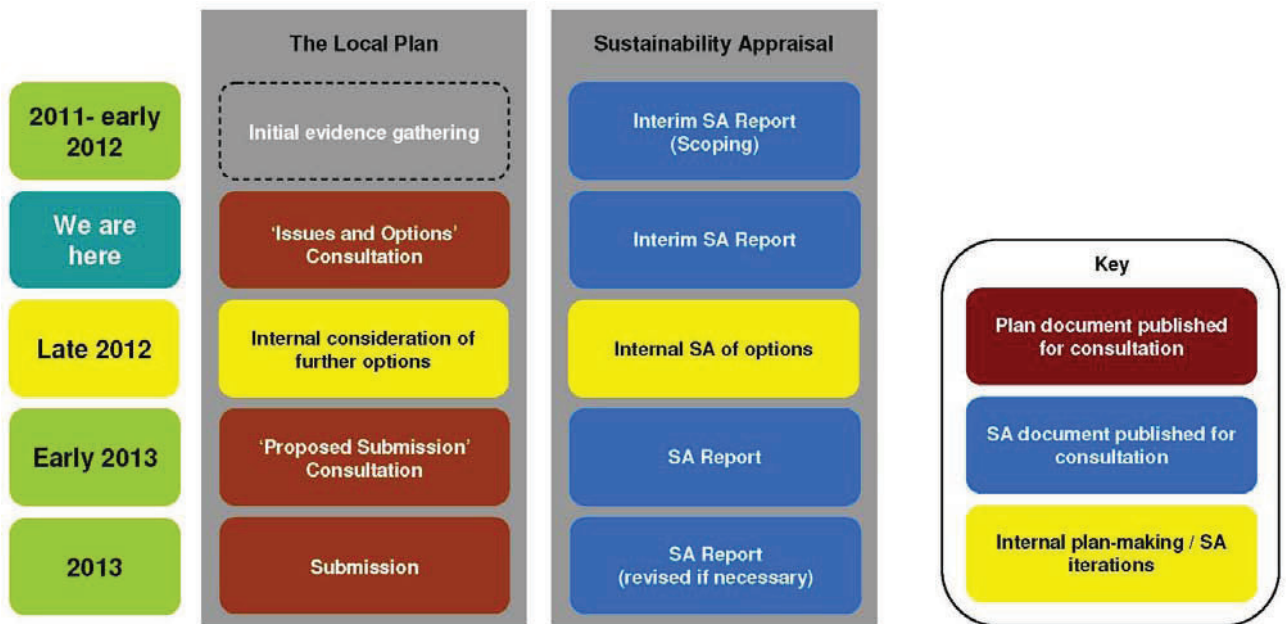
4.2 The iterative plan-making / SA process

4.2.1 The iterative plan-making SA process is summarised below:

- At the outset of plan-making, a report was published for consultation (and subsequently finalised) answering the first six appraisal questions (only). Answering these questions equates to establishing the ‘scope’ of the appraisal, and hence the report was known as the **SA Scoping Report**.
- The Council is now looking to consult on an ‘Issues and Options’ document. For a range of issues the document presents either a) a suggested policy approach or option, where there are no other reasonable alternatives or b) alternative policy approaches (options). This **Interim SA Report** presents an appraisal of all options presented. This Interim SA Report is published for consultation alongside the plan document so that consultees can draw on findings to inform their representations on the plan.
- Following consultation on the Issues and Options Report, the Council may identify further issues that necessitate a consideration of options. If this is the case, options will be subjected to sustainability appraisal. It is known that there will be a need to appraise options for site allocations and consultation on sites will take place in Autumn 2012. All site options will be appraised using the sites pro-forma which was developed in the SA Scoping Report to take into account sustainability issues. Any further options SA will be driven by the legislative^{†††} need to ensure that SA has been applied to a ‘reasonable’ range of options for a ‘reasonable’ range of issues.
- Once the council plan-makers have had the opportunity to take on-board 1) implications of the representations made through the ‘Issues and Options’ consultation and 2) SA findings in relation to the options they will be in a position to prepare the final draft version of the Local Plan, known as the ‘Proposed Submission Local Plan’. Once the Proposed Submission Local Plan has been prepared it will be subjected to SA, with findings set out within an **SA Report** (which must answer all nine appraisal questions - see Table 1.2 - in order to meet SEA Directive requirements). The Proposed Submission Local Plan will then be published for consultation, with the SA Report published alongside.
- Subsequent to consultation on the Proposed Submission Local Plan and SA Report, the Council will finalise the document for ‘Submission’ to Government. The SA Report will also be submitted, unless it is the case that significant changes are made to the Planning Strategy prior to Submission, in which case there **may be a need to revise the SA Report**.

^{†††} Directive 2001/42/EC ‘The SEA Directive’

Figure 4.1: The iterative plan-making / SA process



4.3 How were options identified?

- 4.3.1 The 'Issues and Options' consultation document presents, for a range of issues, either a) a suggested option (or policy approach) or b) alternative options (policy approaches). The issues and options are separated into a series of chapters based upon topic areas as follows:
- Chapter 2 sets out a possible vision for Cambridge to 2031 and a number of strategic objectives.
 - Chapter 3 is concerned with the spatial strategy and focuses on the approach to housing and employment provision.
 - Chapter 4 sets out a number of other strategic spatial options, dealing with matters such as the Green Belt and the City Centre.
 - Chapter 5 deals with potential opportunity areas, which are areas in the city which have been identified as having the potential to be considered for future improvement or development over the plan period.
 - Chapter 6 is concerned with sustainable development, climate change, water resources and flooding.
 - Chapter 7 deals with Delivering High Quality Places in Cambridge and is concerned with design, landscape, and public realm.
 - Chapter 8 sets out options to protect and enhance both the historic built environment and the natural environment.
 - Chapter 9 is concerned with delivering high quality housing.
 - Chapter 10 deals with building a strong and competitive economy, including sections on employment, retail, higher and further education and tourism.
 - Chapter 11 is concerned with creating successful communities, including the provision of open space, leisure facilities and community facilities.

- Chapter 12 deals with promoting and delivering sustainable transport and other kinds of infrastructure, and the mechanisms for doing so.

4.3.2 Within these chapters the issues and options presented were identified by consideration of:

- the requirements of the National Planning Policy Framework (NPPF) and other relevant legislation
- the significant evidence base which has been compiled. Appendix A of the Issues and Options Report sets out the documents in this evidence base comments collected from a series of workshops which were held with Councillors, stakeholders, developers, and residents associations. Also, one to one meetings were offered and a number were held with various organisations in order to help understand future needs and concerns.

4.3.3 In some cases only one option is presented, as it was considered by the City Council that there were no other reasonable options. For example, the NPPF is clear that the Green Belt should be protected and so to not include an option on this issue would not have been reasonable. In other cases more than one option is presented for consideration during the consultation period. An explanation has been provided in the Issues and Options Report if it has been considered that there is only one reasonable option, and where there is more than one option the advantages and disadvantages of each has been drawn out.

4.3.4 With regards to the spatial strategy, different options are presented for the potential level of housing and employment growth. The Council is responsible for looking forward and setting the level of housing and employment provision needed in Cambridge over the next 20 years. This task is a hugely important one and has the potential to affect the lives of all who live and work in the city now and in future. The 'issues and options' report identifies the key questions and issues that lie ahead, and the possible ways to address those challenges. The Council wants to facilitate the fullest engagement of communities from the outset of this process.

4.3.5 One of the key considerations is how many new homes and jobs should be provided to 2031 and where they should go? As the preparation of the Local Plan continues, everything will be brought together in order to ensure that the right approach is developed and agreed. This means that whilst the provision of new homes and jobs is important, a balance needs to be achieved with other objectives. Cambridge is a special place and the future shape and function of the city needs careful consideration. There are constraints on the amount of development that can take place within Cambridge, given its constrained area, historic environment, and limited infrastructure as the importance of protecting the Green belt and enhancing the unique setting of Cambridge. There will be difficult choices to be made but these are decisions that will need to be made locally, and the SA can help to inform these decisions.

4.3.6 Within Chapter 3 of the Issues and Options Report, which deals with the spatial strategy, different options are presented for the potential level of housing and employment growth. One of the housing options includes the development of land just within the urban area of Cambridge, however the others would require development within the Green Belt at the edge of Cambridge. As a result ten broad locations have been identified at the edge of Cambridge. One of these falls entirely within the City boundary, three fall outside the boundary in the neighbouring authority South Cambridgeshire District Council and the others straddle the boundary. The locations are considered to be reasonable alternatives as they cover all of the remaining Green Belt land within the City. Following consultation on the Issues and Options Report, if any of these broad locations was considered to be suitable for development, further consultation would be carried out on the potential site boundaries as part of the sites consultation later in 2012.

- 4.3.7 For all the issues for which options are presented, it is thought that the range of options is reasonable, in the sense that they represent significantly different approaches, but all could have the potential to support delivery of the established Local Plan vision and objectives.

5 HOW HAS THE APPRAISAL AT THIS CURRENT STAGE BEEN UNDERTAKEN?

“an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information”
 (SEA Directive Annex I(h))

5.1 Approach to appraisal

5.1.1 For each of the issues considered within the plan consultation, Chapter 6 of this document presents an appraisal of either a) the proposed policy approach; or b) the alternative approaches presented. Where the potential for a significant effect is highlighted^{†††}, recommendations are made with a view to ensuring such effects are avoided or mitigated (i.e. recommendations are made regarding a particular approach that the Council might wish to take forward).

5.2 Difficulties encountered

5.2.1 The key difficulty is that associated with establishing a causal link between a proposed policy approach, or a policy approach ‘option’, and effects to the sustainability baseline. Often, there is considerable uncertainty, given that the precise way in which the policy approach will be implemented ‘on the ground’ is unknown. Where this uncertainty exists, it is helpful to discuss effects in more general terms - i.e. in terms of particular sustainability issues or broad sustainability themes / the sustainability context. In other instances, it may be appropriate to highlight the potential for any significant effects on the sustainability baseline, along with the uncertainties involved.

5.2.2 When considering which potential effects to highlight (along with a discussion of uncertainty) or not to highlight, a foremost consideration is that the aim of SA is to have a focused discussion regarding those effects that are most likely and significant (and how they should be avoided or mitigated), rather than a potentially endless discussion relating to all of possible plan effects. Ultimately, it is a matter of professional judgement as to those effects that are highlighted and those that are not. This approach is justified by the SEA Directive (i.e. through its reference to ‘technical deficiencies or lack of know-how’) as well as Government Guidance, which states that: *‘You are only required to assess the likely significant effects of the plan, not all possible effects... Ultimately, the significance of an effect is a matter of judgment...’*^{§§§}

^{†††} Significant effects are identified (‘evaluated’) taking account of the sustainability context / baseline and key issues established through scoping. As part of this, consideration has been given to the potential for effects that are direct / indirect, the potential for the significance of effects to vary according to timescale, duration and reversibility and also the potential for effects to be significant because they will impact cumulatively with the effects of other planned activities.

^{§§§} The plan-making manual [online] at: <http://www.pas.gov.uk/pas/core/page.do?pagelD=156210> (accessed 04/12)

6 WHAT ARE THE APPRAISAL FINDINGS / RECOMMENDATIONS AT THIS CURRENT STAGE?

“the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors”
 (SEA Directive Annex I(f))

“the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme”
 (SEA Directive Annex I(g))

6.1 Introduction

- 6.1.1 The appraisal has been structured in the following way:
- Appraisal of the individual Options
 - Appraisal of all Options and their likely effects on each Sustainability Topic (as identified in the Scoping Report and set out in paragraph 3.4.1 of this document).
- 6.1.2 The appraisal of the individual options is presented in the tables in Section 6.2. The appraisal of each option was undertaken against the sustainability framework. To aid understanding of the likely effect of the Option as it relates to each sustainability topic, the following symbols have been used.

↗	The Option is likely to result in a positive outcome for the sustainability topic
↔	The Option is unlikely to effect the sustainability topic
↘	The Option is likely to result in a negative outcome for the sustainability topic
?	The effect of the Option on the sustainability topic is uncertain

- 6.1.3 Section 6.3 sets out a higher level appraisal of the key issues and options as they relate to each of the sustainability topics. This section provides an insight into potential cumulative impacts.
- 6.1.4 Section 6.4 presents the summary of the whole appraisal and outlines key recommendations.

6.2 Individual Option Appraisal

Vision

Option Number	Option title	Appraisal Discussion
01	Cambridge 2031 Vision	<p>This Option should result in significant positive effects across the majority of sustainability topics. The Option's strong support for an environmentally sustainable and successful economy, which builds on the City's strengths in the fields of higher education and research and the knowledge based economy should help address the key economic issue to maintain and capitalise on Cambridge's position as one of the UK's most competitive cities. The Option's vision to become a low carbon city and recognition of the need to deliver a city where sustainable transport choices are the norm will also contribute significantly to improving the local environment and making Cambridge a destination of choice to live, work and visit.</p> <p>This Option should ensure the protection and enhancement of the historic environment and promote the character and distinctiveness of the conservation areas, which are two key landscape, townscape and cultural heritage sustainability issues. The option will thus contribute to maintaining the attractiveness of Cambridge as a tourist destination.</p> <p>The Option should help address identified sustainability issues relating to deprivation and inequality across the whole of the city. Its focus on socially mixed and inclusive communities also recognises the value that the City's ethnic diversity contributes to the City's vibrancy and cosmopolitan feel.</p> <p>The extent to which this Option fully addresses water scarcity in the region is unclear, particularly given the anticipated significant growth in housing and employment provision. Furthermore, the extent to which the Option recognises the threat posed by climate change and the need to both mitigate and adapt to its effects could be more clearly stated.</p>
		West Cambridge ↗
		East Cambridge ↗
		South Cambridge ↗
		North Cambridge ↗
		City Centre ↗
		Biodiversity ↗
		Land/townscape/ heritage ↗
		CC mitigation and RE ↗
		Flood risk / CC adaptation ↗
		Water ?
		Transport ↗
		Economy ↗
		Communities ↗

Spatial Strategy

Spatial Strategy		Appraisal Discussion												
Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Landtownscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge
02	12,700 new homes to 2031 – 'urban growth'	↖	↖	↖	↔	↔	↔	↗	↗	?	?	?	?	?
<p>This Option represents the lowest level of development being considered by the Council. Development would be focussed within the existing urban boundaries, with the majority of housing development (7,467 dwellings of an identified 10,612) occurring in urban extensions. The relatively modest level of development proposed in this Option, above the existing commitments (2,060 dwellings), has a number of implications.</p> <p>The most significant negative implication of this Option is that it does not address the identified need for more affordable housing in Cambridge. There is an identified need for a further 2,140 more affordable houses for the first five years of the plan period and 592 houses for the following 15 years in Cambridge. Assuming that new developments will include at least 40% affordable housing, this Option would deliver a maximum of 5,080 affordable houses or the equivalent of 267 affordable houses per annum between 2012 and 2031. This is significantly below the identified need. It is likely that this Option will lead to: 1) the continuation of people living outside Cambridge and commuting in, which will result in high levels of unsustainable travel patterns and congestion. 2) a continuation in high house prices due to demand being greater than supply, 3) continued and exacerbated pockets of deprivation, and 4) increased use of water (unless this is balanced against water efficiency improvements in the existing housing stock)</p> <p>On balance this Option has the least positive impact on the economy of Cambridge. The modest scale of development proposed is unlikely to support the economic vision of Cambridge. The Option will mean that a growing number of people cannot live and work in Cambridge due to high house prices and scarcity of supply. This could lead to people choosing other centres of employment and</p>														

Appraisal Discussion	
Option Number	Option title
Communities	↗
Economy	↗
Transport	↗
Water	↔
Flood risk / CC adaptation	↘
CC mitigation and RE	↔
Land/townscapes/ heritage	↘
Biodiversity	↘
City Centre	↔
North Cambridge	?
South Cambridge	?
East Cambridge	?
West Cambridge	?
	<p>Up to 21,000 new homes to 2031 – ‘enhanced levels of urban and Green Belt growth’</p> <p>04</p>
	<p>City, but a significant number of people will not be able to live and work within Cambridge and this could impact on its competitiveness.</p> <p>Given that this Option requires the release of land from the Green Belt, the impact on the landscape and townscape and biodiversity is assessed to be negative. However, the release of Green Belt land is less substantial than for Options 4 and 5 and the associated impacts on landscape, townscape and biodiversity can be assumed to be commensurately less.</p> <p>The impact on the spatial areas of Cambridge is not certain. Much of the impact will depend on where the release of the land from the Green Belt will be. Given the significant pockets of deprivation in North and Eastern Cambridge the benefits of greater numbers of housing here would potentially be most beneficial. However, wherever the development takes place, it is likely that there will be negative implications on biodiversity and landscape.</p> <p>This Option would have significant positive impacts on the overall provision of housing including affordable housing. As such it is likely to have a range of co-benefits, such as a reduction in levels of deprivation.</p> <p>This Option also supports the economic vision for Cambridge as it would provide additional employment opportunities on the edge of Cambridge as part of mixed-use developments and enable more people to live and work within Cambridge.</p> <p>The Option is also likely to have a positive impact on reducing pressure on the existing transport infrastructure due to the greater number of people who are able to live in close proximity to centres of employment. However, the transport network within Cambridge is already congested and there would also need to be significant improvements to the transport network. Assuming that the new developments are required to put in place infrastructure for sustainable travel, this could also reduce levels of air quality pollution and impact positively on climate change objectives.</p>

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscapel/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
															<p>compact nature of the City.</p> <p>This Option entails developing all the broad locations and at a high intensity. This has positive implications in terms of maximising opportunities to provide affordable housing and to support the economy. However, it is also likely that the visual impact will be greater and it may have an even greater adverse impact on the historic setting of Cambridge.</p>
															<p>The decision as to the right scale of housing development for Cambridge is critical given the significant shortfall in the number of affordable houses, high house prices, the pockets of deprivation within Cambridge and the relatively high number of people who live outside and commute into Cambridge often by private car. However, Cambridge is constrained in terms of the scale of development that is feasible without significantly impacting on the setting of Cambridge, compromising the Green Belt, exacerbating flood risk and adversely impacting on biodiversity. Options 03 and 04 attempt to balance these conflicting priorities and therefore perform slightly better in terms of sustainability compared to either the maximum or minimum level of development. However, it will be important, at a project level, to ensure that the negative impacts associated with development including the transport, biodiversity and green infrastructure and the landscape and townscape in particular are addressed. It will be important to ensure appropriate levels of hard and social infrastructure are brought forward to support development and not adversely effect existing communities.</p>

Level of Employment Provision

		Appraisal Discussion												
Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscapel heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge
06	10,000 new jobs to 2031	↘	↘	?	↔	↔	↔	↔	↔	?	?	?	?	?
<p>This Option is based on the delivery of a lower number of jobs than are expected to develop in Cambridge to 2031. As such it has a number of negative impacts. Significantly, it will not help to address levels of deprivation in Cambridge and will result in a proportion of the population remaining in long term unemployment and might lead to increasing levels of unemployment in Cambridge, which is recognised to have a range of negative impacts both for those who are unemployed and for the wider community.</p> <p>This Option will not help to address income and employment deprivation and may increase the scale and levels of deprivation. It will also impact adversely on Cambridge's position as one of the UK's most competitive cities.</p> <p>In terms of positive impacts, it is possible that a lower level of jobs than predicted may lead to fewer people commuting into Cambridge and therefore might indirectly benefit transport objectives. However, there could be an increase in the number of people commuting out of Cambridge to new centres of employment and this would increase the pressure on existing transport infrastructure. The overall impact is therefore uncertain.</p> <p>Another possible positive impact is the fact that this low target will reduce pressure on land and may therefore have some benefits in terms of landscape, townscape and cultural heritage. However, this is currently uncertain.</p>														
07	15,000 new jobs to 2031	?	↔	?	↔	↔	↔	↔	↔	?	?	?	?	?
<p>This Option represents the 'business as usual' option. The target for new jobs is slightly above the average growth in jobs in Cambridge over the last 20 years. It does not therefore represent a significant divergence from the status quo. As such, this Option is unlikely to significantly reduce levels of employment deprivation in Cambridge. Depending on the type of employment generated by this Option the impact on inequality will vary. Particularly in areas of high unemployment, high benefit</p>														

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscapel/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
																<p>dependency and other types of deprivation, which are clustered in the North and East of the city, the type of employment land should support jobs suitable to these residents. However, employment space for the high tech sector and higher education sector should also be supported.</p> <p>While the generation of employment is positive for the economy, it is unlikely that this Option will capitalise on the strong opportunity for growth within Cambridge. Furthermore, it is possible that the limited employment land will constrain Cambridge's economic potential and hinder Cambridge's leading position in higher education and the high-tech sector.</p> <p>Impacts on transport are uncertain and depend on the scale of housing development. If sufficient housing is provided within the urban boundaries, then this Option can contribute to sustainable travel patterns, however if it is not it will exacerbate congestion and unsustainable travel patterns.</p> <p>Impacts on the spatial areas of Cambridge will depend on where the employment land is brought forward.</p>
08	20,000 new jobs to 2031		?	↗	↘	↔	↔	↔	↔	↔	?	?	?	?	?	<p>In terms of communities and wellbeing, the sustainability of Option 8 depends on the type of employment which is supported through the Local Plan. While, the provision of employment land for high-tech uses and higher-education would be likely to generate greater Gross Value Added (GVA) for the local and national economy, it may not provide greater access to employment for those within deprived communities. There is also the issue that if employment space is overly provided for there will be a knock-on effect on communities with alternative uses for that land (such as affordable housing) restricted. However, if a balanced approach is pursued the impact could be significantly beneficial for communities and well being.</p> <p>The Option will have a positive impact on the local and national economy and will capitalise on Cambridge's position as one of the UK's most competitive cities and addressing income and</p>

Appraisal Discussion															
Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	
															<p>employment deprivation in parts of Cambridge. The scale of new employment supported by this Option should be sufficient to meet all the identified needs in terms of the types of employment (office space, industrial space, high-tech and high-tech manufacturing space).</p> <p>The impact on transport will depend on the location of the employees. If the policy is combined with an ambitious housing target, the cumulative impact could be low or even beneficial. However, it is likely that this increase in employment within Cambridge will lead to greater number of people commuting into Cambridge and will therefore lead to an increase in unsustainable travel and congestion.</p> <p>Depending on the type of employment land created the impacts on the other sustainability objectives and spatial areas will vary. These should be carefully assessed later in the plan process and at the project level.</p>
		<p>It is difficult to assess and compare the sustainability of these Options without knowledge of the type of employment that will be supported. While employment in general is positive, the type of employment will impact differently on the local population. It might be that support for high tech and higher education jobs does not capitalise on the opportunity to improve employment and income deprivation in deprived communities. However, as the number of employment opportunities increases it is inevitable that the type of jobs will also diversity. As such, the Options that encourage the greater number of employment opportunities are assumed to impact more positively on the communities and well being objectives.</p> <p>There are a number of potentially adverse impacts associated with the greater provision of employment opportunities. There is the potential for greater employment to encourage unsustainable travel patterns and a greater number of journeys by private car. Depending on the type of employment, the development may also have a range of visual impacts in terms of landscape, townscape and cultural heritage. These will have to be carefully mitigated at the project level.</p>													

Broad Locations for Future Development

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscapel/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
09	Development within the Urban Area of Cambridge	↘	↘	?	↔	↔	↔	↘	↘	↘	↘	↘	↘	↘	<p>This Strategic Option has a mix of impacts in terms of sustainability. Prioritising development within the urban centre through developing vacant or buildings that are likely to be vacant in the future, commercial buildings and garages will protect the distinctive setting of Cambridge through safeguarding the Green Belt and the associated biodiversity on the Green Belt. Redevelopment of sites may therefore have positive effects on landscape, townscape and cultural heritage.</p> <p>However, the scale of potential development within the urban area is severely constrained and if development is just focussed here the impact on the levels of deprivation will be minimal and it will hinder the competitiveness of the economy.</p>
10	Broad Location 1: Land to the North & South of Barton Road	↗	↗	↘	↔	↗	↔	↘	↘	↔	↔	↔	↔	↘	<p>On balance this option will contribute positively to community and well being as it has the potential capacity for between 2,000 and 3,000 dwellings within the City Council boundary, which will include affordable houses. The provision of public facilities and community uses should also have a positive impact on both the new residents and the existing residents within the area, while the inclusion of employment and retail uses within the development will support local employment.</p> <p>The development would not necessarily capitalise on the opportunity to discourage private car use as it is not close to existing public transport infrastructure. Furthermore the location of the development could lead to increased congestion on the M11 at J12. The provision of appropriate public transport and cycling/pedestrian facilities could mitigate this impact.</p> <p>Small parts of the proposed development land are within flood zones 2 and 3 and may lead to increased flood risk both for the site and for the surrounding areas.</p> <p>The development of the land to the North and South of Barton Road would have a significant</p>

Option Number	Option title	Appraisal Discussion
		<p>adverse effect on the landscape and townscape of Cambridge through obstructing the view of the historic core of Cambridge from the west and impacting on the setting of the city within the wider landscape. The area is identified as of "very high" importance in terms of the Green Belt.</p> <p>In terms of the priorities identified for West Cambridge in the SA Scoping Report, the development is likely to have a negative impact through reducing access to open space and impacting on the Green Belt setting.</p>
11	<p>Broad Location 2: Playing Fields off Granchester Road Newnham</p>	<p>On balance this option will contribute positively to community and well being as it has the potential capacity for between 450 and 700 dwellings within the City Council boundary, which will include affordable houses. The provision of social infrastructure is uncertain and the removal of open space may have a negative impact on existing residents.</p> <p>Given the current contribution of the site to alleviating the risk of flooding to the surrounding area, it is likely that this Option would have negative impacts on flood risk.</p> <p>The site is designated as of high or medium value in terms of the Green Belt and the open space is important in providing views of the historic centre and contributing to the setting of Cambridge. Furthermore, the hedgerows and river meadows are important for wildlife. They form part of the green network, which is important in terms of biodiversity and adaptation to climate change. The development is therefore likely to have negative impacts on biodiversity, green infrastructure, landscape and townscape.</p> <p>The proposed development is on the border of the West and South functional areas within Cambridge. It is likely to have a negative impact on the priorities identified for these areas in the SA Scoping Report. Namely, it is unlikely to maintain and enhance open space or address flood risk.</p>

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscap/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
12		Broad Location No. 3: Land West of Trumpington Road	?	?	?	↔	↗	↔	↗	↗	↔	↔	↗	↔	↔	<p>On balance this option will contribute positively to community and well being as it has the potential capacity for between 1,000 and 1,500 dwellings within the City Council boundary, which will include affordable houses. The provision of social infrastructure is uncertain and the removal of open space may have a negative impact on existing residents.</p> <p>The development of the site is likely to have significant adverse impacts on wildlife sites and green/blue corridors, including on areas of woodland, and on the landscape and setting of Cambridge. The site currently provides an important and attractive rural setting for the historic core and provides an important green corridor running into the city centre.</p> <p>The development may also impact on the Conservation Area in the northern part of the broad location and therefore have an adverse impact on cultural heritage.</p> <p>Significant areas of the Rugby Club ground are within the functional floodplain. Development in the functional floodplain will put the development at a high risk of flooding and will also increase flood risk elsewhere.</p> <p>The sports ground to the north of the site might have greater potential for development given the fact that it is well screened. However, the negative impacts associated with loss of public open space, biodiversity and green infrastructure may be significant.</p> <p>In terms of the priorities identified for South Cambridge in the SA Scoping Report, the development is likely to have a negative impact on balance. This is due to the potentially adverse impact on flood risk, open space and the conservation area.</p>
13		Broad Location 4: Land west of Hauxton Road	↗	↗	?	↔	↔	↔	↗	↗	↔	↔	↗	↔	↔	<p>This option would have a limited positive impact on communities and wellbeing as it has a capacity for between 110 and 160 dwellings within the City Council boundary, which would include the</p>

Option Number	Option title	Appraisal Discussion
		<p>provision of affordable houses. The proposal to incorporate a community stadium and sports village might provide additional benefits for the local economy and a resource for the local community. A potential negative impact however is the proximity of the development to the M11, which may have impacts in terms of air quality for the residents</p> <p>The development of the site is likely to have negative impacts on landscape, townscape and cultural heritage due to the proximity to the Romano-British scheduled monument and the importance of the site as a setting for the city. Development on this site would also replace arable land uses and may have negative impacts on farmland birds and other biodiversity.</p> <p>The impact on the priorities identified for South Cambridge in the SA Scoping Report is neutral, with the exception of the removal of open space which is considered to have a negative impact.</p>
14	Broad Location 5: Land South of Addenbrookes Road	<p>The proposal to include social infrastructure as well as potential capacity for between 750 and 1,150 dwellings including affordable housing means that the development is overall likely to have a positive impact on communities and well being. A potential negative impact however is the proximity of the development to the M11, which may have impacts in terms of air quality for the residents.</p> <p>The situation of the proposed development on higher ground has a number of negative implications, including changing the townscape of Cambridge and the view of the town from the south and also potentially in terms of increasing surface water flood risk in surrounding areas.</p> <p>The removal of arable farmland, including the mature hedgerows is likely to have negative impacts on biodiversity and wildlife corridors. Development may also have negative impacts on the River Cam to the south of the site, which is an important green/blue corridor.</p> <p>Part of the area is within flood zones 2 and 3 and development may therefore lead to an increased</p>
Communities		
Economy		
Transport		
Water		
Flood risk / CC adaptation		
CC mitigation and RE		
Land/townscape/ heritage		
Biodiversity		
City Centre		
North Cambridge		
South Cambridge		
East Cambridge		
West Cambridge		

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscap/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
15	Broad Location 6: Land South of Addenbrooke's and Southwest of Babraham Road	↗	↔	?	?	?	?	↖	↖	↔	↔	?	↔	↔	<p>risk of flooding both on the site and in the surrounding areas. The development may also impact on a scheduled monument which is situated in part of the site.</p> <p>The development will not address the priorities identified for South Cambridge in the SA Scoping Report, which include a need to address flood risk and deprivation in the eastern part of the functional area and maintain and enhance open space.</p> <p>This Option will still help contribute to the delivery of much needed additional housing, as it has the potential capacity for between 900 and 1,400 dwellings within the City boundary, which would include affordable housing. The extent to which this Option would enhance community leisure and open space provision for new residents is not known and would depend on whether the site is purely residential or mixed use. It is unlikely that the site would support a new school or significant local facilities. As a result residents would need to travel to access such facilities which would place greater pressure on local transport infrastructure. However development could help to catalyse improved public transport in this area and help encourage greater use of public transport and walking/cycling. Existing reasonable public transport services and the presence of the park and ride could be improved to support any development.</p> <p>Development on this site could result in significant impacts on landscape and townscape issues. The site is identified as high value in terms of the importance of the setting of the City and Green Belt purposes and the site currently helps to clearly define the urban edge of the City.</p> <p>It is likely that development on this site would lead to adverse effects on biodiversity and result in the loss of green infrastructure. Development at this site is likely to affect adjacent nature conservation designations and its 'ribbon nature' could affect existing wildlife corridors along existing hedgerows, drainage ditches and tree belts.</p>

Option Number	Option title	Appraisal Discussion
16	Broad Location No. 7: Land between Babraham Road & Fulbourn Road	<p>On balance this Option should contribute positively to the Community and Well Being topic as there is potential capacity for between 3,000 and 4,600 dwellings within the City Council boundary. Specifically, it will increase the delivery of affordable housing. However, the success of development in this area will be dependent on the timely provision of associated infrastructure such as schools and other community services; and the development's integration with existing protected open spaces and the wider landscape.</p> <p>It is likely that this development will lead to significant increase in daily trips and impacts on the local road and public transport network. The extent to which new residents use more sustainable transport modes will depend on the quality and frequency of services provided and provision of safe cycling and walking routes. Currently, most of the area is over 400m from the nearest bus stop.</p> <p>This Option is likely to result in significant effects on the wider landscape and setting of Cambridge. Areas of the site are categorised as medium to very high in terms of importance to the setting of the City. Views from the area are mostly elevated providing vistas over the City; also, the site is likely to be visible from southern parts of the City. The site currently performs an important role in helping define the urban edge of the City and this function would likely be lost. Areas of archaeological interest are also identified nearby but it is likely that impacts on these could be mitigated.</p> <p>This Option is likely to result in significant effects on key issues relating to biodiversity and green infrastructure. Notwithstanding the Grade 2 & 3 agricultural land status, the site is located adjacent to two Country Wildlife Sites. Furthermore, the site is located on relatively high ground and development could potentially result in increased surface water runoff and an increased risk of flooding to adjacent communities.</p>
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Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscapel/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
17 18 19	Broad Locations 8, 9 and 10														<p>It is unclear at this stage whether development on this site would result in any significant environmental effects in South, or nearby, East Cambridge areas, as identified in the SA Scoping Report. While development could facilitate the achievement of successful new communities and help address deprivation issues in these areas there is still the potential for impacts relating to flooding, transport and open space provision that would need to be carefully mitigated.</p> <p>These broad locations fall entirely within South Cambridgeshire District Council area, and will be assessed by their SA.</p>

Strategic Spatial Options

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscapel/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
20	Green Belt	↘	↘	↔	↔	↘	↔	↘	↗	↔	↔	↔	↔	↔	<p>It may be that the Local Plan will alter the extent of the Green Belt. However, that decision is beyond the remit of this Option. This Option simply protects those areas designated as Green Belt within the Local Plan. As such it has a range of positive implications. These relate to protecting and enhancing existing natural flood risk infrastructure, supporting adaptation to climate change, protecting the setting of Cambridge within the wider landscape and protecting biodiversity on the Green Belt.</p> <p>Restricting further development of housing and employment land could adversely impact on attempts to increase the buoyancy of the local economy and efforts to reduce the affordable housing deficit.</p> <p>It is important to note that the legitimacy of this Option might be undermined by the further release of land from the Green Belt. Care should be taken that this does not set a precedent.</p>
21	Setting of the City	↗	?	?	↔	↔	↔	↗	↗	↔	↗	↗	↗	↗	<p>This Option should have a positive effect in ensuring that new developments on the edge of the City do not adversely impact biodiversity, and maintain connectivity between existing green infrastructure. This is because the option is likely to protect the green fingers of countryside that go into the City alongside the river. Promoting access to the surrounding countryside will also have positive health and well being benefits. Taking the opportunity to conserve, enhance and improve the edge of Cambridge should help maintain Cambridge's 'setting' while still providing support for appropriate development. This is likely to have a positive effect on landscape, townscape and cultural heritage as the option seeks to conserve and enhance landscape setting and special character. The Option may also help to maintain Cambridge as a compact City with a sharp edge between the urban area and the countryside, which is key to the distinctiveness of Cambridge.</p>

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscap/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
22	Green Infrastructure	?	?	?	↔	↔	↗	↔	↗	↗	?	?	?	?	?	The requirement for all new developments to create and enhance green spaces and where possible to link together green networks would have a range of positive impacts. These include on flood risk and climate change adaptation (mitigation of the urban heat island effect), biodiversity and the setting of Cambridge within the broader landscape. It is likely that it would also have beneficial impact on communities and well being through the enhanced provision of open space and opportunities for recreation, which have a range of health and associated benefits. However, it may also lead to a lack of flexibility, which might mean that green infrastructure is not targeted to where it would have the most beneficial effects.
23	Comprehensive policy for the River Cam Corridor	↔	↗	↔	↔	↗	↔	↔	↗	↗	↗	↗	↔	↗	↗	Overall this Option will have a positive impact. Given the importance of the River Cam in framing the city and the 'world-famous' views of Cambridge from the 'backs', a policy that safeguards this important environment will ensure Cambridge maintains its position as a leading tourist destination, which is beneficial to the local economy. The Option also ensures the protection and enhancement of the historic environment and in will help to promote the character and distinctiveness of the conservation areas. More generally, the Option performs well in terms of flood risk, water quality, landscape, cultural heritage and biodiversity. This Option will not impact on South Cambridge (as defined in the SA Scoping Report) as the River Cam does not flow through this functional area, but it will have a positive impact on the other areas within Cambridge.
24	City Centre	?	?	↗	↔	↔	↔	↔	↗	↔	↗	↔	↔	↔	↔	The overall aim of this Option is to maintain and enhance the viability and vitality of the City Centre and improve the public realm. This will clearly have a range of positive impacts. However, given the competing use for the City Centre some uses will inevitably be preferred over others and there will be trade-offs. Without knowing the priority uses for the city centre and how competing uses

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscap/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
																would be assessed it is difficult to assess the sustainability of this option.
25	Maintain the current hierarchy of centres with new additions	?	↗	↔	↔	↔	↔	↔	↔	↔	↗	?	?	?	?	<p>It is difficult to assess the sustainability of this Option and Option 26 given the absence of information on how the current hierarchy of centres is functioning and the justification therefore for changing the approach.</p> <p>This Option represents the business-as-usual scenario. It will continue to protect those identified town, district and local centres set out in the 2006 Local Plan and will therefore have positive impacts on the economy and the city centre. However, it may be detrimental if it affords protection to inappropriate centres and prevents other legitimate uses.</p> <p>In general if the current approach to town centres is out of date and does not adequately protect emerging centres and at the same time offers protection to small and unviable local centres, then it is not functioning optimally in terms of sustainability.</p>
26	Change the position of some centres within the hierarchy with new additions	↗	↗	↔	↔	↔	↔	↔	↔	↔	↗	↗	↗	↗	↗	<p>Given the fact that this Option will be based on the most up to date information relating to current, emerging and small urban centres, it performs better than the previous Option. It should ensure that adequate protection is given to important old and emerging centres, while at the same time permitting other types of development in small and unviable local centres. This has a range of positive impacts that relate to communities and well being and the economy.</p>
27	Residential Communities	↗	↔	↗	↗	↔	↔	↔	↔	↔	↗	↗	↗	↗	↗	<p>This Option would ensure that residential communities have access to a range of services and a high quality living environment. This Option is likely to support sustainable travel patterns, and improve the communities and well being theme through addressing deprivation and inequality in existing residential communities.</p>

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscap/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
28	Station Area	↗	↗	↗	↕	↕	↕	↕	↗	↕	↗	↕	↗	↕	↕	This Option supports the continued regeneration of the Station Area as a mixed use area, which has a range of associated positive impacts in terms of sustainability, especially for the economy and communities and well being. Specifically it supports further development of office space, which was identified as a key issue in the SA Scoping Report. While the Station Area is technically in the City Centre, this Option will have broader positive implications on the neighbouring areas in South and East Cambridge. It is also likely that the regeneration of the area will continue to improve the townscape, although new development should be sensitive to the historic environment especially given its proximity to the city centre.
29	Southern Fringe	↗	↗	↗	↕	↕	↕	↕	↕	↕	↕	↕	↗	↕	↕	The development of the Southern Fringe site was facilitated through the 2006 Local Plan. Continuing to support the development of the southern fringe through the spatial strategy will maintain the sustainability benefits associated with addressing levels of deprivation and mitigating flood risk through improved drainage.
30	Addenbrooke's Hospital	↗	↗	↗	↕	↕	↕	↕	↕	↕	↕	↕	↗	↕	↕	The continued support for the creation of the Cambridge Biomedical Campus has a range of positive implications in terms of sustainability. Most importantly it will provide a cluster of healthcare, bio-medical and bio-technical research, and high-education uses. The ambition is for the cluster to be at the leading edge of health-care expertise. It will therefore have a significant positive impact on the local economy and will also provide excellent health care facilities for Cambridge residents.
31	North West Cambridge	↗	↗	↗	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	The continued support for development to support staff and key workers from the University of Cambridge in North West Cambridge is positive, as is the development of a new residential community between Huntingdon Road and Histon Road. The North West Cambridge site will help to support the leading position of the University of Cambridge and will also help to address levels

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
32	West Cambridge	?	↗	?	↔	↔	↔	↔	↔	↔	↔	↔	↔	↗	<p>of deprivation, which are quite extensive in northern Cambridge. It therefore has positive impacts on communities and well being on the economy and on North Cambridge.</p> <p>This Option entails the more intensive development of the West Cambridge Site to provide high density employment space. This is likely to lead to significant positive impacts in terms of the economy and will help meet the identified requirement for more office space for small high tech and research businesses.</p> <p>The Option also includes the proposal to create shared social spaces. This may have indirect benefits on communities and well being.</p> <p>The Option states that key to developing West Cambridge will be the provision of good public transport infrastructure. This is key due to the relatively poor linkages between the site and public transport infrastructure. Without significant investment further development of the site would lead to greater pressure on transport infrastructure and congestion.</p>
33	Northern Fringe East	↗	↗	↗	↗	↔	↗	↗	↔	↔	↗	↔	↔	↔	<p>This Option should deliver significant effects in terms of addressing deprivation and the wider need for regeneration in North East Cambridge. The Options focus on transport led growth should have significant effects on reducing the reliance on the private car and help mitigate related transport emissions. Provision for an interchange between local buses and the Guided Bus as well as improved access for cyclist and pedestrians should also contribute significantly to transport and climate change mitigation sustainability issues. The Option's identified key principles require high standards of sustainability and design quality which should help address key sustainability issues relating to the need for high standards of water efficiency, minimising landscape impacts and improving the quality of the built environment.</p>

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
34	Cambridge East - Retain current allocation	↗	?	↘	?	↔	↔	↘	↘	↔	↔	↔	↗	↔	Retaining the current allocation for development would help safeguard potential future housing provision. If delivered this would contribute significantly to addressing key communities and well being sustainability issues relating to housing, community and education provision and may help address aspects of deprivation in this area. Although this Option is likely to increase pressure on transport infrastructure this is uncertain; as the development is unlikely to be delivered until 2031 by which time transport provision may be radically different to today. Should development be brought forward more quickly (for which this Option provides flexibility) then adverse transport impacts would be expected. As the AAP notes the development of Cambridge East would take many years to complete and as it wouldn't be delivered for a number of years this appraisal is inherently uncertain.
35	Cambridge East – Safeguarded Land	↗	?	↘	?	↔	↔	↘	↘	↔	↔	↔	↗	↔	Safeguarding land for future development would result in largely similar effects across the sustainability topics. However it would provide less certainty to developers and may hamper confidence in the local economy.
36	Cambridge East – Return the land back to the Green Belt	↘	?	↗	↗	↗	↔	↗	↗	↔	↔	↔	?	↔	Option 36 is likely to result in adverse effects against the community and well being sustainability topic. The loss of this land that could otherwise deliver significant housing, employment and community service provision is likely to minimise the opportunities to help address housing, health and potentially employment deprivation within this area. In contrast this Option would likely deliver significant benefits in addressing key sustainability issues relating to transport, water, flood risk, landscape and biodiversity as compared to protecting this area for future development. Notwithstanding, this appraisal is inherently uncertain as it is not expected that this land would be made available until 2031, in which time key issues identified for this appraisal may have changed.

Opportunity Areas

Opportunity Areas		Appraisal Discussion												
Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge
37	Mill Road	↗	↗	↗	↔	↔	↗	↗	↔	↔	↔	↔	↗	↔
38	Eastern Gate	↗	↗	↗	↔	↔	↗	↗	↔	↗	↔	↔	↗	↔

An Option to specifically protect and enhance the diversity and character of Mill Road is likely to result in significant positive effects across a number of sustainability topics. In terms of the Communities and Well Being topic this Option should help address the key issues relating to the need to capitalise on the ethnic diversity of the city and realise its contribution to vibrant and inclusive communities. Mill Road already benefits from a number of active community groups which this Option should help support. Specific reference to improving environmental quality for pedestrians and cyclists should also contribute to general improved and safer public realm and encourage more people to walk and cycle. Removal of road markings, signage and other clutter should also contribute to promoting the character and distinctiveness of the road helping address issues relating to townscape.

In terms of the key economic sustainability issues, the Option's reference to rely on the 'General shopping policy' (which performed well when appraised) should restrict change of use from small shops to larger units and help maintain the diversity of shopping provision. It will also help directly safeguard independent shops along Mill Road, an identified key issue in the East Cambridge area as identified in the SA Scoping Report.

The large and busy roads and junctions in this area, combined with areas of bulky industrial buildings have resulted in geographically fragmented communities. The Option's focus on improving the highways and public realm will have immediate and direct positive effects on encouraging greater walking and cycling in the area which is a key issue across a number of sustainability topics. More generally, this Option will contribute to an improved townscape and increase the attractiveness of the city as a place to live, work and spend leisure time. Furthermore, it could act as a catalyst to the regeneration of the wider area and help address identified deprivation issues in East Cambridge.

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
39		Cambridge Railway Station to the City Centre & Hills Road Corridor	↗	↗	↗	↔	↔	↗	↗	↔	↗	↔	↗	↔	↔	<p>The proposed public realm improvements at the identified seven key parts of this area would contribute to a safer, more attractive, accessible and integrated public realm. These changes are likely to result in significant positive effects on key community and well being and transport issues. In particular it should help build on the high modal share of cycling and encourage longer journeys by bike. Reducing the confusion for visitors on arriving at Cambridge Station will also help better orientate people and encourage more people to walk to the City Centre helping minimise transport related GHG emissions. This Option should lead to wider regeneration benefits, in particular, helping address areas of health deprivation to the west of Hills Road in the South Cambridge area (as identified in the SA Scoping Report).</p> <p>This Option should also have significant effects in protecting and enhancing shopping provision in Hills Road Local Centre and along Regent Street helping address this key 'economy' issue. Furthermore it should also help encourage more sustainable growth of tourism by minimising the pressure tourism places on the City's transport infrastructure.</p>
40		South of Coldham's Lane	↗	↔	↔	↔	↔	↔	↗	?	↔	↔	↔	↗	↔	<p>This Option would contribute significantly to improving the health and well being of Cambridge residents by providing greater access to open space and opportunities for walking, cycling and sports activities. This Option will provide additional open spaces and green space and should help address the relatively high levels of health deprivation in this area because it has been inaccessible to the public. Redevelopment of this site should also contribute to increasing the attractiveness of the area. Increasing the recreational use of the sites could have The extent to which this Option would have negative effects on biodiversity, although the option is clear that biodiversity value would be considered before any development takes place [this refers to a new sentence we have added in] is uncertain. The eastern most site is designated as a City Wildlife Site; it is not clear whether redevelopment would have any adverse effects on biodiversity on this site. However, redevelopment could provide opportunities for improved conservation and a net increase in biodiversity, facilitated in part, through the proposal to develop a green and blue corridor through to the Spinney Nature Reserve.</p>

Option Number	Option title	Appraisal Discussion
	Communities Economy Transport Water Flood risk / CC adaptation CC mitigation and RE Land/townscapel/ heritage Biodiversity City Centre North Cambridge South Cambridge East Cambridge West Cambridge	<p>Summary: The Opportunity Areas' focus on public realm improvements and recreational provision and are likely to result in significant positive benefits across a number of sustainability topic areas. In each of the areas the proposed improvements should result in a more accessible and attractive public realm and improved pedestrian and cyclists safety; thus helping promote greater uptake of these transport modes and reduce private car use. This will have benefits in terms of addressing key transport and climate change mitigation sustainability issues. There are likely to be economic benefits relating to improvements to shopping areas and tourism. In particular, specific improvements around the station will help present Cambridge as an attractive, sustainable and welcoming City helping maintain its position as a place to live work and visit.</p>

Sustainable Development, Climate Change, Water and Flooding

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
41	Innovative and sustainable communities	↗	?	↗	↗	↗	↗	↗	↔	↗	↗	↗	↗	↗	↗	<p>This Option should result in positive effects across the majority of sustainability topics. In particular, specific reference to efficient use of energy, water and natural resources should ensure improved water efficiency and reduced carbon emissions from all aspects of new developments.</p> <p>Consequently, this Option will help contribute to a more attractive public realm and improved health and well being of Cambridge residents. Striving to deliver truly sustainable communities capable of adapting to the impacts of climate change should also have beneficial effects on maintaining Cambridge's position as an economically competitive City now and in the future. This Option should also result in positive effects in terms of climate change mitigation as the Option seeks to secure radical reductions in carbon emissions.</p>
42	Develop a comprehensive sustainable development policy	↗	?	↗	↗	↗	↗	↗	↔	↗	↗	↗	↗	↗	↗	<p>The Option to set out sustainability principles to be embedded into all development proposals is likely to contribute positively across all sustainability topics.</p> <p>Integrated water management and water conservation as mentioned in the Option should help to ensure that new developments implement high standards of water efficiency, likely preventing additional pressure on water resources in the region.</p> <p>Striving to deliver truly sustainable communities by embedding sustainability principles into all development proposals in Cambridge may also have beneficial effects on maintaining Cambridge's position as a competitive city, if it is seen as leader in sustainability.</p> <p>Positive effects are likely to occur with regards to the climate change adaptation and mitigation sustainability topics as the Option seeks to incorporate sustainable drainage systems, reductions in carbon emissions, and considerations of building design and adaptability into all development</p>

Appraisal Discussion		Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	
<p>reduce emissions, as would energy efficiency and renewable energy technologies. In addition to the hierarchical approach adopted, renewable energy provision could still be incorporated into schemes to meet the required reduction under the findings of Decarbonising Cambridge****. This would help address concerns surrounding fuel security and national targets for renewable energy generation.</p> <p>Option 46 would likely result in positive effects across most sustainability topics, however using carbon reduction targets set under Part L of the Building Regulations is likely to result in fewer initiatives and less drive to reduce carbon as much as Decarbonising Cambridge suggests is viable. The proposed continued requirement to apply the Merton Rule in carbon reduction would ensure opportunities to reduce energy demand through renewable technologies are maximised. However, this aspect of the policy could be combined into Option 45. Furthermore, by following Part L of the Building Regulations, Option 46 would not cover wider elements of sustainable development, such as the use of materials with low environmental impact, enhancement of biodiversity and consideration of the impact of building design on the health and wellbeing of building occupants. These elements addressed by Option 44 and 45 are integral to a holistic approach to sustainable development, helping to achieve the Plan's vision for a low carbon City.</p> <p>Enabling developers to offset remaining emissions in their carbon reduction targets through paying into a Community Energy Fund is likely to have a positive effect in ensuring greater deployment of energy efficiency, low carbon and renewable energy technologies across Cambridge, meeting the key sustainability issues set out under the City Centre and Climate Change mitigation themes. Further positive effects against these themes can be expected as the Option would help developers reach zero carbon policy compliance. The Option sets out that the fund is likely to invest in schemes that have direct local benefit for Cambridge communities. This could have</p>			Building Regulations and continue to operate a percentage renewable energy policy														
		47	Establishment of a Cambridgeshire Community Energy Fund	↗	↔	?	↔	?	↗	↔	?	↗	?	?	?	?	?

**** <http://www.cambridge.gov.uk/democracy/mgConvert2PDF.aspx?ID=2315>

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
48		Renewable and Low carbon energy generation	?	?	↔	↔	?	↗	?	?	↗	↔	↔	↔	↔	<p>significant positive effects in improving the well being of Cambridge residents for example by improving air quality locally and creating a greater sense of community through shared projects locally.</p> <p>This Option is likely to have a positive effect on key issues identified under the climate change mitigation and renewable energy theme, such as ensuring greater deployment of renewable energy technologies, and reducing carbon emissions from new developments. It will also provide opportunities to reduce energy demand as renewable technologies are maximised, which has been identified as important for the City Centre. The impact on the economy is uncertain as a requirement for supporting the development of renewable and low carbon energy projects may affect the viability of schemes, however, it would also provide a cost effective way for developers to meet their carbon reduction obligations, and could be positive in positioning Cambridge competitively in terms of energy security and leading in low carbon initiatives. While looking to promote renewable and low carbon energy generation, there will be a need to balance other objectives such as the protection and enhancement of the historic environment and biodiversity in Cambridge.</p>
49		Climate Change Adaptation	↗	?	?	?	↗	↗	↗	↗	↗	↗	↗	↗	↗	<p>The Option proposed should enable new and existing communities to be capable of adapting to climate change, as the issues identified in the sustainability framework seek to protect and enhance natural flood risk management and to enable developments to adapt to other climate change impacts. There should be a positive effect on climate change mitigation, as the highest standards in low carbon design will be encouraged in building design and construction. The role of landscaping, such as green roofs and enhanced tree canopies, is likely to improve habitats for biodiversity and reduce fragmentation. Similarly, measures to further urban greening will capitalise on the opportunity for green infrastructure to help Cambridge adapt to climate change impacts, with subsequent positive effects on reducing flood risk, urban cooling and maintaining communities' access to green infrastructure. Urban greening could also have a positive effect on landscape and</p>

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion	
																	townscape.
50	Consequential Improvements policy (to homes and non-residential buildings where Part L requirements would not currently apply)	↔	?	↔	↔	↗	?	↗	?	?	↗	?	?	?	?		In the case that Building Regulations are not amended to apply requirements for consequential improvements to all existing domestic buildings that undergo works to increase habitable space, Option 50 would contribute to carbon emissions and encourage high standards in low carbon design. help secure energy efficiency improvements and encourage high standards in low carbon design. Retrofitting water conservation measures to existing buildings, as proposed under this Option, should secure positive effects for high standards of water efficiency and reduce pressure on water scarcity in the region. The impact on heritage assets remains uncertain as the appropriate conservation of assets will be dependent on actual implementation of this Option within the historic environment.
51	Develop a comprehensive integrated water management policy	↗	↔	?	↗	↗	↗	?	?	↗	↗	↗	↗	↗	↗		This Option should have positive effects on ensuring all developments incorporate sustainable drainage systems to minimise surface water flood risk. Surface water management will result in the protection of existing natural flood risk management infrastructure, such as green open spaces, which is likely to bring further benefits associated with improving the health and well being of Cambridge residents, and maintaining biodiversity. Under this Option water sensitive design such as the integration of multiple small ponds rather than one large pond will be of high quality and could therefore contribute to improved visual amenity. As a result of improved surface water management, benefits can be expected with regards to biodiversity enhancement and improvements in water quality.

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
52	Water efficiency - water neutrality	↔	↔	↔	↔	↗	↔	?	?	↔	?	↔	↔	↔	↔	<p>Water neutrality results in the most positive effects against the sustainability themes, as it is the most radical in terms of addressing the severe water stress identified in Cambridge's Water Resources Management Plan. Out of the proposed Options water neutrality would ensure overall demand would not increase and potentially decrease in the longer term with future water saving measures. The effect on reducing carbon emissions is uncertain, as the Water Cycle Strategy found that carbon emissions can actually increase with water neutrality as the use of rainwater and grey water harvesting at a community scale requires a lot of pumping, which has associated emissions. The key benefits from water neutrality would be preserving Cambridge's scarce water resources and minimising the environmental, social and economic impacts from over extraction.</p> <p>From an economic perspective this Option (water neutrality) could place Cambridge in a competitive position as it would be at the forefront of water efficiency initiatives. However, it is also the most expensive Option presented.</p> <p>Option 53 requiring 80 litres per head per day would result in the same benefits to Option 52 but to a lesser extent. This is due to the fact that there would be a net increase in water used in Cambridge per year, which may exacerbate the existing water stress in the area as identified by the key sustainability issue 'place no additional pressure on water scarcity in the region'.</p> <p>Requiring 105 litres per head per day would still result in increased water efficiency and reduce per capita water consumption as Cambridge currently has an average per capita water use of 151 litres per day. Both these issues are identified in the sustainability framework. In addition the economic impact could be positive as this is the lowest cost option with regards to the associated water supply infrastructure. However, there would be a net increase in water used in Cambridge, which could overtime create additional pressure on water scarcity in the region. In addition, the contribution to carbon emission reductions would be less than the above Options.</p>
53	Water efficiency – 80l/head/day	↔	↗	↔	↗	↗	↗	?	?	↔	↗	↔	↔	↔	↔	
54	Water efficiency – 150l/head/day	↔	↗	↔	↗	↗	↗	↗	↗	↔	↗	↔	↔	↔	↔	

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
55		Water efficiency – non domestic buildings (highest level)	↔	↗	↔	↗	↔	↗	?	↔	↗	↔	↔	↔	↔	Requiring all non domestic developments be designed to the highest water efficiency levels will more expensive compared to Option 56. However, as expected Option 55 results in the most significant positive effects against the sustainability topics, as it is the most radical in terms of addressing the severe water stress identified in Cambridge's Water Resources Management Plan. From an economic perspective, whilst this option is the most expensive, it would place Cambridge in a competitive position in terms of leading on water efficiency initiatives. This Option would result also result in significant carbon emissions savings associated with water production, as overall increases in supply would be kept to a minimum.
56		Water efficiency – non domestic buildings (high level)	↔	↗	↔	↗	↔	↗	?	↔	↗	↔	↔	↔	↔	Requiring a 'high level' of water efficiency (Option 56) would result in similar effects against the sustainability topics but to a lesser extent. Although there would be minimal costs associated with this Option, compared to Option 55, both the consumption reductions achieved, and carbon emission reductions from reduced water supply would still be significantly above business as usual levels.
57		Develop a comprehensive flood risk reduction policy	↗	↗	↔	?	↗	↔	↗	↔	↗	↗	↗	↔	↔	Addressing flood risk has been identified as a key issue across much of Cambridge. This Option should ensure that design considerations in new developments meet the potential for increased flood risk in the future helping to address the issues identified under the Flood risk sustainability theme. The flood risk reduction measures proposed, such as the management of flow routes that result from surface water flooding, should help ensure the continued high quality of the city centre as a place to live, work and spent leisure time.
58		Develop water body quality policy	↗	↔	↔	↗	↔	↔	?	↗	↗	?	?	?	?	This Option should improve the water quality of Cambridge's water courses meeting the key issue identified for Cambridge's water courses to be in line with the Water Framework Directive requirements. Enhancements to open green space where there are water bodies may have positive effects on

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
																<p>the issues identified under the 'communities and wellbeing' theme, such as protecting and enhancing open space provision. The contribution of waterside developments in improving water quality and the ecology of water bodies is likely to have a positive effect on ensuring that new development does not adversely impact on biodiversity. Improving the quality of water bodies in Cambridge may also have positive implications on the quality of the public realm.</p> <p>Through the enhancement of the natural environment and landscape the development of intensive and extensive green roofs could result in positive effects on water attenuation rates through improvements in surface water management. This can contribute positively to reducing flood risk including climate change adaptation. Similarly, green roofs can reduce urban heat island effects, and therefore all contribute positively to climate change adaptation.</p> <p>This Option is likely to result in improvements to water quality and therefore contribute to the issue of the quality of Cambridge's water courses identified in the sustainability framework. Positive effects on the issues under the biodiversity theme can also be expected, as opportunities for green infrastructure for habitats would increase. This could also have positive effects on carbon reduction also identified as a key issue. As the Option states, the policy would require careful consideration of the appropriateness of green roofs when dealing with heritage assets, to mitigate any adverse effects. This would particularly be the case if green roofs were required on all buildings, as is suggested by one of the variations set out within this option.</p>
59		Develop a green roof policy	?	↔	↔	↗	↗	↗	?	↗	↔	↗	↗	?	?	
<p>Summary:</p> <p>The proposed Options for sustainable development, climate change, water and flooding generally result in positive or significantly positive results against the sustainability themes. Option 45 suggesting targets in line with the findings of Decarbonising Cambridge resulted in the most positive effects. By requiring levels of carbon reduction beyond those required under Part L Building Regulation, and zero carbon homes, this option would contribute positively to radically reducing carbon emissions across Cambridge, a key issue identified in the sustainability framework. In addition, the Option leaves flexibility for more stringent targets where specific sites are well situated relative to sustainable infrastructure, which could further the aforementioned positive effects. Similarly, striving for water neutrality resulted in the most significant positive effects amongst the water efficiency Options, as it is the most</p>																

Option Number	Option title	Appraisal Discussion
	Communities Economy Transport Water Flood risk / CC adaptation CC mitigation and RE Land/townscape/ heritage Biodiversity City Centre N Cambridge S Cambridge E Cambridge W Cambridge	radical in terms of addressing the severe water stress identified in Cambridge's Water Resources Management Plan. In deciding how stringent adopted targets should be, the effect on maintaining Cambridge's position as one of the UK's most competitive cities should be considered. Taking radical and leading stances in terms of carbon reductions and water/energy efficiency is likely to have a positive effect. However, it should be noted that the more radical measures are likely to be more expensive and could potentially affect the viability of schemes, making Cambridge less attractive to developers.

Delivering High Quality Places

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape / heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
60	Strategic Priority	↗	↗	↗	?	?	?	?	↗	↗	↗	?	?	?	?	This option should have a positive effect on communities and well being issues in Cambridge as it aims to deliver high design quality helping to support the quality of life and amenity for residents and visitors. The support to continue Cambridge's tradition as a creative and innovative City is likely to have positive effects on the vitality of the City Centre and local economy. Positive effects may result on biodiversity and green infrastructure as the supporting option text indicates that the high quality design includes the buildings and spaces around them.
61	Criteria based responding to context policy	↗	↗	?	↗	?	↔	?	↗	↗	↗	↗	↗	↗	↗	This Option will ensure the protection and enhancement of the historic environment through the appropriate design of new developments and sensitivity to existing landmark features. It should also help contribute to improving the quality and distinctiveness of the public realm helping address key issues regarding landscape, townscape and cultural heritage.
62	Criteria based policy for delivering high quality places	↗	↗	↗	?	↔	↔	?	↗	?	↗	↗	↗	↗	↗	Setting out comprehensive criteria for the quality of new developments including aspects such as designing out crime, enhancing public realm and considering those with disabilities is likely to have positive effects on key issues regarding communities and well being including helping protect and enhance community, leisure and open spaces and support the provision of affordable and intermediate housing. All areas in Cambridge are likely to benefit from the inclusion of criteria such as the integration of landscape design, inclusion of public art and proactive management and maintenance of development. Effects of this policy on the Biodiversity, Transport and Climate change themes are uncertain when taking this option in isolation. However, other policies in the plan address criteria relating to these aspects, which could contribute positively to Delivering High Quality Places, for example sustainable design and construction options.

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape / heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
63	Criteria based policy for the design of buildings	↗	↗	↗	↗	↗	↗	↗	↗	?	↗	↗	↗	↗	↗	<p>This Option should contribute positively to the maintaining the character and quality of the City's historic environment, through its specific reference to the need for new buildings to be of the highest architectural quality. Criteria requiring integrated design appropriate to the locality, that are convenient, safe and accessible should all contribute to addressing many of the community and wellbeing issues. The specification for buildings to be constructed in a sustainable manner and easily adaptable should help meet changing lifestyles/ownership and future climate change. This Option is also likely to provide opportunities to reduce energy demand through increased deployment of energy efficiency technologies, for example. This is covered in more detail by proposed options in other sections of the plan. Economic benefits could result as a high level of architectural quality may attract people to Cambridge, therefore contributing to addressing the issue of continued vitality in the City Centre.</p>
64	The Design of Public Realm, Landscape and other External Spaces	↗	?	?	↗	↗	↗	↗	↗	↗	↗	↗	↗	↗	↗	<p>This Option is likely to result in positive effects across the majority of the sustainability topics. Criteria requiring high quality design of the public realm should help contribute to improving accessibility for all members of society and contribute to creating vibrant and inclusive communities and positive health outcomes. Measures to 'green' the City are likely to further this benefit, and also increase the provision of green infrastructure. Requirements to integrate surface water management proposals into the overall design should help address key issues relating to flood risk and climate change adaptation.</p>

		Appraisal Discussion												
Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape / heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge
65	Requirement for the production of design codes in respect of growth areas for all outline planning applications	↗	?	?	↔	↔	↔	?	↗	?	?	?	?	?
66	Criteria based policy for alterations and extensions to existing buildings	↗	?	↗	↔	↔	↔	↗	↗	↗	↗	↗	↗	↗
<p>Summary:</p> <p>The Delivering High Quality Places Options generally perform positively against the sustainability topics. The Options should ensure that new and existing development proposals will be delivered to a high quality of building design, set within attractive and functional public realm and integrated effectively into the local and wider cityscape. In particular, Options relating to the protection and enhancement of landscape, townscape and cultural heritage perform well against the related sustainability topics. The Option to require the production of</p>														

Option Number	Option title	Appraisal Discussion
	Communities Economy Transport Water Flood risk / CC adaptation CC mitigation and RE Land/townscape / heritage Biodiversity City Centre North Cambridge South Cambridge East Cambridge West Cambridge	<p>design codes for all outline planning applications, is likely to contribute positively to improving the quality of Cambridge's built and natural environment. Delivering High Quality Places is closely linked with several other options set out in the plan, including aspects such as sustainable design and construction, water efficiency, flood management, biodiversity and green infrastructure. In combination with the Successful Places options, these related options will apply to any new development and will therefore be influential in addressing issues identified under this appraisal of Successful places.</p>

Protecting and Enhancing the Historic and Natural Environment

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscapel / heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
67	Protecting and enhancing the historic and natural environment	↗	?	↔	?	↗	↗	↗	↗	↗	↗	↗	↗	↗	↗	This option should ensure that new development contributes to the protection of the city's historic assets and improvements in its environmental quality. In doing so this option should help address key sustainability issues relating to landscape, townscape and also the impact on biodiversity. The option should benefit all areas in the city, particularly those wards where significant population growth is anticipated. Specific reference to improving air quality and increased tree cover should also help improve the health and well being of residents and contribute to mitigating and adapting to the effects of climate change.
68	Protection and enhancement of Cambridge's historic environment	↔	?	↔	↔	↔	↔	↔	↗	↔	↗	↗	↗	↗	↗	This option is likely to help protect or enhance the city's heritage assets while also recognising the context of their setting helping address key sustainability issues identified within conservation areas, the landscape, townscape and cultural heritage topics. Recognition of the significance of the historic environment should give it added protection and may indirectly ensure new development is of appropriate design and scale. This option should have positive effects across all areas, in particular the Conservation Areas and the historic core.
69	Protection of Buildings of Local Interest and development of a local list	↔	?	↔	↔	↔	↔	?	↗	↔	↗	↗	↗	↗	↗	By increasing the levels of protection afforded to Buildings of Local Interest this option should help to protect the character and distinctiveness of the built environment in all areas of Cambridge. The retention of buildings could potentially impact the viability of some development schemes including much needed housing/office provision. Furthermore, the protected status of some buildings may reduce the opportunities to deploy energy efficiency and renewable energy technologies.

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape / heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
70	Works to heritage asset to address climate change	↔	?	↔	↔	↔	↔	?	↗	↔	↗	↗	↗	↗	↗	This option's hierarchical approach to carrying out works to heritage assets should ensure their protection and enhancement and help promote the character and distinctiveness of Conservation Areas and the wider city. The extent to which such works will help contribute to addressing climate change through improved energy performance is unclear, particularly given existing requirements to comply with Part L of the Building Regulations.
71	Shopfronts and signage policy	↔	↗	↔	↔	↔	↔	↔	↗	↔	↗	↗	↗	↗	↗	This option should contribute to addressing key sustainability issues relating to the protection and enhancement of the built environment and maintaining and improving the quality of the city. This option may also result in economic benefits obtained through maintaining and enhancing the attractiveness of district and local centres as places to work and spend leisure time.
72	Criteria based tall buildings policy	?	?	↔	↔	↔	↔	↔	↗	↔	↗	↗	↗	↗	↗	All aesthetic considerations involve some uncertainty. Despite this, the criteria based approach used in options 74 and 75 should offer good protection to the city's townscape. Greater protection would be provided by a limit on the height of buildings. With all options there is an uncertain economic impact. Extensive protection may stifle innovative developments that could contribute positively economically. Alternately, a negative impact on the skyline could hinder economic development, for instance through lost tourism. Option 74 is likely to offer a balanced approach to skyline protection and development opportunity across all areas. Option 75 looks to allocate or protect specific areas, subject to the criteria set out in option 74. Option 76 may vary height limits by location. The details of how such decisions would be made are not provided and so localised effects cannot be effectively appraised.
73	Policy identifying specific areas suitable for tall buildings	?	?	↔	↔	↔	↔	↔	↗	↔	↗	↗	↗	↗	↗	
74	Limits on building heights	?	?	↔	↔	↔	↔	↔	↗	↔	↗	↗	↗	↗	↗	

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
75	*Cambridge Airport Public Safety Zone and Safeguarding Zone	↗	↗	?	↔	↔	↔	↔	↔	↔	↗	?	↗	?	?	This option is likely to have a positive effect on the health and wellbeing of Cambridge residents. This is likely to have a particularly positive effect in the centre and south of the city where there are currently public safety zones in place. In these areas the zones could contribute to safety and to the success of communities.
76	*Paving over front gardens	↔	↔	↔	↔	↔	?	↔	↗	↗	?	?	?	?	?	As planning permission is already required for non-permeable driveways it is unclear how this option will affect flood risk. The addition of visual amenity and biodiversity related criteria to the consideration of paving proposals is likely to have a positive effect. As this option only applies in a limited number of cases, it is not possible to determine area by area effects.
77	*Protection of SNCI	?	?	?	↔	?	↔	↔	↔	↗	↗	↗	↗	↗	↗	The use of a criteria based approach to the protection of sites of nature conservation importance will ensure that the conservation of biodiversity in Cambridge is effective and proportionate. Protection will contribute to the quality of the environment in terms of open and green space across the city. The conservation of biodiversity has potentially positive effects on health and wellbeing. Economically it could contribute positively through protecting ecosystem services, which can include improved water quality.
78	Protection of priority species and habitats	?	?	?	↔	?	↔	↔	↔	↗	↗	↗	↗	↗	↗	By preventing or mitigating the effects of developments that will directly or indirectly impact upon rare or vulnerable species or habitats, this option should help to conserve threatened biodiversity. This is likely to contribute to the quality of green and open space citywide, along with wider potential benefits from ecosystem service provision.

Option Number		Option title		Communities		Economy		Transport		Water		Flood risk / CC adaptation		CC mitigation and RE		Land/townscape/ heritage		Biodiversity		City Centre		North Cambridge		South Cambridge		East Cambridge		West Cambridge		Appraisal Discussion	
79		Enhancement of biodiversity as part of all development proposals	?	?	?	?	?	↔	↔	?	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔			
80		Enhancement of biodiversity as part of major developments	?	?	?	?	?	↔	↔	?	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔			
81		Include reference to the enhancement of biodiversity within option 62 (The Design of the Public Realm, Landscape and other external spaces)	?	?	?	?	?	↔	↔	?	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	Option 79, 80 and 91 may all result in higher quality green spaces across the City and so could potentially help contribute to providing wider ecosystem services. The extent to which the options contribute to the enhancement of biodiversity varies, with option 79 likely to provide the greatest gains due to its strength as a standalone policy and its recognition of the opportunities for enhancement at all scales of development.		
82		Support for Strategic Biodiversity Enhancement	?	?	?	?	?	↔	↔	?	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	This option is likely to improve habitat connectivity within Cambridge, helping create a stronger ecological network and contribute to a positive effect on biodiversity as a result. As strategic biodiversity proposals are capable of having a landscape scale influence, a positive effect on green and open spaces could occur across all areas of the city.		

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscapel /heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
	Proposals														
83	Trees	?	?	↔	?	↔	↗	↗	↗	↗	↗	↗	↗	↗	<p>The protection of existing trees is likely to contribute positively to maintaining biodiversity, especially in the case of ancient trees and hedgerows, which provide important habitat and ecological connectivity. Given that the presence of trees also contributes positively to visual amenity, this option should also help enhance both the setting of the city and its townscape, as it seeks to protect trees with significant amenity value to the public realm. The retention and enhancement of hedges and trees, is likely to have positive effects on community and wellbeing, as green and open space is protected. In addition, air quality in and around Cambridge City Centre has been identified as a key issue, and this option is likely to contribute to improved air quality. Positive effects may also result with respect to flood risk, as protecting trees will contribute to enhancing natural flood risk management infrastructure.</p>
84	General Pollution policy	↗	?	↔	↗	↔	↔	↔	?	↗	↗	↗	↗	↗	<p>This option will help protect against pollution and should contribute positively to identified issues relating to health, well being, and water resources. This option is also likely to improve the quality of the environment more generally across the city while maintaining a safe environment for residents and visitors, in terms of minimum levels of illumination, for example.</p>
85	Air Quality Policy	↗	?	↔	↔	↔	↔	↔	?	↗	?	?	?	?	<p>By preventing developments that would have potential adverse effect on air quality or result in impacts on their users due to the AQMA, this option should help contribute to improved community health and well being benefits. This option is likely to have a positive effect in the City Centre in helping mitigate any further deterioration in air quality in the existing AQMA. This option's proposal that developments with the potential to cause an AQMA should be declared may help to reduce the risk of a further decrease in the city's air quality.</p>
86	Noise Policy	↗	?	↔	↔	↔	↔	↔	?	↗	↗	↗	↗	↗	<p>By reducing and mitigating the noise impacts of new developments and/or locating in consideration of noise sensitive receptors this option is likely to contribute positively to the health</p>

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscapel / heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
																and well being of potentially affected people. Thus helping reduce annoyance and helping maintain and enhance local amenity. This option should also help mitigate impacts on noise sensitive biodiversity.
87		Contaminated Land Policy	↗	?	↔	↔	↔	↔	↔	↔	↗	↗	↗	↗	↗	This option looks to ensure that new development is appropriate, given potential sensitivities to adverse effects from pollution, and also that the site is suitable for its new use. It is likely that this will provide health benefits through avoided contact with pollutants.
88		Light Pollution Policy	↗	?	↔	↔	↔	↗	↔	↗	↗	↗	↗	↗	↗	By requiring applicants to demonstrate that they have minimised their contribution to light pollution, this option helps to reduce the adverse effects of light pollution, including light spillage. It also maintains appropriate levels for a safe and accessible environment, and helps contribute to local amenity and improved safety. Specific reference to minimising the impact of light on wildlife and the wider landscape should help address key issues relating to Biodiversity and Green Infrastructure issues and Cambridge's Landscape and setting.
89		Visual Pollution Policy	↗	↗	↔	↔	↔	↔	↗	↔	↗	↗	↗	↗	↗	This option has the potential to contribute positively to maintaining and improving the quality of the City Centre as a place to live, work and spend leisure time. This option should also help maintain Cambridge as an attractive tourist destination and contribute to promoting an attractive public realm. This option should also help contribute to maintaining the attractiveness of Cambridge's townscape, particularly in Conservation Areas by promoting their individual character and distinctiveness. This option may contribute positively to helping improve the quality of the public realm in various areas of the city, including North Cambridge.
Summary: The options included in 'protecting and enhancing the historic and natural environment' performed well against the majority of the sustainability topic areas. There is some uncertainty over the impact of a number of options. This reflects the difficulties in making firm claims about the wider services that natural and historic assets provide. Option 76 lacks sufficient																

Option Number	Option title	Appraisal Discussion
	Communities	<p>detail for effective appraisal. It is noted that options have been proposed to provide detail for all of the key issues addressed in the General pollution policy, apart from for Water. This is not considered to have an adverse effect on the Water issues identified in the sustainability framework, as option 58, 'Develop water body quality policy' should adequately address them. Overall, the majority of these options are likely to have a positive effect on the quality of the natural and the built environment across all areas of the City.</p>
	Economy	
	Transport	
	Water	
	Flood risk / CC adaptation	
	CC mitigation and RE	
	Land/townscape/ heritage	
	Biodiversity	
	City Centre	
	North Cambridge	
	South Cambridge	
	East Cambridge	
	West Cambridge	

Delivering High Quality Housing

		Appraisal Discussion												
Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscapel/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge
90	40% or more Affordable Housing	↗	?	↔	↔	↔	?	?	↔	?	↗	↗	↗	?
91	Proportion of Affordable Housing - 50% or more	↗	?	↔	↔	↔	?	?	↔	?	↗	↗	↗	?
92	Proportion of Affordable Housing - 30% or more	?	?	↔	↔	↔	?	?	↔	?	↗	↗	↗	?

Option 90 sets out the same 40% target as is currently found in the Local Plan. This option would continue to support the existing target^{TTTT} and subsequently maintain some degree of new affordable housing. Option 91 would support increased delivery whilst Option 92 would support a reduced rate of delivery of new affordable housing. The SHMA projected annual demand for new affordable housing outnumbers recent rates of delivery of all forms of housing. A requirement of 30 or 40% is unlikely to support delivery of meaningful numbers of new affordable housing to help meet the overall need in Cambridge. As such implementing Options 92 or 94 may result in limited positive impacts on community wellbeing due to an under provision of affordable housing. Whilst a lower proportion of affordable housing (30%) may allow other sites, which were not considered by developers to be viable based on 40% affordable housing, to be brought forward, the contribution would be insufficient in relation to the overall need for affordable housing in the City.

Option 91 sets out a proportion of 50% or more, which, whilst still delivering significantly fewer affordable homes than are needed, could have a more positive effect on communities. This would be through directly addressing the current need for housing evidenced by the 8,204 applicants currently on the Housing Register (April 2012), and indirectly addressing deprivation. The requirement for such a high proportion may render small to medium size developments unviable (for example between 15-25 dwellings). Therefore this option may need to incorporate some flexibility for smaller sites with viability challenges, to be able to negotiate lower rates of affordable housing. This would be to prevent it resulting in fewer overall homes.

The effects on the economy topic are uncertain. Increased affordable housing delivery may reduce

^{TTTT} More recent affordable completions were 2006-2007 (18%), 2007-2008 (12%), 2008-2009 (22%), 2009-2010 (38%), 2010-2011 (33%). Source: <http://www.cambridgeshire.gov.uk/NR/rdonlyres/7E41D19D-52D6-4FEA-BE92-D3797F3CE854/0/TableH16GrosshousingAffordablecompletions.pdf>

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
																housing cost income deprivation, however due to the extreme affordability challenges in Cambridge (in 2010 the ratio or multiplier of average house prices to average incomes in the city was 9.2), it is unlikely to address employment deprivation, which is identified as a key issue under the economy sustainability theme. Similarly, the effect on climate change mitigation and heritage is uncertain, as it is contingent on the fact that affordable homes are built to the same design standard as market housing, which is not stated in the options text.
93	Lower Qualifying Threshold for Affordable Housing Provision	↗	?	↔	↔	↔	↔	?	?	↔	?	↗	↗	↗	?	Option 93 is in line with the council's current approach, which requires the provision of affordable housing on new developments that are either on sites of over 0.5 hectares or can deliver 15 or more dwellings. Whilst this approach has contributed to providing more affordable housing in Cambridge, and would therefore have positive effects on community and wellbeing, and potentially on deprivation, there is a still a need to provide more. Option 94 could have a positive effect on communities by addressing the current overall need for affordable housing. However, the requirement of provision on such small/sparse sites may render small to medium size developments unviable. Therefore this option should be implemented where there is good evidence to suggest that it is viable to do so, and would not result in the delivery of fewer homes
94	Maintain Current Threshold for Affordable Housing Provision	↗	?	↔	↔	↔	↔	?	?	↔	?	↗	↗	↗	?	

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
95	Affordable housing contribution from new Student Accommodation	↗	?	↔	↔	↔	↔	?	?	↔	?	↗	↗	↗	?	Requiring affordable housing under option 95 would respond to the existing demand and need for increased provision. This would contribute positively to community and wellbeing through the increased delivery of affordable housing, and potential benefits in terms of reducing deprivation. However, there is an important need for student accommodation, as it is key to supporting the university, which helps Cambridge retain its position as one of the UK's most competitive cities. In light of this, Option 97 may have an adverse effect on viability of proposals for student accommodation and in turn lead to fewer proposals for student accommodation. This could exacerbate the existing pressure on the city's housing stock, to house students outside student accommodation.
96	No affordable housing contribution from new Student Accommodation	?	↗	↔	↔	↔	↔	?	?	↔	?	?	?	?	?	Option 96 has uncertain effects on wellbeing, as whilst it would not result in an increase in affordable housing provision, it is likely to ensure continued provision for student accommodation with a subsequent release of pressure on the existing housing stock.
97	Specified Tenure Mix	↗	↔	↔	↔	↔	↔	↔	↔	↔	?	?	?	?	?	Given current issues surrounding the balance of tenures required, such as the introduction of new Affordable Rents and fundamental reforms to the welfare system (which will affect the ability of tenants on low incomes to access different sizes, types and tenures of housing), maintaining the current approach set out in option 97 would enable flexibility to adapt to any future changes in housing requirements. This may have significant positive effects on community and wellbeing, as it would continue to encourage mixed communities and social cohesion. Adopting Option 98, whilst making the Council's position on tenure requirements clear, would potentially become out of date as local circumstances change. The Housing Strategy and Affordable Housing SPD could be used to

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
98		Tenure Mix	↗	↔	↔	↔	↔	↔	↔	↔	↗	↗	↗	↗	↗	ensure advice on tenure requirements is clearly set out. The Council could however, consider including wording to clarify the definition of Affordable Housing, relative to the revised national definition, to include affordable rent.
99		Institutions / employment related housing	↗	↗	↗	↔	↔	↔	↔	↔	↗	↗	↗	↗	↗	By supporting the provision of housing, this option could have a significant positive impact by helping deliver more housing in Cambridge, and by supporting vital services that can influence health and wellbeing. Economic effects could also be significantly positive, as the housing needs of institutions who contribute to the Cambridge high technology economy can be addressed specifically. Provision of key workers in more central locations may reduce the use of the private car in some instances. The city centre will potentially gain significantly benefits as extra housing provision may allow it to capitalise on opportunities for growing business sectors. Housing support for key staff may also assist employers in the wider city, contributing to reducing deprivation in the North, South and East Cambridge areas.

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
100	Housing Mix – General Policy (set out that a mix of dwelling sizes and types will be required on sites providing new housing)	↗	↔	↔	↔	↔	↔	↔	↔	↔	↗	↗	↗	↗	↗	Maintaining the current approach set out in Option 100 would enable flexibility to adapt to any future changes in housing requirements through the SHMA. This may have a positive effect on community and wellbeing, as it would continue to encourage mixed and balanced communities with social cohesion. A general policy allows for factors such as the character of an area, site characteristics, and the market and housing need to be taken in account when determining the appropriate housing mix for a site. Whilst enabling the Council's to exercise more control over the mix of housing sizes and types to be achieved on sites providing new housing, Option 101 is much less flexible and would therefore potentially become out of date as local circumstances change. The Housing Strategy and Affordable Housing SPD could be used to set out requirements for housing mix.
101	Housing Mix – Specific Levels Policy (specify the mix of housing sizes and types to be achieved)	↗	↔	↔	↔	↔	↔	↔	↔	↔	↗	↗	↗	↗	↗	Option 102 could potentially benefit community and wellbeing as it would assess new developments on a case-by-case basis and enable a range of proposals to come forward in response to market demand. Although the option provides scope to take local context into account, there is a risk that developers are overly ambitious in the number of units per site. Overlooking location and surrounding context could have an adverse effect on landscape and cultural heritage. Similarly, the option would allow for taller buildings, which could have a negative effect on townscape.
102	No specific density policy or requirements – design led approach	?	?	?	?	↔	↔	?	↘	↔	?	?	?	?	?	

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
103	Establish minimum threshold densities in the city centre	↗	?	?	↔	↔	↔	?	↗	↔	?	↗	↗	↗	?	<p>Establishing a minimum density requirement in the City centre, as set out by Option 103, may contribute to maintaining and improving the quality of the centre by making the best use of existing services and public transport links, and by increasing the viability of sustainable transport through a reduction in average journey lengths. However, a minimum density may lead to developers maximizing development opportunities, which could have a detrimental effect on the historic character of the city centre. Outside of the centre, proposals would be judged on a case-by-case basis, taking into account contextual criteria, which could benefit some of the more deprived areas identified in Cambridge.</p> <p>Option 104 is likely to have a positive effect on communities that fall within the areas the Option covers (e.g. District and Local Centres), on the basis that 'walkable neighbourhoods' are typically based on a 400m (5 minute walking time) catchment, which this option would enable. Subsequently a positive effect on sustainable transport could be expected as journey lengths are minimised. The option would promote efficient land use and is likely to support existing local facilities, with further benefits for the local economy. It should however be noted that the option would not leave opportunities for context driven design and could therefore result in character changes to existing areas that are typically low density.</p>
104	Establish a minimum threshold of average net density within 400m of district and local centres on high quality public transport routes and transport interchanges	↗	↗	↗	↗	↔	↔	?	↗	?	↗	↗	↗	↗	?	

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
105		Minimum density of 30dph for all new development sites	?	?	↗	↔	↔	↗	↘	?	?	?	?	?	?	<p>There is potential to combine options 104 and 105 to maximise the resulting benefits. This would include a minimum average density threshold within the City Centre boundary, a minimum threshold within 400m of District and Local Centres (on transport routes) and for areas outside this, proposals would be judged on a case-by-case basis.</p> <p>Applying a blanket minimum density for all new developments would ensure the efficient use of land, and flexibility to have higher densities at appropriate sites. This may contribute to reducing carbon emissions through shortened journey lengths and the subsequent increased viability of sustainable transport modes. However, the Option 105 does not take into account specific context or allow for a design driven approach. This could result in sustainable locations that are suited to higher densities, e.g. the City Centre or areas around District and Local Centres not being optimised. Conversely, it does not allow for one-off low density development if required in specific circumstances, which could adversely affect areas for example those containing heritage assets.</p>
106		Minimum standards based on the level of occupancy	↗	?	↔	↔	↔	?	↔	↔	↗	?	↗	?	?	<p>Option 106 is likely to ensure that the design and size of new homes will meet the needs of the existing and future population. Its focus on standards based upon bedspaces over bedrooms offers a more meaningful metric than bedrooms alone. Dwellings of a more suitable size may allow older people wishing to downsize an increased opportunity to do so. The London Housing Design Guide sets out space standards based on occupancy, in line with Option 106. These new mandatory minimum space standards are intended to ensure that all new homes in London are fit for purpose and offer the potential to be occupied over time by households of all tenures. Option 106 is therefore likely to significantly increase the quality of the city centre as a place to live. However, this option could affect the viability of some constrained development sites. Option 107 offers a less fine grain approach to improved space standards, based around the type of dwelling. Whilst this approach will likely deliver lower standards of design and size in comparison to option 106, it may</p>
107		Minimum space standards based on a range of dwelling types	↗	?	↔	↔	↔	?	↔	↔	↗	?	↗	?	?	

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
108	Minimum space standards for private outdoor amenity space only.	↘	?	↔	↔	↔	↔	?	↔	↔	↘	?	↘	?	?	reduce the burden placed on developers. Improved standards will nonetheless potentially result in some constrained sites being undevelopable. By specifying no space standards, as in option 110, there would be no further requirements placed on developers. This may boost the provision of affordable and intermediate housing. However, it is likely that this approach would lead to a negative effect on the design and size of new homes. This may make successful communities less likely within the urban extensions of South Cambridge (as identified in the scoping report) and potentially reduce the quality of the city centre as a place to live.
109	General provision of private outdoor amenity space	↗	?	↔	↔	↔	↔	↔	↗	?	↗	↗	↗	↗	↗	By providing space standards for private outdoor amenity space, this option will potentially enhance open space provision citywide, with the possibility of associated gains in well being. It may result in some sites being undevelopable due to space constraints, with a potentially negative effect on affordable and intermediate housing provision. It may significantly improve the quality of the city centre as a place to live. Option 109, would encourage developers to provide an area of outdoor amenity space. However, this option does not provide specific space standards. This openness to interpretation makes the effect of this option uncertain across all relevant sustainability topics.
110	No space standards specified.	?	?	↔	↔	↔	↔	↔	?	?	?	?	?	?	?	

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
111	Lifetime homes standards applied to all new housing developments	↗	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	<p>All Options would contribute towards addressing the pressing need to ensure the design and size of new homes meet the current and future needs of Cambridge's population, which is of growing importance as people live into older age, with higher rates of disability, as older people survive longer e.g. following a stroke or CHD. While the Government's strategy requires all new housing built with public funding to meet the Lifetime Home standard it is for Cambridge to decide to what extent this standard should apply to new private housing development. Option 111 would achieve a significant increase in the supply of more flexible and adaptable housing, providing increased choice of housing, regardless of age or disability. However, the Lifetime Homes standards may reduce viability and so reduce the volume of housing delivered.</p> <p>Option 112 will maintain current rates of Lifetime Homes, increasing overall supply to meet the needs of older and disabled people. There is a risk that developers' decisions on the size and location of the Lifetime Homes standards could reduce open market housing options e.g. for families with disabled household members seeking a larger house, if it is mainly 1 or 2 bed apartments built to Lifetime Home Standards. Likewise, there is a risk that, without specifying otherwise, developers could meet their obligation entirely within Affordable Housing type housing. This would fail to improve choice for older and disabled people seeking housing within the market sector.</p>
112	A proportion of new homes to meet lifetime homes standards	↗	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	↕	

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113	A proportion of new homes that meet the Wheelchair Housing Design Standard	↗	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	Option 113 would help deliver greater housing choices to wheel chair users. The 10% requirement adopted in London provides a benchmark guide for the proportion needed. The Option would be strengthened by stating that provision should be across a range of house sizes, to meet the needs of a range of households of differing sizes with one or more wheelchair using household members. This option (113), alongside a policy requiring a higher proportion of Lifetime Home Standards, would enhance the range of housing suited for an ageing population and the specific needs of older and disabled people. A combined policy would need to be clear on whether the Wheelchair provision should be on top of Lifetime Home requirements or within Lifetime Home Standards requirements.
114	Criteria based policy for small scale residential development and infill development in the rear of gardens	?	↗	↔	↗	↔	↗	↗	↔	↗	?	?	?	?	?	This Option is likely to help increase delivery of much-needed new housing in Cambridge. However, this is likely, depending on location, to be at the cost of biodiversity and green infrastructure, flood risk including climate change adaptation, and landscape. However, in areas of existing low density development or where existing buildings are demolished, this policy could potentially achieve new housing without compromising sustainable communities. Potential adverse effects of this Option would be most acutely felt in areas already experiencing significant pressure on green space within the urban area. This Option is likely to increase pressures on levels of personal car use, including

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115		Policy to restrict infill development in rear gardens	?	↔	?	↔	?	?	↗	↗	?	?	?	?	?	<p>pressures on car parking,</p> <p>This Option should consider requiring any infill developments to be car free and provide adequate provision for cycle parking in line with that proposed in Options 192 and 195, except in exceptional circumstances (e.g. to enable provision for dedicated car parking for a wheelchair accessible home).</p> <p>The Option to restrict infill development (115) would potentially restrict the potential delivery of much needed housing, although the wording to require 'very specific local circumstances' suggests this option would be developed to minimise its application. It would help contribute positively to addressing many sustainability issues relating to biodiversity and green infrastructure and maintaining local townscape. This Option would still support development. The extent to which this Option would affect Transport, Flood Risk, Climate Change and particular areas is uncertain due to lack of detail.</p>
116		Criteria based policy for HMOs	↗	↔	?	↔	↔	?	?	↔	?	?	?	?	?	<p>Option 116 is likely to contribute positively to Communities and Well Being issues helping provide additional accommodation while ensuring criteria to minimise the potential adverse impacts on neighbouring residential amenity. Option 116 criteria based policy for HMOs would enable HMOs to continue to address a proportion of the affordable housing needs of students, young people and small households reliant on welfare for housing, including those affected by welfare reform challenges to affordability. Criteria should enable actual and perceived threats to amenity to be managed. Where high concentrations of HMOs in an area arise, the Option 116 may be inadequate to address these amenity concerns.</p>

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
117	Specialist Housing		↗	↔	↗	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	This Option will positively contribute to addressing key issues identified in the Communities and Well being Topic. In particular, it will support the provision of accommodation for the existing and future population, including older people, disabled people, including those with learning or mental health conditions and those in poor health. Specific consideration to the proposal's provision of suitable and safe amenity space and its proximity to local shops, services and community facilities should support residents' well being and provide easy access to sustainable forms of transport. However, there is a risk that these criteria, if imposed inflexibly, could be used as a means of resisting location of specialist housing in neighbourhoods, restricting options for the location of such provision unfairly, especially where the intended usage is to house particular groups, e.g. young people on remand, people with mental health conditions.
118	Opportunities for providing new housing		↗	↔	↔	↔	↔	↔	↔	↔	↔	?	?	?	?	This Option cannot be effectively appraised as it is not an Option per se, but an option on whether there should be a policy or not. It is assumed that this Policy would aim to maximise the provision of new housing while ensuring it does not lead to the loss of family accommodation; and that any proposal is built to Decent Homes Standards and Housing Health and Safety Rating System, and would not lead to overcrowding. In this case this Option would help ensure the size and design of new homes are appropriate to the existing and future population and reduce housing pressure on other land uses, such as open space; thus helping to contribute positively to the Communities and Well Being Issues. The extent to which this Option would affect different areas in Cambridge is uncertain.
119	Criteria based policy for the location of Gypsy and Traveller sites		↗	↔	↗	↔	↗	↗	↗	↔	↔	?	?	?	?	This Option is likely to lead to positive effects on a number of Sustainability Topics. The Options specific reference to provision of site(s) within easy access to local services and play and residential amenity spaces should help contribute positively to addressing a number of the Community and Well Being issues. Recognition of flood risk, site contamination and noise would also help address Community and Well Being issues and ensure account for the potential environmental, economic and social cost of flooding both now and in the future. Including criteria to protect local amenity

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120	Residential Moorings		↗	↔	↔	↗	↗	↔	↔	↗	?	↗	↗	?	?	<p>through appropriate landscaping should help maintain and/or improve the appearance and character of the local area. The extent to which this Option would affect different areas of Cambridge would depend on site specific proposals. However, these criteria should be applied in a manner and to a degree that is consistent with that for other forms of new accommodation, to avoid unreasonably discriminating against Gypsies and Travellers in the allocation of new sites, given the significant need for accommodation and the health and wellbeing costs arising from existing under-provision.</p> <p>Residential moorings have the potential to make a limited contribution to increased housing supply, and when coupled with this option to ensure adequate services, access, and the protection of amenity, should contribute positively to communities and wellbeing. Criteria to ensure that the ecological value of waterways is maintained should positively influence biodiversity and protect water quality. Flood risk management of moorings will bring benefits, potentially helping to address flood risk issues in North and South Cambridge.</p>
<p>Summary:</p> <p>The housing options proposed result in a combination of positive, negative and uncertain effects against the issues highlighted in the sustainability framework. Given that the SHMA projected annual demand for new affordable housing outnumbers recent rates of delivery of all forms of housing, the 50% target, set out under Option 93 for affordable housing provision, is most likely to have a positive effect on communities through addressing housing need. However, to prevent the option resulting in fewer overall homes, it may need to incorporate some flexibility for smaller sites with viability challenges to be able to negotiate lower rates of affordable housing. Similarly, lowering the qualifying threshold for affordable housing provision, as set out under Option 95 could have a positive effect on communities by addressing the current overall need for housing. Although Option 97 would contribute positively to an increased delivery of affordable housing, there is an important need for student accommodation in Cambridge and the Option could have an adverse effect on viability of proposals for student accommodation, leading to fewer proposals for student accommodation. This could exacerbate the existing pressure on the city's housing stock, to house students outside student accommodation. The appraisal indicates that whilst Option 99 would make the Council's position on tenure requirements clear, it would potentially become out of date as local circumstances change. Under Option 100 the Housing Strategy and Affordable Housing SPD could be used to ensure advice on tenure requirements is clearly set out. The council could also consider including wording to clarify the definition of Affordable Housing, relative to the revised national definition, to include affordable rent. In light of the</p>																

Option Number	Option title	Appraisal Discussion
	Communities Economy Transport Water Flood risk / CC adaptation CC mitigation and RE Land/townscapel/ heritage Biodiversity City Centre N Cambridge S Cambridge E Cambridge W Cambridge	Options proposed for density, there is potential to combine options 105 and 106 to maximise the resulting benefits, e.g. a positive effect on sustainable transport as journey lengths are minimised. This would include a minimum average density threshold within the City Centre boundary, a minimum threshold within 400m of District and Local Centres (on transport routes) and for areas outside this, proposals would be judged on a case-by-case basis. Applying a blanket minimum density for all new developments resulted in few positive effects against the issues in the sustainability framework.

Building a Strong and Competitive Economy

		Appraisal Discussion												
Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge
121	Building a Strong and Competitive Economy	?	↗	?	↔	↔	↔	↔	↔	↗	?	?	?	?
122	Continue with Selective Management of the Economy Unamended (employment uses that have an essential need for a Cambridge location or provide a service for the local population are given positive support)	?	↗	↔	?	↔	↔	↔	↔	↗	?	?	?	?
123	Amend Selective Management of the Economy to include some	?	↗	↔	?	↔	↔	↔	↔	?	?	?	?	?

This Option should help maintain the City's position as one of the UK's most competitive cities by capitalising on its existing strengths in higher education, research and knowledge based industries. The city centre is likely to benefit from the focus on strengthening its retail and tourism offering. The extent to which it will reduce education and employment inequalities and manage potential growth in transport is unclear.

It is not clear the extent to which the Selective Management Option is responsible for Cambridge's historic and current economic success. However, it is likely that this Option would contribute positively to Cambridge's economy and City Centre. The amended selective management Option should provide additional flexibility, also capitalising on contribution to the local economy from high tech industries which is not currently realised.

A market based approach would free up investment in new employment land and may result in a more efficient use of employment space. However, this approach may not be the most economically efficient for the city as a whole.

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscapel/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
		additional uses														
124		Discontinue the policy of Selective Management of the Economy	?	?	↔	?	↔	↔	↔	↔	?	?	?	?	?	
125		Continue with Protection of Industrial and Storage Space Unamended	↗	?	↗	↔	↔	↗	↔	↔	?	?	?	?	?	Option 125 should contribute positively to ensuring a diversity of work opportunities with good transport accessibility. However, it will be important to ensure that protection status should match the identified need. Applying a city wide approach (Option 126) to protection of industrial storage space would enable a more efficient use of available land while still offering a degree of protection through the use of existing criteria. Option 126 could help deliver higher levels of low skilled job opportunities compared to Option 125 helping address issues relating to income and employment deprivation.
126		Amend the policy of Protection of Industrial and Storage Space by deleting all protected sites	?	↗	?	↔	↔	?	↔	↔	?	?	?	?	?	Providing additional flexibility based on specific criteria which would address the mis-application of Option 125 (this policy has not succeeded in preventing the loss of industrial floorspace in the past) should provide greater opportunities to address community and well being and economy related issues, particularly whereby criteria allow change of use to reduce employment inequalities.
127		Amend the policy of Protection of Industrial and Storage Space to encourage other forms of employment	↗	?	?	↔	↔	?	↔	↔	?	?	?	?	?	

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscapel/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
	development														
128	Do not protect office space	?	?	↔	?	↔	?	↔	↔	?	?	?	?	?	There is likely to be a medium term shortage of office space in Cambridge. By not protecting office space this situation could be exacerbated. The extent to which this would impact the Cambridge economy is not clear and would depend on the value added by other proposed uses.
129	Protect office space	?	↗	↔	?	↔	?	↔	↔	?	?	?	?	?	Protecting office space would ensure provision for small and growing businesses (an identified need) adding to the diversity of the Cambridge economy.
130	Continue to promote cluster development	↔	↗	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	This Option should help to facilitate development and support Cambridge as an internationally recognised high tech centre where it is used. However if it were to be discontinued is unlikely to have any significant effect on the sustainability topics due to the infrequency of its application.
131	Do not promote cluster development	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	
132	Promote social shared spaces (involving a mix of uses in employment areas)	?	?	↔	↔	↔	↔	↔	↔	↗	?	?	?	?	The promotion of social spaces involving a mix of uses could potentially contribute to a diverse economic and social mix through provision of a variety of employment / social spaces tailored to particular local need. Provision of attractive shared social spaces could help reduce pressure on city centre office space. Whether the attractiveness of peripheral employment sites will improve with time is not known, and the likely success of this Option on meeting sustainability objectives is unclear without further detail on what form the shared social spaces could take.
133	Do not promote shared social spaces	?	↗	↔	↔	↔	↔	↔	↔	?	?	?	?	?	Compared to the above Option 132 a market based approach may mitigate the risk of unintended consequences or financial implications for developers, particularly given the uncertainty over what shared social spaces would take.

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		of individual shops or small groups of shops not in an identified centre)														mobility and can add to the identity and character of an area. They also limit the need to travel helping reduce transport related emissions. Should market forces result in neighbourhood shops found outside identified centres becoming unviable economically, change of use criteria could facilitate change to alternative uses in exceptional circumstances, where sufficient evidence is available.
139		No policy on neighbourhood shops	?	?	?	↔	↔	↔	?	↔	↔	?	?	?	?	This Option (139) represents the status quo. Evidence indicates neighbourhood shops are being lost to other uses such as housing. The extent to which this would impact local community and well being, economy, transport and local distinctiveness/character is unclear.
140		New foodstore in NW Cambridge	↗	↗	↗	↔	↔		?	↔	↗					There is an identified need for improved provisions of convenience shopping in North West Cambridge which this Option should address. This provision is likely to reduce the need for local residents to travel by private car to access other foodstore at more distant locations helping mitigate climate change impacts. This should also help improve air quality along routes into the city centre improving local amenity. The Option's requirement that the foodstore should be designed to integrate within local centres should help preserve local townscape character.
141		Convenience Shopping (location and scale of associated developments)	↗	↗	↗	↔	↔		↔	↔	↗					A Option permitting only small scale development of further convenience floorspace and potential restrictions on the amount of non-food (comparison) good sold in food stores may help ensure a variety of offerings, meeting the needs of all communities. It is also likely to maintain local competitiveness and safeguard the diversity of independent shops. All areas of Cambridge would benefit from this Option.
142		Retail Warehousing (limits any further retail warehouse	↔	?	↗	↔	↔		↔	↔	?					Restricting further retail warehousing to bulky goods should, in the longer term, help restrict the further development on Newmarket Road of stores that would otherwise be found on the high street. This Option should not increase traffic levels along Newmarket Road which is already very congested. The effect of this Option on the city centre is unclear and would be dependent

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		development)														on criteria for demonstration of 'significance' and assessment of potential cumulative impacts from multiple developers.														
143		Continued development and redevelopment of the University of Cambridge's Faculty sites	↗	↗	↗	↔	↗	↗	↗	↗	↗	↗	↗	↔	?	The University of Cambridge is a vital driver of the Cambridge economy. This Option's approach to supporting the University in developing and redeveloping should help positively contribute to the sustainability objectives. In particular the Option should provide a balanced approach to development in addressing economic, social and environmental issues. At this stage it is not possible to appraise how this Option would contribute to maintaining open and green space and the character of the built environment in West Cambridge, identified key sustainability issues.														
144		University of Cambridge Staff and Student Housing (continue existing policy allocating new sites and new provision)	↗	?	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	Option 144 should help maintain a greater sense of community and improved well being through provision of accommodation in close proximity to their colleges, while, protecting family residential accommodation. The extent to which the potential restriction on growth on the Cambridge economy is unclear.														
145		Expand existing colleges rather than plan for new College's at North West Cambridge	?	?	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	Cambridge faces a potential shortfall in student accommodation provision. While providing additional rooms at satellite residences would deliver a higher number of available student accommodation compared to new colleges, this approach (145) needs to be balanced against the importance of college facilities, such as pastoral and communal facilities being in close proximity, and the value they add to the college community. The economic benefit of additional accommodation is unclear.														
146		Anglia Ruskin University – Faculty Development	↗	↔	↗	↔	↔	↗	↗	↗	↔	?	?	?	?	This Option provides a flexible approach to meeting the needs of Anglia Ruskin University and correspondingly conforms well to the sustainability topics. In particular, permitting development of a satellite campus would require a number of environmental criteria to be met including a														

		Appraisal Discussion												
Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge
														green and connected location combining a number of sports and social infrastructure helping support a healthy student community.
147	Anglia Ruskin University – Support for Student Hostel Development with affordable housing exemption	?	?	↗	↔	↔	↗	↔	↔	↔	↔	↔	↔	This Option (147) could result in the provision of much needed student accommodation for ARU, but potentially at the expense of affordable housing. Overall it is unclear how this Option would affect the Communities and Well being Topic. Indirectly reducing the provision of affordable housing results in University Staff having to travel large distances leading to pressures on transport infrastructure and GHG emissions.
148	Anglia Ruskin University – Support for Student Hostel Development but removal of affordable housing exemption	?	?	↗	↔	↔	↗	↔	↔	↔	↔	↔	↔	This Option (148) should result in greater provision of affordable housing for key workers, reducing their need to travel and helping mitigate GHG emissions. However this would be to the financial cost of accommodation to ARU students. The effect of this Option on ARU's finances and the local economy is uncertain.
149	Speculative Student Hostel Accommodation – limited to Anglia Ruskin University and the University of Cambridge	↗	↔	↗	↔	↔	↗	↗	↗	?	?	?	?	This Option should help towards meeting the need of additional student accommodation for ARU in a sustainable manner. In particular with regards to reducing car ownership by restricting car use to those with an identified need and ensuring developments are of an appropriate size set within high quality environments which will help meet community, landscape and biodiversity objectives. In addition to comments above, Option 150 should also help reduce inequalities in educational

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
150	Speculative Student Hostel Accommodation – widened to include other established educational institutions	↗	↔	↗	↔	↔	↔	↗	↗	↗	?	?	?	?	?	achievement across the non-university sector. This Option would increase pressure on the local housing market.
151	Specialist colleges such as secretarial and tutorial colleges	?	↗	↔	↔	↔	↔	↔	↔	↔	?	?	?	?	?	Allowing the expansion of language schools/specialist tutorial colleges will help capitalise on the value that that these colleges contribute to the local economy. It is not clear how the expansion (including providing residential accommodation) would add to local housing pressures. The impact on different topic areas would depend on the location of the language school/specialist tutorial college.
152	Language Schools (relax the current policy restrictions if they can provide accommodation to support associated growth)	?	↗	?	↔	↔	↔	↔	↔	↗	?	?	?	?	?	Relaxing planning policies on the expansion of permanent language schools will add to existing housing and accommodation pressures in Cambridge. Furthermore, additional student numbers would place additional pressure on local transport infrastructure, the city centre and open spaces during peak months. However, this Option (152) would help capitalise on the economic benefits that these schools bring to the local economy, including directly to local residents who provide home stay and similar accommodation
153	Additional Hotel provision based on a high growth scenario of around 1,800 new bedrooms	↔	↗	↔	↔	↔	↔	↗	↗	↔	↔	↔	↔	↔	↔	Option 153's flexible approach to delivery, steered by monitoring and managing, should help ensure the right sort of hotel provision in the right location at the right time. This approach should help reduce the impact on transport infrastructure and contribute to the local economy. Option 154's reduced flexibility to address the mismatch between supply and demand is likely to increase the tourism industry's impact on the City's transport infrastructure. In addition, the

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
154	Additional Hotel Provision based on a medium growth scenario of around 1,300 new bedrooms	↔	↗	↗	↔	↔	↗	↔	↔	↔	↔	↔	↔	↔	potential that the industry could contribute to the local economy may not be fully realised.
155	Location of New Hotels	↔	↗	↗	↔	↔	↗	↔	↔	↗	↔	↔	↔	↔	This Option should contribute to the local economy by encouraging growth of tourism while also including requirements to encourage visitors to use sustainable forms of transport. Providing guidance on the type of hotel and location could help match provision with anticipated need – business hotels at business parks for example.
156	Support the development of existing City Centre hotels and conversion of suitable City Centre properties to Hotels	↔	↗	↗	↔	↔	↗	↗	↔	↗	↔	↔	↔	↔	Support for the repositioning/redevelopment of existing hotels and other premises for hotel uses in the City Centre would represent a sustainable growth option for hotel provision and help contribute positively to the economy; while reducing the risk of the need to compete with higher value uses on other sites such as for housing. This Option would also help reduce pressures on transport infrastructure and reduce the reliance on the private car due to its likely application in the city centre. A criteria led approach will ensure that developments are sensitive to their surroundings.
157	Treat Serviced Apartments as Hotel uses	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	This Option is unlikely to have any effect on the sustainability objectives.
158	Prevent the change of use of permanent residential	↗	?	↔	↔	↔	↔	↗	↔	↔	↔	↔	↔	↔	This Option should help reduce pressure on housing availability and help maintain the character and distinctiveness of residential areas in Cambridge. However, it may limit the economic potential of these properties and help support the tourist industry.

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
		accommodation to a use for short term letting														
159		Consider using licensing to regulate serviced apartments rather than planning policy	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	This Option is unlikely to have any effect on the sustainability objectives.
160		Retention of Hotels in the City Centre	↔	↗	↗	↔	↔	↔	?	↔	↗	↔	↔	↔	↔	Option 160 will support the growth of tourism while minimising its impact on the city's transport infrastructure through reducing the need to travel. The potential impact of budget hotel supply on Cambridge's townscape is unclear and would be dependent on the hotel's design and scale and its appropriateness in the historic environment. Greater budget accommodation in the City centre may provide an economic incentive for longer stays in the City rather than staying outside the City and travelling in for day trips.
161		Do not include a policy to retain Hotels in the City Centre	↗	↗	↗	↔	↔	↘	?	↔	?	↔	↔	↔	↔	Option 161 may result in the loss of existing tourist accommodation to the detriment of this industry, while also resulting in increased pressure on existing transport infrastructure due to more day trips and visitors staying outside the City and travelling in. This Option is likely to contribute to poorer air quality and increased GHG emissions unless greater access to frequent public transport is provided. It is unclear how the effects of this Option would result in changes to the historic environment as this would be determined by the design and scale of any new/replacement development.
162		Visitor attractions policy	↔	↗	↗	↔	↔	↗	↔	↔	↔	↔	↔	↔	↔	This Option should help support the sustainable growth of tourism and also help ensure greater access to frequent public transport to access alternative attractions. Consequently this should

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
				↑											result in reduced transport related emissions.
<p>Summary: The Options presented in 'Building a strong competitive economy' perform well against the sustainability objectives, in particular relating to the economy and transport topics. The Options present a balanced approach to managing economic growth while recognising, and where possible mitigating, its impact on already constrained transport infrastructure. The Options address many of the key sustainability objectives identified within the Economy Topic including the need to protect office space which should ensure provision for growing high-tech and R&D businesses; addressing the loss of industrial floorspace; and encouraging more sustainable growth of tourism; and provision of convenience shopping in North West Cambridge.</p>															

Creating Successful Communities

		Appraisal Discussion												
Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge
163	A green and pleasant City with vibrant and culturally diverse neighbourhoods	↗	↗	↗	↔	↔	↔	↗	↗	↗	↗	↗	↗	↗
164	Protection of open space	↗	↔	?	?	?	?	↗	↗	↗	↗	↗	↗	↗
165	Update the standards in line with the Open Space and Recreation Strategy (2011)	↗	?	?	↔	↗	?	?	↗	↗	↗	↗	↗	↗

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
166	Maintain the current standards for open space and recreation provision	↗	↔	↔	↔	↔	↔	?	?	?	↗	↗	↗	↗	↗	enhancing access to open space across all areas in Cambridge.
167	Onsite provision	↗	↔	?	↔	↔	?	↔	↗	↗	↗	↗	↗	↗	↗	The provision of open space on-site, as opposed to financial contributions, will ensure that new and existing communities benefit from open spaces in their local areas. This will have a significant positive effect across Cambridge where maintenance and access to open space has been identified as a key sustainability issue. By taking into account the appropriateness of the provision given the nature, location and scale of the development, this Option should result in the delivery of sites that are sensitive to the character and distinctiveness of Cambridge's built environment. Onsite provision would have potential benefits for biodiversity and improved green infrastructure, and could potentially contribute to reducing flood risk.
168	Protection of existing leisure facilities	↗	↗	↗	↗	↔	↔	↗	?	↔	↗	↗	↗	↗	?	This Option should help protect and enhance leisure facilities and is also likely to help improve the health and wellbeing of residents. In addition it should contribute to reduced inequalities in health through improved accessibility. Providing protection to leisure facilities will help address the potential loss of these to alternative development. Providing accessible leisure facilities will help minimise the need for people to travel helping reduce transport related GHG emissions and associated air quality impacts.

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
169	New leisure facilities: existing policy	↗	↗	↗	↔	↔	↔	?	?	?	↗	↗	↗	↗	?	Supporting new and improved leisure facilities will have benefits for communities and wellbeing, and improve accessibility and help reduce inequalities in health within Cambridge. By ensuring new facilities are to be an appropriate scale to the locality will help ensure the scale of development is sensitive to character and distinctiveness of that local area and help protect the City's townscape.
170	Protect existing community facilities	↗	↗	?	?	↔	↔	?	?	?	↗	↗	↗	↗	?	This Option will ensure continued protection of existing community facilities and contribute significantly to addressing key community health and wellbeing issues. Only where comprehensive evidence is demonstrated would this Option allow redundant community facilities to be redeveloped into other uses. This should minimise any potential adverse impact on local communities and add another level of protection against the loss of community facilities to other uses. The protection of existing facilities should help reduce the need for people to travel and enabling more people to access facilities by walking and cycling.
171	Public Houses: Market led approach	↗	↗	↗	↔	↔	↔	↔	↗	↔	?	↗	↗	↗	↗	Not protecting public houses in Cambridge could have a significant adverse effect on community spirit and the vibrancy and vitality of local neighbourhoods. Similarly, this Option could result in a loss in Cambridge's character, and subsequent appeal to tourists. However, allowing the conversion of under used or badly maintained public houses into alternative uses may provide opportunities for local scale redevelopment and contribute to improved public realm.
172	Protection for all public houses	?	?	?	↔	↔	↔	↔	?	↔	?	?	?	?	?	The protection of all public houses has an uncertain effect against the majority of the sustainability topics. In affording some protection from higher value uses, the positive role of public houses in communities would be maintained. However, it could result in redundant public houses remaining unused, which could perpetuate the existing issue of deprivation in some areas of the City.

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
173	Safeguarding Public Houses	↑	↑	↑	↔	↔	↔	↔	↑	↔	↑	↑	↑	↑	↑	Option 176 ensures some protection from higher value uses but offers flexibility where the existing use as a public house is found to be unviable. This is likely to help address issues relating to community and wellbeing through the continued provision of community space, and should help contribute to creating vibrant and inclusive communities. The proposal to undertake pre-application consultation with local residents should help ensure any new use is in keeping with the needs and character of the local area.
174	Extend the Safeguarding Option (No. 176) to former public houses not listed in appendix D	↑	↑	↑	↔	↔	↔	↔	?	↔	↑	↑	↑	↑	↑	By extending Option 176 to include former public houses, Option 177 is likely to help protect the vibrancy and vitality of local areas by maintaining community space provision. The protection of such facilities from higher value uses may bring about a beneficial economic effect, for instance through safeguarding tourism. By using the criteria of Option 176 to assess the need for protection against community requirements, this Option should ensure that protective measures are balanced against the need to tackle deprivation through conversion / redevelopment in certain areas of the City.
175	Allow the flexible re-use of public houses	↑	↑	↑	↔	↔	↔	↔	?	↔	?	?	?	?	?	Option 178 is likely to provide the necessary flexibility for the public housing market to expand as well as contract, resulting in similar effects to Option 177 on community well being and the economy. However, the effect of this Option across the City is uncertain, as it may distort the market by creating too many A-uses and restricting the creation of residential units, which has an uncertain effect on issues such as tackling deprivation.

Option Number		Option title	Appraisal Discussion																		
176	New community facilities	Communities	↗																		
		Economy	↗																		
		Transport	↗																		
		Water	↔																		
		Flood risk / CC adaptation	↔																		
		CC mitigation and RE	?																		
		Land/townscape/ heritage	?																		
		Biodiversity	?																		
		City Centre	↗																		
		N Cambridge	↗																		
S Cambridge	↗																				
E Cambridge	↗																				
W Cambridge	↗																				
177	The provision of community facilities through development	Communities	↗																		
		Economy	?																		
		Transport	?																		
178	Support for arts and cultural activities	Communities	↗																		
		Economy	↗																		
		Transport	?																		

Support for new and improved community facilities is crucial as demand will increase with population growth. The provision of adequate community infrastructure where there is local need should contribute significantly to protecting and enhancing community provision particularly in wards anticipated to experience population growth, as well as addressing key issues of deprivation and contributing to local vitality. In addition, this Option should reduce the need to travel helping reduce GHG emissions and improve local air quality.

The impact of Option 179 on key issues relating to landscape and biodiversity is uncertain and would be dependent on a site by site basis.

Enforcing the provision of community facilities through development (Option 180) may be a more certain method of delivery, as new facilities would be required where development leads to an increased demand for community facilities. However the timeframe for delivery may be longer than Option 179.

Conversely, provision through development may overlook areas in need that do not attract new development.

Maintaining facilities to support art and cultural activities will help Cambridge retain its position as an important cultural centre. This is likely to have a positive effect on the growth of tourism in the city. Enhancing existing facilities and supporting new opportunities for facilities will also contribute positively to the quality and vitality of the city centre.

The impact on landscape and biodiversity is uncertain, as it is dependent on the criteria used to source a suitable location for new facilities. Similarly the impact on transport will depend upon where new facilities are located.

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	N Cambridge	S Cambridge	E Cambridge	W Cambridge	Appraisal Discussion
179		Community Stadium	↗	↗	?	?	?	?	?	?	↔	?	?	?	?	<p>Providing for a Community stadium would result in benefits with regards to the provision of community and leisure facilities, and subsequent positive effects on well being in Cambridge. A sub-regional community stadium could also create significant positive effects in maintaining Cambridge's position as an economically competitive city, and encouraging the growth of tourism.</p> <p>The impact on landscape and biodiversity is uncertain, as it is dependent on the criteria used to source a suitable location. Similarly the impact on transport could be adverse if the location is not well served by public transport.</p> <p>High design standards should be required to ensure that the development of a new stadium does not have any adverse impacts on the wider landscape / townscape.</p>
180		Ice Rink	↗	↗	?	?	?	?	?	?	↔	?	?	?	?	<p>Providing for an ice rink would result in benefits with regards to the provision of community and leisure facilities, and subsequent positive effects on key well being issues. A sub-regional ice rink could also create significant positive effects in maintaining Cambridge's position as a competitive city, and encouraging the growth of tourism.</p> <p>The impact on landscape and biodiversity is uncertain, as it is dependent on the criteria used to source a suitable location. Similarly the impact on transport could be adverse if the location is primarily accessible by car and measures to increase public transport are not taken.</p> <p>High design standards should be required to ensure that the development of a new stadium does not have any adverse impacts on the wider landscape / townscape.</p>
181		Concert Hall	↗	↗	?	?	?	?	?	?	?	?	?	?	?	<p>Providing for a concert hall would result in significant positive benefits in providing a range of community facilities for all members of the community. A concert hall used at a sub-regional level could also create significant positive effects in drawing people to Cambridge and helping support</p>

Option Number	Option title	Appraisal Discussion
		<p>its role as one of the UK's most competitive Cities. It should significantly help support the tourist industry and the local economy.</p> <p>The impact on landscape and biodiversity is uncertain, as it is dependent on the criteria used to source a suitable location. Similarly this Option is likely to result in increased transport impacts unless it is easily accessible by public transport, walking and cycling.</p>

Summary:

The Options set out for promoting healthy communities primarily result in a positive, or significantly positive impacts on a broad range of sustainability topics, in particular on improving the health and well being of Cambridge residents. Maintaining and enhancing the network of open spaces has been identified as an important issue across Cambridge and should be addressed by the Options proposed. Updating the standards for open space and recreation provision is likely to result in increased benefits compared to maintaining the current standards. Where new development is proposed, for example onsite provision of open space or new recreational and leisure facilities, the selection of a suitable location will determine potential resulting impacts on factors such as water, biodiversity and heritage. The Options covering the protection of existing facilities should help mitigate adverse impacts associated with new development while inclusion of a requirement to build to high quality design standards for recreational and cultural facilities would help minimise adverse impacts associated with the provision of these additional facilities. Many of the effects surrounding the Options to protect public houses remain uncertain. However, Option 176 appears preferable as it ensures some protection from higher value uses but offers flexibility where the existing use as a public house is unviable.

Promoting and Delivering Sustainable Transport

		Appraisal Discussion													
Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscapel/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	
182	Timely provision of infrastructure	?	↗	↗	↔	↔	?	?	?	?	?	?	?	?	<p>The commitment made by this Option to provide the infrastructure necessary to meet the needs of new development and regeneration is likely to have a positive effect on identified economic issues including to address pockets of income and employment deprivation and to help maintain Cambridge as one of the UK's most competitive cities. However, without details on the nature of infrastructure, or on the steps taken to ensure that it is sustainable, this Option cannot be appraised with any certainty against the other topic areas. The Option is partly aimed at improving development related transport (by providing the appropriate infrastructure) therefore positive effects on transport provision could be expected.</p>
183	Promote non-car modes of travel	↗	↗	↗	↔	↔	↗	↔	↗	↗	↗	↗	↗	↗	<p>This Option should bring about positive effects on the uptake of walking, cycling and public transport across the city helping contribute to reducing transport related Greenhouse gas emissions (GHG). Ensuring access for any commercial vehicles may help contribute to identified economic issues including ensuring the continued vitality and viability of the City Centre. Ensuring there are non-car options for everyone using the development should help improve access, in particular for those with limited mobility, the disabled and the elderly. This Option should help reduce car dependency and increase the attractiveness of the City for greater cycling and walking. A reduction in traffic impacts, such as noise and emissions, may also contribute to ensuring that new developments do not adversely impact local biodiversity. This Option is likely to have positive benefits across the whole City.</p>
184	Appropriate infrastructure	↗	?	↗	↔	↔	↗	?	?	↗	↗	↗	↗	↗	<p>This Option should help reduce car dependency and help facilitate greater uptake in terms of walking, cycling and the use of public transport; thus helping address a number of key transport topic issues and contribute to mitigating the impacts of climate change. The extent to which this</p>

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
																Option brings about modal shift in all areas of Cambridge is likely to be positive.
185		Low emission vehicle infrastructure	↑	↔	↑	↔	↔	↑	↔	?	↑	?	?	?	?	The inclusion of low emission vehicle infrastructure has the potential to bring about significant GHG reduction benefits. Furthermore, it should help change the way people think about personal car usage and indirectly help increase the use of more sustainable transport modes. Electric car infrastructure should encourage greater uptake and help reduce local air pollution.
186		Maintain the current level of provision (of car parking)	↑	?	↑	↔	↔	↑	↔	?	↑	↑	↑	↑	↑	The maintenance of the current levels of parking provision should have a positive effect on addressing transport topic issues by encouraging sustainable transport, with associated climate mitigation and health and well being gains. It does not account for local circumstances, but should encourage low carbon technologies, such as public transport; and walking and cycling across all areas. Option 187 will retain some standards from the previous policy (2006 Local Plan), allowing for new standards to be developed by stakeholders and communities. Option 188 raises the prospect of even greater stakeholder and community influence leading to completely new standards. The effect of these policies cannot be fully appraised as they are yet to be determined by the council in consultation with stakeholders which could result in greater or lesser amounts of parking, leading to uncertain effects at the local scale and cumulatively across the city.
187		New residential parking standards	?	?	↑	↔	↔	?	↔	?	?	?	?	?	?	
188		Completely new standards for all development	?	?	↑	↔	↔	?	↔	?	?	?	?	?	?	
189		Car free development	↑	?	↑	↔	↔	↑	↔	?	↑	↑	↑	↑	↑	The Car Free Development Option (189) is likely to have positive effects on health, wellbeing and greater use of sustainable transport modes, through the encouragement of walking, cycling and public transportation in all areas. This Option would support climate change mitigation efforts. Option 190 is likely to lead to similar, but more diluted effects. In order to address Cambridge's

Option Number		Option title	Appraisal Discussion									
190	Incorporate car free development into existing policy	need to encourage use of more sustainable transport modes a standalone Option on car free developments would likely deliver the best performance in terms of identified sustainability issues.	West Cambridge	↗	↗	↗	↗	↗	↗	↗	↗	↗
191	Location, design and quality	Cambridge benefits from high levels of cycling helping reduce traffic congestion and reduce GHG emissions. Ensuring the provision of high quality, well designed and suitably placed cycle parking will help maintain and contribute to increasing this modal share. This Option should have a significant positive effect on health and well being issues and may lead to reductions in the use of private cars and transport emissions. However, additional gains could be achieved if this Option was worded such that that cycle parking is 'more' convenient than car parking (not 'as least as') helping ensure it is the first choice for travel. Any effects are likely to be felt citywide.	West Cambridge	↗	↗	↗	↗	↗	↗	↗	↗	↗
192	Update the cycle parking standards in the 2006 Local Plan	By enabling stakeholder involvement in the process of developing new cycle parking standards in the city, and by taking guidance from best practice elsewhere, this Option is likely to help ensure growth in cycling in the city, with associated benefits across all of the city areas. The extent to which this Option is likely to deliver positive outcomes will be determined by the input of the stakeholders, the cases considered, and the feasibility of any suggested changes.	West Cambridge	↗	↗	↗	↗	↗	↗	↗	↗	↗
			East Cambridge	↗	↗	↗	↗	↗	↗	↗	↗	↗
			South Cambridge	↗	↗	↗	↗	↗	↗	↗	↗	↗
			North Cambridge	↗	↗	↗	↗	↗	↗	↗	↗	↗
			City Centre	↗	↗	↗	↗	↗	↗	↗	↗	↗
			Biodiversity	?	?	?	?	?	?	?	?	?
			Land/townscape/ heritage	↔	↔	↔	↔	↔	↔	↔	↔	↔
			CC mitigation and RE	↗	↗	↗	↗	↗	↗	↗	↗	↗
			Flood risk / CC adaptation	↔	↔	↔	↔	↔	↔	↔	↔	↔
			Water	↔	↔	↔	↔	↔	↔	↔	↔	↔
			Transport	↗	↗	↗	↗	↗	↗	↗	↗	↗
			Economy	?	↔	↔	↔	↔	↔	↔	↔	↔
			Communities	↗	↗	↗	↗	↗	↗	↗	↗	↗

Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion
193	Development only where the impact on the network is able to be mitigated against (Minimising the transport impact of development)	?	?	?	↔	↔	?	↔	?	?	?	?	?	?	Option 193, which allows development only where traffic impact is mitigated against or managed, could help contribute to increasing the modal share of cycling, walking and public transport. However, as it is recognised by the Option, any development is likely to place some additional pressure on the transport network.
194	Modal split targets for new development	↗	?	↗	↔	↔	↗	↔	?	↗	↗	↗	↗	↗	Option 194 which would set modal split targets would likely result in a shift towards more sustainable travel behaviour across the city, bringing benefits in terms of health, well being, and emission reductions.
195	Do not set a city wide modal split target for new Development	?	?	?	↔	↔	?	↔	?	?	?	?	?	?	Option 195 which proposes a negotiated target on a case by case basis is more difficult to assess, as the potential cumulative effect of case-by-case allocations could result in an overall increase in car journeys compared to Option 194 but would provide much greater flexibility to address particular site specific limitations.
196	Travel Plans (Travel Plans for all sites)	↗	?	↗	↔	↔	↗	↔	?	?	?	?	?	?	Setting an appropriate threshold for requiring travel plans across the city is likely to result in a positive effect on the use of more sustainable transport modes, with consequential benefits on health and well being, reduced transport pressures and GHG emissions.

		Appraisal Discussion												
Option Number	Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge
197	Travel Plans (Travel Plan only where officers feel it is appropriate)	↑	?	↑	↔	↔	↑	↔	?	↑	↑	↑	↑	↑
198	Cambridge Airport – Aviation development	↑	?	↔	↔	↔	↔	↔	↑	?	?	?	?	?
199	Telecommunications policy – criteria based	↑	?	?	↔	↔	?	↑	↔	↑	↑	↑	↑	↑
200	Mullard Radio Astronomy Observatory, Lord's Bridge – Consultation Areas	?	?	?	?	?	?	?	?	?	?	?	?	?

Option Number		Option title	Communities	Economy	Transport	Water	Flood risk / CC adaptation	CC mitigation and RE	Land/townscape/ heritage	Biodiversity	City Centre	North Cambridge	South Cambridge	East Cambridge	West Cambridge	Appraisal Discussion	
201		Provision of infrastructure and services	↗	↗	?	↗	↗	?	↗	↗	↗	↗	↗	↗	↗	↗	<p>unlikely given that the Observatory is outside the City boundary.</p> <p>This Option is likely to contribute to positive effects across multiple sustainability topics and thematic areas. Health, leisure and community facilities can contribute to wellbeing. Improvements to water, and flood protection infrastructure can also bring benefits. Green infrastructure and open spaces provision could enhance biodiversity. Furthermore this Option should help maintain cultural facilities and improve the quality of the open and built environment citywide. The sustainability benefits of this Option on the transport and renewable energy sustainability topics will depend on the nature of the infrastructure and services provided and therefore it is difficult to appraise them with any certainty at this stage.</p>
<p>Summary:</p> <p>In all, the options relating to 'promoting and delivering sustainable transport and infrastructure' are likely to contribute positively to the identified sustainability issues. These Options are likely to be capable of meeting the future transport and infrastructure needs and ambitions of Cambridge, whilst ensuring the protection and enhancement of the City's character. Some Options lack enough detail to be appraised with any certainty; other Options which rely on stakeholder input in order to develop the Option are also difficult to appraise due to an unknown outcome.</p> <p>Developers' contributions that support the provision of new infrastructure are likely to contribute to positive benefits across multiple themes, including climate mitigation and efforts to improve cycling and public transport infrastructure, along with travel plan requirements, should facilitate a greater shift towards use of more sustainable modes of transport. However, it is not entirely clear whether such measures will be sufficient to address the already 'seriously constrained' transport network in consideration of the significant planned growth and whether Options to increase the modal share of sustainable transport will increase.</p>																	

6.3 Plan appraisal against each Sustainability Topic

Communities and Well Being

6.3.1 The 'Communities and Well Being' sustainability topic focuses on the need to address identified issues relating to deprivation, health and equality through the provision of appropriate social infrastructure and housing and employment opportunities for all residents, with a focus on particular geographical areas of concern.

6.3.2 The key Issues and Options that relate to this sustainability topic are:

- Chapter 2 Vision
- Chapter 3 Spatial Strategy
- Chapter 4 Spatial Strategic Options
- Chapter 5 Opportunity Areas
- Chapter 7 Delivering High Quality Places
- Chapter 9 Delivering High Quality Housing
- Chapter 11 Creating Successful Communities

6.3.3 The appraisal of the Plan Options has identified that on the whole the plan will contribute positively to addressing many identified key sustainability issues. The 'Promoting Successful Communities' and 'Opportunity Areas' Options perform particularly well. These Options should have significant positive effects on improving the general health and well being of Cambridge residents through improved public realm and support for enhanced provision of open space across the City. Specific promotion of community facilities and cultural activities will also help meet the variety of needs of Cambridge's diverse population. In combination (with what?) with the 'Spatial Strategy' Options it is less clear how the plan will perform against this sustainability topic. Whereas the 'Spatial Strategy' Options perform well independently against the 'Communities and Well Being' topic with increasing delivery of homes and employment, a growing number of residents would likely lead to increasing pressure on available open space provision and could impact on local amenity. However, lower levels of housing and employment would likely fail to address the significant issues relating to housing provision and anticipated future population growth and the need for job creation. Rigorous enforcement of the 'Delivering High Quality Places' Options would contribute to mitigate any significant adverse effects.

Economy

6.3.4 The economy sustainability topic focuses on building on Cambridge's position as one of the UK's most competitive Cities by supporting the growth of small and growing high tech businesses and research sectors; encouraging the sustainable growth of tourism; and capitalising on the value of language schools to the local economy.

6.3.5 The key Issues and Options that relate to this sustainability topic are:

- Chapter 2 Vision
- Chapter 3 Spatial Strategy
- Chapter 10 Building a Strong and Competitive Economy
- Chapter 12 Sustainable Transport and Infrastructure

- 6.3.6 The Options relating to Building a Strong and Competitive Economy present a balanced approach to managing economic growth while also recognising the pressures this could have on Cambridge's transport infrastructure and housing market. While some of the alternative Options were identified to result in negative effects on this topic, at least one of the alternative options tended to perform positively. Furthermore, the Sustainable Transport and Infrastructure Options also perform reasonably well against the economic sustainability issues providing confidence that Cambridge has the potential for strong economic growth without significant adverse impacts on local transport infrastructure and environmental quality.
- 6.3.7 The Spatial Strategy's Options perform increasingly well against the sustainability topic with increasing delivery of housing provision and job creation. Adverse effects were identified where it was anticipated that the growth options were unlikely to address the critical shortage of housing provision or employment to meet the anticipated growing population.

Transport

The transport sustainability topic focuses on building on the existing high modal share of cycling and walking in the city and encouraging longer journeys by bike. It also seeks to address issues relating to the use of the private car by discouraging private car use at new developments and improved access to frequent public transport.

The key Issues and Options that relate to this sustainability topic are:

- Chapter 2 Vision
- Chapter 3 Spatial Strategy
- Chapter 5 Opportunity Areas
- Chapter 12 Sustainable Transport and Infrastructure

- 6.3.8 Cambridge benefits from a strong foundation of cycling and walking in the City but has relatively limited public transport capacity extending to commuter settlements resulting in the majority of journeys into Cambridge for work being made by car. The Sustainable Transport and Infrastructure Options present a broad framework to address these identified transport sustainability issues.
- 6.3.9 While on the whole the Options should help address identified sustainability issues, the proposed level of growth and cumulative impacts are uncertain. The Options relating to the higher levels of housing and employment provision are very likely to result in increased pressure on existing transport infrastructure which would be exacerbated where development is located within easy access to the main road network including the M11 and A14. Developments within easy access of the main road network will likely result in significant effects on congestion and air quality in and near to the City. Furthermore the appraisal of the broad locations identified either a likely negative effect on the Transport sustainability topic; or that the implementation of that Option was uncertain. The extent to which the plan will address key sustainability issues relating to transport will be overwhelmingly dependent on delivery of accessible and frequent public transport provision and safe and secure cycle infrastructure. Also through securing improvements to the highways network through developer contributions. Measures to reduce private car ownership at new developments should be stringently enforced.

Water

- 6.3.10 The assessment framework for the water sustainability topic identified three key issues: the need for high standards in water efficiency for new development such that it would place no additional pressure on water scarcity; the need for improved water quality for Cambridge's water courses; and the recognition for potentially new sewerage infrastructure. The Options presented should help address all these issues.
- 6.3.11 The key Issues and Options that relate to this sustainability topic are:
- Chapter 2 Vision
 - Chapter 6 Sustainable Development, Climate Change, Water and Flooding
- 6.3.12 The extent to which the Vision fully addresses water scarcity in the region is unclear, particularly given the anticipated significant growth in housing and employment provision. Furthermore, the extent to which the Option recognises the threat posed by climate change and the need to both mitigate and adapt to its effects could also be more clearly stated. However, specific Options on sustainable construction standards, water efficiency targets, and water body quality within the Sustainable Development, Climate Change, Water and Flooding Chapter are likely to provide significant positive effects on addressing some identified water sustainability issues. These Options address the notable policy absences in the Local Plan (2006) relating to water efficiency in new buildings and taking into consideration the impacts of climate change.

Flood Risk and Climate Change Adaptation

- 6.3.13 Key sustainability issues identified regarding Flood risk and Climate Change Adaptation include the need take into consideration the environmental and societal cost of flooding; the value that natural defences provide and the need for sustainable drainage systems, and the need to ensure new and existing communities have the ability to adapt to a changing climate.
- 6.3.14 The key Issues and Options that relate to this sustainability topic are:
- Chapter 2 Vision
 - Chapter 4 Strategic Spatial Options
 - Chapter 6 Sustainable Development, Climate Change, Water and Flooding
 - Chapter 7 Delivering High Quality Places
 - Chapter 9 Delivering High Quality Housing
- 6.3.15 The Sustainable Development, Climate Change, Water and Flooding Options are likely to deliver significant positive effects in addressing the identified flood risk and climate change adaptation issues. The effect of only a couple of Options was uncertain on the sustainability topics.

6.3.16 The Strategic Priority in Chapter 6 had an aim for sustainable communities that are capable of adapting to the impacts of climate change sets a strong overarching requirement that should help guide future development and place making. The Option to develop a comprehensive sustainable development policy detailing key requirements for consideration of climate change adaptation should help reinforce this. However, specific reference to flood risk could strengthen this policy helping recognise the existing and future risk of flooding anticipated as a result of more frequent and intense rainfall events. The Strategic Surface Water Management Plan (SWMP) put Cambridge⁺⁺⁺ in the top 2% of settlements at risk of surface water flooding in England. On balance the Delivering High Quality Places Options should contribute positively to addressing Flood Risk and Climate Change Adaptation issues.

6.3.17 The cumulative impact of significant development on the city’s waste water infrastructure is uncertain at best and potentially could result in significant negative environmental effects. The Broad Locations Options generally perform poorly against this sustainability topic and although efforts to mitigate any adverse impacts (including the Option to Develop a comprehensive integrated water management policy in the Sustainable Development Chapter) would be developed at the project level, the demand for housing and employment will place additional pressure for increasingly high density developments reducing opportunities for appropriate scale mitigation.

Climate Change Mitigation and Renewable Energy

This sustainability topic focuses primarily on reducing Green House Gas (GHG) emissions relating to transport and new developments, including low carbon design, the need for high standards of energy efficiency and deployment of renewable energy technologies.

6.3.18 The key Issues and Options that relate to this sustainability topic are:

- Chapter 2 Vision
- Chapter 6 Sustainable Development, Climate Change, Water and Flooding
- Chapter 7 Delivering High Quality Places
- Chapter 12 Sustainable Transport and Infrastructure

6.3.19 The Sustainable Development, Climate Change, Water and Flooding Chapter provides a suite of Options relating to improving energy efficiency and mechanisms to meet carbon reduction commitments and is likely to result in significant positive effects for this sustainability topic. This approach is further strengthened by Options presented in the Delivering High Quality Places Chapter; in particular its Option for a criteria based policy for the design of new buildings.

6.3.20 The Sustainable Transport and Infrastructure Options provide a strong framework to encourage greater use of public transport and the provision of safe and convenient means for cycling and walking. In particular, specific Options on promoting non-car travel modes, low emission infrastructure and car free developments should help this. Ultimately, given the scale of new development in Cambridge, these Options will need to be closely adhered to. It is likely that only with the highest standards of energy efficiency, discouraging personal car use and facilitating the easy use of sustainable transport modes will the sustainability issues identified be addressed.

Landscape, Townscape and Cultural Heritage

⁺⁺⁺ Source: Environment Agency’s National Receptor Database

6.3.21 This topic focuses on maintaining the character and identity of Cambridge in relation to its built environment and how the City integrates within the wider landscape. Key identified sustainability issues relate to protecting and enhancing the City’s historic environment through appropriate design and promoting the distinctiveness of the City’s different areas.

The key Issues and Options that relate to this sustainability topic are:

- Chapter 2 Vision
- Chapter 3 Spatial Strategy
- Chapter 4 Strategic Spatial Options
- Chapter 7 Delivering High Quality Places
- Chapter 8 Protecting and Enhancing the Historic and Natural Environment
- Chapter 11 Creating Successful Communities

6.3.22 Aspects of this sustainability topic are addressed by a variety of Options spread across several chapters. On balance it is likely that the Options presented will help ensure the protection and enhancement of the historic environment. Criteria based Options in the Delivering High Quality Places and Protecting and Enhancing the Historic and Natural Environment Chapters provide a strong framework to address any significant concerns within the City Centre and surrounding built up areas. The Creating Successful Communities Options should have significant positive effects on protecting and improving open space provision in the City; however open space will face competing pressure depending on the amount of new development.

6.3.23 The extent to which the Options will safeguard the ‘setting’ of Cambridge is less clear. Different housing and employment growth figures will result in more or less dense (including physically higher) development and consequential effects on the wider townscape. While there needs to be a balance between the value of Cambridge’s visual amenity and its contribution to making Cambridge an attractive place to live work and visit, there is an identified pressure for development. While development will alter Cambridge’s landscape character this may not necessarily be negative or result in a loss of distinctiveness for which the City is known - in fact developments could be required to have their own ‘distinctiveness’ appropriate to the local context. However, the extent to which other protectionist Options would mitigate any significant negative effects is still unclear and would depend on the quality of individual developments.

Biodiversity and Green Infrastructure

6.3.24 This topic recognises the value of biodiversity and green infrastructure including its contribution to the health and well being of Cambridge’s residents and its role in helping the City mitigate and adapt to climate change. Key identified sustainability issues include the need to build on existing good conservation management of green infrastructure and improve connectivity and reduce its further fragmentation. Issues relating to employing green infrastructure to help adapt to the threats posed by climate change and improved water quality are also identified.

The key Issues and Options that relate to this sustainability topic are:

- Chapter 2 Vision
- Chapter 3 Spatial Strategy
- Chapter 4 Spatial Strategic Options

- Chapter 8 Protecting and Enhancing the Historic and Natural Environment

6.3.25

The Vision Option provides a strong endorsement of the value of biodiversity and green infrastructure and the value it provides to Cambridge. Its focus on encouraging urban greening and expanding the City's green spaces and tree cover to protect and enhance biodiversity and help cool the City, directly reflects identified key sustainability issues. The Protecting and Enhancing the Historic and Natural Environment Chapter then sets out a number of specific Options that also directly address identified key issues helping reinforce and set the framework to ensure development are unlikely to have any significant effects on this sustainability topic. However, competing pressures for land in order that Cambridge can adapt and grow may lead to potential conflict between Options, in particular, the spatial strategy Options. While it is likely that sites will be protected at the local level the protection and enhancement of biodiversity and green infrastructure may not be realised at the strategic level. There is also an option (Option 22) on Green Infrastructure in Chapter 4. Although there is an Option for support for Strategic Biodiversity Enhancement Proposals in the Plan, this approach clearly states that its implementation would not necessarily help with the implementation of projects. Hence, there still remains a significant degree of uncertainty as to whether City scale improvements to connectivity and reduced fragmentation would be successfully implemented.

City Centre

The key sustainability issues for this functional area are to ensure Cambridge is a safe and welcoming environment to live, work and visit; that it capitalises on the opportunities from growing business sectors; and ensures opportunities to reduce energy demand through renewable and low carbon technologies.

The key Issues and Options that relate to this sustainability topic are:

- Chapter 2 Vision
- Chapter 3 Spatial Strategy
- Chapter 4 Strategic Spatial Options
- Chapter 5 Opportunity Areas
- Chapter 6 Sustainable Development, Climate Change, Water and Flooding
- Chapter 7 Delivering High Quality Places
- Chapter 8 Protecting and Enhancing the Historic and Natural Environment
- Chapter 9 Delivering High Quality Housing
- Chapter 10 Building a Strong and Competitive Economy
- Chapter 11 Creating Successful Communities
- Chapter 12 Sustainable Transport and Infrastructure

- 6.3.26 The Plan options recognises the wide range of uses the City Centre provides, including shopping, leisure, entertainment, museums, University faculty buildings and Colleges, offices, housing and as the main transport hub. And that the key challenge will be to cope with increasing population and the demand from businesses to locate there while not adversely affecting the environment that makes the City Centre so attractive. To address the numerous competing issues the Plan Options present a good mix of both pro-growth and protectionist approaches in order to facilitate development while maintaining the qualities for which Cambridge is famous. The Strategic Priority for the City Centre Option alludes to addressing this balancing act but a lack of detail means it cannot be effectively appraised. Although it is noted that further evidence on the capacity of the City Centre is going to be produced by the City Council to feed into the development of any policy in the Local Plan. Also other Options do provide the indication that the Plan is likely to lead to positive effects for the City Centre as a whole. In particular, Options on protecting facilities that serve a local need, open space, the support for new office space and hotel provision should help ensure the City maintains its environmental amenity and facilitate economic growth in target business sectors.
- 6.3.27 The extent to which the Sustainable Transport Options would mitigate increased pressure on the transport network from additional development is uncertain; however the Opportunity area Options should certainly result in significant positive effects in mitigating these concerns around the railway station and along routes to the centre.
- 6.3.28 In terms of reducing energy demand through low carbon and renewable energy technologies the Option on Renewable and Low Carbon Energy Generation goes some way to addressing the opportunity for the development of strategic district heating network in the City Centre. Other Options including the Establishment of a Community Energy Fund to help meet zero carbon policy and the Option for Consequential Improvements to address the energy efficiency of homes and non-residential buildings where Part L requirements wouldn't currently apply, should also help provide a strong framework to address this sustainability issue.

North Cambridge

- 6.3.29 The key sustainability issues for this functional area are to encourage high quality design and improve the quality of the public realm; increase access to high quality open space and address deprivation across several areas to the north and north-east of the area. Furthermore there is a need to address flood risk and encourage use of public transport and walking/cycling.
- 6.3.30 The key Issues and Options that relate to this sustainability topic are:
- Chapter 2 Vision
 - Chapter 3 Spatial Strategy
 - Chapter 4 Strategic Spatial Options
 - Chapter 6 Sustainable Development, Climate Change, Water and Flooding
 - Chapter 7 Delivering High Quality Places
 - Chapter 8 Protecting and Enhancing the Historic and Natural Environment
 - Chapter 9 Delivering High Quality Housing
 - Chapter 10 Building a Strong and Competitive Economy
 - Chapter 11 Creating Successful Communities
 - Chapter 12 Sustainable Transport and Infrastructure

- 6.3.31 Some areas in north and north-east Cambridge experience significant deprivation with several areas within the 20% most deprived in England. North Cambridge has four of the six most deprived areas in the City and this is undoubtedly the key issue facing this functional area, particularly considering the trend towards increasing deprivation in the City. Measures to address this will be largely dependent on proposed development and regeneration in this area including development at North West Cambridge – Land between Huntingdon Road and Histon Road (NIAB1) and Northern Fringe East. The planning application for NIAB1 includes around 1,500 new homes of which 40% will be affordable. The Option on Northern Fringe East proposes transport led regeneration and specific reference to the regeneration of the wider area in a coherent and comprehensive manner. The Northern Fringe East Option should be a catalyst for major regeneration of this area and is likely to result in significant positive effects on addressing deprivation and delivering sustainable transport options, in particular through the specific reference to the transport interchange including the Guided Bus.
- 6.3.32 The Cambridgeshire Strategic Surface Water Management Plan (2011) identified the King's Hedges / Arbury area, North Chesterton and South Chesterton within the top five 'wetspots' within Cambridge and these areas needed increased maintenance of water courses and surface water drains as well as attenuation features, such as swales, basins and wetlands.
- 6.3.33 The Options relating to Flooding (including the development of a comprehensive integrated water management policy and flood risk reduction policy) should help better understand and address water management issues for all development proposals; however, given the existing flood risk and future increased risk due to climate change a more integrated approach (between nearby developments) is likely to be required. Furthermore, assessment of the potential for off-site flood risk as a result of development should also be undertaken to mitigate any significant impacts on the nearby conservation areas of Chesterton / Ferry Lane and De Freville.

South Cambridge

The key sustainability issues for this functional area are to facilitate the achievement of successful new communities within urban extensions and to address deprivation issues in areas to the east. The issues identified also include the need to maintain and enhance open space and green space, support identified priorities with conservation areas, encourage greater use of public transport and walking/cycling and address flood risk.

- 6.3.34 The key Issues and Options that relate to this sustainability topic are:
- Chapter 2 Vision
 - Chapter 3 Spatial Strategy
 - Chapter 4 Strategic Spatial Options
 - Chapter 6 Sustainable Development, Climate Change, Water and Flooding
 - Chapter 7 Delivering High Quality Places
 - Chapter 8 Protecting and Enhancing the Historic and Natural Environment
 - Chapter 9 Delivering High Quality Housing
 - Chapter 10 Building a Strong and Competitive Economy
 - Chapter 11 Creating Successful Communities
 - Chapter 12 Sustainable Transport and Infrastructure

6.3.35 Permission has been granted for a number of significant developments in the Southern Fringe including at Trumpington Meadows, Glebe Farm and Clay Farm. All proposals include the provision of 40% affordable housing. The Option Southern Fringe is expected to be broadly consistent with Policy 9/5 in the Local Plan 2006. This policy is likely to perform positively in addressing levels of deprivation and mitigating flood risk through improved drainage. However, the proposed Broad Location Options were assessed as likely to result in adverse effects. These are predominantly as a result of their potential impact on the loss of farmland and open space provision and the impact on biodiversity, cultural heritage and the landscape character and setting of Cambridge.

6.3.36 It is unclear the extent to the cumulative impact of existing planned development and potential new development at the Broad Locations in the south and their effect on Cambridge's transport network. While the appraisal of the Broad Location Options on the Transport sustainability issues was uncertain and further transport modelling is required it is not entirely clear whether the Sustainable Transport and Infrastructure Options provide a strong enough framework to mitigate any adverse effects. Understandably, depending on level of housing and employment development there should be sufficient critical mass to implement sustainable transport modes, without which the adverse effects of the Plan on the sustainability issues are likely to be compounded.

East Cambridge

6.3.37 The key sustainability issues for this functional area are to maintain and enhance open and green space within the urban area, maintain the character particular neighbourhoods, encourage greater use of public transport and walking/cycling and address local deprivation.

6.3.38 The key Issues and Options that relate to this sustainability topic are:

- Chapter 2 Vision
- Chapter 3 Spatial Strategy
- Chapter 4 Strategic Spatial Options
- Chapter 5 Opportunity Areas
- Chapter 6 Sustainable Development, Climate Change, Water and Flooding
- Chapter 7 Delivering High Quality Places
- Chapter 8 Protecting and Enhancing the Historic and Natural Environment
- Chapter 9 Delivering High Quality Housing
- Chapter 10 Building a Strong and Competitive Economy
- Chapter 11 Creating Successful Communities
- Chapter 12 Sustainable Transport and Infrastructure

6.3.39 The Cambridge East site is now unlikely to come forward before 2031. The site was expected to be brought forward in multiple stages and include a new large district centre; and could also have acted as a catalyst for wider regeneration in this area.

- 6.3.40 In the absence of significant development proposals East Cambridge is likely to experience a period of relative stasis with its character reinforced by strong Options on the protection of open space and the protection and enhancement of the historic and natural environment. However the absence of development will also limit financial contributions to implement public transport and cycling/walking infrastructure improvements and reduce the opportunity for development to be used as a catalyst for wider change and help address deprivation in the area. The 3rd, 4th and 10th worst performing “Super Output Areas” in Cambridge, in terms of the overall Index of Multiple Deprivation, are located at the northern extent of Abbey ward.
- 6.3.41 The Plan’s Options for Mill Road and it’s recognition of different types of retail centre and the protection of neighbourhood shops should help reinforce the character of particular neighbourhoods, including the Mill Road West District Centre (and neighbouring Mill Road East District Centre in the City Centre functional area), noted for its independent shops and strong sense of community.
- [West Cambridge](#)
- 6.3.42 The key sustainability issues for this functional area are to maintain and enhance open and green space within the urban area, maintain the character of the built environment and designated Conservation Areas and capitalise on opportunities to encourage sustainable transport.
- 6.3.43 The key Issues and Options that relate to this sustainability topic are:
- Chapter 2 Vision
 - Chapter 3 Spatial Strategy
 - Chapter 4 Strategic Spatial Options
 - Chapter 6 Sustainable Development, Climate Change, Water and Flooding
 - Chapter 7 Delivering High Quality Places
 - Chapter 8 Protecting and Enhancing the Historic and Natural Environment
 - Chapter 9 Delivering High Quality Housing
 - Chapter 10 Building a Strong and Competitive Economy
 - Chapter 11 Creating Successful Communities
 - Chapter 12 Sustainable Transport and Infrastructure
- 6.3.44 There is an identified need for improved provision of convenience shopping in North West Cambridge. The Plan Option ‘New Foodstore in North West Cambridge’ under Building a strong and competitive economy should help address this, and is also likely to reduce the need for local residents to travel by private car to access other foodstores at more distant locations. This could have a positive effect on encouraging sustainable transport, which is identified as a key issue for West Cambridge. This would also have a positive impact for ‘North Cambridge’ as one of the foodstores is proposed at the NIAB site which is in that area.

- 6.3.45 The Plan Options set out several affordable housing options, of which the most ambitious should ensure delivery of affordable housing, especially for University key workers. This is important for North West Cambridge as it is part of the development sites on the fringe of the City being released from the Green Belt under the 2006 Local Plan. Under the proposed options, the outline application for 3,000 homes and 2,000 student units should deliver a mix of types and sizes as the Options seek to specify tenure and housing mix (99-103). As a result of providing increased accommodation for University of Cambridge student and staff through key-worker affordable housing, it will ensure the University is able to retain and attract key staff. This is likely to have a positive economic effect on maintaining Cambridge's position as one of the UK's competitive cities.
- 6.3.46 The options proposed in the Sustainable development, climate change, water and flooding chapter are likely to further contribute to meeting the renewable energy and carbon reduction targets set out in the North West Cambridge AAP. This requires residential development to meet Code for Sustainable Homes Level 4 or higher and for non residential to be in line with BREEAM —excellent standards. If the most stringent or radical options are adopted, such as striving for water neutrality or requiring levels of carbon reduction beyond those required under Part L Building Regulation, and zero carbon homes, positive effects can be expected for West Cambridge.
- 6.3.47 The Plan puts forward several Options that would have a positive effect on the key issue of encouraging sustainable transport in West Cambridge. For example the following options could significantly help address the issue: Incorporating car free development into existing policy; Modal split targets for new developments; the requirement for travel plans; and Promoting non-car modes of travel.

6.4 Summary and recommendations

6.4.1 This Sustainability Appraisal of the Issues and Options Report has been undertaken at both the individual Option level and also at a Plan level in terms of its potential cumulative impacts on the identified sustainability topics. While on the whole the Plan performs well the following five overarching issues have emerged which require careful consideration.

Economic development

6.4.2 Cambridge is seen as one of the main economic powerhouses in the east of England. Benefitting from what is often referred to as Silicon Fen or the Cambridge Cluster, Cambridge is home to numerous high tech manufacturing and research and development firms. As a consequence Cambridge is experiencing increasing pressure to capitalise on its position and the value these firms contribute to the sub-regional economy. The Cambridge Cluster at 50 Study (2010) identifies, for example, the need to develop a strategy for the central area that moves well beyond anachronistic land use classes and instead recognises and responds to the changing nature of “doing business” in the 21st Century knowledge economy. In particular, the need for the City Centre to provide for all sorts of “melting pots” – between scientific disciplines, between different professions, and at the interface between work and leisure. The extent to which this can be achieved through the options presented in the consultation is difficult to determine. What is clear is that Cambridge will experience continued and significant demand for housing and employment creation; the consequence of which will be increasing pressure for Green Belt release and the urban expansion and intensification of Cambridge. As identified above it is possible that by 2031 the only area not subject to large scale development pressure is likely to be east Cambridge unless land at Cambridge Airport is made available in this Plan period. As a result the potential scale of development is likely to be profound impacts on those underlying intrinsic qualities that make Cambridge such a desirable place to live, work and visit. The extent to which these can be truly mitigated is open to question.

Affordable housing

6.4.3 Historic delivery of affordable housing in Cambridge has been below the 40% target set out in the Local Plan (2006).^{§§§§} This arguably reflects the degree of flexibility of the Local Plan (2006):

‘the precise amount of such housing to be provided on each site will be negotiated taking into account the viability of the development, any particular costs associated with the development and whether there are other planning objectives which need to be given priority’

6.4.4 There is a significant affordable housing shortage in Cambridge which needs to be addressed as part of this Plan. Cambridge is geographically constrained and this must be recognised in setting targets. Also targets need to be rigidly enforced in order that future delivery objectives are realised. Affordable housing policies can provide some flexibility and reflect the viability of sites but it is not clear that Cambridge has this luxury and, indeed high land values in Cambridge arguably warrant non-negotiable targets for the big sites at least. For example, there should be non-negotiable targets for large developments and higher non-negotiable targets for any Greenfield development. At a minimum the Council could establish a floor of say 35% below which negotiation won’t be permitted. Any approach should not be weakened for any potential joint sites that may come forward with South Cambridgeshire.

^{§§§§} More recent affordable completions were 2006-2007 (18%), 2007-2008 (12%), 2008-2009 (22%), 2009-2010 (38%), 2010-2011 (33%). Source: <http://www.cambridgeshire.gov.uk/NR/rdonlyres/7E41D19D-52D6-4FEA-BE92-D3797F3CE854/0/TableH16GrosshousingAffordablecompletions.pdf>

Transport

- 6.4.5 There needs to be a step change in transport policy. While the Local Plan (2006) recognised that “the current infrastructure has little spare capacity and is seriously strained in many areas” Cambridge still experiences high levels of congestion. The majority of people commuting into Cambridge do so by car. . Proposals to ‘improve performance’ of the A14 are likely to simply result in increased car dependency, congestion and worsening air quality. The cost to the local economy should not be underestimated. The Transport Economic Evidence Study (TEES) study estimates that the cost to Cambridge of congestion, based on the difference between peak and free-flow travel costs will be almost £1bn per annum to the East of England economy and £1.3bn to the national economy by 2021. Congestion leads to a significant loss of economic potential in Cambridge.
- 6.4.6 Cambridge needs significant investment in public transport and cycling/walking infrastructure in order to reduce congestion in the City. Facilitating safe and convenient cycle infrastructure would be a starting point to increase the current low proportion (2%) of trips in Cambridge over one mile made by bicycle. Revisiting the potential to introduce congestion charging should be pursued, or alter terms of demand management. The County Council who are responsible for transport, are in the early phases of developing a transport strategy for Cambridge, which should look at these types of issues.

Arrest the trend in deprivation

- 6.4.7 In recent years there has been an increase in the number of claimants for housing and council tax benefit, median incomes have dropped and the number of super output areas in Cambridge that are within the 40% most deprived in England has increased from 11 to 20. While development proposals may provide a catalyst to address some aspects of deprivation there are likely to be more fundamental issues that need to be recognised and addressed as part of plan making and delivery. There needs to be a recognition and proactive approach to identifying, protecting and enhancing local neighbourhood and community infrastructure, providing the services for which there is an identified need. Opportunity to locate key support services in or near pockets of deprivation, particularly if there is a neighbourhood focus, should be considered with service providers. Support for the new tier of neighbourhood planning to this end should be considered where there is local interest, as should applying flexibility to the allocation of a reasonable allocation of CIL income to specific neighbourhoods. The use of and updating of key information on socio-economic data (e.g. from 2010 census) for super-output areas should be actively used when considering employment proposals so that the local abilities and skills sets are taken into account and more weighting given to the value of particular socio-economic groups seeking semi-skilled and un-skilled employment. Similarly, identifying and addressing any spatial (e.g. location, transport) barriers to local people who may have dropped out of school early and are now seeking to access tertiary education should be considered together with the distribution of family support and nursery provision.

Water scarcity

- 6.4.8 Cambridge, along with the majority of the South East and East of England, is categorised as an area of severe water stress and under a business as usual scenario^{*****} the demand for water is expected to increase by 33% on 2006 levels by 2031. The vision of the Phase 2 Water Cycle Strategy for the major growth areas in and around Cambridge (2011), is for domestic and non-domestic development to have consumption levels of 80 litres per person per day; and water neutrality in existing housing stock. Cambridge has an average per capita water use of 151 litres per day.

^{*****} Source: http://www.cambridgeshirehorizons.co.uk/documents/environment/cambridge_area_wcs_phase2.pdf

- 6.4.9 While there are cost implications to implementing specific water saving measures there needs to be full recognition of the impact that future development could have on provision. Post 2031 water demand is predicted to exceed supply. Early intervention now to reduce water consumption will guard against this and help the City mitigate and begin to adapt to the anticipated future impacts as a result of climate change.

7 NEXT STEPS

- 7.1.1 To enable stakeholders and the wider public to continue to contribute to the emerging Local Plan, a period of consultation will take place in June / July 2012 on the 'Issues and Options' Report. This Interim SA Report will be available for consultation alongside the Issues and Options to facilitate more informed consultation responses.
- 7.1.2 Following the consultation, the consultation responses as well as the findings of this Interim SA will be taken into account by the Council in drawing up the Proposed Submission Version of the Local Plan for consultation. Once this has been prepared it will be subjected to SA, with findings set out within an SA Report. The Proposed Submission Local Plan will then be published for consultation, with the SA Report published alongside.
- 7.1.3 Subsequent to consultation on the Proposed Submission Local Plan and SA Report, the Council will finalise the document for 'Submission' to Government. The SA Report will also be submitted, unless it is the case that significant changes are made to the Planning Strategy prior to Submission, in which case there may be a need to revise the SA Report.

8 HOW CAN WE BEST MONITOR THE PLAN'S IMPACTS?

“a description of the measures envisaged concerning monitoring...” (SEA Directive Annex I(i))

- 8.1.1 The time for finalising monitoring measures is at the time of plan adoption. This is recognised by the SEA Directive, which requires that at adoption a ‘Statement’ is published that sets out (amongst other things) *‘the measures decided concerning monitoring’*.
- 8.1.2 Within the SA Report (to be published alongside the Proposed Submission Plan) the Directive requires that *‘a description of the measures envisaged concerning monitoring’* is presented. This reflects the fact that the draft plan should be near finalised, and so there should be a reasonable understanding of the likely residual sustainability effects.
- 8.1.3 At this current stage, the appraisal has highlighted the potential for some significant negative effects, and also highlighted a number of uncertain effects, that could give rise to the need for monitoring. However, wide ranging recommendations have been made to ensure that negative effects are avoided or mitigated as far as possible (through changes to the plan) and so there is little point considering monitoring at this stage until the draft Local Plan has been produced.

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Appendix D
LIST OF CONSULTEES

LIST OF CONSULTEES – ISSUES AND OPTIONS CONSULTATION

Below is a list of organisations that will be directly informed of the Issues and Options consultation via email (individuals are not listed).

SPECIFIC CONSULTATION BODIES¹

- English Heritage
- Environment Agency
- Highways Agency
- Natural England
- Network Rail
- Cambridgeshire Primary Care Trust
- EDF Energy
- National Grid Transco
- E.On Energy
- Npower Renewables
- Scottish Power
- Scottish & Southern Electric
- British Gas
- Cambridge Water Company
- Anglian Water
- Homes and Communities Agency
- South Cambridgeshire District Council
- Cambridgeshire County Council (Highways)
- Cambridgeshire County Council (Strategic Planning)
- Comberton Parish Council
- Coton Parish Council
- Cottenham Parish Council
- Fen Ditton Parish Council
- Fulbourn Parish Council
- Girton Parish Council
- Grantchester Parish Council
- Great Shelford Parish Council
- Hauxton Parish Council
- Histon & Impington Parish Councils
- Horningsea Parish Council
- Madingley Parish Council
- Milton Parish Council
- Teversham Parish Council
- Cambridgeshire Constabulary
- Cambridge Crown Court
- Cambridge University Hospital (Addenbrookes)

COUNCILLORS

- 42 x City Councillors
- All County Councillors (City Wards)

COMMUNITY ORGANISATIONS

- Cambridge Federation of Residents' Associations
- Cambridge Citizens Advise Bureau
- Cambridgeshire Voluntary Sector Infrastructure Consortium (CVSIC)
- The GET Group
- Cambridge Ethnic Community Forum
- The COVER Group
- Work Advice Volunteering Education Training (WAVET)
- Cambridgeshire Older Peoples Enterprise (COPE)
- Cambridge Interfaith Group
- Encompass Network
- Disability Cambridgeshire?
- National Federation of Gypsy Liaison Groups
- The Church of England Ely Diocese
- The East Anglian Gypsy Council
- East of England Faiths Council
- Age Concern Cambridgeshire

ENVIRONMENTAL

- Conservators of the River Cam
- Cambridge Past, Present and Future
- The Wildlife Trust
- Transition Cambridge
- RSPB Eastern England Office
- The Wildlife Trust
- Cambridge Friends of the Earth
- Cam Valley Forum
- Cambridge Carbon Footprint
- Transitions Cambridge
- Campaign to Protect Rural England
- Cambridgeshire Local Access Forum

DEVELOPERS

- Estate Management and Building Service, University of Cambridge
- Januarys
- Savills
- Bidwells
- Carter Jonas
- Skanska UK Plc
- Countryside Properties

¹ Specific consultation bodies are required under the Town and Country Planning (Local Planning) (England) Regulations 2012

LIST OF CONSULTEES – ISSUES AND OPTIONS CONSULTATION

- Barratt Eastern Counties
- The Home Builders Federation
- Beacon Planning Ltd
- Grosvenor USS
- Liberty Property Trust
- Bovis Homes Ltd
- Home Builders Federation
- Countryside Properties
- Argyle Street Housing Cooperative
- Cheffins
- Bellway Homes
- Unex
- Artek Design House
- Barton Wilmore
- Brookgate
- Berkeley Homes
- The Howard Group of Companies
- DPP
- Chartered Institute of Architectural Technologist
- RPS
- Cambridge Cycling Campaign
- Local Enterprise Partnership
- Design Council/CABE
- Cambridgeshire Campaign for Better Transport
- Shape East
- Cambridgeshire Fire and Rescue Service
- The Norfolk, Suffolk & Cambridgeshire Strategic Health Authority
- BT Open Reach Newsites
- Cable & Wireless UK
- Cambridge Federation of Tenants and Leaseholders
- Sport England
- Local Strategic Partnership
- Registered Social Landlords

BUSINESSES

- Marshalls Airport
- Cambridgeshire Chambers of Commerce
- CRACA
- Cambridge Network
- Love Cambridge
- Cambridge Hoteliers Association
- Cambridge Energy Forum
- Cambridge Cleantech
- Future Business
- St John's Innovation Centre
- Ely Cathedral Business Group
- One Nucleus
- Creative Front

EDUCATION

- Anglia Ruskin University
- All Colleges of the University of Cambridge
- The Bursars Committee
- Sixth Form Colleges
- Private Schools
- Cambridge Regional College
- Language Schools

OTHERS

- Mobile Operators Association

ALL RESIDENTS' ASSOCIATIONS

- Accordia Community and Resident's Association (ACRA)
- Babraham Road Action Group
- Barton Close Residents' Association
- Bateman Street & Bateman Mews Residents Association
- BENERA (Bentley and Newton Road Residents' Association)
- Bishops Court Residents' Company Ltd
- Bradmore & Petersfield Residents Association
- Brooklands Avenue Area Residents' Association
- Brookside Residents Association
- Brunswick & North Kite Residents' Association
- Bulstrode Gardens Residents Association
- Cambanks Residents' Society Ltd
- Camboaters
- Castle Community Action Group
- Cherry Hinton & Rathmore Roads Residents' Association
- Cherry Hinton Residents' Association
- Christ's Pieces Residents Association
- Clerk Maxwell Road Residents' Association

LIST OF CONSULTEES – ISSUES AND OPTIONS CONSULTATION

- Corfe Close Residents Association (CCRA)
- Covent Garden Residents' Association
- CREW
- CRONC
- De Freville Avenue RA
- Devonshire Road Residents' Association
- East Chesterton Community Action Group
- EMRAG
- FECRA (Cambridge Federation of Residents' Associations)
- Fenners Lawn Residents Association Ltd
- Friends of Milton Road Library
- Gazeley Lane Area Residents' Association
- George Pateman Court Residents' Association
- Glisson Road/Tenison Road Area Residents' Association
- Gough Way Residents Association
- Greenlands' Residents Association
- Guest Road Residents' Association
- Hanover & Princess Court Residents' Association
- Hazelwood & Molewood Residents' Association
- Highsett Flats Resident's Association
- Highsett Houses Residents' Society
- Highsett Residents' Association
- Icenis Homes (Hundred Houses) Tenants' Association
- Jesus Green Association
- King Street Neighbourhood Association
- Kings Hedges Neighbourhood Partnership
- Lichfield & Neville Residents' Action Group
- Mill Road Community Improvements Group
- Mill Road Society
- Millington Road & Millington Lane Residents Association
- Mitchams Corner Residents' & Traders' Association
- Mulberry Close Residents Society
- NAFRA 19 Acre Field Residents' Association
- New Pinehurst Residents Association
- Newnham Croft Conservation Group
- Newtown Residents' Association
- Norfolk Terrace & Blossom Street Residents' Association
- North Newnham Residents Association
- Norwich Street Residents' Association
- Old Chesterton Residents' Association & Friends of Stourbridge Common
- Old Pinehurst Residents Association
- Orchard Close Residents Association
- Oxford Road Residents' Association
- Park Resident's Association (PRSA)
- Petersfield Area Community Trust (PACT)
- Pinehurst South Resident's Association
- Protect Union Lane Group
- Ravensworth Gardens Residents Association Limited
- Richmond Road Residents' Association
- Riverside Area Residents Association
- Romsey Action
- RTLG Residents Technical Liaison Group
- Rustat Neighbourhood Association
- Sandy Lane Residents' Association
- Shelly Gardens Leaseholder's Association
- SOLACHRA
- St Mark's Court Residents Association
- St Matthews Gardens Residents Association
- Storeys Way Residents' Association
- Tavistock Road & Stratfield Close Residents' Association
- The Eights Marina Management Board c/o Mr J Wager
- The Linchpin Project
- Three Trees Residents' Association
- Trumpington Residents Association
- University of the Third Age & Mill Road Society

LIST OF CONSULTEES – ISSUES AND OPTIONS CONSULTATION

- Victoria Park Residents Working Group
- VIE Residents' Association
- West Cambridge Preservation Society
- Windsor Road Residents Association (WIRE)
- York Street Residents' Action Group

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Appendix E

2012 APPRAISAL OF THE INNER GREEN BELT

2012 APPRAISAL OF THE INNER GREEN BELT

1. INTRODUCTION

- 1.1 The current development strategy for the Cambridge area stems as far back as 1999, with the work undertaken by Cambridge Futures and the recognition that a change in approach was required in order to redress the imbalance between homes and jobs in and close to Cambridge, and provide for the long term growth of Cambridge University and Addenbrooke's Hospital whilst minimising increases in congestion on radial routes into the City. The strategy makes provision for development within Cambridge or as sustainable extensions to the urban area, at the new town of Northstowe (linked to the guided busway), and at the most sustainable rural settlements. The Cambridgeshire and Peterborough Structure Plan 2003 also identified the ring of market towns around Cambridge that lie beyond South Cambridgeshire as having a role in the sequence between Northstowe and the rural area.
- 1.2 The 2003 Cambridgeshire and Peterborough Structure Plan identified broad locations to be released from the Green Belt and the strategy was given effect through the Cambridge Local Plan, the South Cambridgeshire Local Development Framework, and the joint Area Action Plans for North West Cambridge and Cambridge East. All of these Plans were subject to extensive periods of public consultation and examination by a Planning Inspector. Throughout the preparation of these Plans, there was strong local acknowledgement of the growing need for the most sustainable form of development and delivery of new affordable homes in the Cambridge area.
- 1.3 In order to feed into this process, two studies undertaken of the Green Belt surrounding Cambridge to enable land to be assessed and then released for development. These two studies are the Cambridge City Council, *Inner Green Belt Boundary Study 2002* and the South Cambridgeshire District Council, *Cambridge Green Belt Study September 2002*.
- 1.4 The SCDC study took a wider, more strategic look at the broader Green Belt around the City and how it benefited both the City and the general area. The City Council study was carried out to assist specifically in identifying sites that could be released from Green Belt for development close to Cambridge without harm to the purposes of Green Belt or the setting of the City. It was an in-house working document, which informed the preparation of the 2006 Cambridge Local Plan.

- 1.5 Ten years on and it was thought pertinent to carry out this current broad appraisal of the inner Green Belt boundary areas in the context of the recent land releases and how those releases have affected the revised inner Green Belt boundary. The appraisal specifically reconsidered zones of land immediately adjacent to the City in terms of the principles and function of the Green Belt. It does not identify specific areas with potential for further release. Questions relating to the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area are raised in the Issues and Options Report, which will be subject to six weeks public consultation.
- 1.6 It should be noted that development proposals have been submitted, and some outline permissions granted, for the following released sites: NIAB, University Northwest site, Trumpington Meadows, Glebe Farm, Clay Farm and Bell School. Cambridge East, the airport site, has also been released from Green Belt.. Proposals, as far as is known, in these released sites have been considered within this appraisal.
- 1.7 As with the 2002 Study, the methodology used in this appraisal is based on the principles of landscape and visual assessment¹. However, the original methodology has been much simplified because this appraisal does not concern itself with specific sectors with potential for further release. It should be noted that the zones assessed are not confined to within Cambridge City administration boundary.
- 1.8 Likewise, this appraisal assumed that areas as defined in the Cambridge Landscape Character Assessment² (adopted as material consideration in 2003 (to be updated) as essential to the character and setting of Cambridge, should be protected. These areas are identified as 'Defining Character', e.g. the River Cam corridor. Changes to the Green Belt in these areas would compromise the setting and character of the City and were therefore treated as sacrosanct.
- 1.9 Areas, which are identified as 'Supporting Character' in the Cambridge Landscape Character Assessment, are of varying value to the purposes of the Green Belt, e.g. some edges of the City. This appraisal confines itself to those areas of Supporting Character with regard to importance to Green Belt purposes.

¹ The principles set out in Guidelines for Landscape and Visual Impact Assessment, Second Edition 2002, The Landscape institute and the Institute of Environmental Management and Assessment

² Cambridge Landscape Character Assessment, April 2003, Cambridge City Council

- 1.10 This appraisal confines itself strictly to Green Belt criteria. It does not assess elements such as economic viability of agricultural holdings, proximity to public transport, employment and services etc.
- 1.11 The conclusions of this current broad assessment are summarised below and shown on the accompanying plan (Plan 1) as broad zones of the City edge which have more or less importance when measured against Green Belt criteria.

2. PURPOSE OF THE GREEN BELT

- 2.1 The principles of Green Belt remain unchanged in today's planning environment. The National Planning Policy Framework states there are five purposes of including land in Green Belts:
1. to check the unrestricted sprawl of large built up areas
 2. to prevent neighbouring towns from merging into one another
 3. to assist in safeguarding the countryside from encroachment
 4. to preserve the setting and special character of historic towns and
 5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land

- 2.2 These five criteria can be applied specifically to Cambridge within this appraisal as follows:

PURPOSE: provide green separation between existing villages and any urban edge of Cambridge

An assessment was made of each sector by using maps and aerial photographs and by considering various factors such as distance between settlements, existing edges, trees and vegetation cover, and perceived risk of one settlement merging into another.

PURPOSE: to preserve the setting and special character of Cambridge.

The character and setting of Cambridge are described in the Cambridge Landscape Character Assessment.

PURPOSE: ensure the protection of green corridors running from open countryside into the urban area

The existing Green Belt extends along green corridors into and close to the City centre. These corridors should remain protected to preserve the setting of the City.

PURPOSE: a vision of the city and of the qualities to be safeguarded

The qualities of the City are described in the Cambridge Landscape Character Assessment which in turn informed the vision for the future of development of Cambridge.

- 2.3 It is worth noting that in considering the Cambridgeshire and Peterborough Minerals and Waste Local Development Framework (specific sites proposals) English Heritage stated that. *“Cambridge is a city of major historic significance containing a large number of highly graded historic assets. Appreciation of the historic city is preserved by its compact form and its relationship to the surrounding landscape, particularly on the south and west sides. The historic character and setting of Cambridge is protected by means of Green Belt, designated in recognition of its historic significance, to control the outward sprawl of the city. Cambridge is one of a small number of historic cities nationally for which Green Belts have been designated with this primary purpose,*

3 STRATEGIC OVERVIEW OF THE INNER GREEN BELT AREA

- 3.1 The Green Belt surrounding Cambridge has been in place since 1954. This encircling planning designation has shaped the way in which the City has grown thus far. It has resulted in Cambridge being a compact city, tightly bound and without significant urban sprawl. This compactness means that the City has close access to the countryside that surrounds it and means the city centre is often unusually close to the urban edge, particularly on the western side. These characteristics have become valued assets to the City.
- 3.2 It might also be argued that the Green Belt designation has also had an effect on the form of the urban edge itself. In many areas around the urban perimeter of the city, the urban edge is well defined and quite abrupt with straight treed or hedged edges. This abruptness results in the City having a very direct and immediate relationship with its surrounding rural landscape. Less often the urban edge is soft, not well defined and merges into the countryside; this is most prevalent on the eastern side of the City.
- 3.3 The SCDC Cambridge Green Belt Study appropriately summarises the different edge characteristics as follows:
- *Level views, with a countryside foreground and a generally soft urban edge (the west side of Cambridge and the north east Cam corridor, including views from the M11, northern and southern railway approaches and sections of the A14);*
 - *Elevated views with a countryside foreground and a generally soft urban edge (from the Gog Magog Hills to the south east of Cambridge);*

- *Level views within little / no foreground and a generally hard edge (housing and science park as seen from the A14 on the north side of Cambridge); and*
 - *Level views with a mixed foreground and a mixed urban edge (The eastern side of Cambridge, which is dominated by the Airport)*
- 3.4 The characteristics mentioned above are essential elements to the setting of Cambridge. Changes to the city edge, if handled in the wrong way, have the potential to significantly and adversely affect the setting of the City as well as affect other purposes of Green Belt.
- 3.5 The countryside around Cambridge is quite distinctive in as much as it is a meeting point of quite differing landscape types; hilly western claylands, chalk hills to the south, the Cam, Rhee and Granta river valleys to the southwest and northeast, and flat fenland edge to the north. It is mainly an agricultural landscape uncluttered by other major conurbations or landscape features. The land is generally arable and divided by hedgerows with scattered remnant woodland or shelterbelts. The land to the north and northeast is mainly flat and open. The land to the southeast, east and west contains low rolling hills encircling those edges of the City. The lowland river valley follows a route roughly southwest to northeast through the City.
- 3.6 The visibility of the City and its urban edge is, of course, an important consideration with regard to Green Belt. Views will depend on the type of edge and also from where it is viewed; how near or far, and how elevated the view. These views will be dictated by the surrounding topography and vegetation.
- 3.7 Views to and from the City from the open and flat landscape of the north and northeast are wide and expansive. The distant views of the City from these areas are of a mass of treed edges with glimpses of the tops of buildings, and it is not until close to the City that the urban edges can be clearly seen.
- 3.8 The views from the hilly surrounds of the City to the southeast and west are closer and much clearer. With the advantage of higher ground distinct buildings, such as Kings' College Chapel, and urban areas can easily be identified. Views outward from the City are mainly contained and confined within the hills themselves with associated agricultural land and the occasional village church spire.
- 3.9 The factors mentioned above are the basic elements used to make this broad assessment of whether the revised Green Belt land immediately adjoining the City upholds the purposes of Green Belt and in particular preserves the setting of the City. The following are the findings of the

assessment and describe zones of land in Green Belt around the City edge taking into consideration recent releases.

- 3.10 It should be noted that the area of study is unchanged from that in 2002 Inner Green Belt Boundary Study. In addition, that Study took the premise that the major physical barriers around Cambridge of the M11 motorway to the west of the City and the A14 to the north would contain development in the future. The 2002 Study recognised that relaxing the Green Belt beyond these barriers, so that the developed area of the City extended over them, would have major implications on the purposes of Green Belt and to the regional context of the setting of Cambridge. It was thus thought most unlikely that boundary changes would be sought in these areas. That principle is still sound today.
- 3.11 To explain, the assessment was carried out geographically from the northern area of the City using the A14 as a boundary line and moves in a clockwise direction around the City.

4 THE INNER GREEN BELT AREA ASSESSMENT

4.1 Zone 1 – Northern fringe (land south of the A14 between Huntingdon Road and Histon Road)

The land in this zone is low lying, open and flat and is dissected by hedgerows. It is seen from the A14 which forms its northern boundary. The views are mainly from the north and are level views and are presently of the urban edge with a landscape (soft) foreground.

The 2002 Study found that areas within this zone ranged from negligible to medium/very high in terms of importance to the setting of the City. The land south of the A14 is flat and dissected by hedgerows and holds no important views of the city and therefore appropriate development would not harm the setting of the City.

The land was assessed in the 2002 Study as negligible to very high for importance to Green Belt. Impact on the purposes of Green Belt, such as coalescence with Girton, has been avoided by the retention of a green corridor between Whitehouse Lane and the edge of the proposed development in Green Belt. It should be borne in mind that parts of this zone are Defining Character to Cambridge in the Cambridge Landscape Character Assessment.

Following the 2002 Study, the area to the west of Windsor Road was subsequently released from Green Belt for development. The area between the A14 and the NIAB development site has also been released from Green Belt (NIAB extra).

The effect of developing this area will be to move the urban edge closer to the A14 and bring developed land closer in view of a major transport route. It will create a new urban edge. This will result in the strip of land between the A14 and the developed edge increasing in importance to the setting of the City and to Green Belt. It is recommended that the strip of land immediately south of the A14 be used as a landscape buffer zone to protect the setting of the City and make any development more pleasant to inhabit.

Zone 2 - Land between the A14 and Newmarket Road and between the river Cam and the A14/Quy junction

The land in this zone is low lying, open and flat and is dissected by mature hedgerows alongside roads and field boundaries. It is partially seen from the A14 which forms the northern boundary. The views are mainly from the north and are level views and are presently of a fragmented urban edge with a landscape (soft) foreground.

The 2002 Study found that areas within this zone ranged from negligible to medium/high in terms of importance to the setting of the City. The lower category being closer to Newmarket Road. The land south of the A14 is flat and holds no important views of the city and therefore appropriate development close to the existing urban edge would not harm the setting of the City.

The importance to the purposes of Green Belt were negligible to high with the more important area near to the River Cam. The Cam corridor and the rural strip of land south of Fen Ditton prevent coalescence between the village and Cambridge. The river corridor is a Defining Character to Cambridge.

The areas north of Newmarket Road, east and west of the Park and Ride have been released from Green Belt.

The effect of developing this area will be to move the urban edge closer to the A14 and bring developed land closer in view of a major transport route. Although the developed land will create a new urban edge, part of it will be partially screened by an existing hedgerow. However, as with the NIAB site, the strip of land between the A14 and the developed edge will increase in importance to the setting of the city and to Green Belt. It is recommended that the strip of land immediately south of the A14 be used as a landscape buffer zone to protect the setting of the City and make any development more pleasant to inhabit.

4.2 Zone 3 – Land south of Newmarket Road, north of Fulbourn village and centred around Teversham

The 2002 Study found that areas within this zone were low in terms of importance to the setting of the City. The land to the northeast of the city edge is flat until it rises east of Bottisham. Therefore views are indistinct and of a mixed soft edge without important views of the historic core of the City.

In the Study, the areas ranged from between low and high for importance to Green Belt because their openness and because some areas prevented the merging of Cambridge and Teversham.

The airport area has been partially released from Green Belt but proposals to develop the land have been withdrawn.

Were the airport land to be developed with appropriate proposals the impact to the setting of the City would be negligible. Impact on the other purposes of Green Belt, such as coalescence with Teversham, have been avoided by the retention in Green Belt of a substantial green corridor from Coldham's Common eastward to Airport Way.

The land north, east and south of Teversham village is flat and open and crisscrossed with power and other communication lines and is typical of a fen edge landscape. On a comparative basis with other areas of city edge, it has a negligible contribution to the setting of the City.

4.3 Zone 4 – Land south of Fulbourn Road and north of Wort's Causeway

The 2002 Study found that areas within this zone were medium to very high in terms of importance to the setting of the City and to Green Belt purposes. The land rises to the west and south of Fulbourn at the western end of the Gog Magog chalk hills. The highest point of these undulating hills, Wandlebury, is the highest point nearest to Cambridge City. Views therefore are mostly elevated with clear vistas over the City. Views of the Gog Magog Hills are also clearly seen from southern parts of the City. The urban edge of the City is often abrupt and clearly defined in this area resulting in a very direct relationship between city and its surroundings.

The fact that the majority of the land in this zone is elevated with important views, accords it more importance to both the setting of the City and to Green Belt purposes in general.

4.4 Zone 5 – Land south of Wort's Causeway and east of the London Norwich railway line

The 2002 Study found that areas within this zone ranged from low to very high in terms of importance to the setting of the City. The lowest category was afforded to the areas nearest to the existing built edge of Addenbrooke's Hospital. The undulating land in this area dips southward from Wort's Causeway to the Babraham Road and up to White Hill before descending again towards Shelford and the railway line. Views are mostly elevated with clear vistas over the rural foreground to Addenbrooke's and the City beyond. Not all views are clearly seen as they are interrupted by the topography and vegetation. The urban edge of the City is often abrupt and clearly defined in this area. Parts of the zone are Defining Character to Cambridge.

Again because the majority of the land in this zone is elevated it results in more importance to both the setting of the City and to Green Belt purposes in general.

The area immediately to the west and south of Addenbrooke's Hospital was subsequently released from Green Belt for Cambridge Biomedical Campus development and the Bell School development site.

The effect of developing this area will be to move the built edge further south and out into the countryside. It will create a new City edge closer to the elevated land of the Gog Magog Hills which in turn will result in the land south of the hospital becoming more important to the setting of the City and to Green Belt.

4.5 Zone 6 – Land west of the London-Norwich railway line and east Shelford Road (Clay Farm)

The 2002 Study found that areas within this zone ranged from medium to high in terms of importance to the setting of the City. The land between the railway and the Shelford Road is flat and was intensively farmed and crossed with footpaths. The area formed a green corridor from the countryside northwards towards the centre of the City. Some of the area can be seen from the elevated viewpoints to the southeast, but mature vegetation often obscures views.

The area immediately to the west of the railway was retained in Green Belt in order to maintain a green corridor. The area between the green corridor and the existing edge of Trumpington was released for housing development (Clay Farm). The developed area south of the City boundary was also retained in Green Belt. Parts of the zone are Defining Character to Cambridge.

The effect of releasing land in this area was relatively insignificant in terms of setting of the City and to the purposes of Green Belt because of the screening properties of existing vegetation. The development is

also lessened in impact because of the retention of a green corridor. However, in terms of Green Belt, it was prudent to confine the development to the area within the City boundary as any further south would seem like encroachment into the countryside.

4.6 Zone 7 – Land east of Hauxton Road and west of Shelford Road

The 2002 Study found that areas within this zone ranged from negligible (west of Shelford Road) to high (east of Hauxton Road) in terms of importance to the setting of the City. The land is open and exposed and is mainly on high, flat ground which falls away slightly to the south towards the M11. There is a plateau area immediately to the west of Shelford Road that is less visible because of the landform. A few mature hedgerows dissect the area and create field boundaries. It is arable farmland. There are clear views in and out of the area.

The land between the Addenbrooke's Road and the existing Trumpington edge, east of Hauxton Road, was released for housing development (Glebe Farm).

The Addenbrooke's Road and the developed area bring the urban edge further into the rural landscape and closer to the M11 than at present, and will make the land between the M11 and the new urban edge more important to the setting of the City and to Green Belt. This is particularly true of a major part of the site that is situated on relatively higher and open land. The small area of land immediately to the west of Shelford Road is more discrete being slightly lower than the highest part of the area.

It should be noted that in considering the Cambridgeshire and Peterborough Minerals and Waste Local Development Framework (specific sites proposals) the Inspector stated that "*The landscape and visual assessment for the site [E154] acknowledges that it forms part of the historic city and that its development would affect the character of an important approach to it,*"

4.7 Zone 8 – Land between Hauxton Road and the river Cam and from the existing Trumpington edge to the M11 - Trumpington Meadows site

The 2002 Study found that all areas within this zone were of medium/high – high importance to the setting of the City and high importance in terms of Green Belt purposes.

Much of the zone is open and on a south facing slope flattening on higher ground towards Trumpington village. The area has distant views to and from the surrounding high ground to the southwest

(Haslingfield). Views towards the City reveal that Trumpington church tower can clearly be seen. Parts of the zone are Defining Character to Cambridge.

The adjoining areas outside the City administration boundary were released from Green Belt and the area inside the City boundary was retained as Green Belt. The outline permission for Trumpington Meadows remains mainly on the flat higher ground adjacent to the existing village, but does extend partially down the slope southwest towards the M11.

As with other zones which expand the City edge further into the countryside and moving it closer to a major transport route (M11), it will result in the urban area being more visible than it is at present. In turn this will make the land between the M11 and the urban edge more important to the setting of the City and to Green Belt.

4.8 **Zone 9 – Land between Madingley Road and the River Cam and the M11 and Trumpington Road)**

The 2002 Study found that all areas within this zone were of medium to very high importance to the setting of the City and medium to very high importance to Green Belt purposes.

The majority of this zone is on flat farmland with some slight elevation to the north and south of the area. The land is mostly arable and divided into relatively small fields with managed hedgerows and ditches. Grantchester Village is located in the southern part of this zone. Also in the southern part of this zone is the river Cam and its associated river valley landscape. The elevated parts of the zone create small plateaus that are sometimes screened by their landform and by vegetation.

Views are usually open and of abrupt urban edges with a soft green foreground. There are distant views from the rolling clayland hills to the west of Cambridge, particularly around Haslingfield. The tower of Haslingfield church can be seen from the edge of the City and there are clear views of the historic collegiate core of Cambridge seen above the urban edge in the near distance.

The land between the River Cam and Trumpington Road rises up gently from the river and includes sports and recreational uses as well as arable land and tree cover. There is a mature tree belt along the eastern boundary with Trumpington Road and several tree belts within the site and along the River Cam which forms its western boundary. On the opposite (western) side of the river lie Grantchester meadows

and village. There are some some interrupted views over the river valley to the west.

This part of the western edge provides separation between the City and Grantchester and is also part of the rural river corridor that reaches into and through the City. The river corridor is a Defining Character.

This Green Belt western edge of Cambridge is one of the most sensitive areas of landscape around the City because of a combination of topography, open views and the proximity of the historic core of Cambridge to the edge of the City. All of these factors result in a landscape which very important to the setting of the City and for the purposes of Green Belt.

4.9 Zone 10 – Land between Madingley Road and Huntingdon Road - University Northwest site

The 2002 Study found that areas within the zone ranged between medium to very high in terms of importance to the setting of the City and high to very high for the importance to Green Belt. One area at the top of the slope and towards Huntingdon Road was found to be low in importance to Green Belt and setting. This was due to the landform protecting views into the area.

The majority of the land is on a western facing slope and clearly seen from the M11 and areas to the west (Madingley Hill). Views of the zone are mainly from the west and are of a well treed, abrupt urban edge at the top of an incline. Also included in the view is Girton College tower. Parts of the zone are Defining Character to Cambridge.

All areas except the area immediately adjacent to the M11 were subsequently released from Green Belt for development. The effect of developing this section will be to move the urban edge westward and closer to the M11. It will have a significant effect on the view from the elevated land to the west and from the motorway and will change the view from agricultural and pastoral fields to developed land and create a new urban edge to the city.

This will result in the strip of land between the M11 and the developed edge increasing in importance to the setting of the city and to Green Belt.

5 CONCLUSIONS

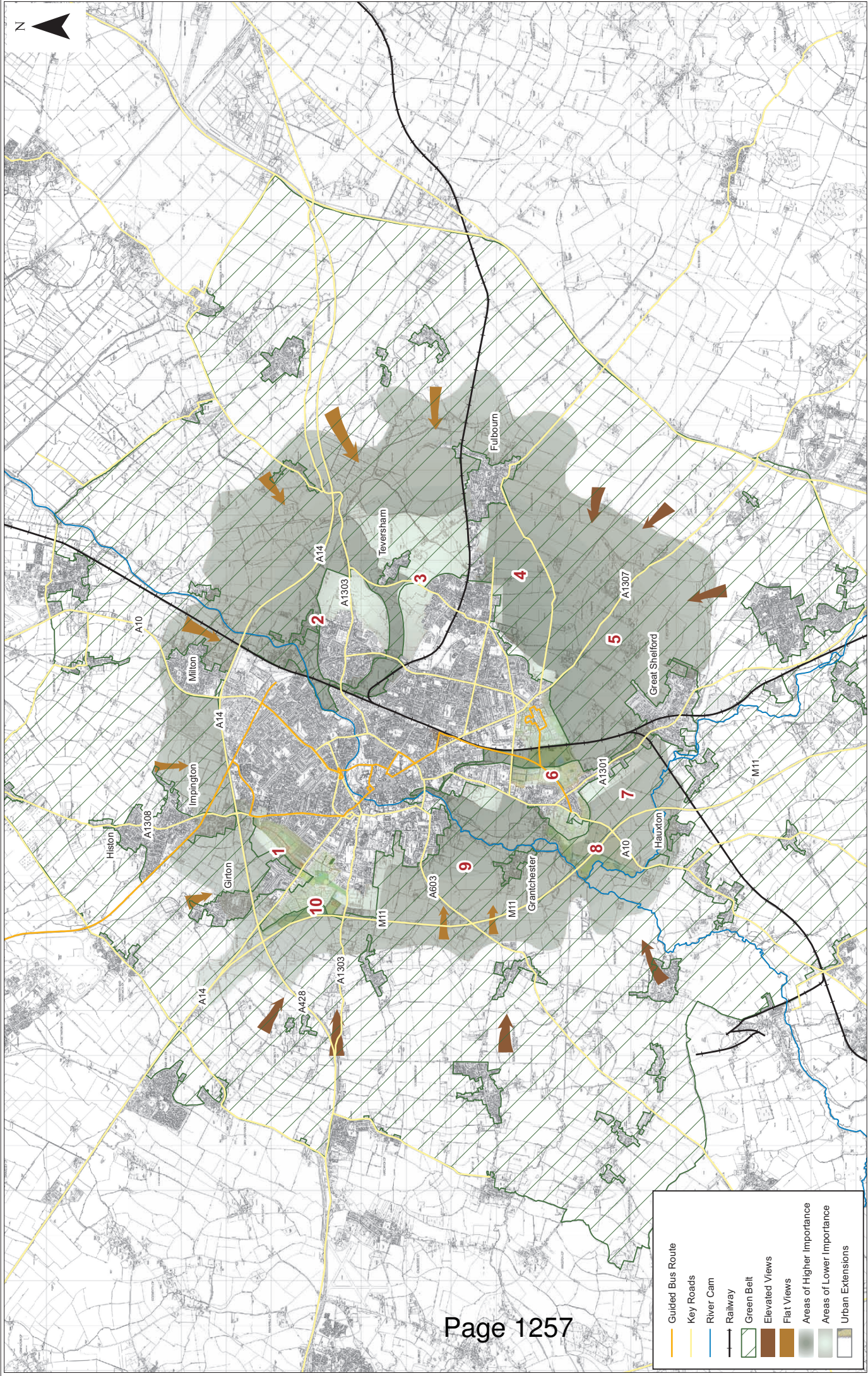
- 5.1 The most important factors that arise from this broad appraisal are summarised below:

- a) The difference in topography around Cambridge has a consequence on the views in and out of the City. This is a vital element to be considered and should not be underestimated. As discussed in the body of this report, the elevated land to the southeast will give clear views of the City, whereas views from the north are flat and level with very few or no distinguishing landmarks seen.
- b) On the whole, changes to the edge of the City through development makes the adjacent rural land more important to the setting of the City. However, the location, the type of urban edge and where it is viewed from has an important role to play as to whether changing the edge, i.e. developing it, would adversely affect the setting of the City and Green Belt.
- c) The tight and abrupt urban edge on the western side of the City, with clear and near views of the collegiate City centre, could not easily accommodate change without harm to the purposes of the Green Belt and setting of the City. A less sensitive zone of the City edge is located to the east of the City where the existing edge is mixed (not residential only), not well defined and merges into the surrounding countryside, i.e. the City tends to bleed out to the countryside.

5.5 In summary, it has been found in the course of this appraisal that areas where the City is viewed from higher ground or generally has open aspects, or where the urban edge is close to the city centre are more sensitive and cannot accommodate change easily. Areas of the City that have level views and where the edge has mixed foreground can accommodate change more easily. On a comparative basis these areas have a lesser importance to the setting of the City and to the purposes of Green Belt.

5.6 It should be noted that areas with a lesser importance are very limited and should be considered bearing in mind the value that is put on the City in its setting. Getting it wrong will have irreparable consequence on the historic City of Cambridge.

5.7 This appraisal has highlighted that in areas where changes to the City edge are currently envisaged and are adjacent to important view points such as motorways or elevated vantage points, there needs to be a meaningful area of land between any future changes to the edge and the view/vantage point, i.e. a landscape buffer zone. This buffer zone should be retained as Green Belt. This need is vital because development requires a minimum distance between it and the view point to avoid a harmful effect on the setting of the City.



- Guided Bus Route
- Key Roads
- River Cam
- Railway
- Green Belt
- Elevated Views
- Flat Views
- Areas of Higher Importance
- Areas of Lower Importance
- Urban Extensions

Plan 1 Areas of Significance to the Green Belt and the Setting of the City

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Appendix F

Housing and Employment Provision in Cambridge Draft Technical Background Paper May 2012

Cambridge Local Plan – Towards 2031

**Housing and Employment Provision in Cambridge
Draft Technical Background Paper
May 2012**

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1. Introduction

- 1.1 The Local Plan is a key document for Cambridge, setting out policies and proposals to guide future planning and development of the city. The Council has agreed to review the 2006 Cambridge Local Plan and produce a new Local Plan for Cambridge to cover the period to 2031.
- 1.2 As part of the review of the Local Plan, the Council needs to establish how the city should develop in the future along with setting out what the level of housing and employment provision should be to 2031. Changes brought about through the Localism Act 2011, now require local authorities to be responsible for setting their own level of housing and employment provision rather than targets being set at a regional level through Regional Spatial Strategies. Levels of housing and employment provision will need to be justified and based on local evidence including consultation on a range of options and consideration of any cross boundary and strategic issues.
- 1.3 Setting the level of housing and employment provision allows the Council to plan for sustainable development effectively and work with stakeholders and infrastructure providers in order to ensure that any infrastructure required can be provided in a timely manner to meet the needs of new development.
- 1.4 This paper is a technical document that pulls together various sources of evidence and information used to generate options exploring how many new homes and jobs need to be provided in Cambridge to 2031 and how the city should be developed in order to provide for those homes and jobs.
- 1.5 Much of this paper deals with forecasts, of population, homes and jobs. It is important to remember when considering these forecasts that they are based on a series of assumptions and also on imperfect data. Forecasts should not be treated as a straightforward indication of what will happen in the future. It is an indication of the current direction of travel, and is not an inevitable destination.
- 1.6 This technical paper will be updated as the Local Plan Review progresses, and a new version published at each main stage of the plan preparation.

2. Current housing target for Cambridge

- 2.1 The Cambridgeshire and Peterborough Structure Plan (2003) set out development strategy for Cambridgeshire, seeking to support the Cambridge economy while rebalancing the homes and jobs in the city through a number of releases of land from the Green Belt. It also set out a requirement for Cambridge to provide 12,500 homes along with the broad locations of land to be released from the Green Belt for development.
- 2.2 This strategy was brought into effect by the current Cambridge Local Plan, which under policy 5/1 set out the same requirement for 12,500 homes between 1999 and 2016, 6,500 within the existing urban area and 6,000 in urban extensions to the city.
- 2.3 The former East of England Plan continued the approach to housing apportionment set in the 2003 Cambridgeshire and Peterborough Structure Plan and set a target of 19,000 new

homes to be provided in Cambridge to 2021, with 950 homes to be provided per annum. The Council maintained an objection to this level of provision, as it was considered to be unachievable by 2021.

- 2.4 A review of the East of England Plan was initiated in 2008, and as part of input into the early stages, the East of England Regional Assembly (EERA) asked all the County Councils in the East of England to test higher levels of growth than in the East of England Plan for the period 2011 to 2031.
- 2.5 Cambridgeshire County Council invited all the District Councils to join with them in preparing its advice to EERA and formed a member group (known as CreSSP) to oversee its work.
- 2.6 The Cambridgeshire authorities responded to EERA's request by commissioning consultants to prepare a new Cambridgeshire Development Study. The study was completed in July 2009 and looked at how well the existing strategy was working and how the strategy could be developed if further growth was needed.
- 2.7 EERA consulted on the review of the East of England Plan to 2031 between 2 September and 24 November 2009 and the County Council through CreSSP made a joint response. This response was agreed in a report to the Council's Development Plan Steering Group on 17 November 2009. The response proposed a figure of 14,000 dwellings to be built in Cambridge, between 2011 and 2031, or 700 dwellings per annum. This level of provision was supported on the basis that it was much more realistic and it was also supported by the findings in the Cambridgeshire Development Study (2009)
- 2.8 A draft version of the revised East of England Plan was approved by the Regional Assembly in March 2010, and included an indicative target of 14,000 new homes in Cambridge between 2011 and 2031 (subject to testing). However, the Coalition Government announced in May 2010 that they intended to abolish Regional Spatial Strategies through the Localism Act.
- 2.9 In light of these announcements, the Cambridgeshire Authorities agreed a joint position statement setting out the development strategy for Cambridgeshire. For Cambridge, this was consistent with the findings of the Cambridgeshire Development Study (2009) and the agreed response to the review of the East of England Plan in 2009, providing for 14,000 new homes between 2011 and 2031.
- 2.10 Whilst the East of England Plan 2008 is still technically in place, the Council's 2010 and 2011 Annual Monitoring Reports reported progress against the 14,000 figure as a more realistic assumption of future provision to 2031. It was considered reasonable to do this on the basis that the Government indicated that for those Councils who decide to revise their housing targets, it was appropriate to use the targets that have been agreed between individual local authorities, the Regional Planning Body and those published in the draft RSS. These figures, known as option 1 figures, were the figures agreed through the response to the review of the East of England Plan in 2009 and were included in the draft version of the East of England Plan in March 2010.
- 2.11 These figures need to be tested alongside other levels of provision.

3. Current employment target for Cambridge

- 3.1 The former East of England Plan included an indicative target of 75,000 jobs for Cambridgeshire between 2001 and 2011. The Cambridge and South Cambridgeshire Employment Land Review 2008 split that down for Cambridge and South Cambridgeshire to 31,780 new jobs and 17,610 new jobs respectively. This represents an annual rate of 1,589 new jobs a year within Cambridge.
- 3.2 Revised job growth projections from the Cambridgeshire Development Strategy 2009, suggest that fewer than 2,000 new jobs will be created per annum up to 2030 compared to the 3,750 per annum in the current East of England Plan. 69% of this jobs growth was projected for Cambridge and South Cambridgeshire.
- 3.3 A review of the East of England Plan was initiated in 2008, and a draft version of the Plan, approved by the Regional Assembly in March 2010, included an indicative target of 20,000 new jobs in Cambridge between 2011 and 2031 (subject to testing). This represents an annual rate of 1,000 new jobs a year within Cambridge. The targets in the draft East of England Plan represent an uplift on the level of job growth that might otherwise be expected if the region were to maintain its current share of economic growth, in the Cambridge Sub-Region this was to help it secure its full potential as a centre for world-class research and development. This draft target was not tested at examination and also did not take full account of the recent economic downturn and any merging proposals coming through the Greater Cambridge and Greater Peterborough Local Enterprise Partnership.
- 3.4 The review of the Cambridge Local Plan presents an opportunity to return to these figures and have a debate on the future levels of job provision in Cambridge.

4. Approach to setting housing and employment provision

- 4.1 The Coalition Government has not yet produced any best practice guidance on how local authorities should determine local housing and employment levels. However, previous national guidance indicated that when considering future levels of housing and employment provision a range of evidence needs to be considered, including:
- Demand-based issues – including demographics, quantitative and qualitative demand and future forecast employment levels;
 - Supply-side issues – including the availability of land, infrastructure, environmental capacity and market deliverability.
- 4.2 This paper looks at demographic projections and the associated demand for housing, employment projections and land supply.
- 4.3 Whilst the Coalition Government have abolished the top down approach to setting housing targets through Regional Spatial Strategies, the provision of housing and jobs is still very much encouraged through the New Homes Bonus and the National Planning Policy Framework. Paragraph 156 of the National Planning Policy Framework states that Local Planning Authorities should include strategic policies to deliver the homes and jobs in the area. The main requirement comes under paragraph 47 which states that to boost significantly the supply of housing, local planning authorities should:
- use their evidence base to ensure that their Local Plan meets the full, objectively

assessed needs for market and affordable housing in the housing market area, as far as is consistent with the policies set out in this Framework, including identifying key sites which are critical to the delivery of the housing strategy over the plan period;

- identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements with an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. Where there has been a record of persistent under-delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land;
- identify a supply of specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15;
- for market and affordable housing, illustrate the expected rate of housing delivery through a housing trajectory for the plan period and set out a housing implementation strategy for the full range of housing describing how they will maintain delivery of a five-year supply of housing land to meet their housing target; and
- set out their own approach to housing density to reflect local circumstances.

4.4 This is supplemented by two definitions:

To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable. Sites with planning permission should be considered deliverable until permission expires, unless there is clear evidence that schemes will not be implemented within five years, for example they will not be viable, there is no longer a demand for the type of units or sites have long term phasing plans.

To be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged.

4.5 Paragraph 48 covers windfall sites and paragraph 50 covers the range of houses to be provided:

To deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:

- plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);
- identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand; and
- where they have identified that affordable housing is needed, set policies for meeting

this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible.

4.6 In terms of employment provision, the National Planning Policy Framework strongly supports sustainable economic growth, stating that planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system. Local planning authorities are required to plan proactively to meet the development needs of business and support an economy fit for the 21st century.

4.7 Paragraph 21 sets out that in drawing up local plans, local planning authorities should:

set out a clear economic vision and strategy for their area which positively and proactively encourages sustainable economic growth;

- set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period;
- support existing business sectors, taking account of whether they are expanding or contracting and, where possible, identify and plan for new or emerging sectors likely to locate in their area. Policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances;
- plan positively for the location, promotion and expansion of clusters or networks of knowledge driven, creative or high technology industries;
- identify priority areas for economic regeneration, infrastructure provision and environmental enhancement; and
- facilitate flexible working practices such as the integration of residential and commercial uses within the same unit.

4.8 Paragraph 161 states that local planning authorities should, among other things, use their evidence base to assess:

- the needs for land or floorspace for economic development, including both the quantitative and qualitative needs for all foreseeable types of economic activity over the plan period, including for retail and leisure development;
- the existing and future supply of land available for economic development and its sufficiency and suitability to meet the identified needs.

4.9 Key sources of evidence base to inform the future level of housing and employment provision include demographic projections, economic potential, housing need, housing land supply, housing delivery, community and strategic issues, and infrastructure capacity. These are set out in the following sections.

5. Demographic Projections

5.1 This section examines the demographic projections for Cambridge. There are two main sources of population and household data: the Government and Cambridgeshire County

Council. The results of these two datasets vary.

- Government population projections are produced by the Office of National Statistics (ONS). This data is trend-based, meaning that past trends, for example fertility, mortality and migration are assumed to continue into the future. Dwelling projections are produced by the Department of Communities and Local Government (CLG) in a similar way. The ONS population and CLG Household projections were last published in 2010 and are based on a 2008 dataset.
- Cambridgeshire County Council population and dwelling forecasts are compiled by the Research, Performance and Business Intelligence Team, their projections are policy-based and take into account expected levels of house-building as set out in local policies and projected changes in fertility and mortality. The latest County Council data for populations and dwellings was published in 2011 and forecasts run from a base year of 2010.

5.2 It is important to note that the County Council's population and dwelling forecasts should be considered provisional. The proposed abolition of the Regional Spatial Strategy and ongoing uncertainty over the future of some developments included within the data mean that there is considerable uncertainty over future housing targets and likely trajectories, which are used to compile the forecasts.

5.3 County Council predictions estimate that the population of Cambridge will increase by 29,700 from 2011 to 2031. The County data is based on policy set out in the draft East of England Plan requiring **14,000** homes to 2031 (or **700** dwellings a year).

5.4 The Government estimates a significantly lower dwelling requirement of **9,000** which equates to **450** dwellings a year to support population growth over a 20 year timescale. The time period for these forecasts are slightly different from that of the plan, in that they cover 2013-2033. However, the periods are so close to each other that it is considered reasonable to use these forecasts for the period 2011-2031. These trend based projections provide a useful benchmark in setting out what happens if current trends continue and the level of housing provision needed if it was agreed to support past rates of population growth.

5.5 Currently, work is being undertaken to revise the Government's population estimates for Cambridge due to the large discrepancy with the County Council's figures, and therefore no comparison can be made at this time. New figures are due to be released around November 2012 and will be based on 2011 data. The latest figures are included in the below table for completeness, but the Council currently disputes their accuracy.

Table 1 demonstrates the statistics used for the above analysis.

Table 1 Population and household projections

Population and household projections	Government (ONS/CLG)	Cambs County Council
Population in 2011	105,000 ¹	121,300
Population in 2031	106,000 ¹	151,000
Rise in population 2011-31	1,000 ¹	29,700
Household numbers in 2011	47,000 ²	49,350
Household numbers in 2031	56,000 ²	63,350
Rise in household numbers 2011-31	9,000	14,000
Rise in household numbers per year	450	700

5.6 The population and household projections indicate that somewhere between **450** and **700** dwellings per year may come forward in the future. The trend based forecasts (CLG) do not take into account a variety of factors, such as the economic downturn, housing need or the link between homes and jobs and the need to support the economy. The policy based forecasts (County) are based on an assumption of what could be delivered at that point in time.

6. Economic Projections

6.1 The Cambridge economy is strong and dynamic. The University of Cambridge and the Colleges have helped develop Cambridge as a centre of excellence and world leader in the field of education and research. Their success has helped contribute to the dynamism, prosperity and further expansion of the local economy. The concentration of high technology firms and links between the universities, Addenbrooke's Hospital, and other leading edge research facilities have helped with knowledge transfer from academic research into commercial application.

6.2 The Council has less control over the provision of jobs compared to the provision of homes. While land and buildings can be allocated or safeguarded for employment use, business demand will ultimately determine whether it is developed (similar to housing), and how many jobs there are on the site. New jobs can be created (and lost) in existing offices and shops without any need to involve the planning system. It is therefore far more difficult to even count the number of jobs in an area at any one time, let alone provide a precise number of new jobs. Nevertheless, the Council is required to meet objectively assessed need³ within the area and can plan to have a suitable amount and range of land available for employment development.

6.3 The past economic strategy in Cambridge has been to promote economic growth in sustainable and accessible locations and enable Cambridge's role as a world leader in higher education, research, and knowledge-based industries. Prior to 2000, high tech employment growth in and close to Cambridge was encouraged, but housing growth was pushed out beyond the Green Belt to the surrounding villages and market towns, such as Ely, Royston, Huntingdon and Cambourne. This led to increased commuting on the radial routes into Cambridge, the A14 and A10, harming the environment, people and businesses. In the Cambridgeshire and Peterborough Structure Plan 2003 and the Cambridge Local Plan

¹ These figures are included in the table for completeness, but the Council currently disputes their accuracy

² The CLG household projections cover the period between 2013 and 2033, rather than 2011 to 2031. It covers the same timespan as the Plan period (20 years) so should provide a rough equivalent.

³ NPPF, paragraph 14

2006, a change in strategy was implemented to try and redress the imbalance between homes and jobs in the city. This led to a number of limited releases of Green Belt land on the edge of the city for predominantly residential-led schemes.

- 6.4 The recent economic downturn has not affected Cambridge as seriously as other areas. In November 2011, the Job Seekers Allowance (JSA) claimant rate for Cambridge was 1.8%. While this is up by 0.5% since February 2008, this still compares well to the national JSA claimant rate of 3.9% in November 2011. The number of patents obtained in Cambridge has increased between 2009 and 2010, and Cambridge has more patents per 100,000 residents than the next six cities combined. Over 50% of Cambridge residents have degree level qualifications or better, and only 3.1% of residents have no qualifications. However, Cambridge has seen a larger than average fall in the number of businesses relative to the population. Between 2009 and 2010, the Business Stock per 10,000 population fell from 340.2 to 321.8, a fall of 5.4%. The national picture was a fall of 334.2 to 321.7, or 3.7%. The source of the statistics within this paragraph is: Cities Outlook 2012, Centre for Cities.
- 6.5 There are two main sources of economic forecasts for Cambridge. Both of these are based on past trends, but incorporate some assumptions on future economic prospects and the growth of particular sectors:
- **East of England Forecasting Model (EEFM):**
 - Commissioned by the East of England Development Agency to inform the Regional Spatial Strategy. This model was produced by Oxford Economics, and provides economic forecasts for local authorities in the region. It has since been licensed to Cambridgeshire County Council.
 - **Cambridge Econometrics Model:**
 - A run of this model was commissioned by Cambridgeshire County Council and districts in 2008 to inform strategic planning for the future growth of Cambridgeshire and input into the Regional Spatial Strategy review. This run fed into the 'Cambridgeshire Development Study'.
 - An additional run of this model was commissioned by the Cambridgeshire authorities in 2012 to inform the production of local plans.
- 6.6 The latest EEFM run was in May 2012 (forecast A in table 2), and this indicates that there will be an additional 22,100 jobs in Cambridge over the period 2011 to 2031. This represents an average of **1,105 jobs per year**. The trend-based⁴ 2008 run of the Cambridge Econometrics model (forecast B in table 2) indicates there will be an additional 17,400 jobs in Cambridge over the period 2007 to 2031. This represents an average of **725 jobs per year**. The policy-led⁵ 2008 run of the Cambridge Econometrics model (forecast C in table 2) indicates there will be an additional 21,400 jobs in Cambridge over the period 2007 to 2031. This represents an average of **892 jobs per year**. The EEFM is also set to run a number of scenarios accounting for different levels of growth, these will be incorporated into future iterations of this paper.
- 6.7 The baseline scenario for the 2012 run of the Cambridge Econometrics model (forecast D in table 2) indicates an additional 14,740 jobs in Cambridge between 2011 and 2031. This represents an average of **737 jobs per year**. The run of the model including population

⁴ Reflecting historic shares of growth by district and industry sector.

⁵ Incorporating population forecasts produced by Cambridgeshire County Council's Research Group in 2007.

assumptions based on Cambridgeshire County Council Research Group Population Projections of August 2011 (forecast E in table 2) indicates an additional 19,600 jobs in Cambridge between 2011 and 2031. This represents an average of **980 jobs per year**.

- 6.8 A low growth scenario for the 2012 run of the Cambridge Econometrics model (forecast F in table 2) indicates an additional 9,160 jobs in Cambridge between 2011 and 2031. This represents an average of **458 jobs per year**. A high growth scenario (forecast G in table 2) indicates an additional 19,690 jobs in Cambridge between 2011 and 2031. This represents an average of **985 jobs per year**. These runs of the model assume higher and lower rates of growth in the area. A summary of the jobs projections is set out in table 2 below:

Table 2 – Summary of jobs growth projections for Cambridge

	A. East of England Forecasting Model May 2012	B. Cambridge Econometrics 2009 (trend-based)	C. Cambridge Econometrics 2009 (policy-led)	D. Cambridge Econometrics 2012 (baseline)	E. Cambridge Econometrics 2012 (population projections)	F. Cambridge Econometrics 2012 (low forecast)	G. Cambridge Econometrics 2012 (high forecast)
Number of jobs now	95,900 (2011)	99,700 (2007)	99,700 (2007)	102,720 (2011)	102,670 (2011)	102,720 (2011)	102,720 (2011)
Number of jobs in the future	118,000 (2031)	117,100 (2031)	121,100 (2031)	117,460 (2031)	122,270 (2031)	111,880 (2031)	122,410 (2031)
Annual jobs growth	1,105	725	892	737	980	458	985
Jobs growth 2011-31	22,100	14,500	17,840	14,740	19,600	9,160	19,690

Sources: East of England Economic Forecasting Model (EEFM) – May 2010 – Baseline Forecast; Cambridgeshire Development Study July 2009 and Local Economic Forecasting Model, Cambridge Econometrics April 2012

- 6.9 The two models produce different job growth estimates for Cambridge. Economic modelling is not an accurate science, and can only provide a broad indication of the scale of changes. The EEFM forecasts are likely to provide an optimistic view of jobs growth, as an examination of the model reveals that it tends to overstate historical rates of population and employment growth in the county (see the Cambridgeshire Development Study, page 30; and EEFM Forecasting Advice October 2011). At the time that the Cambridgeshire Development Study was produced in 2009, the EEFM was not supported by the Cambridgeshire authorities based on the highly optimistic and unachievable forecasts it produces.
- 6.10 The Cambridge Econometrics figures appear to be a more realistic estimate when compared with past rates of job growth in Cambridge. Between 1991 and 2011, there was an increase of 11,700 jobs in Cambridge (source EEFM May 2012), this equates to an additional **585 jobs per year**. Highlighting the difficulty in even counting jobs, let alone forecasting future numbers of jobs, the Cambridge Econometrics model shows an increase of 4,600 jobs between 1991 and 2011, this equates to **230 jobs per year**.
- 6.11 It is informative to look at past rates of job growth in more detail. Looking at the EEFM between 2001 and 2011, there were 400 additional jobs in Cambridge, or **40 jobs per year**. Between 1991 and 2001, there were 11,200 additional jobs in Cambridge, or **1,120 jobs per year** (source EEFM May 2012). Between 2001 and 2011, there has been slight jobs growth in Cambridge, all the figures being forecast are far higher than that achieved in those years. However, looking back a bit further, the various forecasts (including the EEFM) do not look as unrealistic when compared to the jobs growth between 1991 and 2001, 11,600 additional jobs, or **580 jobs per year**. There are a multitude of factors as to why this has happened:
- It could be a sign of the change in strategy implemented by the Cambridgeshire and Peterborough Structure Plan 2003 and the Cambridge Local Plan 2006, whereby residential development was encouraged over employment development in order to redress the imbalance between homes and jobs;
 - It could be a sign of the employment land in Cambridge starting to “dry up”;
 - It could be the impact of the “dot com bubble” bursting in the early 2000s;
 - It could be a combination of any or all of the above and or a different factor or factors.
- 6.12 Looking at the Cambridge Econometrics model for between 2001 and 2011, there were 910 additional jobs in Cambridge, or **91 jobs per year**. Between 1991 and 2001, there were 3,690 additional jobs, or **369 jobs per year**. Looking back further, between 1981 and 1991 there were 21,400 additional jobs, or **2,140 jobs per year**. Over the thirty year period, there were 26,000 additional jobs, or **867 jobs per year** (source Cambridge Econometrics model 2012). These records are similar to those of the EEFM for the period 2001 to 2011, in not showing much growth. However, in 1991 to 2001 this model shows a far lower growth than the EEFM. Between 1981 and 1991, growth was far higher however.
- 6.13 It is also informative to compare these levels of provision with past rates of job growth in South Cambridgeshire. The administrative area of South Cambridgeshire completely surrounds Cambridge and the economy of Cambridge is intrinsically linked to that of South Cambridgeshire. Furthermore, many sites that the public would view as being within Cambridge are actually within the administrative area of South Cambridgeshire, for example the Cambridge Science Park is actually within South Cambridgeshire. Looking at the EEFM between 2001 and 2011 there were 14,900 additional jobs in South

Cambridgeshire, or **1,490 jobs per year**. Between 1991 and 2001, there were 15,600 additional jobs in South Cambridgeshire, or **1,560 jobs per year** (source EEFM 2012). South Cambridgeshire has consistently had higher jobs growth than Cambridge over the period, although it has a lower total number of jobs.

- 6.14 Looking at the Cambridge Econometrics model between 2001 and 2011, there were 12,790 additional jobs in South Cambridgeshire, or **1,279 jobs per year**. Between 1991 and 2001, there were 18,590 additional jobs, or **1,859 jobs per year**. Looking back further, between 1981 and 1991, there were 18,040 additional jobs, or **1,804 jobs per year**. Over the thirty year period, there were 49,410 additional jobs, or **1,647 jobs per year** (source Cambridge Econometrics model 2012). These records are similar to those of the EEFM for the period with high job growth in all periods, although slightly lower in 2001 to 2011.
- 6.15 Oxford Economics will be running a number of scenarios in the near future including looking at lower levels of growth in the region.
- 6.16 The Council's Employment Land Review (ELR) was endorsed in 2008, and is currently being updated. The 2008 ELR looks at nine different employment forecasts, these all start from 2001 and either look forward to 2016 or 2021. These forecasts range from between 32,500 and 53,490 net increase in jobs in Cambridge and South Cambridgeshire. This range narrows to between 32,500 and 42,760 when the higher forecasts are set aside. These equate to an additional **1625** or **2138 jobs per year** for Cambridge and South Cambridgeshire. The Councils are updating the Employment Land Review to inform the plan.
- 6.17 The draft review of the East of England Plan that was published in March 2010, included a figure for Cambridge of 20,000 jobs between 2011 and 2031 (subject to testing), or 1,000 jobs per year. The draft document recognises that "the regional targets represent an uplift on the level of job growth that might otherwise be expected if the region was to maintain its current share of economic growth" (draft East of England Plan, March 2010). It also notes that this will help Cambridge to secure its full potential as a centre for world-class research and development.

7. Economic led housing projections

- 7.1 There is a relationship between homes and jobs delivery that the development strategy needs to have regard to. The EEFM 2012 predicts that projected job growth of **22,100** over the period 2011-31 would require an additional **12,900** houses to be provided in the district (645 per year). This calculation takes into account of current rates of employment, economic activity and in/out-commuting levels. The EEFM forecasts are likely to provide an optimistic view of jobs growth, as an examination of the model reveals that it tends to overstate historical rates of population and employment growth in the county (see the Cambridgeshire Development Study, page 30; and EEFM Forecasting Advice October 2011). At the time that the Cambridgeshire Development Study was produced in 2009, the EEFM was not supported by the Cambridgeshire authorities based on the highly optimistic and unachievable forecasts it produces.
- 7.2 The Cambridge Econometrics work does not translate the jobs projections into household projections, although the Cambridgeshire Development Study does recommend a level of housing provision for the county to support the jobs growth. This is based on delivery of

the current strategy (75,000 new homes to 2031) with a possibility for an additional 15,000 homes. It is from this recommendation that the 14,000 figure for Cambridge was arrived at in the draft East of England Plan 2010, although it is worth noting that this was reliant on Cambridge East being developed, which will now not happen before 2031.

8. Housing Need

8.1 Affordable housing includes social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Affordable housing should:

- Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices
- Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative affordable housing provision.

8.2 When determining future housing provision it is important to take into account the need for affordable housing. High housing prices and rental costs in Cambridge mean that it is difficult for people at the lower end of the economic scale to afford to live in the city. It is not possible to identify definitive overall housing need from the sources available but the Strategic Housing Market Assessment (SHMA) provides some useful information and provides a figure for affordable housing need. The SHMA (with data from Hometrack) shows the average house price in Cambridge to be £276,294 between November 2008 and April 2009. More recently, Hometrack Sales and Valuation figures estimate that the average house prices in Cambridge between September 2010 and March 2011 was £321,189.

	September 2010 to February 2012	November 2008 to April 2009
Terraced	£317,982	£283,361
Semi Detached	£339,204	£273,230
Flat/Maisonette	£211,726	£170,348
Detached	£580,092	£459,488

8.3 These figures show a dramatic increase in house prices within the Cambridge local authority area over 2 years from an already high base.

8.4 Figures on average house prices and average wage levels suggest that in 2011 the ratio or multiplier of wages to average house prices in the city was around 9.2, and has remained fairly consistent over the last two years, even at a time of ongoing economic uncertainty. The ratio of lower quartile earnings, which is more appropriate for first time buyers, against the cheapest housing available was around 9.5 in 2010 up from 8.2 in 2009, this highlights the continuing issue of affordability for first time buyers in Cambridge. Average (mean) house prices are now around £321,189, an increase of 12% from 2009⁶. The average (mean) house prices is the best information available, however this should be treated with caution as high (and low) prices can distort this average.

⁶ Communities & Local Government, 2011. *Live tables on housing market and house prices* [online]. London: Communities and Local Government. Available at: <http://www.communities.gov.uk/documents/housing/xls/322286.xls>

- 8.5 From the data acquired through the SHMA⁷, figures show 8,210 people to be on the housing needs for social housing in April 2012 . In 2001, this figure was 4,472, although caution should be exercised in comparing these two figures since a new system of registering through a Choice Based Lettings system was introduced during this period. Figures indicate that in 2009 there was a requirement for 199 four or more bed houses, 652 three-bed houses, 1,527 two-bed houses and 4519 1-bed houses to meet the requirements of the housing needs register. These figures may not include some first time buyers who do not feel it is appropriate to apply to the housing needs register but still cannot afford a property due to the high housing costs (see the paragraph above). Current figures held by the Council (April 2012) show that there are 8,204 people on the register with 367 applicants on the Homebuy Register living in Cambridge and seeking intermediate housing (e.g. shared ownership, shared equity or intermediate rent housing).
- 8.6 At April 2012, there were 8,204 'live' applicants for social housing to rent on the Council's Home-Link housing register (including new applicants and those already in social housing applying to transfer).
- 8.7 Applicants applying for housing on the register are placed into one of four priority bands, A-D. At April 2012 the number of applicants in each band was as follows:
- Band A: 306
 - Band B: 666
 - Band C: 4,171
 - Band D: 3,061
- 8.8 Bands A-C are for applicants considered to be in 'Urgent', 'High', and 'Medium' need – examples include those who are homeless, have medical reasons for needing to move, are living in overcrowded conditions, etc. Around 62% of applicants in the City are in priority bands A-C.
- 8.9 Band D is for those who do not fall into any of the priority Bands A-C. Although this Band is labelled 'adequately housed', this applies to the suitability of their current accommodation itself, not whether they can afford to remain there. The main reason cited by Band D applicants for wanting to move (other than existing social tenants wanting to transfer) is that they are finding it difficult to afford to remain in their current accommodation. (The sub-regional and Cambridge City Lettings policies, including decisions on how applicants should be 'banded', are currently being reviewed).
- 8.10 It is also generally accepted that there are likely to be other people in housing difficulties who have not applied to go onto the housing register because they think there is little chance of them being housed, or maybe because they feel that social housing is not for them. The government states that the introduction of new Affordable Rents at higher than social rents but below market rents is aimed partly at providing a 'more varied menu' of housing options. This could potentially lead to a wider range of people applying for social housing in the future, and increase demand further.
- 8.11 The total net need for affordable housing in Cambridge is identified as 2,140 dwellings per

⁷ Chapter 17, Table 7

year over the next five years. This incorporates a backlog over a five year period as well as newly arriving need over that period. Newly arriving need on an annual basis for Cambridge is 592 dwellings. Therefore total affordable housing need is for 2012-32:

$$(2,140 \times 5) + (592 \times 15) = 19,580 \text{ affordable homes or } 979 \text{ per annum.}$$

- 8.12 Some caution should be used when viewing these figures as the time period identified is for 2012-2032 and not the same period as the plan, 2011-2031. This is because the most up to date data covers the period from 2012. However, it covers the same timespan as the Plan period (20 years) so should provide a rough equivalent.
- 8.13 If you compare the annual net need for affordable housing figure of 979 with the level of housing provision in the draft East of England Plan of 700 dwellings per year, then 140% of housing delivered per annum would need to be affordable housing. This is obviously not possible.

9. Housing Land Supply

- 9.1 The National Planning Policy Framework requires the Council to undertake a Strategic Housing Land Availability Assessment (SHLAA) to establish realistic assumptions about the availability, suitability and the likely economic viability of land to meet the identified need for housing over the plan period. The SHLAA aims to ensure there is an informed understanding of the likely availability of land for housing over the period of the next Local Plan. The SHLAA has been prepared in accordance with the government's Strategic Housing Land Availability Assessment: Practice Guidance and the Council's assessment methodology agreed in July 2009. It is a technical evidence based document to help the Council to assess the amount of land, which might be available between 2011 and 2031.
- 9.2 The SHLAA aims to identify sites with potential for housing, assess their housing potential, and assess if and when they are likely to be developed. It does not allocate land or commit to development but assists in informing more detailed work on the Local Plan Review.
- 9.3 The overall residential capacity findings from the SHLAA are set out below:

Draft SHLAA – November 2011

Commitments	10,382
Sites over 10 dwellings	950
Small Sites	820
Total	12, 152
Additional capacity within the urban area	1,770

Current SHLAA May 2012

Commitments (2010 – 2011)	10, 612
Sites over 10 dwellings	1,260
Small Sites	800
Total	12,672
Additional capacity within the urban area	2,060

- 9.4 The SHLAA identifies potential capacity for up to 2,060 new homes within the built up area of Cambridge. These homes would be on top of existing commitments of 10,612 (e.g. sites with planning permission or sites already allocated for development). This gives a total capacity for around **12,700** new homes with existing planning permission, already allocated (including in the urban extensions) and in the existing urban area in sites identified in the SHLAA.

10. Housing Delivery

- 10.1 Past housing completion rates can show the ability of the market to deliver housing in the future and it is important to take this into consideration when considering future levels of housing provision. Past completions rates give an indication of the likely levels of housing completions. However, the availability of land and economic factors do influence the rate of completions.
- 10.2 Table 1 shows net housing completions taken from Council's Annual Monitoring Report 2011.

Table 1: Net housing completions

2001/02	159
2002/03	287
2003/04	505
2004/05	601
2005/06	731
2006/07	629
2007/08	521
2008/09	587
2009/10	288
2010/11	390

- 10.3 Over this period, a total of 4,698 dwellings were completed, demonstrating an average yearly build of **470 dwellings per year**. Between 2004/5 and 2006/7, there is a peak in house building when completions reached over 600 and 700 dwellings per year. This peak was due to a number of large sites within the urban area (e.g. Accordia, Simoco and the Triangle site near the station) seeing completions at this time. Completions then fell off, to a low of just under 300, as the economic downturn began to be felt and a number of developments (including the urban extensions) in Cambridge encountered delays. These sites are now under construction and new homes are being delivered at CB1 and in the Southern Fringe sites.

- 10.4 Projecting the annual figure forward will give a level of housing provision that has been deliverable by the market over the last ten years. If this level of provision were projected to 2031, this would give **9,400** dwellings between 2011 and 2031. This figure does not take account of the urban extensions that currently have permission and are just beginning to be built out: these are likely to significantly increase the level of annual housing completions. Furthermore, some of the completions over the last ten years have been on “one off” sites in the urban area, the like of which should not be assumed to come forward again. For example, former industrial sites along Cromwell Road, Accordia and the Cambridge University Press site on Brooklands Avenue, Simoco by the river and sites on Rustat Road, were all sizeable opportunities to meet Cambridge housing need. Similar opportunities cannot necessarily be assumed to be achievable in the future. Smaller windfall sites are still likely to make up a part of the housing supply in Cambridge in the future. Nevertheless, these considerations make the projection forward of previous completion rates unreliable as a tool to forecast deliverable sites in the future, although they do offer a useful comparison.
- 10.5 A more reliable prediction of future completions is found in the housing trajectory in the Annual Monitoring Report. This is based on asking when the developers of sites are intending to develop them. The latest housing trajectory predicts there will be 10,612 completions between 2011 and 2031, this is based on the build out of existing commitments. These commitments deliver large numbers of houses in the years up to 2020, before it starts to fall off. The housing trajectory does not identify any housing completions from the year 2025 onwards.
- 10.6 It is important to note that the urban extensions will contribute to this figure in the future as they currently make a significant contribute to the overall supply in Cambridge and good progress is being made in the Southern Fringe and at North West Cambridge including NIAB. Despite land being allocated and planning permissions in place development of the urban extensions has not come forward as fast as previously anticipated, this is due to the recent economic downturn. Development is now starting to pick up on the urban extensions with houses beginning to go up on many of them.
- 10.7 The economic downturn will inevitably have an effect on housing delivery in the next few years. Information from developers suggests that, generally speaking, they expect developments to start one or two years later than planned. This is especially so for developments thought likely to start within the next year or two. In addition, larger developments are likely to be spread over a longer time period. It should be noted the effects of the recession relate to the timing of development rather than its extent, or location.
- 10.8 Developers’ reasons for other possible delays in housing developments include: market conditions, site preparation costs, infrastructure costs, and planning obligations. All these cost factors have the potential to affect delivery of housing on this site.
- 10.9 It is difficult to project forward completions in such times of economic uncertainty. To an extent, development predictions in the longer term are based on a return to normal market conditions, including the availability of mortgage lending but there is no quantifiable way of knowing how long a recession will last.

11. Broad Locations on the Edge of Cambridge

- 11.1 Alongside exploring what the right level of development for Cambridge should be over the next 20 years, it is important to explore where such development could be directed. As part of this, a key issue for consideration at this stage is to explore the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area.
- 11.2 In order to ensure that the testing process for the local plan is robust, a comprehensive approach to reviewing the land on the edge of Cambridge has to be taken at this stage, with all locations being assessed and presented for comment as part of this Issues and Options consultation. Some of the broad locations are within the city and others straddle the boundary with South Cambridgeshire. For the purposes of completeness, three broad locations on the edge, which are wholly in South Cambridgeshire have also been included in this consultation.
- 11.3 For land in the city, the broad locations cover the area between the urban edge and the administrative boundary. The only exception to this approach is broad location 3 on land west of Trumpington Road, where a smaller area has been looked at and excludes land towards the River Cam and Grantchester Meadows. This is on the basis this land would not be a reasonable option for development.
- 11.4 All of the broad locations identified for testing could theoretically be built out for housing in whole or in part, taking account for example of planning constraints such as flooding, environmental designations or heritage assets. The suitability of land on the edge of Cambridge for housing will, however, turn on the principle of whether the Green Belt should be reviewed as part of a developing a new sustainable development strategy for the Cambridge area, and if so, whether individual sites, or parts of sites, could be released. Or whether these releases and their attendant level of harm to the purposes of the Green Belt are considered on balance to be acceptable within that strategic framework.
- 11.5 Given the tight administrative boundary and close interrelationship with South Cambridgeshire, both Councils will need to work together and consider holistically how best to meet the needs of the wider Cambridge area, especially in relation to housing and employment. The current development strategy that came through the cooperative Structure Plan process in 2003, was based on the principle of providing as much housing as possible in and close to Cambridge to create a better balance between jobs and homes and to provide for the most sustainable development strategy that was consistent with protecting the most important qualities of Cambridge and its rural neighbours. The Councils will need to consider how best to achieve a Green Belt boundary that is compatible with long term sustainable development that will endure into the future, and whether this requires the boundary to be revisited in this round of plan-making.
- 11.6 The NPPF states that the Government attaches great importance to Green Belts whose essential characteristics are their openness and permanence. Five purposes for Green Belts are set out, which are essentially the same as those dating from 1955 (as amended in 1988 and 1995). The key one for the Cambridge Green Belt being: *“To preserve the setting and special character of historic towns”*. The Cambridge Green Belt is one of the few to which this criteria applies. The purposes and functions of the Cambridge Green Belt are intended

to help achieve the preservation of the setting of Cambridge and its special character and prevent coalescence with and between surrounding villages.

- 11.7 Green Belt boundaries can only be established in Local Plans and “*once established can only be altered in exceptional circumstances, through the preparation or review of the Local Plan*”. For the current Local Plan, the exceptional circumstance was provided by the policies of the 2003 Structure Plan and the objective of delivering a sustainable development strategy focusing new homes close to jobs in Cambridge. After the withdrawal of the majority of the Structure Plan, the approach was continued in the Regional Spatial Strategy. Green Belt guidance has always made clear that Green Belt boundaries should be drawn so that they can endure beyond the end of the plan period. Current inner Green Belt boundaries have been established in a suite of recent plans – the Cambridge Local Plan 2006, three Area Action Plans from 2008 and 2009 and in the South Cambridgeshire Site Specific Policies DPD from 2010.
- 11.8 The current Green Belt boundary around the city was established with the expectation that its boundaries could endure beyond the end of the 2016 plan period first established by the Structure Plan, which set out broad locations for development. Given that growth strategy is at an early stage in its delivery, a key question for the issues and options stage is whether there are exceptional circumstances that would justify further alterations to the Green Belt to cover the period to 2031 and beyond.
- 11.9 Broad locations identified at this stage are set out in the table below:

Broad Locations within the city (only includes the parts of locations within Cambridge City Council’s administrative boundary)

Broad Location	Area (ha)	Min capacity	Max capacity
1. North & South of Barton Road	87.97	1,980	2,969
2. East / West of Grantchester Road	20.18	454	681
3. West of Trumpington Road	45.36	1,021	1,531
4. West of Hauxton Road	4.82	108	163
5. South of Addenbrooke’s Road	34.50	776	1,165
6. South of Addenbrooke’s and Babraham Road	40.86	919	1,379
7. Cambridge South East	136.39	3,069	4,608
Total	370.08	8,327	12,496

- 11.10 The theoretical capacity for each location has been calculated using the following approach:

Max capacity = Area x 0.75 x 45

Min capacity = Area x 0.5 x 45

- 11.11 This allows for a percentage of the location (either 25% or 50%) to be deducted from the area for major roads, open space etc, and then the remainder of the site to be developed at 45 dwellings per hectare. This density is consistent with sites now being developed in the southern fringe and represents a realistic average consistent with a site which is capable of delivering a range of house types, from single detached dwellings through to terraced and flat dwellings.

12. Strategic Issues

- 12.1 The current development strategy for the Cambridge area stems as far back as 1999, with the work undertaken by Cambridge Futures and the recognition that a change in approach was required in order to redress the imbalance between homes and jobs in and close to Cambridge, and provide for the long term growth of the University of Cambridge and Addenbrooke's Hospital, whilst minimising increases in congestion on radial routes into the city. The strategy makes provision for development within Cambridge or as sustainable extensions to the urban area, at the new town of Northstowe (linked to the guided busway), and at the most sustainable rural settlements. The Cambridgeshire and Peterborough Structure Plan 2003 also identified the ring of market towns around Cambridge that lie beyond South Cambridgeshire as having a role in the sequence between Northstowe and the rural area.
- 12.2 The 2003 Structure Plan identified broad locations to be released from the Green Belt and the strategy was given effect through the Cambridge Local Plan, the South Cambridgeshire Local Development Framework, and the joint Area Action Plans for North West Cambridge and Cambridge East. All of these Plans were subject to extensive periods of public consultation and all decisions were arrived at in a democratically accountable manner. Throughout the preparation of these plans, there was strong local acknowledgement of the growing need for the most sustainable form of development and delivery of new affordable homes in the Cambridge area.
- 12.3 As part of the review of the RSS for the East of England, the Cambridgeshire authorities commissioned consultants to prepare the Cambridgeshire Development Study. The study was completed in 2009 and looked at how well the existing development strategy was working and how the strategy could be developed if further growth was needed.
- 12.4 The study identified a range of challenges for growth beyond the current development strategy. One key issue was that significant additional expansion to Cambridge (where the economy is stronger) would impact on the integrity of the Green Belt and the concept of Cambridge as a compact city. The study also concluded that there are significant issues with the capacity of Cambridge's city centre to cater for such growth and without deliverable solutions for transport and land supply, Cambridge centred growth will be difficult to achieve, and would require a fundamental step change in traffic management and travel behaviour.
- 12.5 The study recommends a spatial strategy for Cambridgeshire that is based on delivering the current strategy with further balanced expansion through regeneration in selected market towns and focussing on making best use of existing infrastructure. However, it does indicate that some additional growth could be located on the edge of Cambridge incorporating a limited review of the Green Belt boundary. The key objective of the strategy remains to locate homes close to Cambridge or other main employment centres, avoiding dispersed development, and ensuring that travel by sustainable modes is maximised through connections focussing on improved public transport and reducing the need to travel.
- 12.6 The NPPF states that public bodies have a duty to cooperate on planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities. The Government expects joint working on areas of common interest to be diligently undertaken for the mutual benefit of neighbouring authorities.

- 12.7 Councils are required to work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly coordinated and clearly reflected in individual Local Plans. Furthermore, joint working should enable Councils to work together to meet development requirements which cannot wholly be met within their own areas – for instance, because of a lack of physical capacity or because to do so would cause significant harm to the principles and policies in the NPPF.
- 12.8 The Council will be expected to demonstrate evidence of having effectively cooperated to plan for issues with cross-boundary impacts when the Local Plan is submitted for examination. This could be by way of a memorandum of understanding or a jointly prepared strategy which is presented as evidence of an agreed position. As part of examining the “soundness” of plans, inspectors will be required to assess whether a plan has been prepared in accordance with the duty to cooperate.
- 12.9 Cooperation should be a continuous process of engagement from initial thinking through to implementation, resulting in a final position where plans are in place to provide the land and infrastructure necessary to support current and projected future levels of development including housing and employment.
- 12.10 At a County level, appropriate arrangements have also been put in place with the establishment of a joint Strategic Planning Unit and Board in order to facilitate the duty to cooperate on strategic planning issues across the county.
- 12.11 More locally, joint working between the City Council, South Cambridgeshire District Council and the County Council is well established. In particular, the City Council and South Cambridgeshire jointly commission much of the evidence base to support Local Plan preparation because of the interaction between the two areas.
- 12.12 The timetables for reviewing both Councils' Local Plans are broadly in line with each other, with both Councils consulting on Issues and Options in the summer 2012. These consultations will include options for housing and employment provision and looking at how future provision can be accommodated. In addition to this, the Councils along with Cambridgeshire County Council have set up a joint member group (known as the Strategic Transport and Spatial Planning Group) to oversee the production of the Plans and discuss relevant cross boundary issues. There is a good history of cooperation and joint working on planning issues in Cambridgeshire.
- 12.13 Given the current development strategy for the Cambridge area, it is important for the Councils to jointly explore future options and levels of provision. A key issue for the consideration at the issues and options stage is whether there should be more development on the edge of Cambridge and further land released from the Green Belt to accommodate this. A joint assessment of the land on the edge of Cambridge has been undertaken and it has been agreed for the purposes of the Issues and Options consultation, that the first step is to establish whether the principle of more develop on the edge of Cambridge is acceptable and where should this be. The agreed approach is to outline at this stage the broad locations and provide factual/technical information on each location.

13. Localism

- 13.1 The Localism Act 2011 puts the community at the forefront of the planning system and contains proposals to make the system clearer, more democratic and more effective. In particular, it aims to place more influence in the hands of local people over issues that make a big difference to their lives.
- 13.2 The Council has a good track record of involving the community in planning and it is a key component of the plan-making system with key stages outlined for consultation. Therefore, it is important that the Local Plan review builds on this record and involves the community from an outset. Given the need for more housing and the importance of creating and maintaining jobs in Cambridge, it is essential that the views of the community are sought before any key decisions are taken. Whilst provision is now set at a local level, the Council will have to balance the views of the community against identified need and evidence which identifies this need. All decisions need to be sound and justified as well as being part of transparent decision-making process.
- 13.3 Any decisions and approaches will be tested at Public Examination by an Independent Inspector who will want to understand why certain decisions have been taken and whether the overall approach is reasonable and sound.

14. Infrastructure Provision

- 14.1 In exploring the level of housing and employment provision, it is also important to consider the capacity of infrastructure to deal with future provision. A key component of plan-making is to ensure that all relevant stakeholders and service providers are involved in the process from the very beginning in order to plan effectively and understand any constraints or barriers to future development, including how these can be overcome. Key infrastructure such as schools, transport, community facilities, health facilities and water supply need to be in place to support new development. If there is a lack of infrastructure capacity, this may affect the delivery of housing. In terms of employment provision, the NPPF clearly states that Councils should work closely with the business community to understand their changing needs and identify and address barriers to investment, including a lack of housing, infrastructure or viability.
- 14.2 The Council is currently exploring infrastructure capacity and working with infrastructure providers as part of the Local Plan review process. A joint Infrastructure Study was commissioned with South Cambridgeshire District Council. This work was based on the current spatial strategy and will need to be updated, should more provision be identified through the Issues and Options consultation.

15. Conclusions and Options

- 15.1 It is important to evaluate all the options available in a comprehensive and robust manner in order to plan for an appropriate level of homes and jobs in Cambridge to 2031.
- 15.2 Cambridge is an acknowledged world leader in higher education, research and knowledge-based industries and has a prosperous and dynamic economy. It also has a renowned

landscape setting with a network of open spaces linking into a thriving and accessible historic centre. The success of Cambridge means there are also many competing development needs and pressures on what is a small compact, city. There is a high demand for housing, a need for more affordable housing; a need to maintain the economy; provide more jobs; support the continued success of the University of Cambridge, the colleges and Anglia Ruskin University; provide essential services and facilities to meet the day to day needs of residents and to maintain the city as a sub-regional centre for shopping, leisure and cultural activities.

- 15.3 Changes brought about through the Localism Act 2011, now require local authorities to be responsible for setting their own level of housing and employment provision rather than targets being set at a regional level through Regional Spatial Strategies (RSS). This means that alongside establishing where future development should go, the Council needs to establish an appropriate level of housing and employment provision to 2031. Levels of housing and employment provision will need to be justified, based on evidence and include consideration of any cross boundary and strategic issues/implications. Furthermore, given the completing development pressures in Cambridge, the Council will need to consider how these needs can be met and balanced with environmental and infrastructure constraints along with improving the quality of life for all.
- 15.4 Demand for housing in Cambridge is high, with high rents and high house prices. The availability of affordable housing to meet housing need is a key issue. It is also vital in order to support economic growth, and promote and improve the health and well-being of Cambridge residents. There needs to be a good range and choice of housing to help a growing population including young people, families and the elderly. If we do not address this need, it is likely that house prices will continue to rise, worsening affordability and possibly leading to more people living outside of Cambridge and commuting on congested roads into Cambridge. This could also have an impact on the growth of the economy and harming the opportunity for people to get jobs.
- 15.5 Planning for an appropriate level of housing provision requires us to take account of a range of forecasts for population, homes and jobs. This information has been pulled together in a background document to inform the development of options.
- 15.6 The table below pulls together and compares the various sources of information for potential levels of housing provision.

Housing Provision

Source	2011 - 2031	Rate per year	Difference against 14,000
East of England Plan to 2021	19,000	950	+ 5,000
Draft East of England Plan	14,000	700	-
Government population and household projections	9,000	450	- 5,000
County Council population and household projections	14,000	700	-
East of England Forecasting	12,900	645	- 1,100

Model – baseline			
Affordable Housing Need	16,330	817	+ 2,330
Past Completions	9,400	470	- 4,600
Commitments (2010 – 2011)	10, 612	531	- 3,388
Commitments + SHLAA	12, 700	635	- 1,300
Commitments + SHLAA + Green Belt - Max capacity	25,196	1,260	+ 11,196
Commitments + SHLAA + Green Belt - Min capacity	21,027	1051	+ 7,027

15.7 Government population and household projections, historic completions and current commitments are not considered to go far enough in terms of meeting need. The SHLAA demonstrates that there is capacity within the urban area of approx 2,080 homes.

Option 1 - 12,700 new homes to 2031 – ‘urban growth’

12,700 new homes to be provided within the urban area to 2031.

This option is based on current housing commitments of 10,612 and the capacity of 2,060 identified through the Strategic Housing Land Availability Assessment.

Development would continue within the urban area and on agreed urban extensions. No more land would be released from the Green Belt within the Plan period.

Advantages

- New housing focused within the built up area of Cambridge and agreed urban extensions;
- Sustainable approach to development, providing more homes close to jobs;
- Balanced against other factors such as continued protection of important open spaces, community facilities and key employment locations in the city;
- Infrastructure requirements associated with this level of development are considered to be manageable and deliverable;
- Transport – minimal additional impact on the existing network, maximising sustainable modes through public transport (guided bus), cycling and walking.

Disadvantages

- Level of provision will not meet overall need and requirements for more affordable housing;
- Risk that provision would not support economic vision for Cambridge;
- Increase pressure on existing housing stock and house prices, leading to more people living outside of Cambridge and commuting to jobs in Cambridge;
- Increased in commuting and pressure on the existing transport network;
- Increased pressure on land for housing and competing uses.

Option 2 – up to 14,000 new homes to 2031 – ‘the current development strategy’

14,000 new homes to be provided to 2031.

This option is based on current housing commitments of 10,612 and the capacity of 2,060 identified through the Strategic Housing Land Availability Assessment. 1,300 new homes would need to be provided on new, additional land released from the Green Belt

Development would continue within the urban area and on agreed urban extensions. However, because Cambridge East is now not progressing some land would need to be released from the Green Belt within the Plan period.

At this stage, specific sites in the Green Belt have not been identified. The principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area has not yet been decided upon.

Advantages

- Level of provision would continue to support the economic vision for Cambridge;
- Level of provision would continue to meet housing need and affordable housing provision in Cambridge;
- Sustainable approach to development, providing more homes close to jobs;
- Balanced against other factors such as continued protection of important open spaces, community facilities and key employment locations in the city;
- Infrastructure requirements associated with this level of development are considered to be manageable and deliverable.

Disadvantages

- Level of provision would not meet overall need and need for more affordable housing;
- Further land would have to be released from the Green Belt. The NPPF advises that Green Belt boundaries should only be reviewed every 20 years and continued nibbling away of the Green Belt is not considered acceptable.
- Infrastructure requirements – further investigation would be required in order to understand the full impact;
- Transport – likely increased pressure to the network without further measures put in place to relieve congestion and improve movement within and around the city.

Option 3 – up to 21,000 new homes to 2031 – ‘enhanced levels of urban and Green Belt growth’

21,000 new homes to be provided to 2031.

This option is based on current housing commitments of 10,612 and the capacity of 2,060 identified through the Strategic Housing Land Availability Assessment. Up to 8,300 new homes would need to be provided on new land released from the Green Belt. The 8,300 homes figure is based upon the minimum physical capacity within Cambridge of all of the possible broad locations for new housing development set out later in this chapter.

Development would continue within the urban area and on agreed urban extensions. However, a significant amount of new land would need to be released from the Green Belt within the Plan period.

At this stage, specific sites in the Green Belt have not been identified. The principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area has not yet been decided upon. This option is based on all broad locations within Cambridge coming forward.

Advantages

- Provision would make a major contribution to the overall housing need and supply of affordable housing;
- Sustainable approach to development, providing more homes close to jobs;
- Level of provision would continue to support the economic vision for Cambridge and provide more land for jobs on the edge of Cambridge as part of mixed use developments.

Disadvantages

- Significant land released from the Green Belt and impact on the setting of the city. Purposes of the Green Belt would be undermined;
- Infrastructure requirements – further investigation would be required in order to understand the full impact. Significant investment would be required as part of new developments coming forward;
- Transport – likely increased pressure to the network without significant measures put in place to improve congestion and movement within and around the city.

It is questionable whether the housing market could actually deliver this number of homes over the Plan period, based on historical completions and current economic climate.

Option 4 – up to 25,000 new homes to 2031’ significantly increased levels of urban and Green Belt growth ’

25,000 new homes to be provided to 2031.

This option is based on current housing commitments of 10,612 and the capacity of 2,060 identified through the Strategic Housing Land Availability Assessment. 12,300 new homes would need to be provided on new land released from the Green Belt. The 12,300 homes figure is based upon the maximum physical capacity within Cambridge of all of the possible broad locations for new housing development set out later in this chapter.

Development would continue within the urban area and on agreed urban extensions. However, a significant amount of land would need to be released from the Green Belt within the Plan period.

At this stage, specific sites in the Green Belt have not been identified. The principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area has not yet been decided upon. This option is based on all broad locations within Cambridge coming forward.

Advantages

- Provision would make a major contribution to the overall housing need and supply of affordable housing;

- Sustainable approach to development, providing more homes close to jobs;
- Level of provision would continue to support the economic vision for Cambridge and provide more land for jobs on the edge of Cambridge as part of mixed use developments;

Disadvantages

- Significant land released from the Green Belt and impact on the setting of the city. Purposes of the Green Belt would be undermined. Undermining the important perception of the City as a compact city surrounded by countryside close to its heart;
- Infrastructure requirements – further investigation would be required in order to understand the full impact. Significant investment would be required as part of new developments coming forward. Without sufficient investment there would be significant impact on people’s quality of life;
- Transport – likely increased pressure to the network without significant measures put in place to improve congestion and movement within and around the city;
- It is questionable whether the housing market could actually deliver this number of homes over the Plan period, based on historical completions and current economic climate.

15.8 These options encompass the remaining ways in which new homes can be delivered in Cambridge. Whilst the need to provide more homes to meet demand is paramount, there are constraints on the amount of new homes that can be accommodated in Cambridge given its limited area; historic environment; limited infrastructure; and the importance of the Green Belt, especially in terms of protecting and enhancing the unique setting of Cambridge. Competing need and demands for a range of uses need to be considered against quality of life factors and an appropriate balance needs to be struck to 2031.

Employment Provision

Source	2011 - 2031	Rate per year	Difference against 20,000
East of England Plan to 2021	31,780	1,589	+ 11,780
Draft East of England Plan	20,000	1,000	-
East of England Forecasting Model May 2012 baseline	22,100	1,105	+ 2,100
Cambridgeshire Development Study 2009 – trend based	14,500	725	- 5,500
Cambridgeshire Development Study 2009 – policy based	17,833	892	- 2,277
Cambridge Econometrics baseline 2012	14,740	737	- 5,260
Cambridge Econometrics population projections 2012	19,600	980	- 400
Cambridge Econometrics low growth 2012	9,160	458	- 10,840
Cambridge Econometrics high	19,690	985	- 310

growth 2012			
Past levels of job provision 1991-2001 – source EEFM	23,800	1,190	+ 3,800
Past levels of job provision 2001-2011 – source EEFM	4,200	210	- 15,800
Past levels of job provision 1991-2011 – source EEFM	14,000	700	- 6,000
Past levels of job provision 1981-1991 – source CE	42,800	2,140	+ 22,800
Past levels of job provision 1991-2001 – source CE	7,380	369	- 12,620
Past levels of job provision 2001-2011 – source CE	1,820	91	- 18,180
Past levels of job provision 1981-2011 – source CE	17,340	867	- 2,660

15.9 The Employment Land Review 2008 identifies 176.38 hectares of available employment land in Cambridge and South Cambridgeshire. Of this 33.74 hectares was in Cambridge; and of the land in Cambridge, 25.74 hectares did not have any constraints on it. This land, along with a number of additional sites, was capable of meeting the employment needs of both districts as identified in the East of England Plan 2008.

15.10 The Councils are updating the Employment Land Review and this will inform the levels of job provision in the future.

Option 1 – 10,000 new jobs to 2031

10,000 new jobs to be provided to 2031.

This option is based on delivery of a lower number of jobs than expected to arise in Cambridge to 2031.

Advantages:

- This option will have less of an impact on the supply of land in Cambridge;
- This option will have the smallest impact on demand for new homes.

Disadvantages:

- This option could lead to less new jobs than were provided over the last 20 years;
- This would lead to less job opportunities available for people than the higher options;

This option is likely to constrain Cambridge’s economic potential and hinder the city’s role as a world leader in higher education, research and knowledge based industries;

Option 2 – 15,000 new jobs to 2031

15,000 new jobs to be provided to 2031.

This option is based on delivery of the same number of jobs expected to arise in Cambridge to

2031.

Advantages

- This will continue to support the economic vision for Cambridge maintaining the city's role as a world leader in higher education, research and knowledge based industries and supporting wider area;
- This option would provide slightly more jobs than has been delivered over the past 20 years.

Disadvantages

- If the economy does better than expected it may constrain Cambridge's economic potential;
- This could lead to less job opportunities being available for people than higher options.

Option 3 – 20,000 new jobs to 2031

20,000 new jobs to be provided to 2031.

This option is based on delivery of the number of jobs set out in the draft East of England Plan 2010. This represents an uplift on the level of job growth that might otherwise be expected.

Advantages:

- This will continue to support the economic vision for Cambridge growing the city's role as a world leader in higher education, research and knowledge based industries and supporting wider area;
- This option would provide more jobs than has been delivered over the past 20 years;
- This would lead to more job opportunities for people than the lower options.

Disadvantages:

- This option will have a larger impact on the supply of land in Cambridge;
- This option will have the largest impact on demand for new homes.

15.11 Whilst the need to provide more homes and jobs to meet identified needs is paramount, there are constraints on the amount of new homes and jobs that can be accommodated in Cambridge given its constrained area, historic environment, and limited infrastructure as well as the importance of protecting the Green Belt and enhancing the unique setting of Cambridge. Competing need and demands for a range of uses need to be considered against quality of life factors and an appropriate balance needs to be struck for development planned to 2031.

15.12 This task is a hugely important one and has the potential to affect the lives of all who live and work in the city now and in future. We are starting that process with this issues and options report as a means of identifying the key questions and issues that lie ahead, and the possible ways that we could respond to those challenges. We want to facilitate the fullest engagement of our communities from the outset of this process and this report will be the subject of a six-week consultation period in June and July.

15.13 These issues need to be worked through and informed by the views of our communities. As

the preparation of the Local Plan continues, everything will be brought together in order to ensure that the right approach is developed and agreed. There will be difficult choices to be made but are decisions that we need to make locally, not have handed down to us.

Appendix C: Comparing Homes and Jobs in the options

Existing Homes: 49,400⁸

Existing Jobs: 102,720⁹

Existing Working Age Population: 94,600¹⁰

Existing Jobs / Homes: 2.08

Existing Jobs / Working Age Population: 1.09

New Jobs / Home based on each option permutation

	New Job Options					
	4,200	10,000	14,000	20,000	22,000	
New Home Options	12,700	1.72	1.82	1.88	1.98	2.01
	14,000	1.69	1.78	1.84	1.94	1.97
	17,800	1.59	1.68	1.74	1.83	1.86
	19,600	1.55	1.63	1.69	1.78	1.81
	24,000	1.46	1.54	1.59	1.67	1.70

This analysis is crude and does not account for changes to household size over the period.

Calculating Jobs / Working age Population for the models is complicated as each of the jobs options has associated population assumptions, and the homes options will also have implications around population.

⁸ Cambridge City Annual Demographic and socio-economic report April 2012 plus completions identified in Cambridge City Council's Annual Monitoring Report 2011 for years 2009/10 & 2010/11

⁹ Cambridge Econometrics Baseline Run 2012

¹⁰ Cambridge Econometrics Baseline Run 2012

Appendix G

Cambridge sub-Regional Gypsy and Traveller Accommodation Needs Assessment (GTANA) 2011

Cambridge sub-Regional Gypsy and Traveller Accommodation Needs Assessment (GTANA) 2011

Published October 2011

V1.1 (Corrected)

Cambridge Area Gypsy and Traveller Accommodation Needs Assessment (GTANA) 2011

Author: Trevor Baker, Cambridgeshire County Council Research Group (CCC RG) ¹
Date: October 2011

Acknowledgements

This report reflects the collected efforts of the following groups:

- Cambridge sub-Region Strategic Housing Market Project Team (Cambridgeshire and Suffolk authorities)
- Cambridgeshire and Peterborough Joint Working Group on Gypsies and Travellers (planning)
- Cambridgeshire County Council Research Group
- The CRHB editorial team (Sue Beecroft, Cambridgeshire Horizons; Stephen Hills, South Cambridgeshire; Helen Reed, Cambridge City)
- King's Lynn and West Norfolk Borough Council (housing and planning)
- Travellers Liaison Officers from all authorities in the study group

With the support of:

- Cambridgeshire and Peterborough Chief Planning Officers Group
- Cambridge sub-Regional Housing Board
- Travellers' Strategic Co-ordination Group

Note on data sources

The GTANA modeling and calculation is based on data provided by third parties. While this has been verified where possible, it is not possible to verify all data.

The base data is for 2010 and 2011, with the most recent figures being DCLG caravan count figures for January 2011.

Erratum

Table 15 - Short-term unauthorised encampments now includes figures for Cambridge City which were omitted from the original report. These figures do not affect the assessment as such, but are important for districts considering how to address transit pitches and emergency stopping places.

¹ From mid 2011 CCC RG is called 'LGSS Research and Performance'. The previous name – CCCRG is used in this report for continuity.

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1 Summary

1.1 This Gypsy and Traveller Accommodation Needs Assessment (GTANA) is being delivered using a modeling based approach which has been developed in partnership with Planning, Housing and Traveller Liaison Officers in the nine participating local authorities. These are:

- Cambridge City
- East Cambridgeshire
- Fenland
- Forest Heath
- Huntingdonshire
- King's Lynn and West Norfolk
- Peterborough
- South Cambridgeshire
- St Edmundsbury

1.2 The model takes account of guidance and policy from Government and fits within a suite of other local Gypsy and Traveller focused needs assessments and strategies. The robustness of this approach is that it is based on counted numbers of caravans and young people from the bi-annual caravan counts, planning records and education data.

1.3 The basic approach to modeling is this:

- Take actual figures for each district based on counted caravans and pitches, such as: unauthorized caravans and temporary planning permissions from the DCLG six-monthly caravan counts; Gypsies and Travellers registered for housing; and counted numbers of young people of family forming age from Travellers Education Services and the Schools Census.
- Apply adjustments to the counted figures to allow for such things as unauthorized caravans visiting for temporary work rather than requiring a permanent pitch, and young people forming families wishing to move into houses rather than onto sites.
- Total the figures produced to provide a final set of results.

1.4 The two key outputs of this modeling are:

- The Gypsy and Traveller pitch needs assessment 2011-2031, broken into three time phases (2011 to 2016; 2016 to 2021; 2021 to 2026; and 2026 to 2031 - shown in Table 1. 2016 and 2031 figures are for guidance only as they are based on projections from current base data at 2011.
- The Travelling Showpeople indicative pitch needs assessment 2011-2016 which are shown in Tables 1 and 2.

Table 1. Summary results - Gypsies and Traveller pitch needs assessment 2011 to 2016 and 2016 to 2021

	GTANA assessed need 2011 – 2016	GTANA assessed need 2016 – 2021*	GTANA projected need 2021 – 2026	GTANA projected need 2026 – 2031	GTANA Total 2011 – 2021	GTANA Total 2011 – 2031
Cambridge	0	0	1	0	0	1
East Cambridgeshire	10	13	10	5	23	38
Fenland	0	2	0	0	2	2
Forest Heath	8	6	10	6	14	30
Huntingdonshire ²	17	7	18	11	24	53
Kings Lynn & West Norfolk	8	5	8	2	13	23
Peterborough	10	7	23	13	17	53
South Cambridgeshire ³	67	5	31	11	72	114
St Edmundsbury	3	3	4	2	6	12
Total	123	48	105	50	171	326

Source: CCC RG 2011

Table 2. Travelling Showmen/Showpeople pitch indicative need by local authority 2011 – 2016

	Total 2011 – 2016
Cambridge	0
East Cambridgeshire	4
Fenland	2
Forest Heath	2
Huntingdonshire	0
Kings Lynn & West Norfolk	3
Peterborough	5
South Cambridgeshire	4
St Edmundsbury	1

Source: CCC RG 2011

² Huntingdonshire calculation includes 16 existing pitches with temporary permission included in the backlog for 2011 - 2016

³ South Cambridgeshire calculation includes 65 existing pitches with temporary permission. included in the backlog for 2011 - 2016

1.5 Carrying out the GTANA has led to the following recommendations being made:

- Carry out a survey or qualitative work with Travelling Showpeople. There is far less information available about Travelling Showpeople than there is for Gypsies and Travellers and, in line with the evidence from the Showmen's Guild, a small piece of primary research, either a small survey or qualitative work, would help to improve data as well as provide information about how local authorities could best work with this group to help them to meet their accommodation needs.
- Re-run the GTANA model annually, importing updated information, and review and re-publish every 5 years. The annual update would be minimal and for monitoring purposes. The 5-year review would be a full refresh of the GTANA.
- Improve data collection and ethnic monitoring carried out by agencies across the county, (as also recommended in the Cambridgeshire JSNA on Gypsies and Travellers, 2010). Examples of possible improvements include data on the number of pitches, the number families on sites and the number of short-term unauthorised encampments.

2 Introduction

- 2.1 This report presents the figures from the 2011 Gypsy and Traveller Accommodation Needs Assessment. It is intended to inform the local authority plan-making process.
- 2.2 It includes an assessment of need for permanent pitch provision for Gypsies and Travellers, and an indication of need in relation to Travelling Show People. Reference is made to a need for transit / emergency stopping place provision, but it is not possible to determine precise demand for such temporary accommodation in any one local authority area.
- 2.3 The population-based modelling approach taken to assess need for permanent provision for Gypsies and Travellers, and for Travelling Showpeople has a number of strengths, making it a viable alternative to a large-scale primary survey. Notably, actual numbers from existing local data sources are used as the base for much of the model, including actual numbers of young people of family-forming age and actual numbers of unauthorised caravans. The Assessment covers the same area as our previous 2006 Assessment, which is available for comparison⁴.
- 2.4 The underlying reason for using the chosen area of nine local authorities is that this forms a cohesive group, taking into account existing Gypsy and Traveller communities, work opportunities and travel routes. Clearly it is not possible to define a study area with no points of crossover to other adjoining areas, but the chosen area minimizes these points. For example, King's Lynn and West Norfolk being part of the the study area allows the Gypsy and Traveller community around Wisbech to be fully included.
- 2.5 The work was carried out as part of the SHMA commissioned by the Cambridge sub-Regional Housing Board, comprised of senior officers with responsibility for housing, along with with the two additional authorities of King's Lynn and West Norfolk, and Peterborough, invited to take part. The local authorities involved are:
- Cambridge City
 - East Cambridgeshire
 - Fenland
 - Forest Heath
 - Huntingdonshire
 - King's Lynn and West Norfolk
 - Peterborough
 - South Cambridgeshire
 - St Edmundsbury
- 2.6 The permanent need results consist of:
- An assessment of the need for permanent pitches in each of the local authority areas up to 2016.

⁴ Available at:
<http://www.cambridgeshire.gov.uk/business/research/populationresearch/population/travellersresearch/Travellersresearch.htm>

- Guidance figures for permanent pitches from 2016 to 2031.
- An indicative assessment of the need for accommodation for Travelling Showpeople to 2016.

2.7 It provides figures for:

- Permanent accommodation need in the Gypsy and Traveller, and Travelling Showpeople communities who are located in local authority areas at the time of the Assessment;
- Future need of young families from those communities.

2.8 These figures provide an evidence base to help inform local policy-making and planning decisions. While the model is based on actual numbers, modeling is not an exact science, and as such provides robust but indicative figures. The figures provided are not intended to be taken as targets for local authorities to provide or enable provision. Any such targets are a matter for local policy makers.

2.9 The approach taken in this Assessment is to focus precisely on the numbers of pitches assessed as being needed. The GTAA 2006 and Gypsy and Travellers Joint Strategic needs Assessment (JSNA) 2010 both considered other issues. See Appendix 1 for more details

2.10 Reference is made to other documents where appropriate.

3 Policy context and strategic fit

3.1 This Assessment fits within the context, guidance and local strategies outlined briefly below. Links are provided to the source documents should further detail be needed, however a brief summary of the most relevant of these documents is provided to outline the context within which the Assessment has been carried out. Further details of how this GTANA links in with these documents is shown in Appendix 1 at 12.1 & 12.2

3.1 National and historic context

- **The Caravan Sites Act 1968** placed a statutory duty on local authorities to 'provide adequate accommodation for Gypsies residing in their area'.
- **The Criminal Justice and Public Order Act 1994** abolished that statutory duty, put measures in place to allow Gypsies and Travellers to provide their own private sites more easily within the planning process, and specified where Gypsies and Travellers can legally park trailers and vehicles. Following this Act, Gypsies and Travellers often set up sites on their own land without planning permission.
- **The Housing Act 2004** placed a duty on local housing authorities to carry out an assessment of accommodation needs of Gypsies and Travellers 'residing in or resorting to their district'.
- The DCLG consultation document: **Planning for Traveller Sites, April 2011**⁵, Requires local authorities to set local targets which address the likely permanent and transit site accommodation needs of Travellers in the light of historical demand. Whilst regional targets are being removed, a duty to assess the needs of the Gypsy and Traveller communities remains.

3.2 Other guidance

- **Planning Policy Statement 3 (PPS3) Housing** DCLG, June 2011⁶ requires that a Strategic Housing Market Assessment should provide an evidence base, including the need to consider "future demographic trends and identify the accommodation requirements of specific groups such as...Gypsies and Travellers".
- **Strategic Housing Market Assessment (SHMA) Guidance**, DCLG, 2007⁷ includes the need to identify the accommodation requirements of Gypsy and Traveller communities, and recommends working with local authority Gypsy and Traveller teams.
- **Gypsy and Traveller Accommodation Needs Assessments Guidance**, DCLG, October 2007⁸ suggests using existing data and information, but also recommends conducting a specialist survey and/or qualitative research to obtain further more detailed information.
- **Draft National Planning Policy Framework**, DCLG, July 2011⁹ replaces existing, more detailed national planning guidance with a broad framework. The draft Framework does not mention Gypsies and Travellers specifically; however

⁵ <http://www.communities.gov.uk/publications/planningandbuilding/travellersitesconsultation>

⁶ <http://www.communities.gov.uk/documents/planningandbuilding/pdf/planningpolicystatement3.pdf>

⁷ <http://www.communities.gov.uk/publications/planningandbuilding/strategichousingmarket>

⁸ <http://www.communities.gov.uk/publications/housing/accommodationassessments>

⁹ <http://www.communities.gov.uk/publications/planningandbuilding/draftframework>

there is a plan to merge Planning for Traveller Sites, following separate consultation, into this National Planning Policy Framework.

3.3 Other local assessments and strategies

- Authorities in the study area have a history of researching and consulting on the needs of local Gypsy and Traveller communities. These key documents relate directly to this GTANA:
 - Cambridge sub-region Traveller Needs Assessment, 2006¹⁰
 - Cambridgeshire Joint Strategic Needs Assessment – Cambridgeshire Travellers 2010¹¹
 - Suffolk Gypsy and Traveller Strategy 2009-2011¹²
 - Cambridgeshire Horizons New Provision Project (September 2008). Aimed to: develop criteria to identify potential locations for Gypsy and Traveller sites; collate data on County-owned land; and devise a process on how the suggested criteria could be applied to these locations, and others in future¹³
- Taken together, these strategies emphasise the need for accommodation for Gypsies and Travellers, and support production of a robust accommodation needs assessment to support local decision-making, to be updated on a regular basis.

¹⁰

<http://www.cambridgeshire.gov.uk/business/research/populationresearch/population/travellersresearch/Travellersresearch.htm>

¹¹ <http://www.cambridgeshirejsna.org.uk/travellers/travellers>

¹² <http://www.suffolk.gov.uk/LeisureAndCulture/CommunityCohesion/GypsiesandTravellers.htm>

¹³

http://www.cambridgeshirehorizons.co.uk/documents/crhb/publications/horizons_new_provision_project.pdf

4 Need for Gypsy and Traveller permanent provision: methodology

- 4.1 The GTANA uses a population-based model rather than new primary research; using information from existing local primary and secondary sources, including the number of young people of family forming age, and unauthorized caravans recorded in the caravan counts. Data sources are discussed further under 4.8. Reasons for the decision not to repeat primary research are given in Appendix 1.
- 4.2 Needs for Transit/ Emergency Stopping Places for Gypsies and Travellers and permanent provision for Travelling Showpeople provision are dealt with separately in sections 7 and 8.
- 4.3 The amount and coverage of data available varies by local authority. It would be useful for future GTANAs and for other work for the quality and consistency of data to be improved. This is in line with a recommendation in the Cambridgeshire JSNA on Gypsies and Travellers¹⁴.
- 4.4 The population model used works by:
- Taking counted numbers of unauthorized caravans from the twice-yearly caravan counts and adjusting them for temporary visitors for seasonal work and other reasons.
 - Taking account of overcrowding.
 - Taking account of moves into and out of houses.
 - Recording caravans on existing long term tolerated sites.
 - Recording existing temporary planning permissions.
 - Taking counted numbers of young people of family forming age to give a figure for newly forming households, then adjusting that figure to take account of moves into houses and on to existing family pitches.
 - Taking account of turnover of pitches.
- 4.5 It does not include specific mortality figures. Travellers Liaison Officers advise that it is almost unknown for a death on a pitch to result in a vacant pitch as other members of the same family will be living on that pitch. Some deaths may free space for a newly formed family to move on to the family pitch. That scenario is included in the figures relating to newly forming families.
- 4.6 A summary of the methodology is included below at Table 3. The multipliers referred to are detailed in Tables 4, 5 and 6.

¹⁴ JSNA – Cambridgeshire Travellers 2010, recommendation 2 p12

Table 3. Summary of methodology

Stage	Description	Notes, assumptions and adjustments
Main pitch and caravan needs assessment - Gypsies and Travellers (2011)		
Step a	Supply	
a1	Supply	Average number of caravans in the previous two caravan counts (July 2010 and January 2011) excluding unauthorised not tolerated
a2	<i>Of this supply, number tolerated</i>	<i>Average number of caravans in the previous two caravan counts (for information only).</i>
a3	Turnover – the number of pitches becoming vacant each year	Based on local planning and TLO data: for 2011 – 2016, usually 4% of all pitches are assumed to become vacant through turnover each year. In King's Lynn and West Norfolk a turnover rate of 3.5% is applied using local turnover rates. 4% is a conservative estimate. Other studies can be as high as 12% with 8% often used. However, some studies show lower rates. The basis of turnover rates is: actual numbers of pitches becoming vacant in South Cambridgeshire; moves into houses; newly forming households moving on to a family pitch, and TLOs advice of very low rates of turnover across the board.
Step b	Current need (backlog) - caravan counts and temporary permissions	
b1	Net local need (unauthorised caeravans)	Number of unauthorised caravans, adjusted in all authorities to show local need only. The figure is based on the difference between the January and July counts of unauthorised caravans and TLO evidence. The number of unauthorised caravans requiring a permanent pitch is reduced by 40% to take account of systematic high figures in both the January and July caravan counts for visiting Gypsies and Travellers and those in temporary employment (basis: TLO knowledge of Gypsy and Traveller culture).
b2	Net local need from unauthorised (pitches)	= Number of unauthorised caravans (b1) divided by local multiplier shown in Table 4
b3	Temporary permissions (caravans)	Average of previous 2 caravan counts temporary permissions
b4	Temporary permissions (pitches)	= Number of temporary permissions (b3) divided by local multiplier
Step c	Current need (backlog) – Overcrowding	

Stage	Description	Notes, assumptions and adjustments
c1	Overcrowding (number of caravans)	2% of social housing pitches are assumed to be overcrowded and requiring additional pitches. This is based on the Cambridge area 2006 GTAA along with local TLO evidence. The 2006 GTAA used a figure of 10% overcrowding, which is considered too high when considered against local evidence from TLOs. Using 2% lowers the level of overcrowding and therefore total need.
c2	Overcrowding (number of pitches)	= Overcrowding (d1) divided by local multiplier shown in Table 4
Step d	Current need calculation (backlog)	
d1	Current need (caravans)	= Net local need (b1) plus temporary permissions (b3) plus overcrowding (c1) ALL EXPRESSED AS NUMBER OF CARAVANS
d2	Current need (pitches)	= Net local need (b2) plus temporary permissions (b4) plus overcrowding (c2) ALL EXPRESSED AS NUMBER OF PITCHES
Near future need 2011 – 2016		
Step e	2011-2016 family, pitch and caravan calculation	
e1	Newly forming households annual 2011 to 2016) (caravans)	Newly forming families: Based on local Education data which provides the actual number of young people of family forming age (whether or not attending school). Where local data was not available, School Census data is used instead and triangulated against local data for similar authorities. (School Census data does not count those not attending school.) This number of young people is divided by 2 to give a number of potential new families per year. It is assumed that the number of individuals marrying and moving out of the area balances the number moving into the area. Three reductions to that figure are made: <ul style="list-style-type: none"> • A reduction of 10% of young people not forming a family. • A reduction of 10% of newly forming households moving into houses rather than requiring a pitch.

Stage	Description	Notes, assumptions and adjustments
e2	Newly forming households annual 2011 to 2016 (pitches)	= Newly forming households (e1) times local multiplier see assumptions below this table
Longer term need 2016 – 2021		
Step f	2016-2021 family, pitch and caravan calculation	
f1	Newly forming households annual 2016 to 2021 (caravans)	Actual number of young people from the relevant age cohort whether or not attending school, based on education service data, or those attending school from School Census data
f2	Newly forming households annual 2016 to 2021 (pitches)	= Newly forming households (f1) times local multiplier see assumptions below this table
Pitches per year		
Step g	Pitches per year 2011 to 2016	
g1	Base - current need 2011	= Current need pitches (d2)
g2	Average annual provision to meet backlog over agreed period	= Current need pitches divided by 5
g3	Annual need 2011 to 2016 (newly forming households)	= Newly forming households (annual 2011 - 2016) – pitches (e2)
g4	Average supply from turnover	= Turnover (a3)
g5	Total Annual Need 2011 – 2016	= Current need (g2) plus newly forming households (pitches) (g3) minus turnover (g4)
g6	Total Need 2011 to 2016 (all 5 years)	= Total annual need (g5) times 5
Step h	Pitches per year 2016 to 2021	
h1	Future need 2016 to 2021 (Newly forming households)	= Newly forming households (pitches) (f2)
h2	Average supply from turnover	= Average supply from turnover at the same rate as for 2011 – 2016, assuming: <ul style="list-style-type: none"> Pitches provided 2011 - 2016 will be not make a significant difference to the turnover.
h3	Total Annual Need 2016 to 2021	= Future need 2016 – 2021 (Newly forming households) (h1) minus Average supply from turnover (h2)
h4	Total Need 2016 to 2021 (all 5 years)	= Total Annual need 2016 – 2021 (h3) times 5
Step i	Pitches per year 2021 – 2026 (Projected)	
i1	Future need 2021 to 2026 (newly forming households)	= Newly forming households (pitches) from the relevant age cohort from TES or School Census data, depending on data available for the district
i2	Average supply from turnover (subtract from total)	= Average supply from turnover at the same rate as for 2011 – 2016, assuming: <ul style="list-style-type: none"> Pitches provided 2011 - 2021 will be not make a significant difference to the turnover.

Stage	Description	Notes, assumptions and adjustments
i3	Total Annual Need 2021 to 2026	= Future need 2021 – 2026 (Newly forming households) (i1) minus Average supply from turnover (i2)
i4	Total Need 2021 to 2026 (all 5 years)	= Total Annual need 2021 – 2026 (i3) times 5
Step j	Pitches per year 2026 – 2031 (Projected)	
j1	Future need 2026 to 2031 (newly forming households)	= Newly forming households (caravans) calculated from the trend from all age cohorts from TES data or School Census data, depending on data available for the district
j2	Average supply from turnover (subtract from total)	= Average supply from turnover at the same rate as for 2011 – 2016, assuming: <ul style="list-style-type: none"> • Pitches provided 2011 - 2026 will be not make a significant difference to the turnover.
j3	Total Annual Need 2026 to 2031	= Future need 2026 – 2031 (Newly forming households) (j1) minus Average supply from turnover (j2)
j4	Total Need 2026 to 2031 (all 5 years)	= Total Annual need 2026 – 2031 (j3) times 5

4.7 Multipliers, assumptions and adjustments

Assumptions behind the multipliers used to calculate the number of caravans per pitch in the calculation

- **Current need**, this is based on local data and discussions with Travellers Liaison Officers (TLOs). The figure used is an actual figure from the local data in authorities or 2.0 caravans per pitch. Using a figure of 2.0 gives a realistic view of the number of pitches required. Using a lower figure would overestimate the number of pitches required and lead to pitches which may not be viable because of being too small.
- **Current need – unauthorized pitches**, this is based on local data and discussions with Travellers Liaison Officers (TLO). The figure used is the actual figure from the local data in authorities where that figure is above 2.0 caravans per family. Where the actual figure is below 2.0, the figure of 2.0 is used. Using a figure of at least 2.0 gives a more realistic view of the number of the number of pitches based on the caravan counts. Using a lower figure would overestimate the number of pitches.
- **Future need**, a figure of 2.0 caravans per pitch is used across the board. This is based on advice from TLOs and will help to avoid overcrowding on future pitches.
- **Future need for newly forming families**, a figure of 1.0 caravan per family and 1.0 pitch per family is used. This happens to equal 1 caravan per pitch. The rationale is that a newly forming family that requires a pitch will generally consist of a couple without children, who will need one caravan. Gypsies and Travellers do not usually share pitches, therefore they will need a pitch for that caravan. The GTANA makes no comment on pitch sizes, but on TLO advice and the fact that their families are likely to grow, it would be sensible to provide pitches large enough for 2 caravans.

Table 4. Multipliers for conversion of caravans to number of pitches

		Conversion multiplier	Notes and sources
Cambridge	Unauthorised pitches	2.0	TLO advice – unauthorised pitches
	Temporary permissions	1.8	Aggregated local Cambridgeshire data giving caravans to pitch ratio on all sites
	Moves from houses	1.8	Aggregated local Cambridgeshire data giving caravans to pitch ratio on all sites
East Cambridgeshire	Unauthorised pitches	2.4	Local data giving caravans to pitch ratio on unauthorised sites
	Temporary permissions	2.0	Local data giving caravans to pitch ratio on all sites
	Moves from houses	2.0	Local data giving caravans to pitch ratio on all sites
Fenland	Unauthorised pitches	2.0	TLO advice – unauthorised pitches
	Temporary permissions	2.0	TLO advice based on local data on caravans to pitch ratio for temporary permissions
	Moves from houses	1.4	Local data giving caravans to pitch ratio on all sites
Forest Heath	Unauthorised pitches	2.3	Aggregated local data giving caravans to pitch ratio on unauthorised sites
	Temporary permissions	1.6	Aggregated local study area data giving caravans to pitch ratio on all sites

	Moves from houses	1.6	Aggregated local study area data giving caravans to pitch ratio on all sites
Huntingdonshire	Unauthorised pitches	2.0	TLO advice – unauthorised pitches
	Temporary permissions	1.3	Local data giving caravans to pitch ratio on all sites
	Moves from houses	1.3	Local data giving caravans to pitch ratio on all sites
King's Lynn and West Norfolk	Unauthorised pitches	2.0	TLO advice – unauthorised pitches
	Temporary permissions	1.5	Local data giving caravans to pitch ratio on all sites
	Moves from houses	1.5	Local data giving caravans to pitch ratio on all sites
Peterborough	Unauthorised pitches	2.3	Aggregated local data giving caravans to pitch ratio on unauthorised sites
	Temporary permissions	1.9	Local data giving caravans to pitch ratio on all sites
	Moves from houses	1.9	Local data giving caravans to pitch ratio on all sites
South Cambridgeshire	Unauthorised pitches	2.0	TLO advice – unauthorised pitches
	Temporary permissions	1.8	Local data giving caravans to pitch ratio on all sites
	Moves from houses	1.8	Aggregated local Cambridgeshire data giving caravans to pitch ratio on all sites

St Edmundsbury	Unauthorised pitches	2.3	Aggregated local data giving caravans to pitch ratio on unauthorised sites
	Temporary permissions	1.6	Aggregated local study area data giving caravans to pitch ratio on all sites
	Moves from houses	1.6	Aggregated local study area data giving caravans to pitch ratio on all sites

4.8 Data sources

This GTANA uses the following sources of secondary data:

- The number of Gypsy and Traveller caravans and type of site on which they are located are recorded by the local authority via the Gypsy and Traveller caravan count.
- From local authority site management records; households, pitch turnover, site waiting lists and movement between site accommodation and bricks and mortar housing or vice versa.
- Information relating to private authorised sites including the number of caravans permitted on each site, whether the planning permission was granted on a permanent or temporary basis.
- Local authority data on unauthorised encampments and unauthorised developments in their area, including the number of caravans and family groups on each site and the up to date position regarding planning applications.
- Planning applications for Gypsy and Traveller caravan sites which have been refused
- Planning permissions which have been granted by the local planning authority over the previous 5 years.
- Additional local authority sources of data about local Gypsy and Traveller populations from Traveller Education Service (TES).
- School Census data.
- Traveller Liaison Officers' (TLOs) records of encampments which are useful in assessing the need for transit provision along with detailed personal knowledge of the communities.

This GTANA also uses the following local (primary) surveys:

- East Cambridgeshire Sub-District Gypsy and Traveller Needs Assessment 2007
- King's Lynn and West Norfolk Gypsy and Traveller Survey 2009
- Cambridge Sub-Region Traveller Needs_Assessment 2006
- Cambridge Area Gypsy and Traveller Accommodation Assessment 2006, which involved a survey of local Gypsies and Travellers carried out during 2005.

4.9 A note on rounding

Rounding of sometimes small numbers can be problematic. Rounding up will inevitably provide larger numbers, and rounding down will produce smaller numbers. The GTANA has to take account of figures such as a need for 1 pitch every three years, which cannot be represented as $1/3$ pitch per year. This leads to minor inconsistencies in the total figures compared to the figures making up that total.

5 Summary of results

- 5.1 Summary results for permanent pitch need for all authorities in the study area are shown in Table 5.
- 5.2 Figures from the RSS and previous GTANA are included in Table 17 and Table 18 for comparison.

Table 5. Summary results: Gypsies and Traveller pitch needs assessment 2011 to 2016 and 2016 to 2021 and 2016 to 2021

	GTANA assessed need 2011 – 2016	GTANA assessed need 2016 – 2021*	GTANA projected need 2021 – 2026	GTANA projected need 2026 – 2031	GTANA Total 2011 – 2021	GTANA Total 2011 – 2031
Cambridge	0	0	1	0	0	1
East Cambridgeshire	10	13	10	5	23	38
Fenland	0	2	0	0	2	2
Forest Heath	8	6	10	6	14	30
Huntingdonshire ¹⁵	17	7	18	11	24	53
Kings Lynn & West Norfolk	8	5	8	2	13	23
Peterborough	10	7	23	13	17	53
South Cambridgeshire ¹⁶	67	5	31	11	72	114
St Edmundsbury	3	3	4	2	6	12
Total	123	48	105	50	171	326

Source: CCC RG 2011

¹⁵ Huntingdonshire calculation includes 16 existing pitches with temporary permission.

¹⁶ South Cambridgeshire calculation includes 65 existing pitches with temporary permission.

6 Results – the GTANA assessment by local authority

- 6.1 The following tables show the Assessment for permanent pitches for Gypsies and Travellers for each of the local authorities in the study area, presented in alphabetical order.
- 6.2 Detailed notes on each stage are included in section 4.6 above, and apply to each district the same. Section 4.6 also includes tables of local data and multipliers used.
- 6.3 The results tables should be read in conjunction with the following notes.
- The final figures for each 5-year period are the most important, the others show the steps along the way to reach those 5-year totals.
 - Totals and sub-totals may not sum exactly due to rounding. This is because the figures are presented as whole numbers for ease of reading.
 - The TES data shows an increasing population of young people reaching a peak in 2021 – 2026, followed by a decrease. This trend occurs across all authorities and is demonstrated in the annual school Census data for authorities in the Cambridge area.
 - The figures are a function of: the size of the existing population; the structure of the existing population, such as there being a smaller or larger number of young people; moves into housing, and; local policies of each authority over the previous few years, such as moving temporary planning permissions to permanent. The interaction between these factors plays out differently for the different authorities across the 5-year periods 2011 - 2031. For example, local authorities with a larger population also have more stock, which can lead to benefits such as more provision available from turnover, leading to a lower overall need for new pitches than might otherwise be expected, while those with a smaller population may have a higher overall need for new pitches than might otherwise be expected.
 - The figures for Cambridge City show the need for 1 pitch in total. This is expressed as a figure of 1 in 2021 to 2026, in line with the bulge in newly forming families.
 - The two Suffolk authorities and Huntingdonshire have a relatively large number of young people for the size of the population, particularly Forest Heath. This leads to a greater need than might otherwise be expected.
 - A large part of the current need in Huntingdonshire and South Cambridgeshire is in temporary permissions.

Turnover and net need

Including turnover in the calculation reduces net need, considerably in some authorities. However, that reduction relies on careful and possibly intense management to ensure that Gypsies and Travellers requiring a pitch can be accommodated suitably on an existing pitch which becomes free. For example, the figures for Fenland do not show no Gypsies and

Travellers will need for pitches, but that with careful management, the required pitches could be delivered through turnover of existing stock, rather than through new pitches.

Table 6. Cambridge City

Stage	Description	Cambridge
Main pitch and caravan needs assessment - Gypsies and Travellers (2011)		
Step a: Supply		
a1	Supply	5
a2	<i>Of these supply, Tolerated (information only)</i>	0
a3	Turnover - number of pitches becoming vacant each year	0
Step b: Current need (backlog) - caravan counts and temporary permissions		
b1	Net local need - unauthorised caravans	0
b2	Net local need from unauthorised – pitches	0
b3	Temporary permissions (Caravans)	0
b4	Temporary permissions (Pitches)	0
Step c: Current need (backlog) – Overcrowding		
c1	Overcrowding - number of caravans	0
c2	Overcrowding - number of pitches	0
Step d: Current need calculation (backlog)		
d1	Current need caravans	0
d2	Current need pitches	0
Near future need 2011 – 2016		
Step e: 2011-2016 family, pitch and caravan calculation		
e1	Newly forming households (annual 2011 - 2016) - Caravans	0
e2	Newly forming households (annual 2011 - 2016) - Pitches	0
Longer term need 2016 – 2021		
Step f: 2016-2021 family, pitch and caravan calculation		
f1	Newly forming households (annual 2016 - 2021) - Caravans	0
f2	Newly forming households (annual 2016 - 2021) - Pitches	0
Pitches per year		
Step g: Pitches per year 2011 to 2016		
g1	Base - current need 2011	0
g2	Average annual provision to meet backlog over agreed period	0
g3	Annual need 2011 - 2016 (newly forming households)	0
g4	Average supply from turnover (subtract from total)	0
g5	Total Annual Need 2011 – 2016	N/A
g6	Total Need 2011 - 2016 (5 years)	0
Step h: Pitches per year 2016 to 2021		
h1	Future need 2016 – 2021 (Newly forming households)	0
h2	Average supply from turnover (subtract from total)	0
h3	Total Annual Need 2016 - 2021	N/A
h4	Total Need 2016 - 2021 (5 years)	0
Step i: Pitches per year 2021 – 2026 (Projected)		
i1	Future need 2021 – 2026 (Newly forming households)	0
i2	Average supply from turnover (subtract from total)	0
i3	Total Annual Need 2021 - 2026	N/A
i4	Total Need 2021 - 2026 (5 years)	1
Step j: Pitches per year 2026 – 2031 (Projected)		
j1	Future need 2026 – 2031 (Newly forming households)	0
j2	Average supply from turnover (subtract from total)	0
j3	Total Annual Need 2026 - 2031	N/A
j4	Total Need 2026 - 2031 (5 years)	0

Source: CCC RG 2011

Table 7. East Cambridgeshire

Stage	Description	East Cambridgeshire
Main pitch and caravan needs assessment - Gypsies and Travellers (2011)		
Step a: Supply		
a1	Supply	142
a2	<i>Of these supply, Tolerated (information only)</i>	8
a3	Turnover - number of pitches becoming vacant each year	2
Step b: Current need (backlog) - caravan counts and temporary permissions		
b1	Net local need - unauthorised caravans	4
b2	Net local need from unauthorised – pitches	2
b3	Temporary permissions (Caravans)	0
b4	Temporary permissions (Pitches)	0
Step c: Current need (backlog) – Overcrowding		
c1	Overcrowding - number of caravans	1
c2	Overcrowding - number of pitches	1
Step d: Current need calculation (backlog)		
d1	Current need caravans	5
d2	Current need pitches	2
Near future need 2011 – 2016		
Step e: 2011-2016 family, pitch and caravan calculation		
e1	Newly forming households (annual 2011 - 2016) - Caravans	4
e2	Newly forming households (annual 2011 - 2016) - Pitches	4
Longer term need 2016 – 2021		
Step f: 2016-2021 family, pitch and caravan calculation		
f1	Newly forming households (annual 2016 - 2021) - Caravans	5
f2	Newly forming households (annual 2016 - 2021) - Pitches	5
Pitches per year		
Step g: Pitches per year 2011 to 2016		
g1	Base - current need 2011	2
g2	Average annual provision to meet backlog over agreed period	0
g3	Annual need 2011 - 2016 (newly forming households)	4
g4	Average supply from turnover (subtract from total)	-2
g5	Total Annual Need 2011 – 2016	2
g6	Total Need 2011 - 2016 (5 years)	10
Step h: Pitches per year 2016 to 2021		
h1	Future need 2016 – 2021 (Newly forming households)	5
h2	Average supply from turnover (subtract from total)	-2
h3	Total Annual Need 2016 - 2021	3
h4	Total Need 2016 - 2021 (5 years)	13
Step i: Pitches per year 2021 – 2026 (Projected)		
i1	Future need 2021 – 2026 (Newly forming households)	4
i2	Average supply from turnover (subtract from total)	-2
i3	Total Annual Need 2021 - 2026	2
i4	Total Need 2021 - 2026 (5 years)	10
Step j: Pitches per year 2026 – 2031 (Projected)		
j1	Future need 2026 – 2031 (Newly forming households)	3
j2	Average supply from turnover (subtract from total)	-2
j3	Total Annual Need 2026 - 2031	1
j4	Total Need 2026 - 2031 (5 years)	5

Source: CCC RG 2011

Table 8. Fenland

Stage	Description	Fenland
Main pitch and caravan needs assessment - Gypsies and Travellers (2011)		
Step a: Supply		
a1	Supply	421
a2	<i>Of these supply, Tolerated (information only)</i>	6
a3	Turnover - number of pitches becoming vacant each year	8
Step b: Current need (backlog) - caravan counts and temporary permissions		
b1	Net local need - unauthorised caravans	21
b2	Net local need from unauthorised – pitches	10
b3	Temporary permissions (Caravans)	4
b4	Temporary permissions (Pitches)	2
Step c: Current need (backlog) – Overcrowding		
c1	Overcrowding - number of caravans	4
c2	Overcrowding - number of pitches	2
Step d: Current need calculation (backlog)		
d1	Current need caravans	28
d2	Current need pitches	14
Near future need 2011 – 2016		
Step e: 2011-2016 family, pitch and caravan calculation		
e1	Newly forming households (annual 2011 - 2016) - Caravans	5
e2	Newly forming households (annual 2011 - 2016) - Pitches	5
Longer term need 2016 – 2021		
Step f: 2016-2021 family, pitch and caravan calculation		
f1	Newly forming households (annual 2016 - 2021) - Caravans	9
f2	Newly forming households (annual 2016 - 2021) - Pitches	9
Pitches per year		
Step g: Pitches per year 2011 to 2016		
g1	Base - current need 2011	14
g2	Average annual provision to meet backlog over agreed period	3
g3	Annual need 2011 - 2016 (newly forming households)	5
g4	Average supply from turnover (subtract from total)	-8
g5	Total Annual Need 2011 – 2016	0
g6	Total Need 2011 - 2016 (5 years)	0
Step h: Pitches per year 2016 to 2021		
h1	Future need 2016 – 2021 (Newly forming households)	9
h2	Average supply from turnover (subtract from total)	-8
h3	Total Annual Need 2016 - 2021	0
h4	Total Need 2016 - 2021 (5 years)	2
Step i: Pitches per year 2021 – 2026 (Projected)		
i1	Future need 2021 – 2026 (Newly forming households)	8
i2	Average supply from turnover (subtract from total)	-8
i3	Total Annual Need 2021 - 2026	0
i4	Total Need 2021 - 2026 (5 years)	0
Step j: Pitches per year 2026 – 2031 (Projected)		
j1	Future need 2026 – 2031 (Newly forming households)	6
j2	Average supply from turnover (subtract from total)	-8
j3	Total Annual Need 2026 - 2031	0
j4	Total Need 2026 - 2031 (5 years)	0

Source: CCC RG 2011

Table 9. Forest Heath

Stage	Description	Forest Heath
Main pitch and caravan needs assessment - Gypsies and Travellers (2011)		
Step a: Supply		
a1	Supply	52
a2	<i>Of these supply, Tolerated (information only)</i>	2
a3	Turnover - number of pitches becoming vacant each year	1
Step b: Current need (backlog) - caravan counts and temporary permissions		
b1	Net local need - unauthorised caravans	0
b2	Net local need from unauthorised – pitches	0
b3	Temporary permissions (Caravans)	0
b4	Temporary permissions (Pitches)	0
Step c: Current need (backlog) – Overcrowding		
c1	Overcrowding - number of caravans	0
c2	Overcrowding - number of pitches	0
Step d: Current need calculation (backlog)		
d1	Current need caravans	0
d2	Current need pitches	0
Near future need 2011 – 2016		
Step e: 2011-2016 family, pitch and caravan calculation		
e1	Newly forming households (annual 2011 - 2016) - Caravans	3
e2	Newly forming households (annual 2011 - 2016) - Pitches	3
Longer term need 2016 – 2021		
Step f: 2016-2021 family, pitch and caravan calculation		
f1	Newly forming households (annual 2016 - 2021) - Caravans	2
f2	Newly forming households (annual 2016 - 2021) - Pitches	2
Pitches per year		
Step g: Pitches per year 2011 to 2016		
g1	Base - current need 2011	0
g2	Average annual provision to meet backlog over agreed period	0
g3	Annual need 2011 - 2016 (newly forming households)	3
g4	Average supply from turnover (subtract from total)	-1
g5	Total Annual Need 2011 – 2016	2
g6	Total Need 2011 - 2016 (5 years)	8
Step h: Pitches per year 2016 to 2021		
h1	Future need 2016 – 2021 (Newly forming households)	2
h2	Average supply from turnover (subtract from total)	-1
h3	Total Annual Need 2016 - 2021	1
h4	Total Need 2016 - 2021 (5 years)	6
Step i: Pitches per year 2021 – 2026 (Projected)		
i1	Future need 2021 – 2026 (Newly forming households)	3
i2	Average supply from turnover (subtract from total)	-1
i3	Total Annual Need 2021 - 2026	2
i4	Total Need 2021 - 2026 (5 years)	10
Step j: Pitches per year 2026 – 2031 (Projected)		
j1	Future need 2026 – 2031 (Newly forming households)	2
j2	Average supply from turnover (subtract from total)	-1
j3	Total Annual Need 2026 - 2031	1
j4	Total Need 2026 - 2031 (5 years)	6

Source: CCC RG 2011

Table 10. Huntingdonshire

Stage	Description	Huntingdonshire
Main pitch and caravan needs assessment - Gypsies and Travellers (2011)		
Step a: Supply		
a1	Supply	75
a2	<i>Of these supply, Tolerated (information only)</i>	15
a3	Turnover - number of pitches becoming vacant each year	2
Step b: Current need (backlog) - caravan counts and temporary permissions		
b1	Net local need - unauthorised caravans	0
b2	Net local need from unauthorised – pitches	0
b3	Temporary permissions (Caravans)	21
b4	Temporary permissions (Pitches)	16
Step c: Current need (backlog) – Overcrowding		
c1	Overcrowding - number of caravans	1
c2	Overcrowding - number of pitches	0
Step d: Current need calculation (backlog)		
d1	Current need caravans	22
d2	Current need pitches	16
Near future need 2011 – 2016		
Step e: 2011-2016 family, pitch and caravan calculation		
e1	Newly forming households (annual 2011 - 2016) - Caravans	2
e2	Newly forming households (annual 2011 - 2016) - Pitches	2
Longer term need 2016 – 2021		
Step f: 2016-2021 family, pitch and caravan calculation		
f1	Newly forming households (annual 2016 - 2021) - Caravans	3
f2	Newly forming households (annual 2016 - 2021) - Pitches	3
Pitches per year		
Step g: Pitches per year 2011 to 2016		
g1	Base - current need 2011	16
g2	Average annual provision to meet backlog over agreed period	3
g3	Annual need 2011 - 2016 (newly forming households)	2
g4	Average supply from turnover (subtract from total)	-2
g5	Total Annual Need 2011 – 2016	3
g6	Total Need 2011 - 2016 (5 years)	17
Step h: Pitches per year 2016 to 2021		
h1	Future need 2016 – 2021 (Newly forming households)	3
h2	Average supply from turnover (subtract from total)	-2
h3	Total Annual Need 2016 - 2021	1
h4	Total Need 2016 - 2021 (5 years)	7
Step i: Pitches per year 2021 – 2026 (Projected)		
i1	Future need 2021 – 2026 (Newly forming households)	5
i2	Average supply from turnover (subtract from total)	-2
i3	Total Annual Need 2021 - 2026	4
i4	Total Need 2021 - 2026 (5 years)	18
Step j: Pitches per year 2026 – 2031 (Projected)		
j1	Future need 2026 – 2031 (Newly forming households)	4
j2	Average supply from turnover (subtract from total)	-2
j3	Total Annual Need 2026 - 2031	2
j4	Total Need 2026 - 2031 (5 years)	11

Source: CCC RG 2011

Table 11. King's Lynn and West Norfolk

Stage	Description	King's Lynn and West Norfolk
Main pitch and caravan needs assessment - Gypsies and Travellers (2011)		
Step a: Supply		
a1	Supply	166
a2	<i>Of these supply, Tolerated (information only)</i>	12
a3	Turnover - number of pitches becoming vacant each year	3
Step b: Current need (backlog) - caravan counts and temporary permissions		
b1	Net local need - unauthorised caravans	12
b2	Net local need from unauthorised – pitches	6
b3	Temporary permissions (Caravans)	0
b4	Temporary permissions (Pitches)	0
Step c: Current need (backlog) – Overcrowding		
c1	Overcrowding - number of caravans	1
c2	Overcrowding - number of pitches	0
Step d: Current need calculation (backlog)		
d1	Current need caravans	13
d2	Current need pitches	7
Near future need 2011 – 2016		
Step e: 2011-2016 family, pitch and caravan calculation		
e1	Newly forming households (annual 2011 - 2016) - Caravans	3
e2	Newly forming households (annual 2011 - 2016) - Pitches	3
Longer term need 2016 – 2021		
Step f: 2016-2021 family, pitch and caravan calculation		
f1	Newly forming households (annual 2016 - 2021) - Caravans	4
f2	Newly forming households (annual 2016 - 2021) - Pitches	4
Pitches per year		
Step g: Pitches per year 2011 to 2016		
g1	Base - current need 2011	7
g2	Average annual provision to meet backlog over agreed period	1
g3	Annual need 2011 - 2016 (newly forming households)	3
g4	Average supply from turnover (subtract from total)	-3
g5	Total Annual Need 2011 – 2016	1
g6	Total Need 2011 - 2016 (5 years)	8
Step h: Pitches per year 2016 to 2021		
h1	Future need 2016 – 2021 (Newly forming households)	4
h2	Average supply from turnover (subtract from total)	-3
h3	Total Annual Need 2016 - 2021	1
h4	Total Need 2016 - 2021 (5 years)	5
Step i: Pitches per year 2021 – 2026 (Projected)		
i1	Future need 2021 – 2026 (Newly forming households)	4
i2	Average supply from turnover (subtract from total)	-3
i3	Total Annual Need 2021 - 2026	2
i4	Total Need 2021 - 2026 (5 years)	8
Step j: Pitches per year 2026 – 2031 (Projected)		
j1	Future need 2026 – 2031 (Newly forming households)	3
j2	Average supply from turnover (subtract from total)	-3
j3	Total Annual Need 2026 - 2031	0
j4	Total Need 2026 - 2031 (5 years)	2

Source: CCC RG 2011

Table 12. Peterborough

Stage	Description	Peterborough
Main pitch and caravan needs assessment - Gypsies and Travellers (2011)		
Step a: Supply		
a1	Supply	182
a2	<i>Of these supply, Tolerated (information only)</i>	2
a3	Turnover - number of pitches becoming vacant each year	3
Step b: Current need (backlog) - caravan counts and temporary permissions		
b1	Net local need - unauthorised caravans	8
b2	Net local need from unauthorised – pitches	4
b3	Temporary permissions (Caravans)	13
b4	Temporary permissions (Pitches)	7
Step c: Current need (backlog) – Overcrowding		
c1	Overcrowding - number of caravans	2
c2	Overcrowding - number of pitches	1
Step d: Current need calculation (backlog)		
d1	Current need caravans	24
d2	Current need pitches	12
Near future need 2011 – 2016		
Step e: 2011-2016 family, pitch and caravan calculation		
e1	Newly forming households (annual 2011 - 2016) - Caravans	3
e2	Newly forming households (annual 2011 - 2016) - Pitches	3
Longer term need 2016 – 2021		
Step f: 2016-2021 family, pitch and caravan calculation		
f1	Newly forming households (annual 2016 - 2021) - Caravans	5
f2	Newly forming households (annual 2016 - 2021) - Pitches	5
Pitches per year		
Step g: Pitches per year 2011 to 2016		
g1	Base - current need 2011	12
g2	Average annual provision to meet backlog over agreed period	2
g3	Annual need 2011 - 2016 (newly forming households)	3
g4	Average supply from turnover (subtract from total)	-3
g5	Total Annual Need 2011 – 2016	2
g6	Total Need 2011 - 2016 (5 years)	10
Step h: Pitches per year 2016 to 2021		
h1	Future need 2016 – 2021 (Newly forming households)	5
h2	Average supply from turnover (subtract from total)	-3
h3	Total Annual Need 2016 - 2021	1
h4	Total Need 2016 - 2021 (5 years)	7
Step i: Pitches per year 2021 – 2026 (Projected)		
i1	Future need 2021 – 2026 (Newly forming households)	8
i2	Average supply from turnover (subtract from total)	-3
i3	Total Annual Need 2021 - 2026	5
i4	Total Need 2021 - 2026 (5 years)	23
Step j: Pitches per year 2026 – 2031 (Projected)		
j1	Future need 2026 – 2031 (Newly forming households)	6
j2	Average supply from turnover (subtract from total)	-3
j3	Total Annual Need 2026 - 2031	3
j4	Total Need 2026 - 2031 (5 years)	13

Source: CCC RG 2011

Table 13. South Cambridgeshire

Stage	Description	South Cambridgeshire
Main pitch and caravan needs assessment - Gypsies and Travellers (2011)		
Step a: Supply		
a1	Supply	489
a2	<i>Of these supply, Tolerated (information only)</i>	0
a3	Turnover - number of pitches becoming vacant each year	10
Step b: Current need (backlog) - caravan counts and temporary permissions		
b1	Net local need - unauthorised caravans	8
b2	Net local need from unauthorised – pitches	4
b3	Temporary permissions (Caravans)	119
b4	Temporary permissions (Pitches)	65
Step c: Current need (backlog) – Overcrowding		
c1	Overcrowding - number of caravans	1
c2	Overcrowding - number of pitches	1
Step d: Current need calculation (backlog)		
d1	Current need caravans	128
d2	Current need pitches	69
Near future need 2011 – 2016		
Step e: 2011-2016 family, pitch and caravan calculation		
e1	Newly forming households (annual 2011 - 2016) - Caravans	9
e2	Newly forming households (annual 2011 - 2016) - Pitches	9
Longer term need 2016 – 2021		
Step f: 2016-2021 family, pitch and caravan calculation		
f1	Newly forming households (annual 2016 - 2021) - Caravans	11
f2	Newly forming households (annual 2016 - 2021) - Pitches	11
Pitches per year		
Step g: Pitches per year 2011 to 2016		
g1	Base - current need 2011	69
g2	Average annual provision to meet backlog over agreed period	14
g3	Annual need 2011 - 2016 (newly forming households)	9
g4	Average supply from turnover (subtract from total)	-10
g5	Total Annual Need 2011 – 2016	13
g6	Total Need 2011 - 2016 (5 years)	67
Step h: Pitches per year 2016 to 2021		
h1	Future need 2016 – 2021 (Newly forming households)	11
h2	Average supply from turnover (subtract from total)	-10
h3	Total Annual Need 2016 - 2021	1
h4	Total Need 2016 - 2021 (5 years)	5
Step i: Pitches per year 2021 – 2026 (Projected)		
i1	Future need 2021 – 2026 (Newly forming households)	16
i2	Average supply from turnover (subtract from total)	-10
i3	Total Annual Need 2021 - 2026	6
i4	Total Need 2021 - 2026 (5 years)	31
Step j: Pitches per year 2026 – 2031 (Projected)		
j1	Future need 2026 – 2031 (Newly forming households)	12
j2	Average supply from turnover (subtract from total)	-10
j3	Total Annual Need 2026 - 2031	2
j4	Total Need 2026 - 2031 (5 years)	11

Source: CCC RG 2011

Table 14. St Edmundsbury

Stage	Description	St Edmundsbury
Main pitch and caravan needs assessment - Gypsies and Travellers (2011)		
Step a: Supply		
a1	Supply	19
a2	<i>Of these supply, Tolerated (information only)</i>	12
a3	Turnover - number of pitches becoming vacant each year	0
Step b: Current need (backlog) - caravan counts and temporary permissions		
b1	Net local need - unauthorised caravans	0
b2	Net local need from unauthorised – pitches	0
b3	Temporary permissions (Caravans)	0
b4	Temporary permissions (Pitches)	0
Step c: Current need (backlog) – Overcrowding		
c1	Overcrowding - number of caravans	0
c2	Overcrowding - number of pitches	0
Step d: Current need calculation (backlog)		
d1	Current need caravans	0
d2	Current need pitches	0
Near future need 2011 – 2016		
Step e: 2011-2016 family, pitch and caravan calculation		
e1	Newly forming households (annual 2011 - 2016) - Caravans	1
e2	Newly forming households (annual 2011 - 2016) - Pitches	1
Longer term need 2016 – 2021		
Step f: 2016-2021 family, pitch and caravan calculation		
f1	Newly forming households (annual 2016 - 2021) - Caravans	1
f2	Newly forming households (annual 2016 - 2021) - Pitches	1
Pitches per year		
Step g: Pitches per year 2011 to 2016		
g1	Base - current need 2011	0
g2	Average annual provision to meet backlog over agreed period	0
g3	Annual need 2011 - 2016 (newly forming households)	1
g4	Average supply from turnover (subtract from total)	0
g5	Total Annual Need 2011 – 2016	1
g6	Total Need 2011 - 2016 (5 years)	3
Step h: Pitches per year 2016 to 2021		
h1	Future need 2016 – 2021 (Newly forming households)	1
h2	Average supply from turnover (subtract from total)	0
h3	Total Annual Need 2016 - 2021	1
h4	Total Need 2016 - 2021 (5 years)	3
Step i: Pitches per year 2021 – 2026 (Projected)		
i1	Future need 2021 – 2026 (Newly forming households)	1
i2	Average supply from turnover (subtract from total)	0
i3	Total Annual Need 2021 - 2026	1
i4	Total Need 2021 - 2026 (5 years)	4
Step j: Pitches per year 2026 – 2031 (Projected)		
j1	Future need 2026 – 2031 (Newly forming households)	1
j2	Average supply from turnover (subtract from total)	0
j3	Total Annual Need 2026 - 2031	0
j4	Total Need 2026 - 2031 (5 years)	2

Source: CCC RG 2011

7 Transit or emergency stopping places

- 7.1 The evidence from recorded short-term unauthorised encampments and other sources, whilst patchy, demonstrates some demand for transit or emergency stopping places. However, it is not possible to determine a precise amount of demand in any one local authority area. This is because of travel routes through the Cambridge area, where the same caravans may stop in different local authority areas at different times. Therefore, a well-placed transit site within one local authority may serve the needs of two or more local authorities. Travellers Liaison Officers advise that current thinking is towards providing more emergency stopping places rather than transit pitches. For definitions of terms, please see the Glossary, section 11.
- 7.2 Table 15 shows the number of caravans on short-term unauthorised encampments in the local authorities where data was provided.

Table 15. Short-term unauthorised encampments

Local authority	Average number - individual caravans over time	Smallest number individual caravans	Largest number individual caravans	Notes
Cambridge City	4	3	5	Between 2007-2009: one encampment recorded. 2010: a single group of between 3 and 5 caravans camped in the city in 3 separate locations No encampments recorded in the July 2010 count.
East Cambridgeshire	8	2	32	From East Cambridgeshire survey - unauthorised April 05 - April 06
Fenland	3	3	3	Short-term unauthorised encampments - 1 in February 2011 with 3 caravans and the family were able to be given a pitch on a LA site when one became available.
Huntingdonshire	2	1	3	Data for April 2010 – March 2011, but all 4 roadside encampments were in the period Oct-Dec 2010f
Kings Lynn and West Norfolk	6		6	The maximum number of caravans in short-term unauthorised encampments at any one time
Peterborough	7		22	From TLO

Source: Local authority data

- 7.3 Short-term unauthorised encampments have occurred in the other authorities in the study area, but are not shown in Table 15 because of data not being available. Local authorities do not currently collect data on unauthorised encampments in a consistent way, which makes it difficult to assess the overall level of need across the study area. This is an area where data collection could be improved.
- 7.4 It should be noted that the average excludes repeat visits, so the same set of caravans returning three or four times would only be included once in calculating the average
- 7.5 Planning for transit sites or emergency stopping places needs to take account of the number of caravans at any one time alongside the rate of re-occurrence, particularly for larger numbers of caravans. For example, the largest short-term unauthorised encampments in East Cambridgeshire – 32 caravans – is an unusual occurrence which cannot be planned for as it is not feasible to provide a transit site for 32 caravans which would be empty for the vast majority of the time. The second largest short-term unauthorised encampments in East Cambridgeshire was of 4 caravans and this is a more realistic figure to plan for.

Transit provision

- 7.6 CLG Caravan Counts (July 2010 and January 2011) identify existing provision for 9 transit pitches and 2 emergency stopping places within the study area. There is a transit site at Wisbech St Mary, in Fenland and emergency stopping places at Meadow Road, Willingham in South Cambridgeshire.

Other evidence

- 7.7 The King's Lynn and West Norfolk survey asked where Gypsies and Travellers would expect to stay for event such as weddings for 2 to 3 weeks. Most would expect to double up with relatives, go on commercial caravan sites, use hotels or other places rather than existing transit sites. However, 54% said there was a need for more transit pitches, plus a further 21% who said there was, but not in the south of the borough.
- 7.8 These results suggest that many visiting Gypsies and Travellers use practical and legal methods to avoid camping on the roadside or other short-term unauthorised encampments. Though greater provision would be welcomed, it is by no means clear that such provision would be used.

8 Travelling Showmen or Showpeople (TSP)

- 8.1 The Needs Assessment for Travelling Showpeople was calculated using a simpler version of the methodology described for permanent pitches for Gypsies and Travellers. The results of this simplified methodology were moderated as shown in Appendix 2.
- 8.2 The model used for Gypsies and Travellers can only be applied in a limited way to Travelling Showpeople in the study area, because of the small number of people involved and a shortage of available data.
- 8.3 Steps a, b and e in Table 3 have been used based on the following data for Travelling Showpeople:
- Local authority planning data of authorized and unauthorized pitches
 - Showmens Guild figures provided for the Regional Spatial Strategy Examination in Public (2008)
 - The two above allow a calculation of backlog of need.
 - Traveller Education Service data on young people of family forming age, allowing natural growth to be calculated.
- 8.4 Once the calculation provided needs figures for TSPs, Traveller Liaison Officers from each district were asked to apply their local knowledge to the figures, resulting in the figures provided in Table 16.
- 8.5 These figures are indicative, owing to the limited amount of information available on which to carry out the assessment.
- 8.6 Future need is mainly through natural growth and there is unlikely to be an identifiable backlog of need.
- 8.7 It is often useful to consider the accommodation needs of TSP in terms of 'plots' alongside or instead of pitches: a plot has space for living accommodation and storage of equipment, which can be very large. However, as the overall GTANA uses the term 'pitches', the same term is used for TSP. A pitch can be thought of as a plot.
- 8.8 It is not feasible to assess longer term need for Travelling Showpeople beyond 2016 because of the small numbers involved.

Table 16. Travelling Showpeople indicative needs assessment

	Total 2011 – 2016
Cambridge	0
East Cambridgeshire	4
Fenland	2
Forest Heath	2
Huntingdonshire	0
Kings Lynn & West Norfolk	3
Peterborough	5
South Cambridgeshire	4
St Edmundsbury	1

Source: CCC RG 2011

8.9 The Travelling Showmen's Guild advise the following which are directly relevant to this and future GTANAs:

- Travelling Showpeople are generally able to provide for their own accommodation needs, such as raising finance to buy sites.
- They do not identify as being Gypsies/Travellers and are usually not perceived as Gypsies/Travellers by the settled community. They often inhabit small sites, in terms of numbers of people, without large concentrations of population around single villages.

8.10 There is far less evidence available about the accommodation needs of Travelling Showpeople within the study area than there is for Gypsies and Travellers. It is recommended that a small piece of primary research, either a small survey or some qualitative work, be carried out to provide a more accurate assessment of needs. It could also provide information about how local authorities could best work with this group to address their own accommodation needs.

9 Recommendations for future research

- 9.1 Carry out a survey or qualitative work with Travelling Showpeople. There is far less information available about Travelling Showpeople than there is for Gypsies and Travellers and, in line with the evidence from the Showmen's Guild, a small piece of primary research, either a small survey or qualitative work, would help to improve data as well as provide information about how local authorities could best work with this group to help them to meet their accommodation needs.
- 9.2 Re-run the GTANA model annually, importing updated information, and review and re-publish every 5 years. The annual update would be minimal and for monitoring purposes. The 5-year review would be a full refresh of the GTANA.
- 9.3 Improve data collection and ethnic monitoring carried out by agencies across the county, (as also recommended in the Cambridgeshire JSNA on Gypsies and Travellers, 2010). Examples of possible improvements include data on the number of pitches, the number families on sites and the number of short-term unauthorised encampments.

10 References

- RSS Review
- East Cambridgeshire Sub-District Gypsy and Traveller Needs Assessment 2007
- King's Lynn and West Norfolk Gypsy and Traveller Survey 2009
- Suffolk Gypsy and Traveller Strategy 2009 – 2011
- DCLG Circular0407, Planning for Travelling Showpeople 2007
- DCLG Consultation documents: Planning for Traveller Sites April 2011
- Tribal Consulting in partnership with East Nottinghamshire Traveller Association (ENTA), 2007: 'Gypsy and Traveller accommodation needs assessment for the Nottinghamshire local authorities'
- Accommodation for Gypsies and Travellers and Travelling Showpeople in the East of England A Revision to the Regional Spatial Strategy (RSS) for the East of England, Go-East, July 2009
- Gypsy and Traveller Accommodation Needs Assessments Guidance, Department of Communities and Local Government, October 2007
- Cambridge Sub-Region Traveller Needs Assessment, May 2006
- Cambridgeshire Travellers Joint Strategic Needs Assessment, Cambridgeshire County Council and Cambridgeshire NHS Primary Care Trust, 2010
- Needs of Travelling Showpeople in the Region, The Showmen's Guild of GB, 15 September 2008
- DCLG Circular 04/07, Planning for Travelling Showpeople, August 2007
- DCLG Consultation document: Planning for Traveller Sites, April 2011
- ODPM Circular 01/2006, Planning for Gypsy and Traveller Caravan Sites, February 2006
- Planning Policy Statement 3 – Housing, June 2010
- Strategic Housing Market Assessments: Practice Guidance, CLG, August 2007

11 Glossary

Abbreviations

CBL	Choice Based Lettings
CLG or DCLG	(Department of) Communities and Local Government
EERA	East of England Regional Assembly, now known as the East of England Local Government Association
GTAA	Gypsy and Traveller Accommodation Assessment (refers to the Cambridge Sub-Region Traveller Needs Assessment, May 2006)
GTANA	Gypsy and Traveller Accommodation Needs Assessment, 2011
JSNA	Joint Strategic Needs Assessment
KL&WN	King's Lynn and West Norfolk Borough Council
KS1	Key Stage 1 (children aged 5 to 7)
KS2	Key Stage 2 (children aged 7 to 11)
KS3	Key Stage 3 (children aged 11 to 14)
KS4	Key Stage 4 (young people aged 14 to 16)
LA	Local Authority
Locata	A computer package which records Choice Based Lettings across the participating local authorities
PPS	Planning Policy Statement
RSS	Regional Spatial Strategy
SHMA	Strategic Housing Market Assessment
TES	Travellers Education Service
TLO	Travellers Liaison Officer

Terminology

Emergency stopping place *

Authorised developments intended for very short use; overnight with a maximum of 28 days. The facilities at such places would normally be minimal.

Gypsy / Traveller

The DCLG Guidance on GTANA (2007) states:

'The following definition of "gypsies and travellers" should now be used:

- (a) persons with a cultural tradition of nomadism or living in a caravan; and*
- (b) all other persons of a nomadic habit of life, whatever their race or origin, including:*

- (i) such persons who, on grounds only of their own or their family's or dependant's educational or health needs or old age, have ceased to travel temporarily or permanently; and*
- (ii) members of an organised group of travelling showpeople or circus people (whether or not travelling together as such).'*

Roadside encampments

Short term encampments involving stays of a few days or weeks, usually by Gypsies and Travellers in transit or visiting. They may be at the side of the road or on other land.

Short-term unauthorised encampments

Short term encampments involving stays of a few days or weeks, usually by Gypsies and Travellers in transit or visiting. They may be at the side of the road or on other land. They are usually referred to as roadside encampments. 'Short-term unauthorized encampments' is used to distinguish these from longer term unauthorised encampments where Gypsies/Travellers may be looking for permanent accommodation.

Temporary permission

Temporary planning permissions set for a fixed term. They are often for a named family or families. Some authorised sites only benefit from Temporary Planning Permission for a specific time period, often three or five years. Reasons for a temporary planning permission include where it is expected that the planning circumstances will change in a particular way at the end of the period of the temporary permission. Sites with temporary planning permission cannot be counted towards long term supply, and as the period of consent runs out during the period of the needs assessment they have been identified as need.

Tolerated site

An unauthorized site which is action is not taken against because it is deemed to be in the best interest of all parties to tolerate the site. Many are long established and they often move to become regulated sites with retrospective planning approval or accrue legal rights after existing for a specified number of years.

Transit site *

Authorised developments intended to meet the needs of those families moving around particularly during the summer months. Transit sites have basic facilities; less than one would expect on a permanent authorised development but more than that found on an emergency stopping place. They can only be occupied for a fixed, short, period of time.

Traveller Liaison Officer

An officer who works to liaise with the local Gypsy and Traveller community in a local authority area. They have many duties, which may include: managing sites, resolving disputes, and involvement in planning decisions and appeals. They are often from the local authority or a housing association, but are sometimes from private company.

Travelling Showmen / Travelling Showpeople

The CLG Circular 04/2007, 'Planning for Travelling Showpeople, defines Travelling Showpeople as:

Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the ground of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined in ODPM Circular 1/2006.

The Showmen's' Guild prefer the term 'Showmen' to 'Showpeople'

Unauthorised development *

Developments that occur when Gypsies or Travellers buy a piece of land which does not have planning permission for a dwelling and proceed to place a chalet, trailer or caravan on it. Eviction can normally only be secured through the planning appeals system, and can be protracted.

Unauthorised encampment *

The use of land by Gypsies or Travellers for living on which they do not own. Local authorities and the police have a range of enforcement actions available to them to evict households in unauthorised encampments and can do so relatively quickly if they wish. Consequently, neither the council nor the households living there invest in any facilities and conditions are very basic (for instance no toilets or running water) and families tend not to stay more than a few hours, days or weeks.

* These definitions are taken from the Tribal Consulting report, 2007: 'Gypsy and Traveller accommodation needs assessment for the Nottinghamshire local authorities'.

12 Appendix 1 – supporting information

12.1 Fulfilling government guidance

Guidance	How the GTANA meets relevant guidance
<p>PPS3, DCLG, June 2011</p> <p>PPS3 effectively places GTANA as part of a Strategic Housing Market Assessment by requiring that a SHMA should form an evidence base including considering: <i>future demographic trends and identify the accommodation requirements of specific groups such as...Gypsies and Travellers.</i></p>	<p>This GTANA is part of the Cambridge sub-region SHMA, although it covers a larger area. It meets the requirements of PPS3 by assessing existing accommodation needs such as from unauthorized caravans and overcrowding along with using a simple demographic-based approach of actual numbers of young people of a range of Key Stage level ages to identify natural growth from within the existing communities.</p>
<p>Strategic Housing Market Assessment Guidance, CLG, 2007</p> <p>The SHMA guidance includes the need to identify <i>the accommodation requirements of Gypsy and Traveller communities</i> and recommends working with local authority Gypsy and Travellers teams.</p>	<p>As well as being part of the SHMA, this GTANA takes account of the local knowledge and expertise of Travellers Liaison Officers and data from Traveller Education teams.</p>
<p>Gypsy And Traveller Accommodation Needs Assessments, DCLG, 2007</p> <p>The GTANA guidance suggests using existing data and information, an approach which is in line with the general SHMA guidance, but also recommends conducting <i>a specialist survey and/or qualitative research to obtain further more detailed information.</i></p>	<p>Primary research has not been carried out for this GTANA –for reasons spelt out in the Appendix 1 at 12.2</p> <p>The GTANA uses most of the sources of secondary data or information recommended by the GTANA guidance. The data used is set out in section 4.8</p>
<p>Planning for Traveller Sites’, DCLG, April 2011</p> <p>There are three key points in this consultation document to consider for the GTANA:</p> <ul style="list-style-type: none"> • To allow targets to be set, robust evidence should be provided of local need in the light of historic demand. • Local authorities are to set their own targets for site provision. • Local authorities are to maintain a 5-year supply of pitches and plots <p>The consultation documents says:</p> <p><i>‘Abolishing regional strategies will remove the system of top-down site targets and make local planning authorities responsible for determining how to meet their housing needs, including traveller site provision, and to use this evidence to set their own targets for pitch/plot provision. It remains very important that local planning authorities continue to plan for the future of their communities, including travellers. The</i></p>	<p>This GTANA meets the guidance and requirements in Planning for Traveller Sites by providing figures for each local authority within the study area based on actual counted caravans and people, from local sources.</p> <p>These figures identify local need, as they are based on the existing population in each local authority area, or originating in that area, rather than potential in-migration of people with little or no local connection.</p> <p>This GTANA does not seek to set targets for provision.</p>

Guidance	How the GTANA meets relevant guidance
<p><i>Government, therefore, proposes to give local planning authorities the power to set their own targets for pitch/plot provision, based on robust evidence of local need in the light of historical demand.'</i></p>	
<p>Draft National Planning Policy Framework, DCLG, July 2011</p> <p>The draft National Planning Policy Framework is intended to replace detailed planning guidance with a broad framework. The Framework does not mention Gypsies and Travellers, however Planning for Travellers Sites will be merged in to the Framework once consultation is complete. The general considerations in the draft Framework such as planning for people and sustainable development are relevant to delivery of Gypsy and Traveller sites.</p> <p>The draft Framework does note the importance of having an evidence base that local authorities should use <i>to ensure that their Local Plan meets the full requirements for market and affordable housing in the housing market area</i>, which might be expected to cover Gypsy and Traveller sites along with other housing. The draft Framework also notes that SHMAs are <i>a key part of the evidence base required to ensure the delivery of housing that meets the needs of communities now and in years to come</i>.</p>	<p>This GTANA provides the relevant evidence base for Gypsies and Travellers and is part of the SHMA.</p>
<p>Planning Circulars 01/2006 and 04/2007</p> <p>These provide the context for the preparation of plans for Gypsy, Traveller and Travelling Showpeople until they are replaced by the Draft National Planning Policy Framework</p>	<p>This GTANA provides the relevant evidence base for Gypsies and Travellers and is part of the SHMA.</p>

12.2 Links with other local assessments and strategies

Cambridge sub-region Traveller Needs Assessment, 2006

A GTAA formed the main part of the Cambridge sub-region Traveller Needs Assessment 2006. The work was carried out through a survey, during 2005, of 313 Gypsies and Travellers with Gypsies and Travellers as interviewers working alongside the researchers from Anglia Ruskin University and Buckinghamshire Chilterns University College.

The GTAA 2006 has helped to inform the GTANA – eg providing information such as caravan to pitch ratios, caravans per family and pitches per family.

The GTAA 2006 formed part of the evidence base for regional spatial strategy figures, and have been cited more recently in the Cambridgeshire JSNA on Travellers. The results from the GTAA 2006 are shown in Table 18 for information.

There are several reasons why primary research was not carried out again in 2011.

- The 2005 survey was comparatively comprehensive and provided considerable information which has either not changed significantly, or any change can be measured without repeating the survey.
- Local Gypsies and Travellers have been consulted and surveyed on a number of different issues in recent years, leading to a high risk of 'consultation fatigue' amongst these groups.
- The 2011 GTANA uses additional sources of information not available in for the 2006 assessment, including surveys carried out in East Cambridgeshire and Kings Lynn & West Norfolk, local authority planning data, and TLO and TES data.
- Because of the amount of data already available it was agreed that an additional survey of Gypsies and Travellers at this stage would not represent value for money – particularly in the current economic climate.

Cambridgeshire Joint Strategic Needs Assessment: Cambridgeshire Travellers 2010

This Joint Strategic Needs Assessment (JSNA) considered all public health-related factors relating to Gypsies and Travellers, including economy, deprivation, education and accommodation. The JSNA uses GTAA 2006 figures and the main connection between the JSNA and this GTANA 2011 is to update the figures for accommodation need.

The JSNA makes three recommendations which can be informed by this GTANA:

- Develop a county wide Gypsy and Traveller strategy to improve outcomes and life chances for Gypsy and Traveller communities and promote and enable community cohesion in Cambridgeshire.
- There is a need for better data collection and ethnic monitoring. Local authorities, the NHS and other public bodies should review their ethnic monitoring systems to include Romany Gypsy and Irish Traveller as separate categories and use the resulting data for better planning and commissioning. Work should be undertaken to encourage Gypsies and Travellers to complete the 2011 Census.
- Accommodation: The implications of the revocation of the Regional Spatial Strategy should be considered and the need for additional Gypsy and Traveller accommodation addressed.

Better data collection and ethnic monitoring is one of the recommendations of this GTANA.

Suffolk Gypsy and Traveller Strategy 2009 - 2011

The Suffolk Gypsy and Traveller Strategy was produced by the Suffolk Gypsy and Traveller Steering Group. The Suffolk Strategy

“shows how agencies and authorities can work cohesively in order to address the key issues pertaining to Gypsy and Travellers.”

It takes the Cambridge area GTAA 2006 into account along with the Suffolk Cross-Boundary GTANA.

The Suffolk Strategy includes an action to identify and develop transit provision within Suffolk, based on evidence from GTANAs.

This GTANA will report in time for it to be considered in the next update of the Suffolk Strategy.

12.3 Previous RSS targets from the Single Issue Review

Table 17. Previous RSS requirements¹⁷

	RSS additional pitch requirement by 2011	RSS requirement 2011 - 2016	RSS requirement 2016 - 2021	RSS 2011 - 2021
Cambridge	15	6	7	13
East Cambridgeshire	35	14	15	29
Fenland	89	35	40	75
Forest Heath	18	7	8	15
Huntingdonshire	25	10	11	21
Kings Lynn & West Norfolk	15	21	24	45
Peterborough	30	12	13	25
South Cambridgeshire	69	27	31	58
St Edmundsbury	20	8	9	18
Total	316	140	158	299

12.4 Results of GTAA 2006

Table 18. Results of GTAA 2006¹⁸

	GTAA 2006 2005 – 2010
Cambridge	15
East Cambridgeshire	25 – 45
Fenland	160 – 205
Forest Heath	15 – 20
Huntingdonshire	15 – 25
Kings Lynn & West Norfolk	45 – 60
Peterborough	10 – 15
South Cambridgeshire	110 – 130
St Edmundsbury	10 – 20
Total	405 - 535

¹⁷ Figures in the RSS were re-apportioned from South Cambridgeshire, Fenland and Basildon Districts as set out in Planning Inspector's recommendations and accepted by the Government of the time. This resulting in a lower pitch requirement in some districts than is shown in the 2006 GTAA, but an increase elsewhere including Peterborough and St Edmundsbury. Details are available at: <http://www.eera.gov.uk/What-we-do/developing-regional-strategies/east-of-england-plan/planning-for-gypsy-and-traveller-accommodation-single-issue-review/>

¹⁸ Figures from the 2011 GTANA for 5 years are lower than those shown in the 2006 GTAA for 5 years. Reasons for this include the treatment of tolerated sites, overcrowding and natural growth. For example, in the GTANA 2011, natural growth is based on actual numbers of young Gypsies and Travellers, whereas in the 2006 GTAA it was based on theoretical work. Available at <http://www.cambridgeshire.gov.uk/business/research/populationresearch/population/travellersresearch/Travellersresearch.htm>

13 Appendix 2 – Travelling Showpeople Initial and moderated figures and RSS Revision figures for Travelling Showpeople

	Existing Pitches/ Plots	Annual 2011 to 2016 modelled			2011 to 2016 Final assessment		Showmen's' Guild Figures RSS (5 Years)		Moderation - rational
		Backlog (pitches)	Natural growth (pitches) - 5 years	Natural growth (pitches) - 5 years	Backlog (pitches)	Natural growth (pitches) - 5 years	Backlog (pitches)	Natural growth (pitches)	
Cambridge	0	0	0.0	0.0	0	0	0	0	
East Cambs	30	0	0.5	2.5	0	4	3	6	Travelling Showmen's Guild (TSMG) growth figure of 6 is too high, model figure of 2.5 is based on real numbers, but appears low compared to other authorities. Rounding up to 3 still seems low for 30 pitches so increase to 4. Backlog - assume East Cambs all authorised now (to be confirmed by East Cambs)
Fenland	8	4	0.2	1.2	1	1	1	1	No information on unauthorised - the model assumes a split of 50% unauthorised - now presumed incorrect, therefore assume TSMG figure correct for backlog
Forest Heath	2	1	0.3	1.3	1	1	1	0	Natural growth of 1.5 in 5 years from base of 2 pitches is too high, round down to 1 to note some provision probably needed

Huntingdonshire	0	0	0.0	0	0	0	0	0	0	0	Natural growth of 0.2 in 5 years from 4 pitches is reasonable, round up to 1
Kings Lynn & West Norfolk	4	2	0.03	0.2	2	1	2	1	2	1	Backlog - no information on unauthorised to go on (11 pitches is estimated from 18 caravans), assume TSMG still relevant. Natural growth - 6.9 in 5 years is too high for 11 pitches, compared to South Cambs and others allow 2 (no information available)
Peterborough	11	0	1.5	7.3	3	2	3	3	1	1	
South Cambs	20	0	0.5	2.5	0	3	1	2	2	2	TSMG growth figure of 2 is low for 20 pitches, 2.5 rounded up to 3
St Edmundsbury	4	0	0.1	0.5	0	1	0	1	1	1	Natural growth of 0.3 in 5 years from 4 pitches is reasonable, round up to 1

Source: CCC RG 2001

EXTRACT FROM POLICIES H3: PROVISION FOR GYPSIES AND TRAVELLERS AND H4 TRAVELLING SHOWPEOPLE

County and Unitary Groupings	Existing provision (pitches)	Additional pitches 2006-11	Locational guidance*
Cambridgeshire & Peterborough	Nil	40	Cambridge area, Fenland, Huntingdonshire and Peterborough
Norfolk	18	40	Across Norfolk, including Norwich fringe
Suffolk	Nil	20	Provision should include the Ipswich/Felixstowe area

* Please note that the intention was that the location and size of transit sites was to be determined through local studies.

County and Unitary Groupings	Existing provision (families)	Additional plots 2006-11	Locational guidance*
Cambridgeshire & Peterborough	54	18	East Cambridgeshire and elsewhere
Norfolk	75	21	Norwich and elsewhere
Suffolk	20	9	Suffolk Coastal and elsewhere

* Please note that the intention was that that the local authorities would work together in county or former county groupings with local Travelling Showpeople and the Showmen's Guild to identify the sites required to meet the above needs for inclusion in Development Plan Documents.

14 Appendix 3 – Gypsies and Travellers moving into and out of houses

The turnover figure is evidenced by local turnover rates, other studies and Gypsies and travelers moving into and out of houses, which generally involves a net move away from pitches into houses. This Appendix outlines the modeling of Gypsies and Travellers moving into and out of houses. The resulting figures are not used in the calculation, but were considered in setting the turnover rate.

The starting point in assessing the numbers of moves into and out of houses is Gypsies and Travellers expressing an interest in moving **off site into houses**, a figure based on the Housing Register is used for each authority. This is applied as a proportion of all Gypsies and Travellers in the area. The resulting figure is **increased** by 20% to take account of Gypsies and Travellers not registering their ethnicity as evidenced by TLO and national studies. The figure is then **lowered** by 20% to take account of Gypsies and Travellers who register for housing not taking up tenancies when offered, for reasons such as only registering just in case they need housing in the future.

The number of Gypsies and Travellers wishing to move **out of houses on to sites** is then expressed as a proportion of the total population. This proportion is 0 based on advice from TLO that local Gypsies and Travellers moving out of houses will not wait for a pitch, but be counted in the unauthorized caravans.

The number wishing to move off sites into houses is subtracted from the number wishing to move out of houses onto sites.

Returning families with a strong and identifiable local connection: It is assumed that the number of such families returning to the area will balance with the number moving from the area to another area they have a local connection with. Therefore the final figure is 0.

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APPENDIX H

Cambridge Local Plan – Toward 2031: Technical Background Document

Gypsy & Traveller Provision in Cambridge – Site Assessment

Cambridge Local Plan – Toward 2031: Technical Background Document

Gypsy & Traveller Provision in Cambridge – Site Assessment

1. Introduction

- 1.1 Romany Gypsies and Irish Travellers are thought to make up Cambridgeshire's largest ethnic minority communities, and many families have ancestral links in Cambridge and the surrounding area which go back generations. Each of the two groups possesses a shared culture, language, belief, history and geographical origin.
- 1.2 Both groups are recognised as being subject to considerable disadvantage in relation to access to suitable accommodation, health, education, etc, and are often the victims of prejudice and discrimination. Gypsies and Travellers in Cambridgeshire, as nationally, are recognised as having lower life expectancy, poorer health outcomes and lower levels of educational achievement; and national research has consistently confirmed a link between lack of good quality sites and poor education and health.
- 1.3 There is a national shortage of authorised sites for Gypsies and Travellers. This has led to an increasing incidence of both unauthorised encampments and unauthorised development and has sometimes created tensions between Gypsies and Travellers and the settled community.
- 1.4 However, this has changed in recent years, with the housing needs of Gypsy and Traveller communities becoming more widely recognised in policy and promoted through a range of government initiatives. It is recognised that Gypsies and Travellers should have the same rights and responsibilities as every other citizen, and that everyone, including Gypsies and Travellers, should have the opportunity to live in a decent home.
- 1.5 Cambridge City Council has a commitment to be, 'A city which recognises and meets needs for housing **of all kinds** – close to jobs and neighbourhood facilities'. The Council is also committed, through a range of documents and activities, to promoting equality and diversity and eradicating discrimination and disadvantage.
- 1.6 The Council's Housing Strategy prioritises the development of planning policies and identification of suitable locations for sites, highlighting the equal importance of trying to meet the housing needs of Gypsies and Travellers as well as the settled community.

- 1.7 This document identifies the proposed criteria by which potential sites will be selected, as well as the site design principles to be followed and the process for identifying appropriate locations for sites in Cambridge. The Council will consult on any policies, through the review of the Local Plan, before they are adopted.
- 1.8 The criteria for assessing sites are based around accessibility to the site, access to local services, health and safety, and the provision of an acceptable living environment for the site's residents, the potential impact on the surrounding area, and the likelihood that necessary utilities (mains water, electricity etc) can be provided.
- 1.9 The site selection criteria are based on national policy and good practice guidance.

2. Background

- 2.1 This technical work has been undertaken by the Council to help inform the amount of land that may potentially be available for the provision of sites for Gypsies and Travellers over the years 2011 to 2031. It is a key part of the evidence base that the Council will use to feed into the review of the Local Plan.
- 2.2 The Assessment aims to identify sites with potential for Gypsy and Traveller provision. It looks at sites' potential for either permanent or transit / emergency stopping place use.
- 2.3 The Assessment forms part of the evidence base for the review of the Local Plan. It identifies and assesses potential land for Gypsy and Traveller provision, but it does not make decisions about which sites should be developed. Instead, the Assessment will be used to support decision-making about Gypsy and Traveller site provision and land allocations through the Local Plan review. It does not pre-judge the strategic or detailed approach that the plan will take. The information provided in the Assessment is not binding on any future recommendation that may be made by the Council through the planning process.
- 2.4 The Assessment is only one factor within the wider evidence base for the review of the Plan. It will be used in conjunction with, and alongside, other evidence including the Gypsy and Traveller Accommodation Needs Assessment 2011 (GTANA); the Strategic Housing Land Availability Assessment 2012 (SHLAA); Employment Land Review 2012 (ELR); Strategic Flood Risk Assessment 2012 (SFRA) and Strategic Housing Market Assessment 2008 (SHMA), and updates.
- 2.5 At the land allocation or planning application stage, any evidence from this document will be considered alongside these other background studies and any information gathered during pre-application discussions. The assessment itself does not represent a statement of Council policy; it is for the Local Plan Review to decide which sites are deliverable and should come forward for development. The inclusion of sites in the Gypsy and Traveller Site Assessment should not be taken to imply that they will be allocated for development, or that the Council will consider planning applications favourably.
- 2.6 This means that the identification of sites in this Assessment **does not** necessarily mean that they will be allocated for a Gypsy and Traveller site later on, or that sites will be granted planning permission.

3. Policy Context

National Policy Context

Housing Act 2004

- 3.1 The Housing Act 2004 requires local authorities to include Gypsies and Travellers in their accommodation assessments and to take a strategic approach, including drawing up a strategy demonstrating how the accommodation needs of Gypsies and Travellers will be met, as part of their wider housing strategies.

New Policy – Planning policy for traveller sites

- 3.2 In March 2012, the Government adopted the National Planning Policy Framework and a new planning policy for traveller sites, the planning policy for traveller sites replaced Circulars 01/2006 & 04/2007. This policy aims to ensure local authorities:

- Make their own assessment of need for the purposes of planning;
- Develop fair and inclusive strategies to meet need through the identification of land for sites;
- Plan for sites over a reasonable timescale;
- Protect Green Belt from inappropriate development;
- Promote more private traveller site provision while recognising that there will always be those travellers who cannot provide their own sites;
- Reduce the number of unauthorised developments and encampments and make enforcement more effective;
- Ensure that their Local Plan includes fair, realistic and inclusive policies;
- Increase the number of traveller sites in appropriate locations with planning permission, to address under-provision and maintain an appropriate level of supply;
- Reduce tensions between settled and traveller communities;
- Enable provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure; and
- Have due regard to the protection of local amenity and local environment.

Circular 01/2006 – Planning for Gypsy and Traveller Caravan Sites

- 3.3 This circular has now been cancelled.
- 3.4 This provided guidance on the need to undertake a Gypsy Traveller Accommodation Needs Assessment (GTANA) whereby local authorities are required to assess need and identify pitch requirements for their area. The outcome of the local GTANA is fed through to the regional planning body and into the Regional Spatial Strategy, which then allocates pitch numbers to be matched with a process of identifying specific sites in the local Development Plan Documents (DPDs). The Circular stated that authorities must allocate a suitable

amount of pitches to meet need and sets out a broad set of criteria to be taken into account when allocating sites.

3.5 Specifically the Circular said: “Criteria must not be used as an alternative to site allocations in DPDs where there is an identified need for pitches. Local planning authorities will need to demonstrate that sites are suitable, and that there is a realistic likelihood that specific sites allocated in DPDs will be made available for that purpose. DPDs will need to explain how the land required will be made available for a Gypsy and Traveller site, and timescales for provision”.

3.6 Circular 01/2006 also set out a clear definition of Gypsies and Travellers: “Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family’s or dependants’ educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such”.

Circular 04/2007 – Planning for Travelling Showpeople.

3.7 This circular has now been cancelled.

3.8 This related to the needs of travelling showpeople. The Circular defined travelling show people as “Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family’s or dependants’ more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined in Circular 01/2006.

Race Relations Act 1976 and Race Relations (Amendment) Act 2000

3.9 This Act placed a duty on local authorities to eliminate unlawful discrimination and promote equal opportunities and good race relations. This duty covered all racial groups, including Gypsies and Travellers. Planning, site provision and enforcement activity were relevant to this duty because of the impact on race relations generally and on the way in which services are delivered to this group. In developing policy and making decisions, local authorities needed to ensure that their actions were consistent with this general duty.

Equality Act 2010

3.10 The Equality Act replaced previous anti-discrimination laws, including the Race Relations Act with a single Act to make the law simpler and remove inconsistencies. The Act covers nine protected characteristics that cannot be used as a reason to treat people unfairly. Race is one of these protected characteristics. The Act sets out the ways in which it is unlawful to treat someone, including direct and indirect discrimination, harassment and victimisation. The Act prohibits unfair

treatment when providing goods, facilities and services, and when exercising public functions.

The Human Rights Act 1998

- 3.11 This Act came into effect in 2000 when provisions of the European Convention on Human Rights were incorporated into UK law. The articles relevant to Gypsies and Travellers include the following:
- every person is entitled to the peaceful enjoyment of their possessions and shall not be deprived of these (Article 1); and
 - everyone has the right to respect for their private life, family and home (Article 8).

New Policy – National Planning Policy Framework

- 3.12 In March 2012, the Government adopted the National Planning Policy Framework (NPPF) and a new planning policy for traveller sites. The NPPF replaced all previous planning policy statements. This includes policy on design, Green Belt, and housing provision.

Regional Policy Context

East of England Plan

- 3.13 The East of England Plan was approved in May 2008. The East of England Regional Assembly (EERA) agreed in February 2006 to prepare a single issue review on the accommodation needs of Gypsies and Travellers in the region. This review was completed in July 2009 with the publication of the final policies which address the accommodation needs of Gypsies and Travellers and Travelling Showpeople in accordance with the requirements of Government policy in Circular 01/2006 – Planning for Gypsy and Traveller Caravan Sites and Circular 04/2007 – Planning for Travelling Showpeople.
- 3.14 The policies require local authorities to make provision for additional permanent and transit pitches for Gypsy and Traveller caravans and plots for Travelling Showpeople. The policies provide a consistent regional framework to inform the preparation of local development plan documents, which must be in general conformity with the East of England Plan.
- 3.15 Policy H3 in the East of England Plan requires 15 permanent pitches to be provided in Cambridge by 2011, with a compound increase of 3% per year following 2011. This therefore requires the city to provide another 13 pitches by 2021, resulting a total of 28 pitches.
- 3.16 The policy requires local authorities to achieve levels of provision required by 2011 as soon as possible through development control decisions and Development Plan Documents. Opportunities should also be taken to secure provision through major developments.

- 3.17 Local authorities are also required to work together to establish a network of transit pitches. For Cambridgeshire and Peterborough, this requirement is 40 pitches between 2006 and 2011.
- 3.18 Immediately after the general election in 2010, the Secretary of State stated the Government's intention to abolish regional strategies. This will come about through the Localism Act, passed in late 2011. Although the East of England Plan will be abolished through the Localism Act, it is still technically in place until it is revoked through the appropriate order from the Secretary of State. The Department for Communities and Local Government advise that if local authorities decide to review the level of provision, the Gypsy and Traveller Accommodation Assessments will form a good starting point.

Local Context

Cambridge City Council's Objectives

- 3.19 One of the Council's objectives is for 'A city which recognises and meets needs for housing of all kinds – close to jobs and neighbourhood facilities'. This in turn informs the Council's Housing Strategy.

Housing Strategy 2009-2012

- 3.20 One of the objectives in the Housing Strategy is to ensure that housing and related services meet the needs of people who are in some way disadvantaged, and as outlined in paragraph 1.2 above, Gypsies and Travellers are recognised as amongst the most disadvantaged groups in the country. Developing planning policies to clarify our requirements in relation to Gypsy and Traveller site provision, and working to identify suitable locations for sites are key priorities within the strategy. Although the Housing Strategy is being reviewed during 2012, this is likely to remain a priority.

Cambridge Sub-Regional Housing Strategy 2008-2011 – Housing the Cambridge Sub-Region

- 3.21 This strategy, which the Council is signed up to, includes an objective to "Respond to the diverse and changing needs of our communities including Gypsies and Travellers, ensuring that Gypsies and Travellers accommodation and support needs are met". The Strategy was updated in 2011 through a Sub-Regional Housing Statement, but the objective around Gypsies and Travellers remains the same.

Cambridge Sub-Region Gypsy and Traveller Accommodation Assessment 2005-2010

- 3.22 Under the Housing Act 2004, local authorities are required to carry out a Gypsy and Travellers Housing Needs Assessment as part of the regular review of housing needs within the district.
- 3.23 The Cambridge Sub-Region Traveller Accommodation Needs Assessment, published in 2006, assessed the accommodation needs

of Gypsies and Travellers in Cambridgeshire as well as Forest Heath, St. Edmundsbury, King's Lynn and West Norfolk.

- 3.24 The main data source for the study was a survey undertaken by a team of interviewers, most of whom were themselves Gypsies and Travellers, and the survey findings were cross-checked with other data sources, including other national and local data sources. The outcomes of this survey were used to inform the Regional Spatial Strategy single issue review concerning Gypsy and Traveller provision.
- 3.25 The study found that between 405 and 535 pitches were needed in the study area by 2010, of which 15 pitches were required in Cambridge.
- 3.26 This was reviewed in 2011 (see below).

Cambridge Sub-Regional Gypsy and Traveller Accommodation Needs Assessment (GTANA) 2011

- 3.27 In October 2011, a review of the Travellers Needs Assessment 2006 was published by the County Council's Research Group on behalf of the same districts, but with the addition of Peterborough.
- 3.28 The Cambridge Sub-Regional Gypsy and Traveller Accommodation Needs Assessment (GTANA) 2011 identified a need for 1 permanent pitch in Cambridge between 2011 and 2031. This is related to the natural growth (births and family formation) of Travellers already in Cambridge.
- 3.29 The GTANA also records short-term unauthorised encampments within the study area. The study states that evidence for short-term unauthorised encampments, whilst patchy, demonstrates some demand for transit or emergency stopping places. However, the GTANA was not able to determine a precise level of demand in any one local authority area. This is because of travel routes through the Cambridge area, where the same caravans may stop in different local authority areas at different times. Therefore, a well-placed transit site within one local authority would be capable of serving the needs of two or more local authorities. The GTANA also notes that districts' Travellers Liaison Officers advise that providing more emergency stopping places rather than transit pitches may be more helpful. For definitions of terms, please see the Glossary.

- 3.30 This will inform future levels of provision for Gypsy & Traveller sites.
- 3.31 The 2006 and 2011 Accommodation Assessments form part of the Strategic Housing Market Assessment.

Horizons New Provision Project

- 3.32 Following on from the 2006 Needs Assessment, Cambridgeshire County Council and Cambridge Horizons commissioned a study to consult further with Gypsies & Travellers in Cambridgeshire with the

aim of establishing a knowledge base of local (initially County) land holdings for consideration by districts in preparing their Local Development Frameworks, and producing some site selection criteria which could be used county-wide.

- 3.33 Although the outcome of this was not considered sufficiently robust to meet the City Council's needs, information derived from the consultation is useful in starting to understand the needs of local Gypsies and Travellers, and will be used to inform further consultation.

Existing Development Plans for Cambridge

- 3.34 Neither the 2006 Cambridge Local Plan nor the Area Action Plans for Cambridge East and North West Cambridge make specific provision for meeting the needs of Gypsy and Travellers in Cambridge. The Local Plan does include a criteria based policy (5/8) for development of temporary stopping places for travellers' caravans. This should not prevent proposals coming forward for permanent Gypsy and Traveller pitches if an appropriate site or sites are identified in order to meet the 2011 requirement. Any proposals will be determined on their merits and in accordance with relevant Local Plan policies.

Cambridge Local Plan – Towards 2031

- 3.35 The National Planning Policy Framework and a new planning policy for traveller sites sets the context for a more pro-active approach to provision of Gypsy and Traveller pitches through the review of the Local Plan. The Local Plan is required to consider the needs of Gypsies and Travellers and plan to meet that need.

Cambridgeshire Joint Strategic Needs Assessment (JSNA)

- 3.36 JSNAs are the means by which Primary Care Trusts (PCTs) and local authorities describe the future health, care and well-being needs of the local population and the strategic direction of service delivery to meet those needs. They aim to provide analyses of data to show the health and well-being status of local communities, define where inequalities exist, and use local community views and evidence of effectiveness of interventions to shape the future levels of investment in services.
- 3.37 The Cambridgeshire JSNA includes a number of references to the needs of Gypsies and Travellers, identifying that local Gypsies and Travellers, as nationally, tend to have lower life expectancy, poorer health outcomes and lower levels of educational achievement. The links between good quality settled accommodation with access to local services and improving outcomes for these groups are well established.

4. Site Assessment Criteria

- 4.1 Selecting the right site for Gypsy and Traveller accommodation is a key factor in supporting good community relations and maximising the success of the site. The Council has developed a process to help assess site options for Gypsy and Traveller provision. An important step in this process is the formation of a set of assessment criteria that can be used to compare the merits of each site, and in turn this provides a certain level of detail that will enable the Council to make informed decisions on the most appropriate site or sites that could be allocated.
- 4.2 As with the selection of sites for other uses, there are many factors to take into consideration and the establishment of robust and credible site selection criteria is essential. Accordingly, the list of criteria adopted by a local planning authority should not be over-long as the more criteria there are, and the more restrictive they are, the greater the likelihood of an authority refusing planning permission. While the Circular has been abolished, it is still considered that this approach is reasonable.
- 4.3 In light of the above and on the basis of guidance provided in Circular 01/2006 the DCLG Good Practice Guide for Designing Gypsy and Traveller Sites and the NPPF, the criteria for assessment of Gypsy and Traveller Sites in Cambridge have been based upon the following principles:
1. The site should be accessible to local services by public transport, on foot or by cycle;
 2. There should be safe and convenient vehicular, pedestrian and cycle access to the site;
 3. The site should provide an acceptable living environment and the health and safety including the public health of the residents should not be put at risk. Factors to be taken into account include flood risk, site contamination, air quality and noise;
 4. There should not be an unacceptable adverse impact on the amenity of nearby residents or the appearance or character of the surrounding area. The site should respect the scale of the surrounding area and appropriate boundary treatment and landscaping should be capable of being provided;
 5. Whether the needs of the residents of the site could be met without putting undue pressure on local services;
 6. There should be adequate space for vehicle parking, turning and servicing, storage, play and residential amenity;
 7. The site should be served or capable of being served by all necessary utilities including mains water, electricity, drainage and sanitation.
- 4.4 The purpose of these criteria is to filter out poorly performing sites through a series of considerations as detailed in Table 1 below. This is

a similar approach that was taken to ‘bricks and mortar’ residential development in the Strategic Housing Land Availability Assessment. These criteria will ensure that sites for Gypsies and Travellers are:

- Sustainable, safe and easy to manage and maintain;
- Of a decent standard, equitable to that which would be expected for social housing in the settled community;
- Located so as to support harmonious relations between Gypsies and Travellers and the settled community.

4.5 Each site will be scored against a traffic light system as outlined in table 1 below.

Table 1: Assessment Criteria

Site Assessment Criteria	Comments
1. The site should be accessible to local services	by public transport, on foot or by cycle.
1.a. Is the site within 400m to 800m of a District / Local Centre?	<p>A key element of sustainable development is ensuring that people are able to meet their daily needs locally, thus helping to encourage modal shift. As such, the distance of a site from its nearest District/Local Centre will be checked to provide an indication of the sustainability of the site. In measuring the distance of sites from District/Local Centres, a moderated buffer will be used to take into account any significant physical barriers to movement, in order to reflect the true accessibility of a site. The 400m and 800m distances to be used relate to 5 and 10 minute walking catchments. If a site is not within 400m – 800m of a District/Local Centre, a judgement will be made as to whether the site is still within a reasonable walking distance.</p> <ul style="list-style-type: none"> • Green – the site is within 400m to 800m of a District/Local Centre. • Amber – while not within 400m to 800m of a District/Local Centre, the site is still within a reasonable walking distance of a District/Local Centre. • Red – The site is not within reasonable walking distance of a District/Local Centre.
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	<p>Local services are essential to the quality of life of residents, employees and visitors to the city, and as such they must be conveniently located in relation to new and existing development. Gypsies and Travellers are recognised as having lower life expectancy, poorer health outcomes and lower levels of educational achievement than the settled community. Consideration needs to be given to the proximity of development to local services so that these can be accessed using sustainable modes of transport. As such, the distance of a site from local services will be checked in order to provide an</p>

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	<p>indication of the sustainability of the site. In measuring the distance of sites from local services, a moderated buffer will be used to take into account any significant physical barriers to movement, in order to reflect the true accessibility of a site. The 400m and 800m distances to be used relate to 5 and 10 minute walking catchments.</p> <ul style="list-style-type: none"> • Green – the site is within 400m to 800m of local services; • Amber – while not within 400m to 800m of local services, the site is still within a reasonable walking distance of such services; • Red – the site is not within reasonable walking distance of local services.
<p>1.c. Is the site within 400m – 800m of a high quality public transport route¹?</p>	<p>Access to high quality public transport routes for new residents from the day that they move into a new development is vital to ensure that modal shift is encouraged. New development, including pitches for Gypsies and Travellers, should offer realistic, safe and easy access by a range of transport modes, and not exclusively by car. As such, the distance of a site from its nearest high quality public transport route will be checked to provide an indication of the sustainability of the site. In measuring the distance of sites from such routes, a moderated buffer will be used to take into account any significant physical barriers to movement. The 400m and 800m distances to be used relate to 5 and 10 minute walking catchments.</p> <ul style="list-style-type: none"> • Green – the site is within 400m to 800m of bus services that meet the high quality public transport criteria; • Amber – the site is within reasonable walking distance of either a high quality public transport route or other bus services that do not meet the criteria; • Red – the site is not within reasonable walking distance of either a high quality public transport route or other bus services.
<p>2. There should be safe and convenient vehicular, pedestrian and cycle access to the site.</p>	
<p>2.a. Is there sufficient vehicular access to the site?</p>	<p>Sites will need to be capable of achieving appropriate access that meets Local Highway Authority standards. Consideration will also need to be given to access for emergency.</p> <ul style="list-style-type: none"> • Green – site has sufficient access / no known access issues;

¹ A High Quality Public Transport Service is one that provides a 10 minute frequency during peak periods and a 20 minute frequency inter-peak. Weekday evening frequency should run ½ hourly until 11pm and on Sunday an hourly service should run between 8am – 11pm (Source: Cambridge Local Plan, 2006). It should also provide high quality low floor, easy access buses, air conditioning, pre-paid/electronic ticketing and branding to encourage patronage.

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	<ul style="list-style-type: none"> • Amber – site has limited access, which while possible to overcome, would impact upon the number of pitches that could be provided; • Red – There are significant access issues that cannot be overcome without making the provision of pitches unviable.
<p>2.b. Is there safe pedestrian or cycle access to the site?</p>	<p>Ensuring that sites have safe pedestrian and cycle access will be important on safety grounds and in encouraging residents to adopt more sustainable modes of transport to meet their day to day needs. Consideration will be given to access to a safe segregated footway and access to a safe cycle route(s) (this could be on road but there could be points of conflict to take into consideration).</p> <ul style="list-style-type: none"> • Green – site has safe pedestrian and cycle access; • Amber – site has the potential for the creation of safe cycle and pedestrian access; • Red – there are significant issues with pedestrian and cycle access to the site that cannot be overcome without making the provision of pitches unviable.
<p>2.c. Is there sufficient capacity in the local highway network?</p>	<p>Capacity in the local highway network will need to be considered by the County Council. This will need to take account of the nature of the surrounding highway network and the movement of caravans and other vehicles onto and out of sites, be they permanent sites or transit sites. Where a transit site is being proposed, consideration will need to be given to the frequency of trips and the impact this would have on the local highway network and location of sites in relation to the strategic road network.</p> <ul style="list-style-type: none"> • Green – there is sufficient capacity in the local highway network / no known issues; • Amber – Capacity issues can be overcome by mitigation measures / improvements to the highway network; • Red – There are significant highways issues that cannot be overcome without rendering the provision of pitches unviable.
<p>3. The site should provide an acceptable living environment and the health & safety of residents should not be put at risk.</p>	
<p>3.a. Is the site or access to the site in an area of flood risk?</p>	<p>Any site must meet the requirements of the NPPF regarding flood risk. The aim will be to locate sites for Gypsies and Travellers away from areas where there is a high probability of flood risk given the vulnerability of caravans to flooding and the impact that flooding of drainage systems would have on sites. The NPPF and the associated technical guidance defines 3 'flood zones', with zone 1 covering land with the lowest risk of flooding and zone 3 covering land at the highest risk</p>

	<p>of flooding. Caravan sites for permanent occupation are considered to be 'highly vulnerable' to flooding and as such should not be sited within land covered by Flood Zone 3. Transit sites, which are only occupied in the short-term are considered to be 'more vulnerable' to flooding and as such should only be permitted in land covered by Flood Zone 3 where there are no other sites available on land that is less likely to flood.</p> <p>Assessment Criteria for Permanent Pitches:</p> <ul style="list-style-type: none"> • Green – site is not at risk of flooding (i.e. site falls within Flood Zone 1); • Amber – Site falls within Flood Zone 2 (medium probability of flooding) but the Exception Test has been passed; • Red – site falls within Flood Zone 3 and as such is not suitable for permanent pitch provision. <p>Assessment Criteria for Transit Pitches:</p> <ul style="list-style-type: none"> • Green – site is not at risk of flooding (i.e. flood zone 1); • Amber – site is at risk of flooding (i.e. within flood zones 2 and 3) but the Exception Test has been passed; • Red – site is at risk of flooding but the Exception Test has not been passed.
<p>3.b. Is there potential contamination on site?</p>	<p>Contaminated land is a material consideration under the land use planning process, and Land Use History Reports are available from the Council's Environmental Health Scientific Team. The presence of contamination will not always rule out development, but the provision of sites will not be permitted in areas subject to pollution levels that are incompatible with the proposed use. Mitigation measures can be implemented to overcome some contaminated land issues, although this may have an impact on the economic viability of the development. Further investigation will be required to establish the nature of any contamination present on sites and the implications that this will have for development.</p> <ul style="list-style-type: none"> • Green – the site is not contaminated/no known contamination issues; • Amber – the site has potential contamination but further investigation is required into nature of contamination and the need for remediation work if contamination is found to be present on the site (note that the further investigation may lead to the site being ruled out of the site selection process); • Red – the site is known to be contaminated and the nature of the contaminants render the site unsuitable for pitch provision / the cost of remediation works would render the provision

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	of pitches unviable.
3.c. Are there potential noise problems associated with the site?	<p>When assessing a site’s potential, consideration will need to be given to whether there are any existing noise sources that could impact on the suitability of a site for development. Consideration must be given to the greater noise transference through the walls of trailers and caravans than through the walls of conventional housing, and the need for design measures to abate the impact on quality of life and health. The presence of noise sources will not necessarily render a site undevelopable as appropriate mitigation measures may be available. Further investigation will be required to establish the nature and level of noise impacts and the implications this will have for development.</p> <ul style="list-style-type: none"> • Green – site does not suffer from noise pollution issues / no known issues; • Amber – potential for some noise pollution issues although these could be easily overcome through the use of mitigation and design measures to ensure there is no impact on quality of life and health; • Red – site subject to severe noise pollution issues which would have significant impacts on quality of life and health, the remediation of which would render the provision of pitches unviable.
3.d. Could the topography constrain the development of the site?	<p>Certain topographical or ground conditions may need to be mitigated for in order to make development acceptable. Sites for Gypsies and Travellers need to be relatively flat and suitable for purpose. Sites should not be developed on exposed sloping sites where there is a risk of caravans being overturned. While the presence of such conditions may not render a site undevelopable, it could have an impact on the economic viability of development in terms of the cost of mitigation measures (for example terracing sloping sites).</p> <ul style="list-style-type: none"> • Green – the topography of the site does not constrain the development of the site; • Amber – there are some topographical constraints (for example gentle slopes), although these could easily be remedied to make the site suitable for purpose; • Red – the topography of the site severely constrains development and mitigation measures would render the provision of pitches unviable.
3.e. Are there potential air quality issues associated with the site?	The planning system has a role to play in the protection of air quality by ensuring that land use decisions to not adversely affect, or are not adversely

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	<p>affected by, the air quality in any Air Quality Management Area (AQMA), or conflict with or render ineffective any elements of the local authority's air quality action plan. There is currently one AQMA declared within Cambridge, while an AQMA also covers parts of the edge of Cambridge around the M11 and A14 within South Cambridgeshire. As such, consideration has been given to the location of sites within or near AQMA's, or large sites that could affect the AQMA's. This would not necessarily render a site unsuitable for Gypsy and Traveller provision, but an Air Quality Assessment would be required to ensure that development in such locations is acceptable.</p> <ul style="list-style-type: none"> • Green – the site is not located within an AQMA; • Amber – the site is located on the edge of an AQMA, or within an AQMA but any adverse impacts can be easily mitigated; • Red – the site would be severely affected by Air Quality issues or could adversely affect an AQMA and mitigation measures would render the provision of pitches unviable.
<p>4. There should not be an unacceptable adverse impact on the amenity of nearby residents or the appearance or character of the surrounding area assuming appropriate boundary treatment and landscaping.</p>	
<p>4.a. Impact on amenity of the surrounding land uses.</p>	<p>Consideration must be given to the relationship of sites to the surrounding community/uses. It will be important to ensure that proposals to develop a site link in with other broader strategies in place for improving community cohesion. Sites must be sustainable, offering scope to manage an integrated coexistence with the local settled community. Assessment of the criterion will need to consider the impacts of possible noise and disturbance to the wider community, in particular from the movement of Gypsy and Traveller vehicles, particularly where sites are provided within existing residential areas.</p> <ul style="list-style-type: none"> • Green – No impact on amenity of the surrounding land uses; • Amber – Some impact on amenity of the surrounding land uses but not significant; • Red – Significant impact on amenity of the surrounding land uses.
<p>4.b. Impact on the amenity of the site from surrounding land uses.</p>	<p>Assessment of this criterion will need to consider the impacts of possible noise and disturbance to Gypsies and Travellers living on site, particularly where sites are located in close proximity to land uses that generate significant disturbance (for example some employment uses).</p> <ul style="list-style-type: none"> • Green – No impact on the amenity of the site from surrounding land uses; • Amber – Some impact on the amenity of the site from surrounding land uses but not

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	<p>significant;</p> <ul style="list-style-type: none"> • Red – Significant impact on the amenity of the site from surrounding land uses.
4.c. Impact on local character and appearance of the surrounding area.	<p>In allocating sites for Gypsy and Traveller provision, impact upon the character and appearance of the local area will be a key consideration. Sites will need to have characteristics that are sympathetic to their local environment, taking into account issues such as the need to preserve and enhance the setting of Conservation Areas and Listed Buildings (including locally listed buildings). Where sites on the edge of the Green Belt are considered, the need to protect and enhance the setting of the City will be important. The impact on other designated areas such as Sites of Special Scientific Interest (SSSI) and City and County Wildlife Sites will also need to be considered. The nature of impact on such designations will be very much dependent upon the design and landscaping of sites.</p> <ul style="list-style-type: none"> • Green – No impact on local character and appearance of the surrounding area; • Amber – Some impact on local character and appearance of the surrounding area but not significant and easily overcome with landscaping and design; • Red - Significant impact on local character and appearance of the surrounding area, which could not be overcome with landscaping and design.
5. The needs of residents should be met without putting undue pressure on local services.	
Is there capacity in local primary schools & doctors surgery?	<p>The existing and future capacity of local primary schools and doctors' surgeries is very important and will need to be explored with the County Council and the PCT. By ensuring that there is adequate capacity in local services from the outset of planning for Gypsy and Traveller provision, this should help to overcome any tensions between the Gypsy and Traveller community and the settled community.</p> <ul style="list-style-type: none"> • Green – there is sufficient capacity within local services; • Amber – some additional capacity will be required; • Red – a significant amount of additional capacity would be required, provision of which would render any development unviable.
6. There should be adequate space for vehicle parking, turning, & servicing, storage, play and residential amenity.	
Size of the site	<p>The size of a site will have an impact on the number of pitches a site can accommodate and its ability to supply the basic amenities and other buildings associated with pitches.</p>

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Shape of the site	It is considered important to take into consideration the constraints imposed by the problems of developing a site with an awkward shape.
7. The site should be served or be capable of being served by all necessary utilities including mains water, electricity supply, drainage and sanitation?	
7.a. Is the site served or capable of being served by all necessary utilities?	<p>As for any other kind of accommodation, consideration must be given to the infrastructure needed to support Gypsy and Traveller sites; such as mains water, electricity, gas, drainage and sewerage. Consideration will need to be given as to whether all necessary utilities are available on site or can easily be connected to the site.</p> <ul style="list-style-type: none"> • Green – the site is already connected to necessary utilities; • Amber – the site can easily be connected to necessary utilities; • Red – The site cannot easily be connected to necessary utilities without incurring significant costs that may render development unviable.
7.b. Do all the necessary utilities have capacity to serve the site?	<p>The future capacity of all necessary utilities needs to be considered and explored with the utility providers. If there are any known issues, these must be raised. The infrastructure must have the capacity to serve the maximum site capacity.</p> <ul style="list-style-type: none"> • Green – there is sufficient capacity within the existing utilities infrastructure; • Amber – The existing infrastructure can be easily upgraded to ensure there is sufficient capacity; • Red – Existing utilities infrastructure would either require significant upgrade or provision of new infrastructure, the cost of which may render development of the site unviable.
Conclusion	Summary of assessment.

5. The Scoring System

5.1 Using the site assessment criteria detailed above, each site will be scored against a traffic light system as outlined in figure 1 below.

Figure 1: Assessment Criteria Scoring System

KEY	Score
Red	The site does not meet this criterion.
Amber	The site may not meet this criterion fully but could be acceptable subject to detailed justification and mitigation measures.
Green	The site does meet this criterion.

5.2 Where a site scores red against any of these criteria, it will not be considered to be developable for Gypsy and Traveller provision. Where a site scores an amber against one or more of these criteria, this does not necessarily mean that the site is not suitable as there may be potential mitigation measures to overcome any constraints. Where a site does not score red against any of the criteria but still gets a number of amber scores, a balanced judgment will need to be made as to site suitability. For example, if there are a variety of issues that need to be overcome, such as contaminated land and flood risk, the costs of any works could render development of a site unviable.

5.3 Each site will be reviewed on its own merits. Each site appraisal is concluded with a summary of the assessment that will draw together the key issues regarding its suitability.

Notes on the Assessment Methodology

5.4 When assessing sites against the criteria for accessibility to local services, shops and public transport a flexible approach has been taken. Where sites are not within 400m to 800m of such services they, have not scored red against these criteria, as most of these services are reasonably accessible from anywhere in Cambridge.

5.5 Where sites are currently designated as Protected Open Space in the Local Plan 2006, they have scored red against the relevant criterion (4.c.). Where sites have been newly assessed as meeting the criteria to be designated as Protected Open Space in the Open Space and Recreation Strategy 2011, they have also scored red against criterion 4.c.

5.6 All sites have been assumed to be capable of being served by necessary utilities and for the utilities to have sufficient capacity to serve the site, criteria 7.a and 7.b. Where a site is a substantial distance away from existing development, further investigation will be



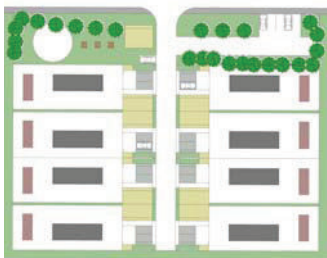

necessary. No such sites have been identified so far. Further investigation would be required if a suitable site were identified.



- 5.7 Criteria on the capacity of local schools, doctors' surgeries and the local highway have not been assessed as the knowledge and expertise to answer these criteria is not available at this time. Further investigation would be required if a suitable site were identified.

6. Establishing Site Size

6.1 Prior to undertaking the site assessment process, it was considered appropriate to establish an understanding of site size. The Department for Communities and Local Government guidance states the preferred layout for sites is a ‘horse shoe’ shape typical of cul-de-sacs. However, it does not given any indication of appropriate site size to assist in the site selection process. In order to assist in this process, the Council’s Urban Design Team carried out work on designing a model permanent Gypsy and Traveller site and a model transit Gypsy and Traveller site. Figure 2 below illustrates the site area required for 4, 6, 8, 10, 12 and 14 permanent pitches based on minimum dimensions.

Figure 2: Site areas for differing numbers of pitches (permanent)

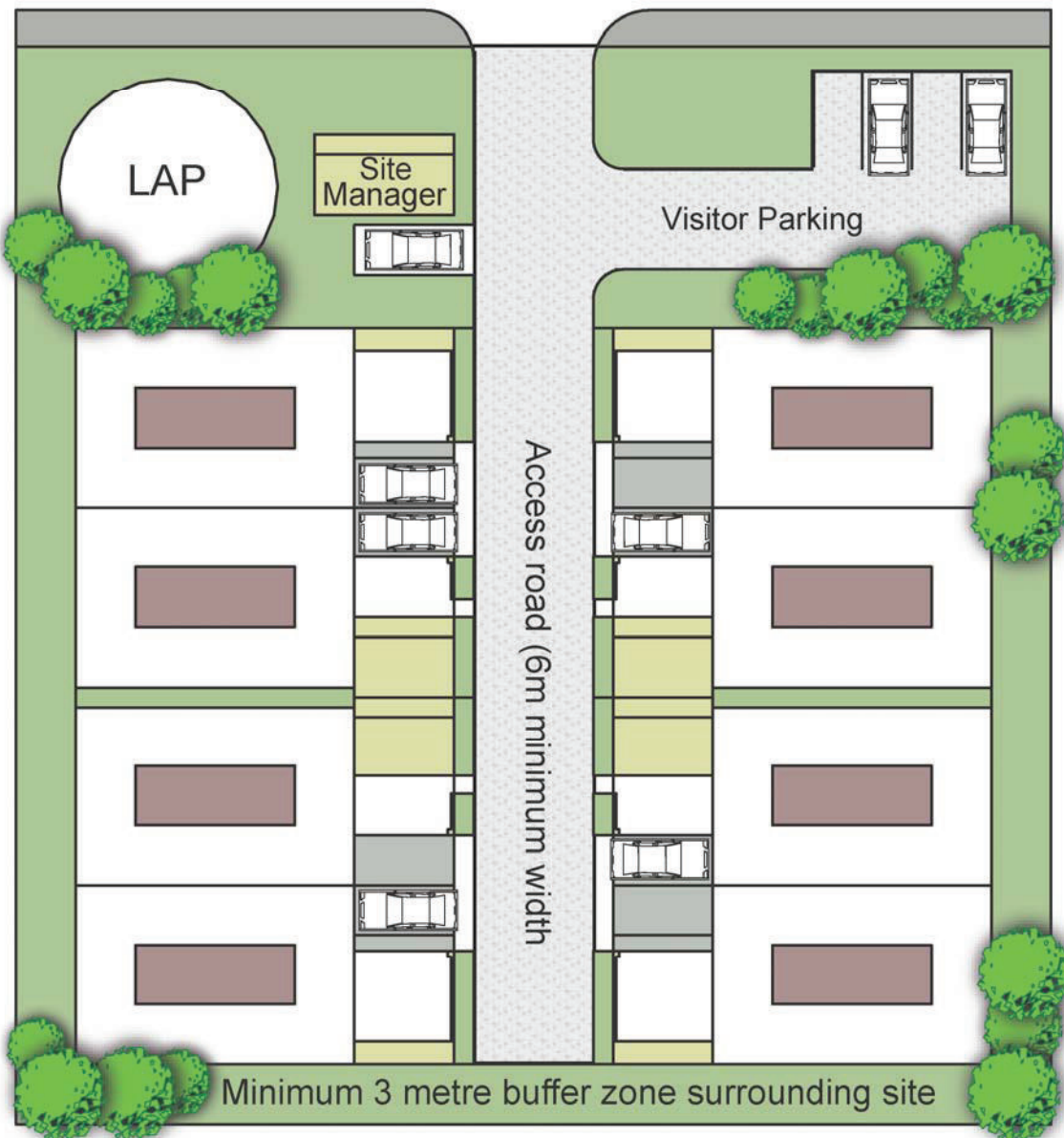
No. of pitches	Area (Hectares)	Illustrative layout
4	0.47 Ha	
6	0.61 Ha	
8	0.74 Ha	
10	0.88 Ha	

12	1.02 Ha	
14	1.16 Ha	

6.2 For a permanent site, a minimum of four pitches was considered; this requires a site of 0.47ha in size.

6.3 For a transit site, again a minimum of four pitches was considered; this requires a site of 0.28ha in size. The difference in size is due to the different requirements for permanent pitches as opposed to transit pitches, as identified in Table 1 above. Figure 3 below illustrates a four pitch transit site. These minimum sizes were not strictly applied, where a site is slightly under this minimum size, it did not necessarily fail this criterion as good design could potentially overcome this problem.

Figure 3: Illustrative layout of a four pitch transit site



Establishing Site Shape

- 6.4 When assessing sites against the criterion on shape, the work undertaken by the Joint Urban Design Team and conversations with the Urban Design Team informed a minimum acceptable depth for the site. For a permanent site, a minimum depth of 49m was considered. For a transit site, a minimum depth of 26m was considered. The difference in size is due to the different requirements for permanent pitches as oppose to transit pitches, identified in Table 1 above. These minimum dimensions were not strictly applied, where a site is slightly under this minimum depth, it did not necessarily fail this criterion as good design could potentially overcome this problem.

7. Site Assessment Process

- 7.1 A two-stage approach has been taken to the assessment of sites.
- 7.2 To begin with sites were subject to an initial screening assessment. This assessed whether the site met a few easily checked criteria (e.g. size, shape, Green Belt, Protected Open Space). If sites passed the initial screening they were then assessed fully against the criteria.
- 7.3 All steps in the process have been recorded in order to comprehensive audit trail. Sites that have not passed the initial assessment have been identified in a list of unsuccessful sites (see appendix 1) where they have been ruled out due to Green Belt, Protected Open Space or other reasons. The assessment looked at land in public ownership and at land that had been identified in the draft Strategic Housing Land Availability Assessment (SHLAA) as having potential for residential development.

Stage 1: Initial screening and assessment

Housing Land

- 7.4 The first task in the assessment process was to assess sites on housing land owned by the City Council and held under the Housing Revenue Account (HRA). Sites held under the HRA were assessed first as these had been subject to a Land Audit and assessment for potential redevelopment back in 2005.
- 7.5 An initial screening assessment of all sites was carried out. Fifteen HRA sites were considered unsuitable from the initial screening, by reason of:
- The sites were too small / narrow;
 - The developable area of sites was too small / narrow; or
 - Sites were designated as Protected Open Space.
- 7.6 Ten sites passed the initial screening and were subject to a detailed assessment against the criteria. None of these sites passed the detailed assessment, mainly due to the potential impact upon the amenity of surrounding uses and impact upon the character and appearance of the area.
- 7.7 For more detail, see appendices 1 & 2.

Other City Council Owned Land

- 7.8 The second task in the assessment process was to assess City Council owned sites not within the Housing Revenue Account. Sites were identified from “Mapping the Public Realm – Making Assets Count”. These sites were assessed as City Council ownership of the sites would allow sites to be delivered.

- 7.9 An initial screening assessment of all sites was carried out. Seventy-two City Council owned sites were considered unsuitable from this initial screening, by reason of:
- Sites were too small / narrow;
 - Sites were in use (including residential);
 - Sites were designated as Protected Open Space;
 - Sites were in the Green Belt; or
 - Sites were part of a wider development and work had progressed too far to include a Gypsy and Traveller site.

7.10 Twelve sites passed the initial screening and were subject to a detailed assessment against the criteria. None of these sites passed the detailed assessment, mainly due to sites having been recently assessed as Protected Open Space through the Open Space & Recreation Strategy 2011, but also due to access issues and impact on the amenity of surrounding uses.

7.11 For more detail, see appendices 1 & 2.

County Council Owned Land

7.12 The third step in the assessment process was to assess sites owned by the County Council. Sites were identified from “Mapping the Public Realm – Making Assets Count”. These sites were assessed as County Council ownership of the sites would allow sites to be delivered.

- 7.13 An initial screening assessment of all sites was carried out. Seven County Council owned sites were considered unsuitable from this initial screening, by reason of:
- Sites were too small / narrow;
 - Sites were in the Green Belt; or
 - Sites were in ongoing use.

7.14 Four sites passed the initial screening and were subject to a detailed assessment against the criteria. None of these sites passed the detailed assessment, mainly because of impact on the amenity of surrounding uses, access issues and land availability.

7.15 For more detail, see appendices 1 & 2.

Strategic Housing Land Availability Assessment (SHLAA) Land

7.16 The fourth step in the assessment process was to consider sites identified in the draft SHLAA as having potential for residential development. These were identified in the draft SHLAA as being potentially suitable for residential use and hence it was considered appropriate to also consider them for Gypsy and Traveller sites (which is also a residential use).

7.17 Whilst these sites had already been assessed as suitable for residential development, it does not necessarily mean that all sites are also suitable for Gypsy and Traveller provision. Therefore the

assessment of SHLAA sites focussed on the difference between sites in ‘bricks and mortar’ residential use and Gypsy and Traveller use. In order to assist in the differentiation between these uses, the assessment made sure it considered distance from the strategic road network and the relationship to surrounding uses.

- 7.18 Twenty-five SHLAA sites were considered unsuitable from this initial screening, by reason of:
- Too small;
 - Too narrow; and
 - Sites were in existing residential use (these were discounted as Gypsy and Traveller use would not represent an intensification of use).
- 7.19 Thirty-two were subject to a detailed assessment against the criteria. None of these sites passed the detailed assessment, mainly due to access issues, impact on the amenity of surrounding uses and land availability.
- 7.20 For more detail, see appendices 1 & 2.
- 7.21 Since the assessment of draft SHLAA sites, there have been a number of additional sites submitted to the SHLAA. The Council will have to update the Gypsy & Traveller Site Provision assessment to account for the final findings of the SHLAA. This will be undertaken prior to the sites consultation in autumn 2012 associated with the Local Plan Review.

Conclusion from Stage 1

- 7.22 Stage 1 looked at land owned by Cambridge City Council and Cambridgeshire County Council, as well as those sites identified in the SHLAA as having potential for residential development. In total it looked at over one hundred and seventy sites and it did not identify any sites suitable for a Gypsy and Traveller site.

Stage 2: Sites previously eliminated

- 7.23 Stage 1 of the assessment did not identify any potential sites. The Council could choose to look for sites in areas with existing protection from development, e.g. in the Green Belt. Current policy with regards Travellers sites in the Green Belt is that they are “normally inappropriate development” (a new planning policy for travellers amends this to “inappropriate development”, but does not rule out such developments in all instances). The Green Belt boundary should only be amended in exceptional circumstances, any such decision to amend the Green Belt boundary would be taken through the review of the Local Plan. If a local planning authority wishes to make an exceptional limited alteration to the defined Green Belt boundary (which might be to accommodate a site inset within the Green Belt) to meet a specific, identified need for a traveller site, it should do so only through the plan-

making process and not in response to a planning application. If land is removed from the Green Belt in this way, it should be specifically allocated in the development plan as a traveller site only.

7.24 The purposes of the Cambridge Green Belt are defined in the Cambridge Local Plan 2006 as:

- To preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
- To maintain and enhance the quality of its setting; and
- To prevent communities in the environs of Cambridge from merging into one another and with the city.

8. Conclusions

- 8.1 The Gypsy and Traveller Site Assessment provides a snapshot of land with potential for Gypsy and Traveller sites. The results of these assessments will help to inform future work to be undertaken to review the Cambridge Local Plan.
- 8.2 The sites assessed within this technical paper have been researched from a number of resources including work undertaken through the draft SHLAA. It is important to note that a number of assumptions have been used as detailed in this report and at times planning officers' professional judgment has been exercised. Given the complexity of criteria used, the number of sites, and the development monitoring processes, the Gypsy and Traveller Site Assessment document should be regarded as a living document. The information contained within it will be subject to frequent change over short periods of time, for example as a site moves from investigation, possibly to allocation, and then subsequently a planning application which is approved will then entail construction and completion. The Council intends to keep the document up to date through annual monitoring and will periodically review the whole document, for example every five years, during the plan period to 2031.
- 8.3 Planning applications for Gypsy and Traveller development will continue to be assessed on their individual planning merits having regard to Government guidance, the development plan and other material considerations. Information contained in the Gypsy and Traveller site assessments may provide a useful guide to planning constraints and other considerations on a given site, but applicants will still need to undertake their own detailed research to identify any potential opportunities on sites within the Study or indeed on other sites that have not been identified.
- 8.4 The Assessment has not identified a site with potential for Gypsy & Traveller use. It does identify the potential for further work: updating the document to reflect the final SHLAA and looking again at sites excluded for reasons of Green Belt, in order to try and meet the need identified in the Gypsy & Traveller Accommodation Needs Assessment. This work could be completed in future iterations of the assessment.

Appendix 1: Sites considered unsuitable from initial screening – Stage 1

Site Name	Reason
Aylesborough Close	Too small
Land adjacent to 127 Perse Way	Too small
Land behind 1-11 Cockerell Road	Too small
Land behind 70-78 Hazelwood Close	Too small
Garages between 104 & 106 Hawkins Road	Too small
Land behind Daniels House, Histon Road	Too small
Land in the centre of Dudley Road	Protected Open Space
Land between Wadloes Road & Headford Close	Developable area too small due to completions
Land behind 24-38 Whitehill Road	Too small
Land behind 99-105 Gwydir Street	Too small
King George V Memorial Playing Field	Protected Open Space
Land at Aylesborough Close	Too small
Land behind 27-29 Bateson Road	Too small
Land between Franks Lane & Cam Causeway	Developable area, considered to be too small
Land behind 1-6 Linden Close	Too small
Land behind 20-36 Mortlock Avenue	Too small
Howard Mallet Centre	Community Centre & Protected Open Space (partial) - existing use
County land at Trumpington Road	Green Belt
Land South of Glebe Farm	Green Belt
Land South of Bell School	Green Belt
Land West of Babraham Park & Ride	Green Belt
Land South West of Babraham Park & Ride	Green Belt
St Albans Road	Protected Open Space

Recreation Ground	
King's Hedges Recreation Ground	Protected Open Space
Arbury Town Park	Protected Open Space
Edgecombe Flats Green	Protected Open Space
Nuns Way recreation Ground	Protected Open Space
Campkin Road / St Kilda Avenue open space	Protected Open Space
Trinity Hall Farm Industrial Estate, Nuffield Road	Industrial Estate existing use
Allotments, Nuffield Road	Allotments in use & Protected Open Space
Cowley Road	Offices, Driving Range existing use
Fison Road Play Area	Protected Open Space
Dudley Road Recreation Ground	Protected Open Space
Ditton Fields Recreation Ground	Protected Open Space
Ronald Rolph Court, Wadloes Road	Industrial Estate existing use
Elflada Road Allotments	Protected Open Space
Land at the corner of Newmarket Road, Barnwell Road	Protected Open Space
Industrial units at Barnwell Drive	Industrial Estate existing use
Car showroom, Barnwell Drive	Car showroom existing use
New Street Allotments	Protected Open Space
Alexandra Gardens	Protected Open Space
Histon Road Recreation Ground	Protected Open Space
Pakenham Close Allotments	Protected Open Space
Chestnut Grove Recreation Ground	Protected Open Space
Chesterton Recreation Ground	Protected Open Space
Simoco Site	Protected Open Space
St Matthews Piece	Protected Open Space
Peters Field	Protected Open Space
Mill Road Depot and adjoining properties, Mill Road	Council Depot existing use
Fairfax Road Alotments	Protected Open Space
Romsey Recreation	Protected Open Space

Ground	
Vinery Road Allotments	Protected Open Space
Nuttings Road Small Open Space	Protected Open Space
Brooks Road Play Area	Protected Open Space
Coleridge Recreation Ground	Protected Open Space
Cambridge Leisure	Leisure use existing use
Clifton Road Industrial Estate	Industrial Estate existing use
Burnside Allotments	Protected Open Space
Perne Road Allotments	Protected Open Space
Blue Circle Sites (part of)	Protected Open Space
Hayster Drive Open Space	Protected Open Space
Church End Green Space	Protected Open Space
Wenvoe Close Allotments and Paddock	Protected Open Space
Cherry Hinton Recreation Ground	Protected Open Space
Limekiln Close Local Nature Reserve	Green Belt
West Pit SSSI	Green Belt and SSSI
Nightingale Avenue Recreation Ground	Protected Open Space
Baldock Way Allotments	Protected Open Space
Holbrooke Road Allotments	Protected Open Space
Cambridge Golf Club & Cambridge Football Stadium	Green Belt
King George V Memorial Playing Field	Protected Open Space
Foster Road Allotments	Protected Open Space
Clay Farm development parcels	Planning of development in the southern fringe has progressed too far
Garages to the r/o 47 Glisson Road	Too small
213 - 217 Mill Road	Too small
152 Coleridge Road	Too small
149 Cherry Hinton Road	Too small
Land adjacent to 89 Greystoke Road	Too small
Land to R/O 1 - 28 Jackson Road (Car parking and lock-up garages)	Too narrow

31 Queen Ediths Way	Housing - the site is included in the SHLAA to consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
38 Queen Ediths Way	Too small
48-61 Burleigh Street	Retail units on ground floor with offices/residential above. Car parking to r/o site - the site is included in the SHLAA to consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
Land south of the Ship, including the car park	Too small
Garages south of Hawkins Road	Too narrow
Garages behind 2 to 36 Cratherne Way	Too small
Land rear of 129 to 133 Histon Road	Too small
Car park behind The Grape Pub	Too small
Petrol station and garage, Elizabeth Way	Too small
Catholic Church of St Vincent de Paul	Too small
East of Wadloes Road	Too narrow
636-656 Newmarket Road, Holy Cross Church Hall, East Barnwell Community Centre and Meadowlands Methodist Church, Newmarket Road	See site 28 assessment
51-75 Barnwell Road	Housing - the site is included in the SHLAA to consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
1-20 Latimer Close	See assessment for site 21
Workshops 72a Ainsworth Street	Too small
Car park east of 2 to 4 Brookside	Too small
78 and 80 Fulbourn Road and land to the south	Housing - the site is included in the SHLAA to consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
Ditton Fields Nursery School, Wadloes Road	Too small
Seymour House,	Housing - the site is included in the SHLAA to

Seymour Street	consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
Land at Beales Way	Protected Open Space
Open Green Area on Fulbourn Road	Protected Open Space
Play Ground at Arbury Court	Protected Open Space
Open Space at Hanson Court	Protected Open Space
Play area and car parks by North Arbury Chapel, Cameron Road	Protected Open Space
Open Space at Woodhouse Way	Protected Open Space
Land in the centre of Ramsden Square	Protected Open Space
Open space south of Turpyn Court	Protected Open Space
Land West of 92 to 114 Jack Warren Green	Protected Open Space
Land North of Fison Road	Protected Open Space
Peveral Road Allotments	Protected Open Space
Land at Penarth Place	Protected Open Space
Play area north of 25 to 37 Godwin Way	Protected Open Space

Appendix 2: Sites that failed detailed assessment against criteria – Stage 1

Site Number:	2
Site Name:	Land at Aylesborough Close
Ward:	Arbury
Source:	HRA audit
Site Area:	6715
Site History / Use	Existing residential use onsite
1.a. Is the site within 400m to 800m of a district centre/local centre?	No - however the site is still within reasonable walking distance of such services.
1.a. Score	a
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a primary school but not a doctors - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	Access onto the site is from a residential road leading to a narrow access road.
2.a. Score	a
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	No known issues
3.b. Score	g
3.c. Are there potential noise problems associated with the site?	No known issues
3.c. Score	g
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties front onto the site from two sides, this is likely to have a significant impact on the amenity of existing properties.
4.a. Score	r
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties front onto the site from two sides, this is likely to have a significant impact on the amenity of new residents onsite.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	No known issues
4.c. Score	g
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanant site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that it is too narrow and the impact on the amenity of surrounding uses as well as on the proposed site would be significant.

Site Number:	14
Site Name:	Campkin Road No. 98-144
Ward:	Kings Hedges
Source:	HRA audit
Site Area:	5215
Site History / Use	Existing residential use onsite
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	Yes, within 800m of a doctor and a primary school.
1.b. Score	g
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C1 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	No known issues
2.a. Score	g
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Refer to EH
3.b. Score	

3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties back onto the site from the northwest, these properties have relatively short gardens and this is likely to have a significant impact on the amenity of existing properties.
4.a. Score	r
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties back onto the site from the northwest, these properties have relatively short gardens and this is likely to have a significant impact on the amenity of new residents onsite.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	No known issues
4.c. Score	g
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is 30m deep and would have significant difficulties accommodating permanent site provision. It could accommodate transit pitches.
6.b. Score	a
7.a. Is the site served or capable of being served by all necessary utilities?	Yes

7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that it is too narrow and the impact on the amenity of surrounding uses as well as on the proposed site would be significant.

Site Number:	15
Site Name:	Edgecombe Flats Crowland Way
Ward:	Kings Hedges
Source:	HRA audit
Site Area:	9334
Site History / Use	Existing residential use onsite (protected open space excluded from site)
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	Yes, within 800m of a doctor and a primary school.
1.b. Score	g
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C1 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	Access onto the site is from two narrow residential roads.
2.a. Score	a
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Refer to EH

3.b. Score	
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties abut and front onto the site from two sides, and this is likely to have a significant impact on the amenity of existing properties.
4.a. Score	r
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties abut and front onto the site from two sides, and this is likely to have a significant impact on the amenity of new residents onsite.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	The land behind the site is protected open space, and development would have to not be harmful to the character of this open space.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes

7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that it is too narrow and the impact on the amenity of surrounding uses as well as on the proposed site would be significant.

Site Number:	20
Site Name:	Large Gardens at Ditton Fields
Ward:	Abbey
Source:	HRA audit
Site Area:	3109
Site History / Use	Rear Gardens
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C3 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site has limited access down a small residential road.
2.a. Score	a
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	
3.b. Score	

3.c. Are there potential noise problems associated with the site?	
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	The site is adjacent to an existing residential area and located some way from the major road network. Caravans accessing the site would impact upon the amenity of neighbouring uses. There is overlooking of the site from properties to the east, a more intensive use of the site will impact on the amenity of surrounding residents.
4.a. Score	r
4.b. Impact on the amenity of the site from surrounding land uses.	There is overlooking of the site from surrounding properties to the east, this will impact upon the amenity of potential new residents onsite.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	Development of the site would create a backland development that would be incongruous with the surrounding character of the area.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.3 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The depth of the site is under 20m in places and may not be sufficient for the creation of an access road. This would constrain the development such as to make it unviable.
6.b. Score	r

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that it is too narrow and the impact on the amenity of surrounding uses as well as on the proposed site would be significant.

Site Number:	21
Site Name:	1-20 Latimer Close
Ward:	Abbey
Source:	SHLAA
Site Area:	3843
Site History / Use	Existing residential use onsite
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a primary school but not a doctors - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C3 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The roads used to access the site are small, circuitous, residential roads that would represent significant access issues for caravans.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	No known issues
3.b. Score	g

3.c. Are there potential noise problems associated with the site?	No known issues
3.c. Score	g
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	The site is adjacent to an existing residential area and located some way from the major road network. Caravans accessing the site would impact upon the amenity of neighbouring uses. There is some overlooking of the site from surrounding properties.
4.a. Score	r
4.b. Impact on the amenity of the site from surrounding land uses.	There is some overlooking of the site from surrounding properties, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	No known issues
4.c. Score	g
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.38 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes

7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that suitable access would be difficult to implement and the impact on the amenity of surrounding uses would be significant.

Site Number:	22
Site Name:	Properties at Suez, Hobart & Marmora Roads
Ward:	Coleridge
Source:	HRA audit
Site Area:	17133
Site History / Use	Existing housing onsite
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	Yes, within 800m of a doctor and a primary school.
1.b. Score	g
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The roads used to access the site are narrow and heavily parked.
2.a. Score	a
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Refer to EH
3.b. Score	

3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties front onto the site from all sides and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties front onto the site from all sides, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g

7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.

Site Number:	23
Site Name:	2 - 28 Davy Road
Ward:	Coleridge
Source:	HRA audit
Site Area:	10655
Site History / Use	Existing housing onsite
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	Yes, within 800m of a doctor and a primary school.
1.b. Score	g
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	No known issues
2.a. Score	g
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Refer to EH
3.b. Score	

3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential proerties back onto the site from three sides and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential proerties back onto the site from three sides, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanant site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g

7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.

Site Number:	24
Site Name:	11 - 31 Fanshawe Road
Ward:	Coleridge
Source:	HRA audit
Site Area:	7829
Site History / Use	Existing housing onsite
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a primary school but not a doctors - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C3 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	No known issues
2.a. Score	g
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Refer to EH
3.b. Score	

3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties about the site on two sides and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties about the site on two sides, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The open space to the north is protected open space, development will have to take care not to harm the character and appearance of the open space. Some of the protected open space is incorporated into the site boundary, this will reduce the developable area of the site. The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.

Site Number:	27
Site Name:	Roger Ascham Libraries Building
Ward:	West Chesterton
Source:	County Land - making assets count
Site Area:	2651
Site History / Use	Library administration building
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	Yes, within 800m of a doctor and a primary school.
1.b. Score	g
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is accessed via a small predominantly residential road.
2.a. Score	a
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	
3.b. Score	

3.c. Are there potential noise problems associated with the site?	
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent the AQMA.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	Residential properties back onto the site on two sides and there is potential for impact on the amenity of existing residents. Furthermore a school backs onto the site and there is potential for impact on the amenity of the school users.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	There is overlooking of the site from surrounding residential properties and school on three sides, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	There is a Grade II Listed Building on the site and a number of Grade II Listed Buildings on the school site to the north.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.27 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	On balance this site is ruled out; it is thought that the small size of the site, the impact on the surrounding uses, the impact of the surrounding uses on the site and the listed buildings on the site would make its development for Gypsies and Travellers unviable.

Site Number:	28
Site Name:	East Barnwell Community Centre
Ward:	Abbey
Source:	County Land - making assets count & SHLAA
Site Area:	3025
Site History / Use	Community Centre - existing use
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	Yes, within 800m of a doctor and a primary school.
1.b. Score	g
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C3 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	No known issues
2.a. Score	g
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	No known issues
3.b. Score	g

3.c. Are there potential noise problems associated with the site?	Noise affecting the end of the site near Newmarket Road. Noise assessment required.
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties back onto the site on one side and there is potential for impact on the amenity of existing residents. Furthermore two churches are adjacent to the site and there is potential for impact on the amenity of the churches.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	There is overlooking of the site from residential properties to the South. There is potential for congregations attending the churches impacting on the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	No known issues
4.c. Score	g
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.3 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes

7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	This site is ruled out due to the existing community use onsite.

Site Number:	50
Site Name:	Old Park & Ride, Cowley Road
Ward:	East Chesterton
Source:	City Land - making assets count
Site Area:	18537
Site History / Use	Temporary Bus Depot
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	No known issues
2.a. Score	g
2.b. Is there safe pedestrian or cycle access to the site?	The junction at Milton Road / Cowley Road is busy and unlikely to be safe for young children to navigate without parental supervision.
2.b. Score	a
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	
3.b. Score	

3.c. Are there potential noise problems associated with the site?	
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	The site could be severely affected by air quality issues given the proximity and continued retention of the WWTW. This is the reason that the wider area around the WWTW is no longer being sought to be redeveloped for residential uses. A Gypsy & Travellers site is a residential use, consequently this site is inappropriate for this use.
3.e. Score	r
4.a. Impact on amenity of the surrounding land uses.	No known issues
4.a. Score	g
4.b. Impact on the amenity of the site from surrounding land uses.	The amenity of the site could be severely affected by air quality issues given the proximity and continued retention of the WWTW. This is the reason that the wider area around the WWTW is no longer being sought to be redeveloped for residential uses. A Gypsy & Travellers site is a residential use, consequently this site is inappropriate for this use.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	No known issues
4.c. Score	g
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due to the impact on the amenity of the nearby WWTW on the site. This is the reason that the wider area around the WWTW is no longer being sought to be redeveloped for residential uses. A Gypsy & Travellers site is a residential use, consequently this site is inappropriate for this use.

Site Number:	119
Site Name:	Land to the r/o 82-90 Richmond Road
Ward:	Castle
Source:	SHLAA
Site Area:	1443
Site History / Use	Garages
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a primary school but not a doctors - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	The site is accessed down a narrow driveway this would represent significant access issues for caravans. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Potential contamination (Builder's Yard)

3.b. Score	a
3.c. Are there potential noise problems associated with the site?	Refer to EH (adjoining factory site)
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties back onto the site from the north west and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties back onto, and overlook, the site from the north west, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.14 ha, not large enough for a transit site of four pitches.
6.a. Score	r
6.b. Shape of the site	The width of the site is 24m and may not be sufficient for the creation of an access road. This would constrain the development such as to make it unviable.
6.b. Score	r

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that vehicular access would be difficult to implement, the site is too small and too narrow, the site is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	120
Site Name:	162 - 184 Histon Road
Ward:	Arbury
Source:	SHLAA
Site Area:	2342
Site History / Use	Motorcycle sales and repairs and tyre depot
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a primary school but not a doctors - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	The site is a considerable distance from the strategic road network and accessing major roads with caravans would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Potential Contamination issues (occupied by motor vehicles)
3.b. Score	a

3.c. Are there potential noise problems associated with the site?	Refer to EH (Histon Road) Noise Constraint traffic to frontage
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties are adjacent to the site to the north and south and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	The new Simon's House to the south of the site overlooks the site, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The land behind the site is protected open space, and development would have to not be harmful to the character of this open space. The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.23 ha, potentially not even large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that it is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	121
Site Name:	Bishops Court
Ward:	Trumpington
Source:	SHLAA
Site Area:	15555
Site History / Use	Flats and garages - the site is included in the SHLAA to consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	Current access is via a predominantly residential road. If access can be achieved onto Hauxton Road, it would have reasonable access to the strategic road network.
2.a. Score	a
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	Potential contamination (occupied by lock up garages)
3.b. Score	a
3.c. Are there potential noise problems associated with the site?	Refer to EH traffic noise to main road
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties are adjacent to the site to the east and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	No known issues
4.b. Score	g
4.c. Impact on local character and appearance of the surrounding area.	The site is relatively large and close to the edge of Cambridge, a Gypsy and Traveller site would have an impact on the character and appearance of the surrounding area however this could be accommodated.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanant site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that it is in existing residential use and development for Gypsy and Traveller pitches would not intensify the use.

Site Number:	122
Site Name:	Apple Court, Newton Road
Ward:	Trumpington
Source:	SHLAA
Site Area:	6144
Site History / Use	Flats and associated car parking - the site is included in the SHLAA to consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
1.a. Is the site within 400m to 800m of a district centre/local centre?	No - however the site is still within reasonable walking distance of such services.
1.a. Score	a
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	The site is accessed via a small predominantly residential road. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	

3.a. Is the site or access to the site in an area of flood risk?	North and eastern edges of the site fall within Zone 3 and these areas are unsuitable for permanent provision. This part of the site could be suitable for transit pitch provision providing the PPS25 exception test is passed and there are no other sites that are available on land that there is less likely to flood. The main part of the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	a
3.b. Is there potential contamination on site?	Refer to EH
3.b. Score	
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties are adjacent to the site to the south and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties overlook the site from the south, also the hospital to the west abuts the site, these have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The land behind the site is protected open space, and development would have to not be harmful to the character of this open space. The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r

5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanant site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that it is in existing residential use and development for Gypsy and Traveller pitches would not intensify the use, the site a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	123
Site Name:	Owlstone Croft, Owlstone Road
Ward:	Newnham
Source:	SHLAA
Site Area:	9644
Site History / Use	Student Flats - the site is included in the SHLAA to consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a primary school but not a doctors - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	The roads used to access the site are small, tortuous, residential roads that would represent significant access issues for caravans. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	

3.a. Is the site or access to the site in an area of flood risk?	Small parts of the eastern edges of the site fall within Zone 2 and 3 those parts of the site in Zone 3 unsuitable for permanent provision. These parts of the site could be suitable for transit pitch provision providing the PPS25 exception test is passed and there are no other sites that are available on land that there is less likely to flood. Those parts of the site in Zone 2 could be suitable for permanent pitch provision providing the PPS25 exception test is passed and there are no other sites that are available on land that there is less likely to flood. The main part of the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	a
3.b. Is there potential contamination on site?	No known issues
3.b. Score	g
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent the AQMA.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	Residential properties back onto the site from the west and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties back onto, and overlook, the site from the west, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a

4.c. Impact on local character and appearance of the surrounding area.	The land surrounding the site to the north, east and south is Green Belt, and development would have to not be harmful to the character of the edge of the city. The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanant site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that it is in existing student use and development for Gypsy and Traveller pitches would not intensify the use, the site a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	124
Site Name:	Croftgate, Fulbrooke Road
Ward:	Newnham
Source:	SHLAA
Site Area:	2973
Site History / Use	Flats set within mature grounds - the site is included in the SHLAA to consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
1.a. Is the site within 400m to 800m of a district centre/local centre?	No - however the site is still within reasonable walking distance of such services.
1.a. Score	a
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	The roads used to access the site are small, parked up, residential roads that would represent significant access issues for caravans. The site has reasonable access to the strategic road network.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	

3.a. Is the site or access to the site in an area of flood risk?	Small parts of the northern part of the site fall within Zone 3 and these areas are unsuitable for permanent provision. This part of the site could be suitable for transit pitch provision providing the PPS25 exception test is passed and there are no other sites that are available on land that there is less likely to flood. The main part of the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	a
3.b. Is there potential contamination on site?	Refer to EH
3.b. Score	
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	A residential property to the east overlooks the site and this is likely to have a significant impact on the amenity of existing properties.
4.a. Score	r
4.b. Impact on the amenity of the site from surrounding land uses.	A residential property overlooks the site from the east, and this is likely to have a significant impact on the amenity of potentially new residents onsite.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	The land behind the site is Green Belt, and development would have to not be harmful to the character of the edge of the city. The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r

5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.3 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is 28m wide and would have significant difficulties accommodating permanent site provision. It could potentially accommodate transit pitches.
6.b. Score	a
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that it is in existing residential use and development for Gypsy and Traveller pitches would not intensify the use, the site a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area and the impact on the amenity of existing adjacent residents and new residents onsite would be significant.

Site Number:	125
Site Name:	Land between 18-23 Wordsworth Grove
Ward:	Newnham
Source:	SHLAA
Site Area:	2102
Site History / Use	Forms part of the grounds of Newnham College
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a doctors but not a primary school - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	The roads used to access the site are small, tortuous, residential roads that would represent significant access issues for caravans. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	No known issues
3.b. Score	g
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent the AQMA.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	Residential properties surround the site and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties surround the site and these have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.21 ha, not large enough for a transit site of four pitches.
6.a. Score	r

6.b. Shape of the site	The site is 26m wide and would have significant difficulties accommodating permanent site provision. It could potentially accommodate transit pitches.
6.b. Score	a
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due to the fact that vehicular access would be difficult to implement and a considerable distance from the strategic road network, the site is too small, and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	126
Site Name:	Land adjacent to and behind 195 High Street, East Chesterton
Ward:	East Chesterton
Source:	SHLAA
Site Area:	3912
Site History / Use	Site provides access to garages to the rear of properties fronting Scotland Road and the High Street. Site also comprises parts of the back gardens of these properties
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is accessed down a narrow driveway this would represent significant access issues for caravans. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	No known issues
3.b. Score	g
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent the AQMA.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	Residential properties surround the site and these properties have relatively short gardens and this is likely to have a significant impact on the amenity of existing properties.
4.a. Score	r
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties surround the site and these properties have relatively short gardens and this is likely to have a significant impact on the amenity of potentially new residents onsite.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.39 ha, only large enough for a transit site of four pitches.
6.a. Score	a

6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that vehicular access would be difficult to implement and the site is a considerable distance from the strategic road network, the site is too small, and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	127
Site Name:	West's Garage, 217 Newmarket Road
Ward:	Abbey
Source:	SHLAA
Site Area:	3332
Site History / Use	Car showroom and garage workshop
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a doctors but not a primary school - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C3 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	The junction at Newmarket Road / Coldhams Lane is busy and unlikely to be safe for young children to navigate without parental supervision.
2.b. Score	a
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Potential contamination issues (site occupied by garages)
3.b. Score	a

3.c. Are there potential noise problems associated with the site?	Refer to EH (Newmarket Road) Traffic noise
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent to the AQMA. This site is in an area of poor air quality and an appropriate air quality assessment will need to be made to ensure that any proposed development will not prejudice the health of new occupants.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	Site is overlooked by houses on River Lane and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	The site is surrounded by residential and commercial uses and these have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is adjacent to a conservation area any development would need to preserve or enhance the setting of the conservation area. The site is located in a mixed use, city centre area with residential uses and commercial uses nearby and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.33 ha, only large enough for a transit site of four pitches.
6.a. Score	a

6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that it is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	128
Site Name:	Bungalows, gardens and garages on Chantry Close
Ward:	West Chesterton
Source:	SHLAA
Site Area:	2157
Site History / Use	10 bungalows with associated gardens and parking - the site is included in the SHLAA to consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	Yes, within 800m of a doctor and a primary school.
1.b. Score	g
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is accessed via a small predominantly residential road. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	Potential contamination issues (site occupied by lock up garages)
3.b. Score	a
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent the AQMA.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	Residential properties surround the site and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties surround the site and these have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.21 ha, not large enough for a transit site of four pitches.
6.a. Score	r

6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that it is in existing residential use and development for Gypsy and Traveller pitches would not intensify the use, the site a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area and the site is too small.

Site Number:	129
Site Name:	9 - 12 Gerard Close
Ward:	Abbey
Source:	SHLAA
Site Area:	1550
Site History / Use	4 detached bungalows and gardens/amenity space - the site is included in the SHLAA to consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a primary school but not a doctors - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C3 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The roads used to access the site are small, tortuous, residential roads that would represent significant access issues for caravans. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	No known contamination issues
3.b. Score	g
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties surround the site and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties surround the site and these have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.16 ha, not large enough for a transit site of four pitches.
6.a. Score	r
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that vehicular access would be difficult to implement and the fact that it is in existing residential use and development for Gypsy and Traveller pitches would not intensify the use, the site a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area and the site is too small.

Site Number:	130
Site Name:	Land at Stanesfield Close
Ward:	Abbey
Source:	SHLAA
Site Area:	2849
Site History / Use	Semi-detached 1950's housing - the site is included in the SHLAA to consider intensification of the site. A Gypsy and Traveller use on the site would not result in an intensification.
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a primary school but not a doctors - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C3 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The roads used to access the site are small, tortuous, residential roads that would represent significant access issues for caravans. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	No known contamination issues
3.b. Score	g
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties surround the site and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties surround the site and these have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.28 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that vehicular access would be difficult to implement and the fact that it is in existing residential use and development for Gypsy and Traveller pitches would not intensify the use, the site a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	131
Site Name:	Land adjacent to 79 Fulbourn Road
Ward:	Cherry Hinton
Source:	SHLAA
Site Area:	1941
Site History / Use	Garages
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a primary school but not a doctors - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C1 & C3 services)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	No known issues. The site has reasonable access to the strategic road network.
2.a. Score	g
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Potential contamination (site occupied by lock up garages and electricity substation
3.b. Score	a

3.c. Are there potential noise problems associated with the site?	Refer to EH noise from highway
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties overlook the site from two sides and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties overlook the site from two sides, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is close to the edge of Cambridge and not within an existing residential area, a Gypsy and Traveller site would have an impact on the character and appearance of the surrounding area however this could be accommodated.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.19 ha, not large enough for a transit site of four pitches.
6.a. Score	r
6.b. Shape of the site	The site narrows at both ends and may not be sufficient for the creation of an access road. This would constrain the development such as to make it unviable.
6.b. Score	r

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that the site is too small and an awkward shape.

Site Number:	132
Site Name:	BP Garage, 452 Cherry Hinton Road & garages behind
Ward:	Cherry Hinton
Source:	SHLAA
Site Area:	2632
Site History / Use	Petrol Station and Garages
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a doctors but not a primary school - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 & C3 services)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Significant potential contamination (site occupied by lock up garages, petrol station, tanks etc)
3.b. Score	a

3.c. Are there potential noise problems associated with the site?	Refer to EH noise from highway
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties overlook the site from two sides and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties overlook the site from two sides and the Territorial Army base overlooks from a third side, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.26 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g

7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that it is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	133
Site Name:	41 - 47 Ward Road Cambridge
Ward:	Coleridge
Source:	SHLAA
Site Area:	3248
Site History / Use	Semi-detached 1950's housing and mature back gardens
1.a. Is the site within 400m to 800m of a district centre/local centre?	No - however the site is still within reasonable walking distance of such services.
1.a. Score	a
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a doctors but not a primary school - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 & C3 services)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The roads used to access the site are small, parked up, residential roads that would represent significant access issues for caravans. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	The majority of the site falls within Zone 3 and is unsuitable for permanent provision. This could be suitable for transit pitch provision providing the PPS25 exception test is passed and there are no other sites that are available on land that there is less likely to flood.
3.a. Score	a

3.b. Is there potential contamination on site?	No known contamination issues
3.b. Score	g
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties abut the site from two sides, this is likely to have a significant impact on existing properties.
4.a. Score	r
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties abut the site from two sides, this is likely to have a significant impact on the amenity of new residents onsite.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.32 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that vehicular access would be difficult to implement and the site is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	134
Site Name:	Lock up garages adjacent to 2 Derwent Close
Ward:	Coleridge
Source:	SHLAA
Site Area:	1878
Site History / Use	Garages
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a doctors but not a primary school - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 & C3 services)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is accessed via a small predominantly residential road. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Potential contamination issues (site occupied by lock up garages)

3.b. Score	a
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties surround and abut the site and this is likely to have a significant impact on the amenity of existing properties.
4.a. Score	r
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties surround and abut the site and this is likely to have a significant impact on the amenity of potentially new residents onsite.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.19 ha, not large enough for a transit site of four pitches.
6.a. Score	r
6.b. Shape of the site	The site narrows at both ends and may not be sufficient for the creation of an access road. This would constrain the development such as to make it unviable.
6.b. Score	r

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that the site is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area and the site is too small and an awkward shape.

Site Number:	135
Site Name:	5-15 Tenison Road and land adjacent
Ward:	Petersfield
Source:	SHLAA
Site Area:	1510
Site History / Use	Site is used for a number of uses including student accommodation, light industrial (B1(c)) and warehousing (B8).
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a doctors but not a primary school - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is accessed via a relatively small predominantly residential, but quite busy, road. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	Potential contamination issues (site occupied by depot)
3.b. Score	a
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent the AQMA.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	Residential properties overlook the site from the south and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties overlook the site from the south, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is within a conservation area any development would need to preserve or enhance the setting of the conservation area. There is a building of local interest on site, and another adjacent to the site. The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	

6.a. Size of the site	The site is 0.15 ha, not large enough for a transit site of four pitches.
6.a. Score	r
6.b. Shape of the site	The site is 30m wide and would have significant difficulties accommodating permanent site provision. It could potentially accommodate transit pitches.
6.b. Score	a
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due to the fact that the site is a considerable distance from the strategic road network, the site is too small, and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area and the site is too small.

Site Number:	137
Site Name:	Railway depot adjacent to 125a Cavendish Road
Ward:	Romsey
Source:	SHLAA
Site Area:	3020
Site History / Use	Rail depot
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The roads used to access the site are small, parked up, residential roads that would represent significant access issues for caravans. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	Potential contamination issues (site occupied by railway land)
3.b. Score	a
3.c. Are there potential noise problems associated with the site?	Refer to EH noise and vibration issues from railway
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent the AQMA.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	Residential properties overlook the site from the south and east and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties overlook the site from the south and east, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.3 ha, only large enough for a transit site of four pitches.
6.a. Score	a

6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that vehicular access would be difficult to implement and the site is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	142
Site Name:	Mill Road Depot and adjoining properties, Mill Road
Ward:	Petersfield
Source:	SHLAA
Site Area:	26986
Site History / Use	Council Depot
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is accessed via a predominantly residential, but quite busy, road. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Significant contamination on-site given its previous and present uses (smelting works and council depot and railway land)

3.b. Score	a
3.c. Are there potential noise problems associated with the site?	Site adjacent to railway noise assessment will be required
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent the AQMA.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	Residential properties surround the site and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties surround the site and these have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is within a conservation area any development would need to preserve or enhance the setting of the conservation area. There is a Grade II listed building on the site. The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough to incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.

6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that the site is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	143
Site Name:	Abbey Stadium and land fronting Newmarket Road
Ward:	Abbey
Source:	SHLAA
Site Area:	28787
Site History / Use	Football Stadium
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C3 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	No known issues. The site has reasonable access to the strategic road network.
2.a. Score	g
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Refer to EH
3.b. Score	

3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties to the east overlook the site and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties to the east overlook the site and these have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The land behind the site is Green Belt, and development would have to not be harmful to the character of the edge of the city. The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	144
Site Name:	Surface Car Park at Castle Hill
Ward:	Castle
Source:	SHLAA
Site Area:	3327
Site History / Use	Car Park
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a doctors but not a primary school - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C1 & C2 services)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is accessed down a small, tortuous road that would represent significant access issues for caravans. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	Refer to EH
3.b. Score	
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent to the AQMA.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	The site is overlooked on all sides (residential to the west of the site and offices to the east), this is likely to have a significant impact on existing properties.
4.a. Score	r
4.b. Impact on the amenity of the site from surrounding land uses.	The site is overlooked on all sides (residential to the west of the site and offices to the east) and this is likely to have a significant impact on the amenity of potentially new residents onsite.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	The site is within a conservation area any development would need to preserve or enhance the setting of the conservation area. The site is located in a mixed use, city centre area with residential uses and commercial uses nearby and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	

6.a. Size of the site	The site is 0.33 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that vehicular access would be difficult to implement and the site is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	145
Site Name:	Land adjacent to the Unicorn Pub, Church Lane
Ward:	Trumpington
Source:	SHLAA
Site Area:	2337
Site History / Use	Pub car park and gardens
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a doctors but not a primary school - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	The site is accessed down a relatively narrow road. The site has reasonable access to the strategic road network.
2.a. Score	a
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	There are no known contamination issues
3.b. Score	g

3.c. Are there potential noise problems associated with the site?	Refer to EH noise from pub?
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties opposite front onto the road opposite the site and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	The public house adjacent to the site has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is within a conservation area any development would need to preserve or enhance the setting of the conservation area. The land to the north is Green Belt, and development would have to not be harmful to the character of the edge of the city. The site is on the edge of Cambridge and not within an existing residential area, a Gypsy and Traveller site would have an impact on the character and appearance of the surrounding area however this could be accommodated.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.23 ha, potentially not even large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is 28m wide along the road and would have significant difficulties accommodating permanent site provision. It could potentially accommodate transit pitches.

6.b. Score	a
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	On balance this site is ruled out; it is thought that the small size of the site, the impact on the surrounding uses, the impact of the surrounding uses on the site and the nature of access to the site would make its development for Gypsies and Travellers unviable.

Site Number:	149
Site Name:	1 Ditton Walk
Ward:	Abbey
Source:	SHLAA
Site Area:	2765
Site History / Use	Warehousing
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C3 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is accessed down a relatively narrow road. The site has reasonable access to the strategic road network.
2.a. Score	a
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Site could have contamination issues (occupied by multiple industrial uses)
3.b. Score	a

3.c. Are there potential noise problems associated with the site?	No known issues.
3.c. Score	g
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties opposite front onto the road opposite the site and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Existing industrial uses to the north of the site are likely to have a significant impact on the amenity of potentially new residents onsite.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	The land to the west is Green Belt, and development would have to not be harmful to the character of the edge of the city. There are a number of Grade II Listed Buildings to the south of the site. The site is located in a mixed use, area with residential uses and commercial uses nearby; a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.28 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	162
Site Name:	Open space north of the Paul Mellon building
Ward:	Newnham
Source:	SHLAA
Site Area:	3527
Site History / Use	Scrub/trees
1.a. Is the site within 400m to 800m of a district centre/local centre?	No - however the site is still within reasonable walking distance of such services.
1.a. Score	a
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	The site is accessed down a small, private road that would represent significant access issues for caravans. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	There are no known contamination issues
3.b. Score	g
3.c. Are there potential noise problems associated with the site?	No known issues.
3.c. Score	g
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	No known issues.
4.a. Score	g
4.b. Impact on the amenity of the site from surrounding land uses.	No known issues.
4.b. Score	g
4.c. Impact on local character and appearance of the surrounding area.	The site is within a conservation area any development would need to preserve or enhance the setting of the conservation area. The site is near the edge of Cambridge and not within an existing residential area, a Gypsy and Traveller site would have an impact on the character and appearance of the surrounding area however this could be accommodated.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.35 ha, only large enough for a transit site of four pitches.
6.a. Score	a

6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that vehicular access would be difficult to implement and the site is a considerable distance from the strategic road network.

Site Number:	165
Site Name:	Car park east of 1 to 12 Porson Court
Ward:	Trumpington
Source:	SHLAA
Site Area:	3837
Site History / Use	Car Park
1.a. Is the site within 400m to 800m of a district centre/local centre?	No - however the site is still within reasonable walking distance of such services.
1.a. Score	a
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	The site is accessed through the BT site to the south, while the BT site remains in operation there would represent significant access issues for caravans. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g

3.b. Is there potential contamination on site?	Site could have contamination issues (occupied by car park)
3.b. Score	a
3.c. Are there potential noise problems associated with the site?	No known issues.
3.c. Score	g
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Four storey building adjoins and overlooks the site from the south and there is potential for impact on the amenity of existing properties.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Four storey building adjoins and overlooks the site from the south and likely to have a significant impact on the amenity of potentially new residents onsite.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	The land behind the site is protected open space, and development would have to not be harmful to the character of this open space. The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.38 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.

6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that vehicular access would be difficult to implement and the site is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	166
Site Name:	Ridgeons, Cromwell Road
Ward:	Romsey
Source:	SHLAA
Site Area:	23764
Site History / Use	Builders and Timber merchants
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is accessed via a predominantly residential, but quite busy, road. The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	a
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Significant contamination possible (timber yard adjacent to railway).

3.b. Score	a
3.c. Are there potential noise problems associated with the site?	Yes - noise from the railway. A noise report would be required
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent to the AQMA.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	The site is surrounded by existing and new residential development and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	The amenity of the site could be severely affected by the proximity of the railway. Caravans have far worse insulation from noise than bricks and mortar properties, consequently this site is inappropriate for this use.
4.b. Score	r
4.c. Impact on local character and appearance of the surrounding area.	The site is located in a predominantly residential area and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough to incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that vehicular access would be difficult to implement and the site is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	169
Site Name:	82-90 Hills Road and 62-63 Bateman Street
Ward:	Trumpington
Source:	SHLAA
Site Area:	5822
Site History / Use	Offices, Bank & Language School
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	Yes, within 800m of a doctor and a primary school.
1.b. Score	g
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	The site is a considerable distance from the strategic road network and accessing major roads would not be easy.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	There are no known contamination issues
3.b. Score	g

3.c. Are there potential noise problems associated with the site?	Traffic noise from Hills Road. Noise assessment required.
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	This site is within or adjacent to the AQMA and therefore will require an air quality assessment to be carried out as part of any planning application likely to increase parking capacity by 25 spaces or more. It should also be noted that installation of biomass boiler plant is not deemed appropriate for sites within or adjacent to the AQMA. This site is in an area of poor air quality and an appropriate air quality assessment will need to be made to ensure that any proposed development will not prejudice the health of new occupants.
3.e. Score	a
4.a. Impact on amenity of the surrounding land uses.	The site is surrounded by residential, commercial and open space and there is potential for impact on the amenity of existing uses.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential and commercial uses abut and overlook the site, these have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	Part of the site is within a conservation area any development would need to preserve or enhance the setting of the conservation area. The land to the south is protected open space, and development would have to not be harmful to the character of this open space. The site is located in a mixed use, city centre area with residential uses and commercial uses nearby and a Gypsy and Traveller site would have a significant impact on the character and appearance of the surrounding area.
4.c. Score	r
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	

6.a. Size of the site	The site is large enough in incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due the fact that the site is a considerable distance from the strategic road network and development of the site for Gypsy and Traveller pitches would have a significant impact on the character and appearance of the surrounding area.

Site Number:	171
Site Name:	Shirley Infants School, Green End Road
Ward:	East Chesterton
Source:	County Land - making assets count & SHLAA
Site Area:	8951
Site History / Use	Shirley Infants School (proposals to relocate the school)
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a doctors but not a primary school - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	The site is accessed via a relatively long and narrow road, manoeuvring caravans down this road could be problematic.
2.a. Score	r
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	No known issues
3.b. Score	g

3.c. Are there potential noise problems associated with the site?	No known issues
3.c. Score	g
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	The site backs onto existing residential properties and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	There is overlooking of the site from surrounding properties to the north, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	Development of the site would create a backland development, however the existing school is already of such a form. There are a number of TPOs bordering the site to the south which would need to be considered early on in the process of development.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes

7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out due to access problems.

Site Number:	172
Site Name:	158 Shelford Road
Ward:	Trumpington
Source:	SHLAA
Site Area:	2896
Site History / Use	Saab garage and servicing centre (owner intends current use to stay for the plan period)
1.a. Is the site within 400m to 800m of a district centre/local centre?	No - however the site is still within reasonable walking distance of such services.
1.a. Score	a
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	No known issues. The site has reasonable access to the strategic road network.
2.a. Score	g
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Potential contamination (occupied by garage and has petrol tanks)

3.b. Score	a
3.c. Are there potential noise problems associated with the site?	Refer to EH noise to frontage
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties overlook the site from two sides and there is potential for impact on the amenity of existing residents.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties overlook the site from two sides, this has the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The land behind the site is Green Belt, and development would have to not be harmful to the character of the edge of the city. The site is near the edge of Cambridge and on an existing radial route into Cambridge that is predominantly residential in nature, a Gypsy and Traveller site would have an impact on the character and appearance of the surrounding area however this could be accommodated.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is 0.29 ha, only large enough for a transit site of four pitches.
6.a. Score	a
6.b. Shape of the site	The site is 30m wide and would have significant difficulties accommodating permanent site provision. It could potentially accommodate transit pitches.
6.b. Score	a

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out as it is not deliverable.

Site Number:	173
Site Name:	Birchs Garage Milton Road
Ward:	Kings Hedges
Source:	SHLAA
Site Area:	4437
Site History / Use	Car dealership
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C2 service)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	No known issues. The site has reasonable access to the strategic road network.
2.a. Score	g
2.b. Is there safe pedestrian or cycle access to the site?	The junction at Milton Road / Cowley Road is busy and unlikely to be safe for young children to navigate without parental supervision.
2.b. Score	a
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Significant contamination possible (garages)
3.b. Score	a

3.c. Are there potential noise problems associated with the site?	Parts of the site will be affected by noise from Milton Road and the Guided Busway. A noise assessment would be required with any planning application
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	No known issues.
4.a. Score	g
4.b. Impact on the amenity of the site from surrounding land uses.	Car dealerships to the north and west of the site have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is near the edge of Cambridge and not within an existing residential area, a Gypsy and Traveller site would have an impact on the character and appearance of the surrounding area however this could be accommodated.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is not an awkward shape that would act as a constraint on its development.
6.b. Score	g
7.a. Is the site served or capable of being served by all necessary utilities?	Yes

7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out as it is not deliverable.

Site Number:	174
Site Name:	Land around The Robin Hood, High Street
Ward:	Cherry Hinton
Source:	SHLAA
Site Area:	2755
Site History / Use	Pub car park and gardens
1.a. Is the site within 400m to 800m of a district centre/local centre?	Yes
1.a. Score	g
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is within 800m of a primary school but not a doctors - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	Yes (C1 & C3 services)
1.c. Score	g
2.a. Is there sufficient vehicular access to the site?	No known issues. The site has reasonable access to the strategic road network.
2.a. Score	g
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Site could have contamination issues (occupied by car park)
3.b. Score	a

3.c. Are there potential noise problems associated with the site?	Traffic noise from Fullbourn Road and pub. Noise assessment required.
3.c. Score	a
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties adjoin the site to the north and east and there is potential for impact on the amenity of existing properties.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties adjoin the site to the north and east and the pub abuts to the west, these have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The site is near the edge of Cambridge and not within an existing residential area, a Gypsy and Traveller site would have an impact on the character and appearance of the surrounding area however this could be accommodated.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The developable area of the site is not large enough to accommodate a travellers site.
6.a. Score	r
6.b. Shape of the site	The site is 30m wide and would have significant difficulties accommodating permanent site provision. It could potentially accommodate transit pitches.
6.b. Score	a

7.a. Is the site served or capable of being served by all necessary utilities?	Yes
7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out as the developable area of the site is not large enough to accommodate a Travelelrs site.

Site Number:	175
Site Name:	Land within Glebe Farm allocation
Ward:	Trumpington
Source:	County Land - making assets count
Site Area:	8515
Site History / Use	Farmland - Housing allocation (the County has advised that the land is not available for a Travellers site)
1.a. Is the site within 400m to 800m of a district centre/local centre?	No - however the site is still within reasonable walking distance of such services.
1.a. Score	a
1.b. Is the site within 400m to 800m of local services? e.g. Doctors surgery and primary schools	No, the site is over 800m from a primary school and a doctor - however the site is still within reasonable walking distance of such services.
1.b. Score	a
1.c. Is the site within 400m – 800m of a high quality public transport route?	No, however the site is within reasonable walking distance from other bus services.
1.c. Score	a
2.a. Is there sufficient vehicular access to the site?	The site is close to the junction of Addenbrooke's Road and Shelford Road. The site has reasonable access to the strategic road network.
2.a. Score	a
2.b. Is there safe pedestrian or cycle access to the site?	Yes
2.b. Score	g
2.c. Is there sufficient capacity in the local highway network?	
2.c. Score	
3.a. Is the site or access to the site in an area of flood risk?	Sequential test has been applied according to PPS25 and the site falls within EA flood zone 1 and is therefore at low risk of fluvial flooding
3.a. Score	g
3.b. Is there potential contamination on site?	Refer to EH

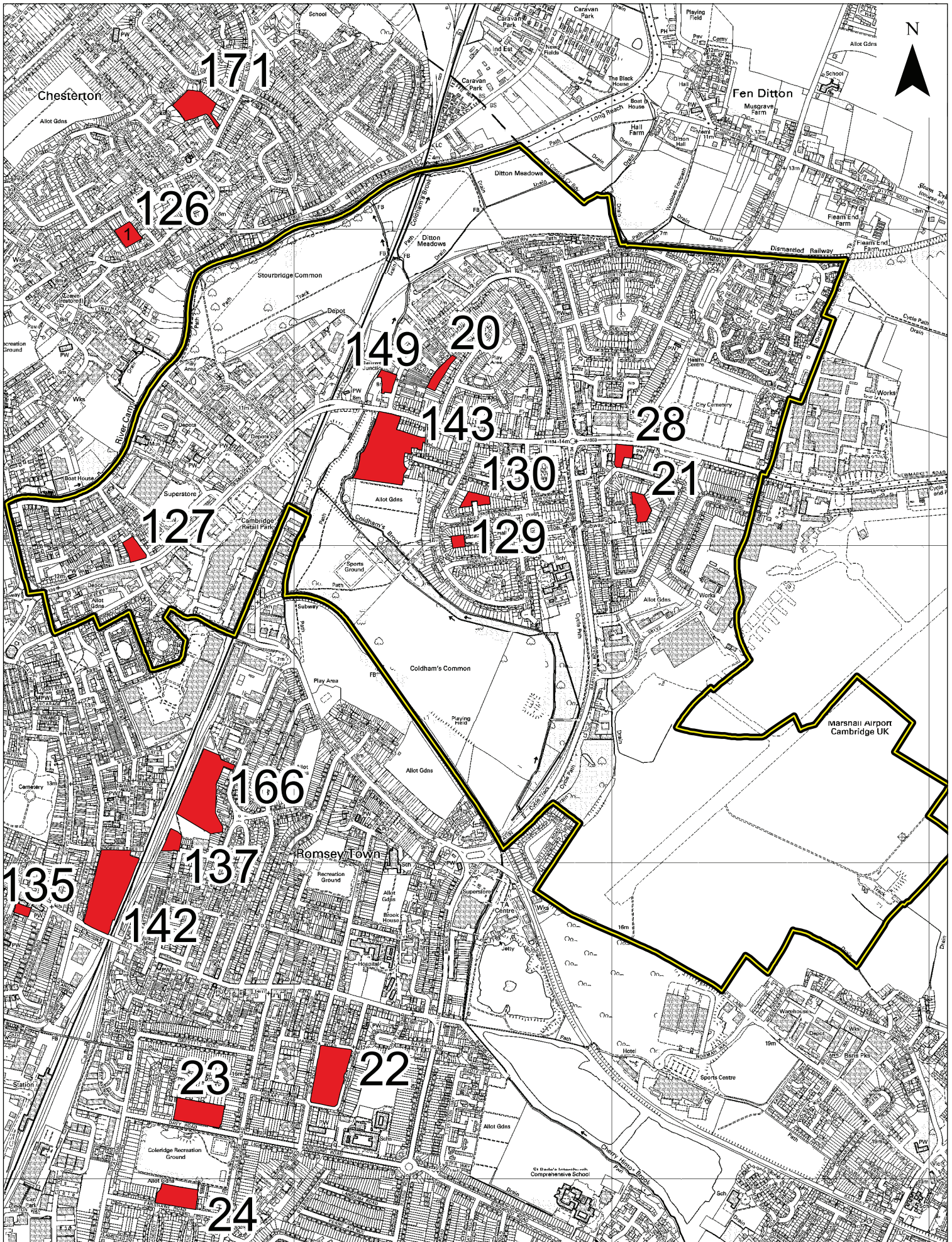
3.b. Score	
3.c. Are there potential noise problems associated with the site?	Refer to EH
3.c. Score	
3.d. Could the topography constrain the development of the site?	No known issues.
3.d. Score	g
3.e. Are there potential air quality issues associated with the site?	No known issues.
3.e. Score	g
4.a. Impact on amenity of the surrounding land uses.	Residential properties adjoin the site to the north and east and there is potential for impact on the amenity of existing properties.
4.a. Score	a
4.b. Impact on the amenity of the site from surrounding land uses.	Residential properties adjoin the site to the north and east and the pub abuts to the west, these have the potential to impact upon the amenity of potential new residents onsite.
4.b. Score	a
4.c. Impact on local character and appearance of the surrounding area.	The land to the south of the site is Green Belt, and development would have to not be harmful to the character of the edge of the city.
4.c. Score	a
5. Is there capacity in local primary schools & doctors surgery?	
5. Score	
6.a. Size of the site	The site is large enough in incorporate a transit site or a permanent site.
6.a. Score	g
6.b. Shape of the site	The site is a slightly awkward shape that could act as a constraint on its development.
6.b. Score	a
7.a. Is the site served or capable of being served by all necessary utilities?	Yes

7.a. Score	g
7.b. Do all the necessary utilities have capacity to serve the site?	Yes
7.b. Score	g
Conclusion	The site is ruled out as it is not deliverable.

Appendix 3: Maps of sites that failed detailed assessment against criteria – by ward

Site Number	Site Name	Ward
20	Large Gardens at Ditton Fields	Abbey
21	1-20 Latimer Close	Abbey
28	East Barnwell Community Centre	Abbey
127	West's Garage, 217 Newmarket Road	Abbey
129	9 - 12 Gerard Close	Abbey
130	Land at Stanesfield Close	Abbey
143	Abbey Stadium and land fronting Newmarket Road	Abbey
149	1 Ditton Walk	Abbey
2	Land at Aylesborough Close	Arbury
120	162 - 184 Histon Road	Arbury
119	Land to the r/o 82-90 Richmond Road	Castle
144	Surface Car Park at Castle Hill	Castle
131	Land adjacent to 79 Fulbourn Road	Cherry Hinton
132	BP Garage, 452 Cherry Hinton Road & garages behind	Cherry Hinton
174	Land around The Robin Hood, High Street	Cherry Hinton
22	Properties at Suez, Hobart & Marmora Roads	Coleridge
23	2 - 28 Davy Road	Coleridge
24	11 - 31 Fanshawe Road	Coleridge
133	41 - 47 Ward Road Cambridge	Coleridge
134	Lock up garages adjacent to 2 Derwent Close	Coleridge
50	Old Park & Ride, Cowley Road	East Chesterton
126	Land adjacent to and behind 195 High Street, East Chesterton	East Chesterton
171	Shirley Infants School, Green End Road	East Chesterton
14	Campkin Road No. 98-144	King's Hedges
15	Edgecombe Flats Crowland Way	King's Hedges
173	Birch's Garage Milton Road	King's Hedges
123	Owlstone Croft, Owlstone Road	Newnham
124	Croftgate, Fulbrooke Road	Newnham
125	Land between 18-23 Wordsworth Grove	Newnham
162	Open space north of the Paul Mellon building	Newnham
135	5-15 Tenison Road and land adjacent	Petersfield
142	Mill Road Depot and adjoining properties, Mill Road	Petersfield
137	Railway depot adjacent to 125a Cavendish Road	Romsey

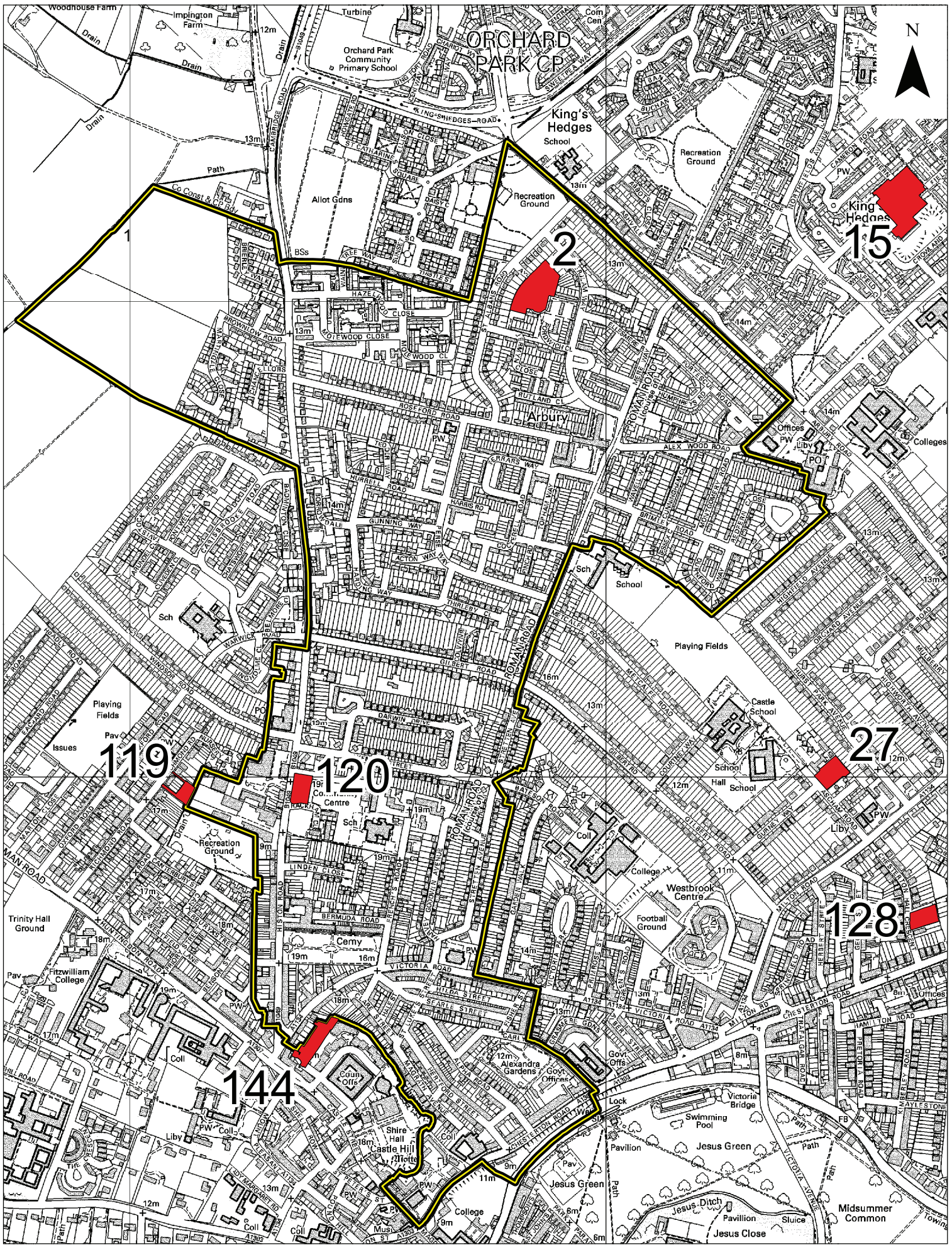
166	Ridgeons, Cromwell Road	Romsey
121	Bishops Court	Trumpington
122	Apple Court, Newton Road	Trumpington
145	Land adjacent to the Unicorn Pub, Church Lane	Trumpington
165	Car park east of 1 to 12 Porson Court	Trumpington
169	82-90 Hills Road and 62-63 Bateman Street	Trumpington
172	158 Shelford Road	Trumpington
175	Land within Glebe Farm allocation	Trumpington
27	Roger Ascham Libraries Building	West Chesterton
128	Bungalows, gardens and garages on Chantry Close	West Chesterton



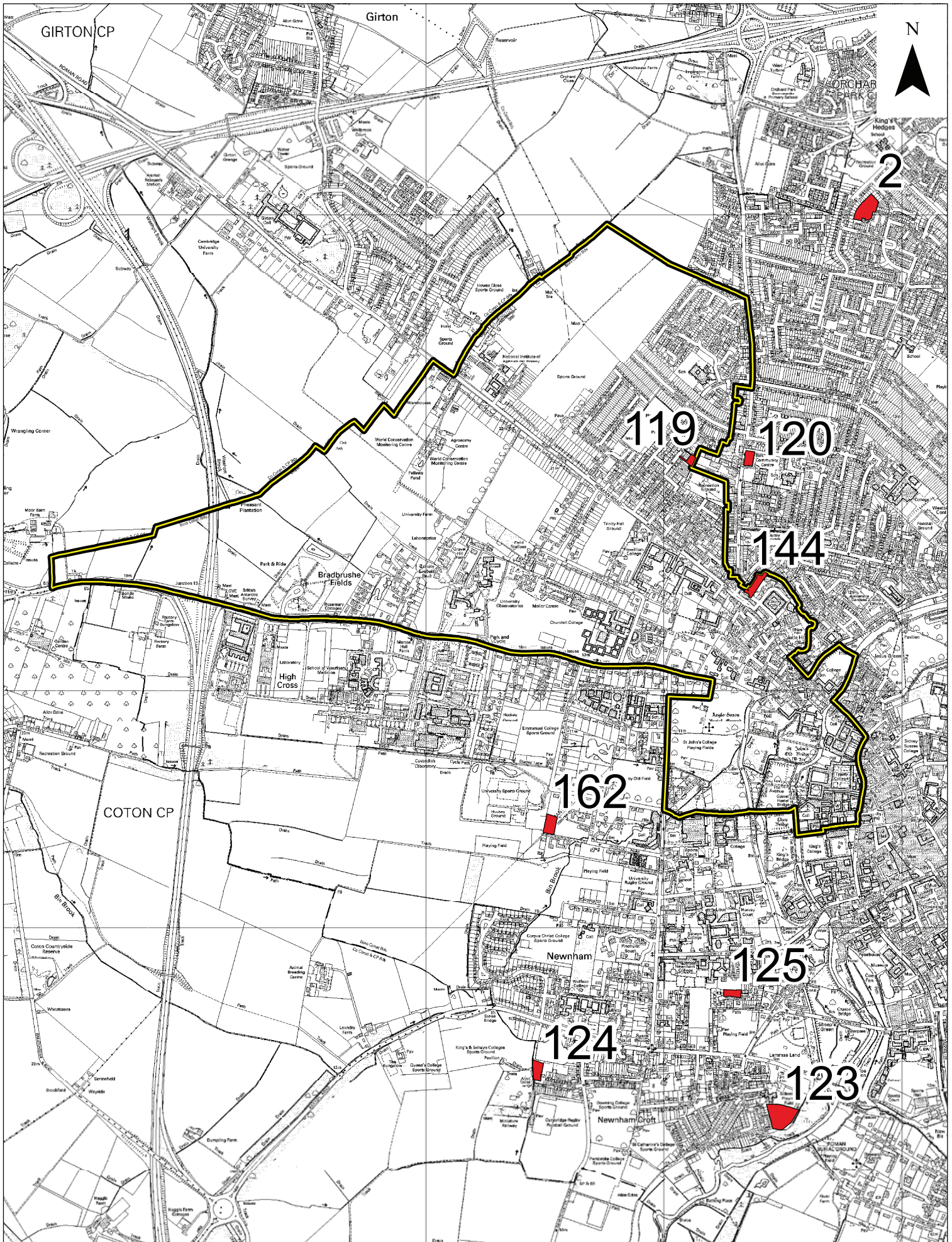
Abbey Page 1510

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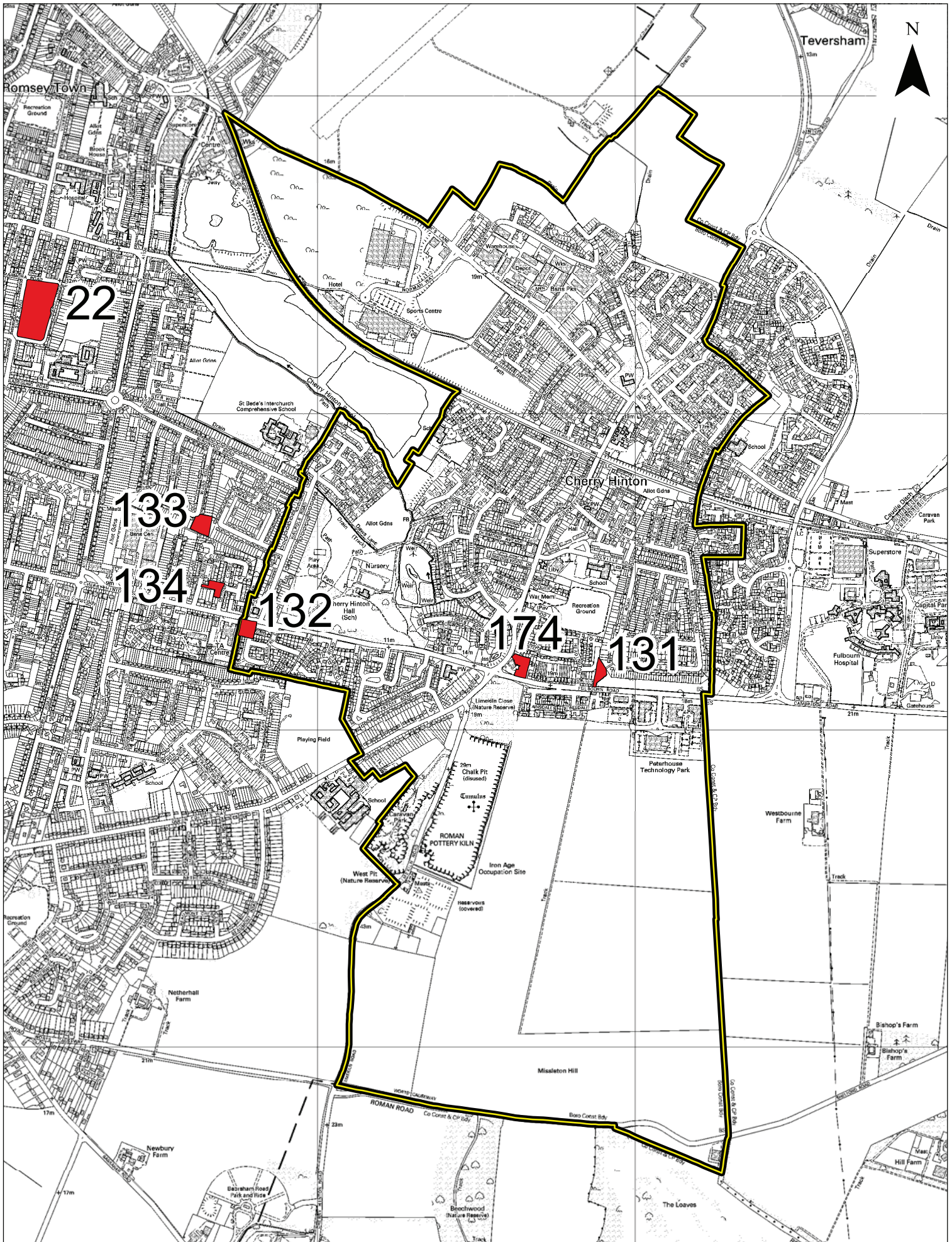


Castle

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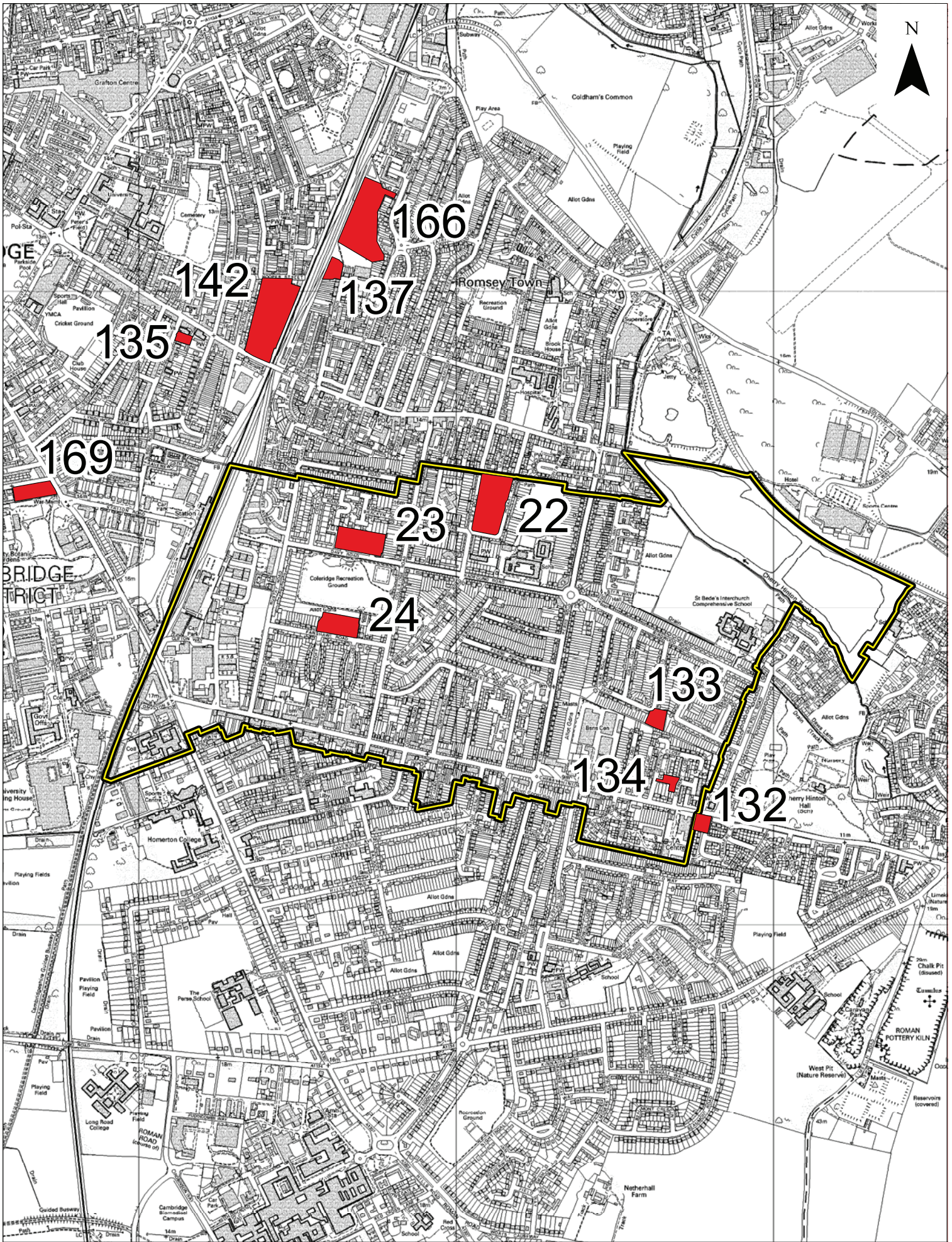
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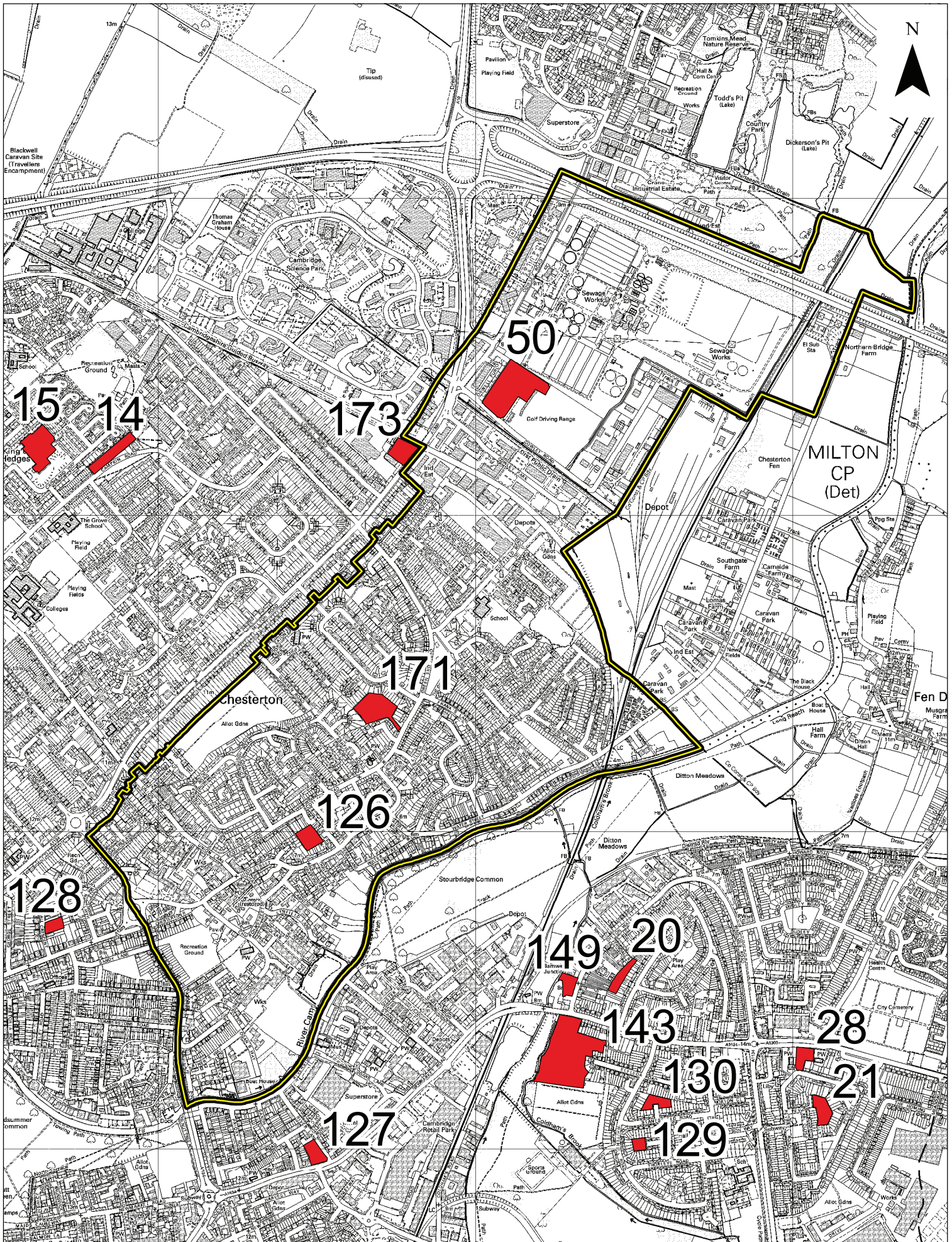
Cherry Hinton

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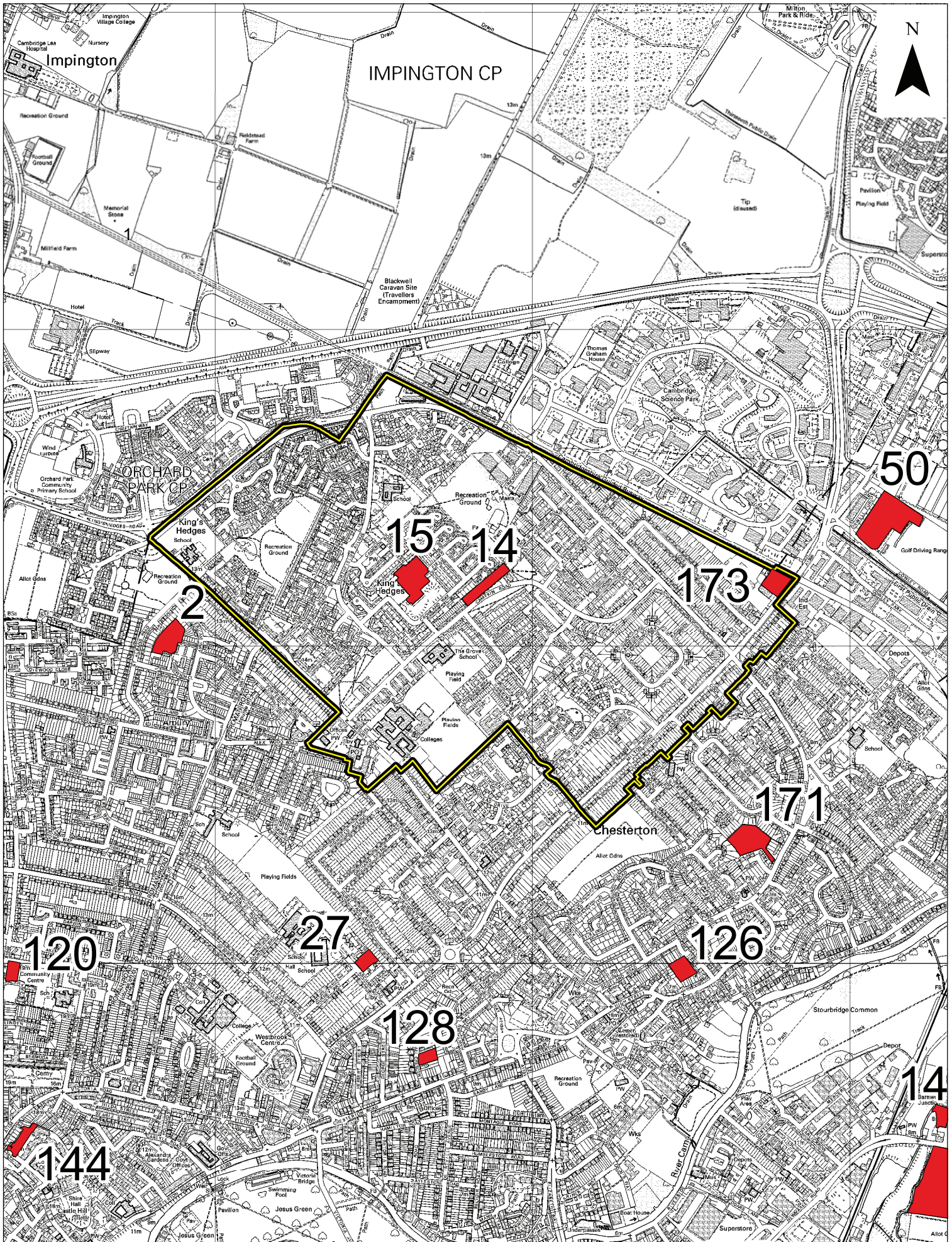
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East Chesterton
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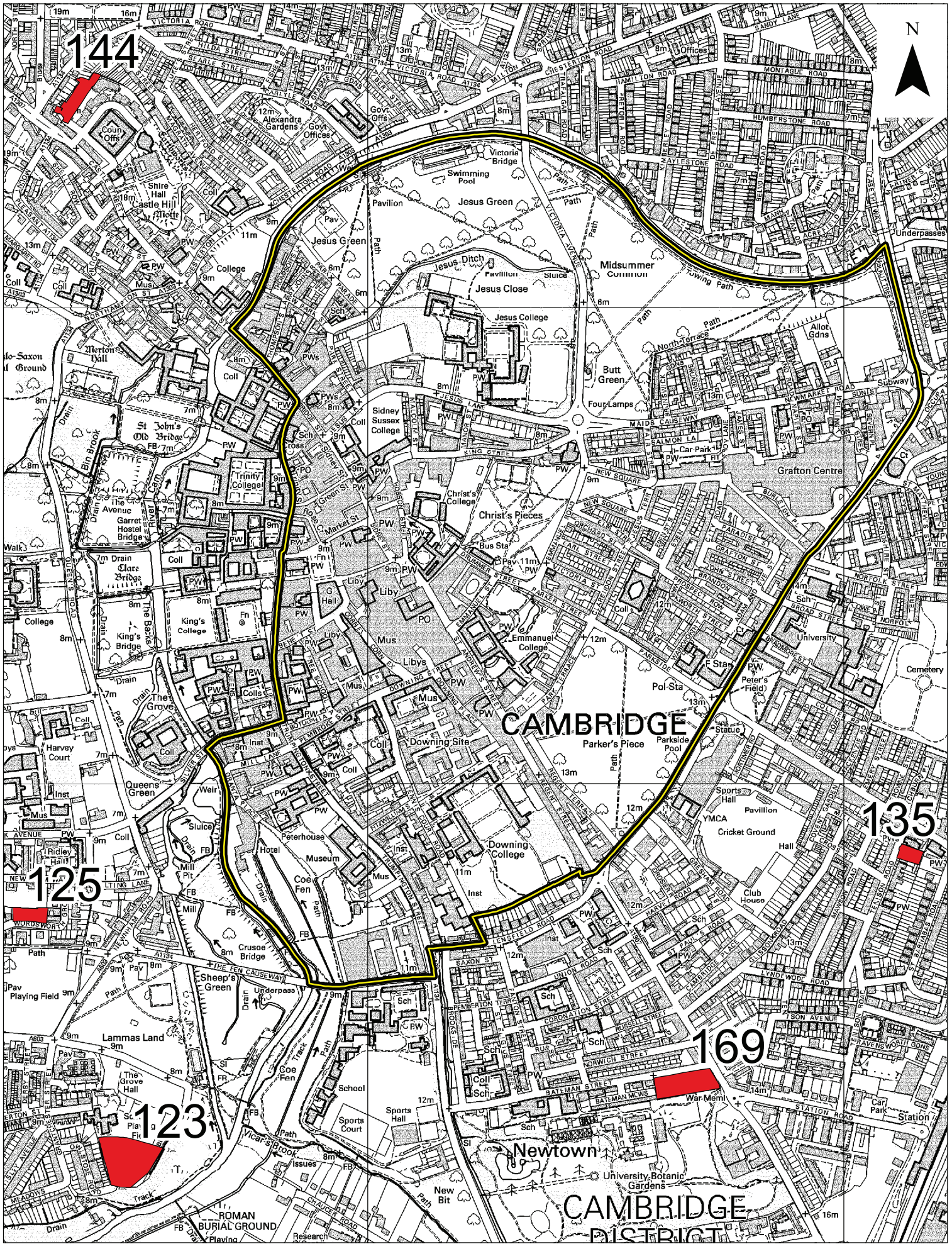


King's Hedges

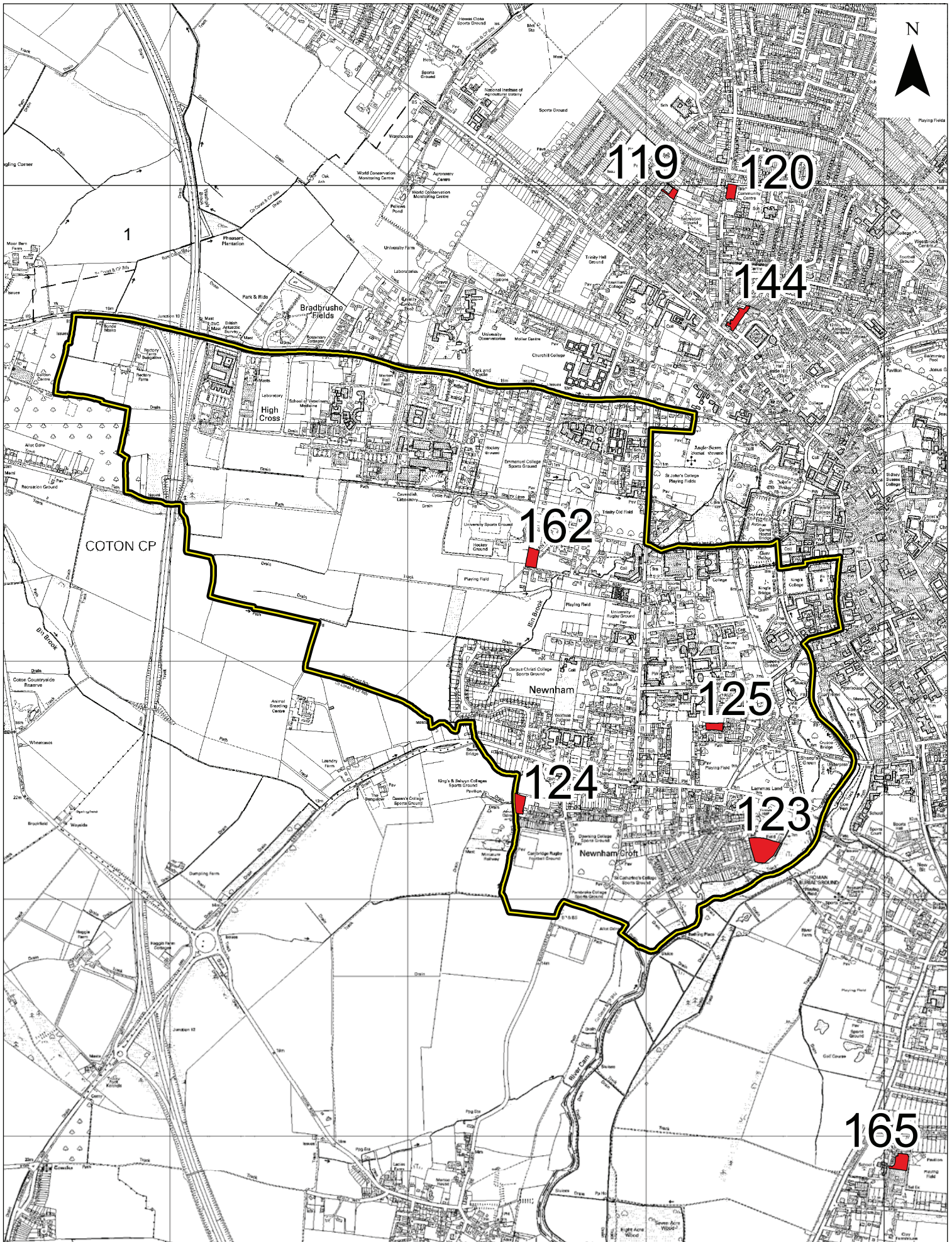
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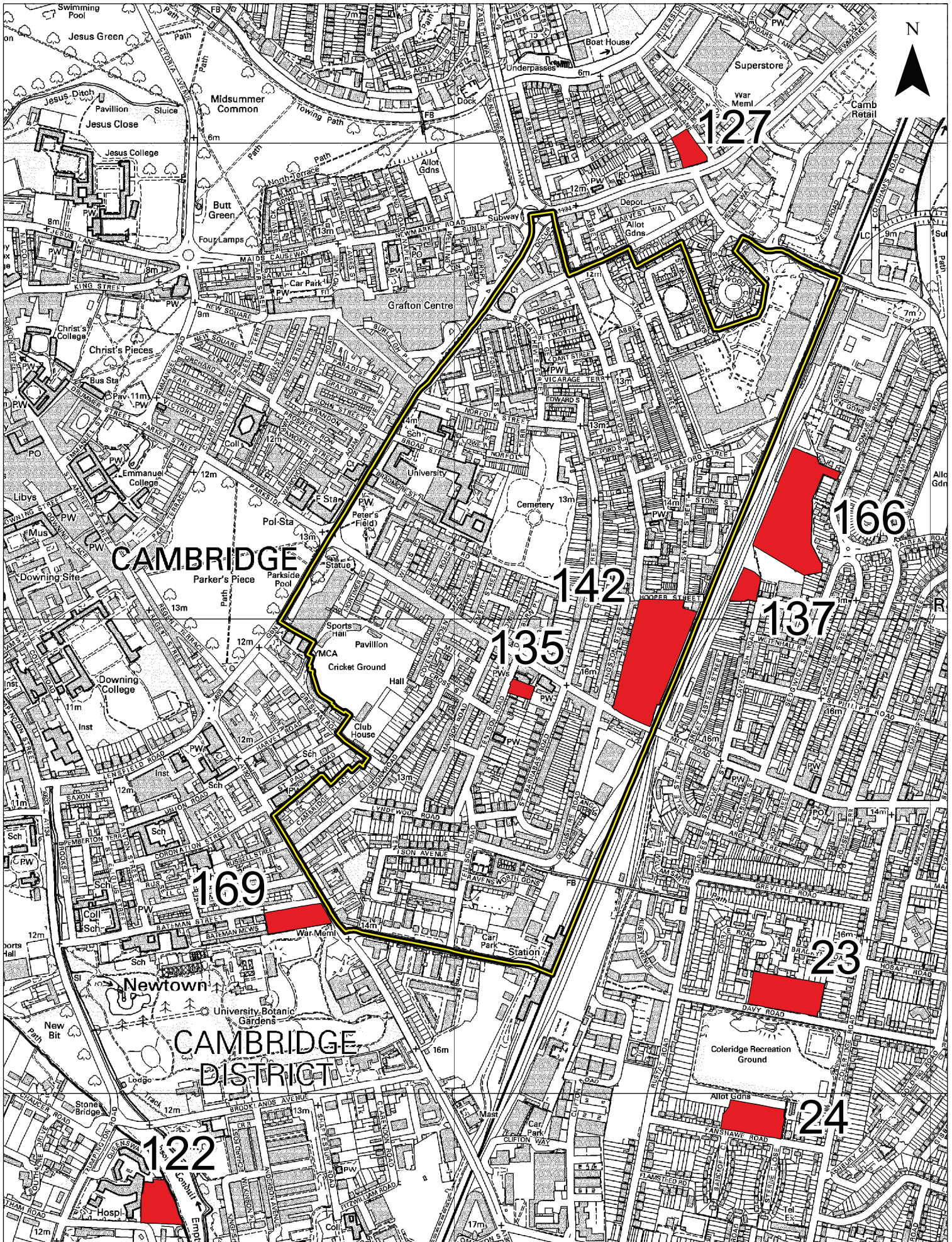
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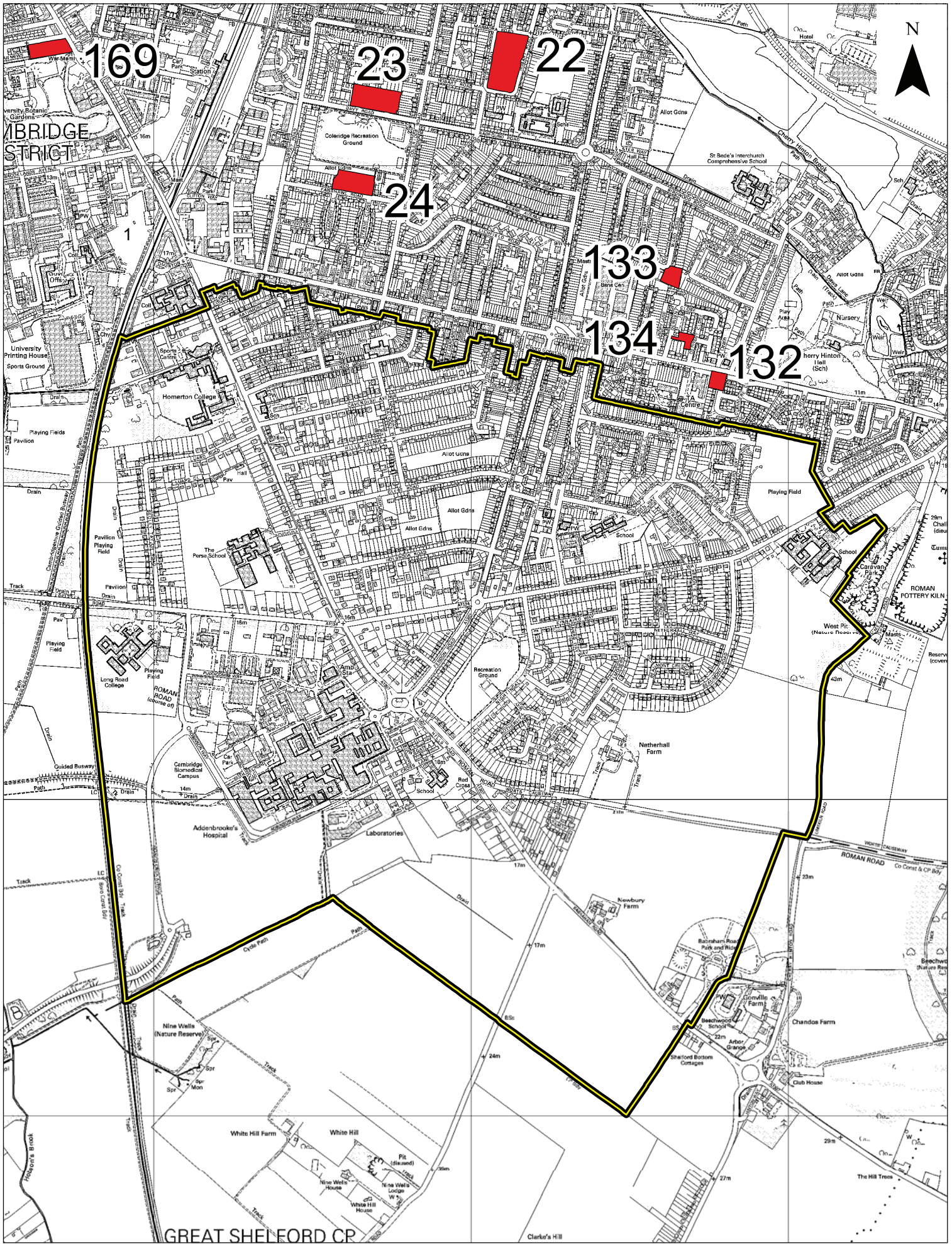
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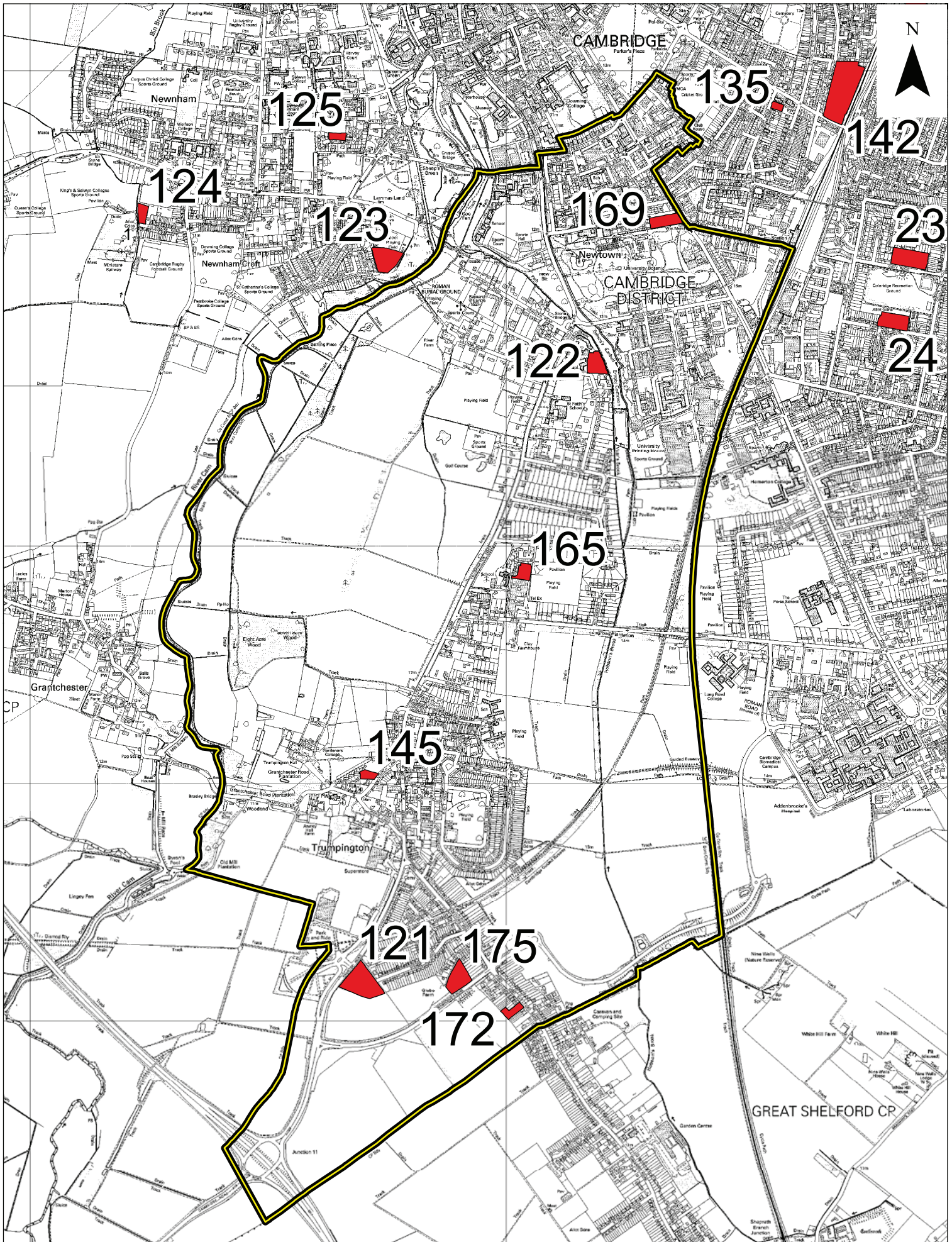
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Queen Edith's
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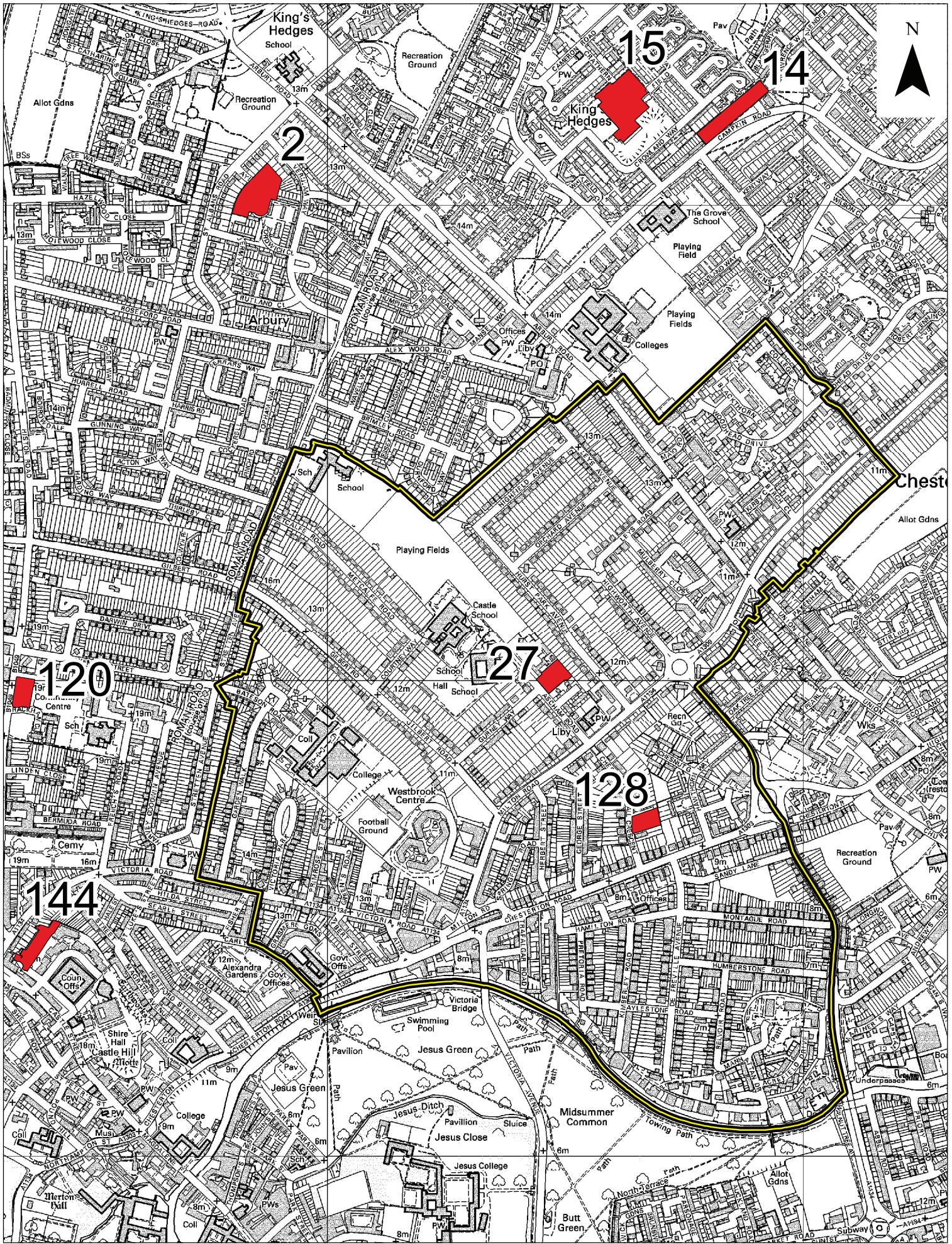
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Glossary

Emergency Stopping Place: Authorised developments intended for very short use; overnight with a maximum of 28 days. The facilities at such places would normally be minimal.

Gypsies and Travellers: Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

Pitch: A pitch can contain more than one caravan and can roughly be equated with a household.

Transit Site: Authorised developments intended to meet the needs of those families moving around, particularly during the summer months. Transit sites have basic facilities; less than one would expect on a permanent authorised development but more than that found on an emergency stopping place. They can only be occupied for a fixed, short, period of time.

Traveller Showpeople: Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above.

Travellers: Gypsies and Travellers and Travelling Showpeople as defined above.