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Cambridge City Council

DEVELOPMENT PLAN SCRUTINY SUB-COMMITTEE

To: Scrutiny Sub Committee Members: Councillors Reid (Chair), Saunders (Vice-Chair), Blencowe, Price, Marchant-Daisley and Tucker

Alternates : Councillors Herbert and Stuart

Executive Councillor for Planning and Climate Change: Councillor Ward

Despatched: Wednesday, 5 December 2012

Date: Thursday, 13 December 2012

Time: 4.30 pm

Venue: Committee Room 1 & 2 - Guildhall

Contact: Toni Birkin

Direct Dial: 01223 457013

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

To approve the minutes of the meeting on ...

4 PUBLIC QUESTIONS (SEE BELOW)

**5 CAMBRIDGE LOCAL PLAN - TOWARDS 2031 ISSUES AND OPTIONS 2
(SITE OPTIONS CONSULTATION) Planning Policy Manager (Pages 1 -
376)**

Information for the Public

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Between 9 a.m. and 5 p.m. the building is accessible via Peas Hill, Guildhall Street and the Market Square entrances.

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To: Executive Councillor for Planning and Climate
Change: Councillor Tim Ward
Report by: Head of Planning Services
Relevant scrutiny committee: Development Plan 13/12/2012
Scrutiny Sub Committee
Wards affected: All Wards

CAMBRIDGE LOCAL PLAN - TOWARDS 2031

Issues and Options 2:

- **Part 1 – Joint Consultation on Development Strategy and Site Options on the Edge of Cambridge;**
- **Part 2 – Site Options within Cambridge (including residential space standards and car and cycle parking standards).**

Not a Key Decision

1. Executive summary

- 1.1 The Local Plan is a key document for Cambridge, and the review of the current Local Plan is currently underway. Following on from consultation on the Issues and Options Report, which took place between June and July 2012, this consultation will include:
- Part 1 – Joint consultation of Development Strategy and Site Options on the Edge of Cambridge;
 - Part 2 – Site Options within Cambridge (including residential space standards and car and cycle parking standards).
- 1.2 The site options consultation has been split into two parts. The Part 1 document is a joint consultation being undertaken by Cambridge City Council and South Cambridgeshire District Council on options for the development strategy for the wider Cambridge area and for site options for housing or employment development on the edge of Cambridge on land currently in the Green Belt. It also includes site options on sub-regional sporting, cultural and community facilities and a community stadium. It builds upon the Issues and Options consultations that the Councils have already consulted on and provides background information in relation to the housing and employment needs for the area as a whole, as well as outlining what that means for the future development strategy. The Part 2 document focuses on site allocation options and designations in the urban area of Cambridge, as well as picking up more detailed matters such as

consultation on residential space standards and car and cycle parking standards.

- 1.3 This report provides the draft Part 1 (Appendix A) and Part 2 (Appendix H) consultation documents for consideration, and sets out the broad arrangements for consultation, which will take place for 6 weeks between 7 January and 18 February 2013.

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 Climate Change.
- 2.2 The Executive Councillor is recommended:
 - To agree the joint Part 1 document (Appendix A) and supporting evidence base (Appendices B, C, D, E and F) for consultation;
 - To agree the Sustainability Appraisal of the Part 1 document for consultation (Appendix G);
 - To agree the Part 2 document (Appendix H) and supporting evidence base (Appendix L) for consultation;
 - To agree the Sustainability Appraisal of the Part 2 document for consultation (Appendix M);
 - To agree the consultation arrangements sets out in paragraphs 3.32 to 3.34 and the consultee list set out in Appendix N; and
 - To agree that any minor amendments and editing changes that need to be made should be agreed in consultation with the Executive Councillor, Chair and Opposition Spokes.

3. Background

- 3.1 The Local Plan is a key document for Cambridge. The current Local Plan was adopted in 2006, and it sets out a vision, policies and proposals for future development and land use in Cambridge to 2016 and beyond.
- 3.2 The Council agreed in March 2011 to press ahead with the review of the Local Plan, with the aim of having a new Local Plan adopted by April 2014. Since March 2011, the Localism Act and the National Planning Policy Framework (NPPF) have both come into effect. Whilst there have not been any substantial changes to the way plans are prepared, the abolition of Regional Spatial Strategies means that future levels of housing and employment provision should be set through Local Plans. The NPPF also gives a transitional period for Councils to update their plans to ensure consistency with the

framework. Whilst the current Local Plan is considered to be in overall conformity with the NPPF, it is important that the Council continues to move forward with the review and make progress.

- 3.3 The preparation of a Local Plan involves a number of stages, including public consultation. As part of an early stage, the Council has undertaken a significant amount of evidence base studies in order to inform the development of issues and options including workshops and one to one meetings with various stakeholders.
- 3.4 The Issues and Options Report was agreed for consultation at Development Plan Scrutiny Sub-Committee on 29 May 2012 (<http://www.cambridge.gov.uk/democracy/ieListDocuments.aspx?CId=184&MId=681&Ver=4>) and consultation took place for six weeks between 15 June to 27 July 2012. The report included a vision, strategic objectives, and specific chapters relating to the future spatial strategy, possible opportunity areas and other topic areas.
- 3.5 Over 11,000 representations were received, and the key issues raised were presented to Development Plan Scrutiny Sub-Committee on 16 October 2012. For further information, please see the following link: <http://www.cambridge.gov.uk/democracy/documents/s13919/Local%20Plan%20Key%20Issues%20and%20Timetable%20Update.pdf>
- 3.6 At this committee, it was agreed that future reports would be brought to committee providing an analysis of the comments received to each section of the Issues and Options consultation in order to seek a steer from Members on the approach to take forward in the draft Plan. The first of these reports were considered at 13 November and 6 December meetings, with further reports being considered at meetings to be held in January and February 2013.

Duty to Cooperate

- 3.7 The Council has a duty to cooperate with South Cambridgeshire District Council, the County Council, other districts and public bodies as part of preparing the new Local Plan. This requirement introduced by the Localism Act, requires the Council to engage constructively, actively and on an on-going basis on 'strategic matters' regarding sustainable development or use of land that has or would have a significant impact on at least two planning areas. The NPPF says that Councils should work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly coordinated and clearly reflected in individual Local Plans.

- 3.8 The Council will be expected to demonstrate evidence of having effectively cooperated to plan for cross boundary impacts when the Local Plan is submitted for examination, as will South Cambridgeshire District Council. The on-going approach to joint working is therefore now a specific legal requirement and it will be necessary to provide formal evidence of the cooperation as part of the plan making process. However, the NPPF is not prescriptive about how Councils work together or how evidence of cooperation should be presented.
- 3.9 Whilst Cambridge City Council and South Cambridgeshire District Council are preparing separate plans, this does not prevent a comprehensive approach being developed and sound arrangements have been put in place in order to ensure this. Given the close functional relationship between Cambridge and South Cambridgeshire, the Councils are working jointly to ensure that cross boundary issues and relevant wider matters are addressed in a consistent and joined up manner. The Councils have been working together throughout the preparation of the Issues and Options consultations on the Local Plans, and also the parallel consultation on issues for a new Transport Strategy for Cambridge and South Cambridgeshire.
- 3.10 The Councils took a co-ordinated approach to joint issues in the recent Issues and Options consultations (summer 2012). Each of the Issues and Options consultation documents took a common approach to the questions asked about the Green Belt on the edge of Cambridge, the future planning of Cambridge East and Northern Fringe East and to sub-regional sporting, cultural and community facilities. Each document also highlighted the corresponding consultation by the other Council.

Part 1 – Joint Consultation on Development Strategy and Site Options on the Edge of Cambridge

- 3.11 The Councils continue to work jointly as plan preparation progresses. Part 1 of the second stage of Issues and Options consultation is a joint consultation on options for the development strategy for the wider Cambridge area and for site options on the edge of Cambridge on land currently in the Green Belt. It builds on the Issues and Options consultations that the Councils have already undertaken this summer and provides background information in relation to the housing and employment needs for the area as a whole as well as outlining what that means for the future development strategy.
- 3.12 Appendix A includes the Part 1 document for consultation. The document includes the following:

- Chapter 1: Introduction;
- Chapter 2: Joint Working and Duty to Co-operate;
- Chapter 3: The Current Development Strategy;
- Chapter 4: Sustainable Development;
- Chapter 5: Development Needs in Cambridge and South Cambridgeshire;
- Chapter 6: Continuing a Sustainable Development Strategy;
- Chapter 7: Green Belt;
- Chapter 8: A Sustainable Development Strategy for Cambridge and South Cambridgeshire to 2031;
- Chapter 9: Site Options; and
- Chapter 10. Sub Regional Sporting, Cultural and Community Facilities.

3.13 In order to assist with the preparation of this document, the following evidence based work has been undertaken:

- Review of the Inner Green Belt Boundary Study November 2012 (Appendix B)
- Cambridge and South Cambridgeshire Sustainable Development Strategy Review November 2012 (Appendix C)
- Site Assessments for Edge of Cambridge Sites November 2012 (Appendix D)
- Cambridge Sub Regional Facilities Review November 2012 (Appendix E)

Sustainable Development Strategy

3.14 The current development strategy for Cambridge and South Cambridgeshire marked a step change in the way housing development took place in and on the edge of Cambridge, by looking to provide homes as close as possible to jobs, in a move away from the previous dispersed development strategy to help reduce commuting and the congestion and emissions it causes. The change in position of Cambridge East as a development site for up to 12,000 homes on the edge of Cambridge in the period to 2031, means that the current development strategy for Cambridge and South Cambridgeshire will not be fully implemented. However, good progress in relation to the current strategy must be recognised, with development on the fringe sites underway and progress being made in relation to Northstowe.

3.15 The Councils have worked with the Joint Strategic Planning Unit to undertake a review of the current Sustainable Development Strategy to explore how the new Local Plans can continue to provide for

sustainable development whilst also protecting what is special about Cambridge, including the purpose of the Cambridge Green Belt. The Review concludes that the current strategy remains the most sustainable, subject to striking the right balance between meeting the needs for new homes and jobs, with other environmental infrastructure and quality of life factors. However, the work in the new plans must consider what a sustainable development strategy looks like today, given the circumstances that currently existing as opposed to those that existed in 2003 when the previous strategy was developed.

- 3.16 Given this context, it is important that the review of the Local Plan explores whether there are further sites on the edge of Cambridge that could be released from the Green Belt for development without fundamental harm to the purposes of the Green Belt. A review of the inner boundary of the Green Belt has therefore been undertaken, which has identified a small number of sites that could be released for development of approximately 680 homes without fundamental harm to Green Belt purposes. Those sites have been considered as part of a comprehensive assessment process (see site options section below).

Site Options for consultation

- 3.17 A technical assessment of a range of sites on the edge of Cambridge has been undertaken to inform the selection of the site options for consultation, including sites submitted to the Councils as part of their Strategic Housing Land Availability Assessments and sites coming through the Green Belt review. The assessments have had regard to the comments submitted in response to the summer 2012 consultation on ten broad locations in the Green Belt on the edge of Cambridge (see Appendix F). A wide range of constraints, policy designations and matters important to sustainability have been taken into account in the technical assessments including flood risk, Green Belt significance, site access, deliverability, Cambridge Airport safety zones, distance to services and facilities, open space, transport accessibility, air quality, noise, and biodiversity. The technical assessment process involved completion of a standard site pro-forma, which looked at the impact and significance of development. The full technical assessments are contained in Appendix D.
- 3.18 The results of the assessments are summarised in an appendix to the Part 1 consultation document. The traffic light assessment highlights those sites that may have potential for development as green or amber, where negative impacts are considered capable of mitigation in an appropriate scheme. Those sites have been identified as site

options for consultation. 6 sites in 3 locations have been identified, as illustrated in the table below.

SITE NUMBER	LOCATION	DEVELOPMENT TYPE
Site option GB1	Land North of Worts' Causeway	250 dwellings
Site option GB2	Land South of Worts' Causeway	230 dwellings
Site option GB3	Fulbourn Road West (1)	75 dwellings. Alternatively, this could be considered for employment.
Site option GB4	Fulbourn Road West (2)	Employment development
Site option GB5	Fulbourn Road East	Employment development
Site option GB6	Land between Huntingdon Road and Histon Road (NIAB3)	Up to 130 dwellings, less if with employment or a Community Stadium

Sub-regional Sporting, Cultural and Community Facilities

- 3.19 Through the previous Issues and Options consultations, both Councils sought views on whether there is need for major new cultural and sporting facilities in the Cambridge sub-region. Previous studies had identified gaps in provision for some types of major sub-regional facilities, including a community stadium, ice rink and concert hall. Further work has now been undertaken to review the evidence for such facilities and consider options for dealing with them in the new Local Plans in the Cambridge Sub-Regional Facilities Review - November 2012 (see Appendix E).
- 3.20 The Review concludes that no specific objective need can be quantified requiring the provision of a community stadium. However, the Review identifies that the right package of uses in a suitable location could deliver benefits for the wider sub-region. In light of the latest work, the consultation asks whether there is considered to be a need to plan for a community stadium. 9 site options have been identified for consultation, which are either within the urban area of Cambridge, in the Green Belt on the edge of Cambridge, or to provide a facility as part of a new settlement. There are major issues associated with all site options and this may mean that some sites may not be capable of being delivered. However, it is considered appropriate to consult on these options at this stage in the process before any decisions are taken on whether a community stadium should be provided and if so where. The view of the local community is an important step in the process. It is also recognised that for some site options, landowners may have different aspirations and we would

encourage these to be made clear through the consultation before any decisions are taken. The consultation document highlights the advantages and disadvantages of each option to inform comment. The site options are:

SITE NUMBER	LOCATION
Site Option CS1	The Abbey Stadium and adjoining Allotment Land, Newmarket Road, Cambridge
Site Option CS2	Cowley Road Cambridge (former Park and Ride and Golf Driving Range)
Site Option CS3	North of Newmarket Road, Cambridge East
Site Option CS4	South of the A14 and west of Cambridge Road
Site Option CS5	Land south of Trumpington Meadows, Hauxton Road
Site Option CS6	Land between Milton and Impington, north of A14 (Union Place)
Site Option CS7	Northstowe
Site Option CS8	Waterbeach New Town Option
Site Option CS9	Bourn Airfield New Settlement Option

- 3.21 The Councils have not yet made a decision regarding the need for a site, and are not promoting a specific option, but are seeking views on potential options in order to inform decision making.
- 3.22 The Part 1 document was considered at the Joint Strategic Transport and Spatial Planning Group on 30 November. The Group agreed to advise Cambridge City Council and South Cambridgeshire District Council to:
- Support the joint Part 1 document for consultation;
 - Endorse the supporting evidence base;
 - Support the consultation arrangements; and
 - Endorse that any minor amendments and editing changes that need to be made prior to publications be agreed by both Executive Councillors.
- 3.23 The amendments to the report in relation to NIAB 3 and the question relating to the sustainable development strategy were also agreed. In addition, the Group asked for further clarification in the Part 1 document to be made in relation to why the sites relating to the community stadium were being consulted on. This included Trumpington Meadows and land North of Newmarket Road. Further clarification has therefore been provided in paragraph 10.9 of the Part 1 document as well as in the site descriptions for Trumpington Meadows and North of Newmarket Road.

Part 2 – Site Options Within Cambridge

3.24 As part of preparing the new Local Plan, the NPPF requires local planning authorities to:

- Indicate broad locations for strategic development on a key diagram and land-use designations on a proposals map;
- Allocate sites to promote development and flexible use of land, bringing forward new land where necessary, and provide detail on form, scale, access and quantum of development where appropriate;
- Identify areas where it may be necessary to limit freedom to change the use of buildings, and support such restrictions with a clear explanation; and
- Identify land where development would be inappropriate, for instance because of its environmental or historic significance.

The Issues and Options Report set out broad locations for development and the location of some of the Opportunity Areas, which were areas identified as having potential for future improvement or development over the plan period to 2031.

3.25 The Issues and Options 2 consultation presents an opportunity to consult on potential site options at an early stage in the Local Plan Review, before a draft Plan has been prepared. As such, the Part 2 consultation document, which is included in Appendix H, considers both potential site allocations and designations, building upon work already carried out as part of the Strategic Housing Land Availability Assessment and the open space consultation. The site options focus on strategic sites that are considered central to the achievement of the development strategy for Cambridge, for example delivering housing requirements or land for employment development.

3.26 The site options have been split into sections considering key development types, namely:

- Section D: Residential site options within Cambridge;
- Section E: Residential moorings site options within Cambridge;
- Section F: University site options within Cambridge;
- Section G: Mixed-use development site options within Cambridge; and
- Section H: Employment site options within Cambridge.

3.27 Each of the above sections begins with a map showing all of the site options being considered for that particular use within the existing urban area. This is followed by a more detailed consideration of each specific site option, with a detailed site description and the pros and cons of each site.

3.28 Sections of the document also focus on the following areas:

- Residential space standards – this section of the document considers the approach that could be taken in the new Local Plan with regards to space standards for new homes, both indoor and outdoor space. These standards would apply to both market and affordable housing. This chapter should be read alongside Appendix I of this committee report, which provides the officer analysis of the representations received to the options on residential space standards included in the Issues and Options Report, and recommendations for the approach to be taken forward into the draft Plan;
- Car parking standards – this section of the document considers the approach that could be taken in the new Local Plan with regards to levels of car parking for different types of development. This chapter should be read alongside Appendix J of this committee report, which provides the officer analysis of the representations received to the options on car parking standards included in the Issues and Options Report, and recommendations for the approach to be taken forward into the draft Plan;
- Cycle parking standards – this section of the document considers the approach that could be taken in the new Local Plan with regards to levels of cycle parking for different types of development. This chapter should be read alongside Appendix K of this committee report, which provides the officer analysis of the representations received to the options on cycle parking standards included in the Issues and Options Report, and recommendations for the approach to be taken forward into the draft Plan;
- Site designations – this section of the document considers proposals for site designations, which will be included on the Local Plan Proposals Map. Sites can be designated for a variety of uses, such as protected open space, wildlife sites, district and local centres and protected industrial sites.

3.29 Sitting alongside the Part 2 document is a technical document, which forms a background document to the Site Options work. This technical document, which can be found at Appendix L, presents the detailed assessments for each of the site options considered, including those sites that have been rejected. This is set out in the form of a pro forma for each of the sites, which considers a number of criteria relating to social, economic and environmental factors related to the location of the site, as well as criteria relating to the planning suitability of the site. The methodology for assessing sites was presented to Development Plan Scrutiny Sub Committee on the 16th October 2012. For further information, please see the following link:
<http://www.cambridge.gov.uk/democracy/documents/s13926/Local%20Plan%20Sites%20Consultation.pdf>

Sustainability Appraisal

- 3.30 Sustainability Appraisal (SA) has been carried out for both Part 1 and Part 2 documents. For the Part 1 document, a joint SA has been prepared with South Cambridgeshire District Council. This considers the impact of the site options on the sustainability objectives identified in the Sustainability Appraisal Scoping Reports of both Councils. For Part 2, consultants URS who are carrying out the SA of the new Cambridge Local Plan have produced an interim SA report.
- 3.31 SA has been integral to the development of both of these consultation documents. It ensures that the environmental, economic and social effects of the plan are assessed, and that reasonable alternatives are considered. SA of Local Plans is a legal requirement but this stage has been done voluntarily in order to be comprehensive at each stage of plan making. The Sustainability Appraisal of the Part 1 document is included at Appendix G, while the Appraisal of the Part 2 document is included at Appendix M.

Consultation Arrangements

- 3.32 In accordance with the planning regulations and the Council's consultation and community engagement strategy, consultation arrangements include:
- Consultation for 6 weeks between 7 January to 18 February 2013;
 - Letters and emails informing Consultees of consultation dates and how to view and respond to the consultation material;
 - A public notice or advert;
 - Posters to advertise local exhibitions;
 - All documents to be made available on the Council's website, the and the Customer Service Centre;
 - Libraries to receive hard copies;
 - Article in Cambridge Matters, which will include dates of exhibitions, including those being held jointly with South Cambridgeshire District Council; and
 - Use of the Council's Facebook page and Twitter account to publicise consultation;
 - Use of the Local Plan Blog; and
 - Use of site notices for each of the site options, with letters sent to adjacent neighbours to inform them of the consultation.
- 3.33 A series of exhibitions across Cambridge and South Cambridgeshire have been planned. Some of these will be joint exhibitions, which have been advertised in each Council's magazine and will be attended

by officers of both Councils (shaded in the table below). Dates and venues currently confirmed are shown below:

Day	Date	Venue	Exhibition Time
Mon	7 th January	Grantchester – Village Hall	2.30pm – 7.30pm
Tues	8 th January	Castle Street Methodist Church	2.30pm – 7.30pm
Wed	9 th January	Fulbourn, The Swifts	2.30pm – 7.30pm
Thurs	10 th January	The Hub, Camborne – Main Hall	2.30pm – 7.30pm
Sat	12 th January	Trumpington Village Hall – Jubilee Room	12– 4pm
Mon	14 th January	Guildhall – Small Hall	2.30pm – 7.30pm
Wed	16 th January	Great Shelford – Memorial Hall	2.30pm – 7.30pm
Fri	18 th January	Meadows Community Centre, Cambridge – Room 2	2.30pm – 7.30pm
Mon	21 st January	Guildhall – Small Hall	2.30pm – 7.30pm
Tue	22 nd January	Histon & Impington Recreation Ground	2.30pm – 7.30pm
Fri	25 th January	Cherry Hinton Village Centre – Large Meeting Room	2.30pm – 7.30pm
Sat	26 th January	Netherhall School – Atrium Hall	12 – 4pm
Mon	28 th January	Newnham Croft Primary School	5pm – 8.30pm
Fri	1 st February	Brownfields Community Centre, Cambridge – Hall	2.30pm – 7.30pm

3.34 Appendix N contains the list of consultees who will be contacted directly to advise them of the Issues and Options 2 consultation. This list includes statutory consultees, residents associations and community organisations, landowners and developers and agents.

Next Steps

3.35 This Issues and Options 2 consultation is the second phase in developing the new Local Plan for Cambridge. Once consultation has finished, the representations received will be considered by the

Council, using them to refine site options and policies that will be included in the new Local Plans.

3.36 The Council, in parallel with South Cambridgeshire District Council, will then draft the new Local Plan, which will be subject to a further round of public consultation in summer 2013 prior to being submitted to the Secretary of State for examination around the end of 2013. During the final stage, independent planning inspectors will consider the 'soundness' of the Local Plans at public examinations. This will involve the inspectors considering whether the plans have been positively prepared, and that policies are justified, effective and are in conformity with the NPPF. Following this, the inspectors will produce reports of their findings, and then, provided that no changes are necessary to make their plans sound, the Councils can formally adopt the Local Plans.

4. Implications

(a) Financial Implications

There are no direct financial implications arising from this report. Policy recommendations will be considered as part of the review of the Local Plan, which has already been included within existing budget plans.

(b) Staffing Implications (if not covered in Consultations Section)

There are no direct staffing implications arising from this report. The review of the Local Plan has already been included in existing work plans.

(c) Equal Opportunities Implications

There are no direct equal opportunity implications arising from this report. An Equalities Impact Assessment will be prepared as part of the draft Plan stage.

(d) Environmental Implications

The new Local Plan for Cambridge will assist in the delivery of high quality and sustainable new development 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, as considered within this committee report. Overall there should be a positive climate change impact.

(e) **Procurement**

There are no direct procurement implications arising from this report.

(f) **Consultation and communication**

The consultation and communications arrangements for the Local Plan are consistent with the agreed Consultation and Community Engagement Strategy for the Local Plan Review, 2012 Regulations and the Council's Code for Best Practice on Consultation and Community Engagement.

(g) **Community Safety**

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:

- Cambridge Local Plan – Towards 2031 Issues and Options Report, June 2012:

<http://www.cambridge.gov.uk/public/docs/local-plan-review-issues-and-options-report.pdf>

- National Planning Policy Framework, March 2012

<http://www.communities.gov.uk/publications/planningandbuilding/nppf>

6. Appendices

PART 1 DOCUMENT:

- Appendix A: Issues and Options 2, Part 1 – Joint consultation on Development Strategy and Site Options on the Edge of Cambridge;
- Appendix B: Review of the Inner Green Belt Boundary Study November 2012
- Appendix C: Cambridge and South Cambridgeshire Sustainable Development Strategy Review November 2012
- Appendix D: Site Assessments for Edge of Cambridge Sites November 2012
- Appendix E: Cambridge Sub Regional Facilities Review, November 2012
- Appendix F: Summary of Issues and Options 2012 comments on Broad Locations in the Green Belt
- Appendix G: Sustainability Appraisal of Part 1 document

PART 2 DOCUMENTS:

- Appendix H: Issues and Options 2, Part 2 – Site Options within Cambridge;
- Appendix I: Analysis, responses and preferred approach to residential space standards, plus summaries of representations received;
- Appendix J: Analysis, responses and preferred approach to car parking standards, plus summaries of representations received;
- Appendix K: Analysis, responses and preferred approach to cycle parking standards, plus summaries of representations received;
- Appendix L: Site Options within Cambridge Technical document;
- Appendix M: Sustainability Appraisal of the Part 2 document
- Appendix N: List of Consultees

Appendices B, C, D, E, F, G, L and M are only available online and a hard copy of all appendices will also be made available in the Members room.

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
Author's Phone Number: 01223 457186
Author's Email: Sara.saunders@cambridge.gov.uk

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**Appendix A. Issues & Options 2, Part 1 – Joint Consultation of
Development Strategy & Site Options on the Edge of
Cambridge**

Cambridge Local Plan and South Cambridgeshire Local Plan

Issues and Options 2

Part 1 – Joint Consultation on Development Strategy and Site Options on the Edge of Cambridge

Draft to:

South Cambridgeshire Localism and Planning Policy Portfolio Holder

Cambridge Executive Councillor for Planning and Climate Change and Development Plan Scrutiny Sub Committee

13 December 2012

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1. Introduction

- 1.1 Cambridge City Council and South Cambridgeshire District Council are preparing new Local Plans for the Cambridge area for the period up to 2031. The existing development plans for the area are the Cambridge Local Plan (adopted 2006) and the South Cambridgeshire Local Development Framework (adopted between 2007 and 2010). Both Plans set out a series of policies and proposals to guide future development up to 2016, and are used to determine planning applications in Cambridge and South Cambridgeshire.
- 1.2 The Councils have been working closely on progressing the review of each Local Plan as well as working with the County Council on the preparation of a Transport Strategy for Cambridge and South Cambridgeshire.
- 1.3 Both Councils carried out consultation on Issues and Options for their Local Plans in Summer 2012. For Cambridge City Council, consultation ran for six weeks between 15 June to 27 July 2012 and for South Cambridgeshire District Council, consultation started on 12 July and ran for 11 weeks to 28 September 2012. Consultation on the first stage of the Transport Strategy for Cambridge and South Cambridgeshire took place in parallel with both District Councils' consultations. Consultation on the Transport Strategy started on 15 June and ran until 28 September 2012.
- 1.4 The Councils took a co-ordinated approach to joint issues in the recent Issues and Options consultations. Each of the Issues and Options consultation documents took a common approach to the Green Belt on the edge of Cambridge, the future planning of Cambridge East and Northern Fringe East and sub-regional sporting, cultural and community facilities. Each document also highlighted the corresponding consultation by the other Council.
- 1.5 The Councils continue to work jointly as plan preparation continues. Part 1 of this second stage of Issues and Options consultation is a joint consultation on options for the development strategy for the wider Cambridge area and for site options for housing or employment development on the edge of Cambridge on land currently in the Green Belt. It also includes options on sub-regional sporting, cultural and community facilities and site options for a community stadium. It builds on the Issues and Options consultations that the Councils have already consulted on this Summer and provides background information in relation to the housing and employment needs for the area as a whole, as well as outlining what that means for the future development strategy.
- 1.6 In addition to the joint elements of this consultation, each Council is carrying out consultation on other matters for their own areas in their respective Part 2 consultation documents. The City Council is consulting on site options for the urban area of Cambridge, including a range of uses for possible site allocations as well as picking up more detailed matters such as consultation on space standards and car and cycle parking standards. South Cambridgeshire District Council is consulting on new issues arising from the Summer's consultation that would be reasonable additional options for the new Local Plan, including possible new site options for

allocation for development as well as matters such as possible changes to village frameworks and designations to protect village character.

- 1.7 The document sets out how the Councils are responding to the duty to cooperate on plan making, considers the current development strategy and progress being made and considers the national requirement to deliver sustainable development. Within this context, the document then looks at development needs for jobs and homes across the two Councils' areas and latest evidence of level of needs over the plan period to 2031. It then explores how the Councils can best continue the sustainable development strategy in their new Local Plans. This leads to a consideration of the approach to the Green Belt in the new plans and brings this together to look at the sustainable development strategy to 2031 and seek views on the most appropriate approach. The document then sets out the approach to testing of a range of sites on the edge of Cambridge and set out the site options for consultation that performed best in the technical assessment process. The document moves on to look at evidence of a need for sub-regional sporting, cultural and community facilities and sets out site options for a community stadium for consultation.
- 1.8 Both Councils' Local Plans will be accompanied by Sustainability Appraisals, which test the sustainability credentials of the plans and alternative options considered. A joint initial sustainability appraisal has been prepared to accompany this consultation document, which considers the impact of options on the sustainability objectives identified in the Scoping Reports of both Councils.

How to have your say

- 1.9 Once you have looked through this joint consultation document, please send us your comments. There are a number of ways in which you can do this:
- **Using the Councils' online consultation system** - This is the Councils' 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 system are provided on the Councils' websites and officers in the planning policy teams are always available to help if you have any queries. Please go to the following link: <http://cambridge.jdi-consult.net/ldf> or <http://scambs.jdi-consult.net/ldf/>
 - **By email at policysurveys@cambridge.gov.uk or ldf@scambs.gov.uk** using the electronic response form on the Councils' websites.
 - **Using a response form** - If you do not have access to a computer, a paper form can be completed and sent to the Councils. Copies of the response form are available from the Planning Policy teams.

We're here to help

- 1.10 Your views are important to us, and we recognise that the planning system is not always easy to understand and find your way around. We want to make sure that as many people as possible have an opportunity to have their say as the new Local Plans are prepared. You can contact us using one of the following methods:

Cambridge City Council:

- 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

South Cambridgeshire District Council:

- You can phone us on 03450 450 500 (ask to speak to someone in the Planning Policy team);
- You can email us at ldf@scambs.gov.uk

1.11 There will also be opportunities for you to meet officers face-to-face through exhibitions that have been organised. Details of these events, together with up to date information on the Local Plan review can be found on the Councils' Local Plan websites:

- <http://www.cambridge.gov.uk/localplanreview>
- <http://www.scambs.gov.uk/ldf/localplan>

1.12 For those who use social media, we shall also be providing regular updates on the Councils' Facebook pages, Twitter feeds and the City Council's Local Plan blog.

What happens next?

1.13 This Issues and Options 2 consultation is the second phase in developing new Local Plans for Cambridge and South Cambridgeshire. Once consultation on this report has finished, we will consider all of the representations received to both rounds of consultation, using them to refine site options and policies that will be included in the new Local Plans.

1.14 We will then draft the new Local Plans, which will be subject to a further round of public consultation prior to being submitted to the Secretary of State for examination. At that stage, independent Government inspectors will consider the 'soundness' of the Local Plans at public examinations. In other words, the inspectors will consider whether the plans have been positively prepared, and that policies are justified, effective and are in conformity with the National Planning Policy Framework (NPPF). Following this, the inspectors will produce reports of their findings, and then the Councils can formally adopt the Local Plans.

2. Joint working and Duty to Co-operate

- 2.1 The Councils have a long history of joint working and have worked closely together on a variety of planning matters over many years reflecting the close functional relationship between the tightly drawn city boundary and its rural surroundings. This includes working together on key strategic and joint issues at both officer and Member level through the preparation of Structure Plans, input to Regional Plans, the preparation of existing development plans, joint Area Action Plans for major developments, the preparation of joint evidence base documents on a wide variety of topics, and other planning matters including various transport strategy documents.
- 2.2 The Localism Act and the National Planning Policy Framework (NPPF) have introduced a requirement for Councils to work together on planning issues that cross administrative boundaries. This requirement is known as the 'Duty to Cooperate' and also involves a number of other public bodies such as Local Enterprise Partnerships (LEPs), Highways Agency, Environment Agency, English Heritage, Natural England and Primary Care Trusts. The duty requires Councils to engage constructively, actively and on an ongoing basis on 'strategic matters' regarding sustainable development or use of land that has or would have a significant impact on at least two planning areas. The NPPF says that Councils should work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly coordinated and clearly reflected in individual Local Plans. It says that Councils should consider producing joint planning policies on strategic matters, but there is no requirement to do so.
- 2.3 The Councils have decided to prepare separate Local Plans for Cambridge and South Cambridgeshire, but are fully aware of the need to work effectively together and that they will need to demonstrate how they have cooperated effectively, both with each other and other key public bodies including the County Council, on the preparation of their respective new Local Plans. The Councils' ongoing approach to joint working is therefore now a specific legal requirement and it will be necessary to provide formal evidence of the cooperation as part of the plan making process.
- 2.4 Some respondents to the Issues and Options (Summer 2012) consultations questioned why the Councils were not preparing a single joint strategic plan covering the Cambridge area as a whole and whether anything less than this satisfied the duty to co-operate.
- 2.5 The Councils believe that cooperation while preparing separate plans allows a comprehensive approach to the planning of the wider area to be developed and sound arrangements have been put in place in order to ensure this. Given the close functional relationship between Cambridge and South Cambridgeshire, the Councils are working jointly to ensure that cross boundary issues and relevant wider matters are addressed in a consistent and joined up manner. It is not a requirement of the NPPF that a single plan is produced in these circumstances, rather that the Duty to Co-operate is effectively discharged.
- 2.6 Joint working arrangements have already been established. At a member level, previous joint working groups have been replaced by two new member groups: the

Cambridgeshire and Peterborough Joint Strategic Planning and Transport Member Group which is a County wide group and the Joint Strategic Transport and Spatial Planning Group specifically to address issues affecting Cambridge and South Cambridgeshire. Work is ongoing at an officer level, steered by regular meetings of senior officers: Chief Planning Officers group for county-wide issues and officers from the three Councils for more Cambridge-focused issues. The Cambridgeshire Councils have already established and then commissioned the Joint Strategic Planning Unit to prepare a strategic spatial framework for Cambridgeshire and Peterborough, which will also help demonstrate the coordinated approach to planning for the long term needs of the wider area and the Unit has also assisted with the preparation of the evidence base for this consultation.

- 2.7 The Councils have been working together throughout the preparation of the Issues and Options consultations on the Cambridge Local Plan and the South Cambridgeshire Local Plan, and also the parallel consultation on issues for a new Transport Strategy for Cambridge and South Cambridgeshire. The Councils took the same approach to joint issues in the recent Issues and Options consultation. Each of the Issues and Options consultation documents took a common approach to the Green Belt on the edge of Cambridge, the future planning of Cambridge East and Northern Fringe East and sub-regional sporting, cultural and community facilities. Each document also highlighted the corresponding consultation by the other Council.
- 2.8 The Councils have agreed to continue to work jointly as plan preparation continues. In terms of timetables, the Councils' Local Plan programmes have been very similar, although it did not prove possible to align them completely for the Issues and Options (Summer 2012) consultation. The consultations did however overlap in July 2012.
- 2.9 The Local Plan timetables have recently been reviewed and the aim has been to align the Councils' timetables as far as possible. An updated timetable is shown below:

Key Stages in preparing the new Local Plan	Cambridge	South Cambridgeshire
Issues and Options public consultation	15 June to 27 July 2012	12 July to 28 September 2012
Issues and Options 2 (Current stage) Part 1 : Joint consultation on the site options for the fringe sites including development strategy context Part 2 : For the City Council,	7 January to 18 February 2013	7 January to 18 February 2013

<p>site options for the urban area of the City and other matters.</p> <p>For South Cambridgeshire, new issues arising from the 2012 Issues and Options consultation.</p>		
Public consultation on Draft Local Plan	Summer 2013	Summer 2013
Submit the Local Plans to the Secretary of State	Winter 2013/2014	Winter 2013/2014

- 2.10 The timetable after Submission of the Local Plans will be largely determined by the Planning Inspectorate and will be affected by availability of inspectors (having regard to the demand from the many authorities currently preparing new plans) and the way the Inspectorate wishes to run the two examinations, given the close functional relationship between Cambridge and South Cambridgeshire.

3. The Current Development Strategy

- 3.1 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, in addition to a high demand for housing, a need for more affordable housing to: maintain the economy; provide more jobs; support the continued success of the University of Cambridge, the colleges, and Anglia Ruskin University (ARU); to 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.
- 3.2 South Cambridgeshire is a prosperous area with high levels of economic activity and low levels of unemployment and the area close to Cambridge forms an important part of the Cambridge Cluster of research and knowledge-based industries and has experienced significant jobs growth. Its 350 square miles of countryside provide a high quality setting for its 105 settlements. In recent decades, the district has experienced significant growth, reflecting the success of the local economy and the need for new homes.
- 3.3 There is a close functional relationship between the city of Cambridge and surrounding South Cambridgeshire, which provides most of the setting to Cambridge, but also a rural hinterland to the city and includes a number of significant and world leading business parks that contribute to the national as well as the Cambridge economy.
- 3.4 The current development strategy for the Cambridge area stems from as far back as 1999, from the work undertaken by Cambridge Futures, which influenced the 1999 Regional Plan for East Anglia and the 2003 Cambridgeshire Structure Plan. 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 congestion, greenhouse gas emissions, air quality problems and other quality of life issues. The change in strategy introduced in the 2003 Cambridgeshire 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. It also needed to, 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.
- 3.5 The existing Cambridge Local Plan (2006) and South Cambridgeshire Local Development Framework (2007-2010) 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 Plans 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.

- 3.6 The strategy in the Cambridgeshire and Peterborough Structure Plan 2003 and carried into the two Councils' current plans aims to focus development according to the sequence:
1. Within the urban area of Cambridge;
 2. On the edge of Cambridge;
 3. In the new town of Northstowe;
 4. In the market towns and the better served villages in South Cambridgeshire.
- 3.7 The 2003 Structure Plan identified broad locations to be released from the Green Belt on the edge of Cambridge and the strategy was put into 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. The strategy was endorsed and included in the East of England Plan 2008.
- 3.8 Significant progress is being made on the growth sites identified in the Councils' current plans, although progress was slowed just as sites were coming forward due to the effects of the recession when it took hold in 2008. Development slowed on the major sites but over the last year housing development has got underway on the large sites on the edge of Cambridge at Clay Farm, Glebe Farm and Trumpington Meadows in the Southern Fringe, and on Huntingdon Road as part of the larger NIAB site. Progress is also being made in relation to the Station area, Addenbrooke's and the University site at North West Cambridge. A resolution to grant permission for a first phase of development at Northstowe has also recently been made and, whilst development is planned to start as soon as possible, it will take a number of years for development at the new town to deliver large volumes of new homes.
- 3.9 At the heart of the strategy established in 2003 was the review of the Cambridge Green Belt which released land for a total of around 22,000 homes, of which some 10,000 to 12,000 were to be built at Cambridge Airport in both Cambridge and South Cambridgeshire. In 2009, the landowner - Marshalls of Cambridge - indicated that their land would not be made available in this plan period. This means that there will be a delay in delivering the major development opportunities at Cambridge East, and so the full implementation of the current development strategy cannot take place in the plan period to 2031.
- 3.10 Notwithstanding this, at the base date of the new Local Plan period of end March 2011, the Councils had an identified housing supply in their current plans of 24,800 homes that will contribute to meeting development needs to 2031, as set out in the table overleaf.

HOUSING SUPPLY	Cambridge	South Cambridgeshire	Cambridge and South Cambridgeshire
Planning permissions	9,065	2,897	11,962
Allocations	1,547	11,300	12,847
Total	10,612	14,197	24,809

- 3.11 Throughout the preparation of the current 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 to address commuting by car to jobs in and close to Cambridge and the congestion and emissions that causes.
- 3.12 As part of the review of the Regional Spatial Strategy (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.
- 3.13 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 would be difficult to achieve, and would require a fundamental step change in traffic management and travel behaviour.
- 3.14 The study recommended a spatial strategy for Cambridgeshire that is based on delivering the current strategy with further balanced expansion through regeneration in selected market towns, and focussed 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 was 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.
- 3.15 The Cambridgeshire local authorities endorsed the findings of the study, which were included in the draft version of the revised East of England Plan that planned for the period 2011 to 2031. The review suggested 14,000 homes and 20,000 jobs for Cambridge over the plan period, and for South Cambridgeshire, it suggested 21,500 homes and 21,200 jobs. This was based on rolling forward the current development strategy for Cambridge and South Cambridgeshire. The draft regional plan was submitted to the previous Government in March 2010, but was not ultimately

progressed due to the Coalition Government's statement soon after coming into power in May 2010 that it intended to abolish regional plans.

- 3.16 An issue for the Councils now is whether the current strategy remains the most appropriate development strategy to 2031, or whether an alternative would be more suitable as a result of current circumstances. The interrelationship between the two areas means that decisions cannot be taken in isolation and the future approach needs to be joined up, as it has been in the past. On the whole, South Cambridgeshire looks towards Cambridge in functional terms whilst Cambridge is affected by a tight administrative boundary and surrounding Green Belt, and therefore any decision relating to the spatial strategy in South Cambridgeshire is likely to have an impact on Cambridge and vice versa.

- 3.17 This stage of plan making needs to review jointly how far the current sustainable development strategy has progressed, what evidence there is that it is achieving its original objectives and what a new sustainable development strategy looks like in view of changes in economic and other circumstances since the current strategy was adopted.

4. Sustainable Development

- 4.1 National planning policy sets sustainable development at the heart of the planning system. The 2004 Planning Act and the recently adopted National Planning Policy Framework (NPPF) continue to place the delivery of sustainable development as a key national objective. To address the three strands of sustainability, the NPPF requires the planning system to fulfil jointly and simultaneously:
- An economic role – contributing to building a strong responsive and competitive economy;
 - A social role – supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations;
 - An environmental role – contributing to protecting and enhancing our natural, built and historic environment, using natural resources prudently, minimising pollution and mitigating and adapting to climate change including moving to a low carbon economy.
- 4.2 For plan making, Councils are required to positively seek opportunities to meet the objectively assessed development needs of their area in a flexible way, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 4.3 Where Green Belts are defined, they should only be altered in exceptional circumstances when preparing a Local Plan. When reviewing Green Belt boundaries, Councils are required to take account of the need to promote sustainable development and consider the consequences for sustainable development of channelling development towards urban areas within Green Belts, to villages inset within the Green Belt and to locations beyond the Green Belt.
- 4.4 This sets a considerable challenge for the Cambridge area, in the context of:
- a strong and growing economy;
 - the need for new homes to support the jobs and the aim to provide as many of those new homes as close to the new jobs as possible to minimise commuting and the harmful effects for the environment, climate change and quality of life that it brings; and
 - a tightly drawn Green Belt to protect the special characteristics of historic Cambridge that help make it attractive to business and residents.

Achieving an appropriate balance between these competing arms of sustainable development is a key objective of the development strategy for the new Local Plans. These issues are explored over the following three chapters on development needs, how these affect the development strategy, and findings of a review of the Green Belt, before being drawn together in a chapter on the implications for the development strategy for the period to 2031, and then site options for consultation.

5. Development Needs in Cambridge and South Cambridgeshire

- 5.1 The Councils must set targets in their Local Plans for levels of housing and employment development in their areas up to 2031. The National Planning Policy Framework (NPPF) makes clear that Councils must use their evidence base to set targets that meet 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 the NPPF. We must make sure that we plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community. Given the strong relationship between Cambridge and South Cambridgeshire, the Councils are using this second Issues and Options consultation to draw together the development needs of each area and consider the implications they have for achieving a sustainable development strategy and to review development needs in the context of the latest evidence.
- 5.2 The successful Cambridge economy, with its focus on high tech and bio-tech industries, is a strong driver for growth in the area, with key employment locations in and close to Cambridge in both Councils' areas. To remain successful and maintain the high quality of life, our Local Plans need to continue to provide positively for economic growth and for those jobs to be supported by provision of new homes in locations accessible to the new jobs. At the same time, it is important to achieve the right balance and protect what makes the area so special to ensure that the current high quality of life is maintained for existing and future residents.
- 5.3 The predicted rate of jobs growth is such that people will move to the area to take up work. If the jobs come without new homes, there will be longer commuting and more congestion on our roads. To make sure we plan for sustainable development, those homes need to be located as close as possible to the new jobs and in areas where there is good access to the jobs without having to rely on the private car so that congestion and emissions are minimised. Those are key objectives of both Councils and also a requirement of the NPPF.
- 5.4 The Councils consulted in Summer 2012 in their respective Issues and Options consultations on options for the housing and jobs targets for their Local Plans. These consultations recognised the strong functional relationship between Cambridge and South Cambridgeshire and the need for the Councils to work closely together to plan for the needs of the wider Cambridge area.
- For new jobs, we each looked at the evidence available to identify high, medium and low options for jobs and both Councils drew on forecasts from the Local Economy Forecasting Model (LEFM) prepared jointly for the Cambridgeshire Councils. The model is preferred by the Councils to the East of England Forecasting Model prepared for the County Council on the basis that it is an economic led model that looks at a wide range of individual industries and the different relationships that exist between them and takes local circumstances more directly into account. As a result, the forecasts are considered to be more realistic. The medium options are those most likely to be delivered according to the forecasts, whilst the low and high options allow for the effects of the national economy performing better or worse than expected.

- For new homes, South Cambridgeshire consulted on the number of new homes that the forecasts and other evidence suggest would need to be provided to support the new jobs target options, so there is a close relationship between the medium jobs target option and the medium housing target options for example. Cambridge drew on its Housing and Employment Technical Paper which outlined a range of sources that look at development needs, which indicated a range of figures between 9,000 and 14,000 homes. In view of the tightly drawn administrative boundary, consideration was also given to the physical capacity of the city and compared with the range of needs identified. The City Council consulted on target options based on capacity in the urban area of Cambridge, the draft regional plan figure that the City Council had previously supported (and had undertaken to consider as part of the Local Plan review), a higher option based on the lower end of capacity in the broad locations in the Green Belt being consulted on, and a high option which was the maximum capacity in the broad locations in the Green Belt (essentially building on all of the land in the Green Belt within the administrative area of Cambridge).

5.5 The targets options we have already consulted on for jobs and homes are set out in the tables below, and the total across both areas is included:

OPTIONS FOR JOBS	Cambridge	South Cambridgeshire	Cambridge and South Cambridgeshire
Low	10,000	14,000	24,000
Medium	15,000	23,100	38,100
High	20,000	29,200	49,200

OPTIONS FOR HOMES	Cambridge	South Cambridgeshire	Cambridge and South Cambridgeshire
Low	12,700	18,500	31,200
Medium	14,000	21,500	35,500
High	21,000	23,500	44,500
Very High	25,000	-	-

5.6 Since the Issues and Options consultations (Summer 2012) a new technical report has been prepared by Cambridgeshire County Council Research and Performance Team for the Strategic Planning Unit on behalf of the Cambridgeshire Councils that looked in detail at population, housing and employment forecasts. It looked at the available evidence from official statistics, local data and sub-regional forecasting models and took account of the 2011 Census population figures. It analysed all the

data and reached conclusions on the most reasonable levels of need for new jobs and new homes, recognising that forecasting is not an exact science and whilst analysis and models are complex and technical, that they should only be regarded as a view on the local economy that should be considered in the light of local knowledge and circumstances. The Technical Report has informed an update to the Strategic Housing Market Assessment (SHMA), to which the Government now requires Councils to look when setting their housing targets, which includes guidance on the development needs to 2031 across the housing market area.

(Note: The draft SHMA and final technical report are in preparation and will be reported to Members as soon as they are available and included in the consultation document. Once the needs findings are available, a view will be reached whether it is appropriate to consult on any further options or whether the new evidence supports the options already consulted on.)

6. Continuing a sustainable development strategy

- 6.1 Given that the current Local Plans introduced a step change in growth, the question now is how best to deliver a sustainable development strategy that is right for the next 20 years, in light of the growth already committed to on the fringe sites, and material changes in circumstances since the current sustainable development strategy was agreed, in particular the loss of the major urban extension at Cambridge East at least for the plan period to 2031.

Issues & Options Consultations (Summer 2012)

- 6.2 Over Summer 2012, the two Councils carried out Issues and Options consultations that sought comments on whether the current development strategy remains the soundest basis for development in Cambridge and South Cambridgeshire for the period to 2031.

Cambridge

- 6.3 The Cambridge Issues & Options report focussed on the City Council's area by assessing options for continued development within the urban area as well as exploring whether there should be further development on the edge of Cambridge in the Green Belt. This included:
1. Whether there should be more development than is already committed in the 2006 Local Plan on the edge of Cambridge?
 2. Should more land be released from the Green Belt?
 3. If so, where should this be? Ten broad locations around Cambridge were included in the consultation document.
 4. Whether there were any other approaches that should be considered at this stage?
- 6.4 There was also strong acknowledgement of the good progress that is being made towards implementing the current strategy, with development progressing on fringe sites on the edge of Cambridge.

South Cambridgeshire

- 6.5 The South Cambridgeshire Issues & Options consultation included a question on how the sustainable development strategy should be taken forward.
- 6.6 It explained that the new development strategy for South Cambridgeshire needs to recognise the links with Cambridge, particularly in terms of providing employment to support the successful economy of Cambridge and South Cambridgeshire, and housing to provide opportunities for the workforce, both existing and new, to live close to where they work. As with the current strategy, the new Local Plan is likely to need to be a combination of sites at different stages in the sequence in order to meet housing targets and in particular some village housing developments to provide a 5-year supply, given the long lead in time for new major developments which will realistically only start to deliver later in the plan period.

- 6.7 The options for the development strategy consulted on that lie within South Cambridgeshire were to:
1. Focus on providing more development on the edge of Cambridge, in part to replace Cambridge East, through a further review of the Green Belt.
 2. Focus on providing more development through one or more new settlements, of sufficient size to provide sustainable development, including provision of a secondary school, and with good public transport links to Cambridge.
 3. Focus on providing development at the more sustainable villages that have the best levels of services and facilities and accessibility by public transport and cycle to Cambridge or, to a lesser extent, a market town.
 4. A combination of the above.
- 6.8 The Councils have taken account of relevant planning issues arising from the summer consultation on the Green Belt 'Broad Locations' in preparing the technical assessments of sites in the Green Belt. The full results of both consultations will be considered as the Councils prepare their draft Local Plans and decisions are made on the appropriate development strategy for the Cambridge area as a whole and site allocations to deliver that strategy.

Sustainable Development Strategy Review

- 6.9 The current sustainable development strategy was extensively scrutinised and challenged during its evolution through the regional plan and structure plan into the Cambridge Local Plan and South Cambridgeshire Local Development Framework (LDF). Independent planning inspectors confirmed that it is the most sustainable development strategy for the two Districts to 2016 and beyond.
- 6.10 Moving forward into the new Local Plans and having regard to the new Duty to Co-operate, the recently established Cambridgeshire Joint Strategy Unit has worked with the Councils to carry out a further review of the sustainable development strategy for the two Councils' areas. Overall, the Cambridge and South Cambridgeshire Sustainable Development Strategy Review document concludes that the development strategy in the Cambridge Local Plan and the South Cambridgeshire LDF remains the most sustainable for the two Districts, subject to striking the right balance between meeting the needs and demands for new homes and jobs, with environmental, infrastructure and quality of life factors. The most sustainable locations for development are within and on the edge of Cambridge and then in one or more new settlements close to Cambridge, which are connected to the city by high quality public transport and other non car modes. Development in market towns (outside Cambridge and South Cambridgeshire) scores broadly similar to new settlements although travel distances are much further making non-car modes less attractive. Development in villages is the least sustainable option and only appropriate in the larger better served villages with good quality public transport.
- 6.11 The Review concluded that in addition to the key sustainability considerations of proximity to employment, services and facilities and access to good public transport, the central themes that emerge from this broad assessment are:

- the need to have regard to the scale of development that is planned at different locations, not least to ensure that development allocations do not undermine the delivery of the existing sustainable development strategy and lead to a return to unsustainable patterns of development;
- its ability to deliver the necessary infrastructure to create sustainable communities; and
- overall delivery implications and timescales.

6.12 Whilst the new Local Plans need to add to the supply of housing, planning permission already exists for more employment development than is forecasted by 2031. Whatever decisions are made on supplying additional houses, jobs growth will continue. The challenge will be to develop Local Plans that deliver a sustainable development strategy that balances employment growth with good quality and deliverable travel options with short journey times from the key locations for new and existing homes. Consideration also needs to be given to the special character of Cambridge and quality of life for existing and future residents.

Towards a new sustainable development strategy

6.13 The Local Plan reviews that the two Councils are undertaking need to consider how best to evolve the current sustainable development strategy for the period to 2031, and what this looks like under current circumstances as well as taking a range of important factors into account.

6.14 It is appropriate now to look at each stage in the development sequence in turn to identify the commitments in the current strategy and the options being consulted on that could provide additional development to meet the identified needs of the Cambridge area and consider how well they compare with the objective of providing as many homes as close as possible to the jobs that exist or are planned in and close to Cambridge.

Within Cambridge

6.15 The urban area of Cambridge is the most sustainable location for development across the two districts. As set out in Chapter 3, at the end of March 2011 there was planning permission for 9,065 homes in Cambridge and outstanding allocations for 1,547 dwellings. This gave a total existing supply of 10,612 homes.

6.16 Cambridge City Council has undertaken an extensive search for additional housing sites within the built-up area. This involved a Strategic Housing Land Availability Assessment (SHLAA) whereby the Council issued a general 'call for sites' to identify all possible sites that could accommodate housing development in the city as well as undertaking an extensive search for sites. Sites that were put forward were subject to a rigorous assessment leading to a shortlist of sites which could deliver an additional 2,060 homes. These sites were subject to public consultation in September 2011 in order to seek public involvement at an early stage. Whilst the Issues and Options report did not include any site options for consultation in the summer, it was always the intention to consult on site options for allocations as part of a second Issues and Options consultation. The Issues and Options report did

identify the capacity coming through the SHLAA, giving an additional supply of suitable sites for residential development within the urban area of 2,060 homes. This gave a total potential supply within the urban area of Cambridge of approximately 12,700 homes as of June 2012.

On the edge of Cambridge

- 6.17 Land on the edge of Cambridge is the second stage in the development sequence, and the most sustainable in South Cambridgeshire. The key to the delivery of the current sustainable development strategy has been the review of the Cambridge Green Belt undertaken in the current Local Plan and LDF, which released land for 22,000 homes at this stage of the sequence. New homes on the edge of Cambridge would be closer to the main sources of jobs and services than development in the rural area or market towns, and provides good public transport and cycle access to the services, facilities and jobs in Cambridge. As identified earlier, the loss of 10,000 to 12,000 homes at Cambridge East means that the current development strategy will not be fully implemented in the period to 2031. However, around 11,000 new homes are will be delivered on the combined land released from the Green Belt in the Cambridge Local Plan 2006 and South Cambridgeshire LDF 2007-2010, and good progress in relation to the development of the fringe sites has been made in recent years.
- 6.18 Both Councils included questions in the summer 2012 consultation on the merits of ten broad locations in the Green Belt on the edge of Cambridge to inform this second round of consultation on any further releases of land from the Green Belt. A summary of the views received are contained in the technical assessment of the Green Belt (Note: for the Joint Member meeting they are contained in Appendix F to the covering report).

New settlements

- 6.19 The new town of Northstowe is a key part of the current strategy. The town will comprise 9,500 dwellings in total, of which 7,500 are anticipated to come forward by 2031. Northstowe is located on the Guided Busway and will have good public transport links to Cambridge but at present the guided buses often get caught along with all other traffic on congested roads once they reach Cambridge.
- 6.20 During the Summer's Issues & Options consultation, South Cambridgeshire District Council consulted on options for a new town based on Waterbeach Barracks delivering up to 10,500 new homes, and a new village at Bourn Airfield which could deliver up to 3,500 new homes. New settlement options could deliver significant numbers of new homes but they have major infrastructure requirements, particularly in terms of transport measures, and are not as sustainable as locations in and on the edge of Cambridge. High quality, sustainable transport solutions would be essential to minimise commuting by private car. New settlements also require long lead in times before they can deliver homes on the ground and therefore could only provide homes for the second half of the plan period, although they would continue to provide housing beyond the plan period. It is therefore considered that a new town at Waterbeach could deliver 4,500 dwellings in the plan period, whilst all of Bourn Airfield could potentially be delivered. This stage in the sequence could therefore

deliver up to a maximum of 15,500 new homes in the plan period if both Waterbeach and Bourn Airfield were allocated alongside Northstowe.

Larger, better served villages

- 6.21 This is the least sustainable stage in the sequence for new development, with only the many small villages in South Cambridgeshire being less sustainable. There are outstanding commitments for a total of 3,743 homes in the rural area as a whole as at July 2012. South Cambridgeshire District Council consulted in the summer on site options that could deliver a total of 5,850 new homes on village sites. As part of the Council's Part 2 Issues and Options consultation, it is consulting on additional site options at larger villages that could deliver an additional x,xxx new homes. This gives options for a total of xxxx new homes at this lowest stage in the development sequence and a total supply of xxxx homes in the rural area. (Note: work is still in progress as part of preparing for Part 2 consultation).

Implications for a sustainable development strategy

- 6.22 In its National Planning Policy Framework (NPPF), the Government carries forward the advice from earlier Planning Policy Statements that, when drawing up or reviewing Green Belt boundaries, local planning authorities should take account of the need to promote sustainable patterns of development. They should consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary. As part of preparing new Local Plans and given the change in circumstances since the current development strategy was agreed, it is therefore considered appropriate to carry out a new review of the Cambridge Green Belt in order to establish whether there are new site options for development that should be consulted on.

7. Green Belt

- 7.1 The Green Belt surrounding Cambridge has been in place since the 1950s. Green Belt policy has maintained the setting and special character of Cambridge, avoided coalescence with the ring of villages closest to the city, protected the countryside from development and prevented urban sprawl. The result is that Cambridge remains a compact city, surrounded by attractive countryside and a ring of attractive villages to which there is easy access by foot and bicycle. The city centre is unusually close to open countryside, particularly to the west and south-west.
- 7.2 These characteristics are valued assets and significantly contribute to the character and attractiveness of the city and the wider Cambridge area, and the quality of life enjoyed here. The Green Belt around Cambridge has an inextricable relationship with the preservation of the character of the city, which is derived from the interplay between the historic centre, the suburbs around it and the rural setting that encircles it.
- 7.3 The National Planning Policy Framework (NPPF) states that the Government attaches great importance to Green Belts, with the fundamental aim of Green Belt policy being to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence.
- 7.4 The NPPF continues the five long established national purposes of including land within Green Belts as being to:
1. to check the unrestricted sprawl of large built-up areas;
 2. to prevent neighbouring towns 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.
- 7.5 At the local level, the following purposes of the Cambridge Green Belt have been established in previous Local Plans:
1. to preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre;
 2. to maintain and enhance the quality of its setting; and
 3. to prevent communities in the environs of Cambridge from merging into one another and with the city.
- 7.6 Green Belt boundaries can only be established in Local Plans and according to the NPPF, once established they can only be altered in exceptional circumstances. The current inner Green Belt boundaries have been established through the Cambridge Local Plan (2006) and South Cambridgeshire Local Development Framework (2007-2010), including the Cambridge East Area Action Plan (2008) and North West Cambridge Area Action Plan (2009). The exceptional circumstances for establishing the Green Belt boundaries set out in existing plans came through the Cambridgeshire

and Peterborough Structure Plan (2003), which sought to focus more growth close to Cambridge to increase the sustainability of development. The Structure Plan agreed broad locations where land should be released from the Green Belt.

- 7.7 In order to inform the selection of the current detailed Green Belt boundaries, two important studies were undertaken. The first was the Inner Green Belt Boundary Study undertaken by Cambridge City Council in 2002 and the second was the Cambridge Green Belt Study by LDA for South Cambridgeshire District Council in September 2002.
- 7.8 The study for South Cambridgeshire District Council took a detailed look at the Green Belt around the east of Cambridge and a wider, more strategic look at the Green Belt elsewhere around the city, whilst the Inner Green Belt Boundary Study prepared by Cambridge City Council was carried out to specifically assist with identifying sites that could be released from the Green Belt for development close to Cambridge without harm to the purposes of the Green Belt including the setting of the city.
- 7.9 The City Council also commissioned a specific Green Belt study in relation to land West of Trumpington Road. This was a requirement of the Structure Plan (2003). This study concluded that there was no case for a Green Belt release within the land West of Trumpington Road, in that the land provides a rural setting of arable farmland and water meadows close to the historic core, which is not found elsewhere around Cambridge. A smaller area of land including school playing fields and the golf course was assessed for development within this broad location and it was concluded that these were attractive features in their own right which contribute positively to the quality of the landscape setting of Cambridge, and the quality of life for people within the city.
- 7.10 The current Green Belt boundary around the city was established with the expectation that its boundaries could endure to the end of the plan period of 2016 and beyond. However, circumstances have changed, and whilst good progress has been made towards achieving the current development strategy, with development of the fringes all underway with the exception of Cambridge East, the Councils do need to consider as part of preparing their new Local Plans whether there are exceptional circumstances for reviewing Green Belt boundaries again. In reviewing Green Belt boundaries, the NPPF requires local planning authorities to take account of the need to promote sustainable patterns of development, and with consideration given to the consequences for sustainable development of channelling development outwards urban areas inside the Green Belt boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary.
- 7.11 Both Councils took a joined up approach in the Issues and Options consultations in Summer 2012 and asked whether there should be more development on the edge of Cambridge, if there should be more land released from the Green Belt, and if so, where should this be. 10 Broad Locations around the edge of Cambridge were consulted on. A summary of the views received are contained in the technical assessment of the Green Belt (Note: for the Joint Member meeting they are contained in Appendix F to the covering report).

- 7.12 To help inform the process in moving forward, the Councils have since undertaken a joint review of the Inner Green Belt boundary. The purpose of the review was to provide an up to date evidence base for Councils' new Local Plans, and help the Councils reach a view on whether there are specific areas of land that could be considered for release from the Green Belt and allocated for development to meet their identified needs without significant harm to Green Belt purposes.
- 7.13 The Inner Green Belt Study Review 2012 builds on the studies that were undertaken in 2002 and 2003 as well as the broad updated appraisal of the Inner Green Belt boundary that the City Council undertook in March 2012 to sit alongside its Issues and Options consultation (Summer 2012). The broad appraisal of the inner Green Belt boundary areas was undertaken against the backdrop of the most 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 did not identify specific areas with potential for further release.
- 7.14 In summary, both steps have found that releases of land on the edge of the city through the current Local Plans are sound. However, as a consequence of the releases, the adjacent rural land surrounding these sites does now have increased value for Green Belt purposes and to the setting of the city. This increase in value for Green Belt purposes comes from three considerations:
1. new developed edges are being created on land released from the Green Belt by previous plans and these edges are moving the city further into its rural surroundings and therefore lessening the extent of the Green Belt;
 2. the new edges are different from those previously seen on the edge of the city being more densely developed and usually higher and not so easily softened by vegetation; and
 3. views of the city will be foreshortened as the edge advances into the rural surroundings sometimes making the foreground noticeably more important for the setting of the city.
- 7.15 The work has concluded 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 change¹ easily. Areas of the city that have level views and where the edge has mixed foreground can sometimes 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.
- 7.16 Given that the inner Green Belt boundary was looked at very closely only a decade ago it should not be unexpected that the new review has found that most of the inner Green Belt continues to be important for Green Belt purposes and specifically important to protect the setting and special character of Cambridge as a historic city.

¹ 'Change' means the introduction of a different feature into the rural/agricultural landscape. This could be an electricity pylon, built development or even a bio-mass crop, but in this instance it is built development.

- 7.17 The work has also confirmed 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 an appropriately sized area of land retained as Green Belt between any future urban edge and the view/vantage point to still provide a green foreground setting to the city. This green foreground should be retained as Green Belt. This need is vital because development requires a minimum distance between it and the viewpoint to avoid a harmful effect on the setting of the city. This can be demonstrated on the northern edge of the city where development now abuts the A14 with no foreground between the viewpoint and the development. As a result, the development cannot be viewed in any sort of landscape context or setting making it appear severe and discordant.
- 7.18 Having thoroughly tested the inner Green Belt boundary, the Inner Green Belt Study Review 2012 finds that there are a limited number of small sites, which are of lesser importance to Green Belt purposes. The findings of the study have been incorporated into the technical assessments of sites. The site options both proposed and rejected are considered further in Chapter 9.
- 7.19 Furthermore, the Inner Green Belt Boundary Review 2012 has also concluded that the significant majority of the remaining Green Belt is fundamentally important to the purpose of the Cambridge Green Belt and should not be developed. This is considered to be the tipping point, at which if you extend beyond this point for development, the Green Belt purposes and setting of the city is compromised. Any further significant development on the inner edge of the Green Belt would have significant implications for Green Belt purposes and fundamentally change Cambridge as a place. The conclusions of the Green Belt Study 2002 by LDA remain that despite extensive development to the south-east, east and north of the historic core, the scale of the core relative to the whole is such that Cambridge still retains the character of a city focussed on its historic core.

8. A Sustainable Development Strategy for Cambridge and South Cambridgeshire to 2031

- 8.1 The review of the Green Belt and technical assessment of sites (see Chapters 7 and 9) have identified site options with capacity for only up to 680 dwellings on 4 sites with a further 2 site options for employment use. These are sites that could be developed without significant harm to the purposes for including land in the Green Belt (see Chapter 7). This gives a total supply of around 12,000 new homes on the edge of Cambridge.
- 8.2 The National Planning Policy Framework (NPPF) places an emphasis on achieving sustainable development. Looking at the three arms of sustainability, the issue facing the Councils is how best to balance the forecast number of jobs that will be created over the plan period to 2031, for which permissions already exist or land is already allocated, with the new homes that need to be provided to support local needs and the growing economy. Whilst sufficient employment land is already committed for the forecast new jobs, employment studies suggest it is not all in the best locations and that there is an outstanding demand for high quality employment sites in and on the edge of Cambridge. The aim is to locate the homes to support the jobs in places that minimise commuting and congestion and the environmental harm that causes. Congestion also impacts on a successful economy and quality of life for existing and future residents. These factors must be balanced against the need to protect the special qualities of Cambridge as a compact historic city with an attractive setting.
- 8.3 The work in the new Local Plans must consider what a sustainable development strategy looks like today, given the circumstances that currently exist as opposed to those that existed in 2003 when the previous strategy was devised. This could mean that a much higher proportion of new housing will have to be delivered at the lower stages in the sequence with the negative impacts this will have on sustainable development. However, the alternative would be to consider allocating further large sites on the edge of Cambridge where the evidence is clear that there would be very significant harm to the purposes of the Green Belt, although they would have the benefit of being more sustainable in other respects.
- 8.4 The Transport Strategy for Cambridge and South Cambridgeshire is a key factor in this process. This will also consider what measures and enhancements might be put in place to help mitigate impacts of development, enhance accessibility and promote sustainable modes of transport.
- 8.5 On balance, the Councils have concluded that it is not appropriate at this time to consider large Green Belt releases on the edge of Cambridge that would cause significant harm to the Green Belt, but will work together to seek to maximise the delivery of housing in and on the edge of Cambridge that maintains Green Belt purposes. Notwithstanding this, the Councils acknowledge that this will have implications for the amount of housing that will need to be allocated at the lower stages of the development sequence in order to meet identified housing needs.

- 8.6 Map 1 shows the major sites forming the current development strategy and the site options consulted on by South Cambridgeshire in its summer 2012 Issues and Options consultation. It highlights the site options on the edge of Cambridge forming part of this consultation as set out in Chapter 9. It also shows sites options within Cambridge and additional sites at villages forming part of the Councils' Part 2 consultations alongside this joint consultation document.

Question 1: Development Strategy

Where do you think the appropriate balance lies between protecting land on the edge of Cambridge that is of high significance to Green Belt purposes and delivering development away from Cambridge in new settlements and better served villages?

Please provide any comments.

Map 1: Towards a Sustainable Development Strategy for Cambridge and South Cambridgeshire to 2013

Key

 General Extent of the Green Belt

 Current Development Strategy

Cambridge

- A. Cambridge Northern Fringe East
- B. CB1
- C. Addenbrookes

Edge of Cambridge

- D. North West Cambridge
- E. NIAB
- F. Orchard Park
- G. West Cambridge
- H. Cambridge East (no longer deliverable by 2031)
- I. Clay Farm
- J. Trumpington Meadows
- K. Glebe Farm

New Settlement

- L. Northstowe


South Cambridgeshire District


- Council - Site Options 2012 (Local Plan Issues & Options 1 July-Sept. 2012 Consultation)

Green Belt Site Options:

This Consultation

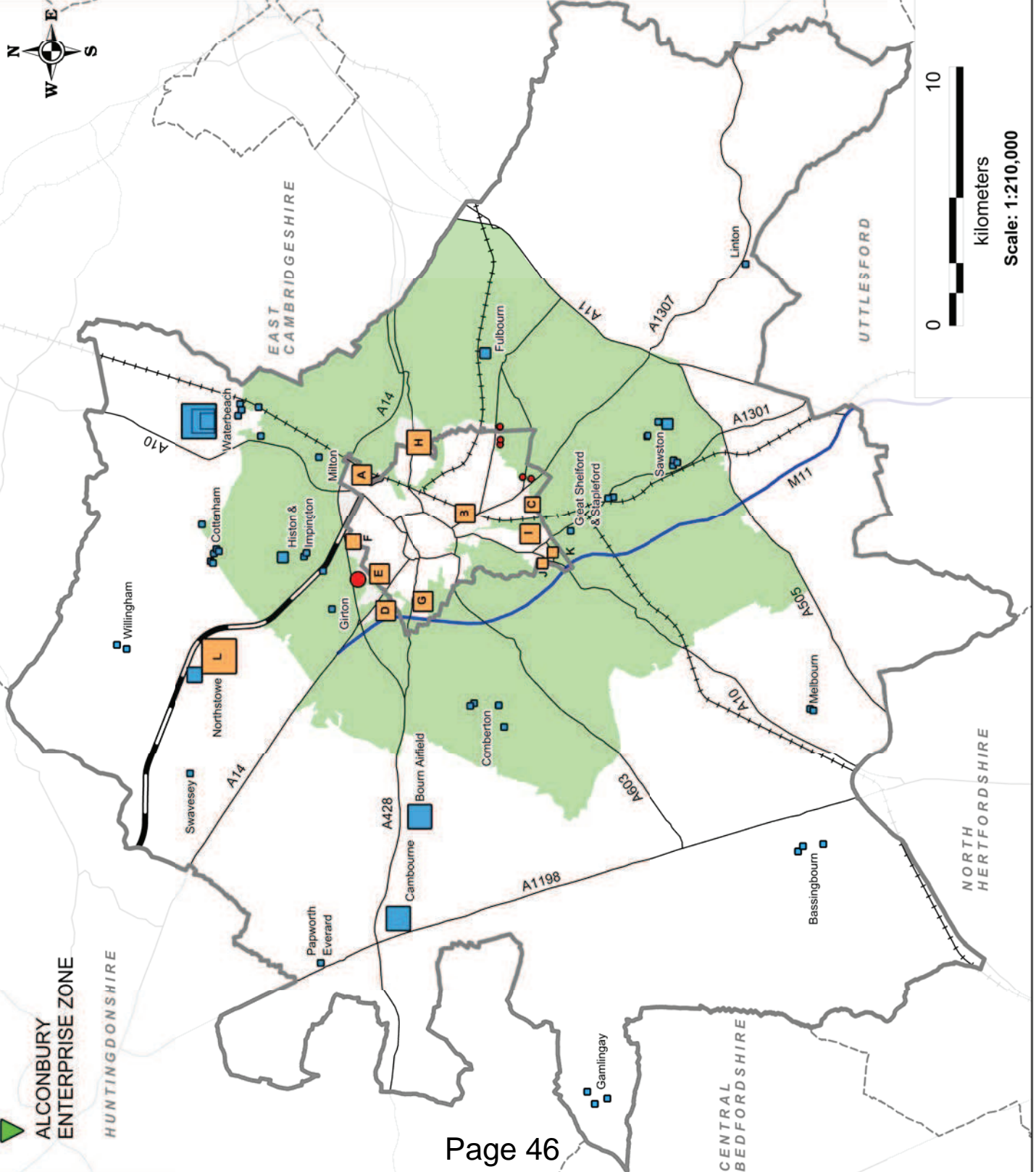
- (Local Plan Issues & Options 2 Jan-Feb 2013 Consultation)

 Guided Busway

 Train Line

NOTES:

- 1) The size of the symbol relates to the size of the site.
- 2) Site options within Cambridge and any additional village sites forming part of the councils' part 2 consultations will be added.



9. Site Options

- 9.1 A technical assessment of a range of sites on the edge of Cambridge has been undertaken. This has had regard to the comments submitted in response to the summer 2012 consultation on ten broad locations in the Green Belt on the edge of Cambridge (**Note: for the Member meeting, see Appendix F of the report**). The sites assessed are those that were submitted to the Councils as part of their 'call for sites' when preparing our respective Strategic Housing Land Availability Assessments (SHLAA) and any land identified through the new Green Belt review as fulfilling Green Belt purposes to a lesser degree.
- 9.2 A wide range of constraints, policy designations and matters important to sustainability have been taken into account in the technical assessments that inform the selection of the site options for consultation, including flood risk, Green Belt significance, site access, deliverability, Cambridge Airport safety zones, distance to services and facilities, open space, transport accessibility, air quality, noise, and biodiversity. The process involved completion of a standard site pro-forma, which looked at the impact and significance of development. The full technical assessments are contained in the Site Assessments for Edge of Cambridge Sites document supporting this consultation.
- 9.3 The outcome of the technical assessments of all sites in each broad location have been brought together in a summary format which can be found at Appendix 2. These use a traffic light system where Green (G/GG) indicates low impact/low significance; Amber (A) indicates medium impact/medium significance; and Red (R/RR) indicates high impact/high significance. These enable a quick visual comparison to be made between the merits of all the different sites assessed.
- 9.4 The following 6 site options have been identified on the edge of Cambridge as having potential for housing or employment development. They are shown on Map 2. The remaining sites assessed have been rejected as options for development, due to either their significance to Green Belt purposes and/or for other factors including planning constraints such as archaeological merit. The rejected sites are shown on Appendix 1 and listed for information in Appendix 3.

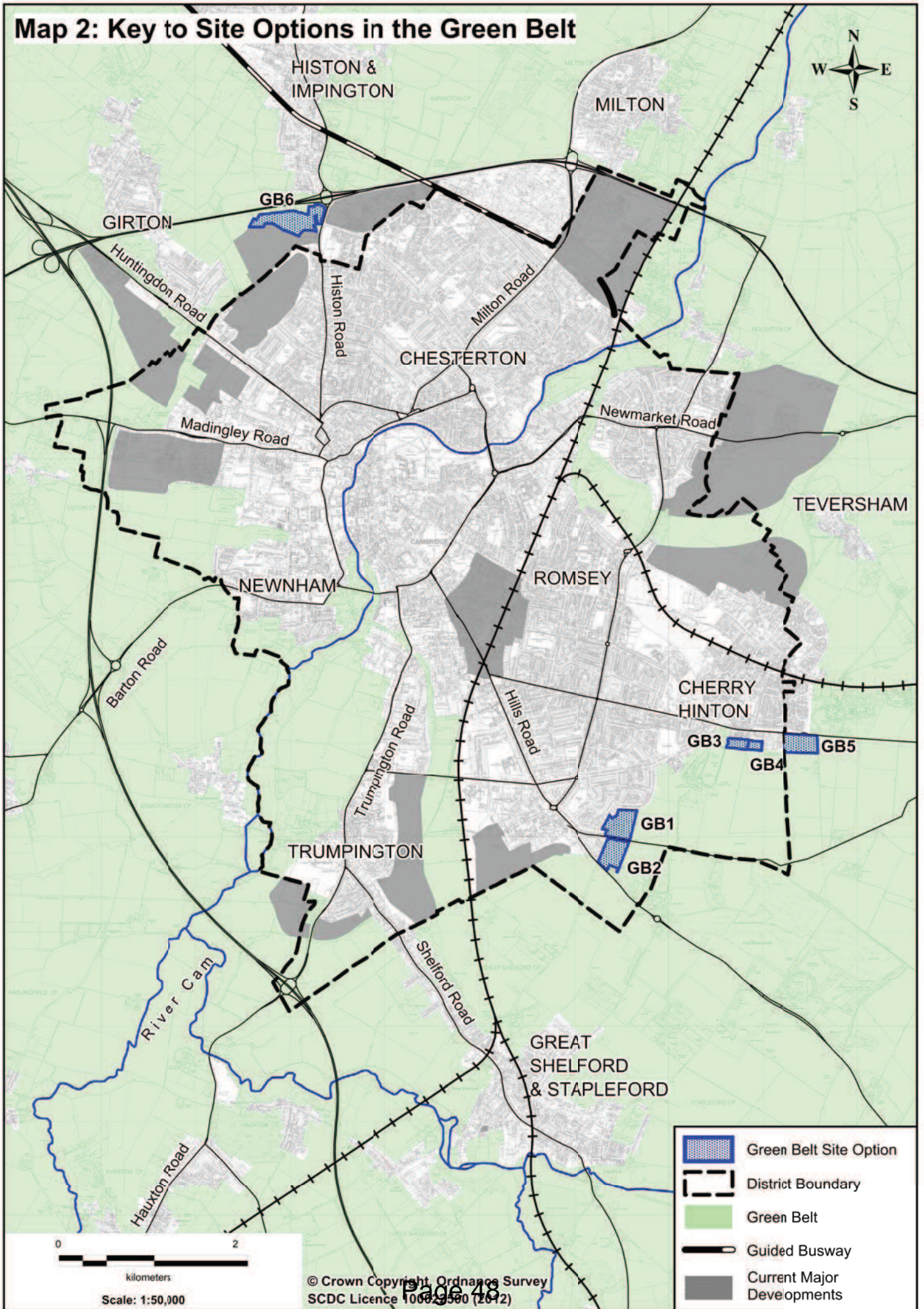
Question 2: Which of the site options do you support or object to and why?

Please provide any comments.

Question 3: Are there other sites we should consider? (These could be sites already assessed and rejected or new sites.)

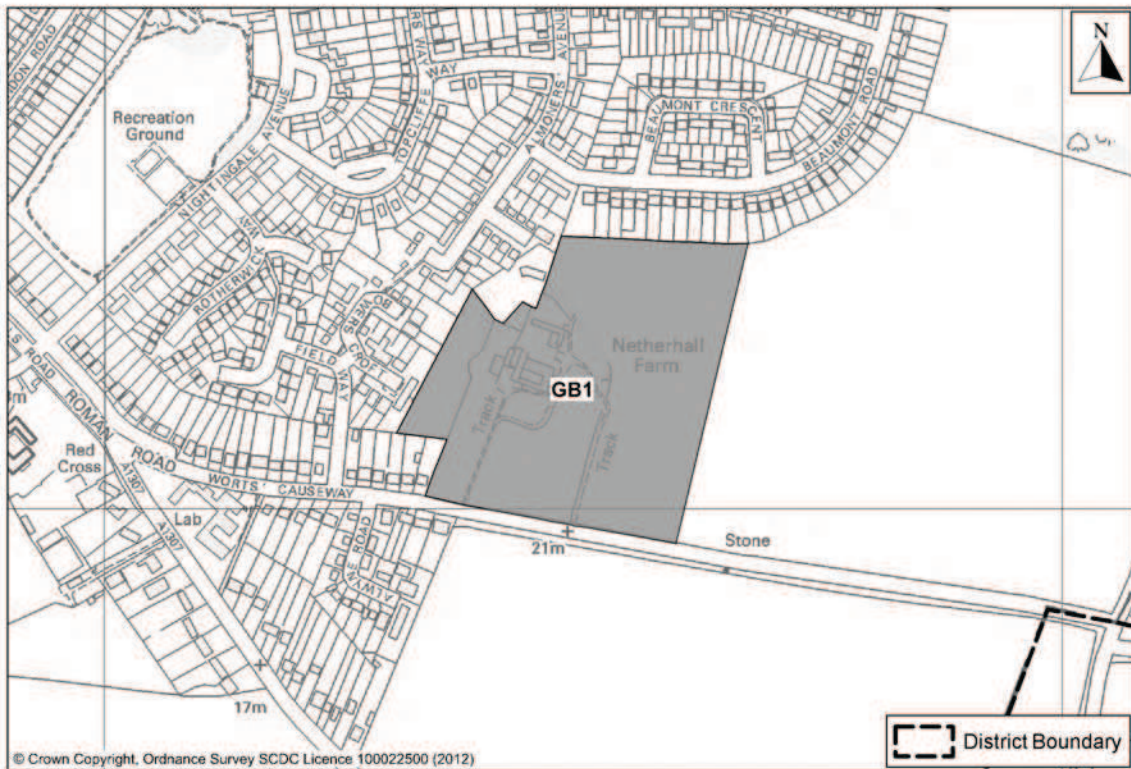
Please provide any comments.

Map 2: Key to Site Options in the Green Belt



Site Option GB1: Land North of Worts' Causeway

District:	Cambridge
Ward/Parish:	Queen Edith's
Area:	7.33ha
Potential Capacity:	250 dwellings
SHLAA Reference(s):	CC930 (overlaps part of CC911 and SC111)
Map:	



Description:

The site comprises locally listed farm buildings, a paddock and part of an open arable field. The field rises to the east beyond the boundary of the site towards Limekiln Hill. The site boundary encompasses the lowest part of the land and its northern boundary is anchored at the point where the field boundary starts to curve away to the north-east. Existing hedges and trees could be retained and a new landscaped boundary created to the east. Traffic on Worts' Causeway is currently controlled by a bus-gate which would need to be relocated.

Pros:

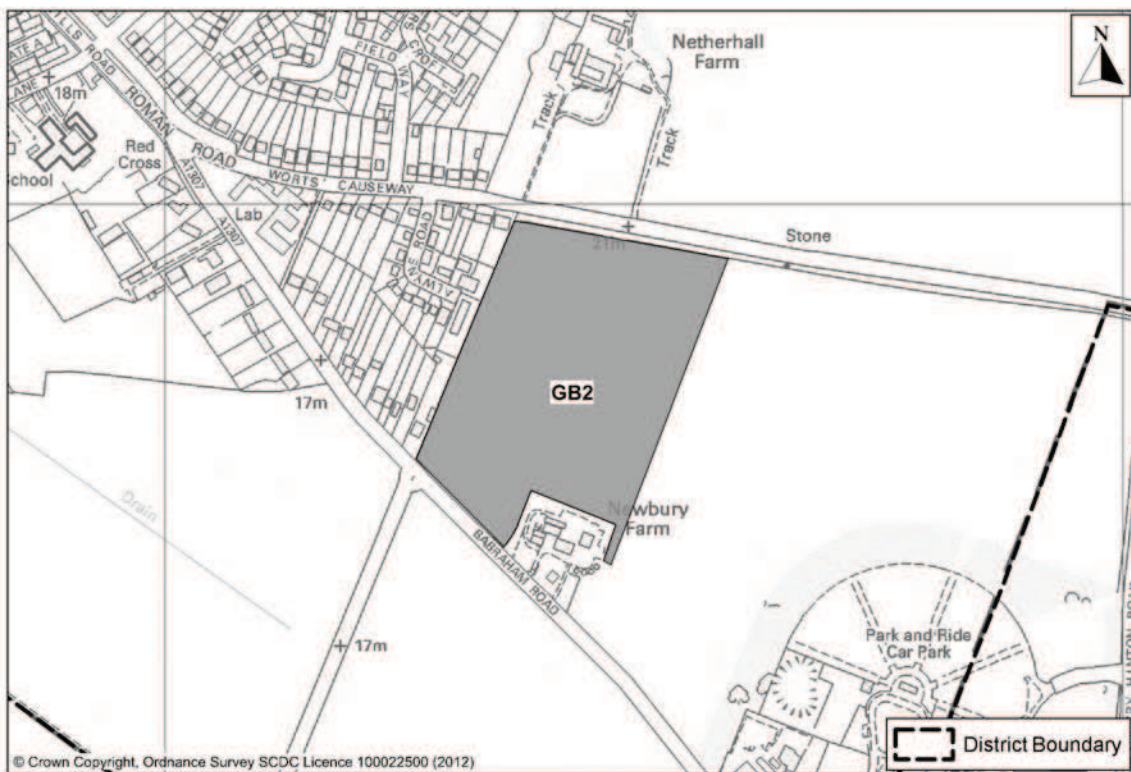
- Close to Addenbrooke's Hospital;
- Highly accessible by public transport and bicycle;
- Limited visual impact if well landscaped;
- Ability to integrate with existing communities.

Cons:

- Minimal Impact on Green Belt purposes;
- Potential adverse impact on Netherhall Farm Meadow County Wildlife site but capable of mitigation;
- Small part of the site may not be available for development.

Site Option GB2: Land South of Worts' Causeway

District: Cambridge
Ward/Parish: Queen Edith's
Area: 6.8ha
Potential Capacity: 230 dwellings
SHLAA Reference(s): CC929 (overlaps part of CC911, SC284, and SC111)
Map:



Description:

The site comprises part of a flat open arable field bounded by hedgerows. Existing hedges and trees could be retained and a new landscaped boundary created to the east. The site boundary lines up with that of GB1 to the north, and is partly masked by the existing Newbury Farm to Babraham Road. Traffic on Worts' Causeway is currently controlled by a bus-gate which would need to be relocated.

Pros:

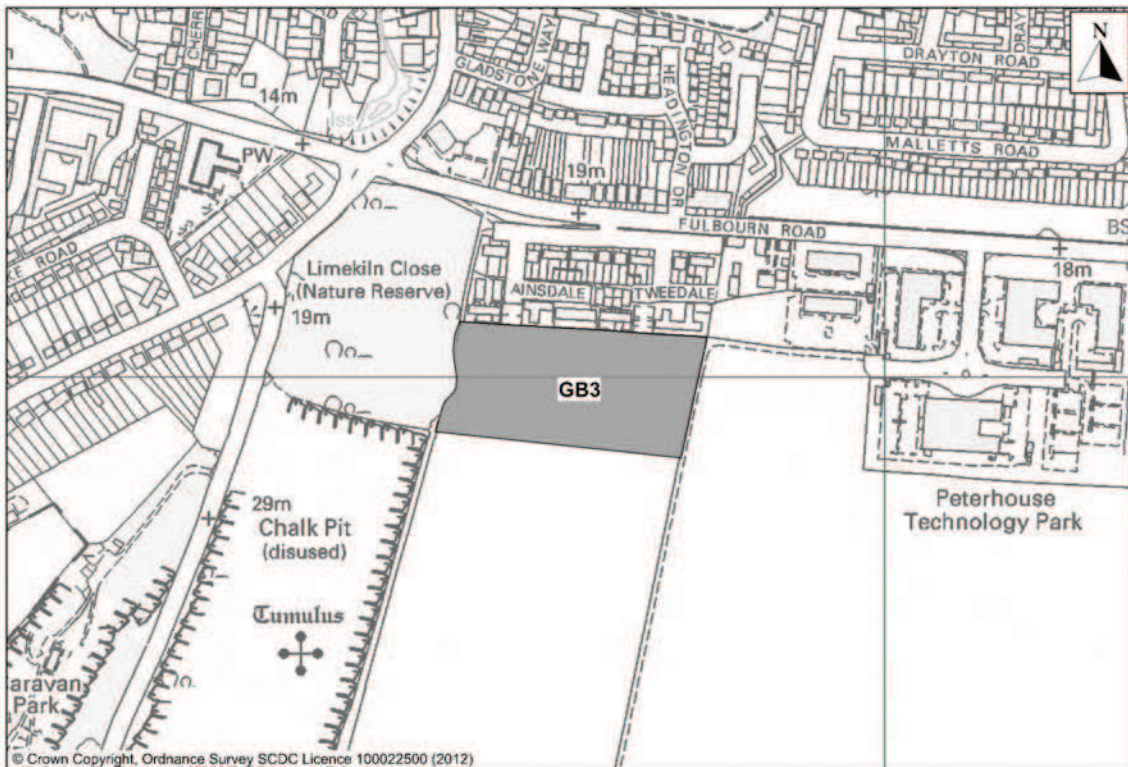
- Close to Addenbrooke's Hospital;
- Highly accessible by public transport and bicycle;
- Limited visual impact if well landscaped;
- Ability to integrate with existing communities.

Cons:

- Minimal impact on Green Belt purposes;
- Beyond 800m of local services and facilities;
- Beyond 800m of nearest primary school.

Site Option GB3: Fulbourn Road West (1)

District:	Cambridge
Ward/Parish:	Cherry Hinton
Area:	2.3ha
Potential Capacity:	75 dwellings. Alternatively, this site could be considered for employment to help to meet demand for quality employment development close to Cambridge.
SHLAA Reference(s):	CC931, CC933 (overlaps part of CC911, and SC111)
Map:	



Description:

Land adjoining Peterhouse Technology Park, residential and woodland. The Technology Park is cut into rising ground and cannot be seen from the higher ground to the south. A similar treatment would be needed for this site if developed for employment. The site forms part of an open arable field. It is bounded by hedgerows, which could be retained and a new landscaped boundary created to the south.

Pros:

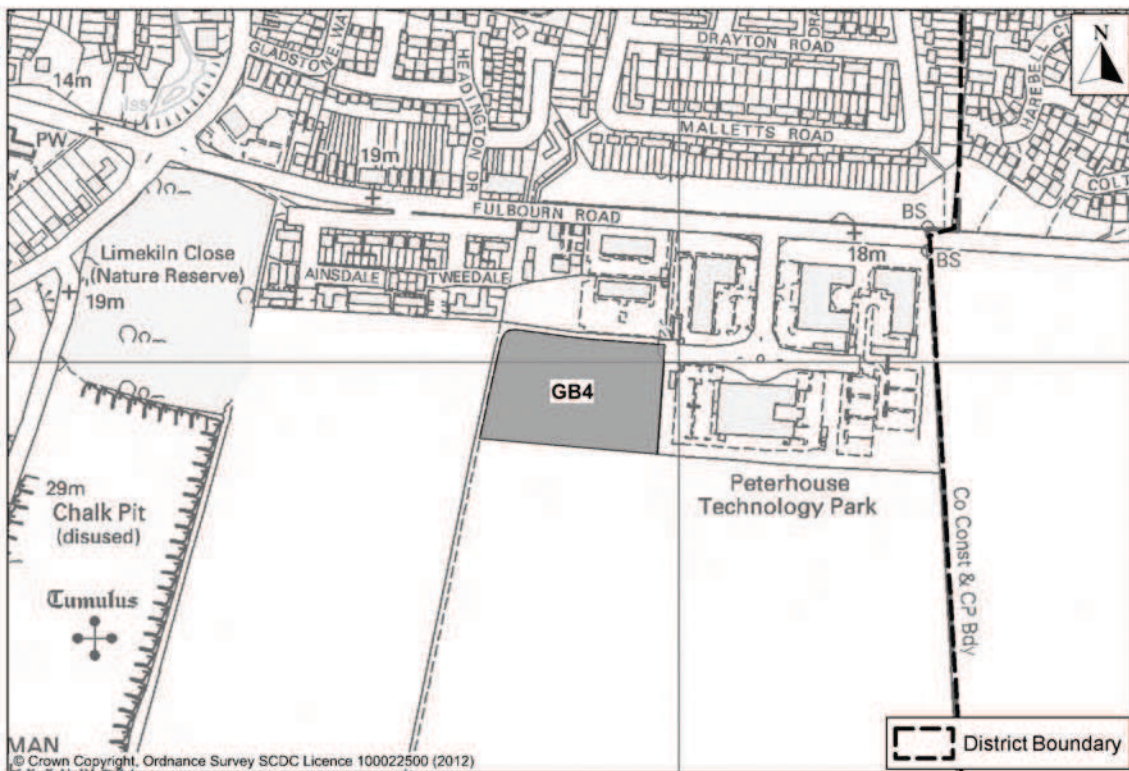
- Highly accessible by public transport and bicycle;
- Highly accessible to local facilities;
- Limited visual impact if well landscaped and any employment buildings are sunk into the ground;
- Ability to integrate with existing communities.

Cons:

- Minimal impact on Green Belt purposes;
- Abuts residential to the north which could constrain the form of development and the type of uses possible on site;
- Vehicular access to the residential development would depend either upon the existing access to Fulbourn Road through the Technology Park, or through the residential estate to the north.

Site Option GB4: Fulbourn Road West (2)

District:	Cambridge
Ward/Parish:	Cherry Hinton
Area:	1.4ha
Potential Capacity:	Employment development
SHLAA Reference(s):	CC932, (overlaps part of CC911, and SC111)
Map:	



Description:

Land adjoining Peterhouse Technology Park, and residential. The Technology Park is cut into rising ground and cannot be seen from the higher ground to the south. A similar treatment would be needed for this site. The site forms part of an open arable field. It is bounded by hedgerows, which could be retained and a new landscaped boundary created to the south.

Pros:

- Could extend existing employment area to help to meet demand for quality employment development close to Cambridge;
- Highly accessible by public transport and bicycle;
- Limited visual impact if well landscaped and sunk into the ground.

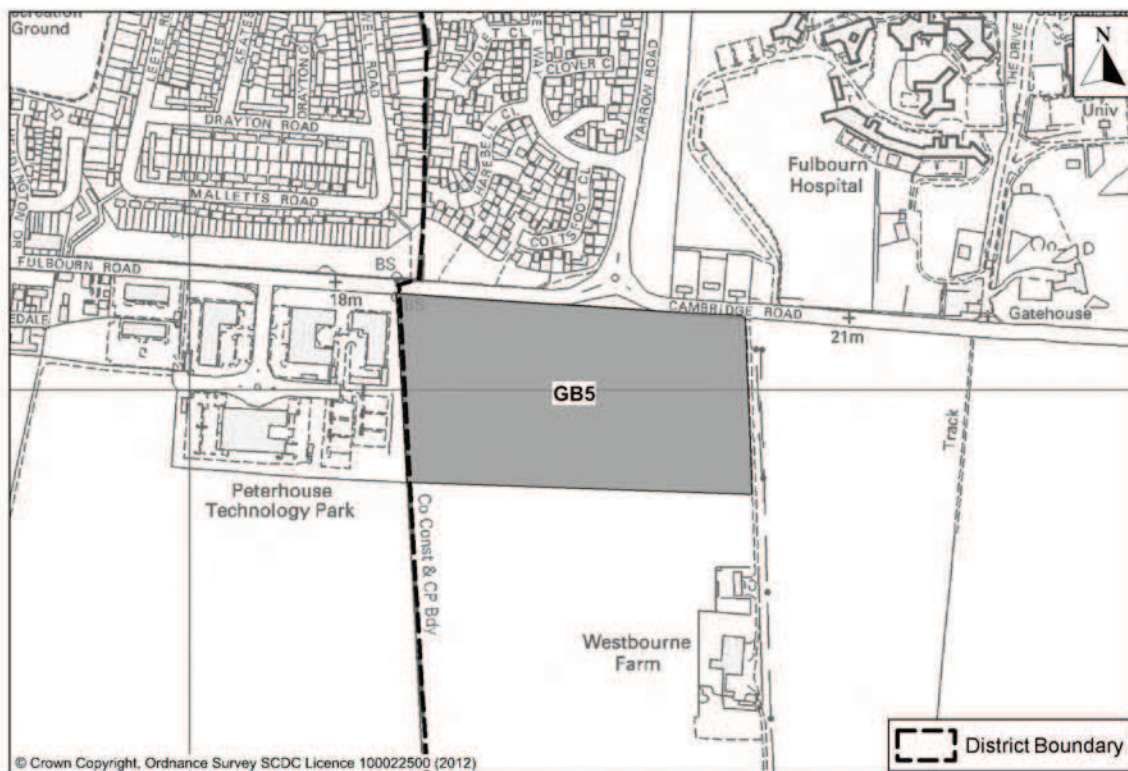
Cons:

- Minimal impact on Green Belt purposes;
- Partly abuts residential to the north which could constrain the form of development and the type of employment uses possible on site;
- Would depend upon the existing access to Fulbourn Road through the Peterhouse Technology Park.

Site Option GB5: Fulbourn Road East

District: South Cambridgeshire
Ward/Parish: Fulbourn
Area: 6.92ha
Potential Capacity: Employment development
SHLAA Reference(s): SC300 (overlaps part of SC283 and SC111)

Map:



Description:

Land adjoining Peterhouse Technology Park. The Technology Park is cut into rising ground and cannot be seen from the higher ground to the south. A similar treatment would be needed for this site. The site forms part of an open arable field. It is bounded by hedgerows, which could be retained and a new landscaped boundary created to the south and east.

Pros:

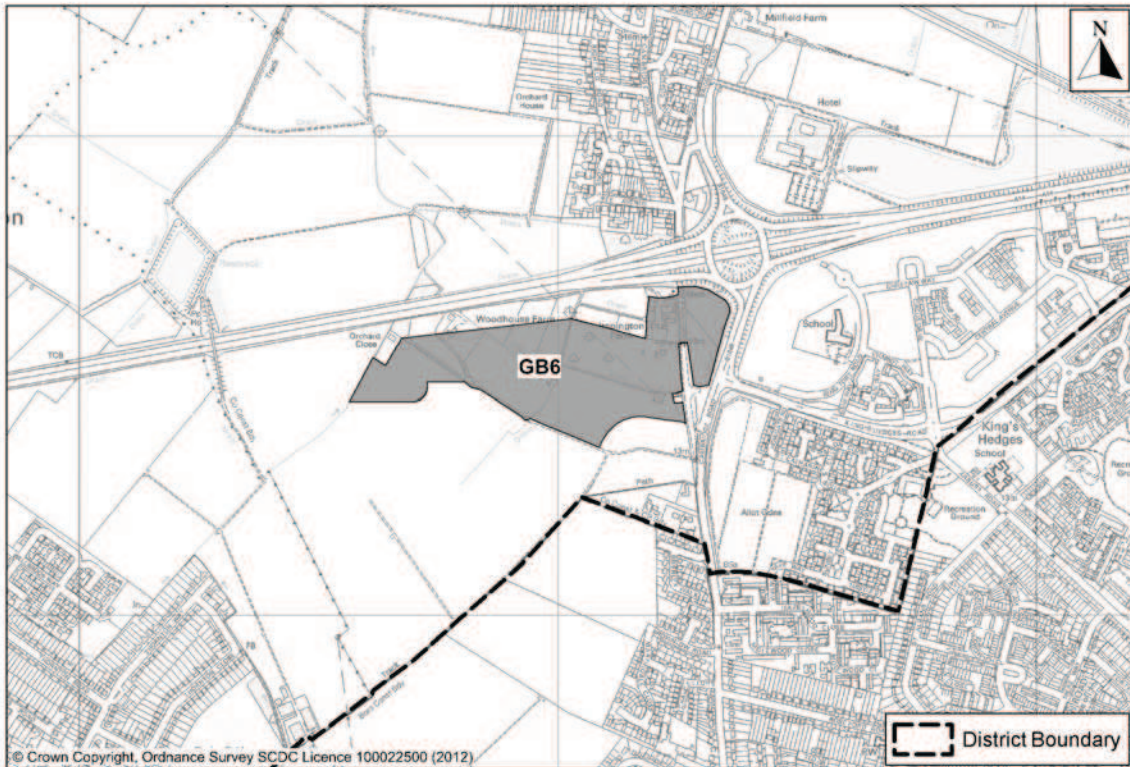
- Could help to meet demand for quality employment development close to Cambridge;
- Highly accessible by public transport and bicycle;
- Limited visual impact if well landscaped and sunk into the ground.

Cons:

- Some impact on Green Belt purposes;
- Loss of good quality agricultural land;
- Detailed surveys may reveal that only part of the site should be developed if visual impact is to be limited.

Site Option GB6: Land south of the A14 and west of Cambridge Road

District:	South Cambridgeshire
Ward/Parish:	Impington
Area:	12.6 ha
Potential Capacity:	Up to 130 dwellings, employment development and with the wider area of open countryside to the west wrapping round NIAB2 to become public open space. See also Site Option CS4 in Chapter 10 which identifies the eastern part of the site for a community stadium as an alternative.
SHLAA Reference(s):	Not applicable, submitted at Issues and Options 1 stage
Map:	



Description:

Agricultural fields south of the A14 and west of Histon Road including hedges and small areas of woodland. The site adjoins the planned developments of NIAB1 and NIAB2 to the south and south west. Histon Road and the A14 slip roads are elevated on embankments close to the roundabout above the A14, which would partly shield development on the site from wider views. An Air Quality Management Area (AQMA) runs along the A14 to address an area of poor air quality and this proposed allocation assumes that all residential development is located on the southern part of the site outside the AQMA in the interest of public health. It also assumes the retention of hedges and woodland and a set back of the development from Histon Road to provide effective visual separation between Cambridge and Impington.

Pros:

- Opportunity to masterplan with the NIAB2 site;
- Highly accessible by public transport and bicycle;
- Limited visual impact if well landscaped.

Cons:

- Some impact on Green Belt purposes
- Significant noise and air quality issues, no residential development possible in the AQMA
- Pylons cross the site.

10. Sub-Regional Sporting, Cultural and Community Facilities

- 10.1 The National Planning Policy Framework (NPPF) requires Councils to plan positively for the provision of social, recreational and cultural facilities and services. Studies exploring the cultural and sporting needs of the Cambridge Sub-Region identified gaps in provision for some types of major sub regional facilities, including a community stadium, ice rink and concert hall. Through the previous Issues and Options consultations, both Councils sought views on whether there is need for these facilities, and if there is, where they should be located. Further work has now been undertaken to review the evidence for such facilities and consider options for dealing with them in the new Local Plans in the Cambridge Sub-Regional Facilities Review supporting this consultation.

Community Stadium

- 10.2 The term ‘community stadium’ is used to describe a sports stadium facility that delivers amenities and services to local communities beyond its core operations. These 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 local community at all times during the day and evening, on weekdays and weekends.
- 10.3 The Councils have reviewed the evidence available, to explore whether there is a need for a community stadium and what a community stadium would encompass.
- 10.4 The Cambridge Sub-Regional Facilities Review looked at previous studies that have identified the potential benefit to the Cambridge Sub-Region of a community stadium, meeting the needs of one or more of its major sports clubs and providing supporting facilities to local communities. A community stadium could raise the sporting profile of the area, whilst delivering a community hub through, for example, the provision of sports participation and other community accessible activities and/or local business engagement opportunities.
- 10.5 Previous studies also suggest that Cambridge United FC would likely be the anchor tenant for a stadium of the scale envisaged (circa 10,000 seats). The existing Abbey Stadium site on Newmarket Road meets the current needs of Cambridge United, although the current facilities are not ideal for the club. The facilities at this site do not currently contribute to the broader range of activities that would be found in a community stadium facility.
- 10.6 Given this situation, no specific need has been identified in the Cambridge Sub-Regional Facilities Review requiring the provision of a community stadium, and it concludes that whether there is considered to be a need for a community stadium to serve the Cambridge Sub-Region is a subjective issue. However, the Review identifies that the right package of uses in a suitable location could deliver benefits for the wider sub-region.
- 10.7 In summary, drawing on factors identified in the Review, the following principles for a community stadium have been identified. It should:

- Meet the needs of at least one, but ideally more than one locally significant sports club;
- Be at the centre of the local community, through for example, the provision of sports participation and other community accessible activities and/ or local business engagement opportunities;
- Deliver amenities and services to local communities beyond its core operations;
- Be accessible to the communities it serves throughout the day and evening, on weekdays and weekends;
- Help provide a critical mass of services, and increased awareness of services available;
- Increase participation in sporting activity;
- Play a community hub role, supporting community engagement and development;
- Include a mix of health, leisure, education, general community provision, sports, retail, and business - the success of these facilities will determine whether the facility is embraced by the local community;
- Reflect the key requirements and priorities of the sub-region's new and existing communities;
- Be financially sustainable.

10.8 To deliver a standalone stadium would require around 3 hectares but, for a community stadium with additional community and sporting facilities, a much larger site would be needed. Site options have been explored within Cambridge, on the edge of Cambridge and elsewhere. There are few sites of this scale available within the built up area of Cambridge. Outside Cambridge much of the land is in the Green Belt, which would preclude this type of development unless the need and benefit was such that it provided an exceptional circumstance to justify a review of the Green Belt through the Local Plan review.

Question 4: Do you consider there is a need for a community stadium?

Question 5: Do you agree with the principles identified for the vision for a community stadium?

Question 6: If a suitable site cannot be found elsewhere, do you think the need is sufficient to provide exceptional circumstances for a review of the Green Belt to accommodate a community stadium?

Please provide any comments.

Potential Community Stadium Site Options

10.9 Following the first Issues and Options consultation, the Councils have explored the potential of a range of site options to provide a community stadium as part of the Cambridge Sub-Regional Facilities Review, including a number of sites that were suggested in responses to the consultation. There are major issues associated with all site options and this may mean that some sites may not be capable of being delivered. However, it is considered appropriate to consult on these options at this

stage in the process before any decisions are taken on whether a community stadium should be provided and if so where. The view of the local community is an important step in the process. It is also recognised that for some site options, landowners may have different aspirations and we would encourage these to be made clear through the consultation before any decisions are taken. The sites are shown on Map 3. The consultation document highlights the advantages and disadvantages of each option to inform comment.

- 10.10 The Councils have not yet made a decision regarding the need for a site, and is not promoting a specific option, but is seeking views on potential options in order to inform decision making.
- 10.11 Three potential sites have been identified, within or on the edge of the city, which are outside the Green Belt:
- Abbey Stadium - including allotment land;
 - Cowley Road, Cambridge – Former Park and Ride site;
 - Cambridge East – North of Newmarket Road.
- 10.12 Three options have been identified on the edge of Cambridge. They would require a review of the Green Belt:
- West of Cambridge Road South of the A14, Impington (adjoining the existing NIAB sites) (see also Site Option GB6 in Chapter 9);
 - Land south of Trumpington Meadows, Hauxton Road, Cambridge;
 - Land between Milton and Histon, north of A14 (Union Place).
- 10.13 A further option would be to locate a community stadium outside Cambridge, at a new town or village. Northstowe is already planned, and it was recently resolved to grant planning permission to the first phase. The first South Cambridgeshire Local Plan Issues and Options Report consulted on two further potential new settlement options, at Waterbeach Barracks and Bourn Airfield.
- Northstowe;
 - Waterbeach - New Town Option;
 - Bourn Airfield - New Village Option.

Question 7: Which of the following site options for a community stadium do you support or object to, and why?

Please provide any comments.

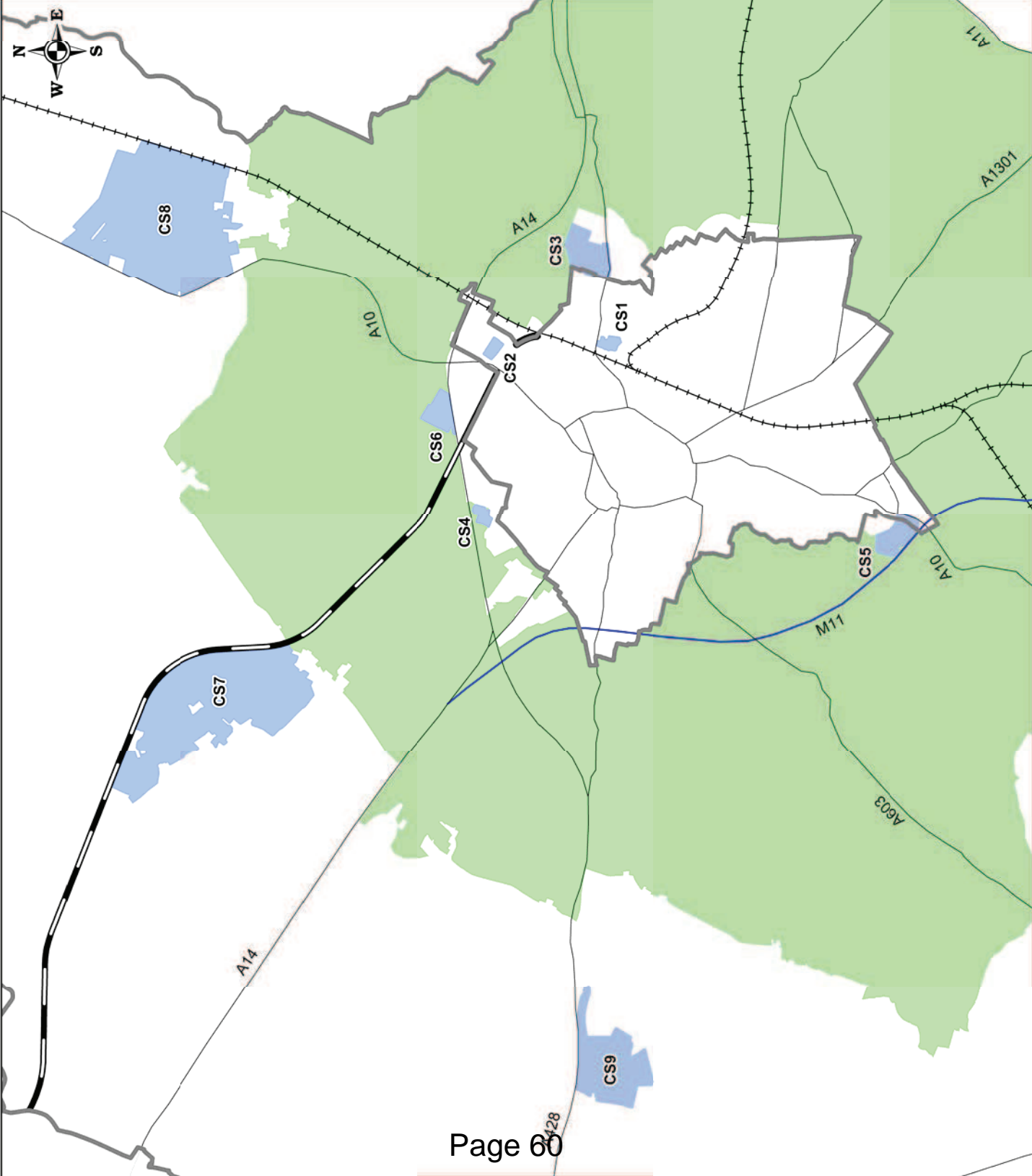
Map 3: Key to Site Options for a Community Stadium

Key

- General Extent of the Green Belt
- Community Stadium Site Option
- CS1 - The Abbey Stadium & Adjoining Allotment Land, Cambridge
- CS2 - Cowley Road, Cambridge
- CS3 - North of Newmarket Road, Cambridge
- CS4 - West of Cambridge Road, south of the A14, Impington
- CS5 - Land south of Trumpington Meadows
- CS6 - Land between Milton and Histon, north of A14 (Union Place)
- CS7 - Northstowe
- CS8 - Waterbeach New Town Option
- CS9 - Bourn Airfield New Settlement Option

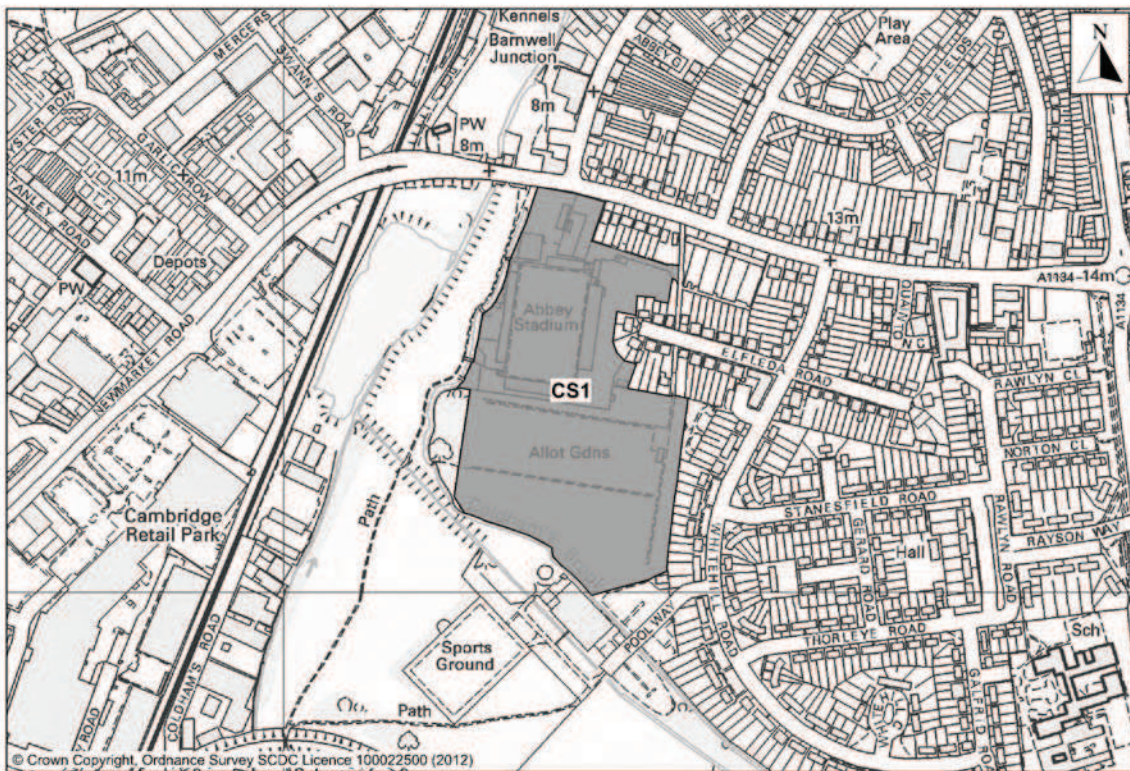
Guided Busway

Train Line



Site Option CS1: The Abbey Stadium and Adjoining Allotment Land, Newmarket Road, Cambridge

District:	Cambridge
Ward/Parish:	Abbey
Area:	7.1 ha
Potential Capacity:	Community Stadium
Reference(s):	
Map:	



Description:

The existing Abbey Stadium site is not sufficient size to accommodate a Community Stadium. The stadium owners are seeking an alternative site. Inclusion of allotment land to the south would make a larger site. The stadium itself is set back from the Newmarket Road frontage, by an area of hardstanding used for car and cycle parking, and a number of single storey buildings which includes a car and van hire firm. To the east and north, the site is surrounded by residential development. To the south is the Abbey Leisure Centre. To the west, there is open space, consisting of grass and scrub, linking to Coldham's Common.

Pros:

- Established football club location;
- Part of an established residential community;

- Near to existing sports facilities, with potential to form a sports hub with the Abbey sports complex;
- With the incorporation of further land around the existing stadium, this would offer greater scope to have a wider community purpose;
- Nearest available site to the City Centre;
- Site is at least 1.5km from the nearest railway station (existing or proposed) but within 400m of High Quality Public Transport bus routes.

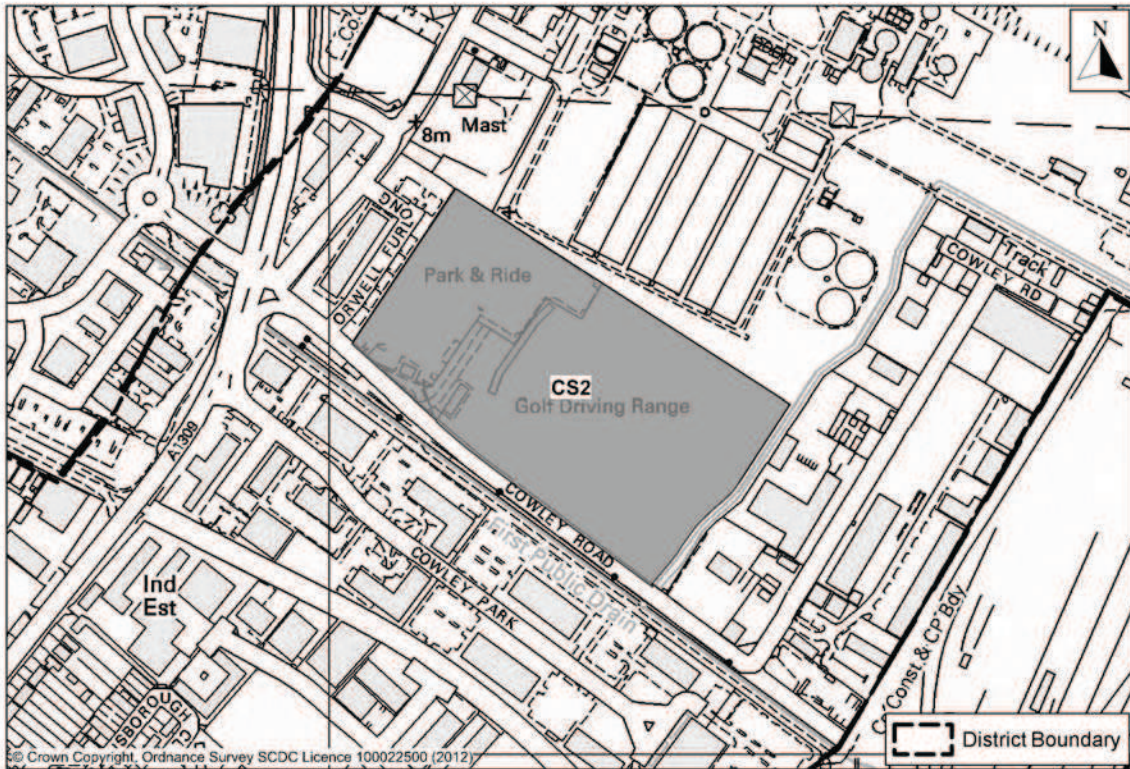
Cons:

- Loss of existing allotments (Protected Open Space, would require appropriate replacement elsewhere);
- The site is located off Newmarket Road, which can suffer from congestion particularly at the weekends. The impact on both local and strategic transport networks would need to be investigated further;
- Grosvenor have indicated they are pursuing the existing stadium site for housing development.

Site Option CS2: Cowley Road Cambridge (former Park and Ride and Golf Driving Range)

District:	Cambridge
Ward/Parish:	East Chesterton
Area:	6.5 ha
Potential Capacity:	Community Stadium
Reference(s):	

Map:



Description:

Former Park and Ride site and golf driving range. Related to the development of a new railway station on the nearby railway sidings, the area is identified as having potential for employment development in the Cambridge and South Cambridgeshire Local Plans' Issues and Options reports. The area is surrounded by existing employment development on three sides, with the Waste Water Treatment Works to the north. The land is owned by Cambridge City Council, who have previously indicated the land is not available for this use, due to its employment potential as part of the wider Cambridge Northern Fringe East area.

Pros:

- Area will be subject to significant public transport improvement with new railway station and links to guided bus;
- Previously developed vacant site, providing an opportunity as part of wider Cambridge Northern Fringe East development.

Cons:

- Capable of accommodating a stadium, but limited size to accommodate much beyond core Community Stadium facilities;
- Identified as an opportunity for employment development in Local Plan Issues and Options Reports, would reduce land available for this use;
- Isolated from existing or planned residential area;

- Access along single lane road;
- Cambridge City Council, the landowner has previously indicated land not available for this use.

Site Option CS3: North of Newmarket Road, Cambridge East

District: South Cambridgeshire

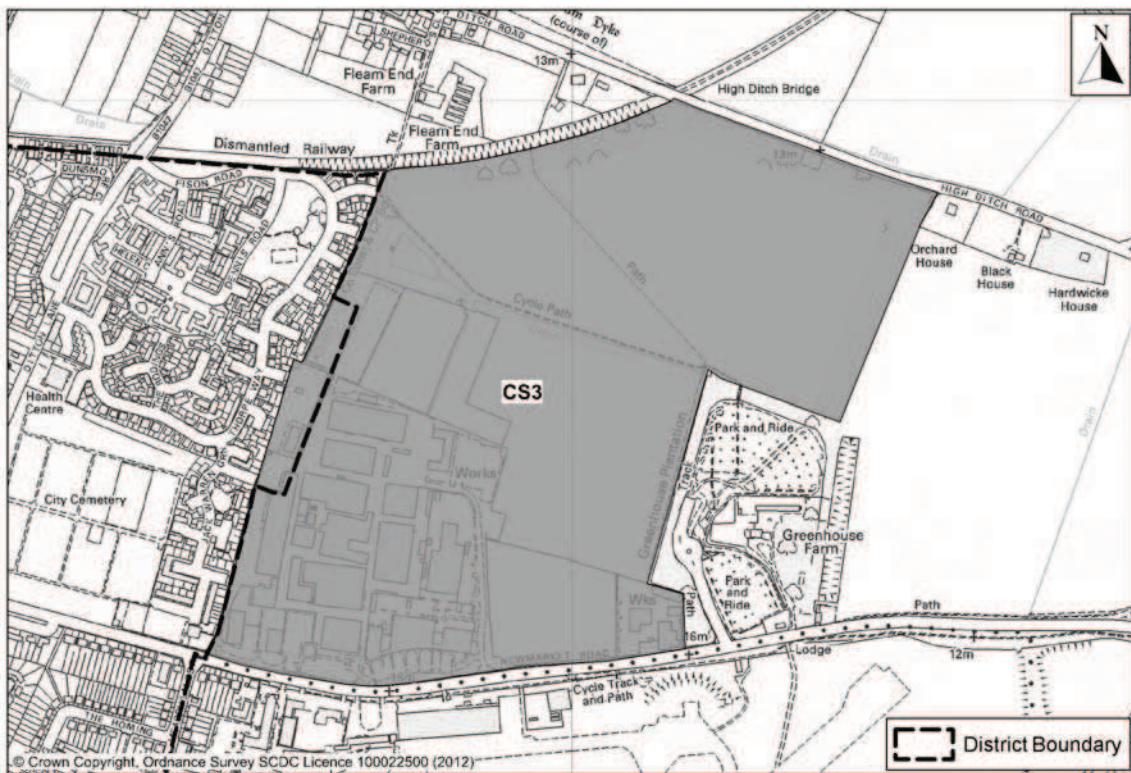
Ward/Parish: Fen Ditton

Area: 40 ha

Potential Capacity: Community Stadium

Reference(s):

Map:



Description:

The site was identified in the Cambridge East Area Action Plan for development of 1,500 to 2,000 homes, that could come forward whilst the airport remains operational. The Cambridge and South Cambridgeshire Local Plan Issues and Options Reports sought views on how the area should be addressed in future development plans.

Marshall has recently announced a renewed intention to submit a planning application for commercial and residential development on this land. This is an early stage in the process. The Councils will continue to work with Marshall to bring forward an appropriate form of development on this site to meet the development needs of Cambridge and the surrounding area.

Pros:

- Potential to integrate new facilities with wider development, including a residential community (if the site comes forward for residential development);
- Near to existing Abbey Stadium site;
- Good access to public transport and Park and Ride;
- Opportunities for open space / Green infrastructure in wider site;
- Land already removed from the Green Belt for development.

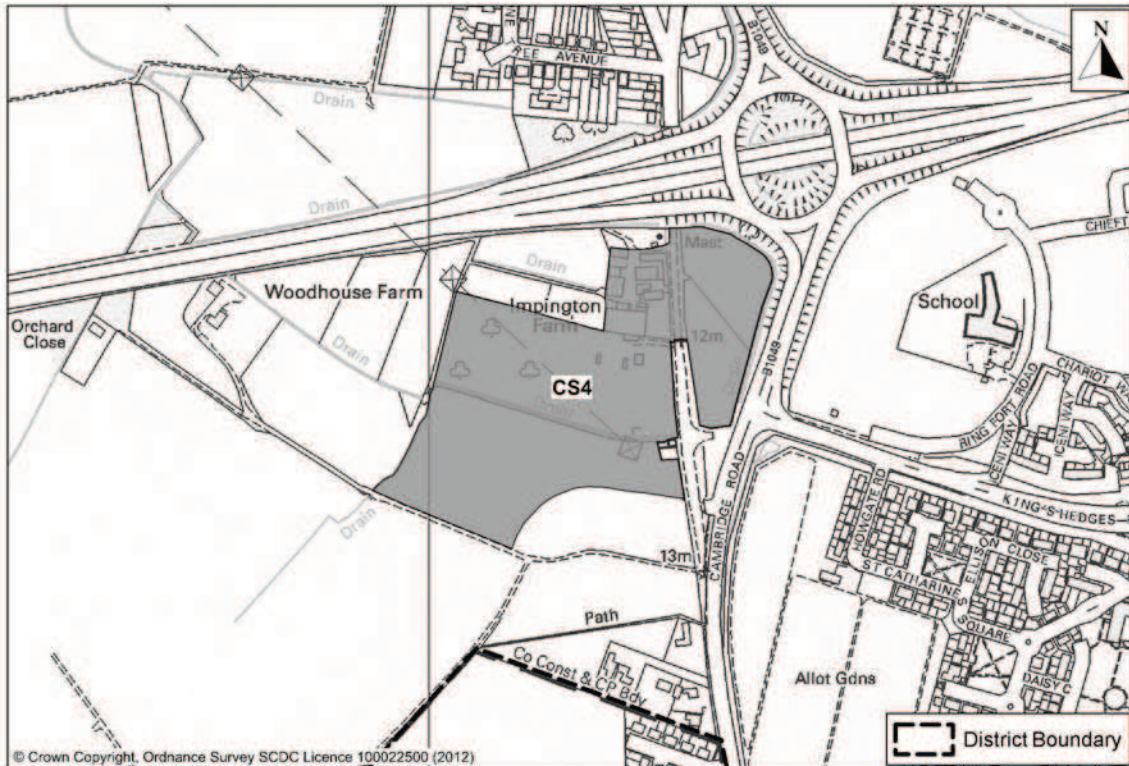
Cons:

- Airport safety zones could impact on building height, or influence location of facilities;
- Would reduce land available for housing;
- Marshalls have previously indicated land is not available for this use.

Site Option CS4: West of Cambridge Road and South of the A14, Impington

District:	South Cambridgeshire
Ward/Parish:	Impington
Area:	9 ha
Potential Capacity:	Community Stadium
Reference(s):	

Map:



Description:

The existing development plans of South Cambridgeshire and Cambridge City Council have allocated two sites for housing development between Huntingdon Road and Histon Road, totalling 2,600 homes (referred to as NIAB 1 and 2). A further site was identified through the site assessments for Edge of Cambridge Sites, as having potential for development. It is the only one of the six site options identified through this process to warrant consideration for a Community Stadium, due to its scale, location, and lesser impact on the Green Belt than the two specific proposals received.

Pros:

- Adjoins a new community, opportunity to integrate facilities;
- Access to High Quality Public Transport and good cycling routes. Access via guided bus to planned new railway station.

Cons:

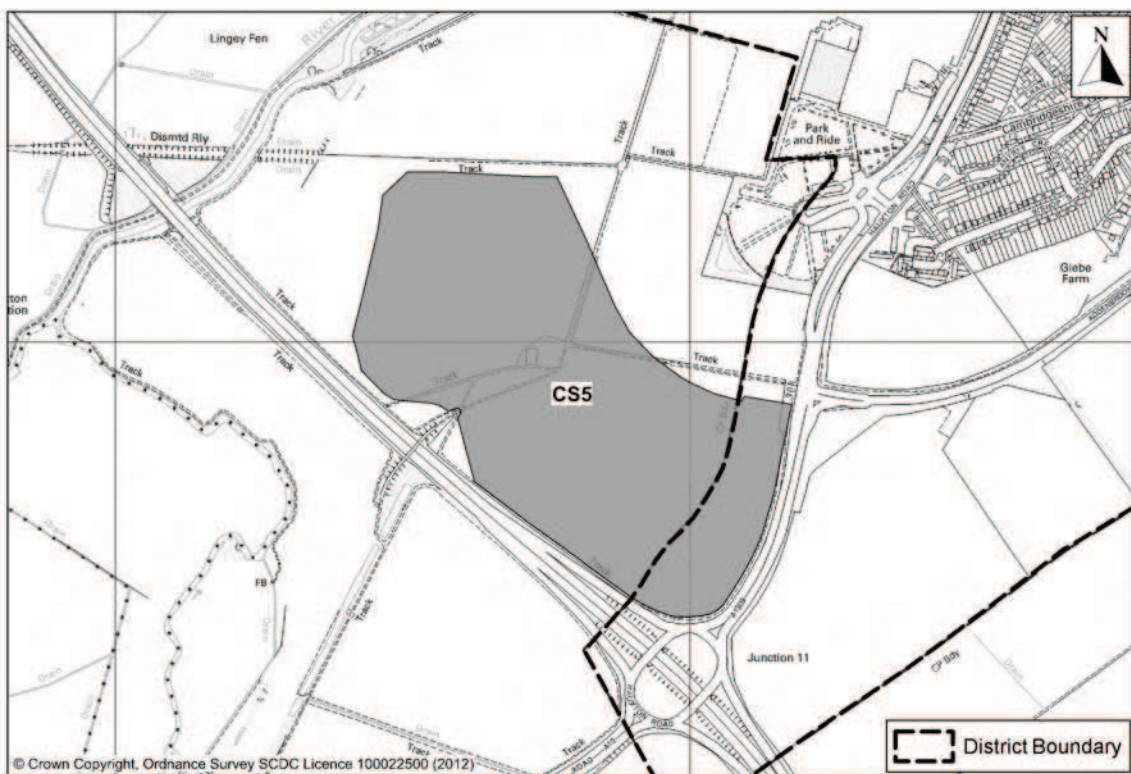
- Green Belt site - development would have negative impacts on the Green Belt purposes but mitigation possible;
- Within the Air Quality Management Area designated on the A14, would need to address traffic impacts;
- Site size and shape could limit range of additional facilities or open space that could be accommodated;

- Over 3km from the City Centre;
- Need to resolve parking and transport issues.

Site Option CS5: Land south of Trumpington Meadows, Hauxton Road Cambridge

District: Cambridge / South Cambridgeshire
Ward/Parish: Trumpington / Haslingfield
Area: 32 ha
Potential Capacity: Community Stadium
Reference(s):

Map:



Description:

Trumpington Meadows is a cross boundary site, allocated in South Cambridgeshire and Cambridge City Councils development plans for a development of 1,200 dwellings and associated facilities, and the create a new distinctive urban edge to Cambridge. Planning permission has subsequently been granted, and construction is underway.

Through the Issues and Options consultation the development company Grosvenor / Wrenbridge have submitted a proposal for approximately 15 hectares of Green Belt land between the M11 and the planning development to accommodate a community stadium, 400

additional dwellings, and a range of outdoor sports pitches, and an extension to the planned country park.

This site makes a major contribution to the Green Belt on the edge of Cambridge. Whilst it has been ruled out for residential development by the Councils, and there would be significant impacts with a community stadium in this location, it is considered appropriate to consult on the potential for a community stadium in this location before any decisions are made.

Pros:

- Large site, giving flexibility to accommodate a range of facilities;
- Would adjoin planned new community;
- Near to existing park and ride facility, and guided bus links to railway stations;
- Potential to deliver new pitches and open space on city edge;
- Specific proposal received from land owners, in consultation with sport clubs, which gives greater certainty that site is deliverable.

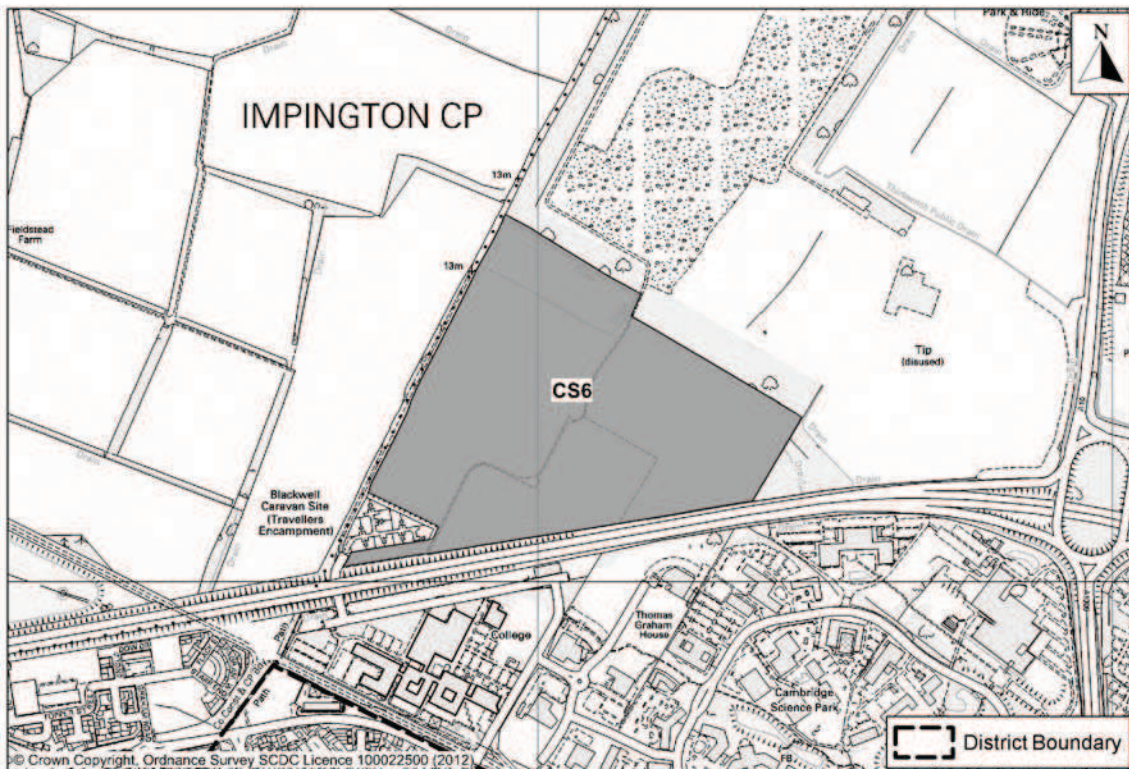
Cons:

- Green Belt – Significant adverse impact on the purposes of Green Belt in terms of setting of the city;
- Opportunity to integrate facilities with a new community limited by adding to existing site rather than integrating with existing proposals;
- Nearly 4km from railway station and the City Centre;
- Beyond 400m of Park and Ride site and does not benefit from all aspects of a High Quality Public Transport service;
- Need to resolve parking and transport issues.

Site Option CS6: Land between Milton and Impington, north of A14 (Union Place)

District:	South Cambridgeshire
Ward/Parish:	Milton
Area:	24 ha
Potential Capacity:	Community Stadium
Reference(s):	

Map:



Description:

Through representations to the Issues and Options Report, a site has been submitted and referred to as Union Place, between Milton and Impington north of the A14. Representations propose that the site could accommodate a community stadium, concert hall and ice rink. It would also be accompanied by hotel and conferencing facilities. The representation indicates that road access to the site would be through an existing underpass under the A14 to the rear of the Cambridge Regional College, and a new road built along the Mere Way from Butt Lane, a public right of way following the route of a roman road. This would be accompanied by expansion of the Milton Park and Ride, and a new Park and Ride south of Impington.

Pros:

- Significant scale would give potential for pitches or open space to accompany proposal (or other sub regional facilities);
- Near to Regional College, potential linkages for sports education.

Cons:

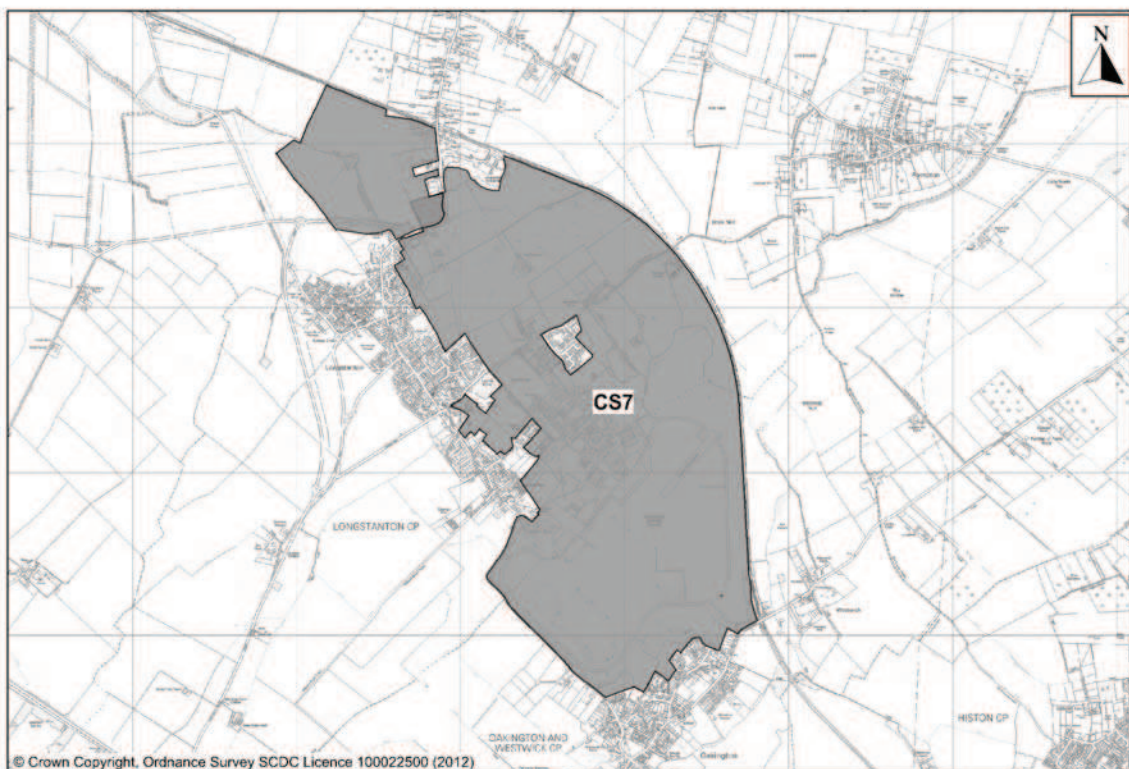
- Green Belt – significant impact on the purposes of the Green Belt;
- Access constraints – Currently limited access to site through A14 underpass, unsuitable for high volumes of traffic. Proposes new road along Mere Way from Butt Lane, a public right of way;
- Need to demonstrate highway capacity on the A14 and local roads;

- Limited existing walking and cycling access to site. Separated from city by A14 / A10. Underpass to rear of Regional College a particular constraint;
- Relatively long walk from guided bus and Park and Ride . Due to distance does not meet definition of High Quality Public Transport;
- Isolated from existing or new community;
- Potential impact on existing Travellers Site;
- Adjoins the Air Quality Management Area designated on the A14, would need to address traffic impacts;
- Potential impacts on Milton A14 junction, need to demonstrate strategic highway capacity.

Site Option CS7: Northstowe

District:	South Cambridgeshire
Ward/Parish:	Longstanton / Oakington and Westwick
Area:	432 ha (with additional 60 ha. strategic reserve)
Potential Capacity:	Community Stadium
Reference(s):	

Map:



Description:

The new town of Northstowe is located between Oakington and Longstanton, on the route of the Guided Busway, and is planned to accommodate up to 9,500 dwellings and a range of other services, facilities, and employment. The Northstowe Development Framework was agreed in 2012, and South Cambridgeshire District Council has resolved to grant planning permission for the first phase of development

Pros:

- Opportunity to integrate facilities into new town;
- Located on route of the Guided Bus (with links to new station), and existing park and ride facilities;
- Not in the Green Belt.

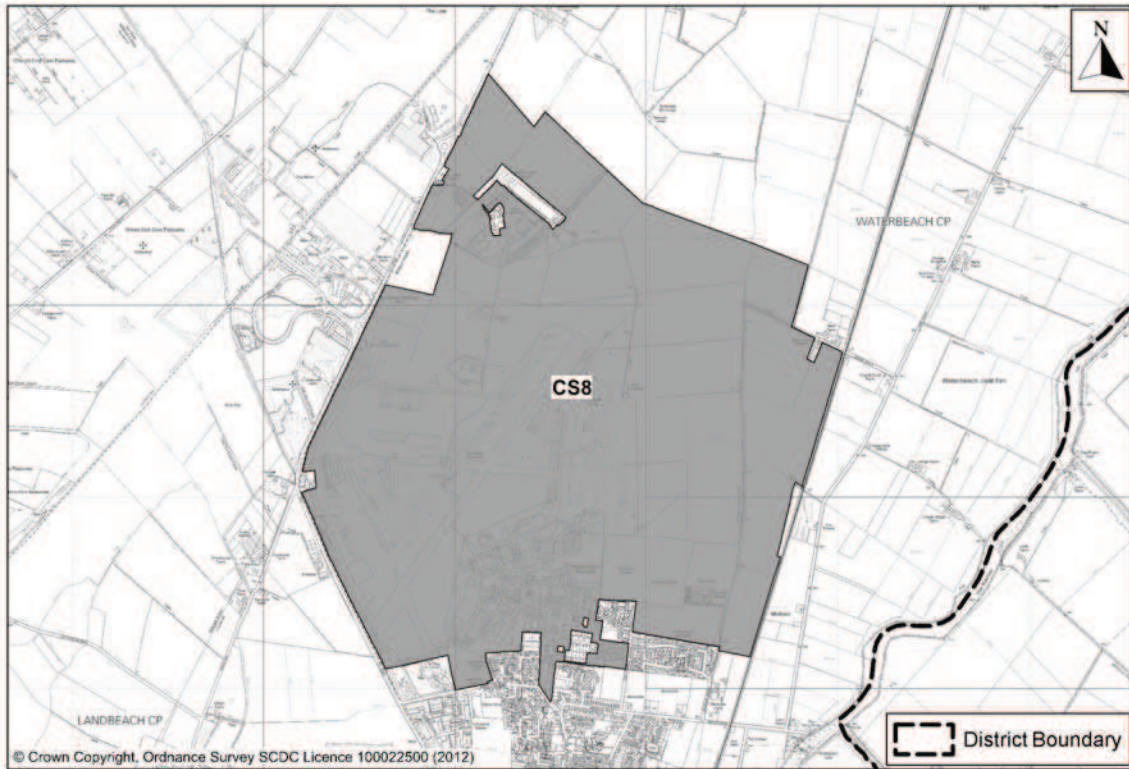
Cons:

- Development Framework Plan already agreed, and it has been resolved to grant planning permission for the first phase;
- Tight land budget to accommodate all the uses needed in the town. Inclusion of facilities could impact on ability to deliver other uses;
- 8km from Cambridge City Centre, limiting walking and cycling access from Cambridge;
- Conflict with desire of Cambridge United for a Cambridge location;
- Constraints of the A14 could mean there would only be highway capacity later in the plan period.

Site Option CS8: Waterbeach New Town Option

District:	South Cambridgeshire
Ward/Parish:	Waterbeach
Area:	558 or 280 ha
Potential Capacity:	Community Stadium
Reference(s):	

Map:



Description:

The South Cambridgeshire Local Plan Issues and Options Report 2012 identified an option of a new town at Waterbeach to accommodate future development. Two options were identified, one utilising the MOD land (dwelling capacity 7,600), one including a larger site (dwelling capacity 12,750).

Pros:

- Opportunities to deliver site as part of town master plan and to integrate stadium to act as community hub;
- Greater flexibility at early planning stage;
- Near to a Waterbeach Railway Station as part of the new town;
- Not in the Green Belt.

Cons:

- 9km from Cambridge City Centre, limiting walking and cycling access from Cambridge;
- Conflict with desire of Cambridge United for a Cambridge location;
- Significant infrastructure requirements could mean only deliverable later in the plan period;
- Uncertainty regarding quality of public transport / cycling facilities at this stage, although there would need to be significant improvement;

- Waterbeach new town is only an option at this stage.

Site Option CS9: Bourn Airfield New Settlement Option

District: South Cambridgeshire

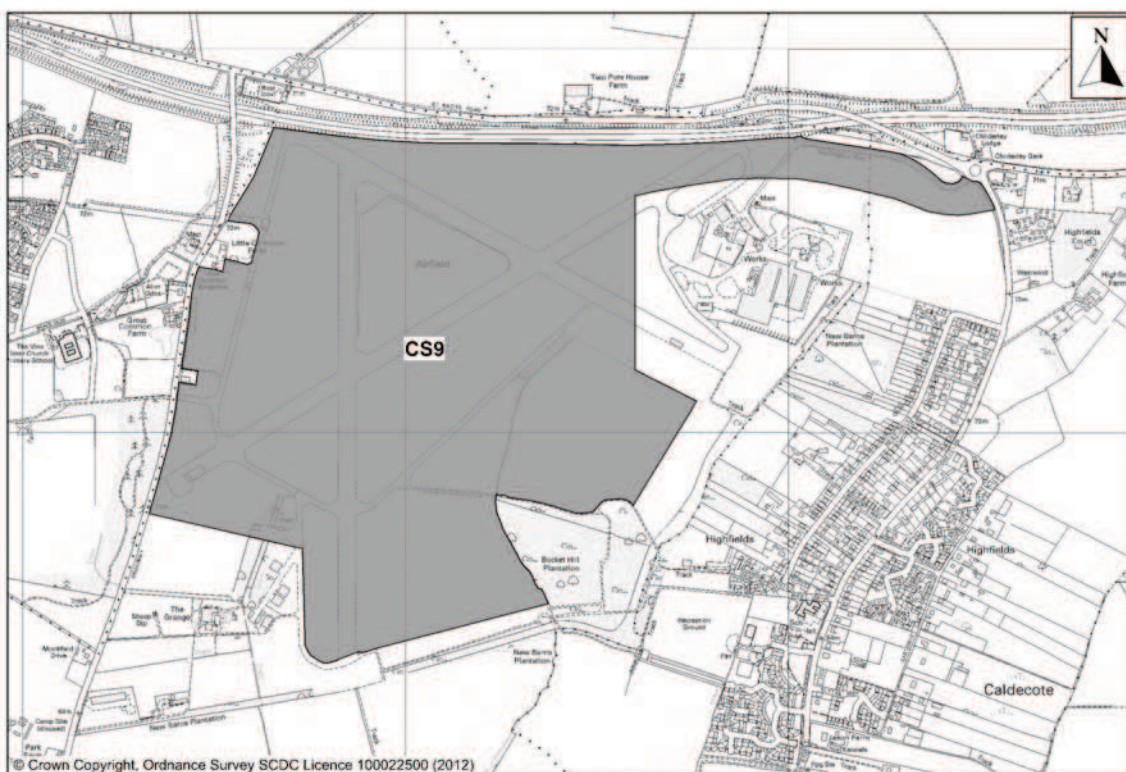
Ward/Parish: Bourn

Area: 141 ha.

Potential Capacity: Community Stadium

Reference(s):

Map:



Description:

The South Cambridgeshire Local Plan Issues and Options Report 2012 identified an option for a new village on Bourn Airfield, east of Cambourne, with a capacity of 3,000 to 3,500 dwellings.

Pros:

- Opportunity to integrate community stadium into a new settlement, at very early stages of planning;
- Land not in the Green Belt.

Cons:

- 10km from Cambridge City Centre;
- Poorest non-car access of all sites tested. Limiting walking and cycling access from Cambridge. Does not have access to high quality public transport. 12km from railway station;
- Proposal for a new village, conflict with sequential test for major town centre facilities;
- Conflict with desire of Cambridge United for a Cambridge location;
- Bourn Airfield new village is still only an option at this stage.

Ice Rink and Concert Hall

- 10.14 The Cambridge Sub-Regional Facilities Review identified that analysis in the Cambridgeshire Horizons studies showed that there is demand for an ice rink with a sufficient population catchment similar to a number of other facilities in the country. The Major Sports Facilities Strategy recommended that an ice rink be developed with a vision to provide an ice centre that 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 of Cambridge.
- 10.15 Whilst a group known as Cambridge Leisure Ice Centre (CLIC) looked at various locations including North West Cambridge, Cambourne and West Cambridge, no firm proposals have been put forward. A facility would be much smaller than a community stadium, and there could be more options regarding location.
- 10.16 The Cambridgeshire Horizons Arts and Culture Strategy concluded that although there is a wide range of music venues at the small and medium scale in and around Cambridge, there is growing interest in testing the case for a purpose-built auditorium for a large scale music venue. It would still be necessary to demonstrate a need and demand for such a facility, and consider the costs and benefits. Given its scale, Cambridge East was suggested as a possible location for a purpose built concert hall, but the main airport site is no longer anticipated to come forward for redevelopment until at least 2031.
- 10.17 Given the limited evidence available at this stage, instead of allocating a specific site, the Local Plans could include a general policy that would provide a framework for considering any proposals for sub-regional facilities, so that should proposals come forward they can be appropriately considered. This would need to be read alongside other policies of the plan addressing more general planning considerations. Principles could include:
- Provide evidence of significant cultural and recreational importance to justify the need for a facility, and that it is viable and deliverable;
 - As main town centre uses, a sequential approach to development has been applied, seeking City Centre locations before considering edge of centre and out of centre locations;
 - Utilise opportunities to create a positive landmark by virtue of high quality design,

scale and massing of a development, considering relationships with surrounding buildings and the public realm;

- Consider impact of traffic movement generated at peak times e.g. event days, as well as at other times;
- Maximise use of public transport and non-motorised modes of transport;
- Consider impact of parking and movement of pedestrians in the surrounding area with regard to community safety and linkages to transport hubs.

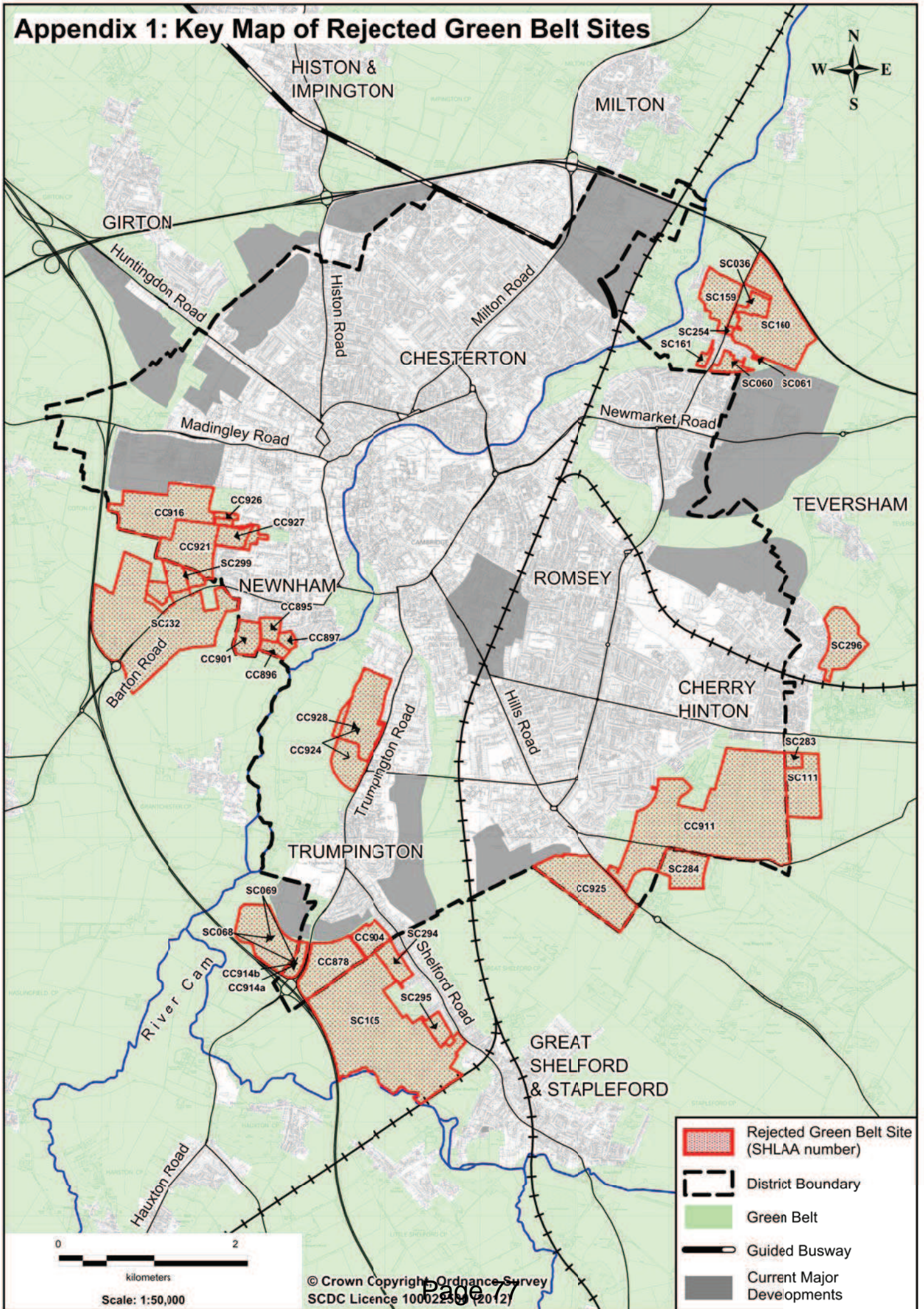
Question x: Rather than identifying specific sites, should the Local Plans include a general policy to assist the consideration of any proposals for sub regional facilities such as ice rinks and concert halls, should they come forward?

Are the right principles identified? If not, what should be included?

Please provide any comments.

APPENDICES

Appendix 1: Key Map of Rejected Green Belt Sites



**Appendix 2
Summary Assessments of Green Belt Sites**

Broad Location 1: Land to the north & south of Barton Road						
Site Reference:	SC232	SC299	CC921	CC916	CC926	CC927
Address:	Land North and South of Barton Road	Land North of Barton Road	Land North of Barton Road	Grange Farm	Land North of Barton Road	Barton Road North 2
Site area (ha) total/potentially developable	149.97 ha / 74.98-112.48 ha	14.14 ha / 7.07-10.61 ha	36.87 ha / 18.44-27.65 ha	44.03 ha / 22.05-33.02 ha	2.90 ha / 2.18 ha	6.86 / 5.14 ha
Notional dwelling capacity: total/proposed	2,999-4,499	2,999-4,499	830-1,244	991-1,486	98	231
Green Belt site option	n/a	n/a	n/a	n/a	n/a	n/a
Level 1 Strategic Considerations						
Flood risk	a	r	a	a	a	a
Green Belt	rr	r	r	rr	a	a
Timeframe for development	a	a	a	a	a	a
Site access	a	a	r	a	r	r
Cambridge Airport safety zone	a	a	a	a	a	a
Level 2 Other Considerations						
Distance to district/local centre	a	r	a	a	r	r
Integration with existing communities	g	r	g	g	r	r
Open space provision	g	g	g	g	r	g
Transport (City context)	r	r	r	a	r	r
Transport (South Cambs context)	a	g	g	gg	g	g
Distance from AQMA, M11, A14	r	r	a	r	a	g
Noise	a	a	a	r	g	a
Biodiversity	a	a	a	a	a	a
Overall Conclusion						
	r	r	r	r	r	r

Broad Location 1: Land to the north & south of Barton Road	
Summary	
SC232 Land North and South of Barton Road	<ul style="list-style-type: none"> - Very significant impact on Green Belt purposes. - Part of land north of Barton Road falls within Flood Zone 3 (high risk). - The site does not have access to high quality public transport. - The western part of the site suffers from poor air quality and noise due to the proximity of the M11. - Further than 800m to access health facilities though the size of the site would merit new provision within the development.
SC299 Land North of Barton Road	<ul style="list-style-type: none"> - Significant impact on Green Belt purposes. - Large areas of the site north of Barton Road within Flood Zone 3 (high risk). - The site does not have access to high quality public transport. - The western part of the site suffers from poor air quality and noise due to the proximity of the M11. - Further than 800m to access health facilities though the size of the site would merit new provision within the development.
CC921 Land North of Barton Road	<ul style="list-style-type: none"> - Significant impact on Green Belt purposes. - No access unless developed in conjunction with SC232 or CC916. - Site is further than 800m from a health centre/GP and its size would mean it is less likely to be able to provide for new health facilities on site. - It is not accessible to high quality public transport. - Air quality worsening as a result of size of development.
CC916 Grange Farm	<ul style="list-style-type: none"> - Very significant impact on Green Belt purposes. - Site is further than 800m from a health centre/GP and its size would mean it is less likely to be able to provide for new health facilities on site. - The western part of the site suffers from poor air quality and noise due to the proximity of the M11. - Air quality worsening as a result of size of development.
CC926 Land North of Barton Road	<ul style="list-style-type: none"> - Adverse impact on Green Belt purposes. - Inadequate vehicular site access unless developed with site CC927 or with allocated site 7.09 which is in the same ownership. - Site is not near to local facilities such as district / local centre, GP surgery and primary school, and due to its size it is less likely to be able to provide for new facilities. - It is not accessible to high quality public transport. - Development would result in the loss of a playing field, which could potentially be protected under Cambridge Local Plan Policy 4/2. This open space would have to be satisfactorily replaced elsewhere.
CC927 Barton Road North 2	<ul style="list-style-type: none"> - Adverse impact on Green Belt purposes. - Inadequate vehicular site access unless developed with adjoining sites. - Site is not near to local facilities such as district / local centre, GP surgery and primary school, and due to its size it is less likely to be able to provide for new facilities. - it is not accessible to high quality public transport.

Broad Location 2: Playing fields off Grantchester Road, Newnham				
Site Reference:	CC895	CC896	CC897	CC901
Address:	Downing Playing Field Grantchester Road	Pembroke Playing Field Grantchester Road	St. Catherines Playing Field Grantchester Road	Westes Renault RUFC Grantchester Road
Site area (ha) total/potentially developable	4.83 ha / 2.42-3.62 ha	3.76 ha / 1.88-2.82 ha	2.71 ha / 1.35-203 ha	8.55 ha / 4.28-6.41 ha
Notional dwelling capacity: total/proposed	109-163	85-127	61-91	192-289
Green Belt site option	n/a	n/a	n/a	n/a
Level 1 Strategic Considerations				
Flood risk	a	g	g	r
Green Belt	rr	rr	rr	rr
Timeframe for development	r	r	r	r
Site access	a	a	r	a
Cambridge Airport safety zone	a	a	a	a
Level 2 Other Considerations				
Distance to district/local centre	a	a	a	r
Integration with existing communities	a	a	a	a
Open space provision	r	r	r	r
Transport (City context)	r	r	r	r
Transport (South Cambs context)	gg	gg	gg	gg
Distance from AQMA, M11, A14	a	a	a	a
Noise	g	g	g	g
Biodiversity	g	g	a	a
Overall Conclusion				
	r	r	r	r

Broad Location 2: Playing fields off Grantchester Road, Newnham

Summary

<p>CC895 Downing Playing Field Grantchester Road</p>	<ul style="list-style-type: none"> - Very significant impact on Green Belt purposes. - No evidence of landowner intention to develop. - Site is further than 800m from a health centre/GP and its small size would mean it could not provide for new health facilities on site. - It is not accessible to high quality public transport. - Development would result in the loss of a playing field designated as public open space. This open space would have to be satisfactorily replaced elsewhere.
<p>CC896 Pembroke Playing Field Grantchester Road</p>	<ul style="list-style-type: none"> - Very significant impact on Green Belt purposes. - No evidence of landowner intention to develop. - Site is further than 800m from a health centre/GP and its small size would mean it could not provide for new health facilities on site. - It is not accessible to high quality public transport. - Development would result in the loss of a playing field designated as public open space. This open space would have to be satisfactorily replaced elsewhere.
<p>CC897 St. Catherines Playing Field Grantchester Road</p>	<ul style="list-style-type: none"> - Very significant impact on Green Belt purposes. - No evidence of landowner intention to develop. - Inadequate vehicular access. - Site is further than 800m from a health centre/GP and its small size would mean it could not provide for new health facilities on site. - It is not accessible to high quality public transport. - Development would result in the loss of a playing field designated as public open space. This open space would have to be satisfactorily replaced elsewhere.
<p>CC901 Wests Renault RUFC Grantchester Road</p>	<ul style="list-style-type: none"> - Very significant impact on Green Belt purposes. - Significant flooding problems. - No evidence of landowner intention to develop. - Site is not near to local facilities such as district / local centre, GP surgery and primary school, and due to its size it is less likely to be able to provide for new facilities. - It is not accessible to high quality public transport. - Development would result in the loss of a playing field designated as public open space. This open space would have to be satisfactorily replaced elsewhere.

Broad Location 3: Land west of Trumpington Road		
Site Reference:	CC924	CC928
Address:	Land West of Trumpington Road	Land West of Trumpington Road
Site area (ha) total/potentially developable	45.30 ha / 22.65-33.98 ha	32.8 ha / 24.6 ha
Notional dwelling capacity: total/proposed	1,019-1,1529	1,107
Green Belt site option	n/a	n/a
Level 1 Strategic Considerations		
Flood risk	a	a
Green Belt	rr	r
Timeframe for development	r	r
Site access	a	a
Cambridge Airport safety zone	a	a
Level 2 Other Considerations		
Distance to district/local centre	a	a
Integration with existing communities	g	g
Open space provision	g	g
Transport (City context)	a	a
Transport (South Cambs context)	gg	gg
Distance from AQMA, M11, A14	g	a
Noise	a	a
Biodiversity	a	a
Overall Conclusion		
	r	r

Broad Location 3: Land west of Trumpington Road	
Summary	
CC924 Land West of Trumpington Road	<ul style="list-style-type: none"> - Very significant impact on Green Belt purposes. - No evidence of landowner intention to develop. - Further than 800m to access GP surgery. - Air quality issues. - Loss of protected open space, particularly as this is within and contributes to the character of the Southacre Conservation Area. - Loss of Grade 2 agricultural land (32 ha).
CC924 Land West of Trumpington Road	<ul style="list-style-type: none"> - Significant impact on Green Belt purposes. - No evidence of landowner intention to develop. - Further than 800m to access GP surgery. - Air quality issues. - Loss of protected open space, particularly as this is within and contributes to the character of the Southacre Conservation Area. - Loss of Grade 2 agricultural land (32 ha).

Broad Location 4: Land west of Hauxton Road					
Site Reference:	SC068	SC069	CC914A	CC914B	
Address:	Land west of Hauxton Road, Trumpington	Land west of Hauxton Road, Trumpington	Land west of Hauxton Road, Trumpington	Land west of Hauxton Road, Trumpington	
Site area (ha) total/potentially developable	27.56 ha	27.56 ha	4.65 ha	4.65 ha	
Notional dwelling capacity: total/proposed	up to 500	up to 500	not developable without larger site	not developable without larger site	
Green Belt site option	n/a	n/a	n/a	n/a	
Level 1 Strategic Considerations					
Flood risk	g	g	g	g	
Green Belt	rr	rr	rr	rr	
Timeframe for development	a	a	a	a	
Site access	a	a	a	a	
Cambridge Airport safety zone	a	a	a	a	
Level 2 Other Considerations					
Distance to district/local centre	r	r	r	r	
Integration with existing communities	g	g	g	g	
Open space provision	gg	gg	gg	gg	
Transport (City context)	a	a	a	a	
Transport (South Cambs context)	gg	gg	gg	gg	
Distance from AQMA, M11, A14	r	r	r	r	
Noise	a	a	a	a	
Biodiversity	g	g	g	g	
Overall Conclusion					
	r	r	r	r	

Broad Location 4: Land west of Hauxton Road	
Summary	
SC068 Land west of Hauxton Road, Trumpington	<ul style="list-style-type: none"> - Very significant impact on Green Belt purposes. - Distant from existing services and facilities. - Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context. - Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.
SC069 Land west of Hauxton Road, Trumpington	<ul style="list-style-type: none"> - Very significant impact on Green Belt purposes. - Distant from existing services and facilities. - Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context. - Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.
CC914A Land west of Hauxton Road, Trumpington	<ul style="list-style-type: none"> - Very significant impact on Green Belt purposes. - Distant from existing services and facilities. - Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context. - Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.
CC914B Land west of Hauxton Road, Trumpington	<ul style="list-style-type: none"> - Very significant impact on Green Belt purposes. - Distant from existing services and facilities. - Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context. - Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.

Broad Location 5: Land South of Addenbrooke's Road						
Site Reference:	CC878	SC105	CC904	SC294	SC295	
Address:	Land East of Hauxton Road	Land to the south of Addenbrooke's Road, Cambridge	Land East of Hauxton Road	Land East of Hauxton Road	Land East of Hauxton Road	
Site area (ha) total/potentially developable	23.0 ha	145.0 ha	9.22 ha / 6.9 ha	8.23 ha / 6.2 ha	5.69 ha / 4.27 ha	
Notional dwelling capacity: total/proposed	up to 776	2,500	310	up to 247	up to 171	
Green Belt site option	n/a	n/a	n/a	n/a	n/a	
Level 1 Strategic Considerations						
Flood risk	g	g	g	g	g	g
Green Belt	r	r	r	a	a	a
Timeframe for development	a	a	a	a	a	a
Site access	a	a	a	r	r	r
Cambridge Airport safety zone	a	a	a	a	a	a
Level 2 Other Considerations						
Distance to district/local centre	r	a	r	r	r	r
Integration with existing communities	a	g	a	a	a	a
Open space provision	g	gg	g	g	g	g
Transport (City context)	a	r	g	g	r	r
Transport (South Cambs context)	gg	g	gg	gg	gg	gg
Distance from AQMA, M11, A14	r	r	a	a	g	g
Noise	a	a	a	a	a	a
Biodiversity	g	g	g	g	g	g
Overall Conclusion						
	r	r	r	r	r	r

Broad Location 5: Land South of Addenbrooke's Road

Summary	
<p>SC878 Land East of Hauxton Road</p>	<ul style="list-style-type: none"> - Very significant impact on Green Belt purposes. - Distant from existing services and facilities. - Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context. - Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.
<p>SC105 Land to the south of Addenbrooke's Road, Cambridge</p>	<ul style="list-style-type: none"> - Significant impact on Green Belt purposes. - Could provide own services, facilities and schools. - Poor transport accessibility in City context but good accessibility in South Cambridgeshire context. - Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.
<p>CC904 Land East of Hauxton Road</p>	<ul style="list-style-type: none"> - Significant impact on Green Belt purposes. - Distant from existing services and facilities. - Distant from existing Primary School. - Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context.
<p>SC294 Land East of Hauxton Road</p>	<ul style="list-style-type: none"> - Adverse impact on Green Belt purposes. - Inadequate vehicular access. - Distant from existing services and facilities. - Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context.
<p>SC295 Land East of Hauxton Road</p>	<ul style="list-style-type: none"> - Adverse impact on Green Belt purposes. - Inadequate vehicular access. - Distant from existing services and facilities. - Poor public transport accessibility in City context but very good accessibility in South Cambridgeshire context.

Broad Location 6: Land south of Addenbrooke's and southwest of Babraham	
Site Reference:	CC925
Address:	Land South of Addenbrookes and Southwest of Babraham Road
Site area (ha) total/potentially developable	39.80 ha / 19.9-29.85 ha
Notional dwelling capacity: total/proposed	896-1,343
Green Belt site option	n/a
Level 1 Strategic Considerations	
Flood risk	a
Green Belt	rr
Timeframe for development	r
Site access	a
Cambridge Airport safety zone	a
Level 2 Other Considerations	
Distance to district/local centre	a
Integration with existing communities	g
Open space provision	g
Transport (City context)	a
Transport (South Cambs context)	gg
Distance from AQMA, M11, A14	a
Noise	a
Biodiversity	a
Overall Conclusion	
	r

Broad Location 6: Land south of Addenbrooke's and southwest of Babraham Road	
CC925 Land South of Addenbrookes and Southwest of Babraham Road	<ul style="list-style-type: none"> - Very significant impact on Green Belt purposes. - No evidence of landowner intention to develop. - Further than 800m to access GP surgery. - Air quality issues. - Loss of Grade 2 agricultural land (majority of site - which is 40ha).

Broad Location 7: Land between Babraham Road and Fulbourn Road									
Site Reference:	CC911	SC111	SC283	SC284	CC929	CC930	CC932	CC933	SC300
Address:	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	Land south of Cambridge Road Fulbourn, Cambridge	Land south of Cambridge Road Fulbourn, Cambridge	Land south of Worts Causeway, Cambridge	Worts' Causeway South	Worts' Causeway North	Fulbourn Road South 2	Fulbourn Road South 1	Fulbourn Road South 3
Site area (ha) total/potentially developable	116.55 ha / 58.28-87.41 ha	29.05 ha / 14.52-21.79 ha	6.62 ha / 3.31-4.96 ha	24.92	6.8 ha / 5.1 ha	7.84 ha / 5.88 ha	1.4 ha / 1.05 ha	2.3 ha / 1.73 ha	116.55 ha / 58.28-87.41 ha
Notional dwelling capacity: total/proposed	2,622-3,934	581-872	132-199	712	230	265	47	78	2,622-3,934
Green Belt site option	n/a	n/a	n/a	n/a	GB2	GB1	GB4	GB3	GB5
Level 1 Strategic Considerations									
Flood risk	a	a	g	a	a	a	g	g	g
Green Belt	rr	rr	r	rr	a	a	a	a	a
Timeframe for development	g	g	g	g	a	a	n/a	a	n/a
Site access	a	a	a	a	a	g	a	a	a
Cambridge Airport safety zone	r	a	a	a	a	a	a	a	a
Level 2 Other Considerations									
Distance to district/local centre	a	r	a	r	r	a	a	g	a
Integration with existing communities	g	r	r	r	g	g	n/a	a	n/a
Open space provision	g	g	g	g	g	g	g	g	g
Transport (City context)	r	a	a	a	r	g	g	g	g
Transport (South Cambs context)	g	gg	gg	gg	gg	gg	gg	gg	gg
Distance from AQMA, M11, A14	g	g	g	g	g	g	g	g	g
Noise	a	a	a	a	a	a	a	a	a
Biodiversity	a	a	a	r	a	a	a	a	a
Overall Conclusion									
	r	r	r	r	a	a	a	a	a

Broad Location 7: Land between Babraham Road and Fulbourn Road

Summary

	Summary
<p>CC911 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</p>	<ul style="list-style-type: none"> - Very significant impact on Green Belt purposes. - Large part of site constrained by Cambridge Airport public safety zone. - Further than 800m to access GP surgery. - Significant air quality impact. - Loss of protected open space, but this could be mitigated because the site is large. - The site does not have access to high quality public transport, and poor cycle access.
<p>SC111 Land south of Cambridge Road Fulbourn, Cambridge</p>	<ul style="list-style-type: none"> - Very significant impact on Green Belt purposes. - Site is not near to local facilities such as district / local centre, GP surgery and primary school, and due to its size it is less likely to be able to provide for new facilities. - Cycle access is poor. - Loss of Grade 2 agricultural land (X ha).
<p>SC283 Land south of Cambridge Road Fulbourn, Cambridge</p>	<ul style="list-style-type: none"> - Significant impact on Green Belt purposes. - Cycle access issues.
<p>SC284 Land south of Worts Causeway, Cambridge</p>	<ul style="list-style-type: none"> - Very significant impact on Green Belt purposes. - Site is not near to local facilities such as district / local centre & GP surgery. - Also scores badly on a local wildlife site, green infrastructure and biodiversity.
<p>CC929 Worts' Causeway South</p>	<ul style="list-style-type: none"> - Adverse impact on Green Belt purposes - Site is not near to local facilities such as district / local centre, GP surgery and primary school, and due to its size it is less likely to be able to provide for new facilities. - It is not accessible to high quality public transport.
<p>CC930 Worts' Causeway North</p>	<ul style="list-style-type: none"> - Adverse impact on Green Belt purposes. - Less than half of the site is further than 800m from the nearest primary school. - The site contains a County Wildlife Site, which is important for its semi natural grassland and biodiversity. This area is also designated as protected open space for its environmental qualities. Any development should not adversely affect this area. - Lacks dedicated cycling provision on Worts Causeway and during rush hour could result in added risks to cycling.
<p>CC932 Fulbourn Road South 2 Land North of Barton Road</p>	<ul style="list-style-type: none"> - Adverse impact on Green Belt purposes. - Site suffers from lack of cycling provision on the fast and busy Fulbourn Road along with difficulties with crossing a busy junction.
<p>CC933 Fulbourn Road South 1</p>	<ul style="list-style-type: none"> - Adverse impact on Green Belt purposes. - Site suffers from lack of cycling provision on the fast and busy Fulbourn Road along with difficulties with crossing a busy junction.
<p>SC300 Fulbourn Road South 3</p>	<ul style="list-style-type: none"> - Adverse impact on Green Belt purposes. - Site suffers from lack of cycling provision on the fast and busy Fulbourn Road along with difficulties with crossing a busy junction.

Broad Location 8: Land east of Gazelle Way		SC296
Site Reference:	Land east of Gazelle Way	
Address:	21.0 ha / 10.5 ha	
Site area (ha) total/potentially developable	420	
Notional dwelling capacity: total/proposed	n/a	
Green Belt site option		
Level 1 Strategic Considerations		
Flood risk	a	
Green Belt	rr	
Timeframe for development	g	
Site access	g	
Cambridge Airport safety zone	a	
Level 2 Other Considerations		
Distance to district/local centre	r	
Integration with existing communities	r	
Open space provision	g	
Transport (City context)	r	
Transport (South Cambs context)	gg	
Distance from AQMA, M11, A14	a	
Noise	r	
Biodiversity	g	
Overall Conclusion		
	r	

Broad Location 8: Land east of Gazelle Way	
Summary	
SC296 Land east of Gazelle Way	<ul style="list-style-type: none"> - Adverse impact on Green Belt purposes. - Distant from existing services and facilities. - Very significant archaeology constraints.

Broad Location 9: Land at Fen Ditton							
Site Reference:	SC036	SC060	SC061	SC159	SC160	SC161	SC254
Address:	Land east of Horningsea Road, Fen Ditton (land south and east of 42 Horningsea Road, Fen Ditton)	Land south of Shepherds Close, Fen Ditton	Land off High Ditch Road, Fen Ditton	Land at Fen Ditton (west of Ditton Lane)	Land at Fen Ditton (east of Ditton Lane)	High Street, Fen Ditton	Land between 12 and 28 Horningsea Road, Fen Ditton
Site area (ha)	5.36 ha / 4.02 ha	6.06 ha / 3.79 ha	0.32 ha / 0.32 ha	17.19 ha / 8.6 ha	52.44 ha / 20.98 ha	1.69 ha / 1.52 ha	0.52 ha / 0.47 ha
total/potentially developable							
Notional dwelling capacity: total/proposed	120	114	10	258	629	46	14
Green Belt site option	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Level 1 Strategic Considerations							
Flood risk	g	g	g	g	g	g	a
Green Belt	rr	rr	rr	rr	rr	r	a
Timeframe for development	g	g	a	a	g	g	g
Site access	g	g	g	g	a	g	a
Cambridge Airport safety zone	a	a	a	a	a	a	a
Level 2 Other Considerations							
Distance to district/local centre	a	a	r	a	g	a	a
Integration with existing communities	a	a	r	r	a	g	g
Open space provision	g	g	g	g	g	g	gg
Transport (City context)	g	g	a	a	g	a	g
Transport (South Cambs context)	gg	gg	gg	gg	gg	gg	gg
Distance from AQMA, M11, A14	a	a	a	r	g	a	r
Noise	a	a	a	a	g	a	a
Biodiversity	g	g	g	g	g	g	g
Overall Conclusion							
	r	r	r	r	r	r	a

Broad Location 9: Land at Fen Ditton

Summary

<p>SC036 Land east of Horningsea Road, Fen Ditton (land south and east of 42 Horningsea Road, Fen Ditton)</p>	<ul style="list-style-type: none"> - Very significant impact on Green Belt purposes. - Distant from existing services and facilities. - Distant from Secondary School. - Distant from well served bus stops. - Significant Conservation constraints. - Noise and vibration constraints.
<p>SC060 Land south of Shepherds Close, Fen Ditton</p>	<ul style="list-style-type: none"> - Very significant impact on Green Belt purposes. - Distant from Secondary School. - Significant Conservation constraints. - Significant negative impact on Listed Buildings.
<p>SC061 Land off High Ditch Road, Fen Ditton</p>	<ul style="list-style-type: none"> - Very significant impact on Green Belt purposes. - Distant from existing services and facilities. - Distant from Secondary School. - Significant Conservation constraints.
<p>SC159 Land at Fen Ditton (west of Ditton Lane)</p>	<ul style="list-style-type: none"> - Very significant impact on Green Belt purposes. - Distant from existing services and facilities. - Significant Conservation constraints. - Significant negative impact on Listed Buildings.
<p>SC160 Land at Fen Ditton (east of Ditton Lane)</p>	<ul style="list-style-type: none"> - Very significant impact on Green Belt purposes. - Significant negative impact on Listed Buildings. - Distant from Secondary School. - Significant Conservation constraints.
<p>SC161 High Street, Fen Ditton</p>	<ul style="list-style-type: none"> - Very significant impact on Green Belt purposes. - Significant negative impact on Listed Buildings. - Significant Conservation constraints.
<p>SC254 Land between 12 and 28 Horningsea Road, Fen Ditton</p>	<ul style="list-style-type: none"> - Very significant impact on Green Belt purposes. - Significant negative impact on Listed Buildings. - Distant from existing services and facilities. - Distant from Secondary School. - Significant Conservation constraints.

Broad Location 10: NIAB		SC298
Site Reference:		Land between Huntingdon Road and Histon Road
Address:		
Site area (ha) total/potentially developable		80.0 ha / 8.98ha
Notional dwelling capacity: total/proposed		360-447
Green Belt site option		GB6
Level 1 Strategic Considerations		
Flood risk		a
Green Belt		a
Timeframe for development		g
Site access		a
Cambridge Airport safety zone		a
Level 2 Other Considerations		
Distance to district/local centre		a
Integration with existing communities		g
Open space provision		gg
Transport (City context)		g
Transport (South Cambs context)		gg
Distance from AQMA, M11, A14		r
Noise		a
Biodiversity		g
Overall Conclusion		
		a

Broad Location 10: NIAB	
Summary	
SC298 Land between Huntingdon Road and Histon Road	- Adverse impact on Green Belt purposes. - Noise and air quality constraints due to proximity to A14.

Appendix 3

Rejected Green Belt Sites

In the following schedule reference to a site reference (part) indicates that part of the site as submitted has not been rejected. In these cases the part of the site that has been taken forward for consultation will have its own reference number.

SHLAA site references CC = Cambridge site SC = South Cambridgeshire site	Description	Score & Reason	Overall Conclusion
Broad Location 1	Land to the North and South of Barton Road		
BL1 SC232	Land North and South of Barton Road	Red-Although the site is large enough to provide its own facilities it causes very significant impact on Green Belt purposes. Part of area north of Barton Road suffers from significant flooding problems. The site has poor public transport facilities and sections near the M11 suffer from air quality and noise issues.	Rejected
BL1 SC299	Land North of Barton Road	Red-Significant impact on Green Belt purposes. The site floods requiring much to be given over to green infrastructure. Site is distant from local facilities and too small to provide its own.	Rejected
BL1 CC921	Land North of Barton Road	Red-Significant impact on Green Belt purposes. Difficult access issues unless developed in conjunction with other sites. Air quality issues and poor public transport. Distance from health facilities	Rejected
BL1 CC916	Grange Farm	Red- Very significant impact on Green Belt purposes. Difficult access issues unless developed in conjunction with other sites. Air quality and noise issues near the M11. Poor public transport. Distance from health	Rejected

SHLAA site references CC = Cambridge site SC = South Cambridgeshire site	Description	Score & Reason	Overall Conclusion
		facilities.	
BL1 CC926	Barton Road North 1	Red- Adverse impact on Green Belt purposes. Loss of protected open space. Difficult access issues unless developed in conjunction with other sites. Poor integration with existing community and poor scores on accessibility to existing centres and services.	Rejected
BL1 CC927	Barton Road North 2	Red- Adverse impact on Green Belt purposes. Difficult access issues unless developed in conjunction with other sites. Poor integration with existing community and poor scores on accessibility to existing centres and services.	Rejected
Broad Location 2	Playing Fields off Grantchester Road, Newnham		
BL2 CC895	Downing Playing Field Grantchester Road	Red-Very significant impact on Green Belt purposes. No evidence of landowner intentions. Poor scores on accessibility to existing centres and services. Loss of protected open space.	Rejected
BL2 CC896	Pembroke Playing Field Grantchester Road	Red-Very significant impact on Green Belt purposes. No evidence of landowner intentions. Poor scores on accessibility to existing centres and services. Loss of protected open space.	Rejected
BL2 CC897	St. Catherine's Playing Field Grantchester Road	Red-Very significant impact on Green Belt purposes. No evidence of landowner intentions. Access issues, poor scores on accessibility to existing centres and services. Loss of protected open space.	Rejected
BL2 CC901	West's Renault	Red-Very significant impact on	Rejected

SHLAA site references CC = Cambridge site SC = South Cambridgeshire site	Description	Score & Reason	Overall Conclusion
	RUFC Grantchester Road	Green Belt purposes. No evidence of landowner intentions. Flooding issues, poor scores on accessibility to existing centres and services. Loss of protected open space.	
Broad Location 3	Land West of Trumpington Road		
BL3 CC924	Land West of Trumpington Road	Red- Very significant impact on Green Belt purposes. No evidence of landowner intentions. Loss of protected open spaces, which are attractive features in their own right and contribute positively to the landscape setting. Loss of agricultural land. Air quality issues by virtue of its size though it could provide some community facilities	Rejected
BL3 CC928	Trumpington Road West Amended	Red-Significant impact on Green Belt purposes. No evidence of landowner intentions. Loss of protected open spaces, which are attractive features in their own right and contribute positively to the landscape setting. Loss of agricultural land. Air quality issues by virtue of its size though it could provide some of its own community facilities	Rejected
Broad Location 4	Land West of Hauxton Road		
BL4 SC68	Land West of Hauxton Road, Trumpington	Very significant impact on Green Belt purposes Distant from existing services and facilities. Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context. Close to M11 and Hauxton Road, air quality and noise concerns over	Rejected

SHLAA site references CC = Cambridge site SC = South Cambridgeshire site	Description	Score & Reason	Overall Conclusion
		part of site due to proximity to M11.	
BL4 SC69	Land West of Hauxton Road, Trumpington	Very significant impact on Green Belt purposes Distant from existing services and facilities. Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context. Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.	Rejected
BL4 914A	Land West of Hauxton Road, Trumpington	Very significant impact on Green Belt purposes Distant from existing services and facilities. Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context. Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.	Rejected
BL4 914B	Land West of Hauxton Road, Trumpington	Very significant impact on Green Belt purposes Distant from existing services and facilities. Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context. Close to M11 and Hauxton Road, air quality and noise concerns over part of site due to proximity to M11.	Rejected
Broad Location 5	Land South of Addenbrooke's Road		
BL5 CC878	Land East of Hauxton Road	Very significant impact on Green Belt purposes	Rejected

SHLAA site references CC = Cambridge site SC = South Cambridgeshire site	Description	Score & Reason	Overall Conclusion
		Distance from local facilities and inability to provide its own. Poor public transport in a City context. Noise and air quality issues over parts of the site due to proximity to the M11. Loss of agricultural land.	
BL5 SC105	Land to the south of Addenbrooke's Road, Cambridge	Red-Although the site is large enough to provide its own facilities it causes significant impact on Green Belt purposes. Noise and air quality issues over parts of the site due to proximity to the M11. Loss of agricultural land.	Rejected
BL5 CC904	Land East of Hauxton Road	Significant impact on Green Belt purposes Distance from local facilities and a primary school. Poor public transport in a City context.	Rejected
BL5 SC294	Land East of Hauxton Road, north of Westfield Road	Significant impact on Green Belt purposes Inadequate vehicular access. Distant from existing services and facilities. Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context.	Rejected
BL5 SC295	Land East of Hauxton Road, south of Stonehill Road	Adverse impact on Green Belt purposes. Inadequate vehicular access. Distant from existing services and facilities. Poor transport accessibility in City context but very good accessibility in South Cambridgeshire context.	Rejected
Broad Location 6	Land South of Addenbrooke's and between Babraham Road and Shelford Road		
BL6 CC925	Land South of Addenbrooke's	Red- Very significant impact on Green Belt purposes.	Rejected

SHLAA site references CC = Cambridge site SC = South Cambridgeshire site	Description	Score & Reason	Overall Conclusion
	and Southwest of Babraham Road	No evidence of landowner intentions. Loss of agricultural land. Air quality issues by virtue of its size though it could provide some of its own community facilities.	
Broad Location 7	Land between Babraham Road and Fulbourn Road		
BL7 CC911	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	Red- Very significant impact on Green Belt purposes. Large section of site affected by Cambridge Airport Air Safeguarding constraints. Loss of protected open space. Air quality issues by virtue of its size though it could provide good community integration. Poor public transport and cycle access at present.	Rejected
BL7 SC111 (part)	Land South of Cambridge Road Fulbourn, Cambridge	Red- Very significant impact on Green Belt purposes. Poor community integration and access to local facilities.	Rejected
BL7 SC283 (part)	Land South of Cambridge Road Fulbourn, Cambridge	Red- Significant impact on Green Belt purposes. Poor community integration. Poor cycle access.	Rejected
BL7 SC284 (part)	Land South of Worts' Causeway, Cambridge	Red- Very significant impact on Green Belt purposes. Poor community integration and access to local facilities. Adverse impacts on local wildlife site, green infrastructure and biodiversity.	Rejected
Broad Location 8	Land East of Gazelle Way		

SHLAA site references CC = Cambridge site SC = South Cambridgeshire site	Description	Score & Reason	Overall Conclusion
BL8 SC296	Land East of Gazelle Way	Red-Adverse impact on Green Belt purposes. Major archaeological significance. Loss of agricultural land. Distance from existing local services and facilities.	Rejected
Broad Location 9	Land at Fen Ditton		
BL9 SC036	Land East of Horningsea Road, Fen Ditton (land South and East of 42 Horningsea Road, Fen Ditton)	Red- Very significant impact on Green Belt purposes. Conservation and Listed Buildings impact. Distance from local facilities including Secondary School. Poor public transport. Loss of protected open space, noise and vibration constraints.	Rejected
BL9 SC060	Land South of Shepherds Close, Fen Ditton	Red- Very significant impact on Green Belt purposes. Conservation and Listed Buildings impact. Distance from a Secondary School.	Rejected
BL9 SC061	Land off High Ditch Road, Fen Ditton	Red- Very significant impact on Green Belt purposes. Distance from local facilities including a secondary school. Conservation constraints.	Rejected
BL9 SC159	Land at Fen Ditton (West of Ditton Lane)	Red- Very significant impact on Green Belt purposes. Conservation and Listed Buildings impact. Distance from local facilities.	Rejected
BL9 SC160	Land at Fen Ditton (East of Ditton Lane)	Red- Very significant impact on Green Belt purposes. Conservation and Listed Buildings impact. Distance from a secondary school. Air quality	Rejected

SHLAA site references CC = Cambridge site SC = South Cambridgeshire site	Description	Score & Reason	Overall Conclusion
		issues near the A14. Loss of agricultural land.	
BL9 SC161	High Street, Fen Ditton	Red- Very significant impact on Green Belt purposes. Conservation and Listed Buildings impact.	Rejected
BL9 SC254	Land between 12 and 28 Horningsea Road, Fen Ditton	Red- Very significant impact on Green Belt purposes. Conservation and Listed Buildings impact. Distance from local facilities including a secondary school.	Rejected

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**Appendix H. Issues and Options 2, Part 2 – Site Options
within Cambridge**

**CAMBRIDGE LOCAL PLAN – TOWARDS 2031
ISSUES AND OPTIONS 2, PART 2 – SITE OPTIONS WITHIN
CAMBRIDGE**

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Site Number R14 – BT Telephone Exchange and Car Park, Long Road
Site Number R15 – Glebe Farm
Site Number R16 – Cambridge Professional Development Centre, Paget Road
Site Number R17 – Mount Pleasant House
Site Number R18 – 21-29 Barton Road
Site Number R19 – 64-68 Newmarket Road
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Site Number R21 – 315-349 Mill Road

E: RESIDENTIAL MOORINGS SITE OPTIONS WITHIN CAMBRIDGE

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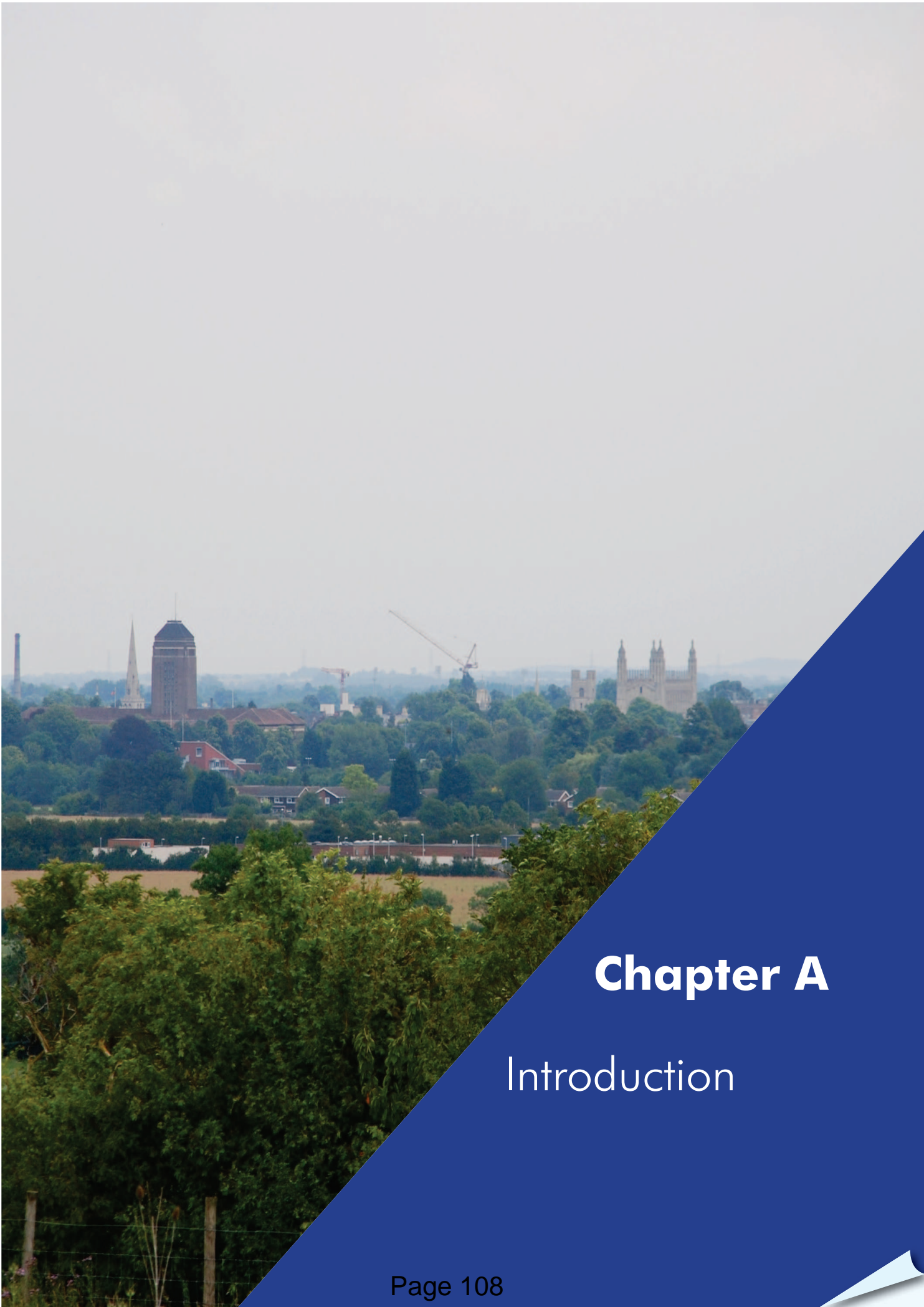
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Chapter A

Introduction



A. INTRODUCTION

- A.1 The current 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 protected open space. It is the key document used to determine planning applications for new development in the city.
- A.2 The current Local Plan was adopted in 2006. The City Council is now preparing a new Local Plan, which will plan for and manage development to 2031. The preparation of the Local Plan involves a number of stages, and between the 15th June and the 27th July 2012 we carried out consultation on the Issues and Options Report, which formed the first stage of public consultation on the new Local Plan.
- A.3 Over 11,000 representations were received to the Issues and Options report and its accompanying Sustainability Appraisal. These representations raised a series of issues that need to be considered in drafting the new Local Plan, including:
- Recognition of housing need, but significant concern about the environmental impacts as well as the ability for appropriate infrastructure to be provided;
 - Mixed support for further development in the Green Belt, with many respondents making the point that the Green Belt should be protected;
 - Support for the continued redevelopment at the station and the fringe site developments at the Southern Fringe and North West Cambridge;
 - Concern about capacity in the City Centre, especially in relation to space and the quality of the public realm;
 - Support for the employment led development at the Northern Fringe East and the area around the new Cambridge Science Park Station;
 - Support for a sub-regional community stadium in principle although there was no overall support for a particular site;
 - Support for an ice rink in Cambridge;
 - Support for continued emphasis on non-car modes; and
 - Support for a review of residential car parking standards to better reflect national guidelines.
- A.4 We would like to take this opportunity to thank all those who took the time to respond to the consultation. This is an excellent response rate, and is very encouraging as part of the first main stage of consultation. We are in the process of analysing and the responding to the representations received, using these to inform the preparation of the Draft Local Plan, which will be subject to consultation in the summer of 2013.

- A.5 As part of preparing the new Local Plan, the National Planning Policy Framework requires local planning authorities to:
- Indicate broad locations for strategic development on a key diagram and land-use designations on a proposals map;
 - Allocate sites to promote development and flexible use of land, bringing forward new land where necessary, and provide detail on form, scale, access and quantum of development where appropriate;
 - Identify areas where it may be necessary to limit freedom to change the use of buildings, and support such restrictions with a clear explanation; and
 - Identify land where development would be inappropriate, for instance because of its environmental or historic significance.
- A.6 The Issues and Options Report set out broad locations for development and the location of some Opportunity Areas, which were areas identified as having potential for future improvement or development over the plan period to 2031. The purpose of this consultation document is to seek views on possible sites to be allocated in the new Local Plan for different types of development, providing more detail about site boundaries.

Part 1 and Part 2 documents

- A.7 This Issues and Options 2 consultation has been split into two parts. The Part 1 document is a joint consultation between Cambridge City Council and South Cambridgeshire District Council on options for the development strategy for the wider Cambridge area and for site options for housing or employment development on the edge of Cambridge on land currently in the Green Belt. It also includes options on sub-regional sporting, cultural and community facilities and site options for a community stadium. It builds upon the Issues and Options consultations that the Councils have already undertaken and provides background information in relation to the housing and employment needs for the area as a whole, as well as outlining what that means for the future development strategy.
- A.8 This Part 2 Site Options Within Cambridge consultation document considers both site allocations and designations. The site allocations focus on strategic sites that are considered central to the achievement of the development strategy for Cambridge, for example achievement of housing requirements or land for employment development. It also seeks your views on designations that will be included in the new Local Plan and its accompanying proposals map. These designations will include areas of protection, such as protected open space, and land-use designations such as local and district centres.
- A.9 In addition, this Part 2 document considers more detailed matters such as consultation on residential space standards and car and cycle parking standards. South Cambridgeshire District Council is also consulting on a Part 2 document, which considers new issues arising from their Issues and Options

consultation, including possible new site options for allocation for development as well as matters such as possible changes to village frameworks and designations to protect village character.

- A.10 Sitting alongside this consultation document, we have prepared a technical document, which forms a background document to the Issues and Options 2 work. Further information on the content of this technical document is provided in Section C of this report.

Sustainability Appraisal

- A.11 Alongside this Part 2 report, we are also consulting on a Sustainability Appraisal (SA). SA is integral to the development of the Cambridge Local Plan. It ensures that the environmental, economic and social effects of the plan are assessed, and that reasonable alternatives are considered. SA of Local Plans is a legal requirement¹.

- A.12 The SA objectives for Cambridge, identified in the Sustainability Appraisal Scoping Report (June 2012), have been integrated into the pro formas used to assess the suitability of sites for allocation. In this way SA has been central to the assessment of sites. The pro formas also include planning and deliverability criteria to give a comprehensive assessment of the sites. Only those sites that are considered to have a potential for development, in some cases with mitigation measures, have been forward for consultation in this Part 2 document. These are the sites that the Council consider to be 'reasonable alternatives', and we are now looking for your views on these sites. The SEA Directive requires that the effects of 'reasonable alternatives' are covered. The Government's SEA Practical Guide (2006) is clear that only reasonable, realistic and relevant alternatives need to be put forward.

- A.13 For the Part 1 document, a joint SA has been prepared, which considers the impact of the site options on the sustainability objectives identified in the Sustainability Appraisal Scoping Reports of both Councils.

Structure of this document

- A.14 In terms of options for site allocations, this document has been split into the following sections for ease of navigation:
- Section E: Residential site options within Cambridge;
 - Section F: Residential moorings site options within Cambridge;
 - Section G: University site options within Cambridge;
 - Section H: Mixed-use development site options within Cambridge; and

¹ The Town and Country Planning (Local Planning) (England) Regulations 2012 require that an SA Report is published for consultation alongside the 'Proposed Submission' Plan document. SA must be undertaken in-line with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004, which were prepared in order to transpose into national law the EU Strategic Environmental Assessment (SEA) Directive.

- Section I: Employment site options within Cambridge.
- A.15 Each of the above sections begins with a map showing all of the site options being considered for that particular use within Cambridge. This is followed by a more detailed consideration of each specific site option, and it is these detailed descriptions where you may wish to focus any comments that you want to submit.
- A.16 Following on from the sections considering options for site allocations, there are also sections of the document that focus on the following areas, where we would also welcome your views. These build upon options contained in the Issues and Options Report and provide more detail about possible policy approaches for comment.
- **Section I**, residential space standards, considers the approach that could be taken in the new Local Plan with regards to space standards for new homes, in terms of both indoor and outdoor space. These standards would apply to both market and affordable housing;
 - **Section J**, car parking standards, considers the approach that could be taken in the new Local Plan with regards to levels of car parking for different types of development;
 - **Section K**, cycle parking standards, considers the approach that could be taken in the new Local Plan with regards to levels of cycle parking for different types of development; and
 - **Section L**, site designations, considers proposals for site designations, which will be included on the Local Plan Proposals Map. For the purpose of this consultation, the following site designations are considered:
 - Protected Industrial Sites – Annex L1;
 - District and local centres Annex L2; and
 - Protected Open Spaces – Annex L3.

How to respond

- A.17 Once you have looked through both the Part 1 and Part 2 documents, please send us your comments. You can submit comments on any of the sites considered within this report, as well as the sections of the report that consider designations, car and cycle parking standards and residential space standards. There are a number of ways in which you can do this:
- **Using the Council's online consultation system** – This is our preferred means of receiving representations as it is the fastest and most accurate method, helping us to manage your representations quickly and efficiently. Separate instructions on how to use the online consultation system are provided on our 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 the response form** – If you do not have access to a computer, a paper response form can be completed and sent to the Council. Copies of the response form are available from the planning policy team.

- A.18 Please note that the deadline for responses is **5pm on 18th February 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.

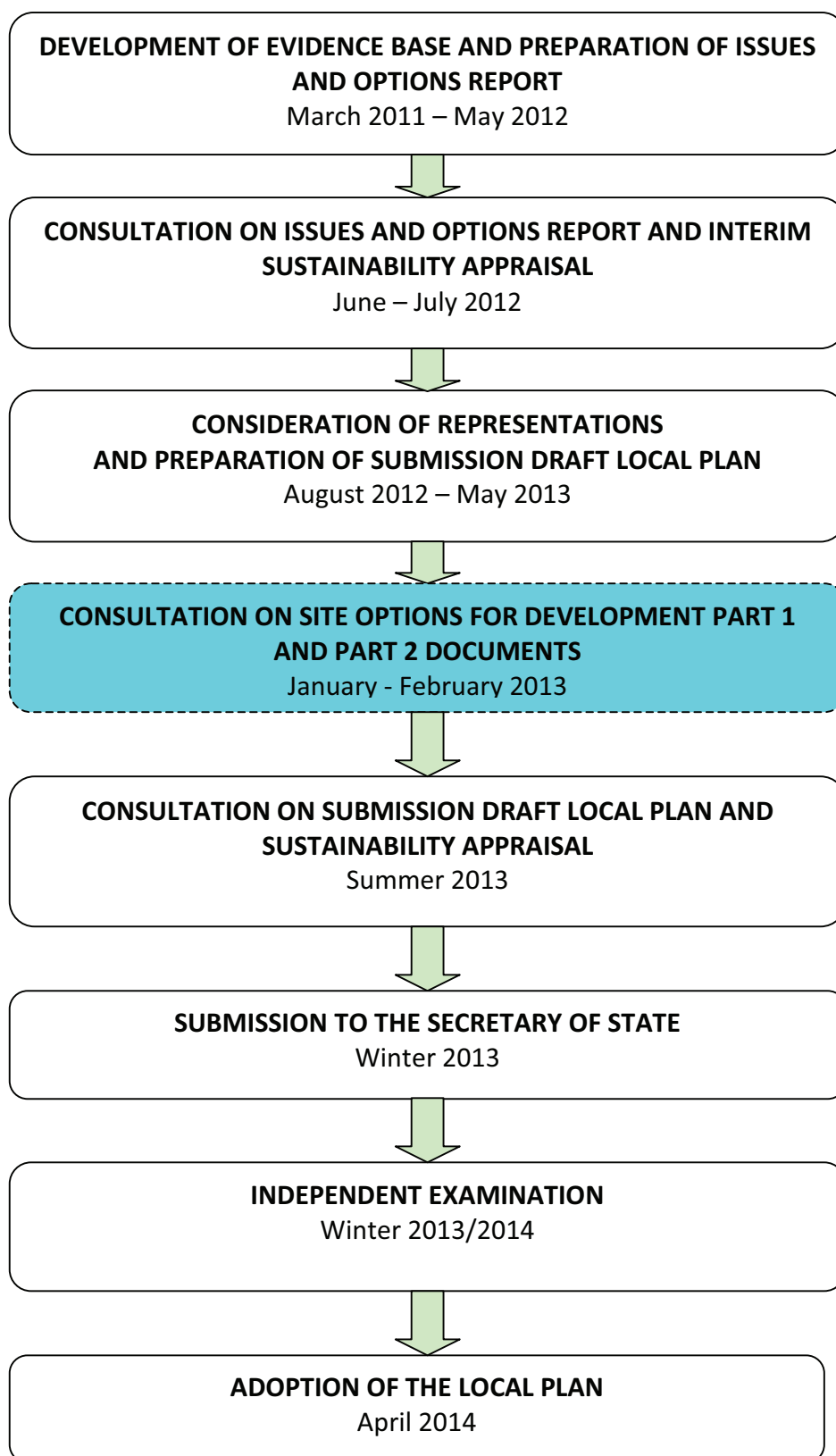
We're here to help

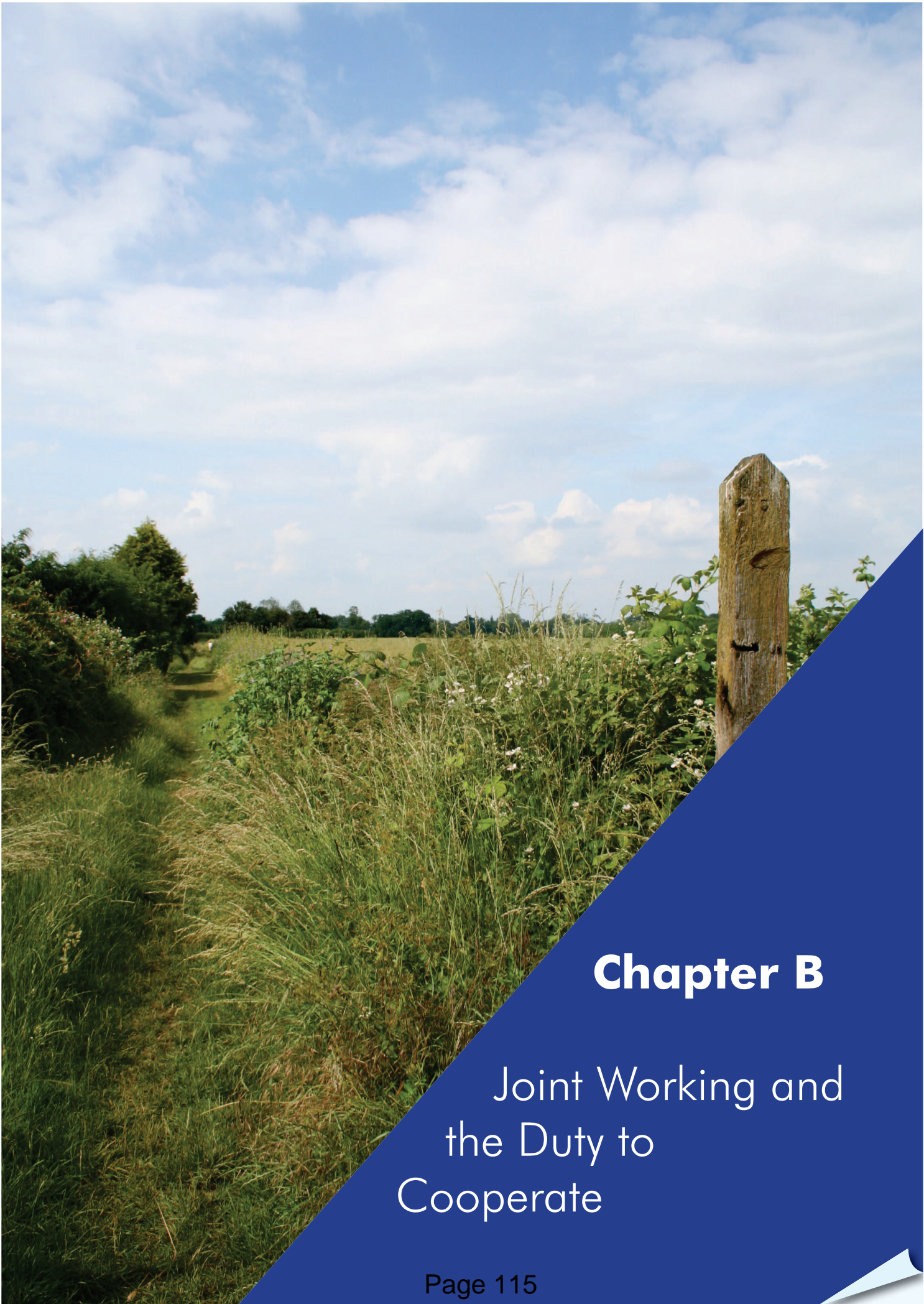
- A.19 Your views are important to us, but we recognise that the planning system is not always easy to understand and navigate. We want to make sure that as many people as possible have an opportunity to have their say on the new Local Plan and site options, regardless of their previous experience with 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
- A.20 There will also be opportunities for you to meet officers face-to-face throughout the process of preparing the new Local Plan, through exhibitions that will be held across the city during the site options consultation period. Details of these events, together with 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>
- A.21 For those who use social media, we shall also be providing regular updates on the Council's Facebook page and twitter feed. We will also provide regular updates on the Local Plan blog, which can be found at:
<http://cambridgelocalplan.wordpress.com/>

What happens next?

- A.22 Once consultation on Issues and Options 2 has finished, we will consider all of the representations that have been received, using them to refine the site allocations that will be included in the Local Plan. We will then draft the actual Local Plan, which will include draft policies, site allocations and designations. This will be subject to a further round of public consultation in the summer of 2013, 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 at 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 National Planning Policy Framework. Following this, the inspector will produce a report of his or her findings, and then the Council will formally adopt the Local Plan. These stages are illustrated in figure 1 below.

Figure 1: Stages in the preparation of the new Cambridge Local Plan





Chapter B

Joint Working and the Duty to Cooperate

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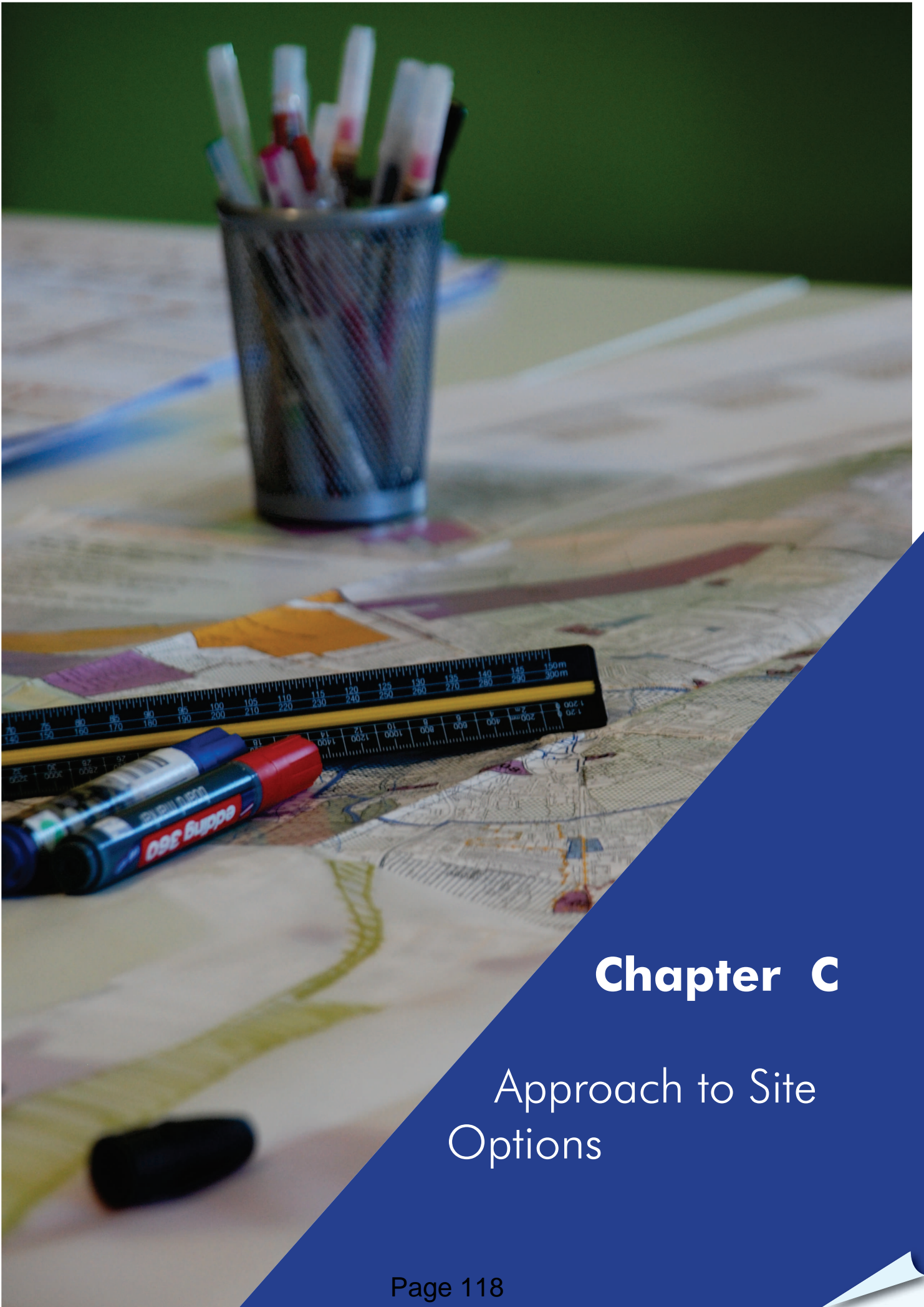


B. JOINT WORKING AND THE DUTY TO COOPERATE

- B.1 Planning issues are not constrained to local authority boundaries. The National Planning Policy Framework 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 coordinated and clearly reflected in individual local plans.
- B.2 The City Council has a long history of joint working and has worked closely with South Cambridgeshire District Council on a variety of planning matters over many years reflecting the close functional relationship between the tightly drawn city boundary and its rural surroundings. This includes working together on key strategic and joint issues at both officer and Member level through the preparation of Structure Plans, input to Regional Plans, the preparation of existing development plans, joint Area Action Plans for major developments, the preparation of joint evidence base documents on a wide variety of topics, and other planning matters including various transport strategy documents.
- B.3 The Councils have decided to prepare separate Local Plans for Cambridge and South Cambridgeshire, but are fully aware of the need to work effectively together and that they will need to demonstrate how they have cooperated effectively, both with each other and other key public bodies including the County Council, on the preparation of their respective new Local Plans. The Councils' ongoing approach to joint working is therefore now a specific legal requirement and it will be necessary to provide formal evidence of the cooperation as part of the plan making process.
- B.4 Joint working arrangements have already been established. At a Member level, previous joint working groups have been replaced by two new Member groups: the Cambridgeshire and Peterborough Joint Strategic Planning and Transport Member Group which is a County wide group and the Joint Strategic Transport and Spatial Planning Group specifically to address issues affecting Cambridge and South Cambridgeshire. Work is ongoing at an officer level, steered by regular meetings of senior officers: Chief Planning Officers group for county-wide issues and officers from the three Councils for more Cambridge-focused issues. The Cambridgeshire Councils have already established and then commissioned the Joint Strategic Planning Unit to prepare a strategic spatial framework for Cambridgeshire and Peterborough, which will also help demonstrate the coordinated approach to planning for the long term needs of the wider area and the Unit has also assisted with the preparation of the evidence base for this consultation.
- B.5 The Councils have been working together throughout the preparation of the Issues and Options consultations on the Cambridge Local Plan and the South Cambridgeshire Local Plan, and also the parallel consultation on issues for a

new Transport Strategy for Cambridge and South Cambridgeshire. The Councils took the same approach to joint issues in the recent Issues and Options consultation. Each of the Issues and Options consultation documents took a common approach to the Green Belt on the edge of Cambridge, the future planning of Cambridge East and Northern Fringe East and sub-regional sporting, cultural and community facilities. Each document also highlighted the corresponding consultation by the other Council.

- B.6 The Councils have agreed to continue to work jointly as plan preparation continues. In terms of timetables, the Councils' Local Plan programmes have been very similar, although it did not prove possible to align them completely for the Issues and Options (Summer 2012) consultation. The consultations did however overlap in July 2012.



Chapter C

Approach to Site Options



C. APPROACH TO SITE OPTIONS

C.1 In order to identify potential sites for allocation a methodology has been developed, which is set out in further detail in the document “Technical Background Document – Site Assessments within Cambridge”. This technical document sits alongside the Part 2 consultation document and presents the detailed assessments for each of the site options considered. When using the Council’s online consultation system, a weblink to the relevant section of the technical document has been provided for each site option, to enable you to see the detailed assessments of each site, which may help to inform your response to site options.

Assessment of site options

C.2 To assess the suitability of sites, an assessment form has been developed, which considers a number of criteria relating to social, economic and environmental factors related to the location of the site, as well as criteria relating to the planning suitability of the site. The assessment form has been developed to fully integrate the requirements of the Sustainability Appraisal process, and criteria in the assessment form take into account the social, environmental and economic sustainability themes set out in the Sustainability Appraisal Scoping Report. The assessment form also builds upon the assessment that was carried out on potential housing sites in the Strategic Housing Land Availability Assessment.

C.3 The first part of the assessment form (Level 1) is a high level sieve containing criteria that could potentially prevent development of a site, for example if a site is within a floodplain. If such a ‘show stopper’ is identified within the Level 1 criteria, then the site in question would not progress to assessment under the second part of the site assessment form (Level 2). The Level 2 criteria are broken down into a number of categories to determine whether a site would be suitable for development, as follows:

- Accessibility to existing centres and services;
- Accessibility to outdoor facilities and green spaces;
- Supporting economic growth;
- Sustainable transport;
- Air quality, pollution, contamination and noise;
- Protecting groundwater;
- Protecting the townscape and historic environment;
- Biodiversity and green infrastructure;

C.4 At the end of the Level 2 assessment, a conclusion is reached as to whether or not a site has development potential. This conclusion also considers which type of use would be most suitable for a site, be it residential, employment or mixed use development. The conclusion may also identify if parts of a site are more sensitive to development than others, or whether only part of a site may be suitable for development. Only sites that are available, and

considered suitable in planning and sustainability terms are being consulted upon. Those sites that have been rejected as part of the assessment work are not being consulted upon, although details of these sites have been included within the technical document and Appendix 1 of this document.

- C.5 A broad financial viability assessment of each of the sites will also be carried out as part of the review of the Local Plan. This work is being carried out by consultants Dixon Searle, and will help assist in determining which of the site options will be allocated for development in the new Local Plan.
- C.6 The assessment of each of the site options has been undertaken by officers in the planning policy team at Cambridge City Council. Assistance has also been sought from other expert officers within the Council in relation to matters such as historic environment, biodiversity, urban design, landscape, cycling and environmental health, as well as County Council expertise in relation to highways, education, and minerals and waste.

Site selection

- C.7 A number of sources have been used to identify sites. These include the following sources, although this is not an exhaustive list:
- Sites allocated in the current 2006 Local Plan, associated Area Action Plans and Supplementary Planning Documents, which have not yet been developed;
 - Sites identified in the following studies:
 - Strategic Housing Land Availability Assessment, May 2012;
 - Employment Land Review, 2007 and 2012 update;
 - Cambridge Sub Region Retail Study, 2008, and its 2012 Cambridge Retail and Leisure Study update;
 - Cambridge Hotel Futures: Headline Findings Issues and Options Report, April 2012;
 - Any sites and site boundaries identified by the Council within the Issues and Options Consultation, June 2012;
 - Any sites subsequently submitted by landowners and developers or their agents in response to the Issues and Options consultation;
 - Any sites identified by the Council's own departments (e.g. property services), other Councils and statutory Government agencies.
- C.8 A long list of sites was drawn up and was initially reduced by removing those sites which had already been consulted upon in the Issues and Options consultation in June/July 2012 (including Gypsy and Traveller Sites, major allocations and opportunity areas), sites less than 0.5 hectares (apart from a small number of residential sites which due to their location could be developed at a high density), and those picked up through annual monitoring, where planning permission had been granted.

- C.9 For the residential site options, the Strategic Housing Land Availability Assessment (SHLAA) is a key part of the evidence. The purpose of the SHLAA is to identify land and buildings with potential for new housing. The Council is required to prepare a SHLAA for its area and the most up to date version was published in May 2012.
- C.10 Not all of the sites included in the SHLAA have been included in this Site Options consultation, the focus of which is on strategic sites of a certain size (0.5 hectares or more).
- C.11 The assessment of sites for employment related development has been informed by the Employment Land Review Update 2012. The focus for employment sites is on popular locations in the city for employment development, notably Cambridge City Centre (particularly the Hills Road/Station Road area), and the northern fringe area around Cambridge Science Park, Cambridge Business Park and St John's Innovation Centre. Consideration is also given to the opportunities presented by the redevelopment of the area around Cambridge Science Park Station for further employment related development.
- C.12 Some of the comments received to the Issues and Options consultation suggested large areas of search be assessed for further development. This would have been extremely difficult to assess given the approach that has been taken to site assessment using the pro forma described above. Many of the criterion within the pro forma relate to the distance from the site to certain services and facilities, also specific planning related matters such as whether there is a suitable access to the site. A large number of sources have been used to identify suitable sites, and sites were put forward following consultation on the Issues and Options Report. This consultation period provides an additional opportunity for sites to be put forward to the Council.
- C.13 Opportunity Areas were consulted upon in the Issues and Options Report. Some of the consultation responses suggested that there should be further Opportunity Areas; in particular that Mitcham's Corner and Newmarket Road should be Opportunity Areas. The Council will consider these further in the development of the Draft Local Plan.
- C.14 Additional issues surrounding the need for student accommodation and the provision of a new hospice for the Cambridge area came forward through Issues and Options consultation, as detailed below.

Student Accommodation for the Colleges and the University of Cambridge

- C.15 As reported in the Issues and Options Report, if current projected growth rates are to be met, the University of Cambridge faces a shortfall in 3,740 student rooms by 2031. While 2,000 new units of student accommodation are to be provided at North West Cambridge, it is not known at this stage

whether the accommodation will be for new or existing Colleges. Excluding North West Cambridge, the Colleges estimate that around 1,500 rooms can be provided by refurbishment of existing space within their own sites. Space for further rooms would have to be found on other sites within the city.

Question C.1:

Are there other sites that might be suitable for allocation for new student accommodation for the Colleges and the University of Cambridge?

Student accommodation for Anglia Ruskin University

- C.16 Anglia Ruskin University are midway through redeveloping their East Road campus following the masterplan and planning consent agreed in 2009. A further extension to the campus' teaching space was recently approved at New Street/Young Street.
- C.17 Anglia Ruskin University is keen to house as many of its students as possible in purpose built hostel accommodation. It is making significant new provision of student hostels as part of the redevelopment of the CB1 redevelopment at the Station. A series of reserved matter applications have been approved or are currently pending, with the first phase of student accommodation providing 500 bedspaces for Anglia Ruskin University.
- C.18 Anglia Ruskin University has a continuing need to provide new student hostel accommodation and will be losing 106 bedspaces at Nightingale and Bridget's Hostels in Tennis Court Road. The Council is continuing to investigate site options as part of the preparation of the Draft Plan.

Question C.2:

Are there other sites which might be suitable for allocation for new student accommodation for Anglia Ruskin University?

Hospice provision

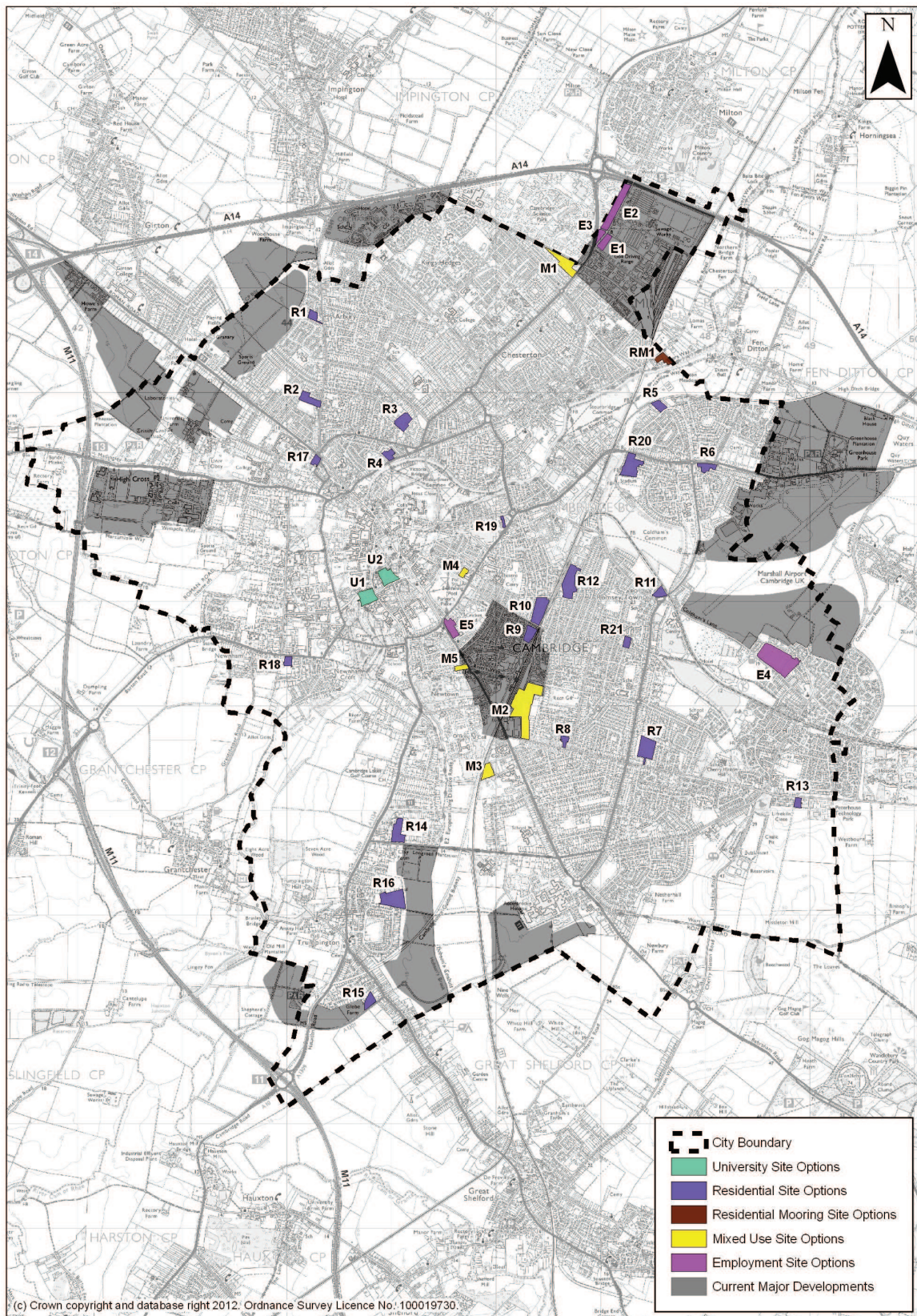
- C.19 Representations were made to the Council's Issues and Options reports in relation to hospice provision. Hospices provide palliative care for the terminally and seriously ill. They form an important part of community infrastructure and include the Arthur Rank Hospice on Mill Road and the East Anglia Children's Hospices at Milton. Along with South Cambridgeshire District Council, the Council is continuing to investigate site options as part of the preparation of the Draft Plan.

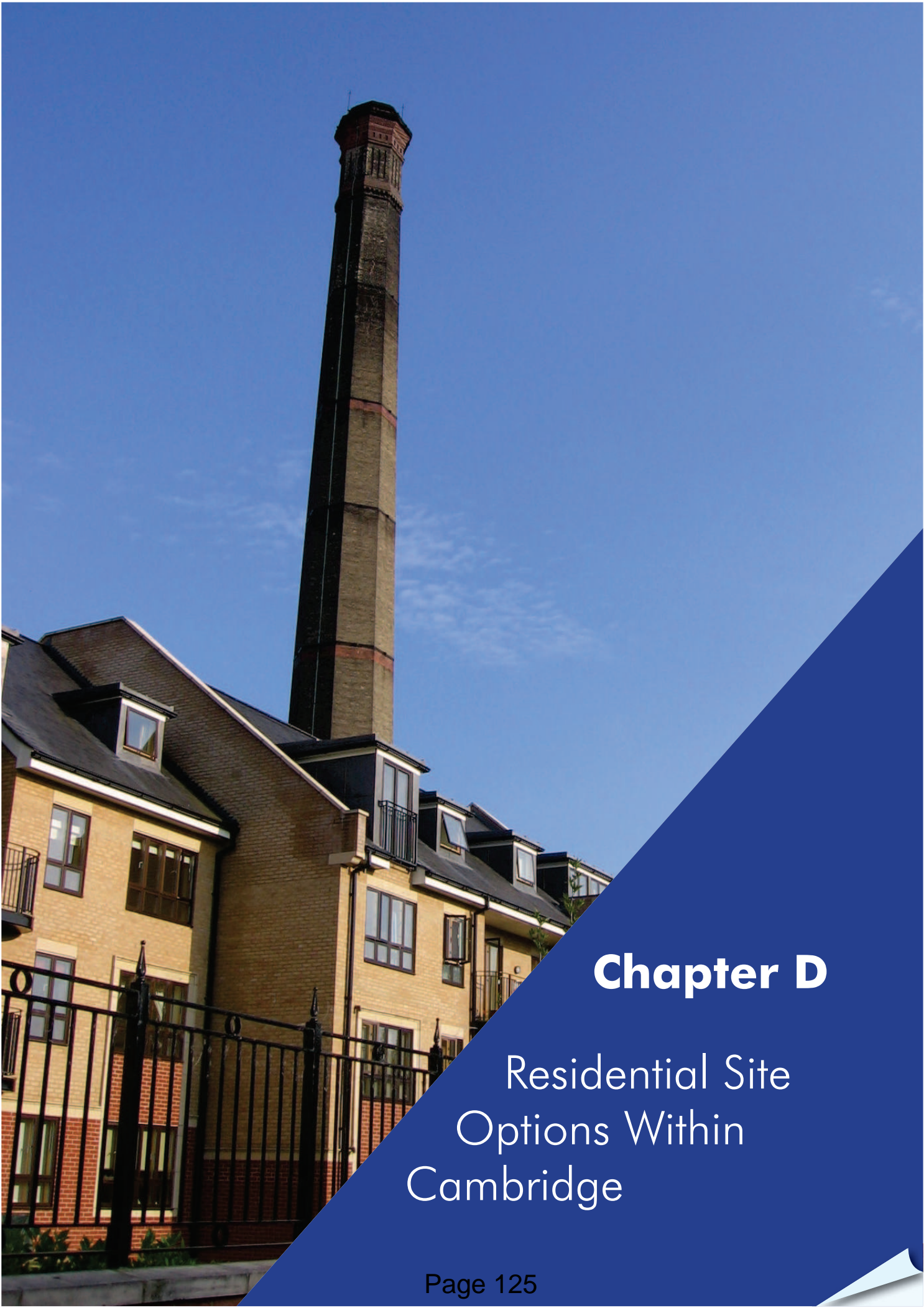
Question C.3:

Are there any sites which might be suitable for allocation for new hospice provision?

C.20 Map 1 below shows all of the sites being considered as possible site allocations within Cambridge.

Map 1: All site options within Cambridge





Chapter D

Residential Site Options Within Cambridge



D. RESIDENTIAL SITE OPTIONS WITHIN CAMBRIDGE

Map 2: All residential site options within Cambridge



SITE NUMBER R1 – 295 HISTON ROAD

Ward: Arbury

Area: 0.71ha

Potential Capacity: 32

Reference(s): Local Plan 2006 Allocation Site (residential) – Site 5.17

SITE MAP



Description:

There are two buildings on this site. One is used for a furniture shop and an education centre (tutorial school), this is a two-storey warehouse type building extended from the rear of two former residential properties. The other is home to Cambridge Squash Club and this is a two-storey warehouse type building. Approximately half the site is residential garden type land. It is located approximately 50 metres to the west of Histon Road, to the south of Chancellors Walk and is surrounded on all sides by residential development.

COMMENTS

Pros:

- Previously developed, largely vacant site, providing opportunity for development;
- Adjacent to an established residential community;
- Proximity to NIAB site which will have a new local centre and facilities;
- Limited visual impact; and
- No infrastructure upgrades are likely to be required.

Cons:

- There are surface water flooding issues across the site. Careful mitigation required; and
- Loss of squash courts.

SITE NUMBER R2 – WILLOWCROFT, HISTON ROAD

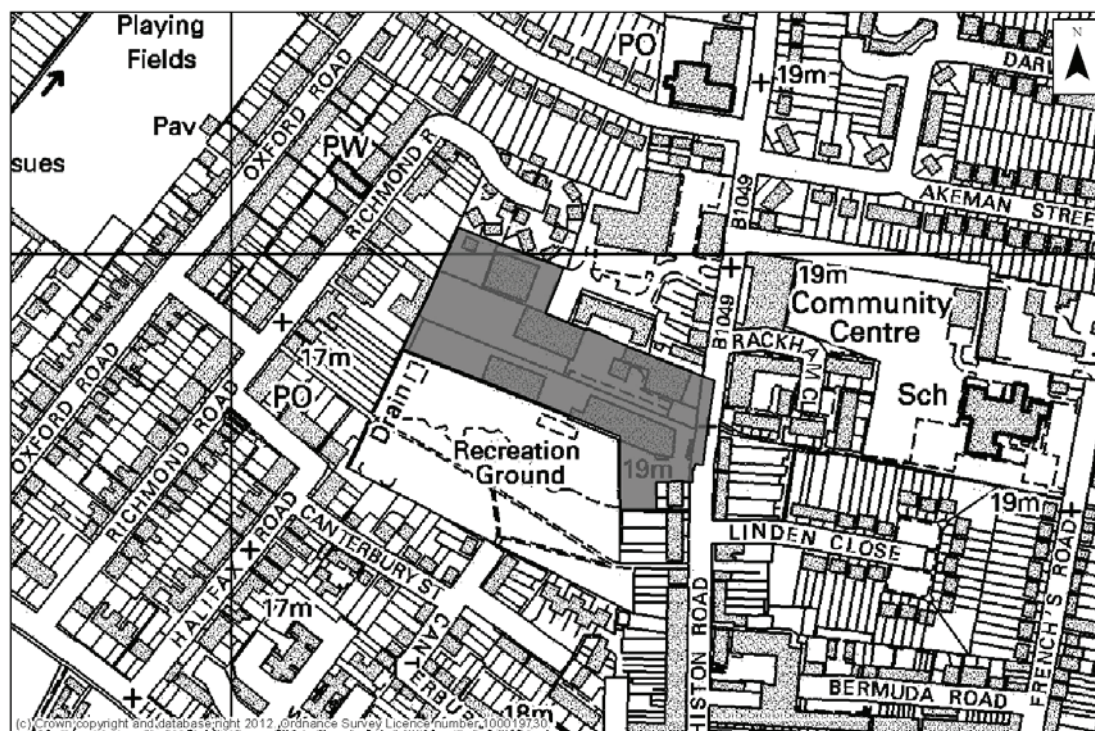
Ward: Arbury

Area: 1.59ha

Potential Capacity: 78

Reference(s): Local Plan 2006 allocation site (for residential) – site 5.07. Also includes SHLAA site CC312 – Land rear of 129 – 133 Histon Road

SITE MAP



Description:

Industrial area located west of Histon Road, with the far western border of the site being the rear gardens of the properties on Richmond Road. To the north are the rear gardens on nursery walk and Histon Road Local Centre. There is a recreation ground to the south. There is a car park to the southwest of the site.

COMMENTS

Pros:

- Proximity to Local Centre and facilities;
- Adjacent to a main radial route;
- Site is directly adjacent to Histon Road Recreation Ground, which has a range of children's play facilities for different ages; and
- Within 400m of two primary schools.

Cons:

- There are high traffic volumes and cycling provision could be better on this part of Histon Road; and
- Any damage to protected trees on site would need to be mitigated against.

SITE NUMBER R3 – CITY FOOTBALL GROUND

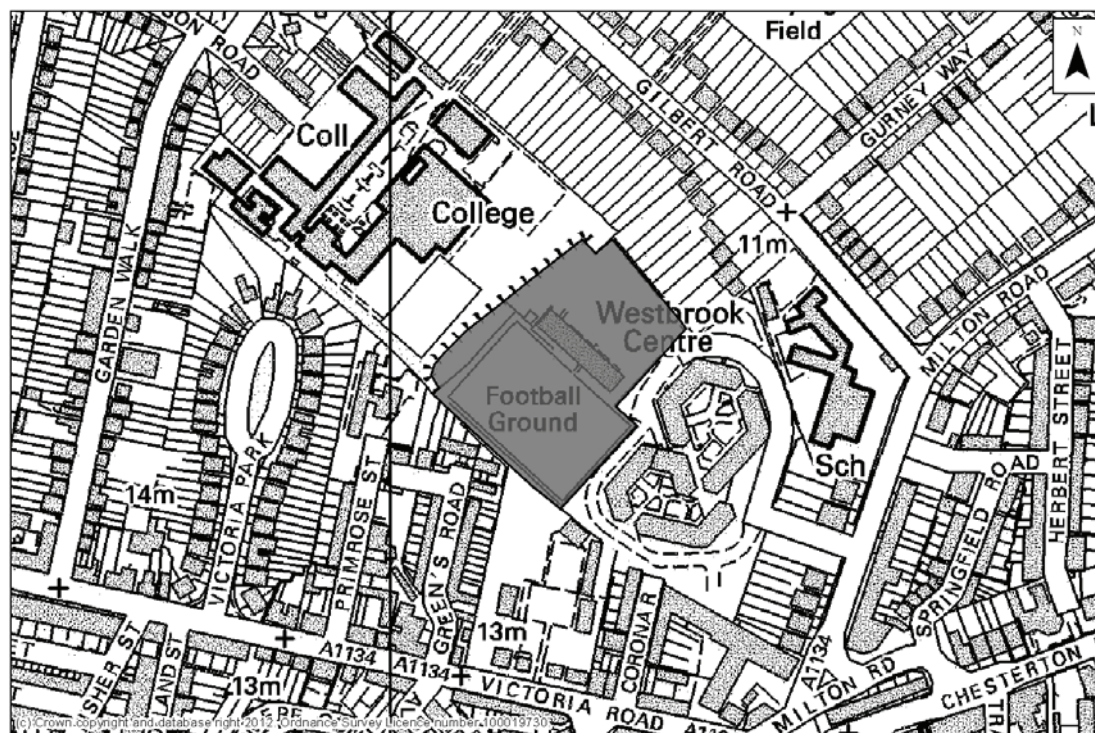
Ward: West Chesterton

Area: 1.71ha

Potential Capacity: 147

Reference(s): Local Plan 2006 allocation site (for residential) – site 5.05.

SITE MAP



Description:

This site is currently used as a football ground (playing field, club house, stand and car parking) for Cambridge City Football Club. The site is set away from main street frontages in an area bounded by Victoria Road, Milton Road, and Gilbert Road. The site is reached via the Westbrook Centre access road, which turns off Milton Road a short distance beyond Mitcham's Corner.

COMMENTS

Pros:

- Close to City Centre and adjacent to District Centre;
- The site is set away from the main street so there would be limited visual impact;
- Close to primary school and Bateson Road Play Area; and
- Good public transport links to city centre and other areas.

Cons:

- Loss of City Football Ground. Any future development would need to satisfactorily demonstrate recreational facilities are re-provided elsewhere in a similarly accessible location;
- Poor pedestrian and cycling connectivity with surrounding area. Development could provide an opportunity for improvement; and
- There are access problems with this site that would need to be mitigated before any approval could be granted.

SITE NUMBER R4 – HENRY GILES HOUSE, CHESTERTON ROAD

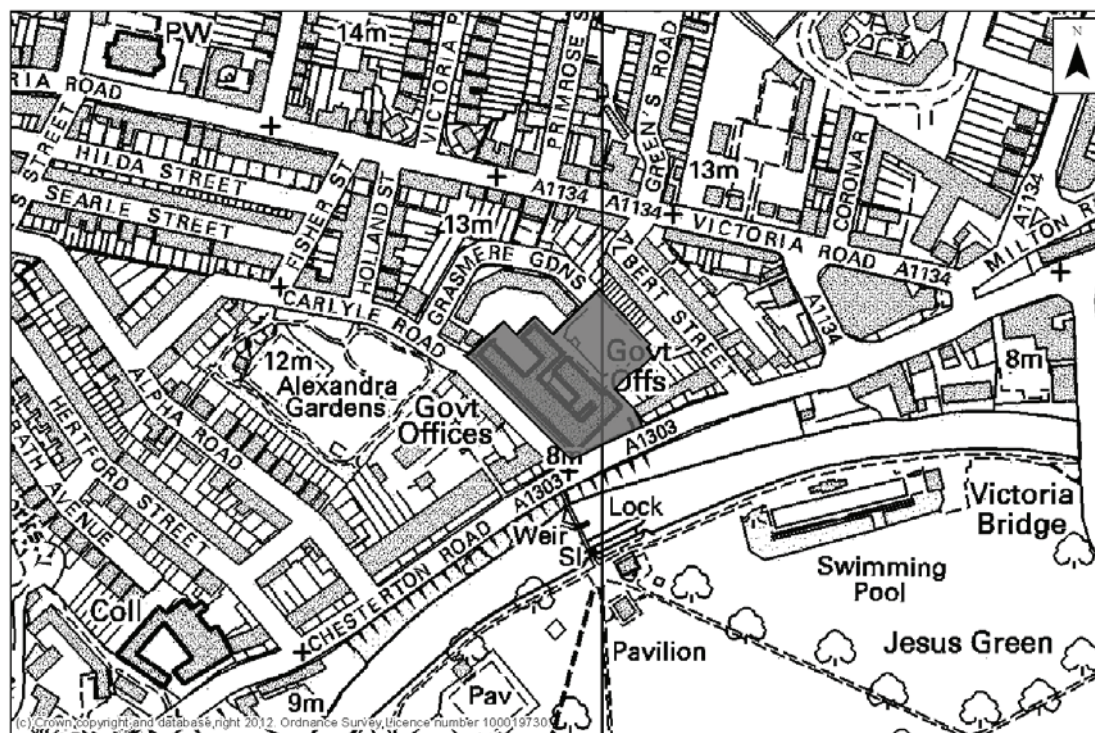
Ward: West Chesterton

Area: 0.775ha

Potential Capacity: 48

Reference(s): Local Plan 2006 allocation site (for residential) – site 5.15.

SITE MAP



Description:

This site relates to the four storey, flat roofed Social Security/Jobcentre building. It is located on the corner of Chesterton Road and Carlyle Road. The building is set back from Chesterton Road, with an area of car parking between the building and the footway. There is a car park to the rear of the building.

COMMENTS

Pros:

- Close to City Centre and adjacent to Mitcham's Corner District Centre;
- Adjacent to open space (Jesus Green);
- Existing infrastructure is likely to be sufficient;
- Close to health centres, schools and play areas;
- Good public transport links to city centre and other areas; and
- Good cycling and walking links.

Cons:

- Surface water flooding issues on site, possible to mitigate with careful consideration to site layout; and
- The site is within an Air Quality Management Area although it is not likely that there would be net worsening of air quality.

SITE NUMBER R5 – CAMFIELDS RESOURCE CENTRE AND OIL DEPOT

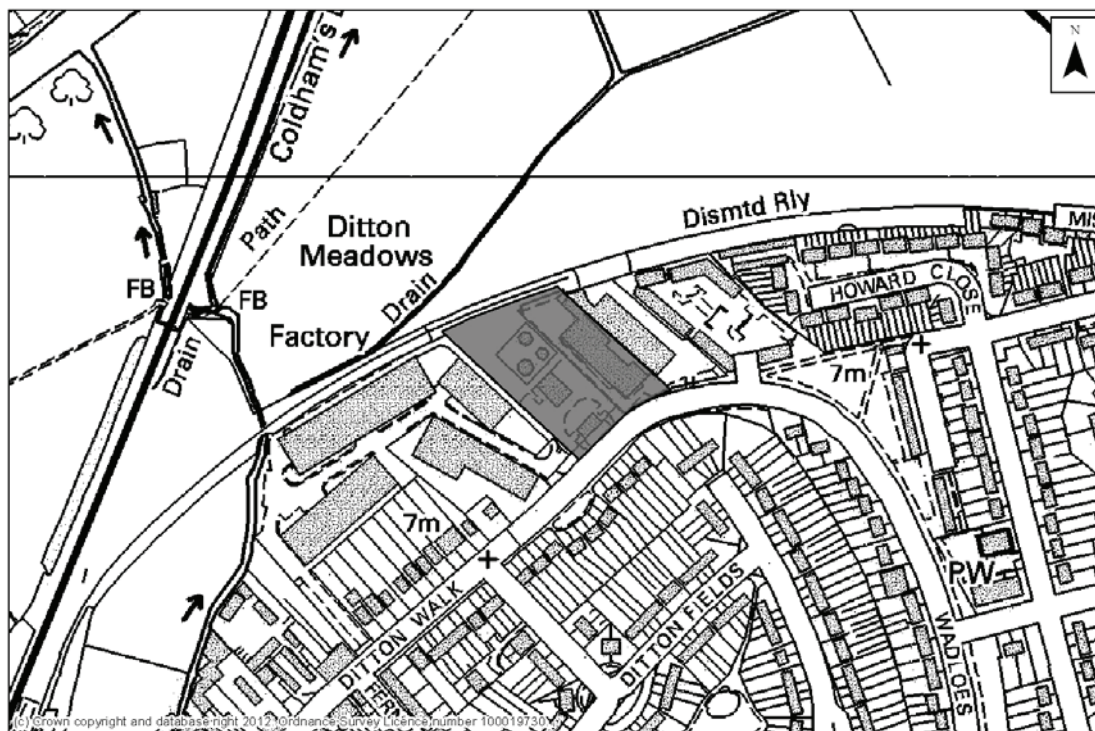
Ward: Abbey

Area: 0.858ha

Potential Capacity: 35

Reference(s): SHLAA site 906 is contained within the boundary of this site to which the oil depot area has been added

SITE MAP



Description:

This is an industrial site on the north side of Ditton Walk. It is bounded on the north by Ditton Meadows, on the west and east by warehouse/industrial type buildings and on the south by residential. It is in use as a resource centre and oil depot. The site to the east was granted permission for residential development in 2011 (11/0596/FUL).

COMMENTS

Pros:

- Adjacent to an established residential community;
- Good public transport links to city centre and other areas;
- Close to play areas and accessible natural greenspace, Ditton Fields Recreation Ground and Dudley Road Recreation Ground;
- Potential to clean up contaminated site;
- Existing infrastructure is likely to be sufficient; and
- Within 800m of Barnwell Local Centre.

Cons:

- Surface water flooding issues across the site. Mitigation is possible with careful consideration to site layout;
- Oil contamination beneath the site. Capable of remediation but some types of residential development may not be suitable (houses with gardens); and
- Any new development needs to minimise the impact it may have on the semi-natural private greenspace north of the site.

SITE NUMBER R6 – 636-656 NEWMARKET ROAD, HOLY CROSS CHURCH HALL, EAST BARNWELL COMMUNITY CENTRE AND MEADOWLANDS, NEWMARKET ROAD

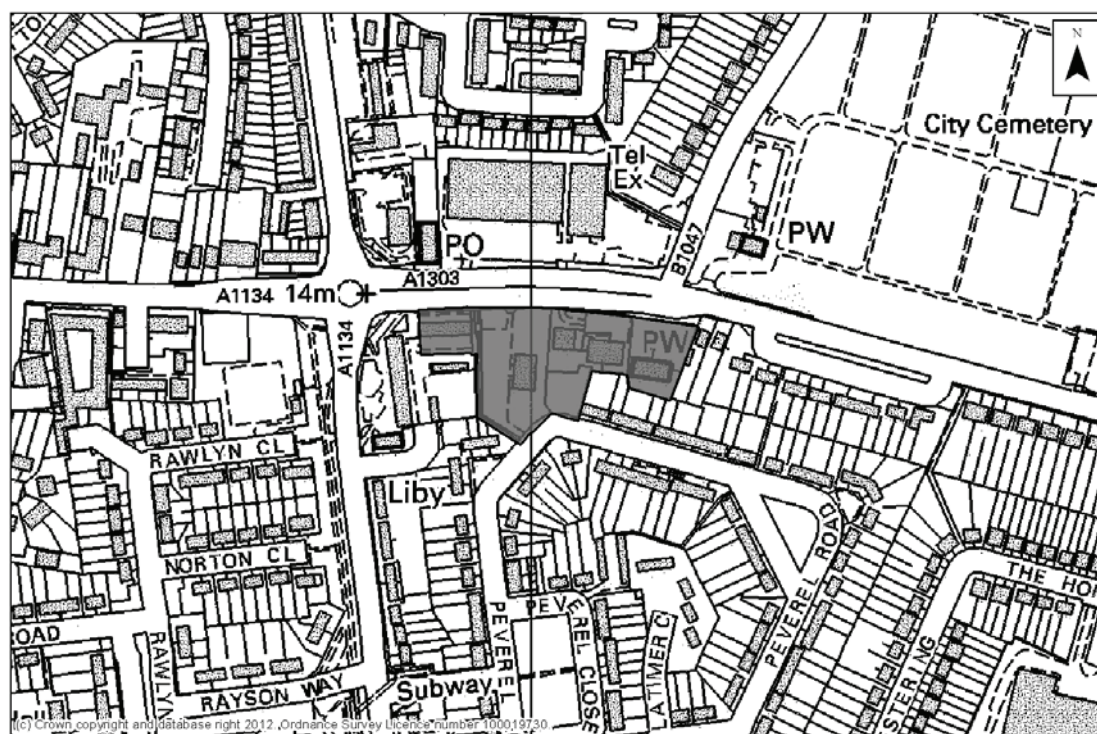
Ward: Abbey

Area: 1.01ha

Potential Capacity: 75

Reference(s): SHLAA – Site CC443

SITE MAP



Description:

A series of community facility and other mixed use type buildings (Church, flats, nursery, games court, vicarage) and associated car parking, on the south side of Newmarket Road close to the Barnwell Road/Wadloes Road roundabout. Residential development borders the site to the east and south.

COMMENTS

Pros:

- Redevelopment of the site could make more efficient use of land and any proposal would need to include modern replacement of community facilities;
- Close to Barnwell Road Local Centre, East Barnwell Health Centre and Peverel Road Play Area;
- Existing infrastructure likely to be sufficient;
- Good public transport links to city centre and other areas; and

- Existing community facilities are in very poor quality buildings and redevelopment would enable an upgrade.

Cons:

- Multiple land ownership;
- There is a Tree Preservation Order (TPO) on the Methodist Church part of the site; and
- Noise problems affect the end of the site near Newmarket Road. Careful mitigation required.

SITE NUMBER R7 – THE PADDOCKS, CHERRY HINTON ROAD

Ward: Coleridge

Area: 2.79ha

Potential Capacity: 123

Reference(s): Local Plan 2006 Allocation (for residential) – Site 5.02

SITE MAP



Description:

Industrial estate located just to the north of Cherry Hinton Road, close to the junction with Perne Road. The site is bounded to the north, east and south by residential and are allotment gardens and residential to the west.

COMMENTS

Pros:

- Close to Adkins Corner Local Centre and other facilities;
- Adjacent to an established residential community;
- Close to Cornford House Surgery, four primary schools, sports facilities and two play areas; and
- Good public transport links to city centre and other areas.

Cons:

- Potential contamination from industrial use but should be capable of remediation;
- Loss of employment land; and

- Safety improvements for cyclists needed to roundabout.

SITE NUMBER R8 – 149 CHERRY HINTON ROAD

Ward: Coleridge

Area: 0.55ha

Potential Capacity: 17

Reference(s): SHLAA Site - CC087

SITE MAP



Description:

The site consists of a number of light industrial buildings (laundry site – retail shop to the front with laundry process works to the rear of site). The surrounding area is predominantly residential but there is another light industrial site to the northwest.

COMMENTS

Pros:

- Close to Cherry Hinton Road West and East Local Centres and facilities;
- Close to railway station and good public transport links to city centre and other areas;
- Close to Morley Memorial Primary School and Coleridge Community College;
- Close to outdoor sports facilities, play space and accessible natural greenspace;
- Less than 1Km from an employment centre; and
- Existing infrastructure likely to be sufficient.

Cons:

- Loss of local laundry service; and
- Concerns about noise, which should be capable of adequate mitigation and potential contamination which should be capable of remediation.

SITE NUMBER R9 – TRAVIS PERKINS, DEVONSHIRE ROAD

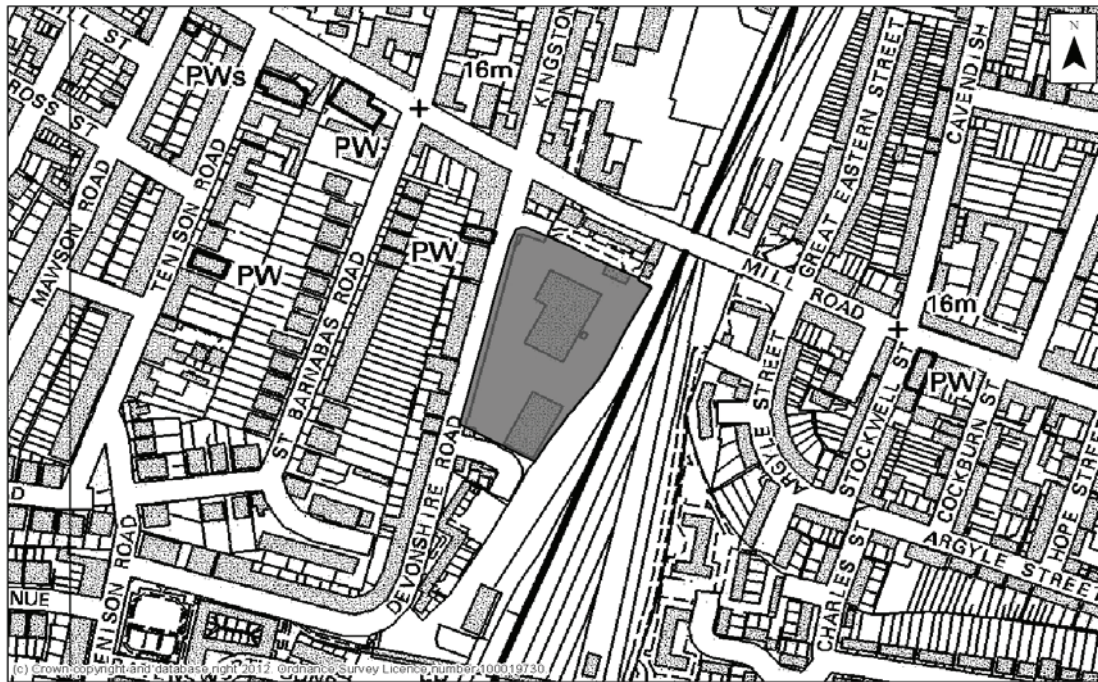
Ward: Petersfield

Area: 1.23ha

Potential Capacity: 43

Reference(s): Local Plan 2006 allocation site (for residential) – site 5.09.

SITE MAP



Description:

Large industrial premises located off of Devonshire Road, close to the junction with Mill Road. The site is bounded by the railway line to its east and residential to the south and west. The site is currently in use by Travis Perkins builders suppliers. It is currently pending a decision on an application for a mixed use development, including some residential.

COMMENTS

Pros:

- Close to Mill Road West Local Centres and relatively close to the city centre and facilities;
- Close to railway station and within 400m of bus services that link the site to the City Centre;
- Close to play space and accessible natural greenspace; and
- Adjacent to an established residential community.

Cons:

- Most of the site is more than 800m from nearest primary school; and

- Site is adjacent to a number of Almshouses which have the status of Buildings of Local Interest (BLIs) and front onto Mill Road. Potential for adverse impacts but capable of mitigation.

SITE NUMBER R10 – MILL ROAD DEPOT AND ADJOINING PROPERTIES

Ward: Petersfield

Area: 2.7ha

Potential Capacity: 167

Reference(s): SHLAA Site - CC102

SITE MAP



Description:

Mill Road Depot is located off Mill Road, between Kingston Street to the west and the railway bridge to the east. The depot incorporates many of the City Council's services, including offices, vehicle MOTs, waste disposal and collection and storage and is industrial in nature. It is in use as the Council's Depot, warehouse buildings and offices, community facilities within the Listed library, language school and leased garages.

COMMENTS

Pros:

- Close to Mill Road West Local Centres and relatively close to the city centre and facilities;
- Close to railway station and within 400m of bus services that link the site to the City Centre;
- There is an open space deficiency in Petersfield Ward which development here could help to address;
- Existing infrastructure is likely to be sufficient;

- Close to play space and accessible natural greenspace; and
- Adjacent to an established residential community.

Cons:

- Any development will need to take into account the setting of a Grade 2 listed building;
- The site is in Multiple ownership;
- Access may be difficult as it should not be from Mill Road;
- There are contamination issues on site that would need to be mitigated. Capable of remediation but careful mitigation required; and
- There is poor cycling provision on Mill Road and the site is near a dangerous junction. Development may provide an opportunity for improvement.

SITE NUMBER R11 – HORIZONS RESOURCE CENTRE, COLDHAMS LANE

Ward: Romsey

Area: 0.82ha

Potential Capacity: 40

Reference(s): SHLAA Site - CC629

SITE MAP



Description:

A site housing the Horizons Resource Centre (a day centre) and associated car parking. It is located just north of Coldham's Lane, on a roundabout, and is bounded by the railway line to the east and the residential buildings of The Paddocks the north.

COMMENTS

Pros:

- Adjacent to an established residential community;
- The site is close to a superstore, although access would be difficult across the busy roundabout;
- Close to an employment centre, a primary school, sports facilities, play areas and accessible natural greenspace; and
- Site could support reasonable high density.

Cons:

- Access to the site may be difficult;

- Poor access to public transport; and
- The site is adjacent to a busy roundabout with a high cycle accident rate. Development may provide an opportunity for improvements to the public realm.

SITE NUMBER R12 – RIDGEONS, 75 CROMWELL ROAD

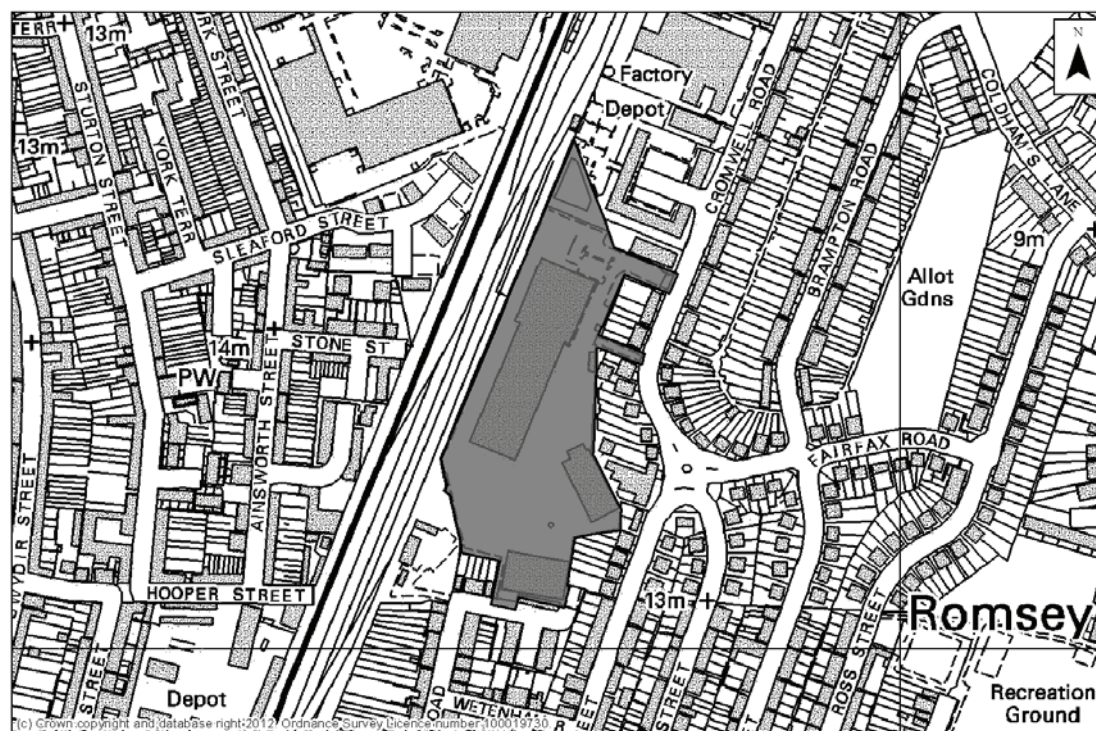
Ward: Romsey

Area: 3.27ha

Potential Capacity: 120

Reference(s): SHLAA Site CC922 - Part of a Local Plan 2006 allocation site (for residential) – site 5.14

SITE MAP



Description:

Large broadly wedge shaped industrial area, currently in use by Ridgeons, which forms part of a Local Plan 2006 allocation site (for residential) – site 5.14. The site is located in between the Cambridge to King's Lynn railway line to the west and Cromwell Road to the east. The site is used for the storage, display and sale of building, plumbing and decorating materials, and for offices ancillary to this business.

COMMENTS

Pros:

- Close to Fairfax Road Local Centre and shops and facilities on Mill Road at a greater distance;
- Site is close to sports facilities, play areas and accessible natural greenspace;
- Site access is achievable and existing infrastructure is likely to be sufficient; and
- Good public transport and cycling links.

Cons:

- Site is likely to be contaminated due to multiple former light industrial uses. Remediation is possible but it may not be suitable for houses with gardens;
- There are noise and vibration issues due to the proximity of the site to the railway line and assessment and mitigation would be required; and
- The site is within an Air Quality Management Area although it is not likely that there would be net worsening of air quality.

SITE NUMBER R13 – 78 AND 80 FULBOURN ROAD

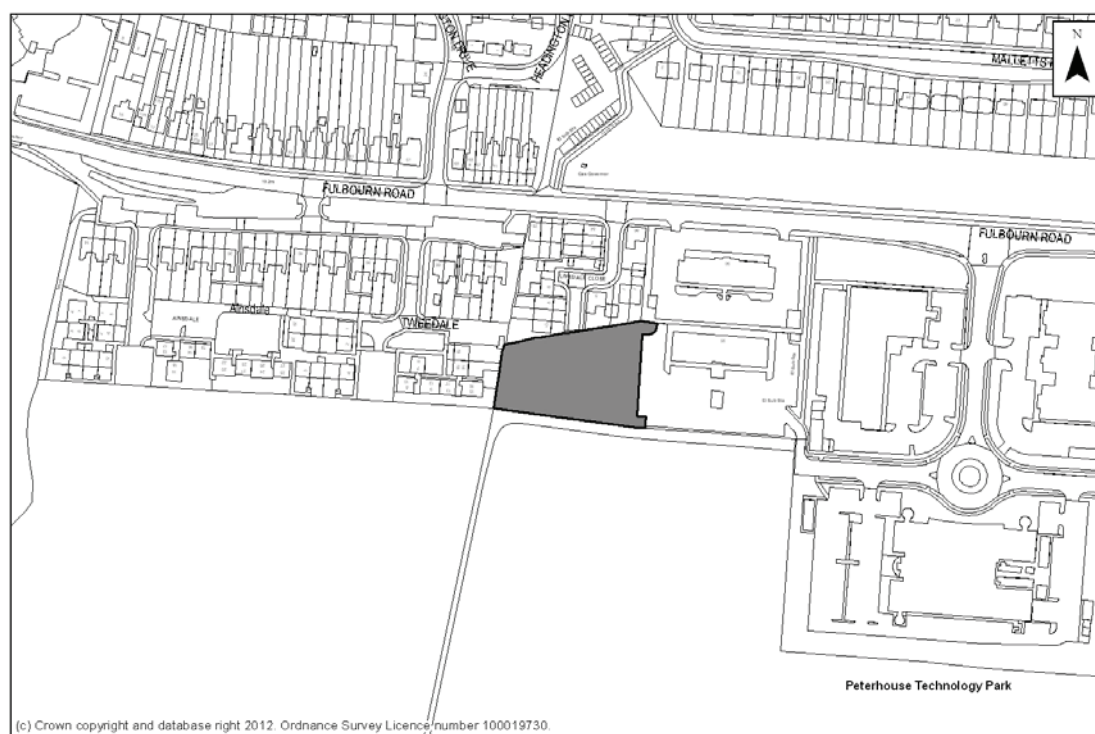
Ward: Cherry Hinton

Area: 0.59ha

Potential Capacity: 17

Reference(s): SHLAA – Site CC755

SITE MAP



Description:

Greenfield site to the south of Fulbourn Road, bounded by residential buildings of Tweedale to its west and the Cambridge Water building and associated car parking to its east. There is open agricultural Green Belt land to the south, which has been identified as a potential Green Belt release for employment. The site to the north has been redeveloped for residential and could provide access.

COMMENTS

Pros:

- Access could be provided through the site to the north;
- Relatively close to Cherry Hinton Local Centre and other services and facilities;
- Site is close to outdoor sports facilities, play areas and accessible natural greenspace; and
- Good public transport links to city centre and other areas.

Cons:

- There are surface water flooding issues towards the centre of the site. Careful mitigation required;
- There is poor cycling provision on Fulbourn Road; and
- More than 800m from existing or proposed train station.

SITE NUMBER R14 – BT TELEPHONE EXCHANGE AND CAR PARK, LONG ROAD

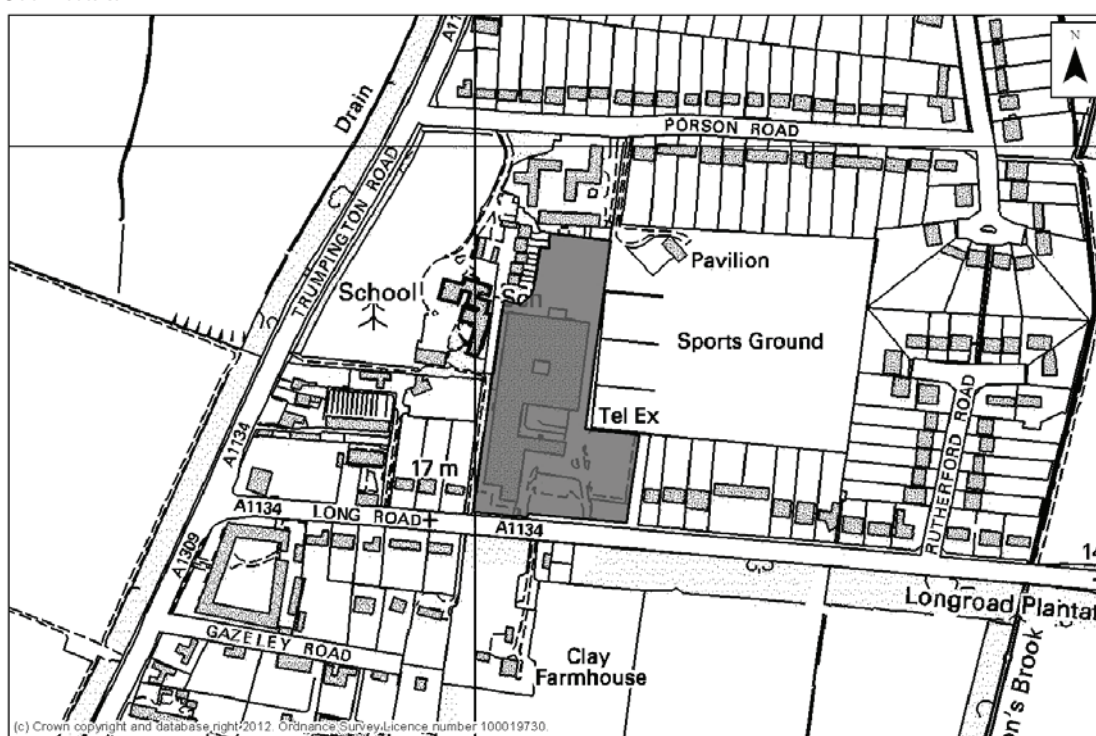
Ward: Trumpington

Area: 2.01ha

Potential Capacity: 76

Reference(s): SHLAA site CC583 is contained within the boundary of this larger site which is a Local Plan 2006 Allocation (for residential) – Site 5.06

SITE MAP



Description:

The British Telecom building and car park (also known as the Cambridge Trunks Telephone Exchange) are located to the north of Long Road, close to the junction with Trumpington Road. It is an industrial/office style building of two and three storeys. The site is bordered to the north by the residential properties of Porson Court; to the east by the housing on Long Road with the protected open space of Peterhouse Sports Ground behind; to the west by the housing on Long Road frontage and the Perse Prep School behind; and to the south by a planting strip along the south side of Long Road.

COMMENTS

Pros:

- The site is adjacent to an established residential community and a sports ground, which could provide a pleasant environment for residential development; and

- Close to the proposed Parkside Federation Secondary School and a number of outdoor sports facilities.

Cons:

- The site is more than 800m from nearest Local Centre and Health Centre/GP service, although it would also have access to facilities at Clay Farm in the future when it is fully developed.

SITE NUMBER R15 – GLEBE FARM

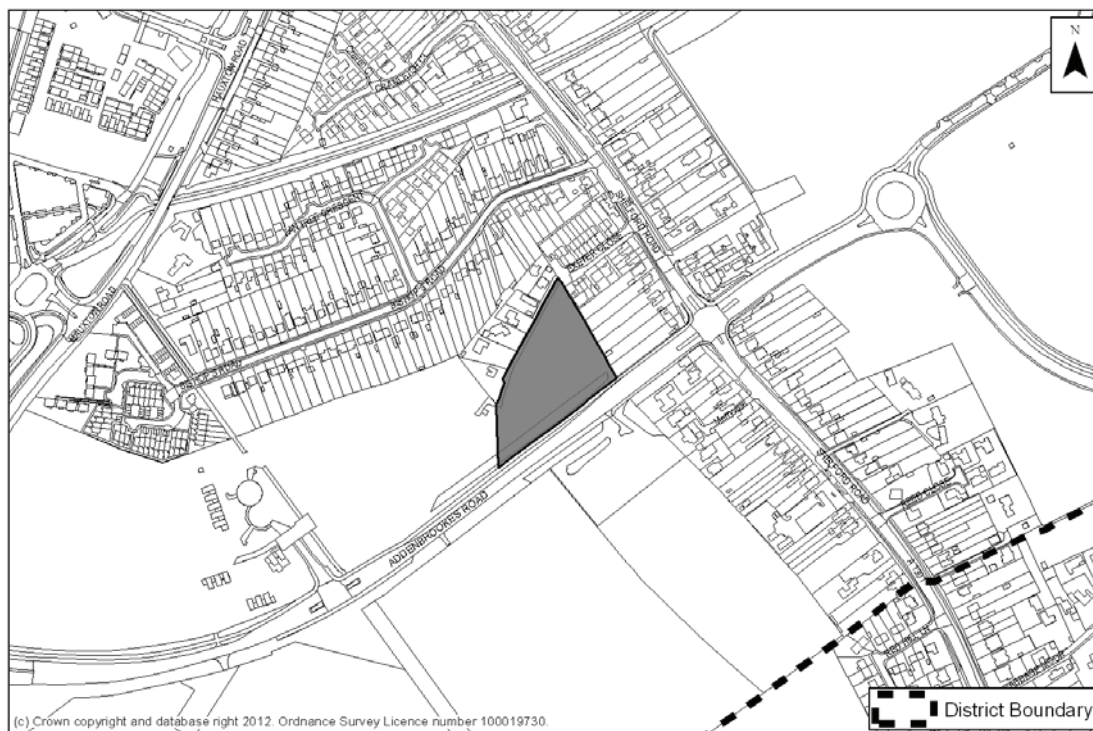
Ward: Trumpington

Area: 1ha

Potential Capacity: 35

Reference(s): Local Plan 2006 Allocation (for residential) – Site 9.13 (Part)

SITE MAP



Description:

Ex farmland site, located east of Hauxton Road and north of Addenbrooke's Access Road. It is bounded to the north by the residential properties of Exeter Close and to the east by the housing on Shelford Road. It is a part of a much larger Local Plan 2006 allocation site 9.13 (Glebe Farm). Planning permission (09/1140/FUL) was finalised in August 2010 for 286 homes on the adjacent site to the east, which was also part of the 2006 Local Plan allocation. Construction is now well underway on that site. The site was previously identified for a household recycling centre, and that is why it was not included within the outline permission for the remainder of the 2006 Local Plan Allocation. However, the site would not be suitable for such a facility.

COMMENTS

Pros:

- The site is adjacent to an established residential community and permitted residential at Glebe Farm;
- Close to outdoor sports facilities and play areas; and
- Within 400m of bus services that link the site to the city centre and other areas.

Cons:

- The site is more than 800m from nearest Local Centre, Health Centre/GP and primary school although there would be access to facilities at Clay Farm and Trumpington Meadows in the future when they are fully developed.

SITE NUMBER R16 – CAMBRIDGE PROFESSIONAL DEVELOPMENT CENTRE, PAGET ROAD

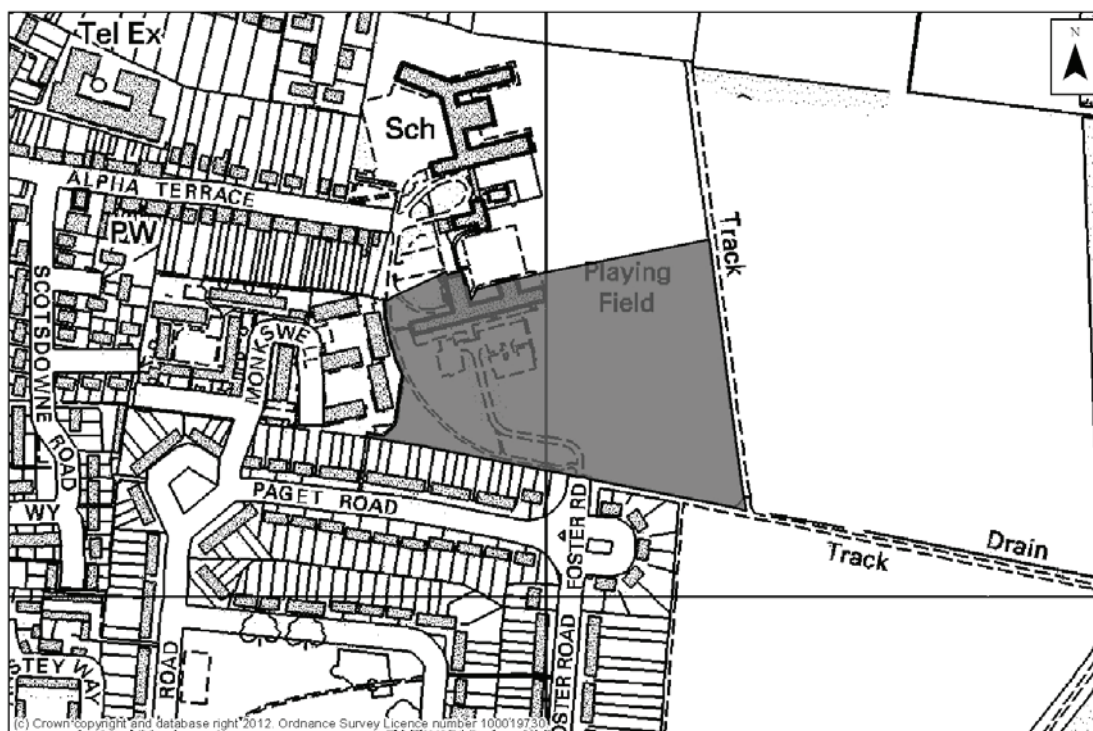
Ward: Trumpington

Area: 3.15ha

Potential Capacity: 50

Reference(s): SHLAA – Site CC905

SITE MAP



Description:

Old school site, now used as training centre. Made up of old school building, associated car parking and green space (old playing fields). Located south east of Alpha Terrace and north of Paget Road. Fawcett Primary School bounds the site to the north and there is open agricultural land to the east of the site, which forms part of the Clay Farm development site.

COMMENTS

Pros:

- The site is adjacent to existing residential and permitted residential and other services and facilities at Clay Farm;
- Close to Trumpington Local Centre and facilities;
- Close to schools, outdoor sports facilities and play areas;
- Existing infrastructure likely to be sufficient;
- Within 400m of bus services that link the site to the city centre and other areas; and

- Good cycle links through the Clay Farm site.

Cons:

- The loss of the training centre; and
- Potential loss of protected open space (old school playing fields), although it is likely that this would be removed from the development area.

SITE NUMBER R17 – MOUNT PLEASANT HOUSE

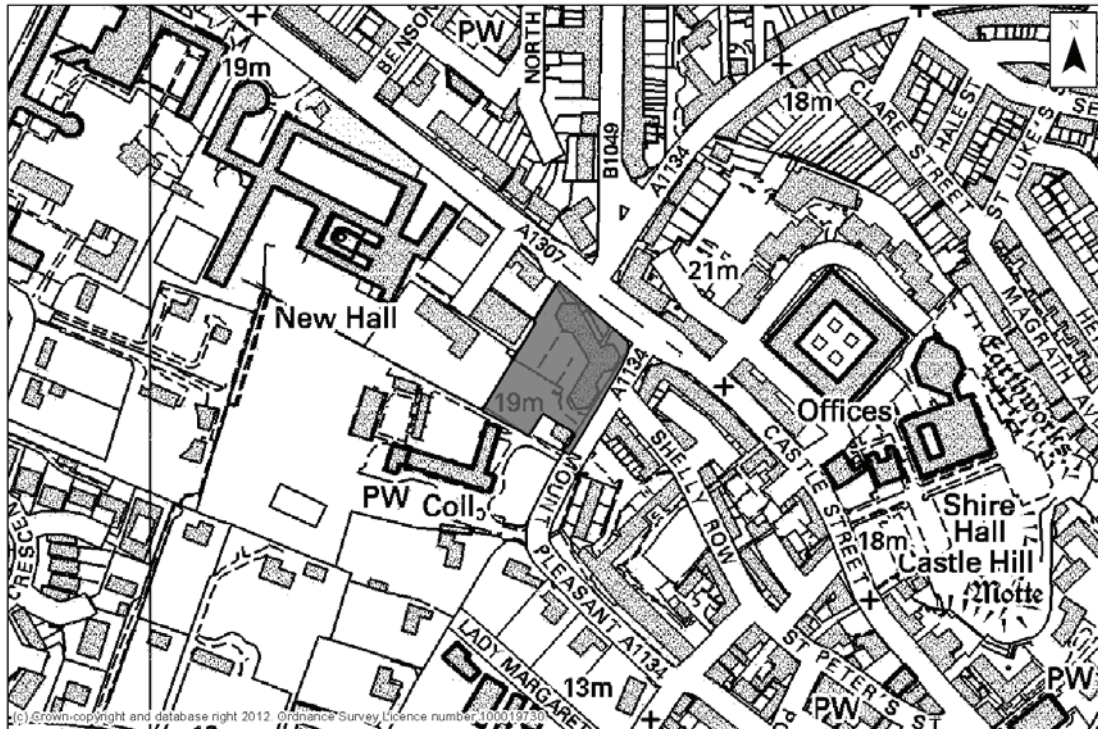
Ward: Castle

Area: 0.57ha

Potential Capacity: 50

Reference(s): SHLAA – Site CC919

SITE MAP



Description:

This site relates to a large, four storey office building and associated car park located on the south side of the road junction of Huntingdon Road, Histon Road and Victoria Road. The immediate context is mixed in character, with a number of residential properties, offices, college buildings and a public house in the locality.

COMMENTS

Pros:

- The site is Close to the City Centre and both Histon Road and Victoria Road Local Centres;
- Existing infrastructure is likely to be sufficient;
- Close to schools, a health centre, three outdoor facilities and Albion Yard Children's Play Area; and
- Good public transport links to City Centre and other areas.

Cons:

- There are surface water flooding issues towards the west of the site. Careful mitigation required;
- The Scheduled Ancient Monument on site (Ashwickstone) would need to be protected in any development;
- Any development would need to protect the setting of West Cambridge Conservation Area;
- Loss of offices; and
- The site is within an Air Quality Management Area although it is not likely that there would be net worsening of air quality.

SITE NUMBER R18 – 21-29 BARTON ROAD

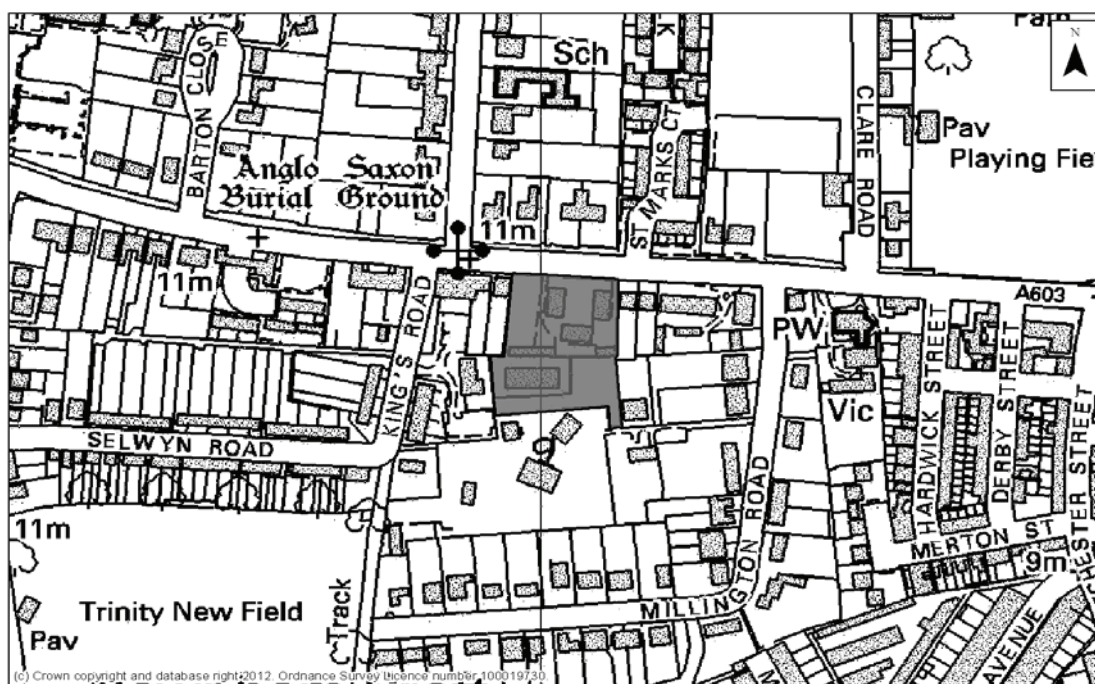
Ward: Newnham

Area: 0.55ha

Potential Capacity: 15

Reference(s): SHLAA – Site CC910

SITE MAP



Description:

This site relate to a number of residential properties, gardens and garages that are located south of Barton Road and south west of St Marks Court between 21 and 29 Barton Road. The surrounding context is mainly residential.

COMMENTS

Pros:

- The site is close to the City Centre and both Newnham Road and Grantchester Local Centres;
- Within an established residential community;
- Close to outdoor sports facilities, play areas and accessible natural greenspace; and
- Good cycle links.

Cons:

- Buildings on this site are not listed but have a positive impact on the character of the area;
- Potential loss of student accommodation; and
- Poor access to public transport.

SITE NUMBER R19 – 64-68 NEWMARKET ROAD

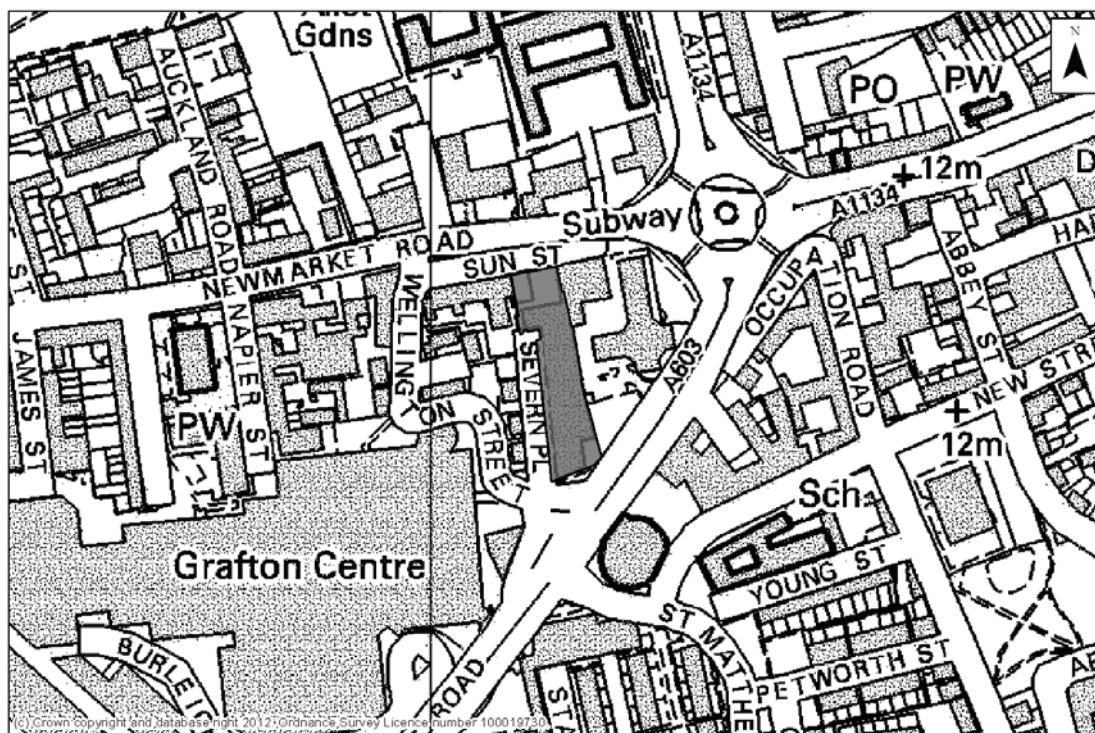
Ward: Market

Area: 0.27ha

Potential Capacity: 60

Reference(s): SHLAA – Site CC892

SITE MAP



Description:

This site is located south of Newmarket Road, between Sun Street (to the north) and Severn Place (to the west). The site is made up of a warehouse and retail building and associated car parking. The context is mixed use with the Dukes Court office development to the west, the Atrium Fitness Centre to the east and the Sun Street Pay & Display car park to the north.

COMMENTS

Pros:

- The site is in the City Centre boundary and close to the Norfolk Street Local Centre;
- This site could potentially provide a useful pedestrian/cycle link between Newmarket Road and East Road;
- Close to schools, GP service, children's/teenagers play space and natural accessible greenspace; and
- Good public transport links to City Centre and other areas.

Cons:

- The site is within an Air Quality Management Area although it is not likely that there would be net worsening of air quality; and
- Potential contamination, former contaminative uses on site. Developable but will require mitigation.

SITE NUMBER R20 – ABBEY FOOTBALL STADIUM

Ward: Market

Area: 2.88ha

Potential Capacity: 154

Reference(s): SHLAA – Site CC105

SITE MAP



Description:

Site of the existing Cambridge United Stadium with ancillary car parking. The stadium itself is set back from the Newmarket Road frontage by an area of hardstanding, which is used for car and cycle parking, and a number of single storey buildings, which includes a car and van hire firm. To the east and north, the site is surrounded by residential development. To the south there is an extensive area of allotments. To the west there is open space, consisting of grass and scrub, linking to Coldham's Common.

This site, as well as the allotments to the south, are also being consulted on as a possible option for a community stadium. The existing Abbey Stadium site is not of sufficient size to accommodate a Community Stadium. The stadium owners are seeking an alternative site. Inclusion of allotment land to the south would make a larger site.

COMMENTS

Pros:

- Adjacent to an established residential community;

- The site is close to schools, outdoor sports facilities, children's/teenagers play space and accessible natural green space;
- Good public transport links to City Centre and other areas;
- Good cycle links; and
- Opportunities to improve green infrastructure.

Cons:

- Potential contamination due to former contaminative uses on site. Developable but will require mitigation;
- There are lease issues that need to be overcome otherwise the site would become smaller; and
- Loss of United Football Ground. Any future development would need to satisfactorily demonstrate recreational facilities are reprovided elsewhere in an appropriate manner.

SITE NUMBER R21 – 315-349 MILL ROAD

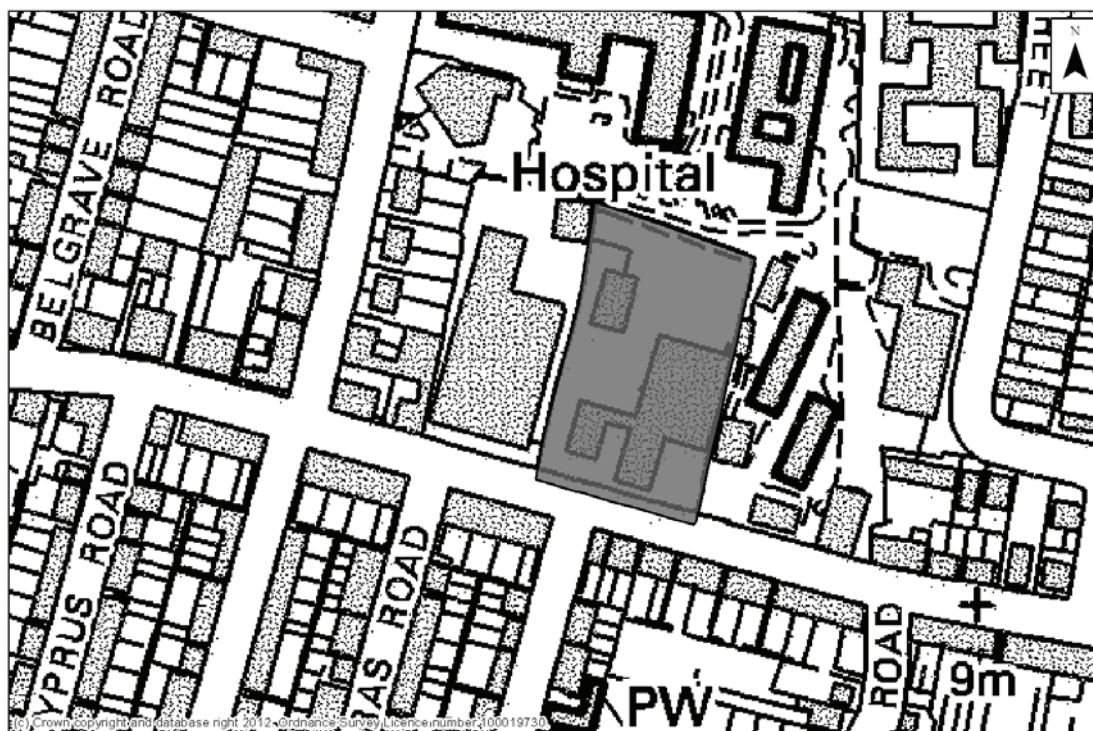
Ward: Romsey

Area: 0.6ha

Potential Capacity: 25

Reference(s): Local Plan 2006 Allocation Site 7.12 (Mixed Use)

SITE MAP



Description:

This site was formerly occupied by the storage and collection warehouse for Robert Sayles department store, using a former bowling alley and other buildings, but these buildings, which had been disused since the new John Lewis warehouse at Trumpington was brought into use, were demolished following a fire in 2009.

The site is bordered by Brookfields Hospital and other NHS buildings to the north. Houses on Vinery Road border the site to the west. There is a small group of commercial/retail buildings adjacent to the south-west corner. Opposite the site, on the south side of Mill Road, are terraced houses from the end of the nineteenth century. There is a planned mosque and community facilities (granted planning permission 11/1348/FUL) on the eastern side of the site. The plot to the east forms the other part of the Local Plan 2006 allocation (mixed use) – Site 7.12.

COMMENTS

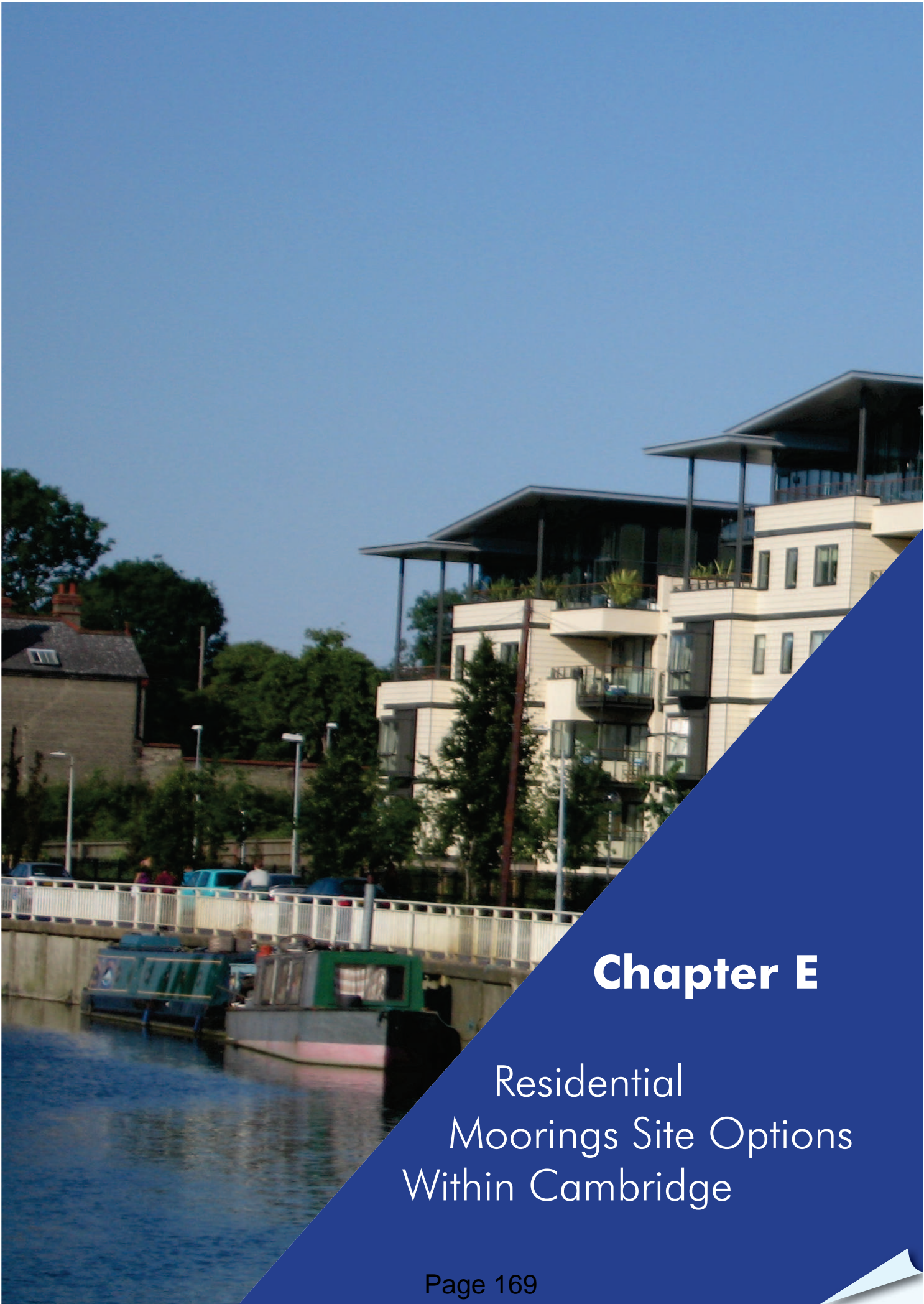
Pros:

- The site is adjacent to an established residential community, on brownfield land and part of an existing allocation.
- Existing infrastructure likely to be sufficient
- Close to District Centre, outdoor sports, health and education facilities
- Within 400m of bus services that link the site to the city centre and other areas

Cons:

- The site is within an Air Quality Management Area although it is not likely that there would be net worsening of air quality;
- Potential contamination, former contaminative uses on site. Developable but will require mitigation; and
- The site is adjacent to buildings of Local Interest (Arthur Rank House and Headway House, Brookfields Hospital are adjacent the site)

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Chapter E

Residential Mooring Site Options Within Cambridge

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E. RESIDENTIAL MOORING SITE OPTIONS WITHIN CAMBRIDGE

Map 3: All residential moorings site options within Cambridge



SITE NUMBER RM1 – FEN ROAD

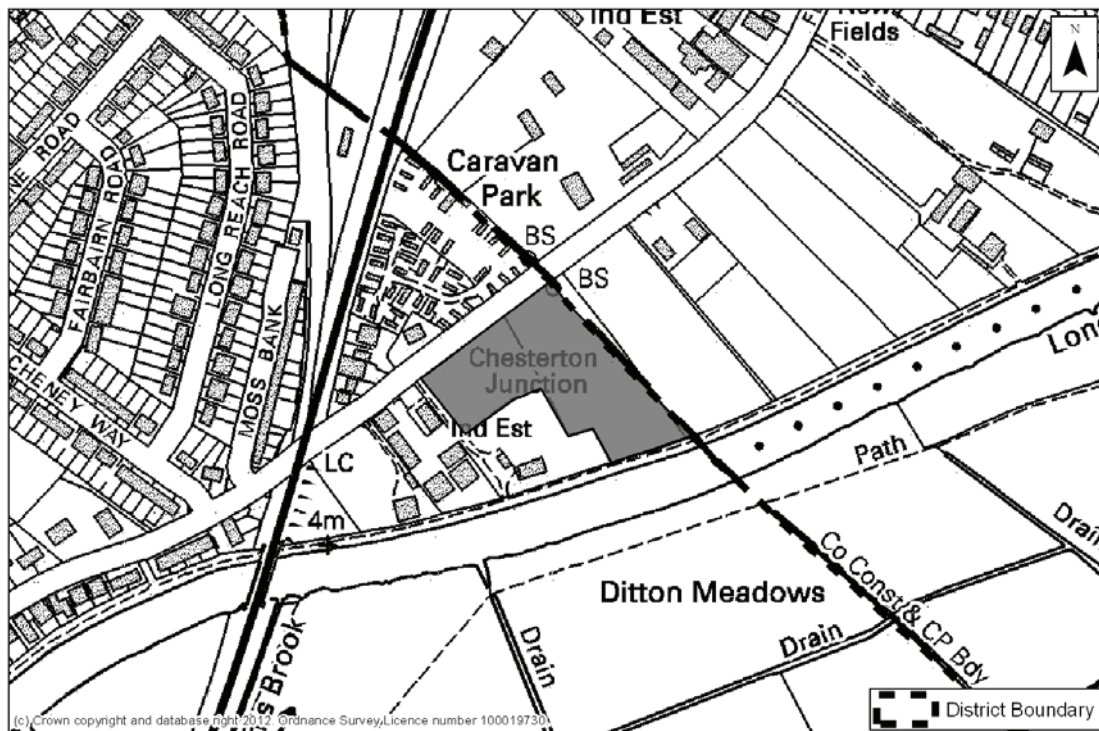
Ward: East Chesterton

Area: 0.98ha

Potential Capacity: Not applicable

Reference(s): Local Plan 2006 Allocation (off river moorings) – Site 3.01

SITE MAP



Description:

The site is currently green space and is located to the south and east of Fen Road and to the north of the River Cam, close to the railway line (which is to the west). It was allocated in the 2006 Local Plan for off-river moorings (residential).

COMMENTS

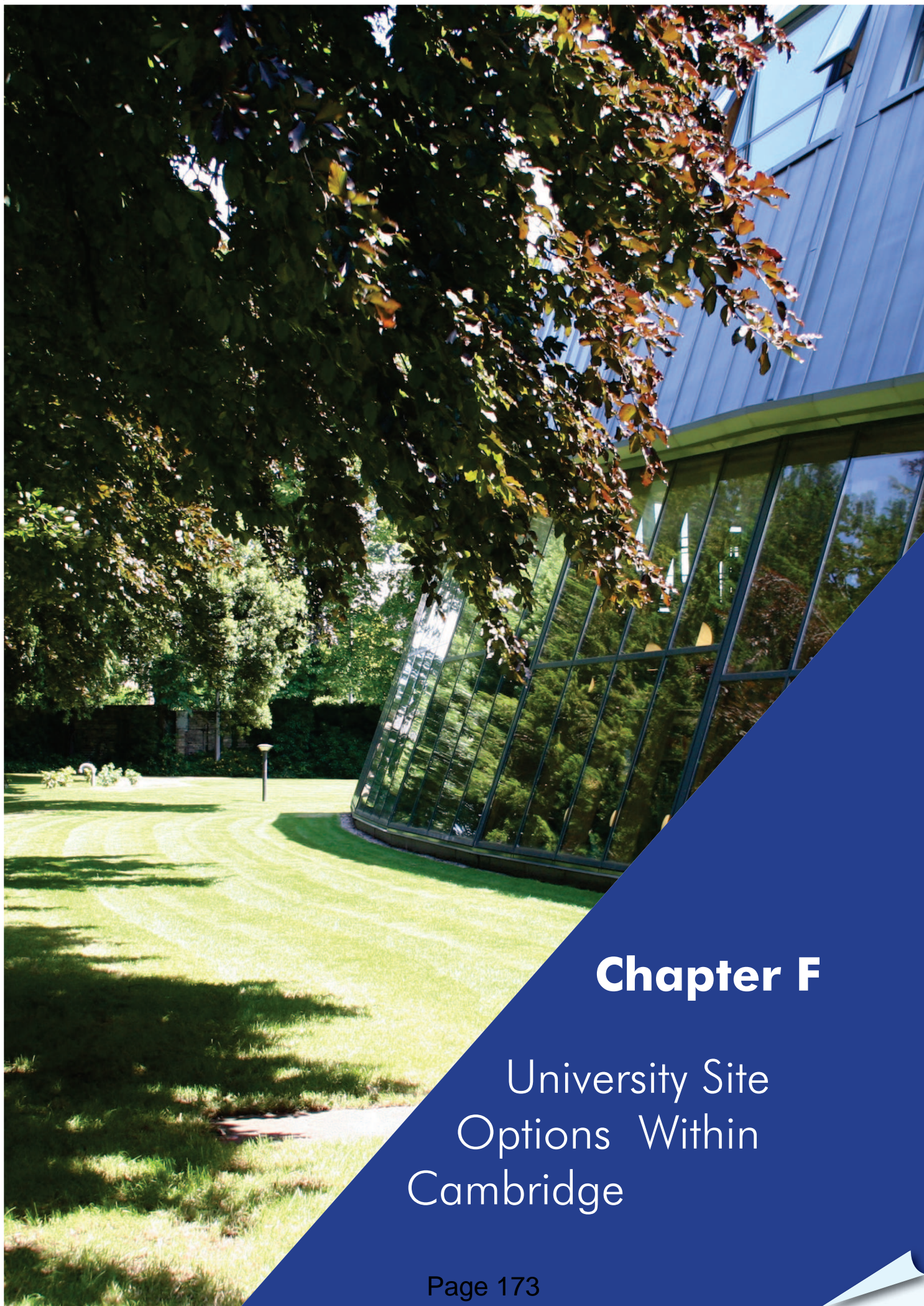
Pros:

- Greenfield site with the potential for off river moorings which could ease some of the congestion on this part of the river;
- Close to outdoor sports facilities and accessible natural greenspace;
- Close to proposed Cambridge Science Park railway station;
- Good cycling links; and
- Potential to enhance riparian habitats.

Cons:

- Distance from City and local centres; and

- Known archaeology in the vicinity, detailed assessment would be required ahead of any development.



Chapter F

University Site Options Within Cambridge

Page 173



F. UNIVERSITY SITE OPTIONS WITHIN CAMBRIDGE

Map 4: All University site options within Cambridge



SITE NUMBER U1 – OLD PRESS/MILL LANE

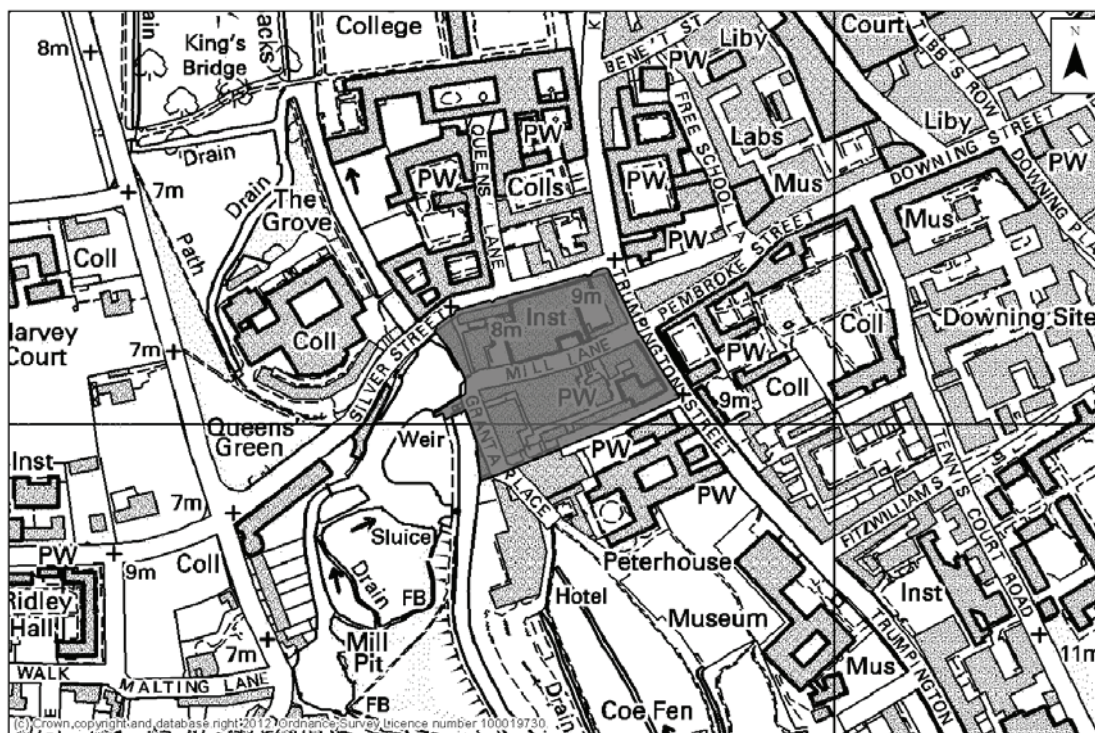
Ward: Market

Area: 2ha

Potential Capacity: Not applicable

Reference(s): Old Press/Mill Lane Supplementary Planning Document (SPD) – Local Plan 2006 Allocation for part of the site (for University and mixed uses) - Site 7.10

SITE MAP



Description:

The site lies on the eastern bank of the River Cam, and is bounded by Silver Street to the north, Little St Mary's Lane to the south, and is dissected by Mill Lane. It provides a range of accommodation for the University of Cambridge's academic and administrative facilities.

The Old Press/Mill Lane SPD put forward a vision that the site provides an opportunity to create an area with distinctive character that combines high quality buildings, streets and spaces, and responds well to its context through sensitive enhancement. It could contain a mix of uses that complement the City's historic core and its riverside location. Development could support the creation of a more attractive, accessible, safe and sustainable environment.

COMMENTS

Pros:

- Sensitive redevelopment of the site is supported by the Old Press/Mill Lane SPD;
- Key central site with potential for University/Collegiate use;
- Potential to open up public realm in this area;
- Potential to improve river frontage;
- In the vicinity of proposed district heating network;
- Close to outdoor sports facilities and accessible natural greenspace; and
- Good cycle links.

Cons:

- Risk of surface water flooding towards the centre of the site, possible to mitigate with careful consideration to site layout;
- Known archaeology on site, detailed assessment will be required ahead of any proposed development;
- Within Central Conservation Area and has listed buildings on site. Careful mitigation required; and
- Within Air Quality Management Area, although it is not likely that there would be net worsening of air quality.

SITE NUMBER U2 – NEW MUSEUMS

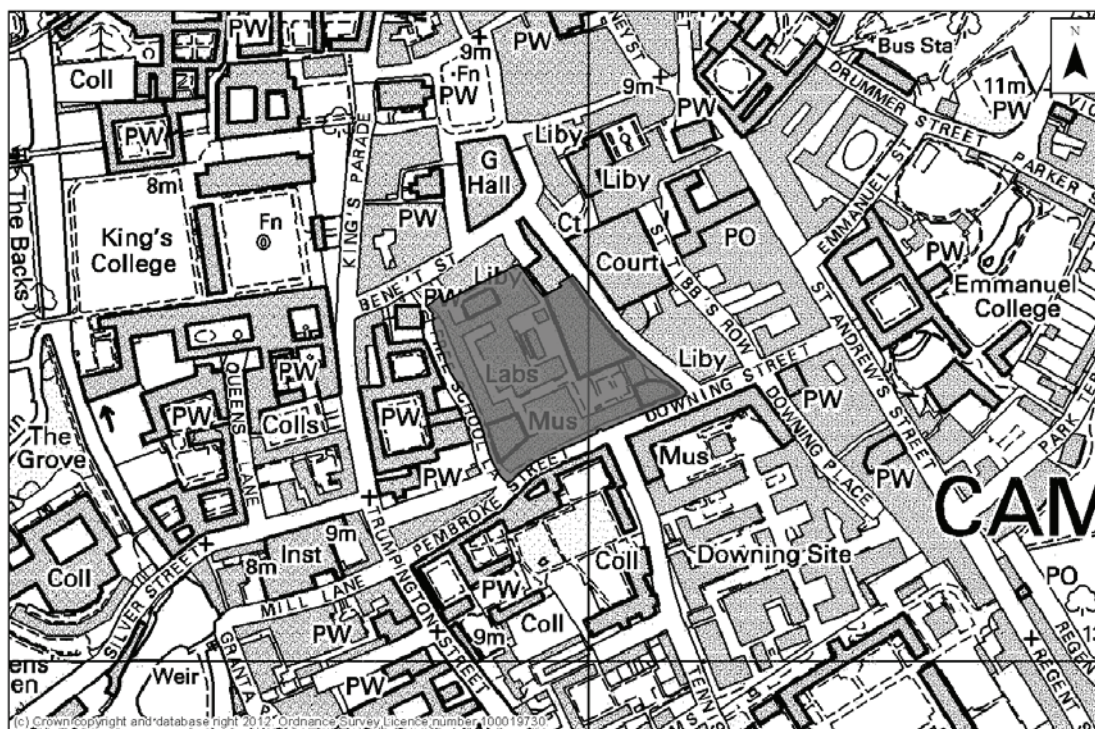
Ward: Market

Area: 1.97ha

Potential Capacity: Not applicable

Reference(s): Local Plan 2006 allocation site (for University and mixed uses) – Site 7.08.

SITE MAP



Description:

The site currently in use as University buildings – Zoology museum, lecture theatre etc. It is located on the eastern side of Corn Exchange Street. It is a Local Plan 2006 allocation site (for University and mixed uses) – Site 7.08.

COMMENTS

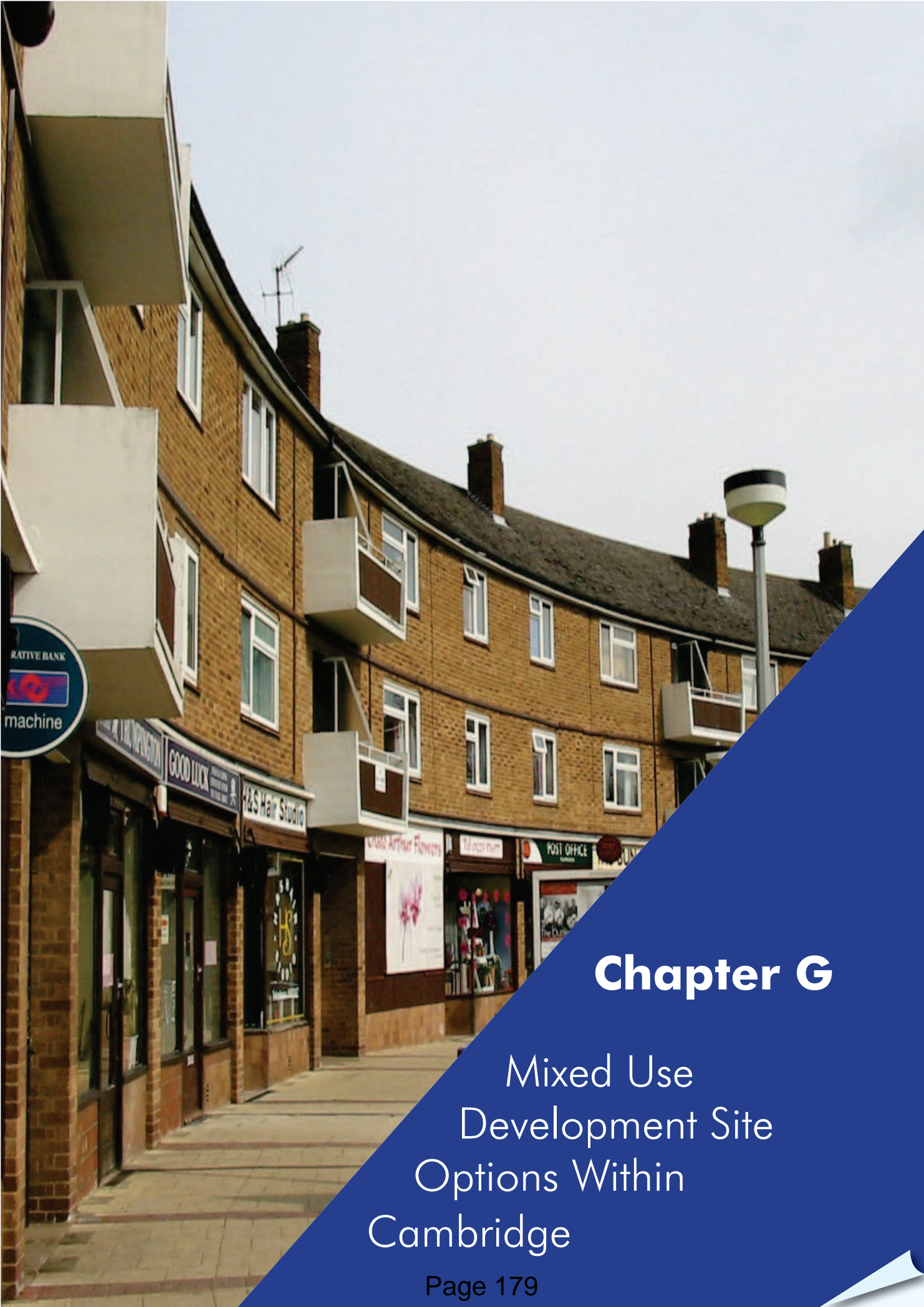
Pros:

- Key central site with potential for University/Collegiate use;
- Potential to open up public realm in this area;
- Potential for better access to the museum;
- In the vicinity of the proposed district heating network;
- Close to accessible natural greenspace; and
- Close to public transport links with good cycling links.

Cons:

- Known archaeology on site, detailed assessment would be required ahead of any proposed development;

- Within Central Conservation Area with listed buildings on site. Careful mitigation required; and
- Within Air Quality Management Area, although it is not likely that there would be net worsening of air quality.



Chapter G

Mixed Use
Development Site
Options Within
Cambridge

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G. MIXED USE SITE OPTIONS WITHIN CAMBRIDGE

Map 5: All mixed use site options within Cambridge



SITE NUMBER M1 – 379-381 MILTON ROAD

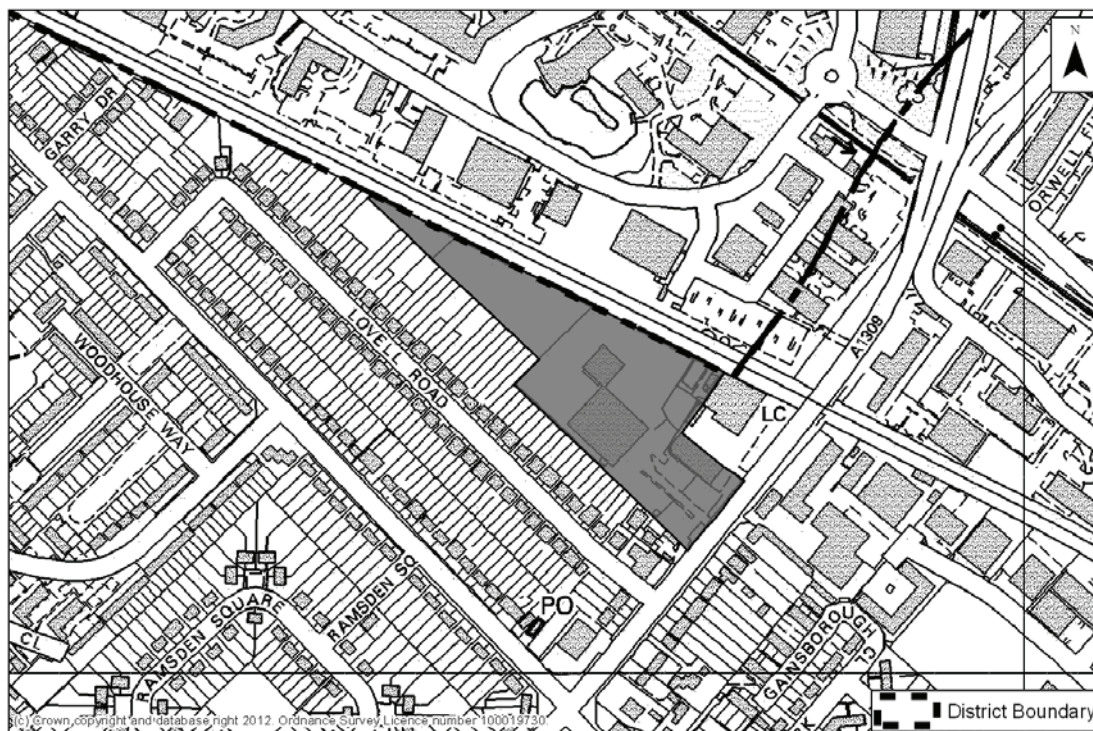
Ward: Kings Hedges

Area: 2.43ha

Potential Capacity: 40

SHLAA Reference(s): Local Plan 2006 allocation site (5.04) for residential use

SITE MAP



Description:

The site is mostly car showrooms and garages and is located between Milton Road and Lovell Road, just south of the city boundary (and the Cambridgeshire Guided Bus track).

COMMENTS

Pros:

- Potential for site to form part of a high quality employment led development with improved site layout including some residential;
- Adjacent to an established residential community;
- Proximity to Kings Hedges Road Local Centre and facilities;
- Adjacent to a main radial route (Milton Road);
- Existing infrastructure is likely to be sufficient; and
- Within 400m of bus services that link the site to the City Centre and other areas, including Guided Bus.

Cons:

- There are surface water flooding issues on site, possible to mitigate with careful consideration to site layout.

SITE NUMBER M2 – CLIFTON ROAD INDUSTRIAL ESTATE

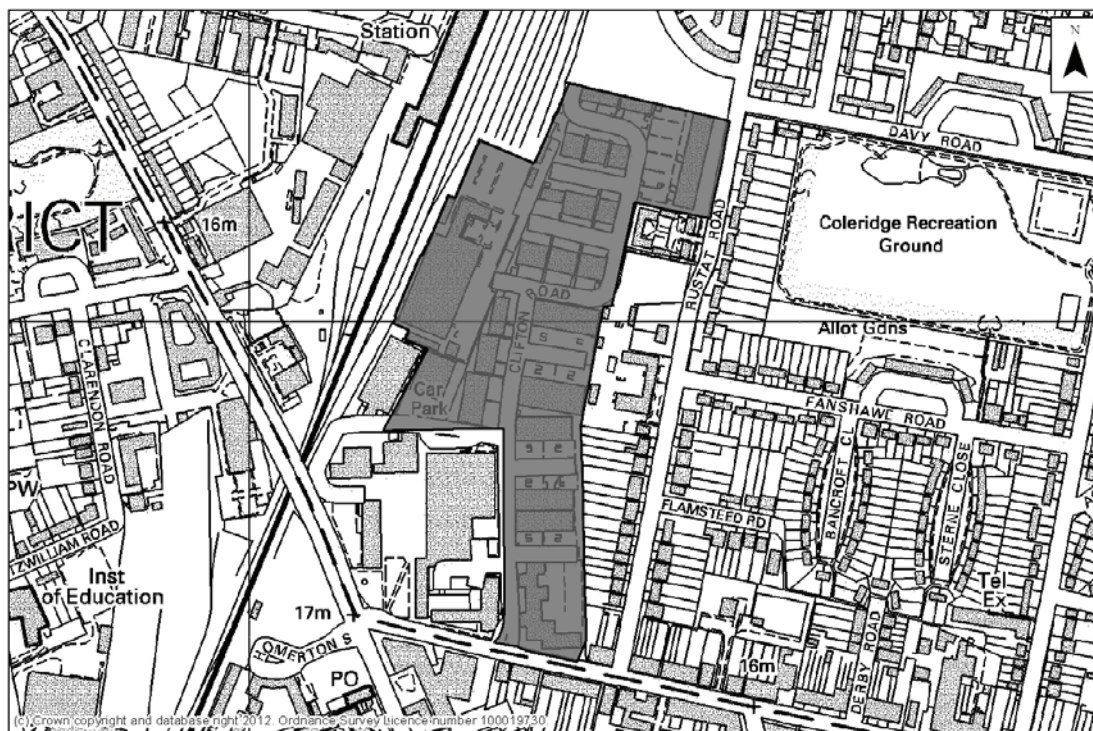
Ward: Coleridge

Area: 7.55ha

Potential Capacity: 100

Reference(s): Includes SHLAA site CC913 within its boundary

SITE MAP



Description:

This is a large industrial estate located either side of Clifton Road (north of the junction between Hills Road and Cherry Hinton Road). The site is mostly in industrial use, but also has some office type uses. Royal Mail, who have indicated they may move, is a notable business located here. The site shares a border with the site at 80 Rustat Road to the north and the Cambridge Leisure Park to the south.

COMMENTS

Pros:

- Potential for site to form part of a high quality employment led development including offices, supporting a vibrant new employment centre, around the railway station;
- Potential for residential use within central section of the site;
- Proximity to Cherry Hinton Road West Local Centre and facilities;
- Close to medical centre, primary and secondary schools, outdoor sports facilities, play space for children/teenagers and accessible greenspace; and
- Good public transport links to City Centre and other areas.

Cons:

- Possible contamination on site. Capable of remediation but may not be suitable for houses with gardens;
- 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. Detailed design and acoustic report and mitigation needed.

SITE NUMBER M3 – MICHAEL YOUNG CENTRE

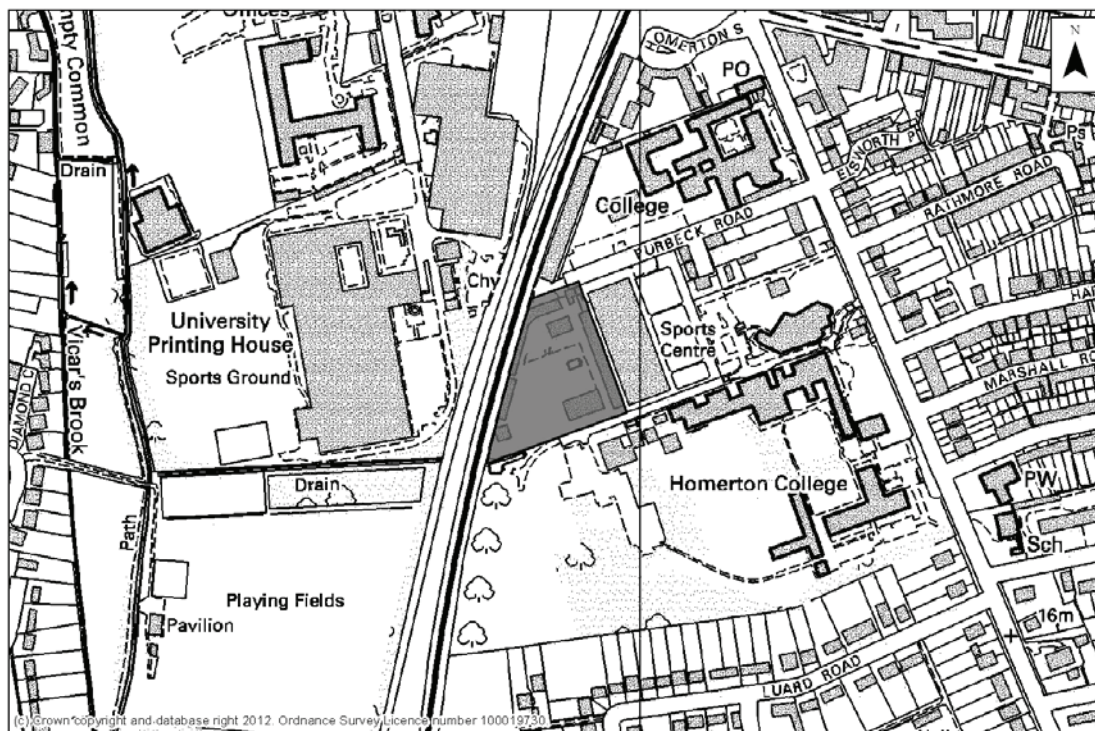
Ward: Queen Edith's

Area: 1.3ha

Potential Capacity: 50

Reference(s): Local Plan 2006 - Protected Industrial Site

SITE MAP



Description:

This site has a mixture of office, industrial and warehouse uses. It is located at the south-west end of Purbeck Road. It is bounded by the railway line on its western border.

COMMENTS

Pros:

- Existing employment site with potential for intensification including some residential;
- Proximity to Cherry Hinton Road West Local Centre and facilities;
- Close to outdoor sports facilities and children's/teenagers play space;
- Good public transport links to City Centre and other areas; and
- Good cycle links.

Cons:

- Access is a significant issue that would need careful consideration.

SITE NUMBER M4 – POLICE STATION, PARKSIDE

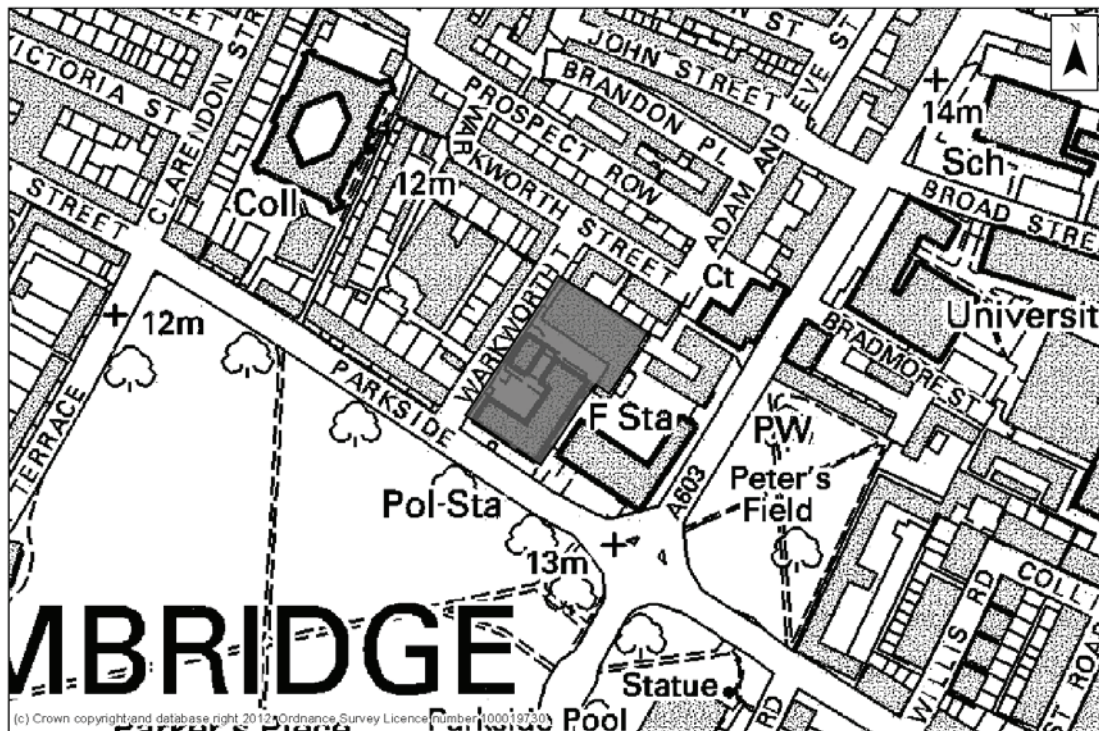
Ward: Market

Area: 0.49ha

Potential Capacity: 50

Reference(s): Local Plan 2006 allocation site (for residential) – Site 5.12

Site Map



Description:

This site is currently in use as a police station. It is located on the corner of Parkside and Walkworth Terrace, opposite the north-eastern edge of Parker's Piece. It is a part of a Local Plan 2006 allocation site (for residential) – site 5.12, with the Fire Station next door makes up the other part of the allocation. The fire station site is currently under construction for a mixed use development comprising the fire station, 99 apartments, a commercial unit (Class A3) and associated car and cycle parking.

COMMENTS

Pros:

- City Centre site overlooking Parker's Piece, could provide a good central location for hotel development with ancillary A3 uses (restaurant), alongside some residential;
- Proximity to City Centre and Mill Road West Local Centre and facilities;
- Minimal infrastructure requirements;
- Close to sports facilities, children's/teenagers play space and accessible natural greenspace; and

- Within 400m of bus services that link the site to the City Centre.

Cons:

- The site is within an Air Quality Management Area although it is not likely that there would be net worsening of air quality; and
- Proximity to historic park/garden, Conservation Area and Listed Buildings with potential for adverse impacts but capable of mitigation.

SITE NUMBER M5 – 82–90 HILLS ROAD AND 57-63 BATEMAN STREET

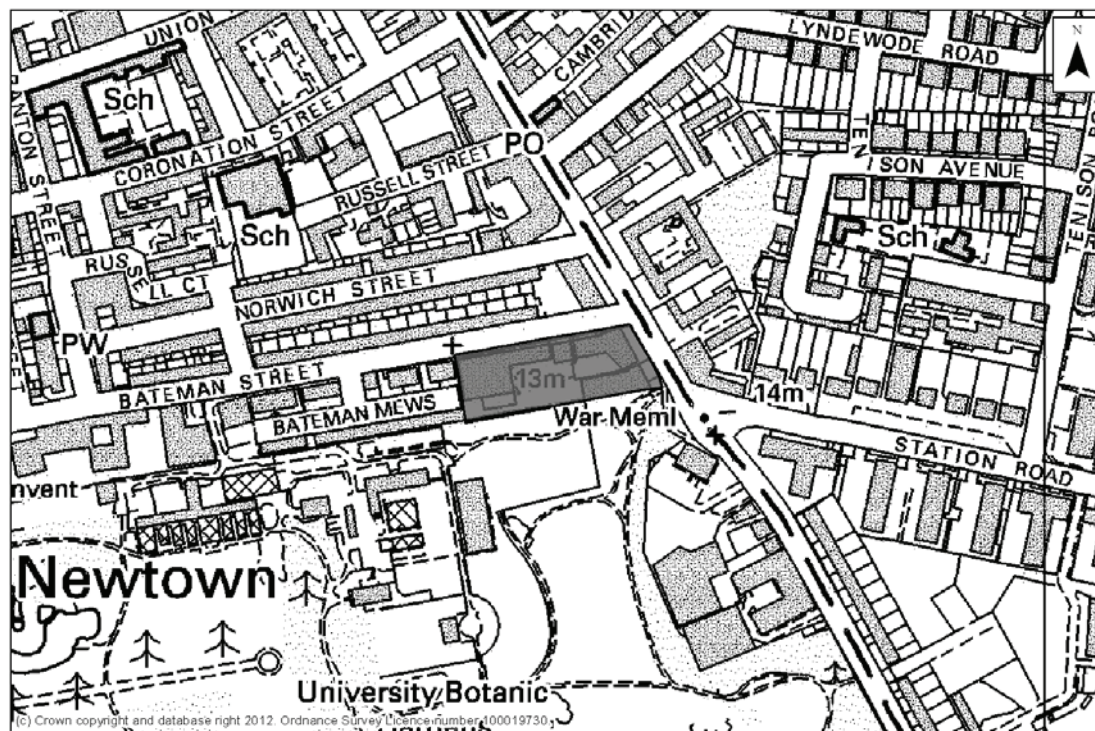
Ward: Trumpington

Area: 0.58ha

Potential Capacity: Not applicable

Reference(s): SHLAA Site – CC872

SITE MAP



Description:

This site comprises a row of mixed-use buildings, bounded by Hills Road on the east, Bateman Street to the north and Bateman Mews to the south. The University Botanic Gardens share a common boundary with the site along its southern edge. The site has potential for mixed use including residential on part.

COMMENTS

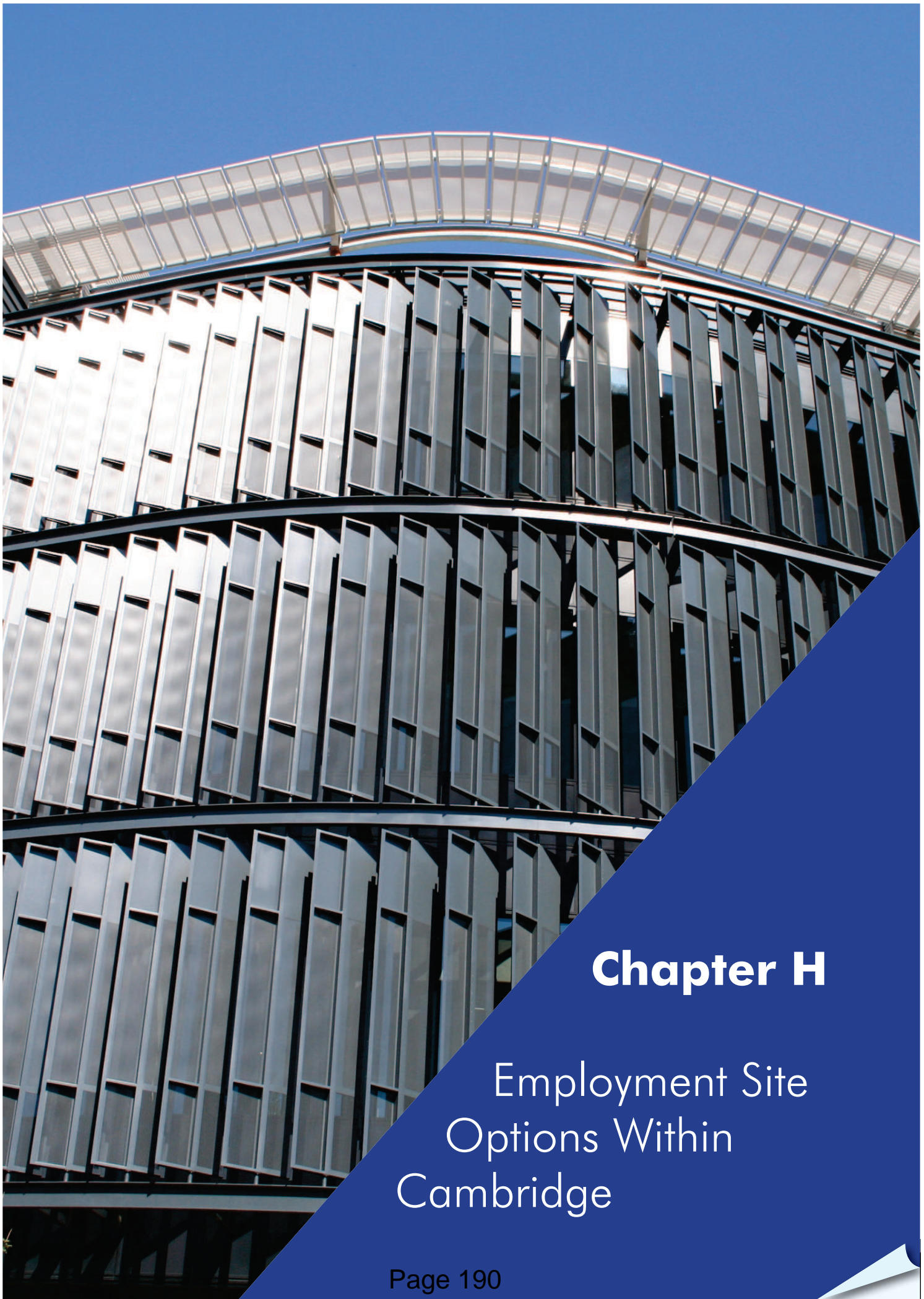
Pros:

- Mixed use area close to the City Centre and Hills Road Local Centre and facilities with potential for intensification and redevelopment including some office uses with ground floor retail to the front of the site and residential to the rear;
- Minimal infrastructure requirements; and
- Close to GP service, primary school and children's/teenagers play space.

Cons:

- Surface water flooding towards the centre of the site, possible to mitigate with careful consideration to site layout;

- The site is within an Air Quality Management Area, although it is not likely that there would be net worsening of air quality;
- Proximity to historic park/garden, Conservation Area and Buildings of Local Interest with potential for adverse impacts but capable of mitigation;
- There are narrow cycle lanes and high traffic volumes.



Chapter H

Employment Site Options Within Cambridge

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H. EMPLOYMENT SITE OPTIONS WITHIN CAMBRIDGE

Map 6: All employment site options within Cambridge



SITE NUMBER E1 – ORWELL HOUSE, ORWELL FURLONG

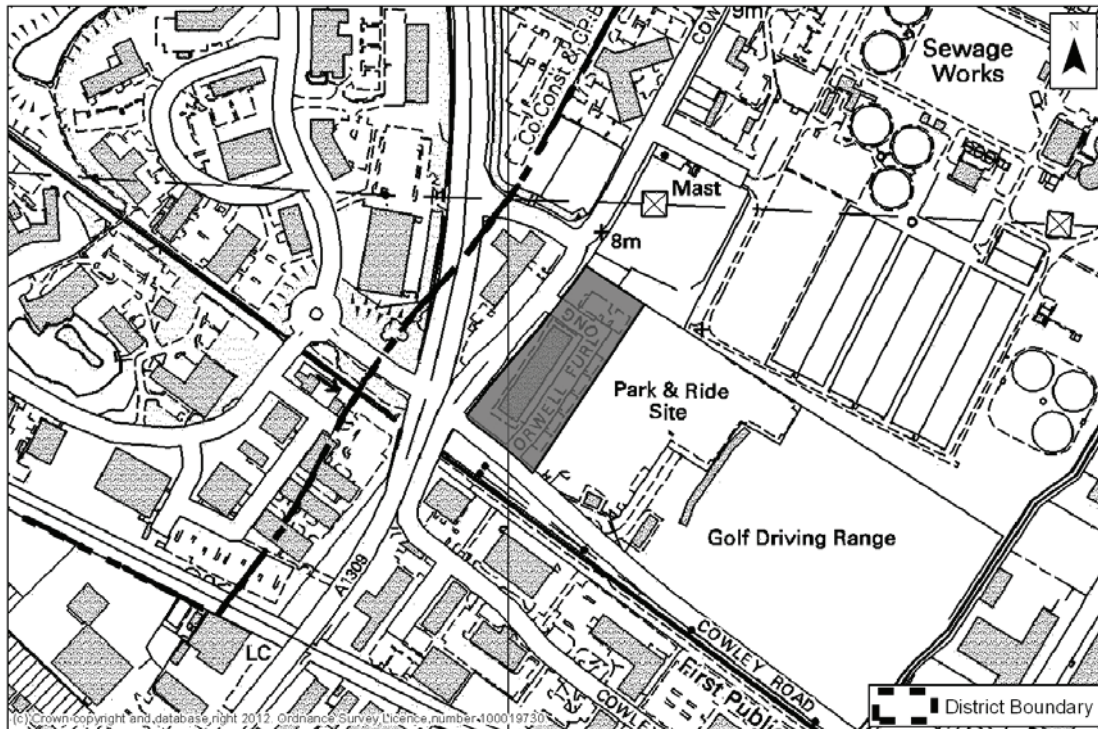
Ward: East Chesterton

Area: 0.99ha

Potential Capacity: Not applicable

Reference(s): Employment Land Review

SITE MAP



Description:

Orwell House is located immediately to the east of Cowley Road (near its junction with Milton Road) and is bounded to the east and north of the site by Orwell Furlong. It is located next to the western border of Cambridge Northern Fringe East proposals site. The site is currently being used as an office and day centre but its last permitted use was light industrial.

COMMENTS

Pros:

- Existing employment site;
- Potential for site to form part of a high quality employment led development, supporting a vibrant new employment centre, around the train station; and
- Area will be subject to significant public transport improvement with new Cambridge Science Park railway station and links to guided bus.

Cons:

- There are surface water flooding issues towards the centre of the site possible to mitigate with careful consideration to site layout; and
- This site falls within the Waste Water Treatment Works (WWTW) Safeguarding Area for the Cambridge WWTW (Minerals and Waste Local Development Framework Policy W7I), where it must be demonstrated that the proposed development will not prejudice the continued operation of the WWTW.

SITE NUMBER E2 – ST JOHNS INNOVATION PARK

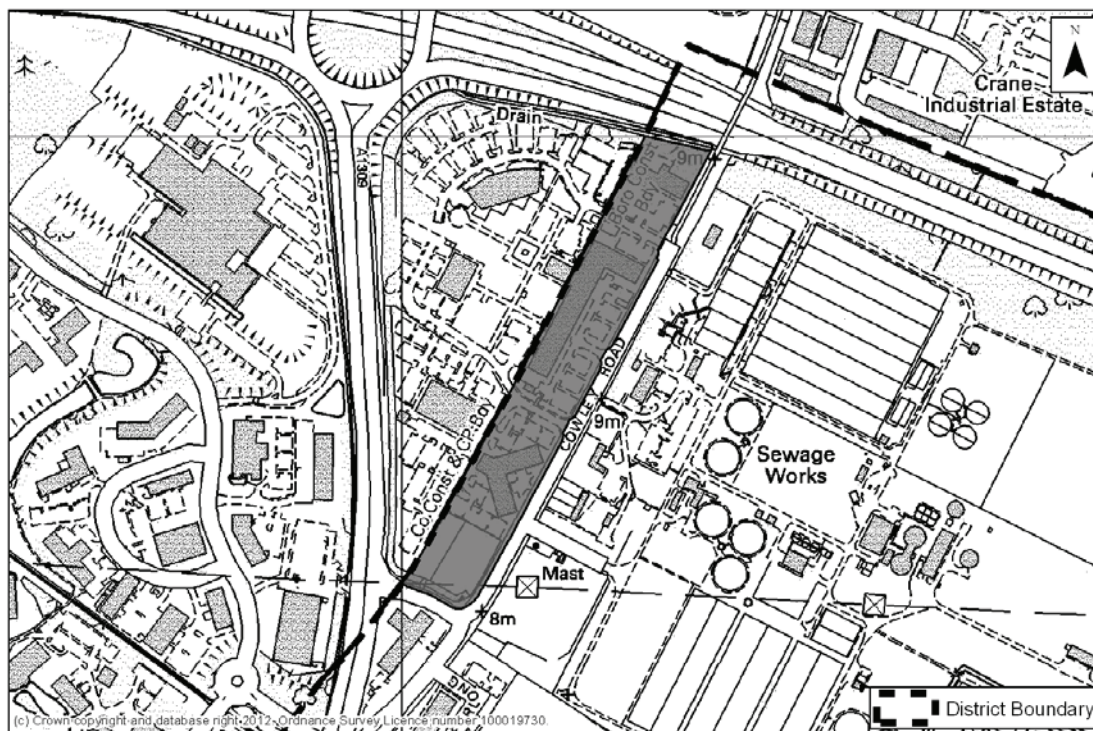
Ward: East Chesterton

Area: 3.15ha

Potential Capacity: Not applicable

Reference(s): Employment Land Review

SITE MAP



Description:

This site consists of a series of commercial buildings located to the west of the sewerage plant on Cowley Road. The site is bounded to the east by Milton Road, and to the north by the A14.

COMMENTS

Pros:

- Existing employment site;
- Potential for site to form part of a high quality employment led development, supporting a vibrant new employment centre, around the train station;
- Area will be subject to significant public transport improvement with new Cambridge Science Park railway station and links to guided bus.

Cons:

- This site falls within the Waste Water Treatment Works (WWTW) Safeguarding Area for the Cambridge WWTW (Minerals and Waste Local Development Framework Policy W71), where it must be demonstrated that

the proposed development will not prejudice the continued operation of the WWTW.

SITE NUMBER E3 – MERLIN PLACE

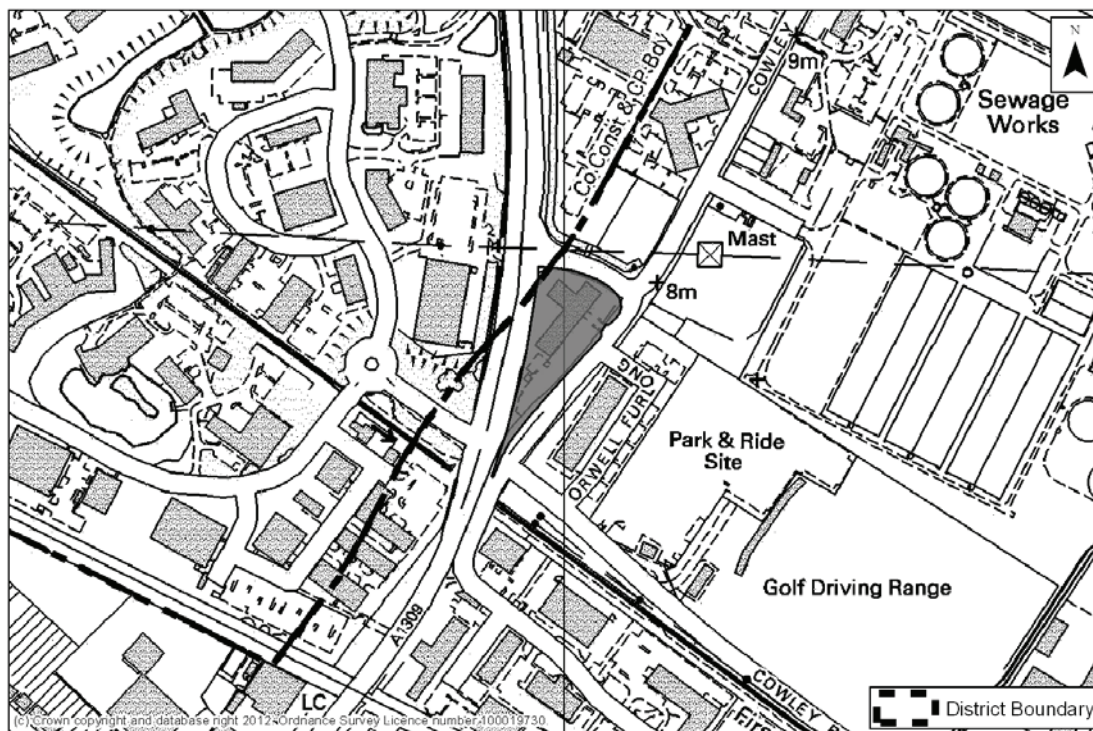
Ward: East Chesterton

Area: 0.59ha

Potential Capacity: Not applicable

SHLAA Reference(s): Employment Land Review

Site Map



Description:

This site consists of a series of commercial properties bounded by Milton Road to the west, the A14 to the north and by Cowley Road to the south and east.

COMMENTS

Pros:

- Existing employment site;
- Potential for site to form part of a high quality employment led development, supporting a vibrant new employment centre, around the train station; and
- Area will be subject to significant public transport improvement with new Cambridge Science Park railway station and links to guided bus.

Cons:

- There are surface water flooding issues towards the centre of the site, possible to mitigate with careful consideration to site layout; and
- This site falls within the Waste Water Treatment Works (WWTW) Safeguarding Area for the Cambridge WWTW (Minerals and Waste Local Development Framework Policy W71), where it must be demonstrated that

the proposed development will not prejudice the continued operation of the WWTW.

SITE NUMBER E4 – CHURCH END INDUSTRIAL ESTATE

Ward: Cherry Hinton

Area: 6.62ha

Potential Capacity: Not applicable

Reference(s): Employment Land Review and proximity to the Local Plan Issues and Options 2012 Opportunity Area – South of Coldham’s Lane

SITE MAP



Description:

Mixed industrial use site with some offices and a number of warehouses. Bounded by Rosemary Lane to the north, Church Lane to the east and Coldham’s Lane to the west. The southeast of the site is a residential area.

COMMENTS

Pros:

- Existing employment site; and
- Potential for intensification and upgrading as part of the wider opportunities in the area.

Cons:

- The distance from City Centre, Local Centre (Cherry Hinton High Street) or train station; and
- Only 25% of the site is within 400m of bus services that link to the city centre and other areas.

SITE NUMBER E5 – 1 AND 7-11 HILLS ROAD

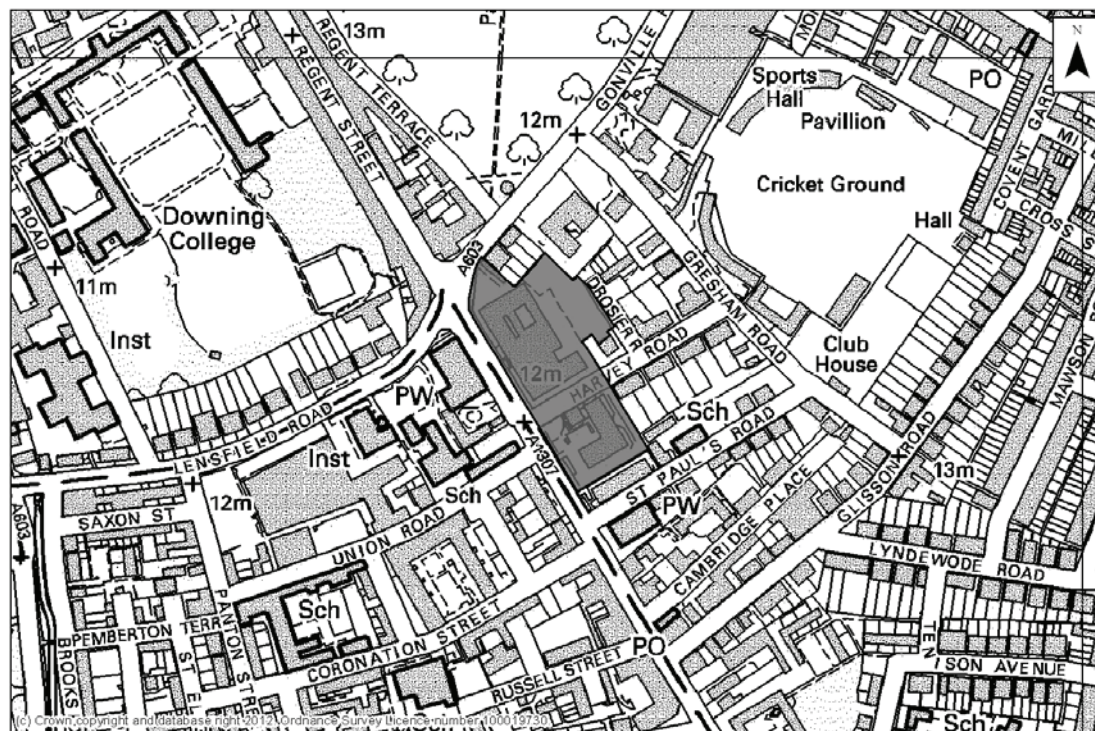
Ward: Trumpington

Area: 1.40ha

Potential Capacity: Not applicable

SHLAA Reference(s): Employment Land Review

SITE MAP



Description:

The site comprises two large office buildings, on either side of Harvey Road. They both lie on the eastern side of Hills Road. They are currently in office type uses with some University buildings. The surrounding area is mixed in character, with Hills Road predominantly commercial and Harvey Road predominantly residential.

COMMENTS

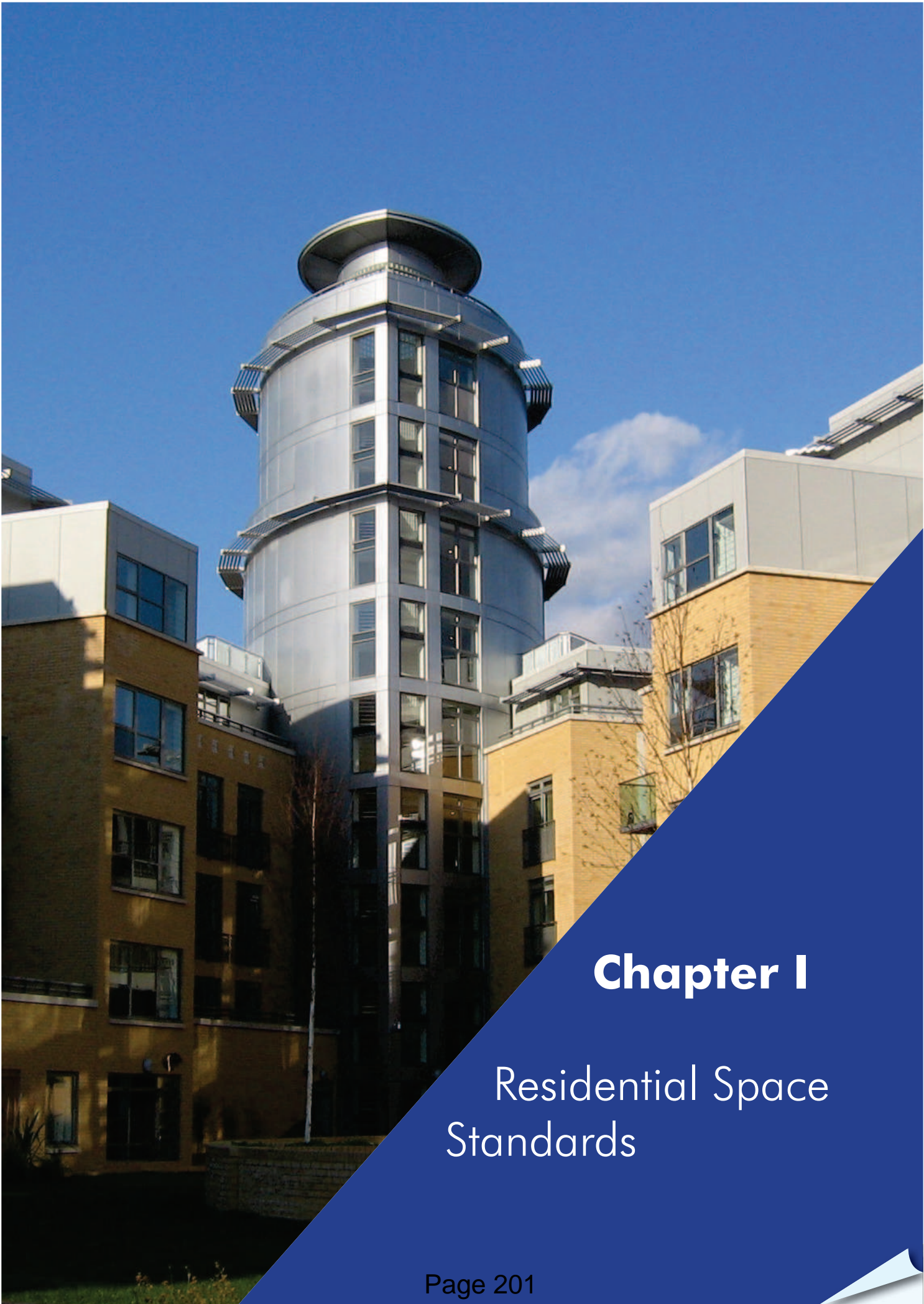
Pros:

- Existing employment site; and
- This is a sustainable location for high quality office development. There is potential for employment intensification on this site.

Cons:

- There are surface water issues on site, possible to mitigate with careful consideration to site layout;
- The site is adjacent to some Listed Buildings with potential for negative impacts capable of appropriate mitigation; and

- The site is within an Air Quality Management Area. Mitigation although it is not likely that there would be net worsening of air quality.



Chapter I

Residential Space Standards



I. RESIDENTIAL SPACE STANDARDS

Internal Space Standards

- I.1 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. It is recognised that many new developments are perceived to provide inadequate amounts of both internal and external amenity space. This issue could be addressed by drafting policies on minimum residential unit sizes and external amenity space.
- I.2 The current Local Plan does not include a policy setting out specific internal and external space requirements. However, the Council's current Affordable Housing Supplementary Planning Document specifies that Affordable Housing "should meet Housing Corporation Design and Quality Standards or any future replacement."¹ Historically, there has been very limited national guidance on the issues connected with space standards within and around the home. Whilst Planning Policy Statements provided support for the development of residential space and layout standards, paragraph 50 of 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.
- I.3 A number of options were put forward in the Issues and Options report consulted on during June and July 2012 for policy development on the basis that they outlined the most appropriate way to address this issue. These options were based on national guidance and research undertaken looking at policies set by other Local Planning Authorities. Option 106 proposed developing a policy, which sets out requirements for minimum standards based on bedspaces to be used for all new residential developments and conversions of existing dwellings to residential use. Option 107 suggested developing a new policy outlining the minimum internal floor space and storage space (in terms of gross floor area) for a range of dwelling types. Option 110 meanwhile proposed that the status quo be maintained, by taking the approach of not specifying either internal or external space standards and continuing to use the Homes and Communities Agency standards for all affordable housing delivered within the city. Analysis, responses and the preferred approaches to residential space standards are included in Appendix I of this document.

¹Cambridge City Council Affordable Housing Supplementary Planning Document, January 2008, Paragraph 26, Pages 10-11.

- I.4 The preferred approach is to follow Option 106 on internal space standards. However, within Option 106, following further research of existing standards across the country and consideration of developing a Cambridge-specific approach, it is considered that two main approaches on overall unit sizes require further consultation. Briefly, they comprise Option I.1 which originates from the London Housing Design Guide which informed the standards in the adopted London Plan (2011) (hereafter referred to as London Plan standards) and Option I.2, which stems from the Homes and Communities Agency Housing Quality Indicators (2008). As residential space standards are based on the amount of space needed for key items of furniture and circulation space within dwellings, a number of other Local Authorities have already set out their own space standards. Both the London Plan standards and the Homes and Communities Agency approach have been tested by Examination in Public and repeated use through the planning application process. Although the standards were originally developed for housing in London or for affordable housing, they are equally applicable for both private and affordable housing in Cambridge as they cover a full range of dwelling types and consider the amount of space needed by residents within their dwellings.
- I.5 The unit sizes within the Housing Quality Indicators are given as a range in order to allow some flexibility. The unit sizes provided through the Housing Quality Indicators system vary from those provided in the London Plan, with the largest differences exhibited in the largest dwelling types (11 square metres difference between the top end of the Housing Quality Indicators range and the London Plan standard). This could have an impact on the delivery of affordable housing where housing is being funded by grant funding for floorspace up to the level of the Housing Quality Indicator standards only. Additionally, as Housing Quality Indicators provide a range of unit sizes, the use of these unit sizes on a pan-tenure basis across Cambridge could mean that developers might choose to develop private housing at the lowest end of the range of unit sizes.
- I.6 The standards would be applied on a cross-tenure basis, which would allow for the same unit sizes to be applied across Cambridge on both private and affordable dwellings. The standards are intended to encourage provision of enough space in dwellings to ensure that homes can be used flexibly by a range of residents with varied needs. The standards also aim to ensure that sufficient storage can be integrated into units. It is also important to consider that these standards are expressed as minimum space standards. Housing which exceeds minimum dwelling sizes will always be encouraged, and in order to achieve certain design configurations, work within site constraints or deliver units to a particular segment of the housing market, designers and

developers may need to make early allowance to exceed the minimum gross internal area for that dwelling type.

Option I.1 Minimum Internal Space Standards for Residential Development

This option proposes a policy requiring the following minimum standards for the gross internal floor area of residential units based on bedspaces:

Designed occupancy	Dwelling Type	Unit size in square metres
Flats		
1 bedspace	Studio	37
2 bedspaces	1 bed flat	50
3 bedspaces	2 bed flat	61
4 bedspaces	2 bed flat	70
4 bedspaces	3 bed flat	74
5 bedspaces	3 bed flat	86
5 bedspaces	4 bed flat	90
6 bedspaces	4 bed flat	99
2 storey houses		
4 bedspaces	2 bed	83
4 bedspaces	3 bed	87
5 bedspaces	3 bed	96
5 bedspaces	4 bed	100
6 bedspaces	4 bed	107
3 storey houses		
5 bedspaces	3 bed	102
5 bedspaces	4 bed	106
6 bedspaces	4 bed	113
7 bedspaces	4 bed	123

In order to ensure reasonable living conditions, the following requirements will also be set out in the policy:

- Minimum bedroom sizes for single and double bedrooms respectively.
- Any room designated on plan as a study will need to be of at least the size of a single bedroom.
- Rooms will need to have a minimum headroom of 2.1 metres in order to allow for reasonable levels of storage and a sense of space. Any floorspace where the ceiling height is less than 2.1 metres will not count towards the gross internal floor area.

Applicants should state the number of bedspaces/occupiers a home is designed to accommodate rather than simply the number of bedrooms. When designing homes for more than six persons/bedspaces, developers should allow approximately 10 square metres per additional bedspace/person.

Option I.2 Minimum Internal Space Standards for Residential Development (Range of Unit Sizes)

This option proposes a policy requiring the following minimum standards for the gross internal floor area of residential units based on unit sizes outlined within the Homes and Communities Agency’s Housing Quality Indicators:

Designed occupancy	Dwelling Type	Unit size in square metres
Flats		
1 bedspace	Studio	30 - 35
2 bedspaces	1 bed flat	45 - 50
3 bedspaces	2 bed flat	57 - 67
4 bedspaces	2 bed flat	67 - 75
4 bedspaces	3 bed flat	67 - 75
5 bedspaces	3 bed flat	75 – 85
5 bedspaces	4 bed flat	75 - 85
6 bedspaces	4 bed flat	85 - 95
2 storey houses		
4 bedspaces	2 bed	67 - 75
4 bedspaces	3 bed	67 -75
5 bedspaces	3 bed	82 - 85
5 bedspaces	4 bed	82 - 85
6 bedspaces	4 bed	95 - 100
3 storey houses		
5 bedspaces	3 bed	85 - 95
5 bedspaces	4 bed	85 - 95
6 bedspaces	4 bed	100 - 105
7 bedspaces	4 bed	108 - 115

In order to ensure reasonable living conditions, the following requirements will also be set out in the policy:

- Minimum bedroom sizes for single and double bedrooms respectively.
- Any room designated on plan as a study will need to be of at least the size of a single bedroom.
- Rooms will need to have a minimum headroom of 2.1 metres in order to allow for reasonable levels of storage and a sense of space. Any floorspace where the ceiling height is less than 2.1 metres will not count towards the gross internal floor area.

Applicants should state the number of bedspaces/occupiers a home is designed to accommodate rather than simply the number of bedrooms. When designing homes for more than six persons/bedspaces, developers should allow approximately 10 square metres per additional bedspace/person.

Question I.1:

Which option do you prefer?

Question I.2:

Are there any points which have been missed and you feel should be added (perhaps even an entirely new option?)

External Amenity Space Standards

- I.7 Private amenity space can make an important contribution in improving the quality of life of the city's residents and supporting and enhancing local biodiversity. The National Planning Policy Framework sets out the need to seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings as one of the core planning principles in paragraph 17.
- I.8 Within the Issues and Options report, Option 108 proposed developing a policy setting out minimum space standards for private outdoor amenity space only. This would be based on the number of bedspaces within the dwelling and would exclude parking areas and turning spaces. Alternatively, Option 109 suggested the introduction of 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. Option 110 meanwhile proposed that the status quo be maintained, by taking the approach of not specifying either internal or external space standards and continuing to use the Homes and Communities Agency standards for all affordable housing delivered within the city.
- I.9 The recommendation is to pursue a combination of Options 108 and 109, setting out a flexible, criteria based approach to determine adequate provision of external amenity space for houses and flats. The criteria will include those issues considered to be most influential in the development management process.
- I.10 The rationale for pursuing a mixture of Options 108 and 109 is based on the varied nature of the city and the need to consider context flexibly. Cambridge has a number of areas of varying townscape character, with different densities, dwelling types and sizes, garden sizes and distances between dwellings. A universal approach to external amenity space would not necessarily be contextually suitable. As such, it is considered that a criteria-based approach based on key issues such as location and context, orientation, shape and size of amenity space and its usability, is the most appropriate way forward. Additionally, the number of bedspaces provided

by the dwelling will need to be considered in reaching an appropriate solution, providing space for seating, play space, drying and storage space. This approach provides flexibility in design solutions, allowing the local context to be considered.

- I.11 Whilst it is relatively straightforward to ascertain minimum standards for internal residential layout based on the size of standard items of furniture and the need for circulation space within dwellings, outdoor amenity area can also be configured in a similar manner. It is recognised that outdoor amenity space for dwelling units should provide sufficient space to accommodate a table and chairs suitable for the size of dwelling; and where relevant, a garden shed for general storage (including bicycles where no garage provision or cycle storage to the frontage of the dwelling is possible) and space for refuse and recycling bins; an area to dry washing; circulation space and an area for children to play in. However, dependent on the context of the dwelling and the character of the surrounding area, this external amenity space could range significantly in size. As such, beyond setting out the types of structures and activities expected to be accommodated within a garden or other form of external amenity space, it is not considered appropriate to be prescriptive about minimum garden/balcony depths. It is considered that prescribing a given minimum depth for gardens/balconies would give rise to difficulties in delivering housing on constrained sites. Where a site is constrained, it may still be possible to bring housing forward with more innovative and usable solutions to the delivery of external amenity space. Although a garden length of less than 10 metres might not necessarily constitute a reason to refuse planning consent, it is considerably more likely that an application might be refused where gardens lack privacy and/or usable and accessible space; is dominated by car parking; or is subject to an unreasonable level of overlooking or enclosure.

Option I.3: General Provision of External Amenity Space

This option sets out a flexible, criteria based approach to determine adequate provision of external amenity space for houses and flats.

All new residential units will be expected to have direct access to an area of private amenity space. The form of amenity space will be dependent on the form of housing and could include a private garden, roof garden, balcony, glazed winter garden or ground level patio with defensible space from any shared amenity areas. The following criteria will be considered when assessing whether appropriate amenity space has been provided:

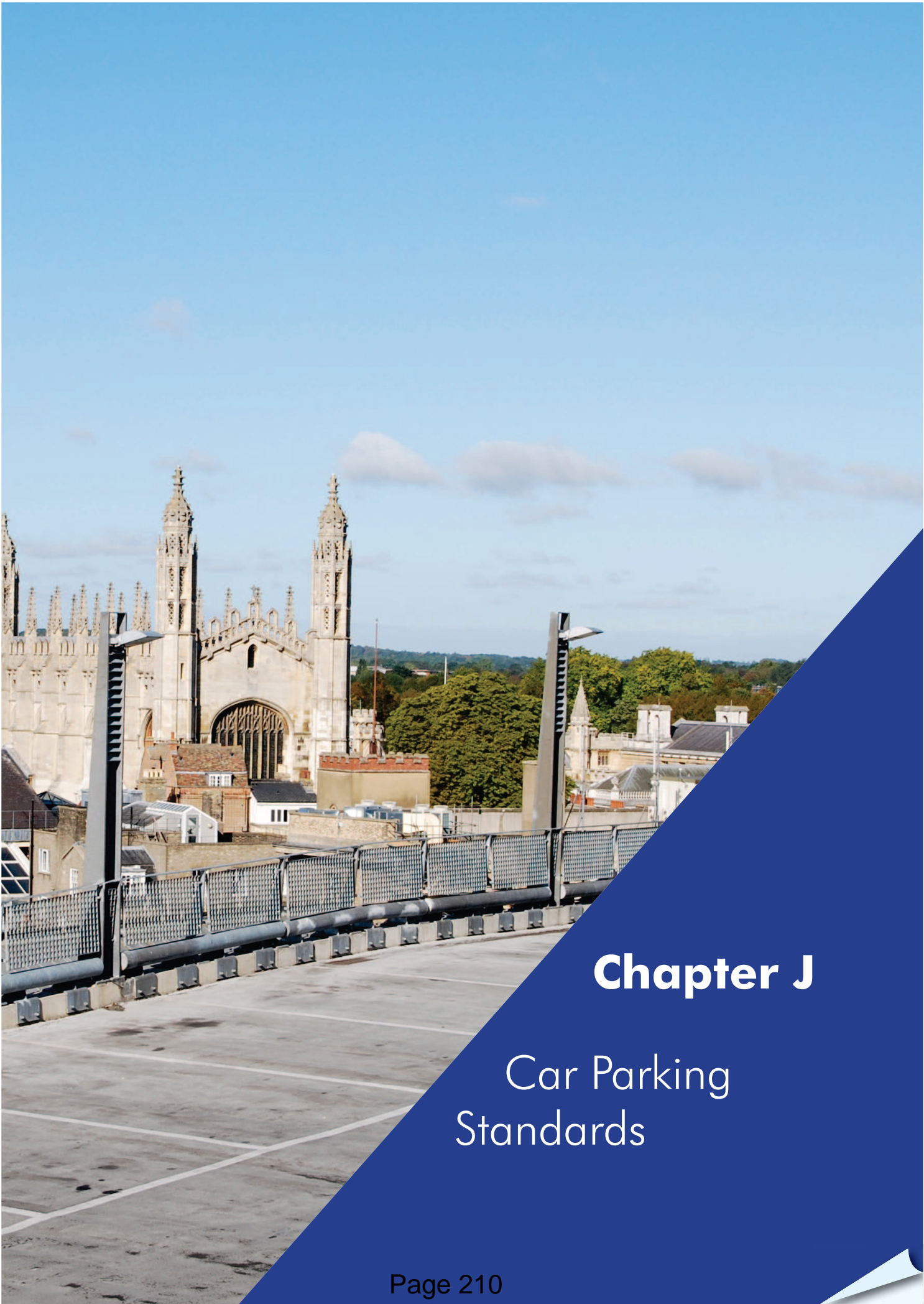
- Location and context of the development, including the character of the surrounding area;
- Orientation in relation to the sun at different times of year;
- Level of overlooking and enclosure impacting on the proposed dwelling and any neighbouring dwellings;
- Shape and size of the amenity space, including the access to that space and the practical usability of the space.

In terms of the usability of space, the policy will also need to make reference to the need to allow sufficient external amenity space to accommodate a table and chairs suitable for the size of dwelling; and where relevant, provision of a garden shed for general storage (including bicycles where no garage provision or cycle storage to the frontage of the dwelling is possible) and space for refuse and recycling bins; an area to dry washing; circulation space and an area for children to play in. In calculating how much space might be required, this will be based on bedspaces. External amenity space would not include car parking or turning areas. Suitable arrangements for access to refuse and recycling bins should be made, in order to prevent bins/bags being transported through dwellings.

One bedroom dwellings would not be expected to provide space for children to play, due to the low likelihood of children occupying these units. Larger dwellings would need to take space for children to play into account. In addition to private amenity space, developments with flats will need to provide high quality shared amenity areas on site to meet the needs of residents.

Question I.3:

Are there any points which have been missed and you feel should be added (perhaps even an entirely new option?)



Chapter J

Car Parking Standards



J. CAR PARKING STANDARDS

- J.1 Continued growth in car ownership, both locally and nationally, means that the provision of car parking at new developments remains a key factor in the success of the development. Too much parking can cause car dominance and make the environment less pleasant. Too little parking can have a similar effect, often resulting in indiscriminate on-street parking in and around the development.
- J.2 The National Planning Policy Framework and other national guidance on car parking standards¹ explain the importance of Local Authorities using local considerations to set parking standards for their area. The guidance states that parking levels, particularly at ‘origin’ destinations (i.e. residential development) should no longer simply attempt to reduce car ownership. A Local Plan should aim to limit car usage, not car ownership. It can do this through various policies, which can include requiring new developments to develop travel plans for their users.
- J.3 In particular, there is a need to align car parking standards with local circumstances such as car ownership levels and access to public transport, walking and cycling. There is also a need to allow for design flexibility within the standards. The size, mix and type of dwellings are important in setting the level of parking for a development.
- J.4 The three options put forward in the Issues and Options report proposed a number of ways of dealing with car parking. Option 186 proposed maintaining car parking standards from the 2006 Local Plan (Appendix C Car Parking Standards). Option 187 suggested new residential standards to factor in car ownership levels in developing new residential parking standards. Finally, Option 188 proposed completely new standards for all development.
- J.5 As a result of the responses to the consultation, in which support was spread across the three options, it is proposed that using all the options outlined is the best way forward. This involves setting completely new standards for new residential development, whilst keeping the current standards for all other development.

¹ Guidance includes Residential Car Parking Research by Communities and Local Government (2007), a Guidance Note on Residential Parking by the Chartered Institute of Highways Technicians (2012) and the Manual for Streets (Department for Transport, 2007).

- J.6 However, all the parking standards (residential and non-residential) should be subject to criteria that help developers consider the individual local circumstances of each new development when drawing up car parking provision. This will help to ensure that a more holistic view is taken on all car parking for new developments.
- J.7 The new car parking standards for Cambridge will be flexible, taking into account the design and locality of each individual development, and providing the correct and appropriate form of parking.
- J.8 Furthermore, this combination of options will build upon where the current standards are working well by continuing to keep the number of parking spaces low within commercial developments, whilst also testing and updating the standards for residential development.
- J.9 The proposed options will help ensure that car parking is not overprovided. Providing too much parking could be detrimental to the appearance of a development and could impact on the likelihood of people using more sustainable modes of transport. The options will allow for spaces for car clubs and Low Emission Vehicles to be incorporated into the policy. In addition, the standards will ensure that an appropriate number of disabled car parking spaces are provided at each new development.
- J.10 The maximums proposed for new residential development (Option J.1) have been devised using local and national car ownership levels, which have been projected towards the end of the plan period using Communities for Local Government guidance on residential car parking (2007), and applied to Cambridge. In addition to this, the location (whether new development is inside or outside a Controlled Parking Zone (CPZ)) has also influenced the maximums, with lower levels of parking required inside CPZs, in line with national guidance and the current policy approach.
- J.11 With this in mind, the options below set out the proposed car parking maximums for residential development (Option J.1) and non-residential development (Option J.2), along with the criteria that developers will be required to consider when setting levels of car parking at all new development (Option J.3). As a part of Option J.3, the proposed new garage dimensions for car, refuse and bicycle storage are also provided.

Option J.1: Residential car parking standards

The new maximum standards for new residential development inside and outside the CPZ are proposed to be:

Dwelling Size	Inside CPZ	Outside CPZ
Up to 2 bedrooms	The maximum car parking to be provided is 1 space per dwelling.	The maximum average car parking to be provided is 1.5 spaces per dwelling.
3 or more bedrooms	The maximum car parking to be provided is 1 space per dwelling.	The maximum car parking to be provided is 2 spaces per dwelling.

The above standards are not to be exceeded, except where exceptional circumstances can be demonstrated.

Provision lower than the maximum levels will continue to be possible, where it is deemed necessary and appropriate. The decision on what the levels and type of car parking provision will be subject to the criteria set out in Option J.3.

Visitor parking should continue to be provided at the current ratio of 1 space for every 4 units, and provision for service vehicles and car club vehicles should also be taken into account. When considering visitor parking, the criteria set out in Option J.3 should again be taken into account to ensure the provision for visitors is ample and adequately located.

Disabled parking will remain at the same levels indicated in the Cambridge Local Plan 2006.

Option J.2: Non-residential car parking standards

The maximum standards for non-residential standards from Appendix C of the current Local Plan (2006), Appendix 2, are proposed for continuation.

However, as with Option J.1, the level and type of parking provision at each development will again be subject to the criteria, set out in Option J.3.

Disabled parking will remain at the same levels indicated in the Cambridge Local Plan 2006.

Option J.3: Criteria based approach to addressing local circumstances

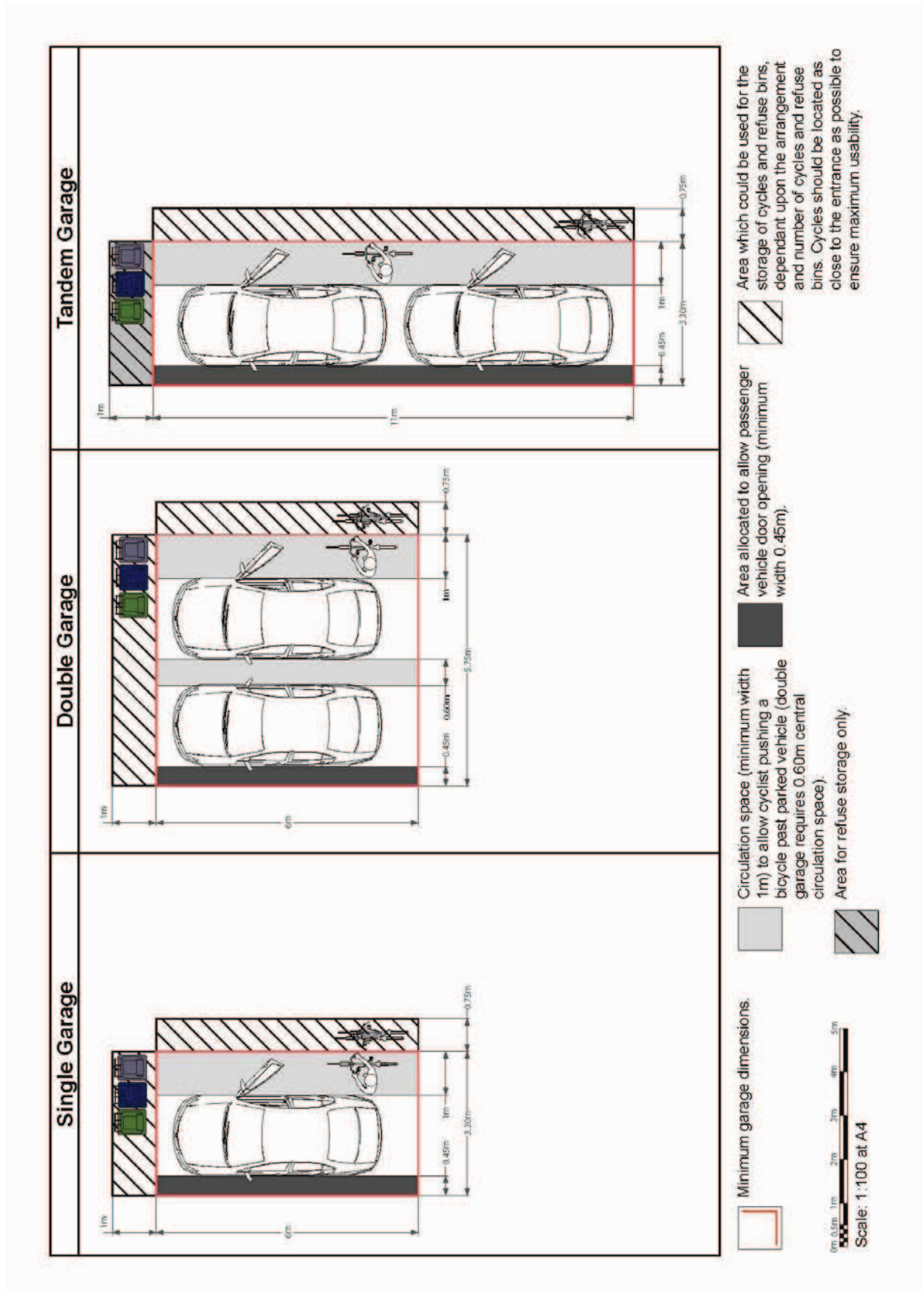
Although the stated maximum levels should not be exceeded for residential and non-residential development, provision of lower than the maximum levels of parking should be possible where it is deemed appropriate and necessary. The impact of new development upon the surrounding streets and transport network should be considered. To account for this, this option requires developers to address the following criteria when providing for car parking:

- The location of the development, in terms of its proximity to services accessible by non-car modes of travel (walking, cycling and high quality public transport routes);
- The type of development (fringe site, infill site etc.) – i.e. infill sites are much more likely to be located in areas with existing travel patterns, behaviour and existing controls, and may be less flexible;
- The type of development (housing or flats etc.) – Evidence shows that houses have higher car ownerships than flats, even if they have the same number of habitable rooms; and
- For major developments and developments that are likely to place significant increased demand for parking in an area, the current parking situation in surrounding should be considered, including the presence of parking controls; high demand for on-street parking and conflict with commuter parking. This would inform the setting of on-site parking levels within the development.

In addition to consideration of the number of spaces to be provided within a development, this option proposes new standards for the type and style of car parking provision, dependent on site characteristics. This will need to comply with best practice guidance and is proposed to include:

- A preference for on-plot provision where this is possible, particularly for houses;
- The required dimensions for on-plot parking spaces, such as single; double and tandem garages (Figure 2 below).

Figure 2: Garage Dimensions



Question J.1

Do you agree with the new residential car parking maximum standards?

Question J.2

Do you agree with maintaining the non-residential car parking standards as they appear in the Cambridge Local Plan 2006?

Question J.3

Where it is feasible, should the parking maximums for certain non-residential uses be expressed as 'spaces per staff' as opposed to spaces per Gross Floor Area (GFA)? For example, this could be the case for new development comprising office uses.

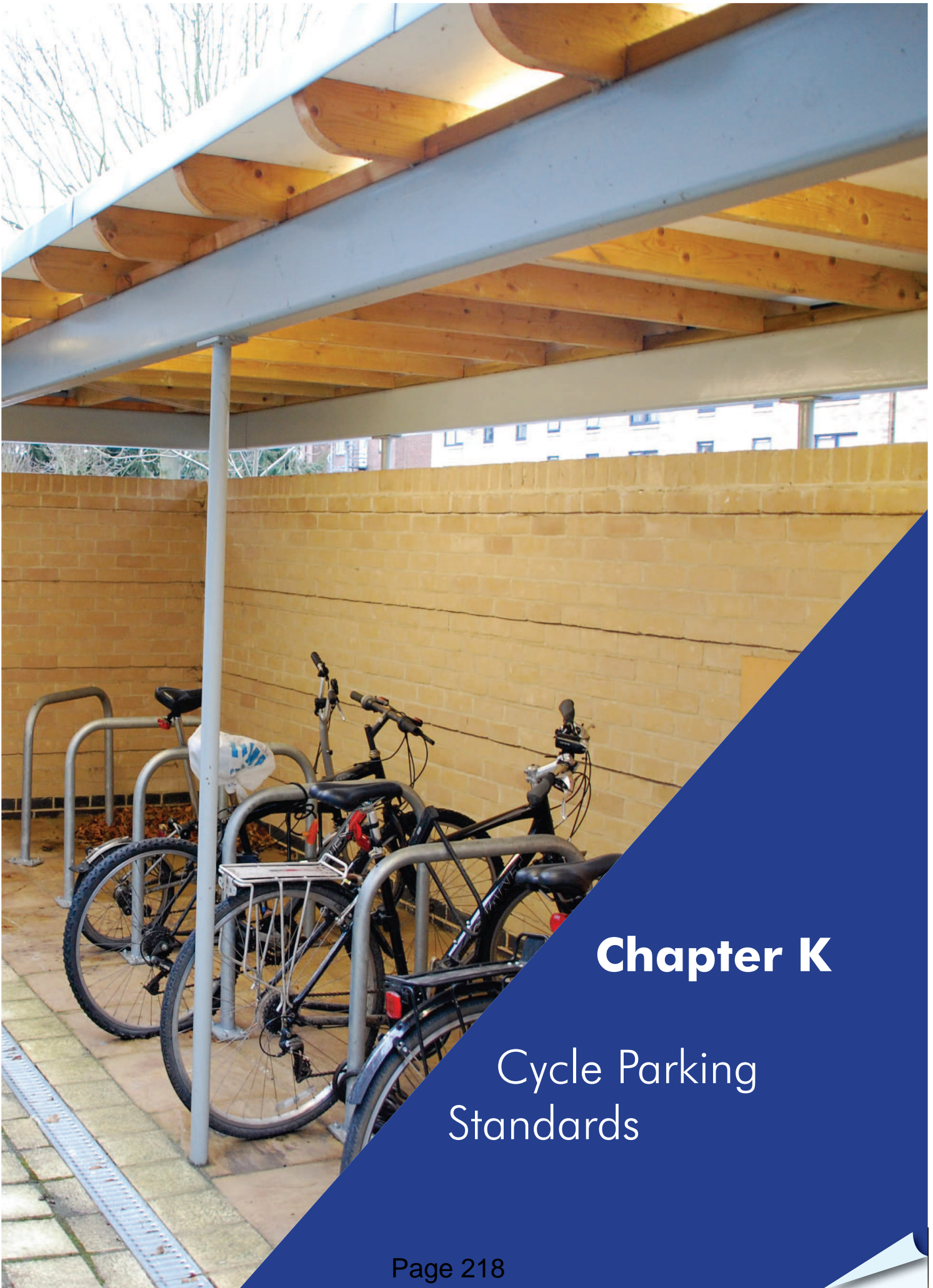
Question J.4

Do you agree with the criteria set out in Option J.3?

Question J.5:

Are there any points which have been missed and you feel should be added (perhaps even an entirely new option?)

Appendix K. Analysis, responses and preferred approach to cycle parking standards, plus summaries of representations received



Chapter K

Cycle Parking Standards



K. CYCLE PARKING STANDARDS

- K.1 In order to accommodate and promote high levels of cycling in Cambridge, the appropriate facilities and infrastructure need to be in place. A key aspect of cycle infrastructure is secure cycle parking. Provision of cycle parking remains a big issue in Cambridge, and the Local Plan will have a policy and a set of parking standards aimed at ensuring the best possible cycle parking will be provided at new developments.
- K.2 Two options on cycle parking were consulted on in the Issues and Options report. These were option 191 (Location, Design and Quality) and Option 192 (Update the cycle parking standards in the current Local Plan (2006)). These options would allow for appropriate levels and types of cycle parking at new developments. Both options were strongly supported during consultation.
- K.3 It is recognised that there is a significant shortage of cycle parking in certain areas of the city, including the central area, railway station and areas of predominantly terraced housing. The redevelopment of the station area has provided the opportunity to deliver a new cycle park. The options should ensure that opportunities to meet existing and future demand are taken, whenever possible.
- K.4 The City Council's Cycle Parking Guide for New Residential Developments (2009) was produced in order to address the issues of quality and convenience of cycle parking at new development. This document has been used as a starting point for the development of the options for this consultation. Responses to the Issues and Options consultation (summer 2012) indicated that the quality and convenience of cycle parking at new developments not always been of the appropriate standard. This issue needs to be addressed, meeting the stated aims of the National Planning Policy Framework, which put the balance in favour of sustainable transport modes and giving people a real choice about how they travel.
- K.5 Alongside updating the policy and standards to accord with the Cycle Parking Guide for New Residential Developments (and any subsequent update), further changes are proposed. For example, it is agreed that provision should distinguish between the needs of staff and visitors, and for retail development should distinguish between areas of the city with regards level of cycle parking provision needed.
- K.6 The proposed new standards are set out below. The Cycle Parking Guide for New Residential Development (2009) forms the basis for these standards. However, there have been further updates to these, with changes made based on advice from best practice and also the most recent cycling modal share figures.

Option K.1: Cycle Parking Standards

This option proposes new cycle parking standards for Cambridge, taking into account the most recent local and national guidance.

The new standards will:

- Reflect the design and dimensions for cycle parking, as set out in the City Council's Cycle Parking Guide for New Residential Development and other best practice guidance;
- Reflect the new single; double and tandem garage dimensions, as shown in Figure 3.

Residential cycle parking should be:

- Located in a purpose built area at the front of the house or within a garage;
- Only located within a rear garden if locating it at the front of the house is shown to not be in keeping with the character of the surrounding area, and there is no garage provision;
- At least as convenient as the car parking provided.

Cycle parking for non-residential development should include:

- Parking for employees in a convenient, secure and covered location. Access to cycle parking should be as close as is practical to staff entrances, and closer than non-disabled staff car parking;
- Short stay cycle parking, e.g. for visitors or shoppers, should be located as close as possible to the main entrances of buildings (no more than 10 meters) and should be subject to natural surveillance. For larger developments, covered cycle parking should be considered;
- Reference to staff or students should be taken to mean the peak number expected to be on site at any one time.

All cycle parking should minimise conflicts between cycles, motor vehicles and pedestrians.

In addition to the above, it is proposed that some flexibility could be applied to applications of the standards, in the following instances:

- Where strict adherence to the standards for a mixed use site is likely to result in duplication of provision;
- For the historic core area of the city, where constraints may make application of the standards difficult for change of use or refurbishment.

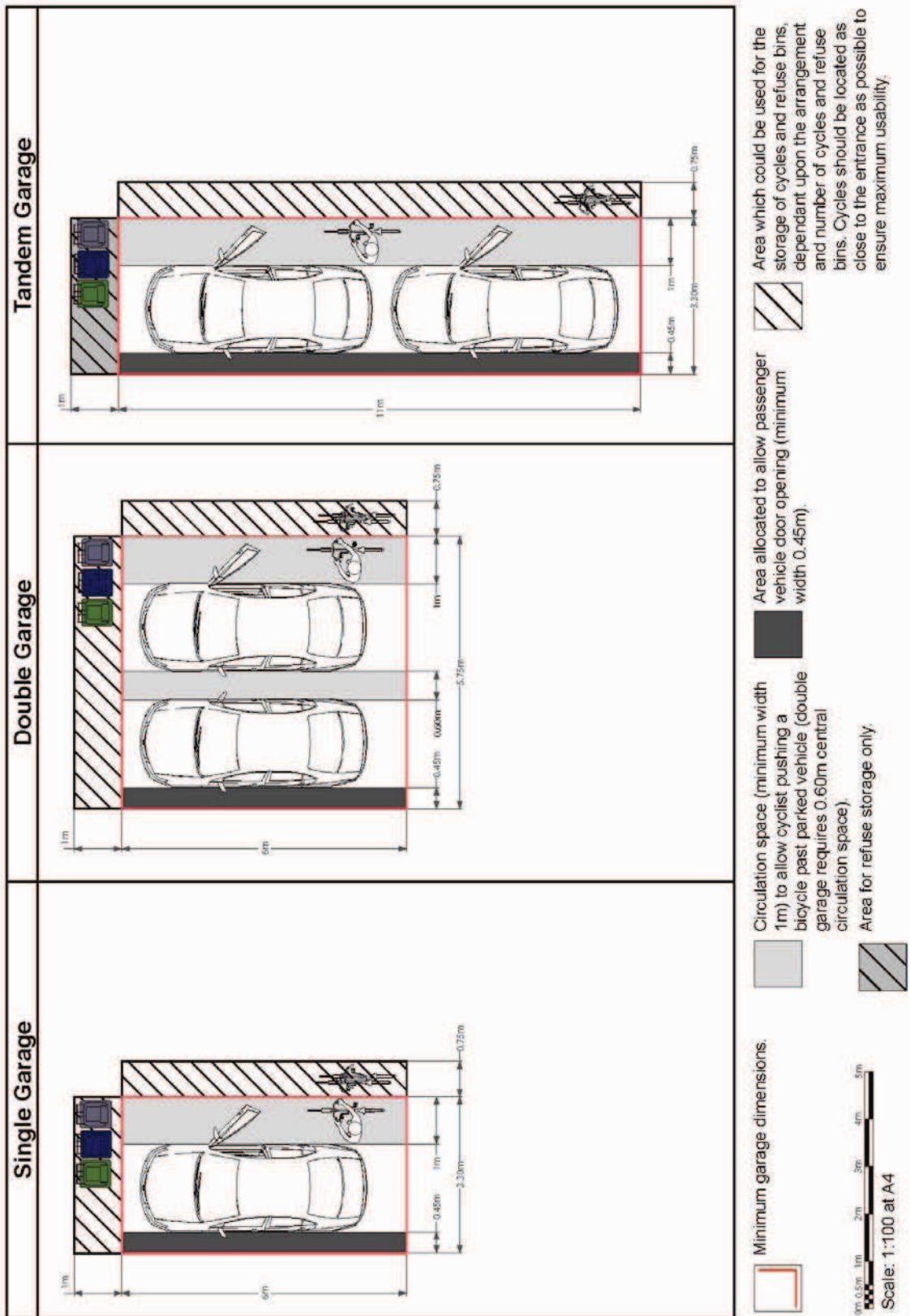
In instances where part of a site with a known shortfall in cycle parking is redeveloped, provision in excess of the standards will be strongly recommended.

TYPE OF DEVELOPMENT	NUMBER OF SPACES
Residential	
Residential dwellings	<p>1 space per bedroom up to 3 bedroom dwellings</p> <p>Then 3 spaces for 4 bedroom dwellings, 4 spaces for 5 bedroom dwellings etc</p> <p>Visitor cycle parking next to main entrances to blocks of flats</p> <p>Visitor cycle parking in the form of a wall ring/bar or Sheffield stand at the front of individual houses where cycle parking provision is located in the back garden</p>
Guesthouses and hotels	<p>1 space for every 3 members of staff</p> <p>2 spaces for every 10 bedrooms</p> <p>Outside the Historic Core area (as defined in the Historic Core Conservation Area Character Appraisal), this should include space for cycle hire</p>
Nursing homes	<p>1 space for every 3 members of staff</p> <p>1 visitor space for every 10 residents</p>
Retirement homes / sheltered housing	<p>1 space for every 3 members of staff</p> <p>1 space for every 6 residents and 1 visitor space for every 10 residents</p>
Student residential accommodation, residential schools, college or training centre	<p>1 space per 2 bed spaces within Historic Core Area</p> <p>2 spaces per 3 bedspaces for the rest of the city</p> <p>1 space for every 3 members</p>

	of staff 1 visitor space per 5 bedspaces
Hospitals	1 space for every 3 members of staff 2 visitor spaces per consulting/treatment room 1 visitor space for every 10 bedspaces
RETAIL, CULTURE, LEISURE AND SPORTS USES	
Food retail	1 space for every 3 members of staff and 1 visitor space per 25m ² in the City Centre or Mill Road District Centres. For the rest of the city, 1 space for every 3 members of staff and 1 visitor space per 50m ² up to 1500m ² , thereafter 1 space per 100m ²
Non-food retail	As above
Financial and professional services	1 space per 3 members of staff + some visitor parking (on merit)
Food and drinks	1 space for every 3 members of staff 1 short stay space for every 10m ² of dining area in the historic core area 1 short stay space for every 15m ² for the rest of the city
Museums, Exhibition venues	1 space for every 3 members of staff Some visitor parking on merit
Sports and recreational facilities and swimming baths	1 space for every 3 members of staff 1 space for every 25 m ² net floor area or 1 space for every 10m ² of pool area and 1 for every 15 seats provided for spectators
Places of assembly, including cinema, theatre,	1 space for every 3 members

stadia, auditoria and concert halls	of staff 1 visitor space for every 4 seats
Place of worship, public halls and community centres	1 visitor space per 15m ² of public floor area
BUSINESS USES	
Offices	1 space for every 3 members of staff Some visitor parking on merit
General Industry	1 space for every 3 members of staff Some visitor parking on merit
Storage and other B class use classes	On merit
NON-RESIDENTIAL INSTITUTIONS	
Clinics and surgeries	1 space for every 3 members of staff and 2 spaces per consulting room
Non-residential schools	1 space for every 3 members of staff Cycle spaces to be provided for 50% of primary school children, and 75% of secondary school children to include a scooter parking area
Non-residential higher and further education	1 for every 2 members of staff Cycle parking for 70% of students based on anticipated peak number of students on site at any one time
Crèches and nurseries	1 space for every 3 members of staff 1 visitor space per 5 children A secure area to be provided for the parking of cargo bicycles/trailers

Figure 3: Garage Dimensions



Question K1:

Do you agree with the new cycle parking standards?

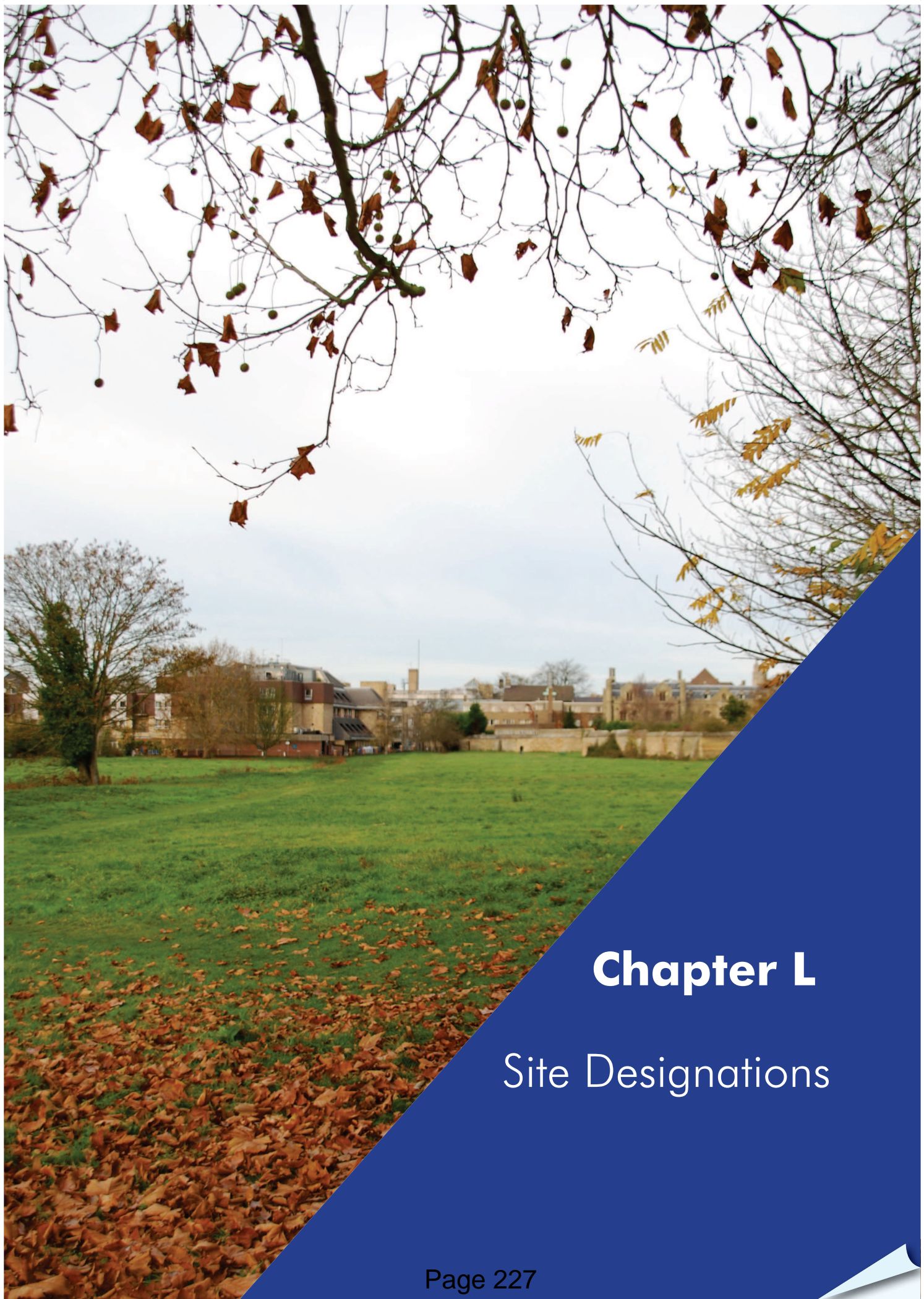
Question K2:

Do you think there should be a separate standard requiring cycle parking at parks, open spaces and allotments?

Question K3:

Are there any points which have been missed and you feel should be added (perhaps even an entirely new option?)

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Chapter L

Site Designations



L. SITE DESIGNATIONS

Introduction

- L.1 As part of preparing new Local Plans, we are required to indicate land-use designations on a proposals map and identify areas where it may be necessary to limit freedom to change the use of buildings, and support such restrictions with a clear explanation. The current Proposals Map (October 2009) shows a number of designations for land, which are linked to policies in the Cambridge Local Plan 2006. In drawing up the new Local Plan, we are taking the opportunity to consult on various designations at this early stage. For example, designations include Protected Open Spaces.
- L.2 A number of existing designations are not the subject of this consultation process due to the separate processes for designation of these areas. Conservation Areas and Sites of National and Local Nature Conservation Importance are also shown on the Proposals Map. Sites of National and Local Nature Conservation Importance include Sites of Special Scientific Interest (SSSIs), Local Nature Reserves, County Wildlife Sites and City Wildlife Sites. The boundaries and locations of these areas will still be shown on the Proposals Map accompanying the new Local Plan.
- L.3 The Proposals Map also indicates a number of planning constraints, including the Lord's Bridge Consultation Area, the Air Public Safety Zone and Flood Risk Zones. These constraints are set by external organisations and have implications for the ongoing operation of the Mullard Radio Astronomy Observatory at Lord's Bridge and Cambridge Airport; and the safety of residents and the quality of the environment respectively. These constraints do not form part of this consultation.
- L.4 Many of the designations are carried through from the Cambridge Local Plan 2006. However, since the adoption of the Cambridge Local Plan 2006, a number of background studies have been undertaken, which provide the evidence base for amending existing designations and proposing further designations.
- L.5 The subsequent sections of this document are set out by designation. Each section discusses the background to the relevant designation and is linked to an annex which includes a table setting out the sites for designation and a number of maps showing the sites. The annexes to this document are as follows:
- Protected Industrial Sites - Annex L1;
 - District and Local Centres - Annex L2;
 - Protected Open Spaces - Annex L3.

Following consultation, designations will be taken forward on the new Proposals Map and in the draft Plan.

Protected Industrial Sites

L.6 The Cambridge Local Plan (2006) currently protects existing land in industrial use to ensure an appropriate supply. Policy 7/3 of the Local Plan 2006 seeks to protect sites currently in industrial or storage use from development that results in the loss of industrial or storage floorspace. The objective of the policy is to maintain a diversity of employment opportunities and a full range of services in Cambridge. In identified protected industrial/storage sites, development that results in the loss of industrial or storage floorspace is not allowed. In the rest of the city, development that results in the loss of industrial or storage floorspace is only permitted if certain criteria are satisfied. The Cambridge Local Plan 2006 designates 10 sites as Protected Industrial Sites.

L.7 Having considered the findings of the Council's Employment Land Review 2008, the Employment Land Review Update 2012 and the Cambridge Cluster at 50 study, the Issues and Options report (June 2012) presented the following three options for how to take forward the policy of protection of industrial and storage space:

- Continue with the policy unamended (Option 125);
- Delete all identified protected sites and use the criteria based approach across the whole city (Option 126);
- Amend the policy to encourage other forms of employment development, where appropriate (Option 127).

The two new options were introduced to help evaluate whether a more flexible approach would be more appropriate when considering protection of industrial and storage space in Cambridge.

L.8 At this stage in plan making, the Council is consulting upon potential changes to Protected Industrial Sites. Both Issues and Options stages of consultation will help inform the Council in drawing up the policy approach on industrial/storage sites for the draft submission Local Plan.

L.9 The proposed Protected Industrial Sites are provided in Annex L1.

District and Local Centres

L.10 Cambridge is a sub-regional shopping centre with a hierarchy of centres. These centres are set out in the Cambridge Local Plan 2006 and comprise the City Centre

and a number of District and Local Centres. All of these centres are identified on the Proposals Map (October 2009) along with Primary Shopping Frontages within the City Centre. Shopping policies in the Cambridge Local Plan 2006 seek to enhance the vitality and viability of the City Centre and support the role of the District and Local Centres, rather than proposing major retail expansion. The current Local Plan (2006) describes District Centres as a ‘group of shops, separate from the town centre, usually containing at least one food supermarket or superstore, and non-retail services such as banks, building societies and restaurants.’ Local Centres are also typified within the Local Plan (2006) as a ‘small grouping usually comprising a newsagent, a general grocery store, a sub-post office and occasionally a pharmacy, a hairdresser, and other small shops of a local nature.’ District and Local Centres serve an important function, providing people with the ability to shop close to where they live and work. They help to meet day-to-day needs, thus reducing the need to travel and dependence on the car. Change of use within these centres from A1 to A2 – A5 uses is only permitted where the percentage of A1 uses does not fall below 60%. Change of use of A1 to other non A uses is only permitted in exceptional circumstances.

- L.11 The National Planning Policy Framework (paragraph 23) states that, in drawing up Local Plans, Local Planning Authorities should define a network and hierarchy of centres that is resilient to anticipated future economic changes. It also requires that authorities define the extent of town centres and primary shopping areas, based on a clear definition of primary and secondary frontages in designated centres, and set policies that make clear which uses will be permitted in such locations.
- L.12 The Council has carried out a shopping survey of the City Centre, existing District and Local Centres and any other groupings of shops or services, which may be suitable for future designation. The survey was carried out between November 2011 and June 2012. The survey has been carried out on a regular basis for many years and is an informal working document used by officers.
- L.13 At this stage in plan making, the Council is consulting upon potential changes to District and Local Centres. Evidence is still being gathered in relation to the City Centre, as the Retail Study is being updated, and this will be included within the draft submission Local Plan, which will be subject to consultation.
- L.14 The Issues and Options Report consulted upon in June and July 2012 set out a number of options on the hierarchy of centres. There was no clear favourite between these options in the consultation responses received (Options 25 and 26). At this stage, the consultation will look at all existing and potential District and Local Centres.

- L.15 The tables and maps in Annex L2 show the proposed District and Local Centres and a range of changes to the existing boundaries.

Protected Open Spaces

- L.16 An essential part of the character of Cambridge is formed by the city's open spaces and grounds surrounding historic buildings. Protected open spaces may be in public ownership, but many are part of the colleges of the University of Cambridge. These green spaces are vital for many reasons, including health and well-being, leisure and sporting activity, and biodiversity. With increasing pressure for development in the city, it is particularly important that green spaces are protected and enhanced and that new open spaces are created and protected. New residential development is required to provide open space in accordance with standards set out in Policy 3/8 of the Cambridge Local Plan 2006. Existing open space of environmental and/or recreational importance is protected from development by Policy 4/2 of the Cambridge Local Plan 2006. It is proposed that these extant policies will be replaced by similar policies in the Cambridge Local Plan Towards 2031.
- L.17 Providing an update on the Cambridge Local Plan 2006 and the Open Space and Recreation Strategy 2006, an assessment of over 300 open spaces within the city was undertaken in 2011 and contributed towards the development of the adopted Open Space and Recreation Strategy 2011. This strategy and the survey work provides a detailed understanding of the quantity and quality of existing provision of different forms of open space, including sports pitches, amenity, green space, parks and gardens, allotments, children's play space and natural and semi-natural green spaces. The strategy was subject to public consultation from 25 July to 2 September 2011 and was adopted by the Council at Environment Scrutiny Committee on 4 October 2011. It was produced in line with the requirements of the then extant Planning Policy Guidance Note 17: Planning for Open Space, Sport and Recreation (2002), but is also considered to be in conformity with the requirements of the National Planning Policy Framework (2012).
- L.18 The National Planning Policy Framework (paragraphs 73 and 74) states that planning policies should be based on robust and up-to-date assessments of need for open space, sports and recreation facilities and opportunities for new provision. The assessment should identify specific needs and quantitative or qualitative deficits or surpluses of open space. Existing open space, sports and recreation buildings and land, including playing fields, should not be built on unless assessment has shown that the site is surplus to local requirements; the site would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or the development is for alternative sports and recreational provision, which clearly outweighs the loss.

- L.19 The Issues and Options report included Option 164 – Protection of open space allows for the continuation of the Council’s existing policy approach to protecting open spaces by reason of their environmental and/or recreational importance.
- L.20 The sites are listed and mapped in Annex L3. The sites include allotments, amenity greenspaces, cemeteries and churchyards, civic spaces, spaces for children and young people, natural and semi-natural green spaces, parks and gardens and outdoor sports facilities.

Local Green Spaces

- L.21 In addition to the Council’s assessment of open spaces for protection, paragraphs 76 – 78 of the National Planning Policy Framework state that areas of green space that are considered to be of particular importance to local communities can be designated as Local Green Space. Local Green Spaces should only be designated when a plan is prepared or reviewed, and should be capable of enduring beyond the plan period. These sites would be afforded similar protection to Green Belt status. To be designated as a Local Green Space, sites must meet the following criteria:
- Where the green space is in reasonably close proximity to the community it serves;
 - Where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
 - Where the green area concerned is local in character and is not an extensive tract of land.
- L.22 The Council is requesting suggestions for sites to be designated as a Local Green Space. All sites put forward should meet the above criteria. Any sites submitted for designation as Local Green Space during consultation will be subject to further assessment by officers to confirm the site’s suitability for designation for this purpose.

Question L.1:

Are there any open spaces within Cambridge, which should be considered for designation as Local Green Space?

If you would like to put forward any sites for designation as Local Green Spaces, please provide a map to accompany your comments, if possible.

ANNEX L1: PROTECTED INDUSTRIAL SITES

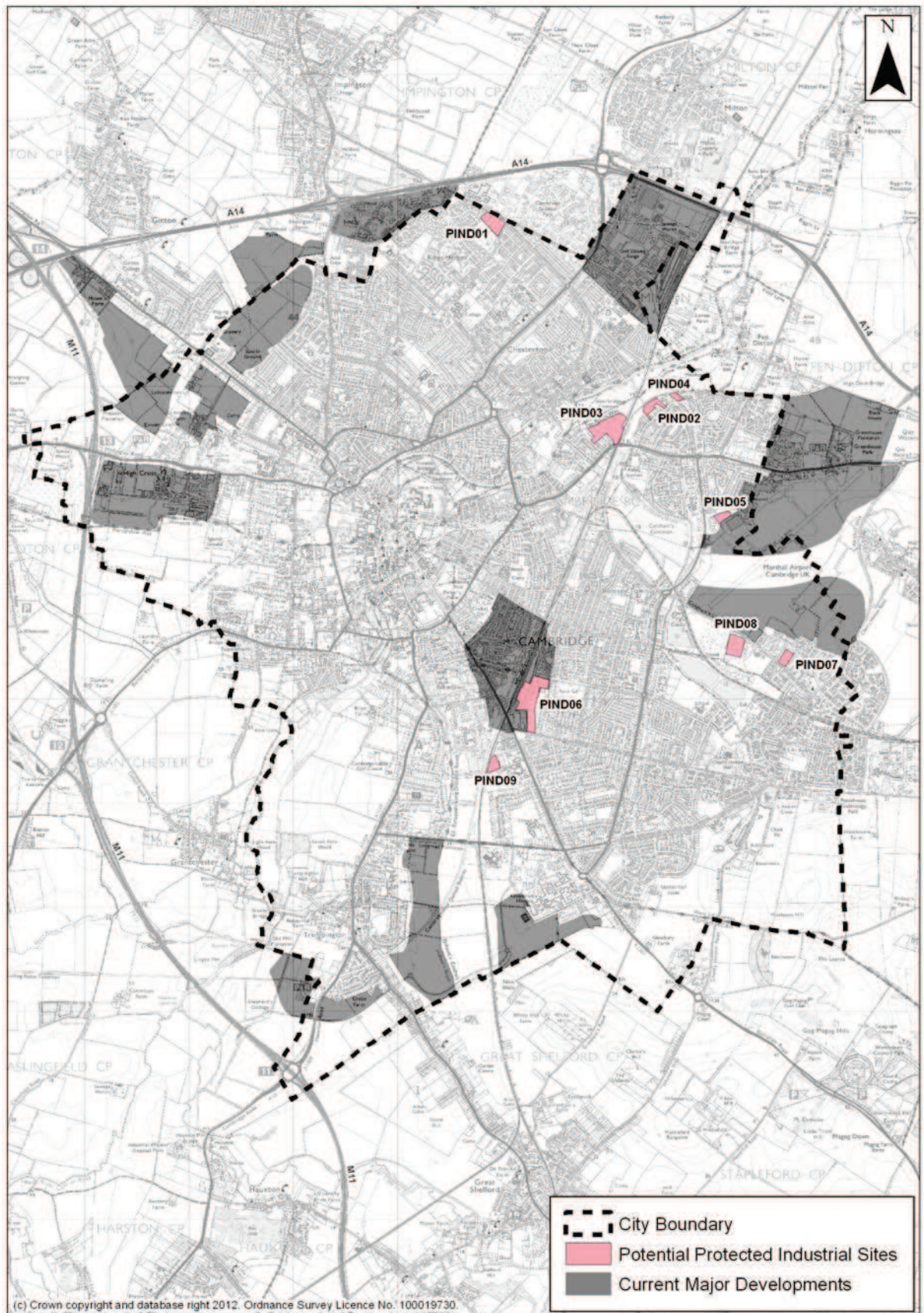
This Annex includes 10 Protected Industrial Sites, one of which is proposed for removal. The Protected Industrial Sites and changes proposed are listed below in Table L1.1. The Protected Industrial Sites are shown on two maps, one map that provides an overview of all the Protected Industrial Sites and one map which shows PIND10 Jedburgh Court, which is proposed for removal from the group of Protected Industrial Sites.

Table L1.1: Protected Industrial Sites

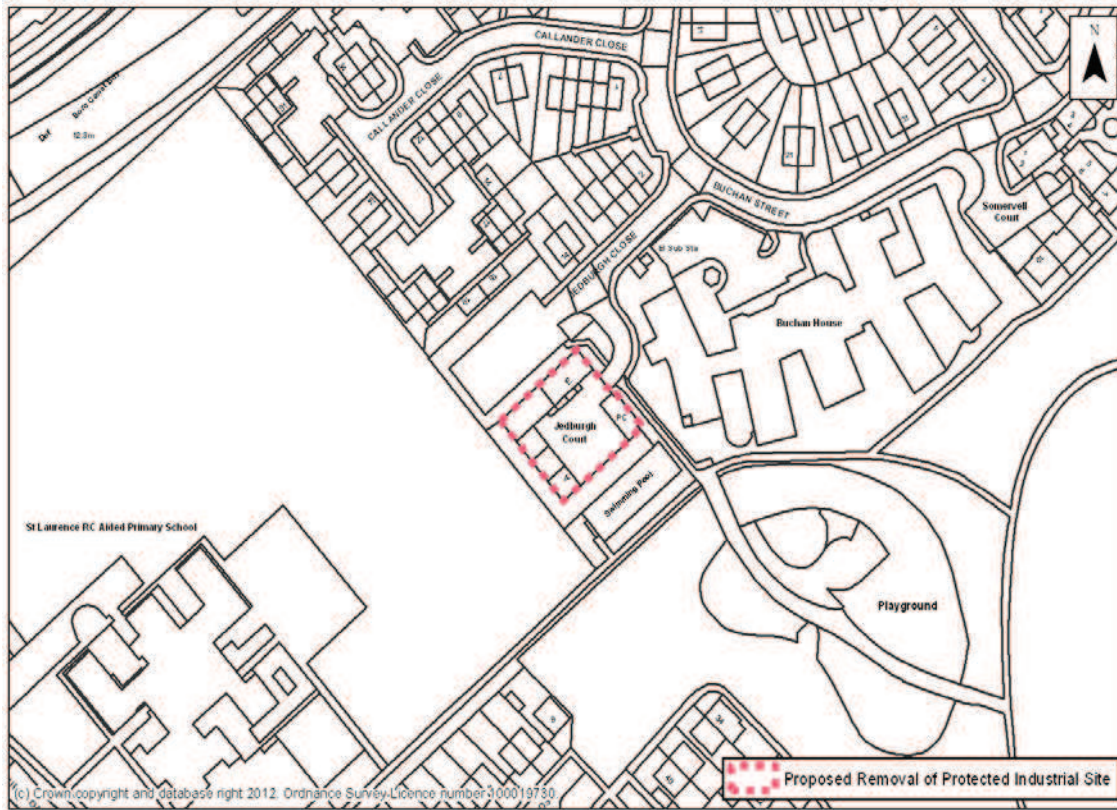
Site No.	Site Name	Ward	Reason for change
No change to designation proposed			
PIND01	Kings Hedges Road - Kirkwood Road/Kilmaine Close	King's Hedges	Not applicable
PIND02	Ditton Walk (North) - Beadle Industrial Estate	Abbey	Not applicable
PIND03	Mercers Row Industrial Estate	Abbey	Not applicable
PIND04	Ronald Rolph Court, Wadloes Road	Abbey	Not applicable
PIND05	Barnwell Business Park and Barnwell Drive	Abbey	Not applicable
Amendments to designation proposed			
PIND06	Cherry Hinton Road - Clifton Court and Clifton Road	Coleridge	This site is being consulted on for mixed use in the allocations section of this document as site M2 Clifton Road Industrial Estate. If this site were to be allocated, the boundary of the protected industrial site designation would consequentially change.
PIND07	College Business Park, Coldham's	Cherry Hinton	This site is being consulted on for employment in the allocations

	Lane		section of this document as site E4 Church End Industrial Estate. If this site were to be allocated, there may potential for the boundary of the protected industrial site designation to change.
PIND08	Coldham's Lane Business Park, Coldham's Lane	Cherry Hinton	This site forms part of the Opportunity Area for the land South of Coldham's Lane (Option 40 in the Issues and Options Report). If this site were to be allocated, there may potential for the boundary of the protected industrial site designation to change.
PIND09	Purbeck Road	Queen Edith's	This site is being consulted on for mixed use in the allocations section of this document as site M3 Michael Young Centre. If this site were to be allocated, the boundary of the protected industrial site designation would consequentially change.
Deletion of designation proposed			
PIND10	Jedburgh Court, Jedburgh Close	King's Hedges	The Employment Land Review 2008 recommended the removal of protection for PIND10 Jedburgh Court, Jedburgh Close. This site was considered to be small, providing limited benefit to the Cambridge economy. It was considered that the uses on this site could be accommodated on other sites within the city and this could release the land for another use such as housing along with the adjoining underused car park. As such, this site is proposed for removal from the group of Protected Industrial Sites.

Overview Map of Protected Industrial Sites (PIND01 – 09)



Map of PIND10 Jedburgh Court, Jedburgh Close



ANNEX L2: DISTRICT AND LOCAL CENTRES

This Annex includes 7 proposed District Centres and 21 proposed Local Centres. Having clearly defined boundaries can make it easier to apply policies that protect and maintain shopping centres. The shopping survey showed that in some cases the boundaries of the District and Local Centres needed to be changed. In some instances, they could be extended logically to include other shops and facilities at the edge of the centre. In other cases, it was appropriate to remove some properties from the centres as they were residential at ground floor level and not District or Local Centre uses. The surveys also identified a number of new centres. Some potential changes in the hierarchy have also been suggested where a Local Centre might be moved up the hierarchy to be reclassified as a District Centre. This applies to those Local Centres, which have a wide range of shops, including a supermarket, and other facilities such as a library, doctor's surgery, community facility etc. The District Centres are listed in Table L2.1 whilst Local Centres are in Table L2.2.

Table L2.1: District Centres

Site No.	Site Name	Ward	Reason for change
Proposed amendments to District Centres			
DC1	Arbury Court	King's Hedges	The existing Local Centre boundary will be amended to include the Church of the Good Shepherd, the doctor's surgery and the day nursery and community centre. The number and range of uses within the Local Centre give rise to its reclassification to District Centre.
DC3	Cherry Hinton High Street	Cherry Hinton	The existing Local Centre boundary will be amended to include the Robin Hood public house, building society and solicitor's office. The number and range of uses within the Local Centre give rise to its reclassification to District Centre.
DC4	Histon Road	Arbury	The existing Local Centre boundary will be amended to include the units at Nos. 164 to 184 Histon Road. The number and range of uses within the Local Centre give rise to its reclassification to District Centre.
DC5	Mill Road East	Romsey	The existing District Centre will be amended to include additional units as indicated on the map.
DC6	Mill Road	Petersfield	The existing District Centre will be

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ANNEX L2: DISTRICT AND LOCAL CENTRES

This Annex includes 7 proposed District Centres and 21 proposed Local Centres. Having clearly defined boundaries can make it easier to apply policies that protect and maintain shopping centres. The shopping survey showed that in some cases the boundaries of the District and Local Centres needed to be changed. In some instances, they could be extended logically to include other shops and facilities at the edge of the centre. In other cases, it was appropriate to remove some properties from the centres as they were residential at ground floor level and not District or Local Centre uses. The surveys also identified a number of new centres. Some potential changes in the hierarchy have also been suggested where a Local Centre might be moved up the hierarchy to be reclassified as a District Centre. This applies to those Local Centres, which have a wide range of shops, including a supermarket, and other facilities such as a library, doctor's surgery, community facility etc. The District Centres are listed in Table L2.1 whilst Local Centres are in Table L2.2.

Table L2.1: District Centres

Site No.	Site Name	Ward	Reason for change
Proposed amendments to District Centres			
DC1	Arbury Court	King's Hedges	The existing Local Centre boundary will be amended to include the Church of the Good Shepherd, the doctor's surgery and the day nursery and community centre. The number and range of uses within the Local Centre give rise to its reclassification to District Centre.
DC3	Cherry Hinton High Street	Cherry Hinton	The existing Local Centre boundary will be amended to include the Robin Hood public house, building society and solicitor's office. The number and range of uses within the Local Centre give rise to its reclassification to District Centre.
DC4	Histon Road	Arbury	The existing Local Centre boundary will be amended to include the units at Nos. 164 to 184 Histon Road. The number and range of uses within the Local Centre give rise to its reclassification to District Centre.
DC5	Mill Road East	Romsey	The existing District Centre will be amended to include additional units as indicated on the map.
DC6	Mill Road	Petersfield	The existing District Centre will be

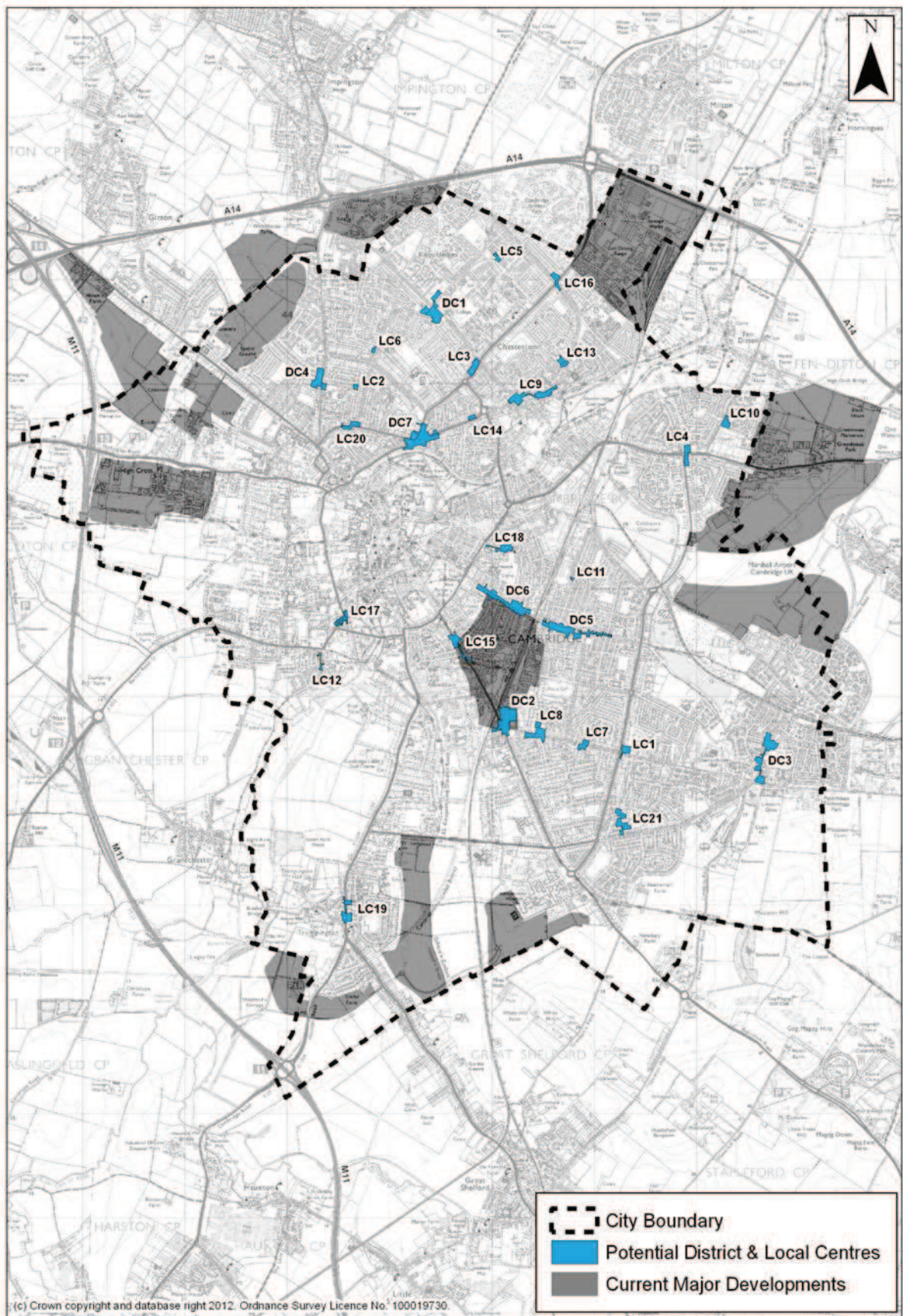
	West		amended to include the doctor's surgery on the corner of Mill Road and Guest Road, and a number of units on Covent Garden.
DC7	Mitcham's Corner	West Chesterton	The existing District Centre will be amended to include additional units as indicated on the map.
New designation proposed			
DC2	Cambridge Leisure Park	Coleridge	Designation of a new District Centre on the basis of the number of retail and supporting uses in the area including and adjacent to the Cambridge Leisure Park.

Table L2.2: Local Centres

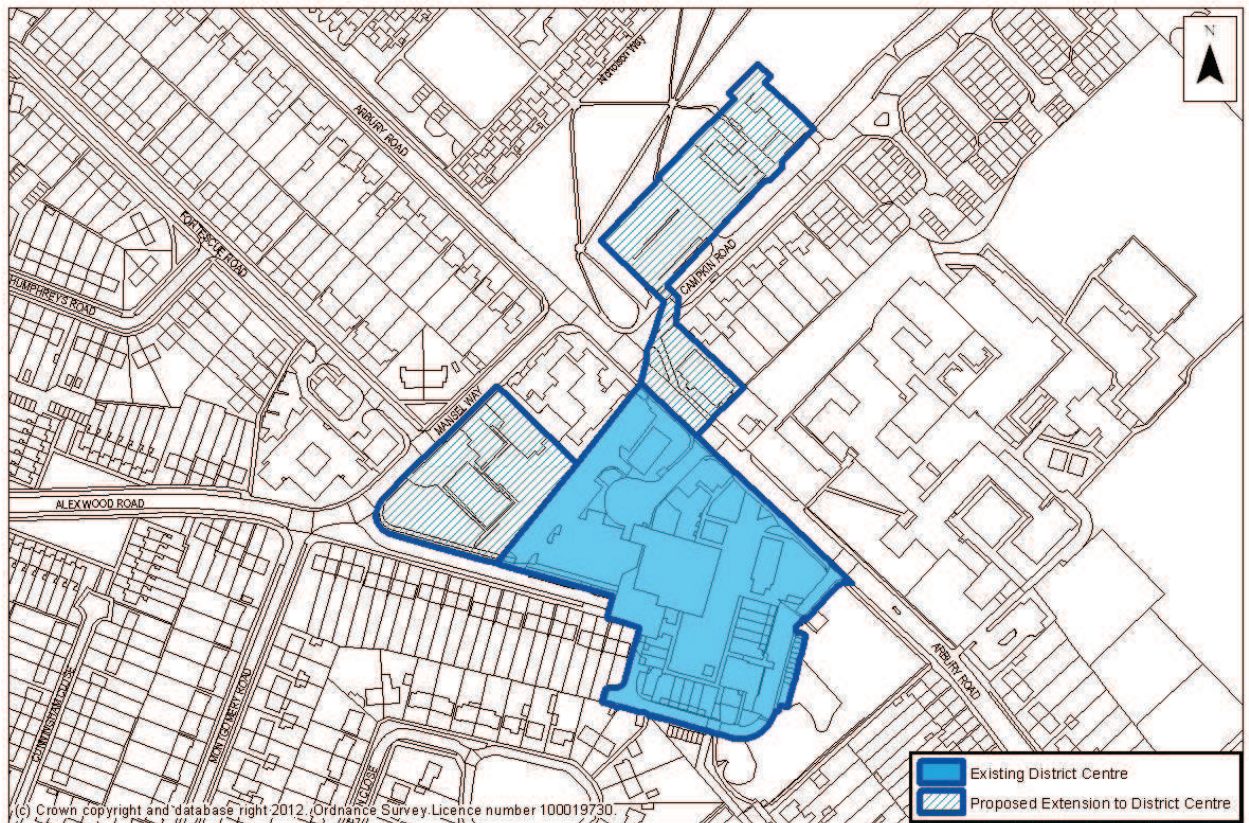
Site No.	Site Name	Ward	Reason for change
No change to designation proposed			
LC2	Akeman Street	Arbury	Not applicable
LC3	Arbury Road/Milton Road	West Chesterton	Not applicable
LC4	Barnwell Road	Abbey	Not applicable
LC7	Cherry Hinton Road East	Coleridge	Not applicable
LC10	Ditton Lane	Abbey	Not applicable
LC11	Fairfax Road	Romsey	Not applicable
LC12	Grantchester Street, Newnham	Newnham	Not applicable
LC16	King's Hedges Road	King's Hedges	Not applicable
Proposed amendments to Local Centres			
LC1	Adkins Corner	Coleridge	The Local Centre boundary will be amended to include the dentist's surgery at No. 332 Cherry Hinton Road.
LC5	Campkin Road	King's Hedges	The Local Centre boundary will be amended to include the Community

			House at No. 37 Lawrence Way.
LC8	Cherry Hinton Road West	Coleridge	The Local Centre boundary will be amended to include the veterinary surgery at No. 89a Cherry Hinton Road.
LC9	Chesterton High Street	East Chesterton	The Local Centre boundary will be amended to include the barbers shop at No. 39 High Street.
LC13	Green End Road	East Chesterton	The Local Centre boundary will be amended to include the Chesterton Methodist Church and the Abacus Day Nursery.
LC15	Hills Road	Petersfield/ Trumpington	The Local Centre boundary will be amended to include the corner of Hills Road and Station Road.
LC17	Newnham Road	Newnham	The Local Centre Boundary will be amended to exclude residential properties at ground floor level; include the dental surgery; and take into account the extant planning permission which will include a new retail unit.
LC18	Norfolk Street	Petersfield	The Local Centre boundary will be amended to include units at Nos. 47 to 51 Norfolk Street and Nos. 5 to 17 Norfolk Street.
LC19	Trumpington	Trumpington	The Local Centre boundary will be amended to include the Village Hall, doctor's surgery, the model shop and the Tally Ho public house.
LC20	Victoria Road	Castle	The Local Centre boundary will be amended to include the Carpenters Arms public house.
LC21	Wulfstan Way	Queen Edith's	The Local Centre boundary will be amended to include the Queen Edith Chapel, St. James' Church and the doctor's surgery.
New designation proposed			
LC6	Carlton Way	Arbury	Designation of a new Local Centre on the basis of the number of retail uses and public house co-located on this site.
LC14	Hawthorn Way	West Chesterton	Designation of a new Local Centre on the basis of the number of retail uses co-located on this site.

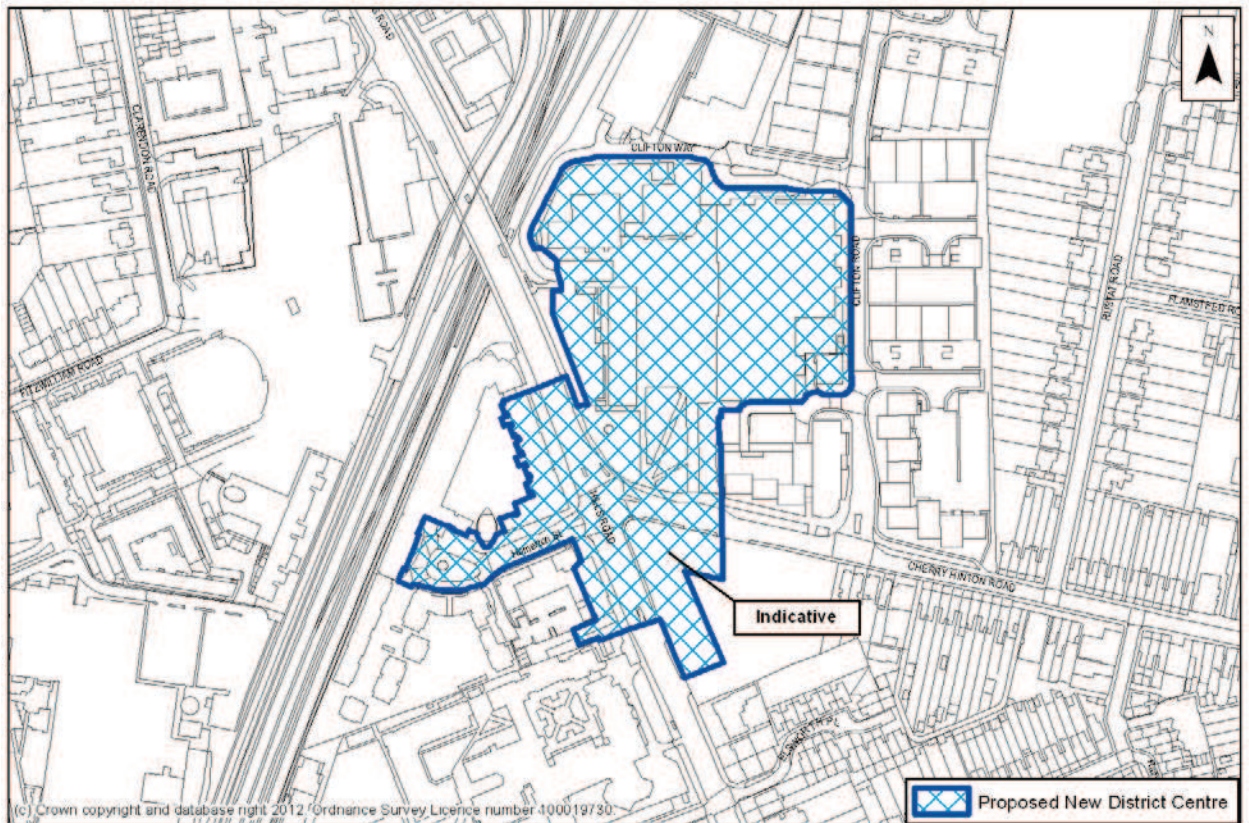
Overview Map of District and Local Centres



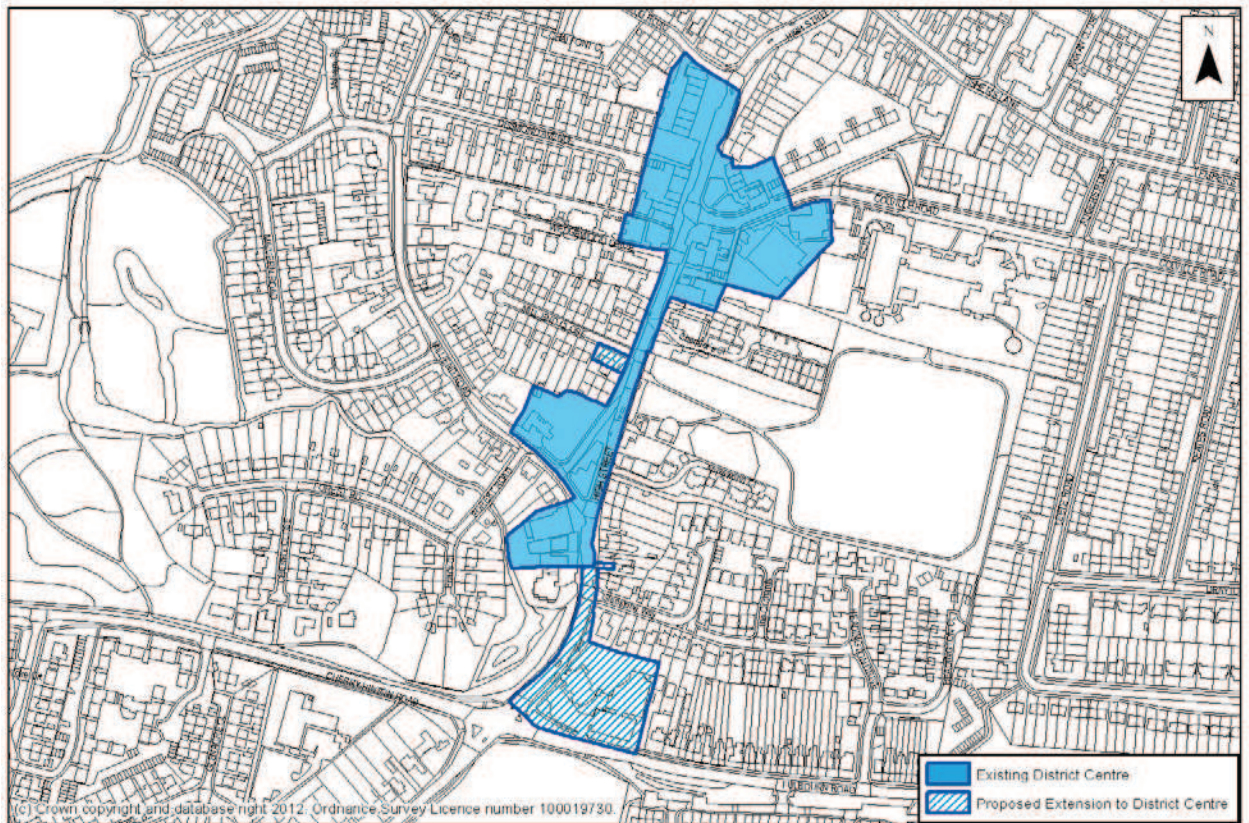
DC1 Arbury Court



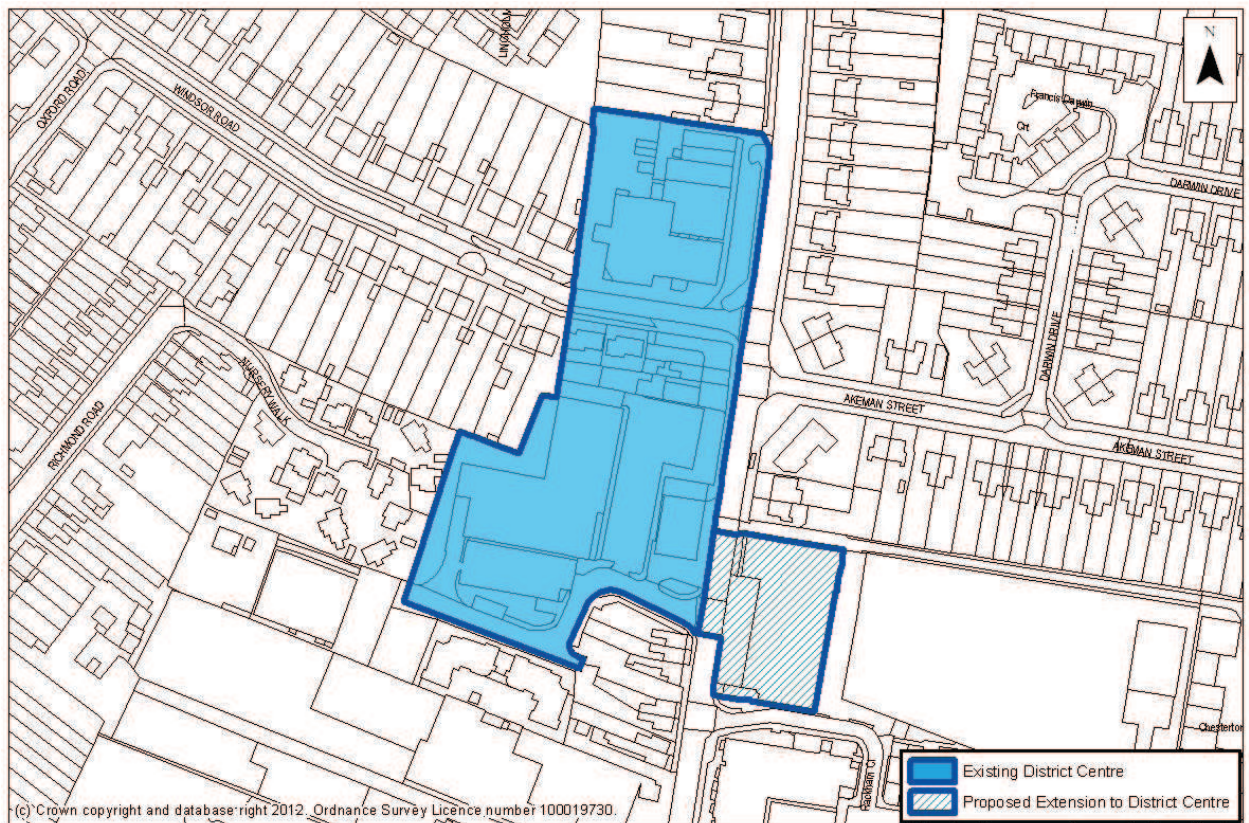
DC2 Cambridge Leisure Park



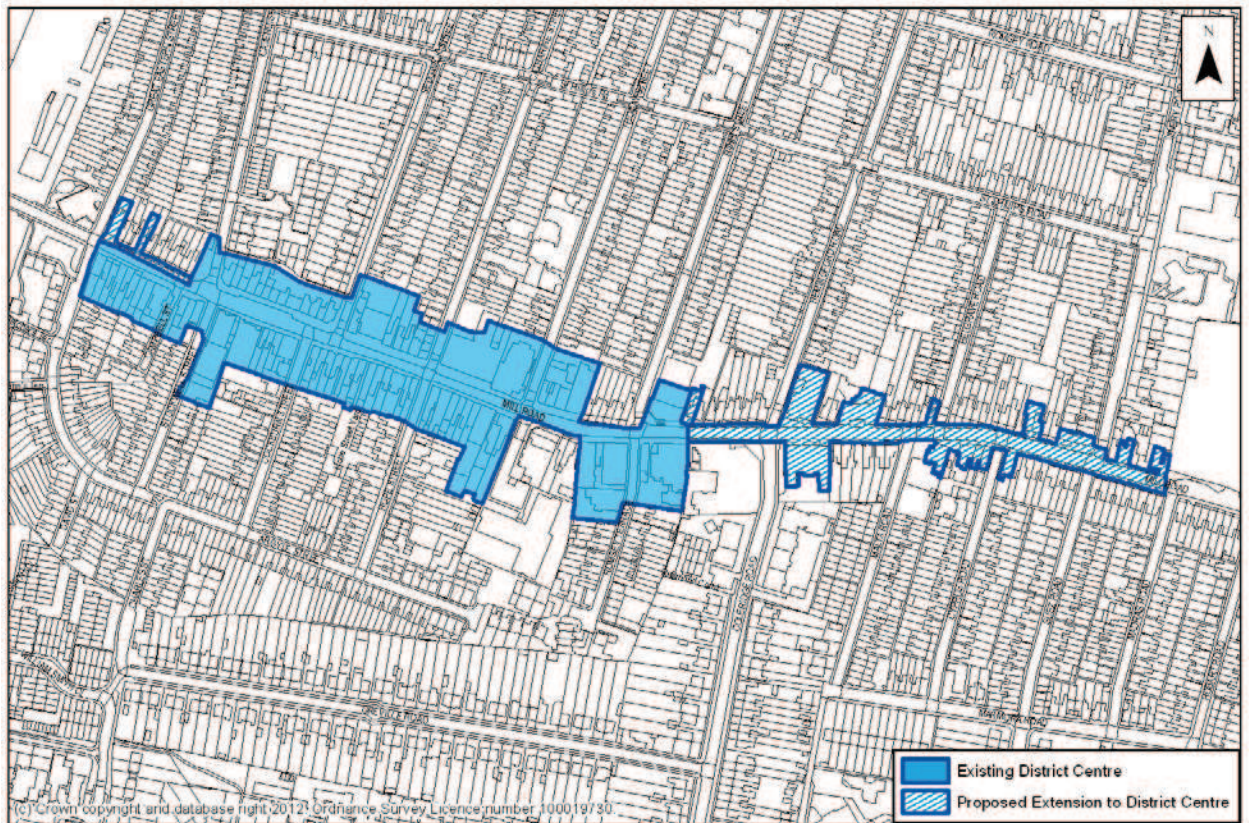
DC3 Cherry Hinton High Street



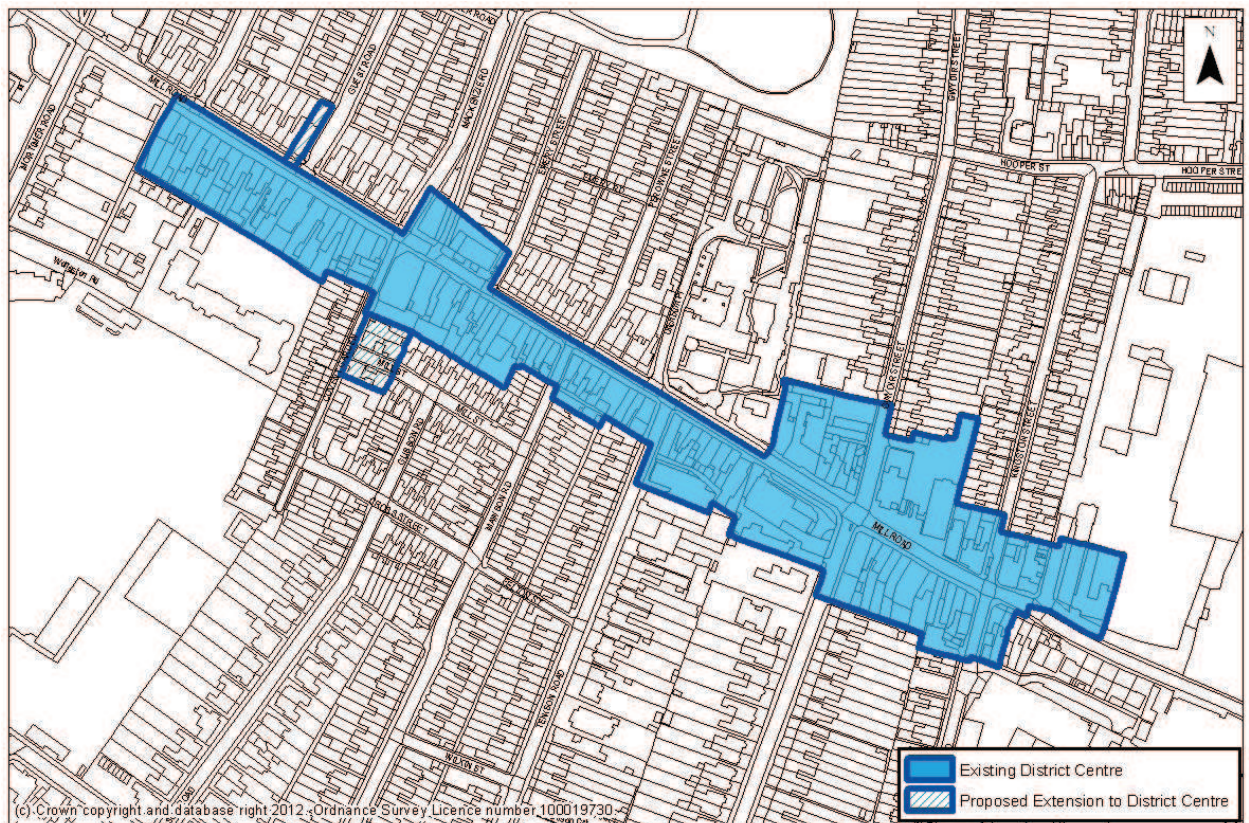
DC4 Histon Road



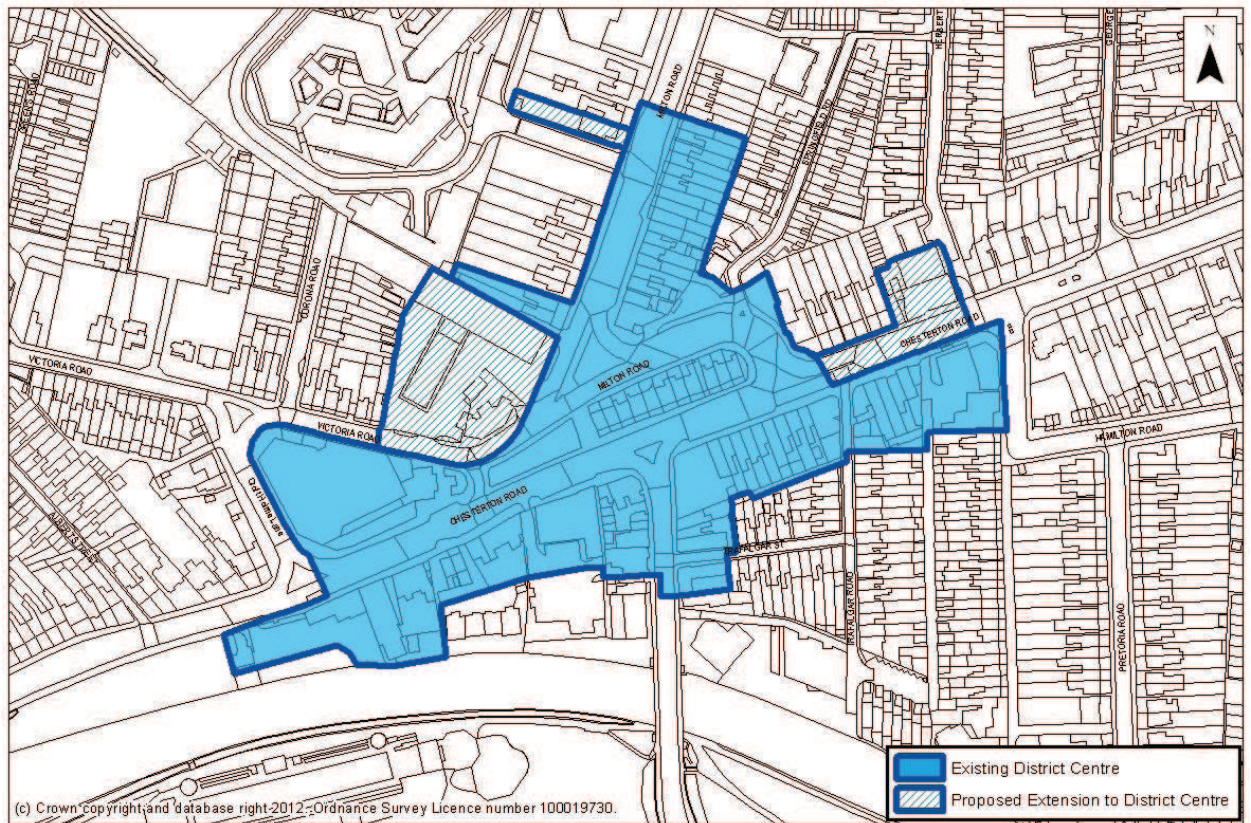
DC5 Mill Road East



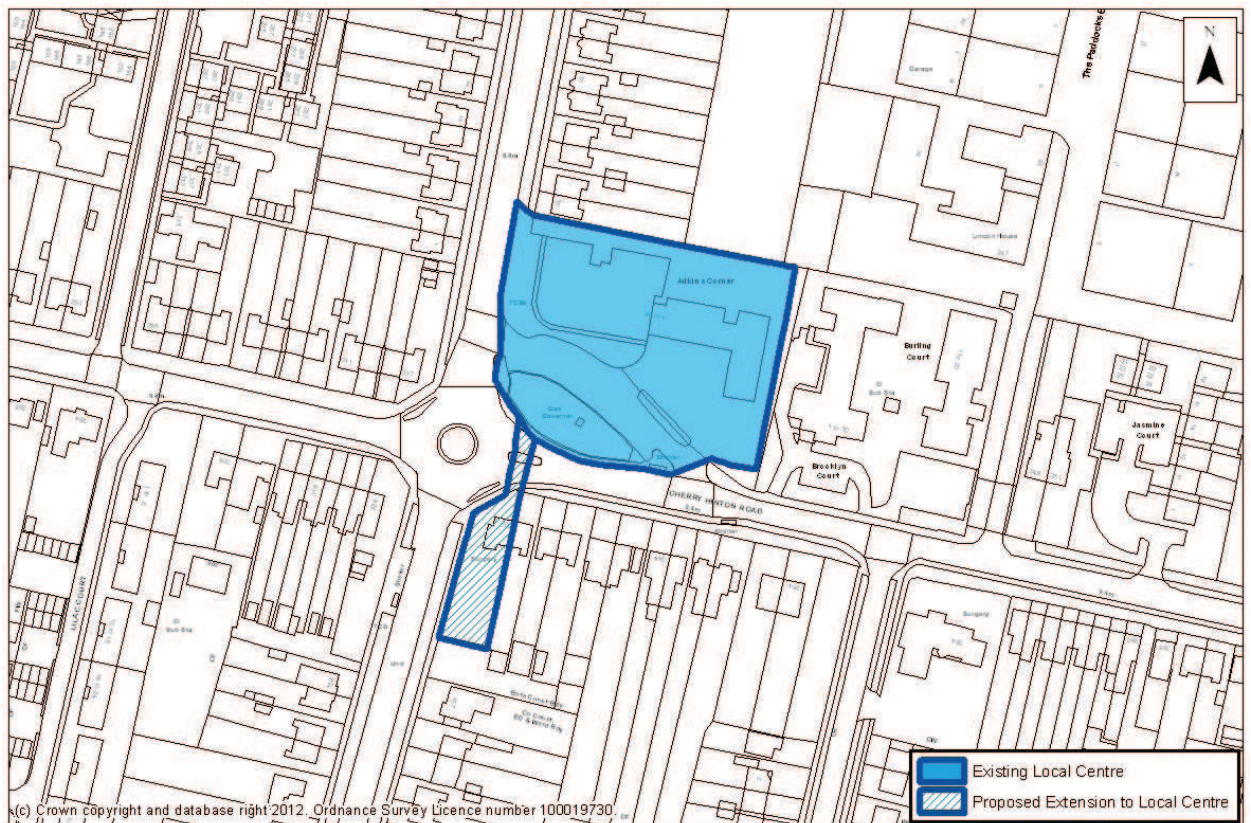
DC6 Mill Road West



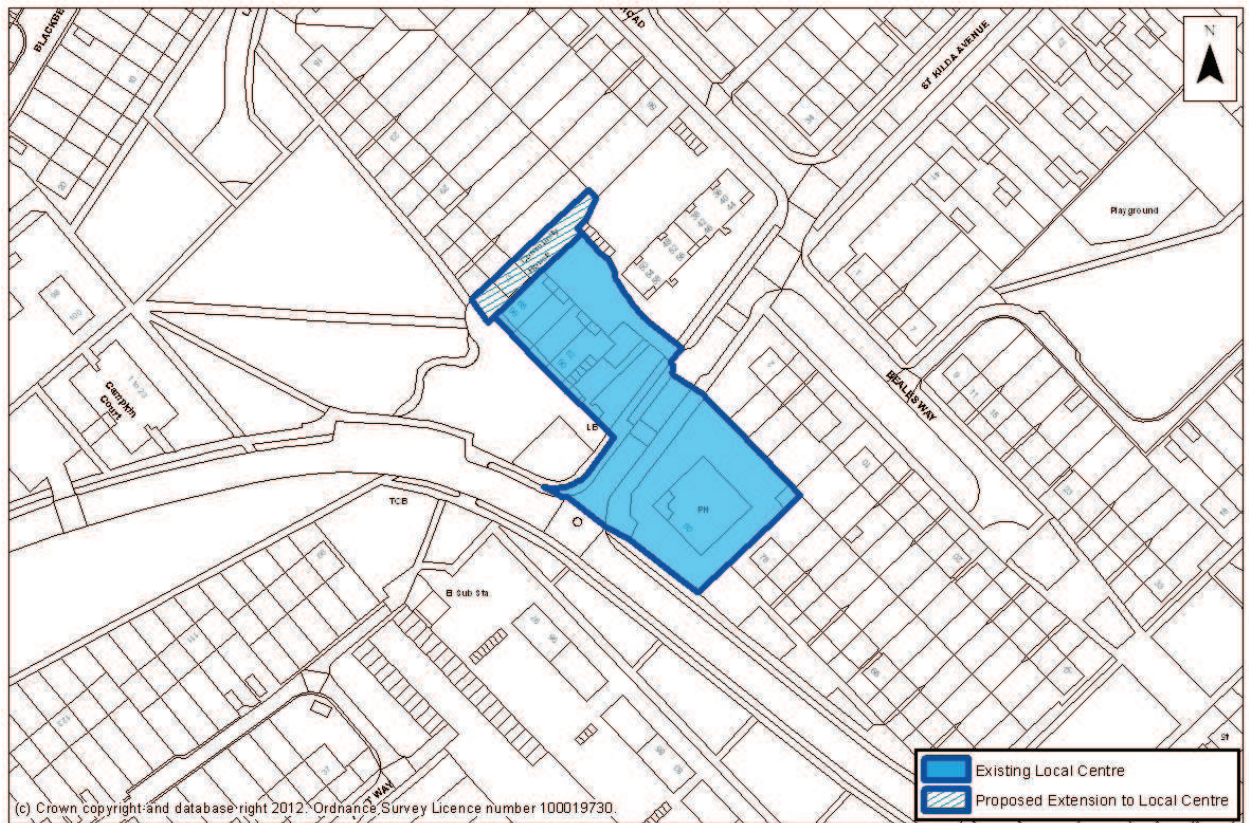
DC7 Mitcham's Corner



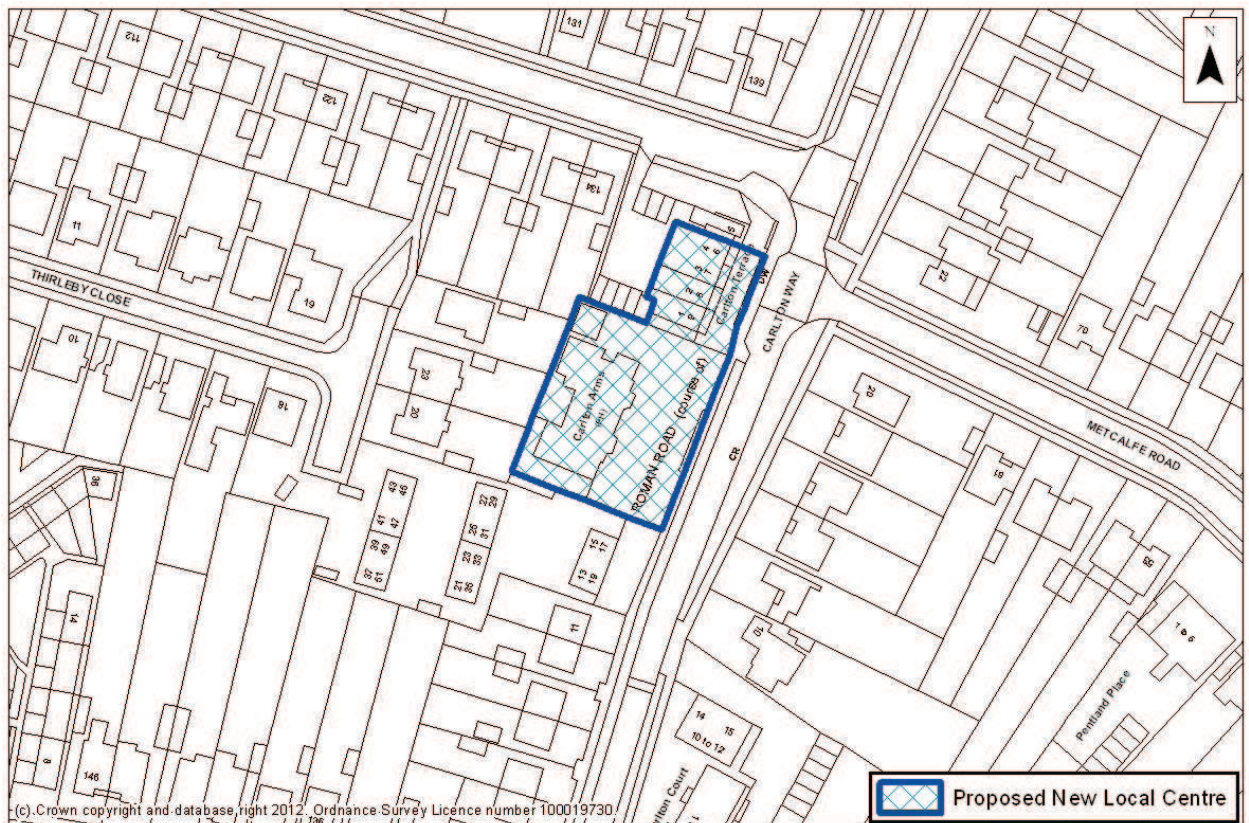
LC1 Adkins Corner



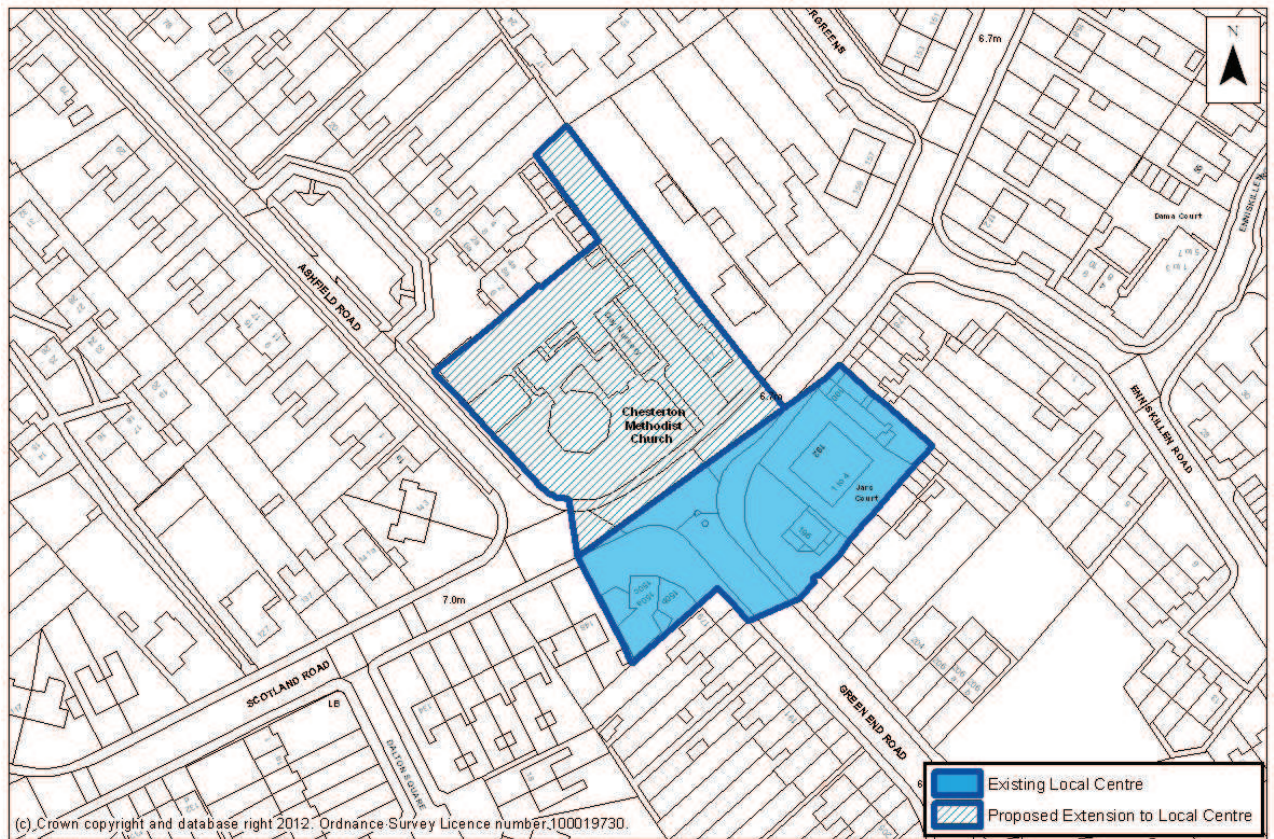
LC5 Campkin Road



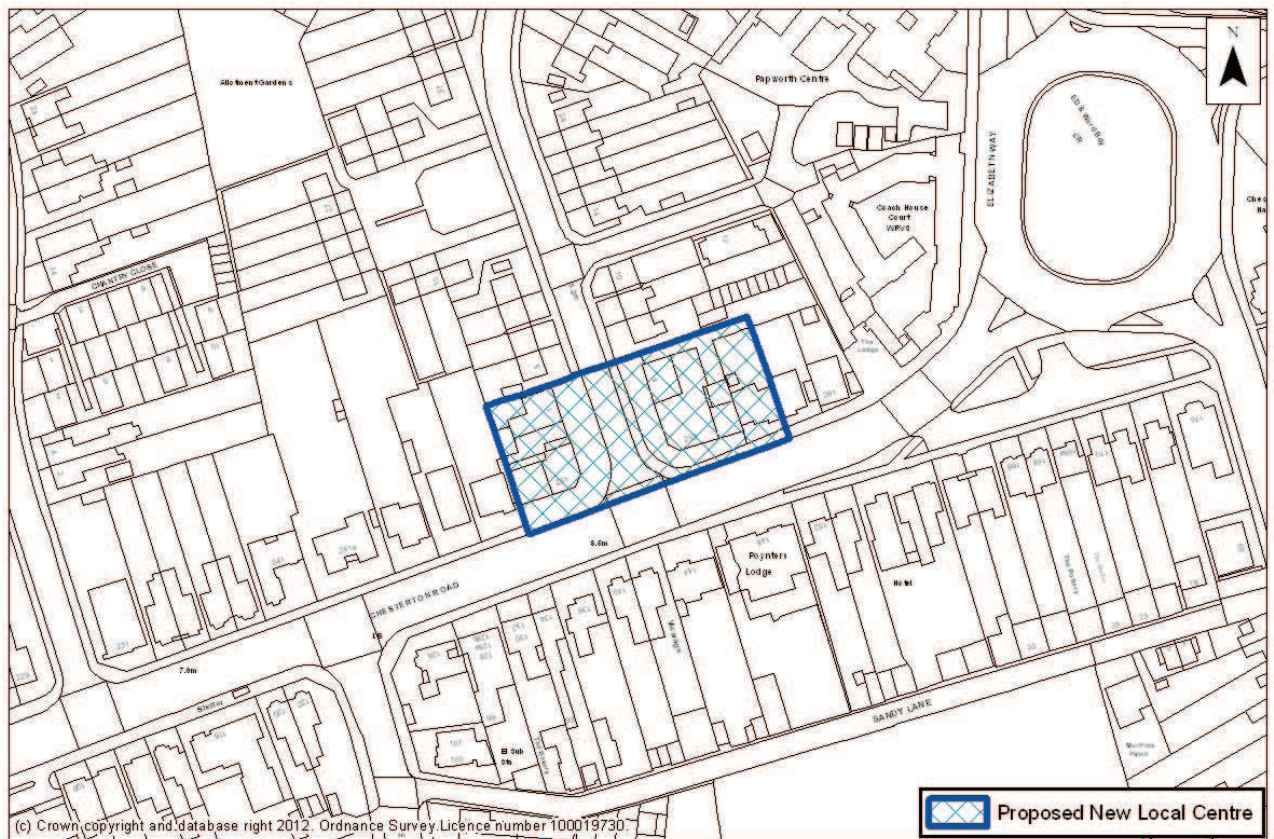
LC6 Carlton Way



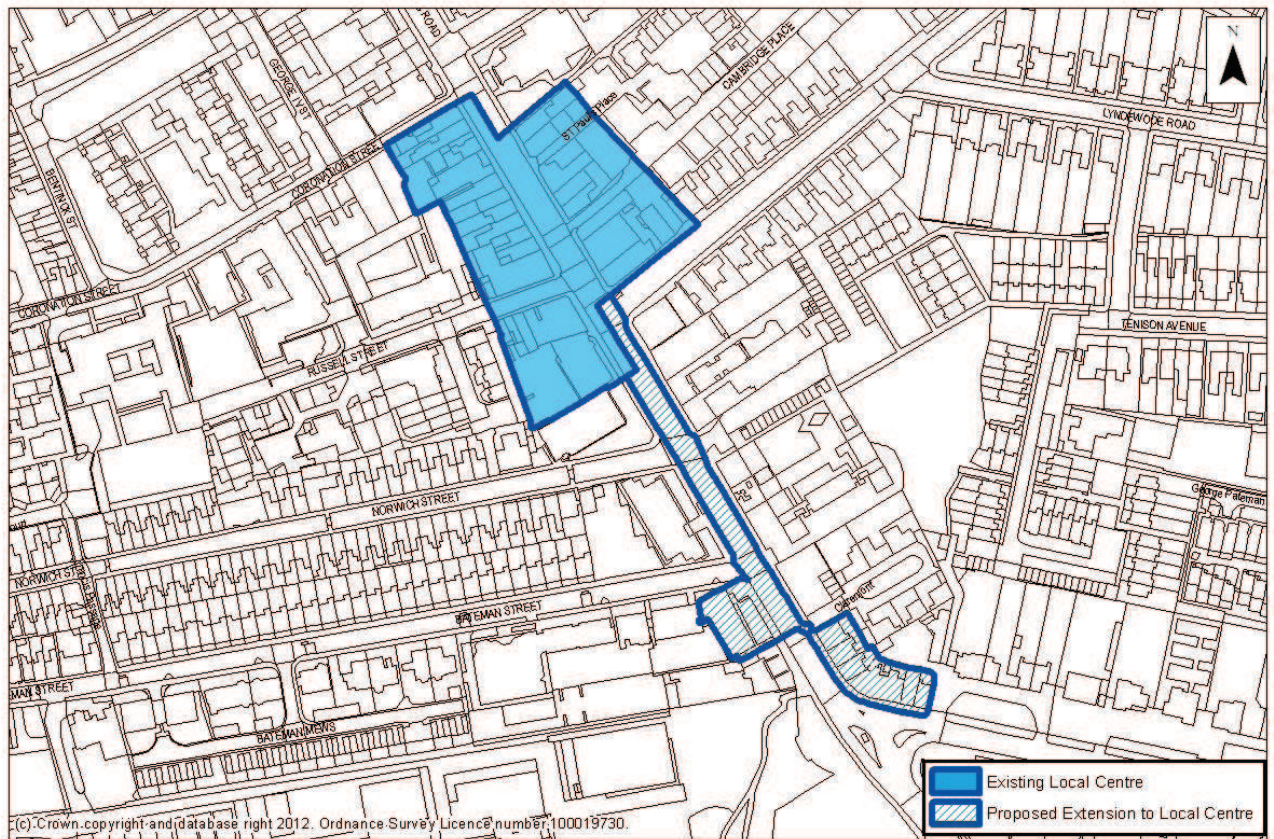
LC13 Green End Road



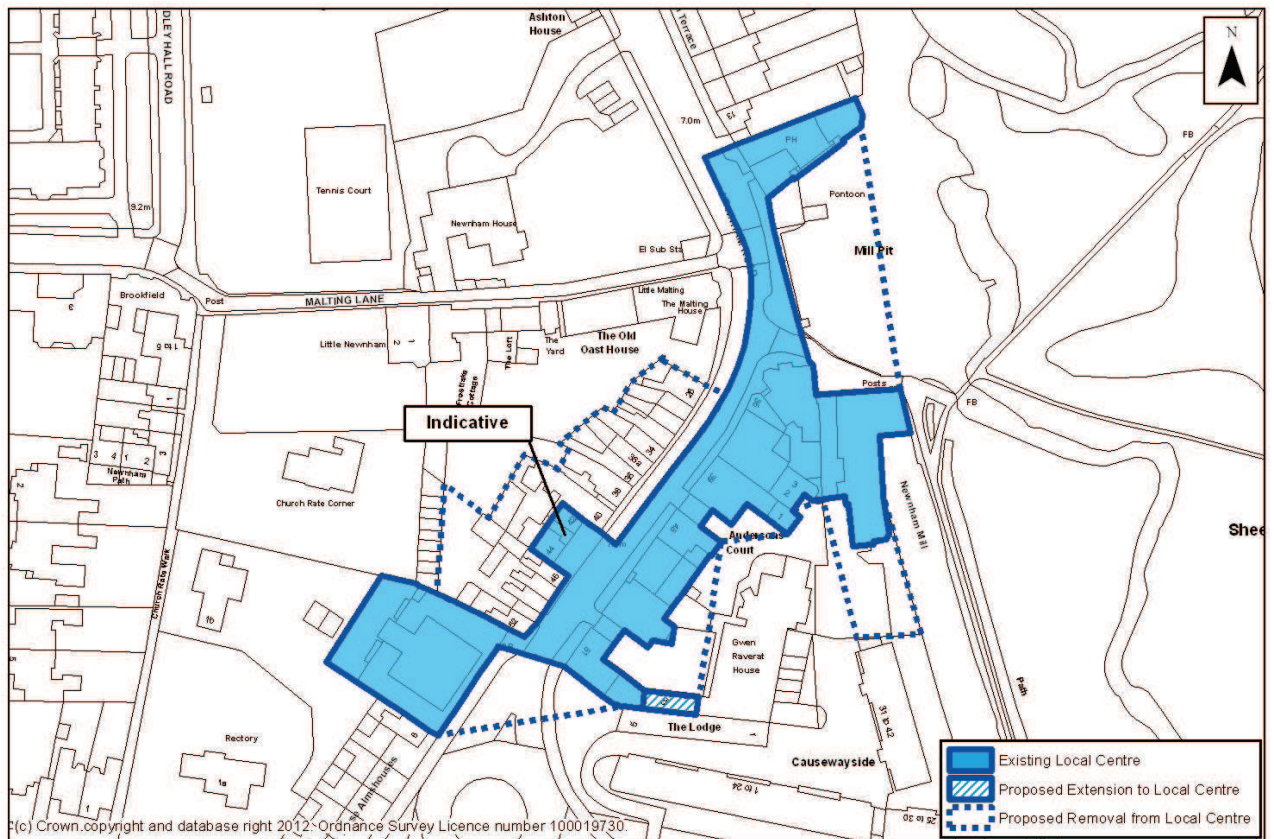
LC14 Hawthorn Way



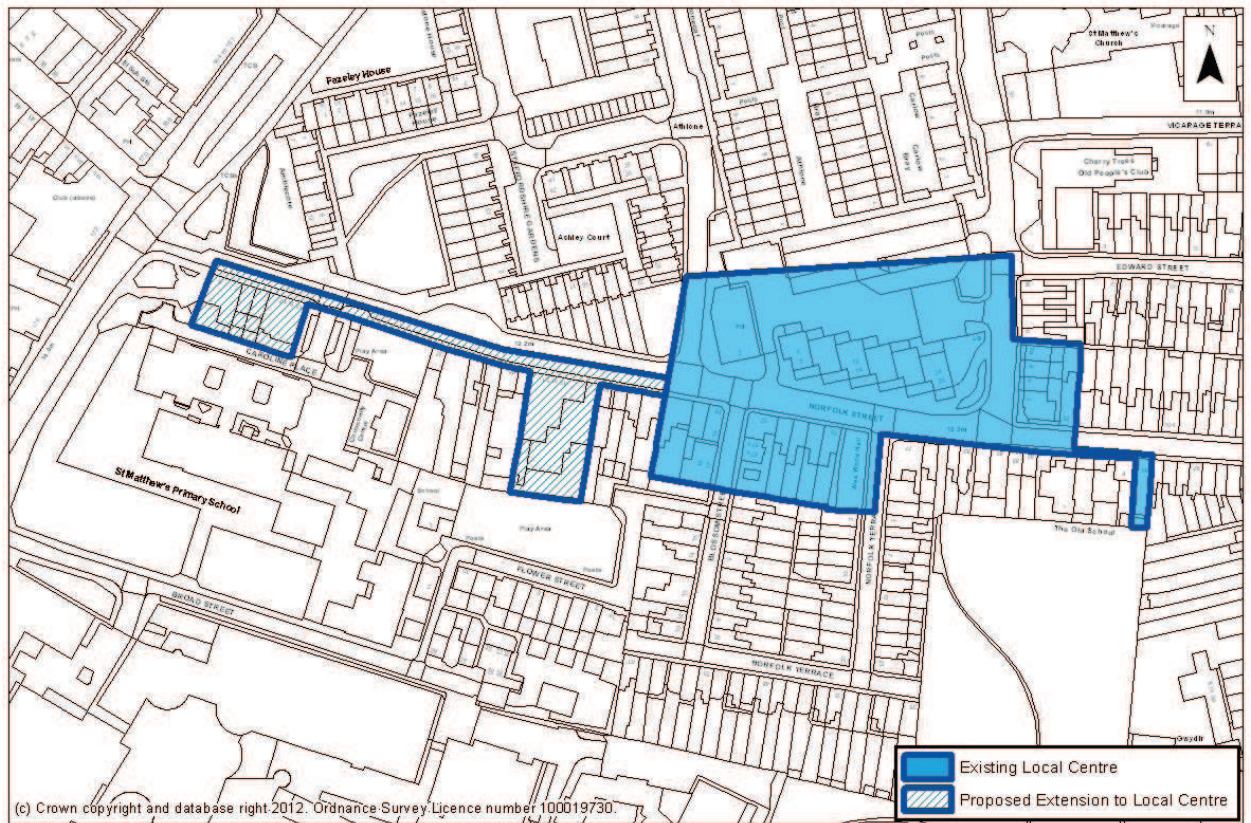
LC15 Hills Road



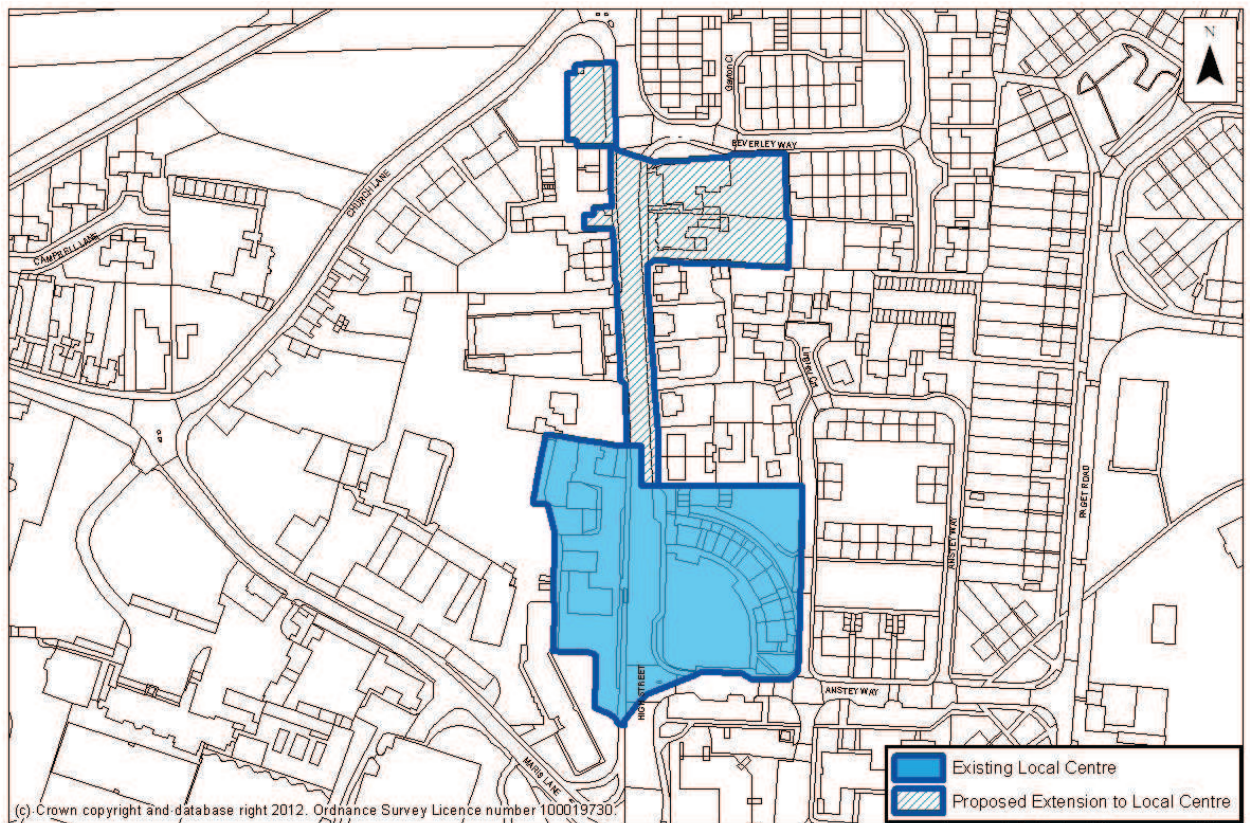
LC17 Newnham Road



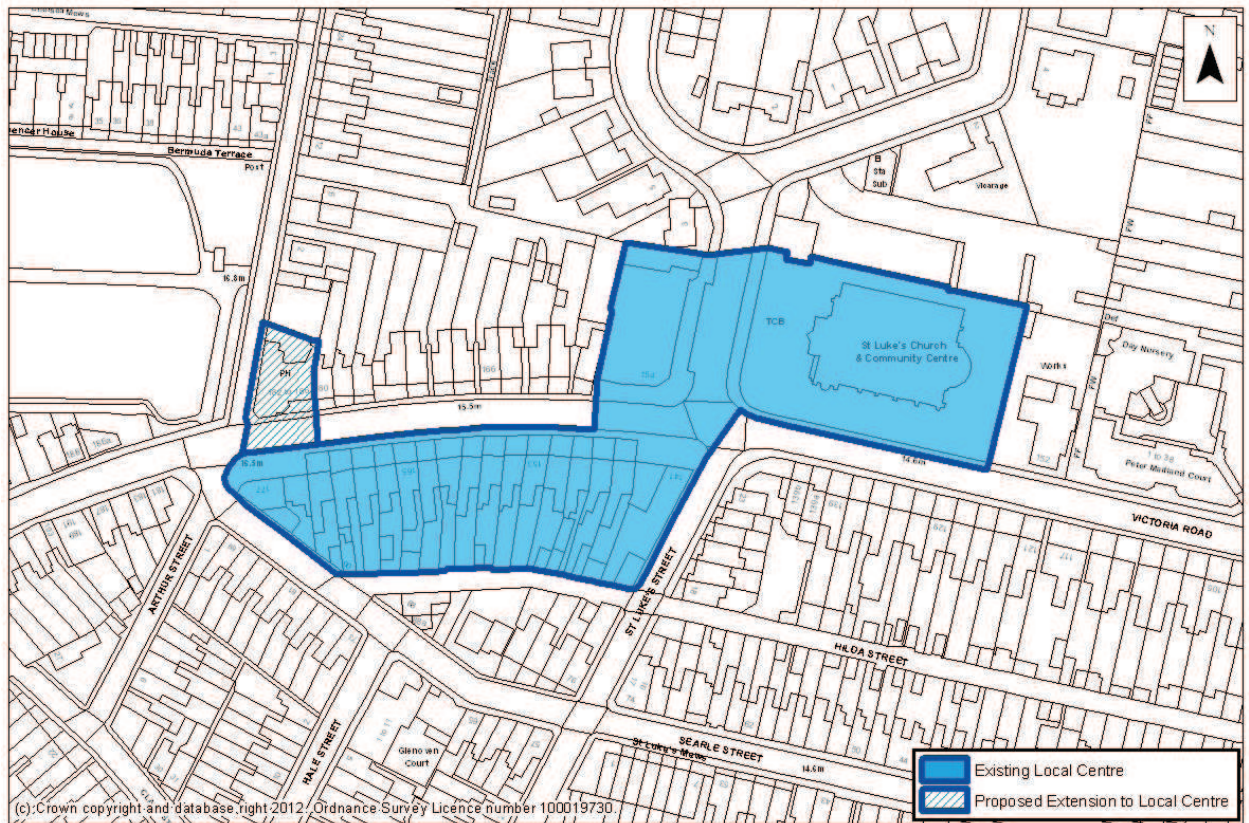
LC18 Norfolk Street



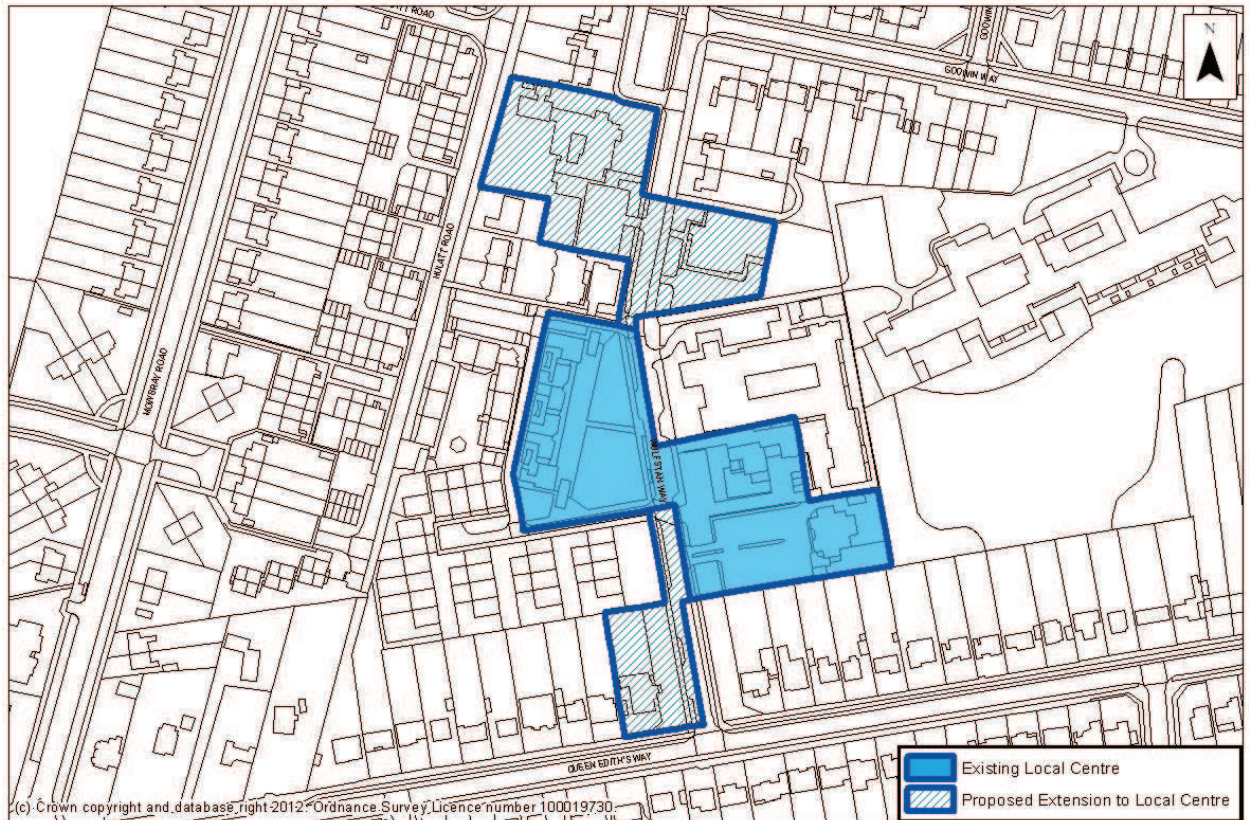
LC19 Trumpington



LC20 Victoria Road



LC21 Wulfstan Way



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ANNEX L3: PROTECTED OPEN SPACES

The sites listed in this Annex have already been subject to public consultation as a part of the Open Space and Recreation Strategy 2011. Table L3.1 lists all the sites, split into sub-sections on allotments, amenity greenspaces, cemeteries and churchyards, civic spaces, spaces for children and young people, natural and semi-natural green spaces, parks and gardens and outdoor sports facilities. All the sites are mapped by ward, which is indicated in the final column of Table L3.1 to allow cross-referencing.

Table L3.1: Protected Open Spaces

Site No.	Site Name	Ward
Allotments (A)		
A 01	Auckland Road Allotments	Market
A 02	Baldock Way Allotments	Queen Edith's
A 03	Burnside Allotments	Coleridge
A 04	Dawes Lane Allotments	Cherry Hinton
A 05	Elfleda Road Allotments	Abbey
A 06	Fairfax Road Allotments	Romsey
A 07	Fanshawe Road Allotments	Coleridge
A 08	Foster Road Allotments	Trumpington
A 09	Empty Common Allotments	Trumpington
A 10	Holbrook Road Allotments	Queen Edith's
A 11	Wenvoe Close Allotments and Paddock	Cherry Hinton
A 12	Vinery Road Allotments	Romsey
A 13	New Street Allotments	Abbey
A 14	Nuffield Road Allotments	East Chesterton
A 15	Pakenham Close Allotments	East Chesterton
A 16	Perne Road Allotments	Coleridge

A 17	Stourbridge Grove Allotments	Romsey
A 18	Bateson Road Allotments	West Chesterton
A 21	Maple Close Allotments	East Chesterton
A 22	Kendal Way Allotments	East Chesterton
A 25	Hawthorn Way Allotments	West Chesterton
A 26	Peveler Road Allotments	Abbey
Amenity Green Space (AGS)		
AGS 01	Blandford Way Play Area	Arbury
AGS 02	Brooks Road Play Area	Romsey
AGS 04	Ditton Fields Recreation Ground	Abbey
AGS 05	Donkey Common	Petersfield
AGS 06	Dudley Road Recreation Ground	Abbey
AGS 07	Thorpe Way Play Area	Abbey
AGS 08	Green End Road Recreation Ground	East Chesterton
AGS 09	Montreal Square	Romsey
AGS 11	Scotland Road Recreation Ground	East Chesterton
AGS 12	Peter's Field	Petersfield
AGS 13	Nuttings Road Amenity Green Space	Romsey
AGS 14	Ravensworth Gardens	Petersfield
AGS 15	Brownsfield Recreation Ground	East Chesterton
AGS 16	Campkin Road/St. Kilda Avenue	King's Hedges
AGS 18	Land at End of Moyne Close	King's Hedges
AGS 19	Land West of 43 Ashvale	King's Hedges
AGS 20	Minerva Way Amenity Green Space	King's Hedges
AGS 21	Walker Court Amenity Green Space	King's Hedges

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AGS 22	College Fields Amenity Green Spaces	West Chesterton
AGS 23	Southacre Amenity Green Space	Trumpington
AGS 25	Cripps Court, Selwyn College	Newnham
AGS 26	Gonville And Caius (Finella)	Newnham
AGS 27	Ferrars Way Amenity Green Space	Arbury
AGS 28	Harris Road Amenity Green Space	Arbury
AGS 29	Anstey Way Amenity Green Space	Trumpington
AGS 30	Northampton Street Amenity Green Space	Castle
AGS 31	Davy Road Amenity Green Space	Coleridge
AGS 32	Fanshawe Road Amenity Green Space	Coleridge
AGS 33	Silverwood Close Amenity Green Space	Abbey
AGS 34	Staffordshire Gardens Amenity Green Space	Petersfield
AGS 35	Fulbourn Road Amenity Green Space	Cherry Hinton
AGS 36	Amenity Green Space Outside 73-87 Peverel Rd	Abbey
AGS 37	Amenity Green Space Outside 33-47 Peverel Road	Abbey
AGS 38	Rawlyn Road Amenity Green Space	Abbey
AGS 39	Jack Warren Green Large Amenity Open Space	Abbey
AGS 40	Jack Warren Green Small Amenity Green Space	Abbey
AGS 41	Queens Meadow Amenity Green Space	Cherry Hinton
AGS 42	Brooklands Court Amenity Green Space	Trumpington
AGS 44	Mill Road Amenity Green Space	Romsey
AGS 45	Harvey Goodwin Gardens	Arbury
AGS 46	Redfern Close Amenity Green Space	Arbury
AGS 47	Rustat Avenue Amenity Green Space	Coleridge
AGS 48	St Matthew's Gardens	Petersfield

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AGS 49	Mulberry Close Amenity Green Space	West Chesterton
AGS 50	The Beeches Amenity Green Space	West Chesterton
AGS 51	Victoria Almshouses Allotments and Amenity Green Space	West Chesterton
AGS 52	Victoria Park	West Chesterton
AGS 53	Fazeley House Amenity Green Space	Petersfield
AGS 54	Pearl Close Large Amenity Green Space	East Chesterton
AGS 55	Faculty of Education	Queen Edith's
AGS 56	Ditton Lane Amenity Green Space	Abbey
AGS 57	Accordia Amenity Green Space	Trumpington
AGS 58	Sherlock Close Amenity Green Space 2	Castle
AGS 59	Sherlock Close Amenity Green Space 1	Castle
AGS 60	Westminster College	Castle
AGS 61	Pye Meadow	East Chesterton
AGS 62	The Pightle and Principals Lodge	Newnham
AGS 63	Fison Road Amenity Green Space	Abbey
AGS 64	St Mary's Amenity Green Space	Trumpington
AGS 65	Hanson Court Amenity Green Space	King's Hedges
AGS 66	Hughes Hall Amenity Green Space	Petersfield
AGS 67	Pinehurst	Newnham
AGS 68	Borrowdale Amenity Green Space	Arbury
AGS 70	Carisbrooke Road Amenity Green Space	Castle
AGS 71	Peverel Road Small Amenity Green Space	Abbey
AGS 72	Barnwell Road Amenity Green Space	Abbey
AGS 73	Wadloes Road Amenity Green Space	Abbey
AGS 74	Hampden Gardens	Romsey

AGS 75	Whitehill Close Amenity Green Space	Abbey
AGS 76	Tiverton Estate Amenity Green Spaces	Coleridge
AGS 77	St Thomas's Square Amenity Green Spaces	Coleridge
AGS 78	Corrie Road Cut Through	Coleridge
AGS 79	Abbey House	Abbey
AGS 80	Brother's Place Amenity Green Space	Coleridge
AGS 81	Derwent Close Amenity Green Space	Coleridge
AGS 82	Greystoke Road Amenity Green Space	Cherry Hinton
AGS 83	Kelsey Crescent Amenity Green Space	Cherry Hinton
AGS 84	Ditton Fields Amenity Green Space	Abbey
AGS 85	Centre for Mathematical Sciences	Newnham
Cemeteries and Churchyards (CEM)		
CEM 01	Trumpington Church Extension Churchyard	Trumpington
CEM 02	Trumpington Church Cemetery (St Mary & St Michael's Church)	Trumpington
CEM 03	Newmarket Road Cemetery	Abbey
CEM 04	Church End Cemetery (St Andrew's Church)	Cherry Hinton
CEM 05	Histon Road Cemetery	Arbury
CEM 06	Mill Road Cemetery	Petersfield
CEM 07	St Andrews Church Cemetery	East Chesterton
CEM 08	All Souls Lane (Ascension) Cemetery	Castle
CEM 09	St Mary the Less Churchyard	Market
CEM 10	St Giles' Churchyard	Arbury
CEM 11	St Peter's Churchyard	Castle
CEM 12	St Luke's Churchyard	Arbury
CEM 13	Abbey Church (St Andrew-the-less or Barnwell Priory)	Abbey

Civic Spaces (CIV)		
CIV 01	War Memorial Square	Abbey
CIV 02	Fisher Square	Market
CIV 03	Market Place	Market
CIV 04	Cambridge Leisure Park	Coleridge
Spaces for Children and Young People (CYP)		
CYP 01	Cameron Road Play Area	King's Hedges
CYP 02	Beales Way Play Area	King's Hedges
CYP 03	Ramsden Square Play Area	King's Hedges
CYP 04	Penarth Place Play Area	Newnham
CYP 05	Play Area Behind 70-78 Hazelwood Close	Arbury
CYP 06	Ainsworth Street Play Area	Petersfield
CYP 07	Ravensworth Gardens Toddler Play Area	Petersfield
CYP 08	Flower Street Play Area	Petersfield
CYP 09	Shenstone Play area	Petersfield
CYP 10	St Thomas' Road Play Area	Coleridge
CYP 11	Gunhild Way Play Area	Queen Edith's
CYP 12	Peverel Road Play Area	Abbey
CYP 13	Reilly Way Play Area	Cherry Hinton
CYP 14	Velos Walk Play Area	Abbey
CYP 15	Albion Yard Children's Play Area	Castle
CYP 16	Arbury Local Centre Play Area	King's Hedges
CYP 17	Bateson Road Play Area	West Chesterton
CYP 18	Hazelwood Close Toddler Play Area	Arbury
CYP 19	Pearl Close Toddler Play Area	East Chesterton

CYP 20	Hawkins Road Children's Play Area	King's Hedges
CYP 21	St Matthew's Primary School	Petersfield
CYP 22	Chestnut Grove Recreation Ground	West Chesterton
CYP 23	Ainsdale Children's Play Area	Cherry Hinton
CYP 24	Holbrook Road Children's Play Space	Queen Edith's
CYP 25	Discovery Way Children's Play Space	East Chesterton
CYP 26	Castle School Playground	West Chesterton
CYP 27	Kathleen Elliot Way Children's Play Space	Cherry Hinton
CYP 28	River Lane Play Area	Abbey
Natural and Semi-natural Green Spaces (NAT)		
NAT 01	Bramblefields Local Nature Reserve	East Chesterton
NAT 02	Byron's Pool Local Nature Reserve	Trumpington
NAT 03	Limekiln Close Local Nature Reserve	Cherry Hinton
NAT 04	Logans Meadow Local Nature Reserve	East Chesterton
NAT 05	Paradise Nature Reserve	Newnham
NAT 06	Sheeps Green & Coe Fen	Newnham
NAT 07	Stourbridge Common	Abbey
NAT 08	Barnwell Pit (Lake)	Abbey
NAT 09	Barnwell Junction Pasture and Disused Railway	Abbey
NAT 10	Ditton Meadows	Abbey
NAT 11	Spinney - Blue Circle	Coleridge
NAT 12	Wetland Area (Perse School Playing Fields)	Trumpington
NAT 13	Lynfield Lane	East Chesterton
NAT 14	West Pit SSSI (Limekiln Caravan Club)	Cherry Hinton
NAT 15	East Pit (South of Limekiln Close LNR)	Cherry Hinton

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NAT 16	Limekiln Hill Reservoirs	Cherry Hinton
NAT 17	Madingley Rise Meadow	Castle
NAT 18	Barton Road Lake	Newnham
NAT 19	Meadow Triangle near Wilberforce Road and Cycle Way	Newnham
NAT 20	Conduit Head Road Lake	Castle
NAT 22	Adams Road Sanctuary (Lake)	Newnham
NAT 23	M11 Verge and Scrub East of M11	Newnham
NAT 24	Traveller's Rest Pit (SSSI)	Castle
NAT 25	Netherhall Farm Meadow	Queen Edith's
NAT 26	Meadow & Small Wood (Peterhouse College) - South of Hayster Drive	Cherry Hinton
NAT 28	Lakes Adjacent to Cherry Hinton Brook	Coleridge
NAT 29	Emmanuel College Gardens	Market
NAT 30	Barnwell East Local Nature Reserve	Abbey
NAT 31	Barnwell West Local Nature Reserve	Abbey
NAT 32	Hayster Drive Open Space	Cherry Hinton
NAT 33	Empty Common (Copses and Pastures)	Trumpington
NAT 34	Brookside	Trumpington
NAT 35	The Grove	Newnham
NAT 36	Giant's Grave	Cherry Hinton
NAT 37	Former Landfill Site West of Norman Way	Cherry Hinton
NAT 38	Former Landfill Site East of Norman Way	Cherry Hinton
NAT 39	River Cam Residential Gardens	East Chesterton
NAT 40	Disused Railway Line North of Ronald Rolph Court	Abbey
NAT 41	Cobbetts Corner	Newnham
Parks and Gardens (P&G)		

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P&G 01	Alexandra Gardens	Arbury
P&G 02	Arbury Town Park	King's Hedges
P&G 03	Cherry Hinton Hall	Cherry Hinton
P&G 04	Cherry Hinton Recreation Ground	Cherry Hinton
P&G 05	Chesterton Recreation Ground	East Chesterton
P&G 06	Christ's Pieces	Market
P&G 07	Coleridge Recreation Ground	Coleridge
P&G 08	Histon Road Recreation Ground	Castle
P&G 09	Jesus Green	Market
P&G 10	King's Hedges Recreation Ground	King's Hedges
P&G 11	Lammas Land	Newnham
P&G 12	Midsummer Common	Market
P&G 13	New Square	Market
P&G 14	Nightingale Avenue Recreation Ground	Queen Edith's
P&G 15	Nun's Way Recreation Ground	King's Hedges
P&G 16	Parker's Piece	Market
P&G 17	Bell School of Language	Queen Edith's
P&G 18	Romsey Recreation Ground	Romsey
P&G 19	St. Albans Road Recreation Ground	Arbury
P&G 20	St. Matthew's Piece	Petersfield
P&G 21	Trumpington Recreation Ground (King George V Memorial Playing Field)	Trumpington
P&G 22	Coldhams Common	Abbey
P&G 23	St John's College Gardens	Castle
P&G 24	Cambridge University Observatory	Castle
P&G 25	Edgecombe Flats Green	King's Hedges

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P&G 26	Church End Green Space	Cherry Hinton
P&G 27	Cambridge University Botanic Garden	Trumpington
P&G 28	Jubilee Gardens	Arbury
P&G 29	Magdalene College Grounds	Castle
P&G 30	Causeway Park	East Chesterton
P&G 31	Queens' College	Newnham
P&G 32	Trinity College Gardens	Castle
P&G 33	Christ's College Gardens	Market
P&G 34	Peterhouse Gardens	Market
P&G 35	King's College	Newnham
P&G 36	Pembroke College Gardens	Market
P&G 37	Ridley Hall Grounds	Newnham
P&G 38	Gonville and Caius Fellows Garden	Newnham
P&G 39	Selwyn College Gardens	Newnham
P&G 40	Newnham College Gardens	Newnham
P&G 41	Wychfield	Castle
P&G 42	Lucy Cavendish College	Castle
P&G 43	Fitzwilliam College Gardens	Castle
P&G 44	Murray Edwards College Gardens	Castle
P&G 45	Castle Mound	Castle
P&G 46	Homerton College Grounds	Queen Edith's
P&G 47	St Edmund's College Gardens	Castle
P&G 48	Trinity Hall Gardens	Castle
P&G 49	Gonville & Caius College Gardens	Castle
P&G 50	Clare College Gardens	Newnham

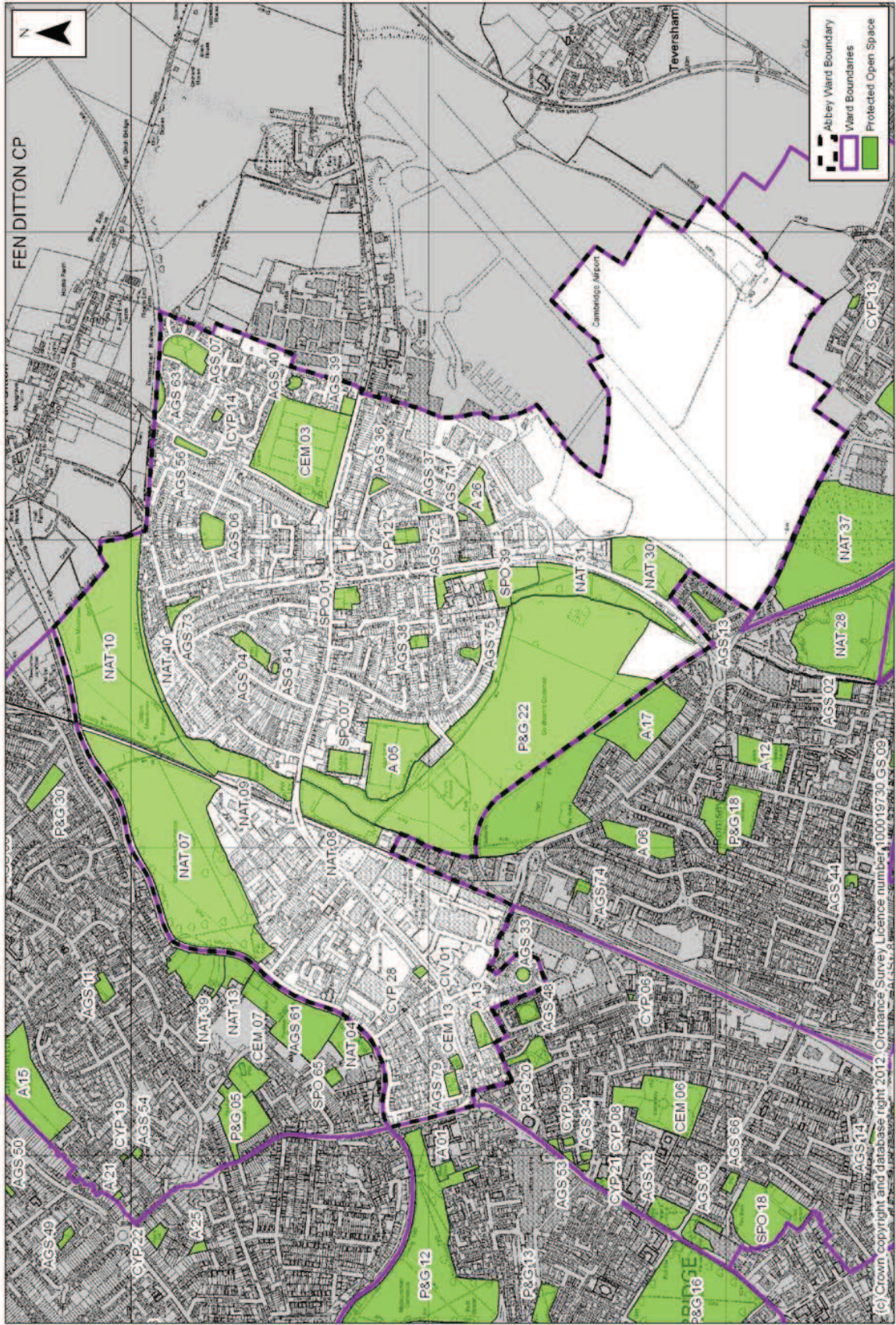
P&G 51	Anstey Hall	Trumpington
P&G 52	Sidney Sussex College Gardens	Market
P&G 53	Robinson College Gardens	Newnham
P&G 54	Trinity College Fellows Garden	Castle
P&G 55	Trinity College - Burrell's Field	Castle
P&G 56	Corpus Christi	Market
P&G 57	Clare Hall Scholars Garden	Newnham
Outdoor Sports Facilities (SPO)		
SPO 01	Barnwell Road Recreation Ground	Abbey
SPO 02	Cambridge City Football Club	West Chesterton
SPO 03	Cambridge Football Stadium	Trumpington
SPO 04	Arbury County Primary School	West Chesterton
SPO 05	Cambridge Rugby Football Club	Newnham
SPO 06	Cambridge Tennis & Hockey Club	Newnham
SPO 07	Cambridge United FC	Abbey
SPO 08	Chesterton Community College	West Chesterton
SPO 10	Churchill College Grounds	Castle
SPO 11	Clare College Playing Fields	Trumpington
SPO 12	Coleridge Community College Playing Fields	Coleridge
SPO 13	Colville County Primary School	Cherry Hinton
SPO 14	Corpus Christi Playing Fields	Newnham
SPO 15	Cambridge University Press Playing Fields	Trumpington
SPO 16	Emmanuel College Playing Field	Newnham
SPO 17	Fawcett Primary School	Trumpington
SPO 18	Fenners Cricket Ground	Petersfield

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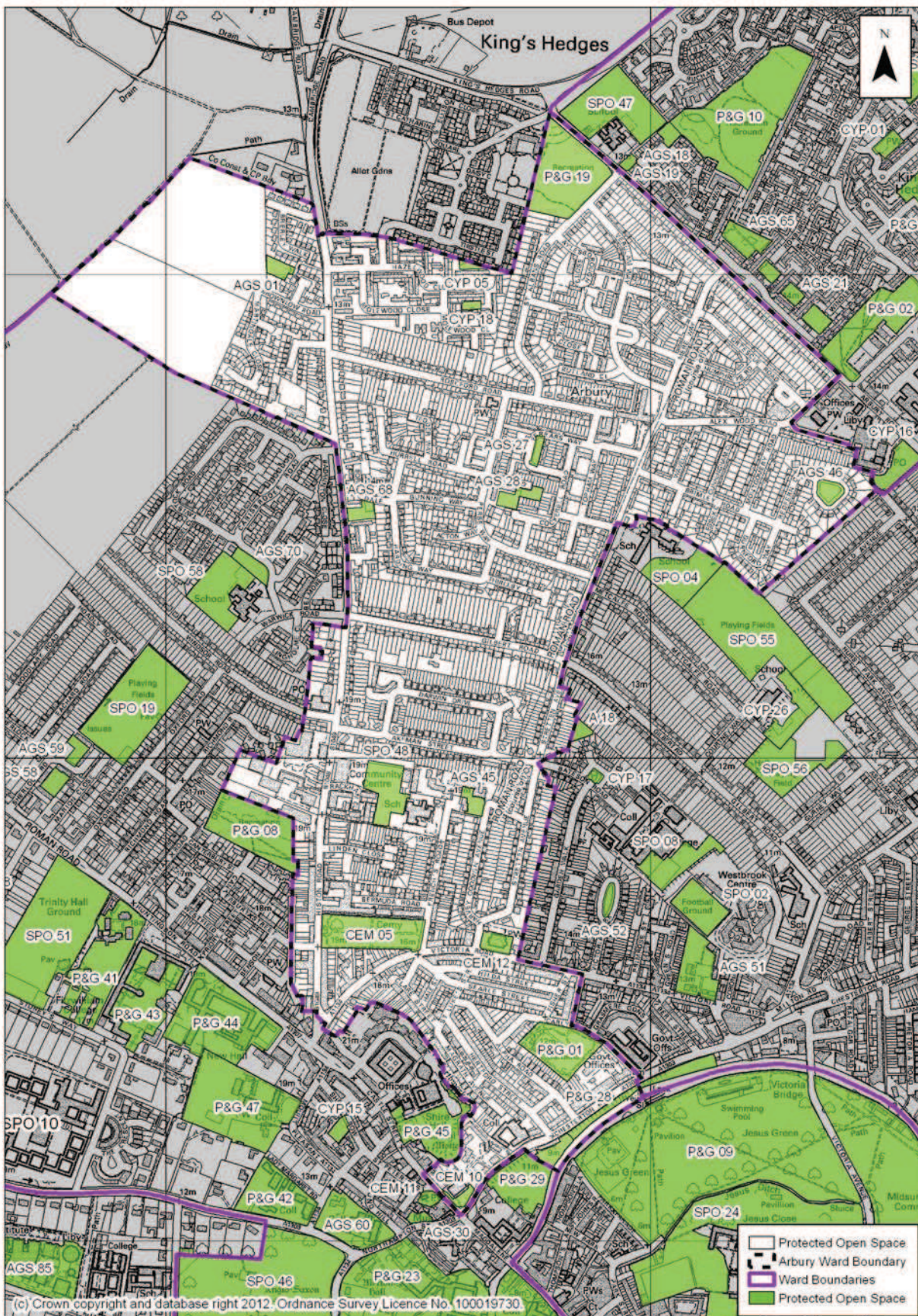
SPO 19	Fitzwilliam College Playing Fields	Castle
SPO 20	Gonville & Caius College Playing Fields	Newnham
SPO 21	Grove Primary School	King's Hedges
SPO 22	Hills Road Sport Centre (Tennis Courts)	Queen Edith's
SPO 24	Jesus College	Market
SPO 25	King's Hedges County Primary School	King's Hedges
SPO 26	Kings College School	Newnham
SPO 27	Leys School Playing Field	Trumpington
SPO 28	Leys & St Faiths Schools Playing Field	Trumpington
SPO 29	Long Road Sixth Form College	Queen Edith's
SPO 30	Manor Community College Playing Fields	King's Hedges
SPO 31	Netherhall School (South)	Queen Edith's
SPO 32	Queen Emma Primary School	Queen Edith's
SPO 33	Newnham College Playing Field	Newnham
SPO 34	Newnham Croft Primary School	Newnham
SPO 35	Pembroke, Peterhouse, Downing, St. Catherine's & Christ's Colleges	Newnham
SPO 36	Perse Preparatory School (Peterhouse College)	Trumpington
SPO 37	Perse School For Boys Playing Field	Queen Edith's
SPO 38	Perse School For Girls Playing Field	Trumpington
SPO 39	Abbey Meadows Primary School	Abbey
SPO 40	Queen Edith Primary School	Queen Edith's
SPO 41	University Croquet & Tennis Club (Cocks & Hens Lawn Tennis Club)	Newnham
SPO 42	Spinney County Primary School	Cherry Hinton
SPO 43	St. Andrews Primary School	East Chesterton

CAMBRIDGE LOCAL PLAN TOWARDS 2031 – ISSUES AND OPTIONS 2, PART 2
DRAFT FOR DEVELOPMENT PLAN SCRUTINY SUB-COMMITTEE – 13 DECEMBER 2012

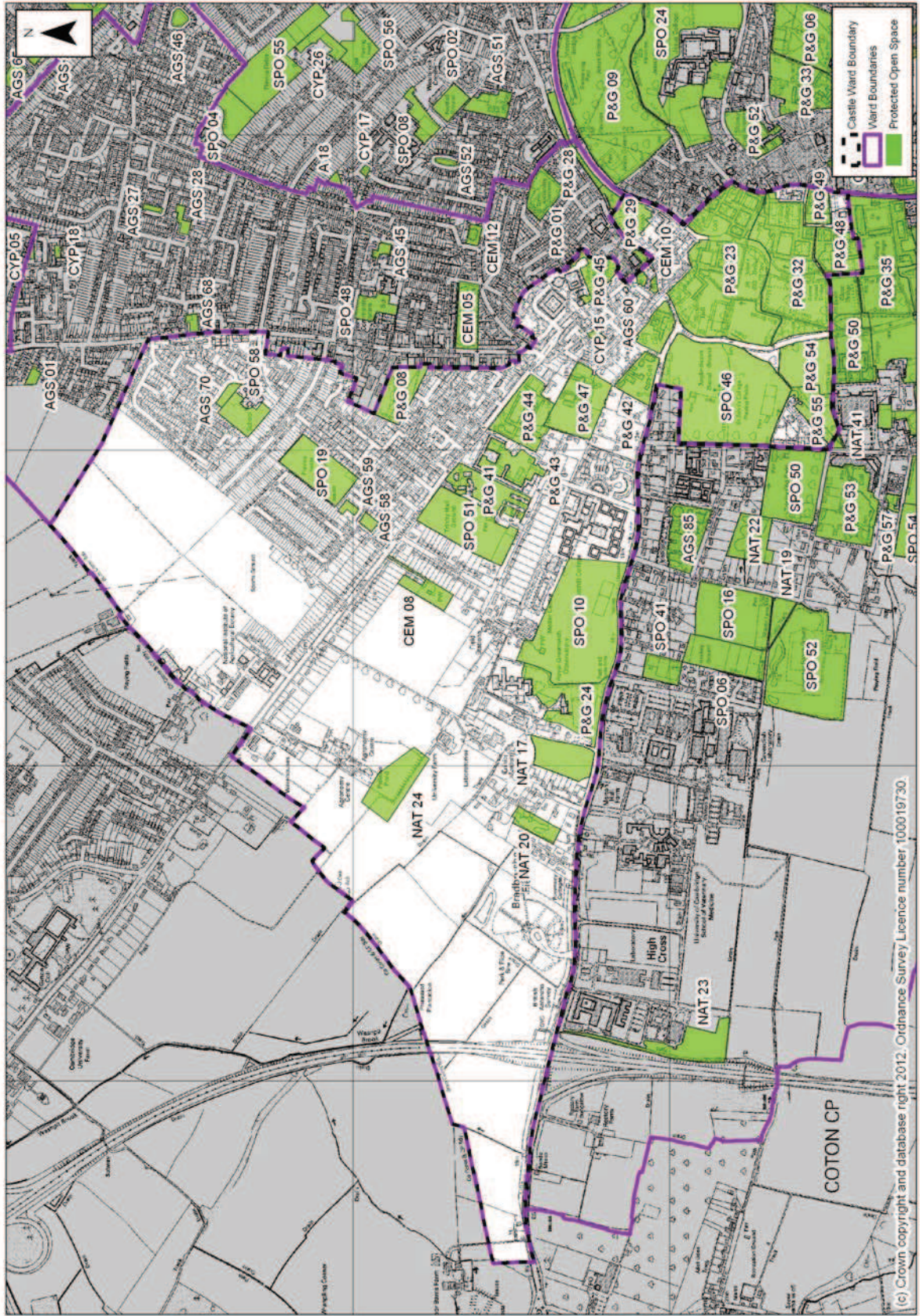
SPO 44	St Bede's School	Coleridge
SPO 45	St Faith's Playing Field	Trumpington
SPO 46	St John's and Magdalene Colleges Playing Field	Castle
SPO 47	St Lawrence Catholic Primary School	King's Hedges
SPO 48	St Luke's Primary School	Arbury
SPO 49	St Mary's School Playing Field	Trumpington
SPO 50	Trinity College Playing Field	Newnham
SPO 51	Trinity Hall Ground	Castle
SPO 52	University Athletics Track	Newnham
SPO 53	University Rugby Club	Newnham
SPO 54	University Rugby Club Practice Ground	Newnham
SPO 55	Chesterton Community College Playing Field	West Chesterton
SPO 56	Milton Road Primary School	West Chesterton
SPO 58	Mayfield Primary School	Castle
SPO 59	Cantabrian Rugby Football Grounds	Queen Edith's
SPO 60	Cambridge Lakes Golf Course	Trumpington
SPO 61	Cambridge & County Bowling Club	Trumpington
SPO 62	Perse Preparatory School	Trumpington
SPO 63	Downing College	Market
SPO 65	Chesterton Bowls Club	East Chesterton
SPO 66	Trinity College Hockey Field	Newnham
SPO 67	Cherry Hinton Infants School	Cherry Hinton



Protected Open Spaces: Arbury Ward



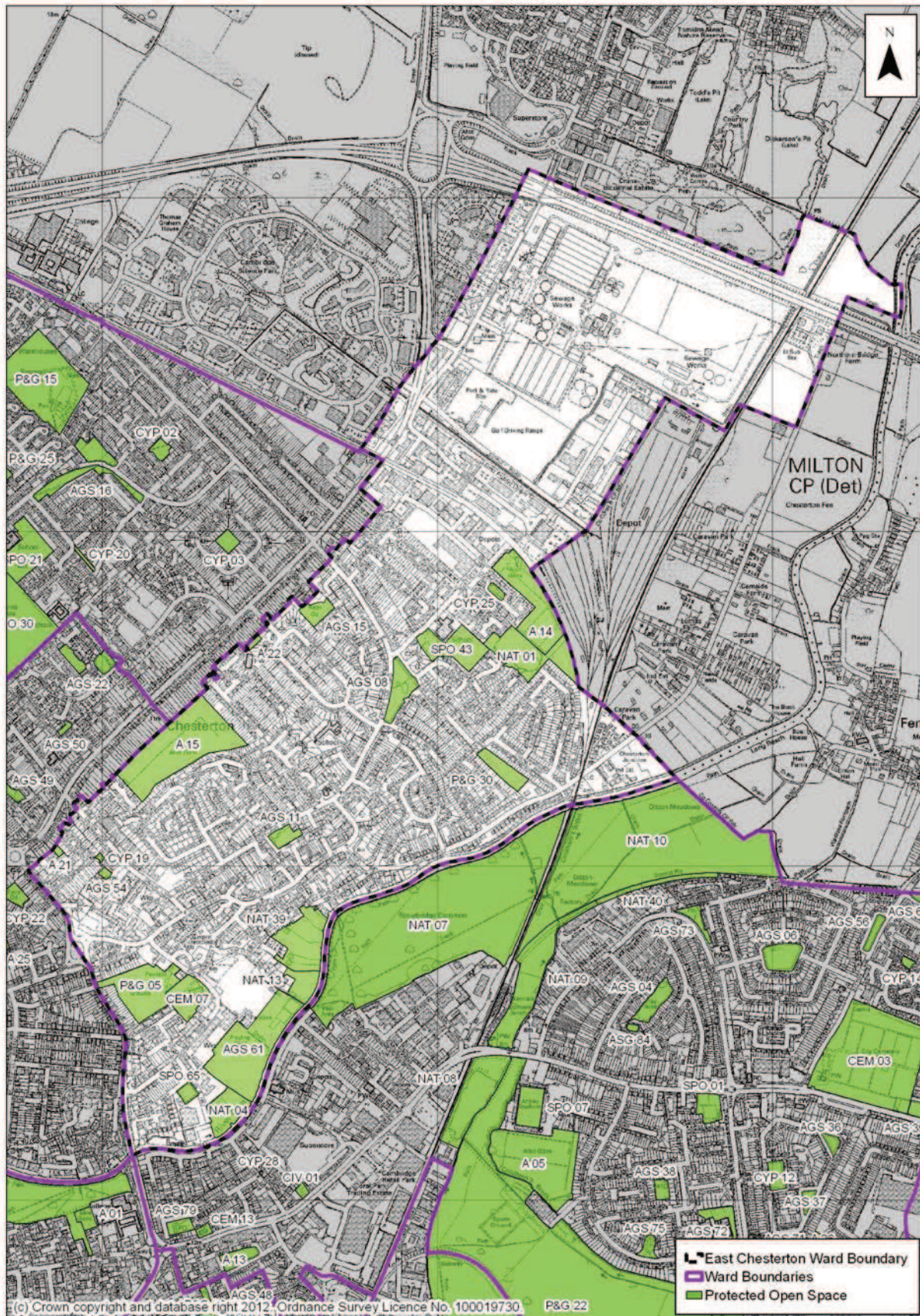
CAMBRIDGE LOCAL PLAN TOWARDS 2031 – ISSUES AND OPTIONS 2, PART 2
DRAFT FOR DEVELOPMENT PLAN SCRUTINY SUB-COMMITTEE – 13 DECEMBER 2012
Protected Open Spaces: Castle Ward

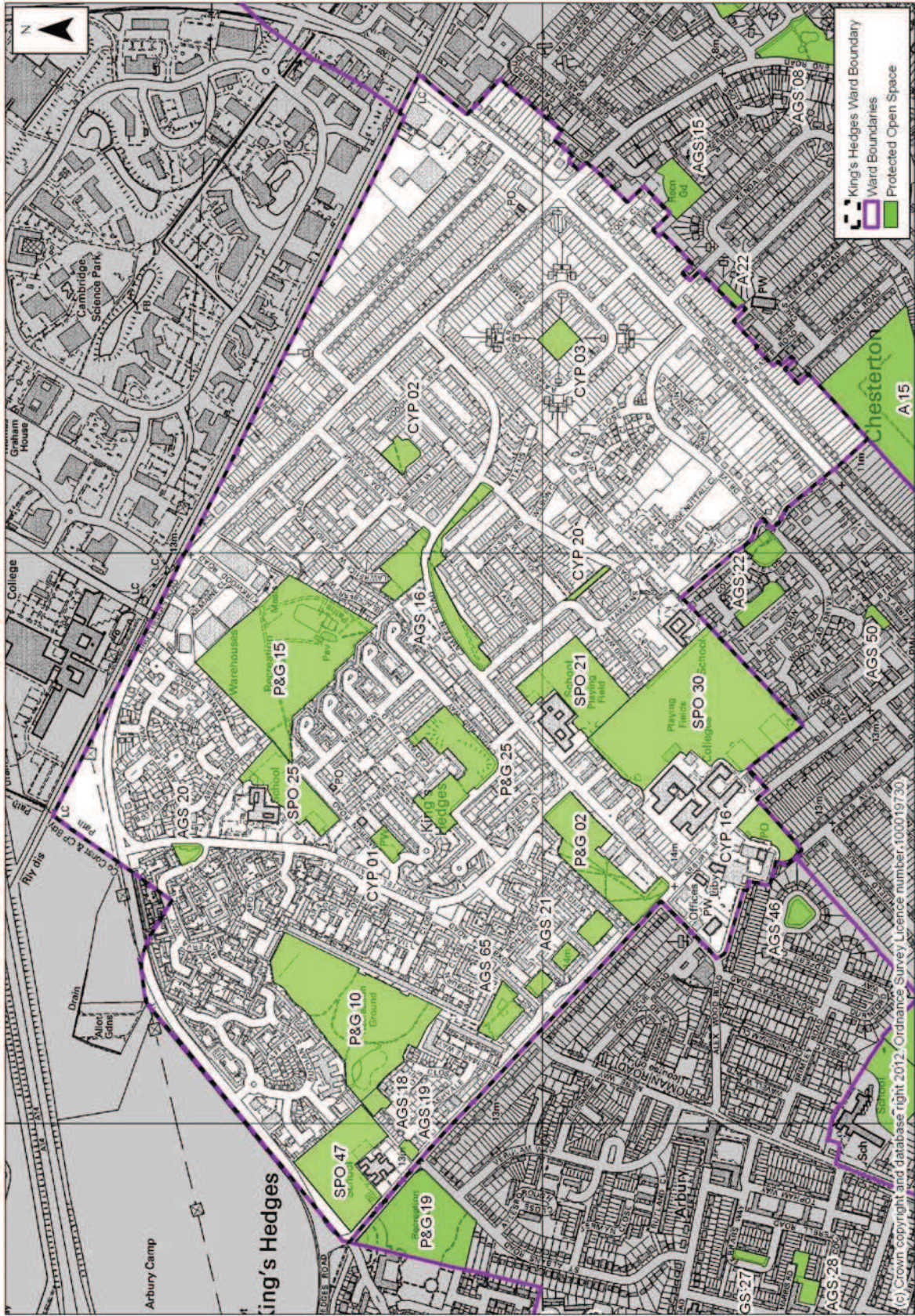


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Protected Open Spaces: East Chesterton Ward

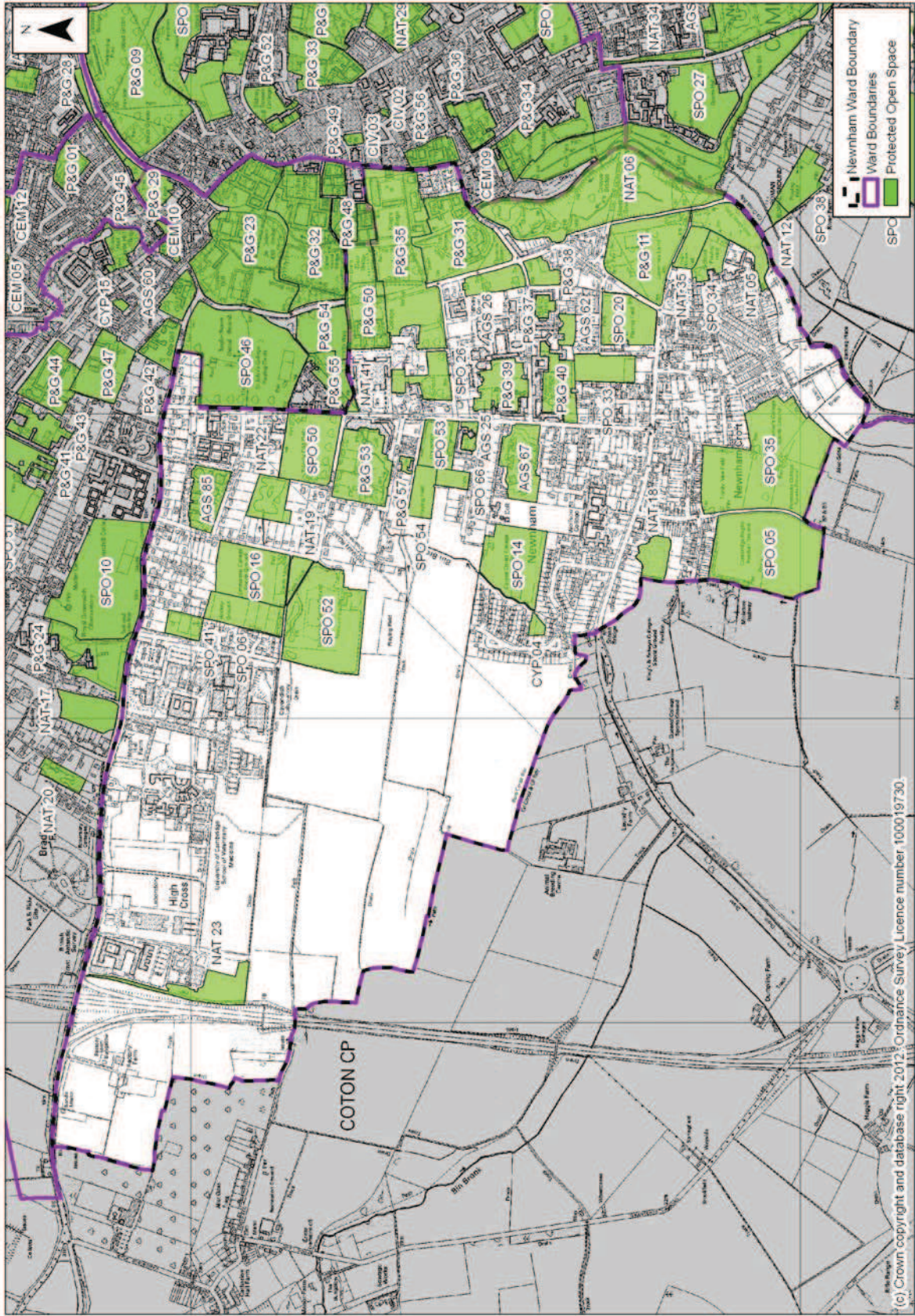




Protected Open Spaces: Market Ward



CAMBRIDGE LOCAL PLAN TOWARDS 2031 – ISSUES AND OPTIONS 2, PART 2
DRAFT FOR DEVELOPMENT PLAN SCRUTINY SUB-COMMITTEE – 13 DECEMBER 2012
Protected Open Spaces: Newnham Ward



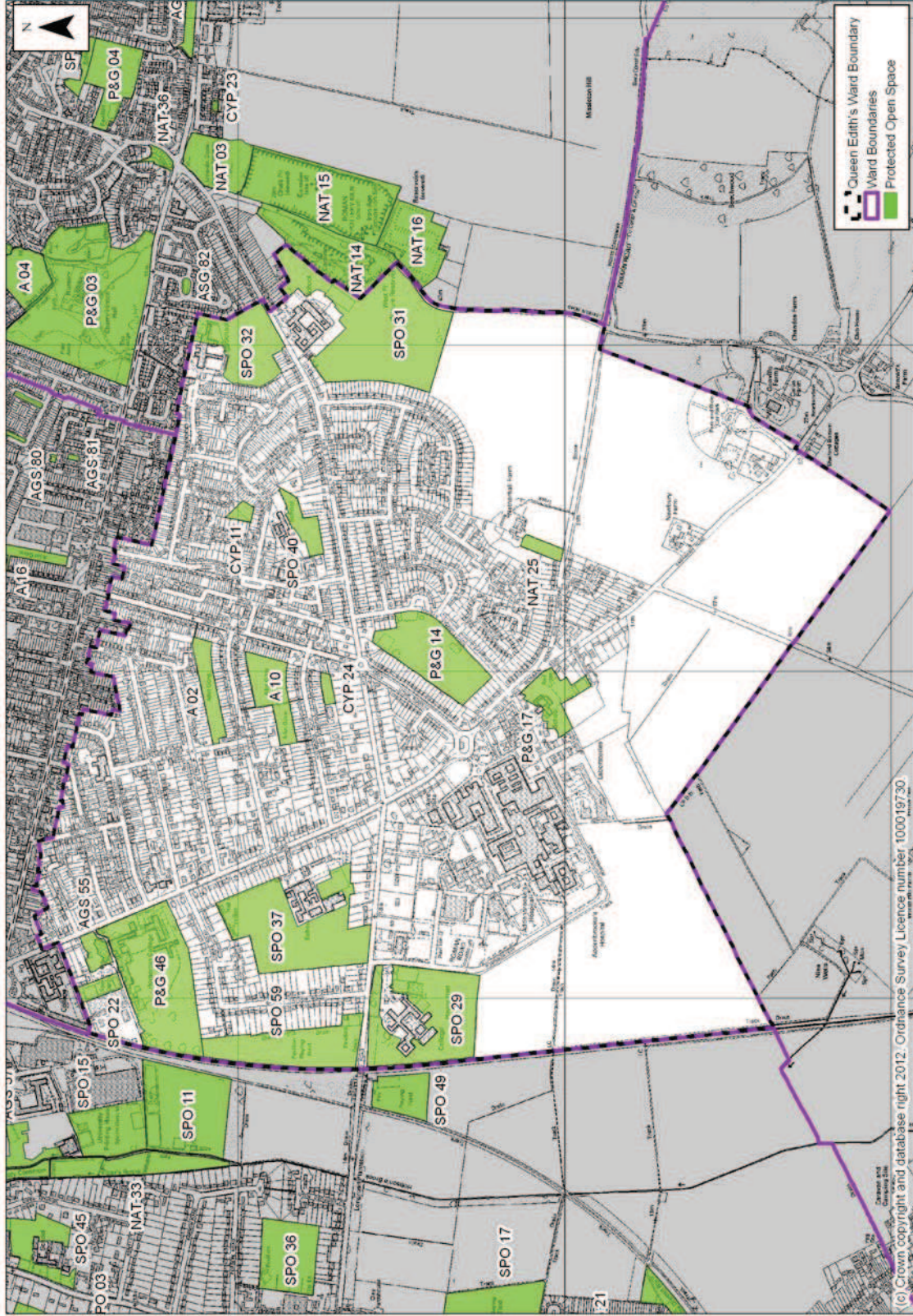
DECEMBER 2012

CAMBRIDGE CITY COUNCIL

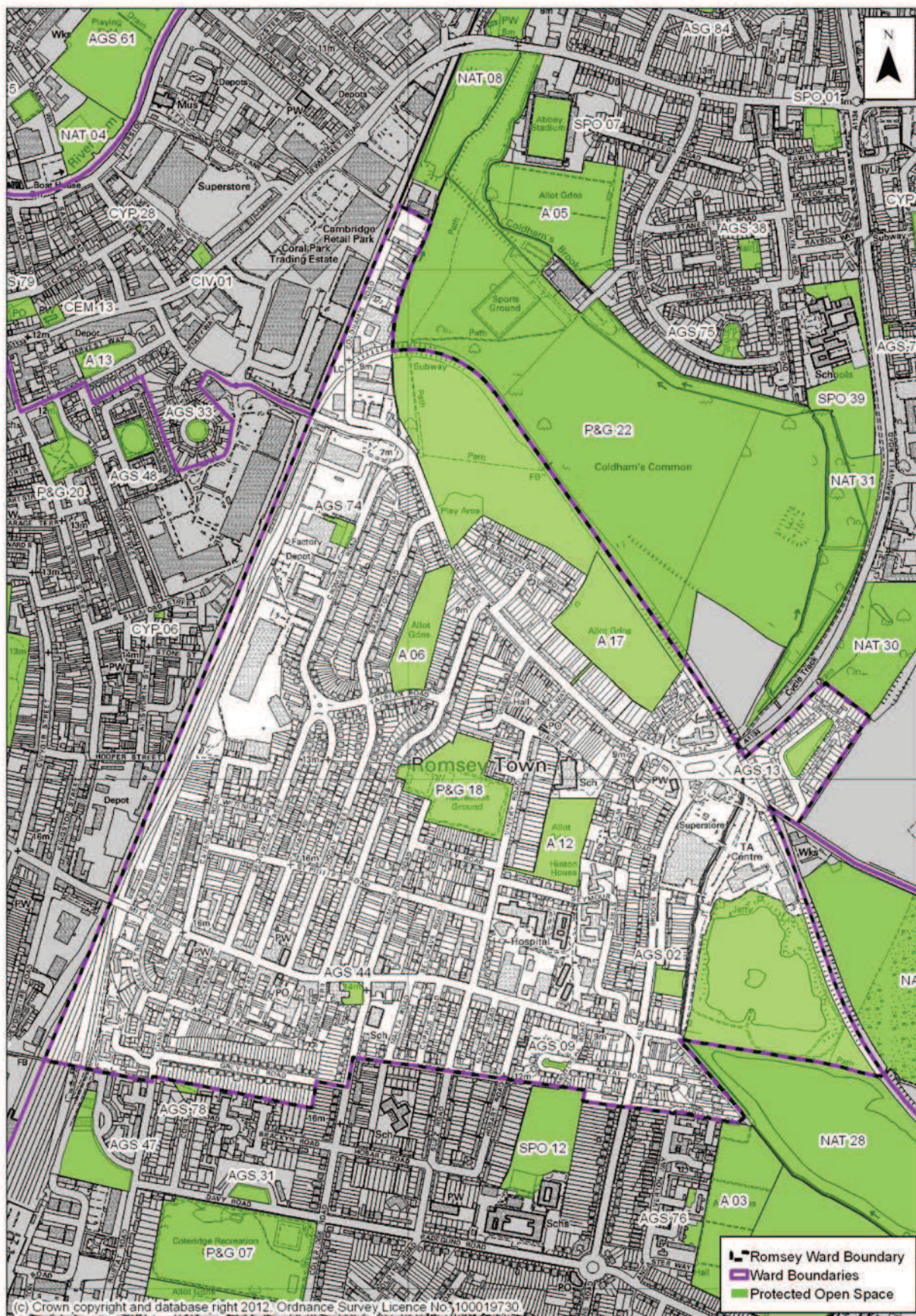
Protected Open Spaces: Petersfield Ward



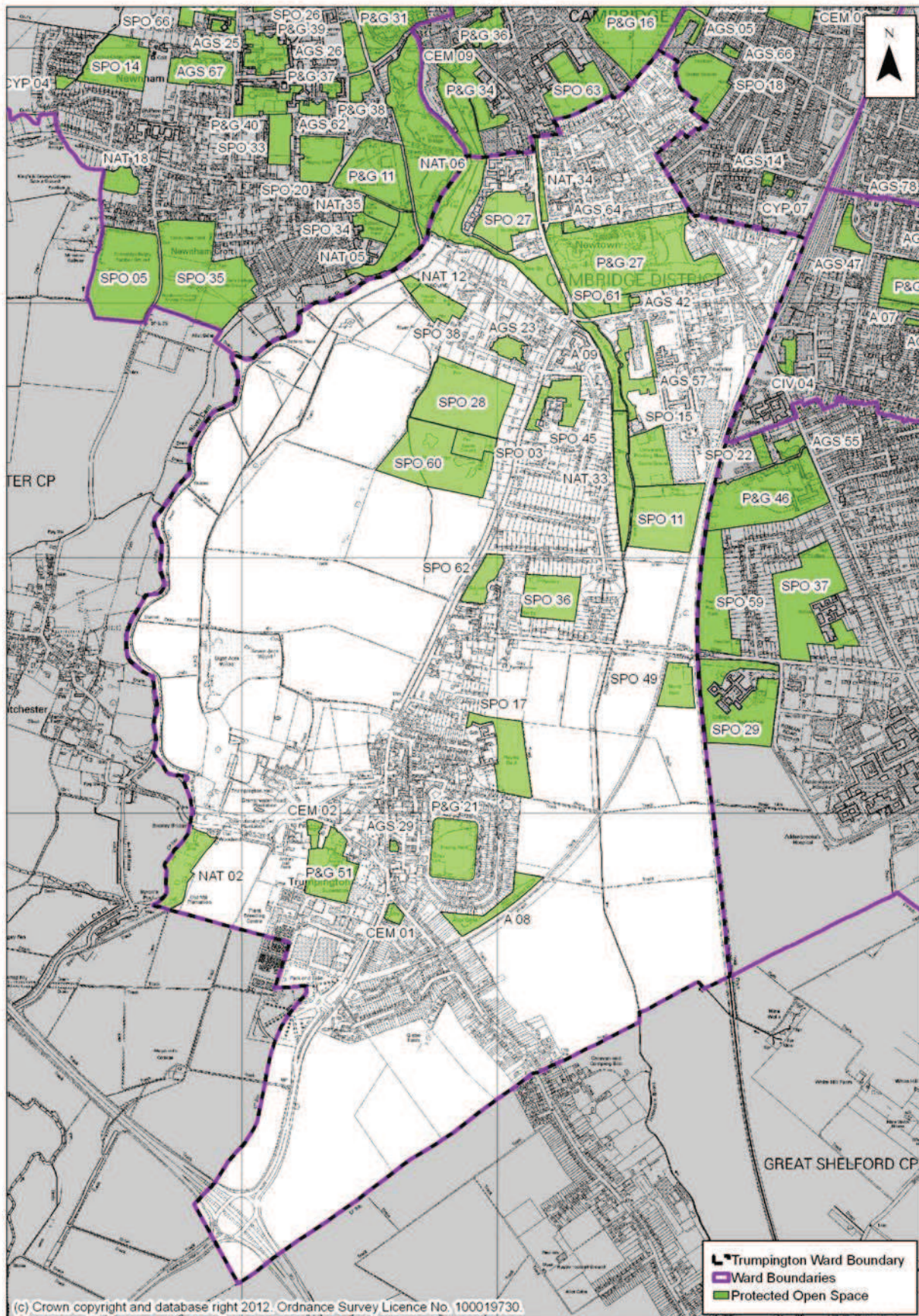
Protected Open Spaces: Queen Edith's Ward



Protected Open Spaces: Romsey Ward



Protected Open Spaces: Trumpington Ward



Protected Open Spaces: West Chesterton Ward



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APPENDIX 1

APPENDIX 1: OTHER SITES CONSIDERED

A number of sources were used to arrive at a list of sites to assess. These include the following sources, although this is not an exhaustive list:

- Sites allocated in the existing adopted Local Plan 2006, associated Area Action Plans, and Supplementary Planning Documents, which have not been developed.
- Sites identified in the following studies:
 - Strategic Housing Land Availability Assessment (SHLAA) May 2012.
 - Employment Land Review 2007 and 2012 update.
 - Gypsy and Traveller Provision in Cambridge: Site Assessment
 - Cambridge Hotel Futures: Headline Findings Issues & Options Report April 2012
 - Other documents eg those produced by Cambridgeshire Horizons.
- Any sites and site boundaries identified by the Council within the Issues and Options Consultation (June 2012).
- Any sites subsequently submitted by landowners and developers or their agents in their responses to the Council's Issues and Options consultation June-July 2012.
- Any sites identified by the Council's own internal directorates, other Councils, statutory government agencies, and statutory undertakers.

A long list of sites was drawn up and was initially reduced, by removing those sites which had already been consulted upon in the Issues and Options 1 consultation in June/July 2012, sites less than 0.5 hectares (apart from a small number of residential sites which due to their location could be developed at a high density), and those picked up through annual monitoring where planning permission had been granted or where the landowner has indicated that they do not wish to bring the site forward.

The following tables provide information on the assessed sites:

RESIDENTIAL

Site Reference	Description	Reason
R22 (Local Plan 2006 Allocation Site 5.13)	Milton Road Infants & Junior School (former)	Half the site has been developed, the remainder of the site has an extant planning consent and is less than 0.5ha. It does not merit allocation.
R23 (Local Plan 2006 Allocation Site 9.14)	Land between 64-66 Peverel Road	The part of the site that is not Protected Open Space is less than 0.5ha and does not merit allocation.
R24 (Representation 16287 to Issues	Perse Playing Fields	Protected Open Space. No suitable access.

Site Reference	Description	Reason
and Options)		
R25 (Representation 12286 to Issues and Options)	Emmanuel College Playing Fields	Protected Open Space.
R26 (SHLAA Site CC909)	Shire Hall site, Old Police Station, Castle Mound and 42 Castle Street	Not available for development.
R27 (Local Plan 2006 Allocation Site 5.01)	Land off Fitzwilliam Road and Clarendon Road	Under construction.
R28 (Local Plan 2006 Allocation Site 5.03)	Cromwell Road	Mostly built out.
R29 (Local Plan 2006 Allocation Site 5.08)	Territorial Army, Cherry Hinton Road	Not available for development.
R30 (Local Plan 2006 Allocation Site 5.10)	The Nuffield Hospital, Trumpington Road	Not available for development.
R31 (Local Plan 2006 Allocation Site 5.11)	Caravan Park, Fen Road	Not available for development.
R32 (Local Plan 2006 Allocation Site 5.16)	147 Hills Road	Under construction.
R33 (Local Plan 2006 Allocation Site 5.18)	Sandy Lane	Under construction.
R34 (Local Plan 2006 Allocation Site 5.19)	135 Long Road	Built out.
R35 (Local Plan 2006 Allocation	Clay Farm, South of Long Road	Under construction.

Site Reference	Description	Reason
Site 9.06)		
R36 (Local Plan 2006 Allocation Site 9.08)	Monsanto Site	Under construction.
R37 (Local Plan 2006 Allocation Site 9.08)	Bell School Site, Red Cross Lane	Outline consent in place.
R38 (Local Plan 2006 Allocation Site 9.08)	Glebe Farm	Extant planning consent on most of this site. The remainder is proposed for allocation as site R15.
R39 (Local Plan 2006 Allocation Site 9.15)	Land between Hills Road and Station Road	Built out.

MIXED USE

Site Reference	Description	Reason
R22 (Local Plan 2006 Allocation Site 5.13)	Milton Road Infants & Junior School (former)	Half the site has been developed, the remainder of the site has an extant planning consent and is less than 0.5ha. It does not merit allocation.
R26 (SHLAA Site CC909)	Shire Hall site, Old Police Station, Castle Mound and 42 Castle Street	Not available for development.
M6 (Local Plan 2006 Allocation Site 7.01)	New Street/Newmarket Road	Mostly built out. The remainder of the site is too small to allocate.
M7 (Local Plan 2006 Allocation Site 6.01)	Bradwell's Court	Built out.
M8 (Local Plan 2006 Allocation Site 7.11)	Brunswick Site	Under construction.
M9 (Local Plan	Addenbrooke's	Outline consent in place.

Site Reference	Description	Reason
2006 Allocation Site 9.02)		
M10 (Local Plan 2006 Allocation Site 9.03)	Huntingdon Road/Histon Road	Outline consent in place.
M11 (Local Plan 2006 Allocation Site 9.05)	East of Shelford Road	Under construction.
M12 (Local Plan 2006 Allocation Site 7.02)	Betjeman House, Hills Road	Under construction.

EMPLOYMENT

Site Reference	Description	Reason
E6 (Employment Land Review 2008 and 2012)	Rail Sidings, 80 Rustat Road	There is no viable access to this site.
E7 (Employment Land Review 2012)	City House and 132 – 134 Hills Road	Existing commitment – office building.
E8 (Local Plan 2006 Allocation Site 7.05)	Coldham's Road	Built out.
M6 (Local Plan 2006 Allocation Site 7.01)	New Street/Newmarket Road	Mostly built out. The remainder of the site is too small to allocate.

UNIVERSITY

Site Reference	Description	Reason
U3 (Local Plan 2006 Allocation Site 7.09)	Grange Farm, Wilberforce Road	Surface water issues, no suitable access, insufficient highway capacity
U4 (Representation 11134 to Issues and Options)	Meadow Triangle, land to the southern end of Wilberforce Road	Protected Open Space
U5 (Local Plan 2006 Allocation Site 7.09)	Leckhampton House	College has provided student accommodation on alternative adjacent site.
U6 (Local Plan 2006 Allocation Site 7.09)	Sedley School Site	Built out.
U7 (Local Plan 2006 Allocation Site 7.14)	Bradmore Street Site	Built out for Anglia Ruskin University's Optometry Clinic.

RESIDENTIAL MOORINGS

Site Reference	Description	Reason
RM2 (Representation 17979 to Issues and Options)	Southern Bank of River Cam, Stourbridge Common	All possible mooring areas are already in use in this area.

HOTEL

Site Reference	Description	Reason
R22 (Local Plan 2006 Allocation Site 5.13)	Milton Road Infants & Junior School (former)	Half the site has been developed, the remainder of the site has an extant planning consent and is less than 0.5ha. It does not merit allocation.
M6 (Local Plan 2006 Allocation Site 7.01)	New Street/Newmarket Road	Mostly built out. The remainder of the site is too small to allocate.

GYPSY AND TRAVELLER SITE OPTIONS

Site Reference	Description	Reason
GT1 (Representation 9986 to Issues and Option)	Babraham Road Park and Ride	Not suitable, due to distance from facilities.

SITES CONSULTED ON AT ISSUES AND OPTIONS STAGE

The following sites were consulted on as Opportunity Areas as part of the Local Plan Issues and Options in June/July 2012.

Site area	Option in I&O Report	Type of development
Station Area	28	Existing allocation with planning permission.
Southern Fringe	29	Existing allocations with planning permissions
Addenbrooke's Hospital	30	Existing allocation and safeguarded land to south
North West Cambridge	31	Existing allocations with planning permissions
West Cambridge	32	Intensification of site
Northern Fringe East – Including sewage works, Golf Driving Range, Former Park and Ride, Cambridge Business Park and Cambridge Commercial Park (all in Cowley Road Area)	33	Existing allocation, but different use – high density mixed employment led development and new railway station
Cambridge East Including Land West of Norman Way and Land East of Norman Way, Sainsbury's, TA Centre, Hansons	34,35,36	Existing allocation which won't be taken forward during the plan period – options to either retain allocation, allocate as safeguarded land or return to Green Belt

Eastern Gate	38	Improvements to public realm and some development sites
Cambridge Railway Station to the City Centre and Hills Road Corridor	39	Improvements to public realm and some development sites
Land South of Coldham's Lane	40	Opportunities for recreation and links through the area. Some development sites – Land East of Norman Way Business Park, Land West of Rosemary Lane, Norman Way Business Park, Sainsbury's and the Territorial Army Centre

SHLAA SITES

The following Strategic Housing Land Availability Assessment (SHLAA) sites were considered deliverable or developable, but were not taken forward at this stage as they were below 0.5ha in size.

SHLAA Site Reference	Description	Area in hectares
202	1 Ditton Walk	0.28
430	Catholic Church of St. Vincent de Paul, Ditton Lane	0.16
870	Ditton Fields Nursery School, Wadloes Road	0.19
855	Telephone Exchange south of 1 Ditton Lane	0.17
012	162 - 184 Histon Road	0.23
057	BP Garage, 452 Cherry Hinton Road and garages off Glenmere Close	0.26
081	152 Coleridge Road	0.21
151	Land to R/O 1 - 28 Jackson Road (Car parking and lock-up garages)	0.27
887	98-144 Campkin Road	0.52 ¹
902	Land south of the Ship, including the car park	0.34
204	48-61 Burleigh Street	0.30
917	Auckland Road Clinic	0.20
196	31 Queen Edith's Way	0.23
070	213 - 217 Mill Road	0.22
918	18 Vinery Road	0.20

¹ Over 0.5ha but too few dwellings in terms of net gain.

APPENDIX 2

APPENDIX 2: EXISTING NON-RESIDENTIAL CAR PARKING STANDARDS

The standards set out below are the existing car parking standards for new non-residential development from the current Local Plan (2006). They are found in Appendix C of the current Plan.

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”.

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

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.

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

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

Office Use

Limited car parking will be allowed in the Controlled Parking Zone. Access will primarily rely on public transport, cycling and walking.

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

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

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 I. Analysis, responses and preferred approach to residential space standards, plus summaries of representations received

Appendix I: Analysis, responses and preferred approach to residential space standards, plus summaries of representations received

CHAPTER 9 – DELIVERING HIGH QUALITY HOUSING

ISSUE - RESIDENTIAL SPACE STANDARDS

Total representations: 106				
Object:				
Option 106: 6	Option 107: 6	Option 108: 6	Option 109: 4	Option 110: 4
Support:				
Option 106: 31	Option 107: 30	Option 108: 8	Option 109: 10	Option 110: 1

OPTION NUMBER	KEY ISSUES
<p>Option 106 – Minimum standards based on the level of occupancy (bedspaces)</p> <p>&</p> <p>Option 107 – Minimum space standards based on a range of dwelling types</p>	<ul style="list-style-type: none"> • Current developments do not provide sufficient space for ordinary living; • Option 106 should be combined with Option 107 as there are good aspects in both options; • Minimum space standards for principal rooms are desirable but the areas counting towards meeting the standard should have minimum headroom of at least two metres, preferably 2.1. There might be some relaxation for under eaves space but this should be minimal. Gross area for such rooms without any regard to height is not acceptable. All designated bedrooms should be large enough to accommodate an adult, their storage and dressing space; • Option 106 is preferred to Option 107, which could produce properties that are difficult to adapt or sell in future. Spacious houses sell well and in general people are getting taller and proportionately larger; • Minimum space standard should be based on occupancy levels; • Space standards should be determined by the market. Those able to buy or rent in the open market can exercise choice in terms of the balance between standards, space, affordability and location; • Imposing minimum space standards could adversely affect viability and deliverability of constrained sites, and would reduce the total number of units delivered in the city and the ability to deliver affordable homes and community facilities; • Evidence from the Home Builders Federation shows that whilst dwelling sizes may be smaller in the UK, the

	<p>average occupancy level of new housing within the UK is amongst the lowest in Europe;</p> <ul style="list-style-type: none"> • Increasing the size of homes necessarily increases costs to purchasers; • This can be carried out through development control mechanisms for new development and does not need a specific policy. There is no need to repeat other legislation in the Local Plan; • The first bedroom should always be big enough for two people to accommodate changes in circumstances; • A number of respondents considered that Options 106 and 108 would represent a good combination of policies, whilst others considered that Options 107 and 109 would represent a good combination. • Too many dwellings are far too small; • Ceiling heights and principal rooms need minimum height and sizes. There is also a need for cycle, outdoor amenity and garden space; • Developers will not voluntarily do this; • It is in the interests of residents and the non-overdevelopment of a site to do this; • Increasing the size of homes necessarily increases costs to purchasers;
<p>Option 108 – Minimum space standards for private outdoor amenity space only</p> <p>&</p> <p>Option 109 – General provision of outdoor amenity space</p>	<ul style="list-style-type: none"> • There should not be a minimum standard for private outdoor amenity space. This should be determined by the market; • There could be recommended standards for minimum private outdoor amenity space standards but with flexibility to tailor to specific circumstances, for example, it could be reduced if the site is constrained, or if there is a high proportion of public amenity space in close proximity; • To impose a specific minimum requirement will be to constrain development sites coming forward, and will diminish the delivery of housing on certain sites. Each application should simply continue to be considered on merit as at the present time; • The space provided should be appropriate to the development and its location. Gardens that are contiguous have greater amenity and ecological value than separate fragments of land. The overall open space requirement coupled with a common-sense approach on a case by case basis can produce better results; • Minimum space standards need to be set out for outdoor amenity space, though not to the exclusion of other space standards;

	<ul style="list-style-type: none"> • Properties need private outdoor space of a reasonable depth and width; • Need for a long-term view of the immeasurable value of private gardens; • A number of respondents considered that Options 106 and 108 would represent a good combination of policies, whilst others considered that Options 107 and 109 would represent a good combination. • Those able to buy or rent in the open market can exercise choice in terms of the balance between standards, space, affordability and location; • Imposing minimum space standards could adversely affect viability and deliverability of constrained sites, and the ability to deliver affordable homes and community facilities; • Evidence from the Home Builders Federation shows that whilst dwelling sizes may be smaller in the UK, the average occupancy level of new housing within the UK is amongst the lowest in Europe; • Increasing the size of homes necessarily increases costs to purchasers; • Whilst well-intentioned, Option 109 may allow too many loopholes to be meaningful.
Option 110 – No space standards specified	<ul style="list-style-type: none"> • Those able to buy or rent in the open market can exercise choice in terms of the balance between standards, space, affordability and location; • Imposing minimum space standards could adversely affect viability and deliverability of constrained sites, and the ability to deliver affordable homes and community facilities; • Evidence from the Home Builders Federation shows that whilst dwelling sizes may be smaller in the UK, the average occupancy level of new housing within the UK is amongst the lowest in Europe; • Increasing the size of homes necessarily increases costs to purchasers; • Standards are critical, no action is not a good option; • The space provided should be appropriate to the development and its location. Gardens that are contiguous have greater amenity and ecological value than separate fragments of land. The overall open space requirement coupled with a common-sense approach on a case by case basis can produce better results.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
The only other option suggested was the need for a policy on standards for shared outdoor space for blocks of flats.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT

Option Number	Analysis
Options 106 – 110 on Residential Space Standards	<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 reduce the burden placed on developers. Improved standards will nonetheless potentially result in some constrained sites being undevelopable.</p> <p>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.</p> <p>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</p>

	interpretation makes the effect of this option uncertain across all relevant sustainability topics.
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KEY EVIDENCE	
	<ul style="list-style-type: none"> • Cambridgeshire County Council Research 'Housing Development in Cambridgeshire 2001-2011' August 2011; • The National Affordable Homes Agency, 721 Housing Quality Indicators (HQI) Form, Version 4 (for NAHP 08-11) published Map 2007 and updated April 2008; • Design and Quality Standards (April 2007) Housing Corporation; • Cambridge City Council (2008), Affordable Housing SPD (paragraph 26, Page 10-11); • Housing Act 1985 Part X Overcrowding – 326 The Space Standards, Table II; • GLA (2009), London Housing Design Guide; • GLA (July 2011) The London Plan; • CABE (2005) What Home Buyers Want: Attitudes and decision making among consumers; • Bartlett K et al. (2002) Consumer Choice in Housing: The beginnings of a house buyer revolt, Joseph Rowntree Foundation; • HATC (March 2010) Room to swing a cat? The Amount and Use of Space in New Dwellings in London and the South East; • GVA Grimley (2010) Draft London Housing Design Guide: Cost and delivery impact assessment, pre-publication draft, London Development Agency. • Cambridgeshire County Council (July 2012) Census 2011: Cambridgeshire Snapshot.

CURRENT POLICY TO BE REPLACED	
	<p>Whilst these options do not replace an existing policy, they could link well with policy option 167 on <i>On-site provision of open space</i> in allowing the Council to understand how many occupiers the development is being planned for. The existing policy 3/8 <i>Open Space and Recreation Provision Through New Development</i> in the Cambridge Local Plan 2006 requires new developments to provide open space on-site or through commuted payments based on an occupation rate linked to the number of bedrooms provided per dwelling. Requiring a planning application to include information on the proposed maximum level of occupation of the dwellings proposed could inform requirements for provision of open space.</p>

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE	
	<p>Introduction - Internal Space Standards</p> <p>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. It is recognised that many new developments are perceived to provide inadequate amounts of both internal and external amenity space. This issue could be addressed by drafting policies on minimum residential unit sizes and external amenity space.</p> <p>The current Local Plan does not include a policy setting out specific internal and</p>

external space requirements. However, the Council's current Affordable Housing SPD specifies that Affordable Housing "should meet Housing Corporation Design and Quality Standards or any future replacement."¹ Historically, there has been very limited national guidance on the issues connected with space standards within and around the home. Whilst Planning Policy Statements provided support for the development of residential space and layout standards, paragraph 50 of 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.

A number of options were put forward in the Issues and Options report for policy development. These options were based on national guidance and research undertaken looking at policies set by other Local Planning Authorities. Option 106 proposed developing a policy, which sets out requirements for minimum standards based on bedspaces to be used for all new residential developments and conversions of existing dwellings to residential use. Option 107 suggested developing a new policy outlining the minimum internal floor space and storage space (in terms of gross floor area) for a range of dwelling types. Option 110 meanwhile proposed that the status quo be maintained, by taking the approach of not specifying either internal or external space standards and continuing to use the Homes and Communities Agency standards for all affordable housing delivered within the city.

In line with the findings of the Sustainability Appraisal for the Issues and Options Report, it is considered that Option 106 is most 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 approach than bedrooms alone. Setting minimum space standards based on occupancy levels as per Option 106 allows for greater definition than the approach set out in Option 107 where unit sizes are based on the number of bedrooms provided.

It is considered that the introduction of minimum internal space standards for all rooms to be unnecessarily onerous. However, it would be appropriate to consider recommending a minimum bedroom size for single and double bedrooms respectively in order to ensure sufficient space for use by residents. Any room designated on plan as a study will need to be of at least the size of a single bedroom. By setting out bedroom/study sizes, this could help to assure reasonable living conditions. Where residential units built as single family dwellinghouses later become housing in multiple occupation, bedrooms and former study bedrooms often become the only private space available to an individual. In addition, reference will be made in the supporting text of the policy to the need for rooms to have a minimum headroom of 2.1metres in order to allow for reasonable levels of

¹Cambridge City Council Affordable Housing Supplementary Planning Document, January 2008, Paragraph 26, Pages 10-11.

storage and a sense of space. Any floorspace where the ceiling height is less than 2.1 metres will not count towards the gross internal floor area.

A number of respondents suggested that there was no need to have space standards as unit sizes should be determined by the market. In reality, those able to buy or rent in the open market may not truly exercise choice in seeking a balance between standards, space, affordability and location. Given the high price of housing in Cambridge compared to income, it is considered that affordability is often the key determinant in finding a home. Using space standards would allow for a minimum unit size to be instituted, providing accommodation of adequate size whatever the tenure. This approach would not prevent developers from producing larger units should they be marketable.

It is recognised that many developers do bring housing units forward in Cambridge, which are larger than the minimum unit sizes set out in the London Plan or the Homes and Communities Agency standards. However, these more generous units tend to be aimed towards the top end of the local housing market and also have a larger number of bedrooms. One and two bedroom units are produced in greater numbers in the city and are relatively less generous, with some examples falling well below known residential space standards elsewhere. This policy approach seeks to address those smaller units, where residential amenity may be severely compromised.

Impacts on Viability

The implementation of internal space standards through the planning process has understandably given rise to concern relating to some impacts on costs, viability, affordability and development capacity. The Council is in the process of testing the impact of the Community Infrastructure Levy on the economic viability of residential site typologies. Whilst it can be argued that space standards limit flexibility and innovation, there is also the potential to benefit from a consistent approach to quality in terms of standard unit sizes across new development in the city, regardless of tenure. It should also be noted that the introduction of the Community Infrastructure Levy may have an impact on the floorspace of proposed units as the levy is based on the number of square metres of accommodation provided by development. As such, developers may wish to reduce the size of developments to reduce Community Infrastructure Levy liability.

Occupancy levels of new housing in UK

Whilst the average occupancy level of new housing within the UK may be amongst the lowest in Europe, the way people are living is changing, with a consequent effect on number and size of households, as a result of changes in the age structure of the population, together with cultural influences on household formation and dissolution.

Data from the 2011 Census indicates that the city saw an increase of 4,000 households between the 2001 and 2011 censuses, taking the overall number of households to 46,700 in 2011. Additionally, the city saw a 13.4% increase in

residents aged between 0 – 19 years and an increase of 14.2% in residents aged 20 – 64 years between 2001 and 2011. No change was seen in the overall percentage of residents over 65 years of age. Whilst the 13.4% increase in residents aged between 0 – 19 years of age has been noted over the past few years in terms of NHS birth rate data and the need for additional school place provision in the city, it has also been observed by the Office of National Statistics that average household size in Cambridge increased from 2.2 in 2001 to 2.3 in 2011. Whilst this is not a large increase in household size, it does indicate that Cambridge has not adhered to the national trend of the average household size falling. Nationally, this has been tied to the likely increase in single person households.

Use of development control mechanisms

Consideration is being given to the inclusion of minimum residential space standards in the Cambridge Local Plan Towards 2031 in order to be open and consistent about the requirements for residential units. This provides greater certainty to developers at the outset of the development management process. Alternative development management mechanisms, such as conditions or the use of Section 106 agreements would not be reasonable approaches to applying minimum space standards as they would not be front-loaded to allow developers to appreciate the parameters of development in Cambridge. This would be contrary to the requirements of paragraph 174 of the National Planning Policy Framework, which states that “Local planning authorities should set out their policy on local standards in the Local Plan, including requirements for affordable housing. They should assess the likely cumulative impacts on development in their area of all existing and proposed local standards, supplementary planning documents and policies that support the development plan, when added to nationally required standards. In order to be appropriate, the cumulative impact of these standards and policies should not put implementation of the plan at serious risk, and should facilitate development throughout the economic cycle.”

Conclusions on Internal Space Standards

Option 106 is considered to offer a more rigorous approach to the provision of particular residential space standards than Options 107 and 110. Following research of existing standards across the country and consideration of building a Cambridge-specific approach, it is considered that within Option 106, two main approaches on overall unit sizes require further consultation. The two approaches are set out in the recommendation below. Briefly, they comprise Option I.1 which originates from the London Housing Design Guide which informed the standards in the adopted London Plan (2011) and Option I.2, which stems from the Homes and Communities Agency Housing Quality Indicators (2008). As residential space standards are based on the amount of space needed for key items of furniture and circulation space within dwellings, a number of other Local Authorities have already set out their own space standards. Both the London Plan and Homes and Communities Agency approaches have been tested by Examination in Public and repeated use through the planning application process. The London Plan standards act as a starting point for 32 London boroughs and the Corporation of London. Although the standards were originally developed for housing in London, they are equally applicable in Cambridge as they

cover a full range of dwelling types and consider the amount of space need for residents to function within their dwellings.

External Space Standards

Private amenity space can make an important contribution in improving the quality of life of the city's residents and supporting and enhancing local biodiversity. The National Planning Policy Framework sets out the need to seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings as one of the core planning principles in paragraph 17.

Whilst the Cambridge Local Plan 2006 does not contain a specific policy relating to the provision of amenity space for dwellings, the Issues and Options report seeks to address the provision of external amenity space by suggesting three alternative approaches. Option 108 proposed developing a policy with minimum space standards for private outdoor amenity space only. This would be based on the number of bedspaces within the dwelling and would exclude parking areas and turning spaces. Alternatively, Option 109 suggested introducing a policy where all new residential development (both private and affordable) should provide an area of outdoor private amenity space in the form of gardens, balconies, patios and roof terraces. Option 110 meanwhile proposed that the status quo be maintained, by taking the approach of not specifying either internal or external space standards and continuing to use the Homes and Communities Agency standards for all affordable housing delivered within the city.

A number of respondents suggested that there was no need to have space standards as unit sizes and amenity space should be determined by the market. It is not convincing that those able to buy or rent in the open market can truly exercise choice in seeking a balance between standards, space, affordability and location. Given the high price of housing in Cambridge compared to income, it is considered that affordability is often the key determinant in finding a home. However, there is a need to consider site constraints and context, such as the shape of the building plot and the character of the surrounding area. Cambridge has a number of areas of varying townscape character, with different densities, dwelling types and sizes, garden sizes and distances between dwellings. A universal approach would not necessarily be contextually suitable. As such, it is considered that a criteria-based approach based on key issues such as location and context, orientation, shape and size of amenity space and its usability, is the most appropriate way forward. Additionally, the number of bedspaces provided by the dwelling will need to be considered in reaching an appropriate solution, providing space for seating, play space, drying and storage space. This approach provides flexibility in design solutions, allowing the local context to be considered.

Whilst it is relatively straightforward to ascertain minimum standards for internal residential layout based on the size of standard items of furniture and the need for circulation space within dwellings, outdoor amenity area can also be configured in a similar manner. It is recognised that outdoor amenity space for dwelling units should provide sufficient space to accommodate a table and chairs suitable for the

size of dwelling; and where relevant, a garden shed for general storage (including bicycles where no garage provision or cycle storage to the frontage of the dwelling is possible) and space for refuse and recycling bins; an area to dry washing; circulation space and an area for children to play in. However, dependent on the context of the dwelling and the character of the surrounding area, this external amenity space could range significantly in size. As such, beyond setting out the types of structures and activities expected to be accommodated within a garden or other form of external amenity space, it is not considered appropriate to be prescriptive about minimum garden/balcony depths. It is considered that prescribing a given minimum depth for gardens/balconies would give rise to difficulties in delivering housing on constrained sites. Where a site is constrained, it may still be possible to bring housing forward with more innovative and usable solutions to the delivery of external amenity space. Although a garden length of less than 10 metres might not necessarily constitute a reason to refuse planning consent, it is considerably more likely that an application might be refused where gardens lack privacy and/or usable and accessible space; is dominated by car parking; or is subject to an unreasonable level of overlooking or enclosure.

The recommendation is to pursue a combination of Options 108 and 109, setting out a flexible, criteria based approach to determine adequate provision of external amenity space for houses and flats. The criteria will include those issues considered to be most influential in the development management process. In relation to combining policy options on internal and external spaces, it is considered appropriate to keep the two policy options separate. If combining the options, the policy developed could become unwieldy and unclear.

Review of local and national housing standards

There have been recent press reports surrounding the future of national planning and housing standards, with the Government announcing in September that it would be carrying out a review of local and national housing standards. We need to be mindful of this and any other changes as we take the Local Plan forward. However, it is considered that should there be a change to national housing standards, there is a stronger argument for the introduction of local policy requirements. Flexibility could be written into the policy that should nationally recognised standards be removed, other standards will be considered. For the time-being, it is considered appropriate to move forward with consultation on the suggested policy approaches on internal and external space standards.

RECOMMENDATION FOR PREFERRED APPROACH

Recommendation for Internal Space Standards

The preferred approach is to follow Option 106 on internal space standards. However, within Option 106, two main approaches on overall unit sizes require consultation. The two approaches are Option I.1 which originates from the adopted London Plan (2011) and Option I.2 which stems from the Homes and Communities Agency Housing Quality Indicators (2008). As residential space standards are based on the amount of space needed for key items of furniture and circulation space within dwellings, a number of other Local Authorities have already set out their own space standards. Both the London Plan and Homes and Communities Agency approaches have been tested by Examination in Public and repeated use through the planning application process. The main difference between the two options is the difference in overall unit sizes as indicated in the table provided below. More detail on the two options is outlined below in Table I.1.

Table I.1

Designed occupancy	Dwelling Type	Option I.1 (unit size in square metres)	Option I.2 (unit size in square metres)
Flats			
1 bedspace	Studio	37	30 - 35
2 bedspaces	1 bed flat	50	45 - 50
3 bedspaces	2 bed flat	61	57 - 67
4 bedspaces	2 bed flat	70	67 - 75
4 bedspaces	3 bed flat	74	67 - 75
5 bedspaces	3 bed flat	86	75 - 85
5 bedspaces	4 bed flat	90	75 - 85
6 bedspaces	4 bed flat	99	85 - 95
2 storey houses			
4 bedspaces	2 bed	83	67 - 75
4 bedspaces	3 bed	87	67 - 75
5 bedspaces	3 bed	96	82 - 85
5 bedspaces	4 bed	100	82 - 85
6 bedspaces	4 bed	107	95 - 100
3 storey houses			
5 bedspaces	3 bed	102	85 - 95
5 bedspaces	4 bed	106	85 - 95
6 bedspaces	4 bed	113	100 - 105
7 bedspaces	4 bed	123	108 - 115

Option I.1 Minimum Internal Space Standards for Residential Development

This option is based on the standards adopted as part of the London Plan 2011. Although the standards were originally developed for housing in London, they are equally applicable in Cambridge as they cover a full range of dwelling types and consider the amount of space need for residents to function within their dwellings. Table 3.3 in Chapter 3 (page 88) of the London Plan 2011 sets out these minimum space standards for dwellings of different sizes. This is based on the minimum gross internal floor area (GIA) required for new homes relative to the number of occupants

and takes into account commonly required furniture and the spaces needed for different activities and moving around, in line with the Lifetime Home standards. This means developers should state the number of bedspaces/occupiers a home is designed to accommodate rather than simply the number of bedrooms. When designing homes for more than six persons/bedspaces, developers should allow approximately 10 square metres per additional bedspace/person.

The standards have been reached by a project group including architects, allowing for the minimum habitable room areas, the amount of circulation and storage space, and the number of bathrooms and WCs, which are considered desirable for each dwelling type, based on its potential occupancy. They are the result of extensive research including dimensions of standard furniture types and allowances for circulation space.

The standards would be applied on a cross-tenure basis, which would allow for the same unit sizes to be applied across Cambridge on both private and affordable dwellings. The standards are intended to encourage provision of enough space in dwellings to ensure that homes can be used flexibly by a range of residents with varied needs. The standards also aim to ensure that sufficient storage can be integrated into units. It is also important to consider that these standards are expressed as minimum space standards. Housing which exceeds minimum dwelling sizes will always be encouraged, and in order to achieve certain design configurations, work within site constraints or deliver units to a particular segment of the housing market, designers and developers may need to make early allowance to exceed the minimum gross internal area for that dwelling type. The standards have previously been through a rigorous examination process in London, including cost analysis of the implications of the proposed unit sizes upon the viability of development in a range of London boroughs. Given the additional costs incurred by requiring some developers to increase their standard unit sizes, these standards are easier to implement in areas where the market is more buoyant.

As can be seen in the table above, the London Plan's standards exceed the Homes and Communities Agency's Housing Quality Indicators in a number of cases, particularly for the dwellings designed to accommodate a greater number of residents. This could have an impact on the delivery of affordable housing where housing is being funded by grant funding for floorspace up to the level of the Homes and Communities Agency's Housing Quality Indicator standards only, leaving a gap of up to 11m² of floorspace.

Option I.2 Minimum Internal Space Standards for Residential Development (Range of Unit Sizes)

This option is based on the Homes and Communities Agency's Housing Quality Indicators, which were developed in response to a perceived fall of standards in housing association developments and changing housing needs that affected the definition of housing quality. Housing providers receiving funding through the National Affordable Housing Programme (until 2011) and the Affordable Home Programme (2011 – 2015) must meet the Indicators. Additionally, all affordable

housing in Cambridge is required to meet the indicators in accordance with the Council's Affordable Housing Supplementary Planning Document. The Housing Quality Indicators system is a measurement and assessment tool designed to allow housing schemes to be evaluated on the basis of quality rather than simply of cost. The Housing Quality Indicators assess the quality of a housing project using three main categories: location, design and performance. These are subdivided into ten sections - the Indicators. An Housing Quality Indicators assessment generates separate scores for each Indicator producing a profile of the scheme, and an overall Housing Quality Indicators score. Dwelling unit size forms one of the Indicators. The unit sizes are given as a range in order to allow some flexibility. The unit sizes provided through the Housing Quality Indicators system vary from those provided in the London Plan, with the largest differences exhibited in the largest dwelling types (11 square metres difference between the top end of the Housing Quality Indicators range and the London Plan standard).

The Homes and Communities Agency produced new detailed design standards for new dwellings in 2010 which aligned with the Interim London Housing Design Guide, which informed the London Plan, using London as the starting point for implementation within the publicly subsidised affordable housing sector, but with the ultimate aspiration to roll the standards out nationally. On 25 November 2010, the Government announced that new core standards for development funded or on land owned by the Homes and Communities Agency would not be introduced. This was informed by concerns that standards would be difficult to achieve for developers in public build projects and would potentially cost an additional £8,000 for every dwelling. As such, the Homes and Communities Agency has maintained the use of the existing standards shown in the table above.

As Homes and Communities Agency Housing Quality Indicators provide a range of unit sizes, the use of these unit sizes on a cross-tenure basis across Cambridge could mean that developers might choose to develop private housing at the lowest end of the range of unit sizes.

Option I.3: General Provision of External Amenity Space

The recommendation is to pursue a combination of Options 108 and 109, setting out a flexible, criteria based approach to determine adequate provision of external amenity space for houses and flats. The criteria include those issues considered to be most influential in the development management process.

All new residential units will be expected to have direct access to an area of private amenity space. The form of amenity space will be dependent on the form of housing and could include a private garden, roof garden, balcony, glazed winter garden or ground level patio with defensible space from any shared amenity areas. The following criteria will be considered when assessing whether appropriate amenity space has been provided:

- Location and context of the development, including the character of the surrounding area;

- Orientation in relation to the sun at different times of year;
- Level of overlooking and enclosure impacting on the proposed dwelling and any neighbouring dwellings;
- Shape and size of the amenity space, including the access to that space and the practical usability of the space.

In terms of the usability of space, the policy will also make reference to the need to allow sufficient external amenity space to accommodate a table and chairs suitable for the size of dwelling; and where relevant, provision of a garden shed for general storage (including bicycles where no garage provision or cycle storage to the frontage of the dwelling is possible) and space for refuse and recycling bins; an area to dry washing; circulation space and an area for children to play in. In calculating how much space might be required, this will be based on bedspaces. External amenity space would not include car parking or turning areas. Suitable arrangements for access to refuse and recycling bins should be made, in order to prevent bins/bags being transported through dwellings.

One bedroom dwellings would not be expected to provide space for children to play, due to the low likelihood of children occupying these units. Larger dwellings would need to take space for children to play into account. In addition to private amenity space, developments with flats will need to provide high quality shared amenity areas on site to meet the needs of residents.

RESPONSES TO RESIDENTIAL SPACE STANDARDS

9 - Delivering High Quality Housing 9.38

11422 Support

Summary:

Houses are ridiculously small.

9 - Delivering High Quality Housing 9.39

12597 Object

Summary:

73% seems a hugely high figure and suggests that developers are attempting to maximise returns by making developments as dense as possible - I would urge the council to have the courage to fight against these and deliver what's right for the area and the city first and foremost.

9 - Delivering High Quality Housing 9.39

12644 Object

Summary:

Although there's been an increase in the number of applications for studio apartments/flats, this does not mean that these actually adequately house people. All one-person properties should be built to a size that could accommodate a second person (e.g. if their partner moves in, or if they have a baby, or an older relative comes to live with them), therefore each one-person property should be at least a one-bedroom flat (NOT a studio) and should have the bedroom at least 12 sq m (as per HCA requirements, see Local Plan appendix D).

9 - Delivering High Quality Housing 9.40

6939 Object

Summary:

Incorrect. There were very generous space standards applied by Parker Morris since 1961.

"...a good house or flat can never be made out of premises which are too small. As well as a place where the family can gather together, there must be room in every home for activities demanding privacy and quiet; there must be space to allow for better planned and better equipped kitchens with room in which to take at least some meals, and for more satisfactory circulation and storage."

it defined minimum sizes for a dwelling without specifying how the interior of the dwelling should be partitioned

9 - Delivering High Quality Housing 9.47

12388 Support

Summary:

Additionally, there should be a high standard of noise insulation between adjacent dwellings (for flats, adjoined houses). Noise from outside the building is often not the major problem with new housing. This issue feeds into qualities of design, material and workmanship.

**9 - Delivering High Quality Housing Option 106 - Minimum standards based on the
level of occupancy (bedspaces)**

11008 Object

Summary:

Bidwells objects to the inclusion of policies that impose minimum space standards. Bidwells considers that this should be determined by the market. Imposing minimum space standards could adversely affect viability and deliverability of constrained sites, and would reduce the total number of units delivered in the City. Furthermore, there is no need to repeat other legislation in the Local Plan.

**9 - Delivering High Quality Housing Option 106 - Minimum standards based on the
level of occupancy (bedspaces)**

11253 Object

Summary:

Do not consider there is case for space standards for market and intermediate market homes. Those able to buy or rent in the open market can exercise choice in terms of the balance between standards, space, affordability and location.

Evidence from the HBF shows that whilst dwelling sizes may be smaller in the UK, the average occupancy level of new housing within the UK is amongst the lowest in Europe.

Increasing the size of homes necessarily increases costs to purchasers.

Increasing cost of homes will also affect the viability of schemes and the ability to deliver affordable homes and community facilities.

**9 - Delivering High Quality Housing Option 106 - Minimum standards based on the
level of occupancy (bedspaces)**

12598 Support

Summary:

Agreed

**9 - Delivering High Quality Housing Option 106 - Minimum standards based on the
level of occupancy (bedspaces)**

13020 Support

Summary:

I strongly support this. I disagree with the conclusion that this makes some sites not viable for development.

All it means is that some sites will have to be sold to developers or private individuals for a price that reflects their true value and perhaps this will correct some of the inflated prices for development land which currently results in very cramped housing.

**9 - Delivering High Quality Housing Option 106 - Minimum standards based on the
level of occupancy (bedspaces)**

13458 Support

Summary:

Current developments often do not provide enough space for the requirements of ordinary living.

**9 - Delivering High Quality Housing Option 106 - Minimum standards based on the
level of occupancy (bedspaces)**

14866 Support

Summary:

Combine with aspects of option 107 as there are good things in both of them.

9 - Delivering High Quality Housing	Option 106 - Minimum standards based on the level of occupancy (bedspaces)
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15268 Support

Summary:

Standards should take account of height as well as area.

9 - Delivering High Quality Housing	Option 106 - Minimum standards based on the level of occupancy (bedspaces)
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15494 Object

Summary:

We object to Option 106 as there is no need for a policy of this nature. The Council can control the quality of new developments through normal development control mechanisms. This option would threaten the viability of development and the delivery of housing.

9 - Delivering High Quality Housing	Option 106 - Minimum standards based on the level of occupancy (bedspaces)
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16699 Support

Summary:

There should be a minimum space standard based on occupancy levels.

9 - Delivering High Quality Housing	Option 107 - Minimum space standards based on a range of dwelling types
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9953 Support

Summary:

Too many dwellings are far too small.

9 - Delivering High Quality Housing	Option 107 - Minimum space standards based on a range of dwelling types
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11010 Object

Summary:

Bidwells objects to the inclusion of policies that impose minimum space standards. Bidwells considers that this should be determined by the market. Imposing minimum space standards could adversely affect viability and deliverability of constrained sites, and would reduce the total number of units delivered in the City. Furthermore, there is no need to repeat other legislation in the Local Plan.

9 - Delivering High Quality Housing	Option 107 - Minimum space standards based on a range of dwelling types
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11254 Object

Summary:

Do not consider there is case for space standards for market and intermediate market homes. Those able to buy or rent in the open market can exercise choice in terms of the balance between standards, space, affordability and location.

Evidence from the HBF shows that whilst dwelling sizes may be smaller in the UK, the average occupancy level of new housing within the UK is amongst the lowest in Europe.

Increasing the size of homes necessarily increases costs to purchasers.

Increasing cost of homes will also affect the viability of schemes and the ability to deliver affordable homes and community facilities.

9 - Delivering High Quality Housing	Option 107 - Minimum space standards based on a range of dwelling types
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12599 Support

Summary:

This appears to be the most attractive policy - developers will not voluntarily do this and it's in the interests of residents and the non-overdevelopment of a site to do this.

9 - Delivering High Quality Housing

Option 107 - Minimum space standards based on a range of dwelling types

12988 Support

Summary:

Support. See too many developments with 'mean spaces' and illusionistic space internally. Ceiling heights and principle rooms need a minimum. External storage- cycles and garden space.

9 - Delivering High Quality Housing

Option 107 - Minimum space standards based on a range of dwelling types

14867 Support

Summary:

Combine with aspects of option 106 as there are good things in both of them.

9 - Delivering High Quality Housing

Option 107 - Minimum space standards based on a range of dwelling types

15269 Support

Summary:

Standards should take account of height as well as area.

9 - Delivering High Quality Housing

Option 107 - Minimum space standards based on a range of dwelling types

15495 Object

Summary:

We object to Option 107 as there is no need for a policy of this nature. The Council can control the quality of new developments through normal development control mechanisms. This option would threaten the viability of development and the delivery of housing.

9 - Delivering High Quality Housing

Option 108 - Minimum space standards for private outdoor amenity space only

9954 Support

Summary:

I think it is only reasonable for people to have some private outdoor amenity space.

9 - Delivering High Quality Housing

Option 108 - Minimum space standards for private outdoor amenity space only

11012 Object

Summary:

Bidwells considers that there should not be a minimum standard for private outdoor amenity space; this should be determined by the market. Bidwells considers that there could be recommended standards for minimum private outdoor amenity space standards but with flexibility to tailor to specific circumstances, for example, it could be reduced if the site is constrained, or if there is a high proportion of public amenity space in close proximity.

9 - Delivering High Quality Housing

Option 108 - Minimum space standards for private outdoor amenity space only

12986 Support

Summary:

Support

9 - Delivering High Quality Housing

Option 108 - Minimum space standards for private outdoor amenity space only

13016 Support

Summary:

I am in strong support of this option

9 - Delivering High Quality Housing

Option 108 - Minimum space standards for private outdoor amenity space only

14868 Support

Summary:

Support

9 - Delivering High Quality Housing

Option 108 - Minimum space standards for private outdoor amenity space only

15270 Object

Summary:

Not acceptable as town houses can be developed on a garden square and city centre apartments have different space requirements. The space provided should be appropriate to the development and its location. Gardens that are contiguous have greater amenity and ecological value than separate fragments of land. I think this is an area where the overall open-space requirement coupled with a common-sense approach on a case by case basis can produce better results. Public scorn at the planning stage can be a powerful persuader.

9 - Delivering High Quality Housing

Option 108 - Minimum space standards for private outdoor amenity space only

15434 Object

Summary:

Agree that minimum provisions need to be set for outdoor amenity space, though not to the exclusion of other space standards.

9 - Delivering High Quality Housing

Option 108 - Minimum space standards for private outdoor amenity space only

15496 Object

Summary:

We object to Option 108 on the basis that the policy is unnecessary, and the Council can determine whether appropriate quality living accommodation (including amenity and open space) is delivered through the normal development control processes.

9 - Delivering High Quality Housing

Option 109 - General provision of outdoor amenity space

11424 Support

Summary:

Obviously needed....

9 - Delivering High Quality Housing

Option 109 - General provision of outdoor amenity space

12989 Support

Summary:

Yes. essential.
Room for a tree.

9 - Delivering High Quality Housing

Option 109 - General provision of outdoor amenity space

13017 Object

Summary:

I think while perhaps well intentioned, will just allow too many loopholes to be meaningful.

9 - Delivering High Quality Housing

Option 109 - General provision of outdoor amenity space

14869 Support

Summary:

Support

9 - Delivering High Quality Housing

Option 109 - General provision of outdoor amenity space

15271 Object

Summary:

Not acceptable as town houses can be developed on a garden square and city centre apartments have different space requirements. The space provided should be appropriate to the development and its location. Gardens that are contiguous have greater amenity and ecological value than separate fragments of land. I think this is an area where the overall open-space requirement coupled with a common-sense approach on a case by case basis can produce better results. Public scorn at the planning stage can be a powerful persuader.

9 - Delivering High Quality Housing

Option 109 - General provision of outdoor amenity space

15497 Support

Summary:

Compared to Options 107 and 108, this option has some merit, and we would be content to support the principle of some delivery on each site, without specifying a minimum standard.

9 - Delivering High Quality Housing

Option 110 - No space standards specified

11257 Support

Summary:

Support not having space standards for market and intermediate market homes.

Those able to buy or rent in the open market can exercise choice in terms of the balance between standards, space, affordability and location.

Evidence from the HBF shows that whilst dwelling sizes may be smaller in the UK, the average occupancy level of new housing within the UK is amongst the lowest in Europe.

Increasing the size of homes necessarily increases costs to purchasers.

Increasing cost of homes will also affect the viability of schemes and the ability to deliver affordable homes and community facilities.

9 - Delivering High Quality Housing

Option 110 - No space standards specified

13018 Object

Summary:

I think that standards are critical, so not doing anything is not a good option.

9 - Delivering High Quality Housing Option 110 - No space standards specified

15272 Object**Summary:**

Not acceptable as town houses can be developed on a garden square and city centre apartments have different space requirements. The space provided should be appropriate to the development and its location. Gardens that are contiguous have greater amenity and ecological value than separate fragments of land. I think this is an area where the overall open-space requirement coupled with a common-sense approach on a case by case basis can produce better results. Public scorn at the planning stage can be a powerful persuader.

9 - Delivering High Quality Housing Question 9.24

7116 Support**Summary:**

Yes

9 - Delivering High Quality Housing Question 9.24

7762 Support**Summary:**

Yes, to ensure a wide mix of sizes of property - there seems to be a predominance of 2 bed flats, but not so many flats with a 3rd or 4th bedroom to make it suitable for families. Minimum space requirements also required so developers don't squeeze too much creating unacceptable living standards.

9 - Delivering High Quality Housing Question 9.24

9498 Support**Summary:**

Yes

9 - Delivering High Quality Housing Question 9.24

11258 Object**Summary:**

Do not consider there is case for space standards for market and intermediate market homes. Those able to buy or rent in the open market can exercise choice in terms of the balance between standards, space, affordability and location.

Evidence from the HBF shows that whilst dwelling sizes may be smaller in the UK, the average occupancy level of new housing within the UK is amongst the lowest in Europe.

Increasing the size of homes necessarily increases costs to purchasers.

Increasing cost of homes will also affect the viability of schemes and the ability to deliver affordable homes and community facilities.

9 - Delivering High Quality Housing Question 9.24

11504 Support**Summary:**

Support

9 - Delivering High Quality Housing Question 9.24

12152 Support

Summary:

The case for a policy is well argued in the I&O document, so yes.

9 - Delivering High Quality Housing Question 9.24

12601 Support

Summary:

Yes

9 - Delivering High Quality Housing Question 9.24

14122 Support

Summary:

Yes

9 - Delivering High Quality Housing Question 9.24

16542 Support

Summary:

Yes.

9 - Delivering High Quality Housing Question 9.24

16841 Support

Summary:

Yes - support.

9 - Delivering High Quality Housing Question 9.24

17452 Support

Summary:

As with 7.1-3, there is insufficient focus in the 2006 Plan on adequate internal space and quality requirements proportionate to household needs, including opportunities for spare rooms, adequate storage, etc. All homes designed for families should also have adequate gardens, wider outdoor amenity spaces and safe, relaxed, child-friendly access

9 - Delivering High Quality Housing Question 9.24

17949 Support

Summary:

Yes - most certainly

9 - Delivering High Quality Housing Question 9.24

18243 Support

Summary:

There is a need for a policy that refers to space standards.

9 - Delivering High Quality Housing Question 9.24

18327 Support**Summary:**

Yes

9 - Delivering High Quality Housing Question 9.25

7004 Object**Summary:**

Ideally there would be no further new buildings planned in Cambridge without existing buildings being removed.

However, if further developments are to be provided then I would prefer Option 106 to the others suggested.

9 - Delivering High Quality Housing Question 9.25

7117 Support**Summary:**

Probably Option 107. In addition to having sufficient space to swing the proverbial cat there must be adequate storage space, both internally and externally.

9 - Delivering High Quality Housing Question 9.25

8480 Support**Summary:**

Options 107 and 109

9 - Delivering High Quality Housing Question 9.25

9207 Support**Summary:**

Options 106 and 108

9 - Delivering High Quality Housing Question 9.25

9504 Object**Summary:**

Options 106 and 108

There is a possible loop-hole in the final paragraph of 106 because inaccuracies may occur in the number of bed spaces.

9 - Delivering High Quality Housing Question 9.25

10300 Support**Summary:**

107

9 - Delivering High Quality Housing Question 9.25

10432 Object**Summary:**

Object to policies 107 to 110 but support policy 106. This is more flexible and less draconian and interfering.

9 - Delivering High Quality Housing Question 9.25

10623 Support**Summary:**

107 and 108

9 - Delivering High Quality Housing Question 9.25

10733 Object**Summary:**

A combination of 107 and 109 is the best option. People need space to live satisfactory lives especially with young children.

9 - Delivering High Quality Housing Question 9.25

11259 Object**Summary:**

Do not consider there is case for space standards for market and intermediate market homes. Those able to buy or rent in the open market can exercise choice in terms of the balance between standards, space, affordability and location.

Evidence from the HBF shows that whilst dwelling sizes may be smaller in the UK, the average occupancy level of new housing within the UK is amongst the lowest in Europe.

Increasing the size of homes necessarily increases costs to purchasers.

Increasing cost of homes will also affect the viability of schemes and the ability to deliver affordable homes and community facilities.

9 - Delivering High Quality Housing Question 9.25

11505 Support**Summary:**

Prefer Option 106

9 - Delivering High Quality Housing Question 9.25

11515 Support**Summary:**

Prefer Option 106.

The tendency is for developers to increase the number of bedrooms without increasing the size of properties - this means the bedrooms become smaller and less habitable. If a bedroom is uninhabitable, the space is thus wasted as it's unusable for living space.

9 - Delivering High Quality Housing Question 9.25

12157 Object

Summary:

A combination of 107 and 109.

9 - Delivering High Quality Housing Question 9.25

12602 Support

Summary:

Option 106 as the most stringent (having read through them again!)

9 - Delivering High Quality Housing Question 9.25

13374 Support

Summary:

Our client considers that Option 109 which would be to introduce a policy outlining that all new residential development should seek to provide an area of outdoor private amenity space in the form of gardens, balconies, patios or roof terraces. This option would allow for flexibility in bringing forward new homes for Cambridge, in compliance with NPPF paragraph 21 ensuring an over-burden of combined requirements of planning policy expectations does not arise.

9 - Delivering High Quality Housing Question 9.25

14120 Support

Summary:

Option 106

9 - Delivering High Quality Housing Question 9.25

15840 Support

Summary:

We agree that minimum space standards for new housing, including external private amenity space are necessary. Recent planning applications in East Chesterton which have in our view constituted over development have ignored the need for adequate internal and external private spaces. We do not support Option 109 and 110.

9 - Delivering High Quality Housing Question 9.25

16544 Support

Summary:

Options 106 and 108 preferred.

9 - Delivering High Quality Housing Question 9.25

16842 Support

Summary:

We prefer option 106. The historical record shows that it is always a mistake in the long term to skimp on quality for short-term economic or social gain.

9 - Delivering High Quality Housing Question 9.25

17950 Support

Summary:

Option 107 - The current policy does not enforce sufficient living space or storage space. Developers are too keen to maximise their value for £ per sq. ft, rather than focusing on the need for acceptable living space.

9 - Delivering High Quality Housing Question 9.25

18245 Object

Summary:

Option 106 proposes that such standards would dictate the gross internal area of the dwelling and that space standards would be based on the level of occupancy and dwelling types, which is to be welcomed.

However, there is a danger that setting a minimum internal floor area for bedrooms could be used as a design criteria by developers rather than for a worst case scenario such as for a guest bedroom or in exceptional circumstances.

Occupancy levels should be used to set minimum standards for all new residential developments. Option 106 need not be too onerous on the viability of a site.

Option 109 providing for outdoor amenity space would work well in conjunction with a less prescriptive Option 106, or Option 107 if that were chosen.

9 - Delivering High Quality Housing Question 9.25

18328 Support

Summary:

Options 107 and 109

9 - Delivering High Quality Housing Question 9.26

9208 Support

Summary:

There should also be a policy on standards for shared outdoor space for blocks of flats etc (play areas, general open space, trees and shrubs).

9 - Delivering High Quality Housing Question 9.26

12159 Object

Summary:

Building consumer awareness about the space they are buying (and specification in general) should also be considered. Developers like an ill-informed customer with a low design awareness. This should be challenged somehow.

9 - Delivering High Quality Housing Question 9.26

12751 Object

Summary:

The first bedroom (and the only bedroom in the case of one-bedroom properties) should always be big enough for two people i.e. 12 sq m (as per HCA indicators - Local Plan, Appendix D). This would allow for changes in circumstances to be accommodated without the need to move - e.g. a partner or older relative could move in. This would certainly help ease pressure on Council waiting lists (and free up the partners existing property). Exceptions could be made for student accommodation - students would not normally be expected to share during their course of studies.

9 - Delivering High Quality Housing Question 9.26

12755 Object

Summary:

We should make all properties built/developed for rent/sale have private outside space (N.B. not overlooked from road, + not including parking/turning space) depth of at least 10 sq m, and width at least same as property width. Communal developments should meet this also (even though there gardens might not be fenced off from each other). Exceptions should be made for owners building their own properties that they themselves are to live in.

9 - Delivering High Quality Housing Question 9.26

12995 Support

Summary:

The value of private gardens is not expressed or mentioned as a policy. There is immeasurable wellbeing and sustainable values to homes with gardens. small and large. Victorian terraces were built on the principle of each garden could hold an apple tree. Contiguous gardens create green corridors and privacy. Longterm views must be taken.

9 - Delivering High Quality Housing Question 9.26

14167 Support

Summary:

I am not an expert and find it hard to judge between the options - but I have a sense that residential developments are frequently built with too little outside amenity space. This leads to a sense of being hemmed in, allows little space for children to play outdoors or for people to grow their own vegetables for example.

9 - Delivering High Quality Housing Question 9.26

17951 Support

Summary:

No

9 - Delivering High Quality Housing Question 9.26

18329 Object

Summary:

As mentioned above, the UK has in recent years had one of the worst space standings compared to other countries. Policies in this area will be good such as in the London Plan. How CCC cannot engineer occupancy rate in an open market. Furthermore, building consumer awareness about the space they are buying (and specification in general) should also be considered. Developers like an ill-informed customer with a low design awareness. This should be challenged somehow.

9 - Delivering High Quality Housing Question 9.27

17952 Support

Summary:

No

9 - Delivering High Quality Housing Question 9.27

18330 Object

Summary:

Yes, greater awareness building.

9 - Delivering High Quality Housing Question 9.28

9209 Object

Summary:

No, they should apply in all cases

9 - Delivering High Quality Housing Question 9.28

9506 Object

Summary:

No. Every unit should comply.

9 - Delivering High Quality Housing Question 9.28

12165 Support

Summary:

Yes, it probably should but the threshold should be quite low.

9 - Delivering High Quality Housing Question 9.28

14123 Support

Summary:

Yes

9 - Delivering High Quality Housing Question 9.28

16545 Object

Summary:

No, every unit should comply with these standards.

9 - Delivering High Quality Housing Question 9.28

17953 Object

Summary:

Yes

9 - Delivering High Quality Housing Question 9.28

18331 Support

Summary:

Yes

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Appendix J. Analysis, responses and preferred approach to car parking standards, plus summaries of representations received

Appendix J: Analysis, responses and preferred approach to car parking standards, plus summaries of representations received

CHAPTER 12 - PROMOTING AND DELIVERING SUSTAINABLE TRANSPORT AND INFRASTRUCTURE

ISSUE: CAR PARKING STANDARDS

Total representations: 39		
Object:		
Option 186: 3	Option 187: 6	Option 188: 0
Support:		
Option 186: 13	Option 187: 4	Option 187: 13

OPTION NUMBER	KEY ISSUES
Option 186: Maintain the current level of provision	<ul style="list-style-type: none"> • Good support for keeping the current levels of provision. • Some good recognition that the current standards are working quite well. • Some instances of fly parking as a result of previous standards not being applied appropriately (particularly around large sites such as Vie). • The current standards do not accord enough with latest guidance regarding local circumstances – particularly with regards car ownership at residential development.
Option 187: New Residential Car Parking Standards	<ul style="list-style-type: none"> • Some support for this option. • Good support for the rationale behind ensuring the parking levels provided do not impact upon surrounding streets, and are suitable for the cars owned by residents. • Residents own cars, even if they use bikes, walk or get the bus for most trips – these need parking spaces. • Recognition of the need for having a limit in the standards. • Support for the use of local circumstances in assessing individual sites (such as proximity to high quality public transport etc.) as is in new national guidance. • Some good recognition that the current standards are working quite well, both at residential and commercial development. • Flexibility should be incorporated into the standards to account for differing designs and locational circumstances at each development. • Include car club / sharing into policy.
Option 188: Completely new	<ul style="list-style-type: none"> • Some support for this option too.

standards for all development	<ul style="list-style-type: none"> Residents own cars, even if they use bikes, walk or get the bus for most trips – these need parking spaces. Support for the use of local circumstances in assessing individual sites (such as proximity to high quality public transport etc.) as is in new national guidance. Flexibility should be incorporated into the standards to account for differing designs and locational circumstances at each development. Include car club / sharing into policy.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT	
Option Number	Analysis
Option 186	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	Option 187 will retain some standards from the previous policy (2006 Local Plan), allowing for new residential standards to be developed through stakeholder and community consultation. The maintenance of some 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.
188	Option 188 raises the prospect of even greater stakeholder and community influence on the development of new standards than Option 187. The effect of this policy, and to some extent Option 187 (the new standards for residential development) 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.

KEY EVIDENCE
<ul style="list-style-type: none"> Residential Car Parking Research, Communities and Local Government (2007) Guidance Note: Residential Parking, CIHT (2012) Census, 2001 Manual for Streets, DfT (2007) Car Parking: What works where, Homes & Communities Agency (2006) Research into the Use and Effectiveness of Maximum Parking Standards,

CURRENT POLICY TO BE REPLACED

Policy 8/10 (Off Street Parking) will be replaced by the approach set out in this document. This will include:

- Updating maximum car parking standards for residential development;
- Maintaining car parking standards for non-residential development;
- A criteria based approach to address the local circumstances of a development.

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE

The National Planning Policy Framework and the latest national guidance on car parking standards explains the importance of Local Authorities using a series of key local considerations to help set any parking standards for a development. The guidance states that parking levels, particularly at 'origin' destinations (i.e. residential development) should no longer be limited to use as a tool to attempt to reduce car ownership. A Local Plan should aim to limit car usage, not car ownership. It can do this through various policies, which can include requiring new developments to develop travel plans for their users.

National guidance explains a need to align car parking standards with local circumstances such as car ownership levels and access to public transport, walking and cycling. There is also a need to allow for design flexibility within the standards. The size, mix and type of dwellings are important in setting the level of parking for a development.

After considering the advice in national guidance and the National Planning Policy Framework (NPPF), and taking into account the spread of support for all three options proposed through the Issues and Options report, it is proposed to take forward a mixture of Options 186 - 188. This would involve a three part approach:

- Updating the maximum residential car parking standards currently in Appendix C of the 2006 Local Plan. This is necessary to account for current and future car ownership levels to ensure that car parking can be adequately planned for in future years. This will aim to reduce indiscriminate parking on streets surrounding development.
- Keeping the current maximum standards for non-residential development as they are. There has been significant support for keeping the current standards, as they are considered well balanced in promoting non-car modes of travel, and limiting the option for parking at trip destinations. The continuous use of these standards, combined with policies designed to promote sustainable modes of transport, will help to facilitate further advances in modal in Cambridge.
- The development of criteria for use by developers when considering the level of parking provision at new development. These criteria details local issues, such as access to high quality non-car modes of travel; the need for design flexibility;

conflicts between current uses and increased demand from a new development. This aspect of the option will help focus on the individual needs of, and impacts resulting from a new development.

This three part approach is considered to accord with national guidance and will address many of the key issues raised during consultation. The option will help alleviate indiscriminate parking on streets surrounding new developments, by taking into account local circumstances such as car ownership and access to public transport, walking and cycling. This will also ensure that new standards are flexible, addressing the design and locality of each individual development, and providing the most appropriate form of parking.

Considering local circumstances and utilising car ownership data also helps to ensure there is not an overprovision of car parking at a new development. Overprovision can be unsightly and have the effect of making the car a more attractive option than other more sustainable modes of travel.

RECOMMENDATION FOR PREFERRED APPROACH

The recommendation is to pursue a mixture of the three options proposed in the Issues and Options report to form one option.

In order to update the standards for new residential development and ensure that they are consistent with national guidance, the maximum standards have been devised using local and national car ownership levels, which have been projected towards the end of the plan period using the matrices most relevant to Cambridge in the Communities and Local Government guidance on residential car parking (2007). In addition to this, the location in relation to a new development being inside or outside a Controlled Parking Zone (CPZ) has also influenced the maximums, with lower levels of parking to be required inside CPZs.

After applying the method outlined above, the current residential car parking standards in the Cambridge Local Plan (2006) are shown to be mostly at the right level.

Based on the 2001 Census data, and with the 2011 Census yet to be available, the CLG car ownership projections for areas similar to Cambridge show a maximum average car ownership for larger houses (3 bedrooms or more) being approximately 2 cars per household by 2026. Census data also shows that Cambridge has a slightly lower than average car ownership level when compared to the rest of the Eastern region. Therefore, the maximum for larger properties outside the CPZ is proposed to remain at 2 car parking spaces.

Inside the CPZ, the Local Plan (2006) allows for 1 car parking space per dwelling. This is based on national guidance, and the fact that CPZs are already subject to considerable existing parking pressures. It is considered that the reasoning for this remains relevant, and thus the maximums for properties inside the CPZ should continue to remain at a maximum of 1 car parking space per dwelling.

The only proposed change to the Local Plan (2006) standards is for smaller properties (up to 2 bedrooms) located outside the centre of the city, and away from areas of controlled parking. Car ownership projections for properties of this size suggest that a small increase of (on average) 0.5 cars per property by the end of the plan period is likely. This, combined with the difficulty to control on-street parking in areas outside CPZs, make it prudent to raise the maximum average car parking for properties of up to 2 bedrooms outside of the CPZs to 1.5 car parking spaces per dwelling.

The maximum standards for new residential development are proposed to be:

Dwelling Size	Inside Controlled Parking Zone	Outside Controlled Parking Zone
Up to 2 bedrooms	The maximum car parking to be provided is 1 space per dwelling.	The maximum average car parking to be provided is 1.5 spaces per dwelling.
3 or more bedrooms	The maximum car parking to be provided is 1 space per dwelling.	The maximum car parking to be provided is 2 spaces per dwelling.

The above standards are not to be exceeded, except where exceptional circumstances can be demonstrated.

The maximum standards for non-residential development are proposed to remain as they are in the Local Plan (2006). This is on the basis that there was good support for keeping the standards as they are, and the need to keep parking at non-residential development low. It is considered that other policies within the Plan centred on promoting non-car travel are vital in ensuring the demand for commercial car parking is reduced. An example of this is workplace travel planning, which has been successful in Cambridge, namely, in the Science Park.

Furthermore, residential and non-residential car parking standards are proposed to be subject to the criteria, which address individual site issues and set the appropriate level of parking based on accessibility to non-car modes of travel and any existing parking pressures.

Although the stated maximum levels should not be exceeded for residential and non-residential development, provision of lower than the maximum levels of parking should be possible where it is deemed appropriate and necessary. The impact of new development upon the surrounding streets and transport network should be considered. To account for this, this option requires developers to address the following criteria when providing for car parking:

- The location of the development, in terms of its proximity to services

accessible by non-car modes of travel (walking, cycling and high quality public transport routes);

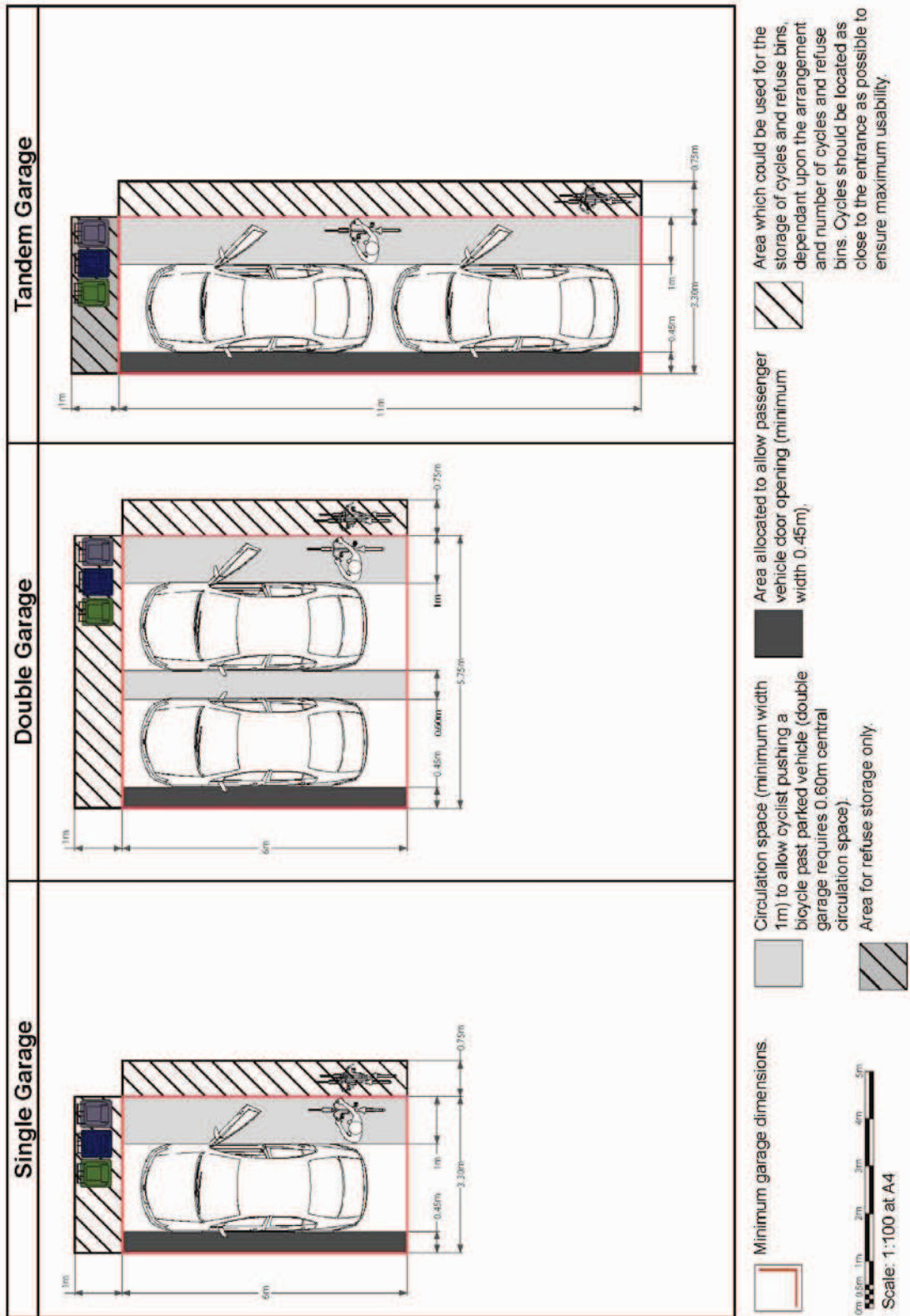
- The type of development (fringe site, infill site etc.) – i.e. infill sites are much more likely to be located in areas with existing travel patterns, behaviour and existing controls, and may be less flexible;
- The style of development (housing or flats etc.) – Evidence shows that houses have higher car ownerships than flats, even if they have the same number of habitable rooms; and
- For major developments and developments that are likely to place significant increased demand for parking in an area, the current parking situation in surrounding should be considered, including the presence of parking controls; high demand for on-street parking and conflict with commuter parking. This would inform the setting of on-site parking levels within the development.

In addition to consideration of the number of spaces to be provided within a development, this option proposes new standards for the type and style of car parking provision, dependent on site characteristics. This will need to comply with best practice guidance and is proposed to include:

- A preference for on-plot provision where this is possible, particularly for houses;
- The required dimensions for on-plot parking spaces, such as single; double and tandem garages. These garages will also provide for bin and bicycle storage.

As part of the new standards for new residential development, new garage dimensions are also proposed. This covers single, double and tandem garages, and will help to ensure that where garages are provided, they can be viably used for car, cycle and bin storage. The dimensions are derived from those in the Cycle Parking Guide for New Residential Developments (2010), and have been reviewed to include double and tandem garage dimensions that allow space for a car (or 2 cars), bin storage and convenient, easily accessible bicycle storage. These are shown below:

Garage Dimensions



RESPONSES TO CAR PARKING STANDARDS

12 - Promoting and Delivering Sustainable Transport and 12.13

14993 Support

Summary:

We agree with these statements. In general we want to see lower levels of car use, and thus lower levels of car parking but recognise that if set too low, this can result in flyparking which leads to a poor pedestrian environment and reduces the safety of cycling.

12 - Promoting and Delivering Sustainable Transport and 12.14

7187 Object

Summary:

The figure of twenty percent to twenty seven percent, for cycling has not changed sufficiently to claim this success or that the promotion by dedicated officers has had a quantifiable impact. Variations are probably derived from the increased student populations, foreign language schools and the ARU - cycling is not a solution, however desirable for health reasons or greener credentials. Majorities have been ignored, the sixty percent against dedicated pedestrianisation of the City Centre, for example and there is little evidence of significant expenditure on 'walking' as an alternative which outclasses any of the different modes of transport in sustainability.

12 - Promoting and Delivering Sustainable Transport and 12.14

14994 Support

Summary:

Moreover, wasting extremely valuable land on relatively unproductive uses such as car parking, rather than facilitating higher densities of development and creating a better standard of public realm, should be avoided in a city such as Cambridge which is quite small and compact, surrounded by green belt and having no land, except brownfield sites, available for development.

12 - Promoting and Delivering Sustainable Transport and 12.14

15342 Support

Summary:

Agree with another commenter here that walking has been desperately ignored amongst other solutions by successive Local Authorities.

The conditions for walking around most of the city are generally poor. Boxed-in crossings should be removed, and far-side indicators restored. Shared-use pavements are poor for both walking and cycling.

For the pedestrian priority zone in the city centre, pedestrians and cyclists can happily co-exist, and the quoted figure is not backed by any supplied evidence and should be disregarded. Signage should be improved to emphasise pedestrians have priority, while retaining cycle access in what is part of a number of key north/south routes.

12 - Promoting and Delivering Sustainable Transport and 12.14

15769 Object

Summary:

I am a rather sceptical about claiming such a link between reduction in parking availability and decline in car travel. I think there is a lot more to it than that. The implication of this paragraph is that parking is the magic bullet, but I don't believe that's true. It is just one of many factors involved since 1998. It's also not clear that modal share of cycle use has improved as much as it ought to have given spending on facilities, which ought to question whether these facilities are really catering for the needs of cyclists or not.

12 - Promoting and Delivering Sustainable Transport and Option 186 - Maintain the current level of provision

7188 Support

Summary:

Car Parking provision should retain these ratios and the reduction in spaces available, by design, to encourage a modal shift is short term, given the potential for non-polluting fuels to be available in future; all possible future requirements should be allowable in Long Term Plans and should be kept as an option. In the enhanced elevations of commercial and even residential building, provision should be rational, even maximised; past experience underlines, underestimation is a problem.

12 - Promoting and Delivering Sustainable Transport and**Option 186 - Maintain the current level of provision**

10461 Support**Summary:**

Families need cars for weekends and recreation even if you are able to get them to cycle to work and school.

12 - Promoting and Delivering Sustainable Transport and**Option 186 - Maintain the current level of provision**

13206 Support**Summary:**

We would support maintaining the current level of car parking provision as set out in the 2006 Local Plan subject to a review of car parking requirements within the City which would take account of local circumstances. This would accord with guidance in the NPPF which asks local authorities to take into account local circumstances when developing parking standards.

12 - Promoting and Delivering Sustainable Transport and**Option 186 - Maintain the current level of provision**

14753 Object**Summary:****Object**

We believe the existing policy can be improved, and in particular that retail, office and leisure facility provisions need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and**Option 186 - Maintain the current level of provision**

14997 Support**Summary:**

- On balance, we feel the current policy is about right. In general we want to see lower levels of car use, and thus lower levels of car parking but recognise that if set too low, this can result in flyparking which leads to a poor pedestrian environment and reduces the safety of cycling.

- More incentives needed to use other modes

- Location of car parking is more important. Developments should not be permitting on-street car parking, i.e. should be within the development.

12 - Promoting and Delivering Sustainable Transport and**Option 186 - Maintain the current level of provision**

15337 Support**Summary:**

Disagree strongly with another commenter here that non-polluting fuels will be a solution to the various problems created by some car use.

The key issue is lack of space, and the mythical green car (whose emissions will probably be shifted elsewhere) will not magically enable space to appear within expensive land, or congestion inexplicably to disappear, unless the knocking down of huge numbers of buildings is proposed to create more roadspace.

12 - Promoting and Delivering Sustainable Transport and**Option 186 - Maintain the current level of provision**

15703 Object**Summary:**

We believe the existing policy can be improved, and in particular that retail, office and leisure facilities need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and**Option 186 - Maintain the current level of provision**

16403 Object

Summary:

We believe the existing policy can be improved, and in particular that retail, office and leisure facilities need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and

Option 187 - New residential parking standards

9588 Object

Summary:

I'm actually neutral on this. I would say that car parking needs to be provided as many people want a car, but often only want to use it occasionally. Car parking needs to be provided, or rather "car storage", so that it is easier and more convenient to cycle or walk than use one's car unless it is a long journey. But you have a car available when you actually need it.

12 - Promoting and Delivering Sustainable Transport and

Option 187 - New residential parking standards

14683 Support

Summary:

In addition, I would urge the council to carefully consider increasing the number of parking spaces available for local residents as well as making the city more bike friendly.

12 - Promoting and Delivering Sustainable Transport and

Option 187 - New residential parking standards

14755 Object

Summary:

Object

We believe the existing policy can be improved, and in particular that retail, office and leisure facility provisions need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and

Option 187 - New residential parking standards

14999 Object

Summary:

We have no comments/view on this other than to state:

- We are against higher levels of car parking being permitted. It would completely wreck other policies designed to reduce incentives to use the car and thus lead to congestion around the City.

- The claim made by some that reducing car parking does not affect living patterns is untrue; the fact is that a three-car family would not choose to live in (say) Petersfield because there is not space to park this many vehicles.

12 - Promoting and Delivering Sustainable Transport and

Option 187 - New residential parking standards

15704 Object

Summary:

We believe the existing policy can be improved, and in particular that retail, office and leisure facilities need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and

Option 187 - New residential parking standards

16405 Object

Summary:

We believe the existing policy can be improved, and in particular that retail, office and leisure facilities need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and**Option 187 - New residential parking standards**

16922 Object**Summary:**

We would support a more sensitive policy of developing specific car parking standards for new residential sites as well as for retail, office and other uses. The current policy of encouraging more spaces in new residential areas but fewer at the workplace has some merit, although a side effect can be to displace commuter parking to residential streets close to the centre. A separate policy is needed to address this issue.

12 - Promoting and Delivering Sustainable Transport and**Option 188 - Completely new standards for all development**

12719 Support**Summary:**

I think this is the best option. I think assessing how well such measures have worked in the past is very valuable.

12 - Promoting and Delivering Sustainable Transport and**Option 188 - Completely new standards for all development**

12766 Support**Summary:**

Bold, and required given our compact city!

12 - Promoting and Delivering Sustainable Transport and**Option 188 - Completely new standards for all development**

13208 Support**Summary:**

We would support the revision of car parking standards if this is deemed necessary as part of the Local Plan review. Any new requirements would need to take into consideration local circumstances in line with NPPF guidance. This policy would need to take account of site specific considerations including the location of the proposed development in proximity to the city centre and access to public transport.

12 - Promoting and Delivering Sustainable Transport and**Option 188 - Completely new standards for all development**

13869 Support**Summary:**

I think many residents would find it very hard to not own a car at all. While we do not generally use ours during the week, it is vital at weekends for visiting family and friends further afield. I think new development should have sufficient car parking, that people do not end up 'inventing' car parking as currently happens

12 - Promoting and Delivering Sustainable Transport and**Option 188 - Completely new standards for all development**

14754 Support**Summary:**

Any parking standards should take account of local circumstances, allowing for flexibility to be applied in accordance with the NPPF.

Waitrose would welcome the opportunity to form part of any stakeholder discussions.

12 - Promoting and Delivering Sustainable Transport and**Option 188 - Completely new standards for all development**

14759 Support**Summary:**

We believe the existing policy can be improved, and in particular that retail, office and leisure facility provisions need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and**Option 188 - Completely new standards for all development**

15633 Support**Summary:**

In setting local parking standards, the Council should take into account the local circumstances. We would be happy to engage with the Council to discuss their requirements.

12 - Promoting and Delivering Sustainable Transport and**Option 188 - Completely new standards for all development**

15705 Support**Summary:**

We believe the existing policy can be improved, and in particular that retail, office and leisure facilities need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and**Option 188 - Completely new standards for all development**

16408 Support**Summary:**

We believe the existing policy can be improved, and in particular that retail, office and leisure facilities need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and**Question 12.7**

7141 Support**Summary:**

Yes.

12 - Promoting and Delivering Sustainable Transport and**Question 12.7**

7215 Support**Summary:**

The requirement to reduce parking space needs to be reconsidered in relation to the quality of public transport. Many workers, particularly researchers, work long hours which can vary significantly from day to day. Many also live outside the city in villages which have poor and deteriorating public transport services. The reduction of parking spaces could be damaging.

12 - Promoting and Delivering Sustainable Transport and**Question 12.7**

7394 Support**Summary:**

Yes, policy needed. Parking is a seriously increasing problem in Cambridge, e.g. in the area between the Rail station and Addenbrookes. A new approach is required to parking at home and work.

12 - Promoting and Delivering Sustainable Transport and**Question 12.7**

8131 Support**Summary:**

need policy

12 - Promoting and Delivering Sustainable Transport and**Question 12.7**

8965 Support

Summary:

Yes

12 - Promoting and Delivering Sustainable Transport and

Question 12.7

10287 Support

Summary:

Yes there must be a policy on car parking spaces.

12 - Promoting and Delivering Sustainable Transport and

Question 12.7

13269 Support

Summary:

Policies on car parking are strongly needed: they will help determine the extent to which cars dominate our streets - and also the city's carbon emissions, along with the provision of alternative means of transport.

12 - Promoting and Delivering Sustainable Transport and

Question 12.7

13429 Support

Summary:

The current standards are derived from previous national guidance and do not take into account circumstances specific to Cambridge. It is appropriate to bring forward new standards that take local circumstances into account

12 - Promoting and Delivering Sustainable Transport and

Question 12.7

14758 Support

Summary:

We believe the existing policy can be improved, and in particular that retail, office and leisure facility provisions need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and

Question 12.7

15000 Support

Summary:

Yes.

12 - Promoting and Delivering Sustainable Transport and

Question 12.7

15289 Object

Summary:

Developers will get away with the minimum requirements and the imposition of maximum parking standards is not unreasonable in densely built up city areas where land is at a premium. It makes less sense in suburban locations where alternative transport provision is poor or even non-existent. Two car families have been with us for quite a while now.

Option 187 looks like the best way forward.

There needs to be recognition of the need for short-term parking in local centres, especially at Post Offices which are most used by the elderly and people with young children

12 - Promoting and Delivering Sustainable Transport and

Question 12.7

15770 Support

Summary:

Yes there must be a policy to limit what developers do, so they at least meet some minimum standards.

12 - Promoting and Delivering Sustainable Transport and

Question 12.7

16630 Support

Summary:

Yes.

12 - Promoting and Delivering Sustainable Transport and

Question 12.7

16877 Object

Summary:

We would like to see the gyratory system removed and public transport stopping at Mitchams Corner District Centre to help reinforce its status as a district centre providing employment as well as retail uses.

We would welcome the opportunity to consult on the regional transport strategy being carried out by the County Council. It is vital to the future prosperity of the area that the highway system is overhauled. Issues to be considered:

Short-term local parking for district centres visitor/shoppers - aging population

Pedestrian priority such as shared surfaces c/r Oxford Circus, London

Query - why are Cambridge County Council in charge of the City's Transport infrastructure and can this be changed.

12 - Promoting and Delivering Sustainable Transport and

Question 12.7

18168 Support

Summary:

Yes - parking is part of traffic management

12 - Promoting and Delivering Sustainable Transport and

Question 12.7

18491 Support

Summary:

Support in principle.

12 - Promoting and Delivering Sustainable Transport and

Question 12.8

7016 Support

Summary:

I do not believe that there is any scope for reduction in the allocation of car parking space for residential or workplace accommodation below what is already present. The existing restrictions cause problems in various areas, and reducing the numbers of available car parking spaces will not reduce car ownership or use, but instead lead to nuisance from parking by people lacking convenient places to park. New car-free developments will result in nuisance for the people living on surrounding streets - and if parking on those streets is then restricted, this is itself a nuisance. I favour Option 186.

12 - Promoting and Delivering Sustainable Transport and

Question 12.8

7142 Support

Summary:

I prefer Option 186

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

7395 Object**Summary:**

We prefer Option 188. A critical aspect is ensuring that parking does not overflow into already overcrowded neighbourhood parking if a low number of parking spaces are provided with the intention of restricting car ownership. While supporting measures to reduce car use these should be incentives not penalties and we must realise that whether we like it or not, the car is not going to go away while the infrastructure deficit remains

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

8132 Support**Summary:**

Support 187. People will continue to own cars and provision must be made for this in residential areas. A policy which ensures that such provision is adequate, but that reduces provision at the workplace and so discourages journeys to work by car, would seem to be the best option.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

8968 Support**Summary:**

Option 187

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

9551 Support**Summary:**

Option 186

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

10291 Support**Summary:**

Option 186: the current standard is working so stick to it.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

11954 Object**Summary:**

I'm afraid I don't understand the options -- are they intended to increase or decrease the amount of parking ? As indicated in my last answer, I would support keeping parking to a minimum by encouraging car clubs. See also my next answer.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

12156 Support**Summary:**

I do not believe that there is any scope for reduction in the allocation of car parking space for residential or workplace accommodation below what is already present. The existing restrictions cause problems in various areas, and reducing the numbers of available car parking spaces will not reduce car ownership or use, but instead lead to nuisance from parking by people lacking convenient places to park. New car-free developments will result in nuisance for the people living on surrounding streets - and if parking on those streets is then restricted, this is itself a nuisance. I favour Option 186.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

13257 Support**Summary:**

We support Option 186 rather than 187 or 188. We believe that overall the current parking standards have worked well. To design new parking standards as proposed in 187 or 188 would cost money for no obvious benefit, and may risk increasing provision for parking; something CCF would not support on sustainability grounds.

The current standards are working well; developing new standards would cost money and could risk increasing parking provision, leading to more car journeys in Cambridge at a time when we are trying to reduce traffic.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

13453 Support**Summary:**

Maintain the current level of provision as in Option 186. Some car free areas may be appropriate especially in the centre of Cambridge.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

14286 Support**Summary:**

Option 188. We need minimum standards and not maximum ones. It is very noticeable that recent local housing developments have led to many more vehicles parked on the street and there is often nowhere nearby to park. This causes stress in the neighbourhood.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

14760 Support**Summary:**

Option 188

We believe the existing policy can be improved, and in particular that retail, office and leisure facility provisions need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

15003 Support**Summary:**

186 - maintain current balance.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

15706 Support**Summary:**

We believe the existing policy can be improved, and in particular that retail, office and leisure facilities need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

15772 Support**Summary:**

Option 188 is the only sensible option. It makes sense to me to integrate a car parking policy with car share/car club policies and cycle parking policies. This way a coherent standard and mix can be planned, rather than each being subject to separate standards. I don't believe residential only parking standards are sufficient, as there are still commercial developments which are getting away with dubious parking. It's inappropriate to apply the same standards around, say, Mill Road as in a new development.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

15877 Object**Summary:**

Appendix J does not seem to accommodate a development such as the new station, and any policy should be sufficiently flexible to take the needs of such a development into account. Otherwise, of the 3 options we think that Option 187 is the most appropriate

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

16409 Support**Summary:**

We believe the existing policy can be improved, and in particular that retail, office and leisure facilities need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and**Question 12.8**

18493 Support**Summary:**

Further investigation and discussion of the options would be welcome to consider the results of the consultation and fit with the strategic approach in the draft Transport Strategy for Cambridge and South Cambridgeshire. This is currently being developed and would be beneficial to review local policy approach with strategy to ensure they are complimentary. The County Council would be pleased to work with City colleagues/ stakeholders to discuss and review details as plans progress.

12 - Promoting and Delivering Sustainable Transport and**Question 12.9**

7940 Object**Summary:**

There should be more distinction between controlling commuter parking and social evening parking in Cambridge Centre. Many historic towns have daytime controls but allow their residents (of all ages) to enjoy the City at night. The current arrangements are off putting. The Carparks are hideous unpleasant & expensive and are designed with pedestrians as an after thought. Car users become considerate happy pedestrians if treated well.

12 - Promoting and Delivering Sustainable Transport and**Question 12.9**

8969 Object**Summary:**

Any policy based on the idea of people not owning cars is unrealistic. There is a need to prevent overflow parking associated with new buildings (whether residential or other, whether in the city or outside) into existing built up areas. Parking provision must take into account availability of public transport at all times of day and night.

12 - Promoting and Delivering Sustainable Transport and**Question 12.9**

9552 Support**Summary:**

Car ownership cannot be controlled by local authorities, even if usage is discouraged. Private cars need to be kept off-street when not in use. Also, residents do have visitors, and businesses have customers.

12 - Promoting and Delivering Sustainable Transport and**Question 12.9**

13419 Support**Summary:**

Parking seems on pavements appears to be commonplace. Cars should not be permitted to park on pavements as this blocks access for pedestrians, and creates serious issues for wheelchairs and prams/pushchairs.

12 - Promoting and Delivering Sustainable Transport and**Question 12.9**

13461 Object**Summary:**

Our client recommends that in moving forward the Council should ensure that flexibility is incorporated into the development of residential parking standards to ensure that the specific circumstances of individual sites and the needs of prospective occupiers of new homes can be taken into account. The criteria in paragraph 39 of the NPPF should be adhered to.

12 - Promoting and Delivering Sustainable Transport and**Question 12.9**

14322 Support**Summary:**

I would discourage car ownership altogether.

12 - Promoting and Delivering Sustainable Transport and**Question 12.9**

14761 Support**Summary:**

We believe the existing policy can be improved, and in particular that retail, office and leisure facility provisions need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and**Question 12.9**

15005 Object**Summary:**

Delay of adoption is a problem, e.g. St Matthew's Gardens development problem: problem of people moving in but lack of enforcement leads to forming parking or car-ownership habits that become harder to change as time moves on.

12 - Promoting and Delivering Sustainable Transport and**Question 12.9**

15876 Support**Summary:**

We consider that any policy adopted should be sufficiently flexible to deal with the parking requirements of a major new development such as the new station. While we anticipate that planning of the station will concentrate on non-car use as far as possible, there needs to be sufficient provision of car parking to take into account of the likely expected passenger through-put. East Chesterton wants to avoid the commuter on-street parking suffered by areas close to Cambridge Station and would not welcome residential parking restrictions in order to prevent it. The parking provision in the station plan produced by the County showing a large open car park is clearly inadequate, inappropriate and a waste of land.

12 - Promoting and Delivering Sustainable Transport and**Question 12.9**

15879 Support**Summary:**

The current residential car parking standards which require a maximum but not a minimum number of parking spaces for new developments has often led to overspill parking on nearby roads when developers maximise density and land use for units and provide insufficient car parking spaces. An example of this is the Vie Development on Church St and recent proposals for the site of the Dog and Pheasant on the High Street. Residential parking standards should be reviewed and a minimum requirement set just as happens with cycle parking

12 - Promoting and Delivering Sustainable Transport and**Question 12.9**

17506 Object

Summary:

Parking standards review - We request an effective and transparent additional consultation/review on parking standards, including a specific consultation in areas adjacent to recent large development which has under-provided for parking on-site. We object to intensive development being allowed which results in parking spillover on to adjacent streets - links also to 9.21. We also oppose proposed parking reductions e.g. Station area, not least as these areas already damage adjacent areas through unnecessary overspill parking and extra traffic. We support the principle of car free development but not where a route to displace parking on to already overcrowded neighbouring streets

12 - Promoting and Delivering Sustainable Transport and

Question 12.9

17563 Object

Summary:

There should be a sensible policy about private vehicles in the city. No provision of new development without off-road parking provision. Residents only parking on one side of the road should be enforced around Mill road tributaries and the railway station. No vehicles should be allowed on footpaths. Deliveries from large vehicles should only be allowed outside business hours. Adequate allowance will be made for all extra vehicles that will come with an increasing population.

12 - Promoting and Delivering Sustainable Transport and

Question 12.9

17660 Support

Summary:

Commuter parking is a major concern in areas with proximity to the station. The growth in London commuting means that this is a growing problem. Additional bike parking is only a partial solution. The City and South cambs should have a joined up approach to this. Any development proposals should be subject to proper evaluation on transport impacts on the existing networks and possible options for mitigating this.

12 - Promoting and Delivering Sustainable Transport and

Question 12.9

18172 Object

Summary:

Need to make best use of available parking spaces, e.g. introduction of parking restrictions on Mount Pleasant means that spaces are usually empty during the day and 'free parkers' have moved further out, so tailor charges to spread demand accordingly

12 - Promoting and Delivering Sustainable Transport and

Question 12.10

7396 Object

Summary:

Alternative parking policies requiring minimal management resources could be adopted. For example, restricting parking to permit holders during a short period (say 1 hour in the middle of the day) could prevent all day commuters using parking space near transport facilities.

12 - Promoting and Delivering Sustainable Transport and

Question 12.10

14762 Support

Summary:

We believe the existing policy can be improved, and in particular that retail, office and leisure facility provisions need additional consideration to reduce existing congestion, improve the commuting flow and access for families.

12 - Promoting and Delivering Sustainable Transport and

Question 12.10

16631 Support

Summary:

Consider underground car parking for some new developments.

18178 Object

Summary:

Encouraging private space to be used more effectively; e.g. office parking available to public during weekends; hotels renting their spaces during the day

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Appendix K. Analysis, responses and preferred approach to cycle parking standards, plus summaries of representations received

Appendix K: Analysis, responses and preferred approach to cycle parking standards, plus summaries of representations received

CHAPTER 12 – PROMOTING AND DELIVERING SUSTAINABLE TRANSPORT AND INFRASTRUCTURE

ISSUE – CYCLE PARKING

Total representations: 46	
Object:	
Option 191: 2	Option 192: 1
Support:	
Option 191: 27	Option 192: 16

OPTION NUMBER	KEY ISSUES
<p>Option 191: Location, design and quality.</p> <p>This option will allow for a policy to be developed that ensures that the quality, design and location of cycle parking meets users needs.</p>	<ul style="list-style-type: none"> • Strong support for the option and the principles of the option. • Big shortage of cycle parking around the city. • Many agree that insufficient cycle parking has been provided at new developments (in terms of amount of parking and quality of parking facilities). • Not enough visitor parking. • Needs to be more convenient. • More compliance of standards needed. • Should accord with cycle parking guide or even higher standards.
<p>Option 192: Update the cycle parking standards in the 2006 Local Plan</p>	<ul style="list-style-type: none"> • Strong support. • A number of responses calling for higher levels of cycle parking, especially in the city centre. • Some of current standards are too onerous – particularly student non-residential. • Cycle parking should reflect local circumstance.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT	
Option Number	Analysis
Option 191	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.
Option 192	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.

KEY EVIDENCE

- Cambridgeshire County Council Traffic Monitoring reports.
- Census 2001.
- Cambridge City Council - Cycle Parking Guide: for New Residential Development (2010).
- Site visits to retail and residential developments around the city.
- Danish Bicycle Parking Manual 2008 .

CURRENT POLICY TO BE REPLACED

Policy 8/6 (Cycle Parking) will be replaced by a policy which will include the key aspects of ensuring cycle parking is convenient, high quality and accessible. Appendix D Cycle Parking Standards in the Cambridge Local Plan 2006, which is referenced in current Policy 8/6, will also be replaced by a new Appendix, which will reflect the City Council's Cycle Parking Guide for New Residential Developments (2009).

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE

There is a significant shortage of cycle parking in certain areas of the city such as the City Centre, railway station and areas of terraced housing. The redevelopment of the station area has provided the opportunity to deliver a new cycle park. It is proposed that the current policy is amended to ensure that such opportunities to meet existing and future demand are taken, whenever possible. The National Planning Policy Framework states the importance of making sustainable modes of travel, including cycling, safe and secure, and to give it priority over cars.

It is recognised that the current cycle parking standards in the 2006 Local Plan have not always resulted in making cycling more accessible and appealing than car travel from new developments. This is due in part to lack of clarity within the policy and the standards on the location, quality and convenience needed for cycle parking. Indeed, the importance of quality and convenience of use was one of the main reasons for the publication of the City Council's Cycle Parking Guide for New Residential Developments in 2009. This is currently a material consideration, and it is proposed that the standards (in terms of best practice – style of cycle stands, spaces

and widths of parking areas etc.) are amended so that new developments must accord with this or any future version of this document.

In addition to the above, the option proposed will allow changes to the standards to better reflect current usage information. For example, it is agreed that retail provision of cycle parking should distinguish between the needs of staff and visitors as well as differentiating between areas of the city with regard to the level of provision needed. Furthermore, the modal share for travel to work for cycling, which was approximately 26% in 2011, has been used to set staff parking standards. 26% accounts for just over 1 in 4 staff, and it is considered that this figure should increase over the plan period. It is therefore prudent to make it 1 cycle space for every 3 members of staff in Cambridge.

RECOMMENDATION FOR PREFERRED APPROACH

The recommendation is to pursue a combination of Options 191 and 192. The standards and policy for the draft Plan will be subject to further consultation.

This will involve:

- Updating the existing Local Plan 2006 Policy 8/6 and appendix D to reflect best practice when designing and providing cycle parking.
- Setting new cycle parking standards, using the Parking Guide for New Residential Development (2009) as a basis, along with reflecting current cycle modal share figures more closely.

Specifically, the location, type and quality of cycle parking at all new developments would be addressed more firmly by the policy and associated standards. This would include a flexibility to make the parking provided appropriate for its location and any exceptional circumstances.

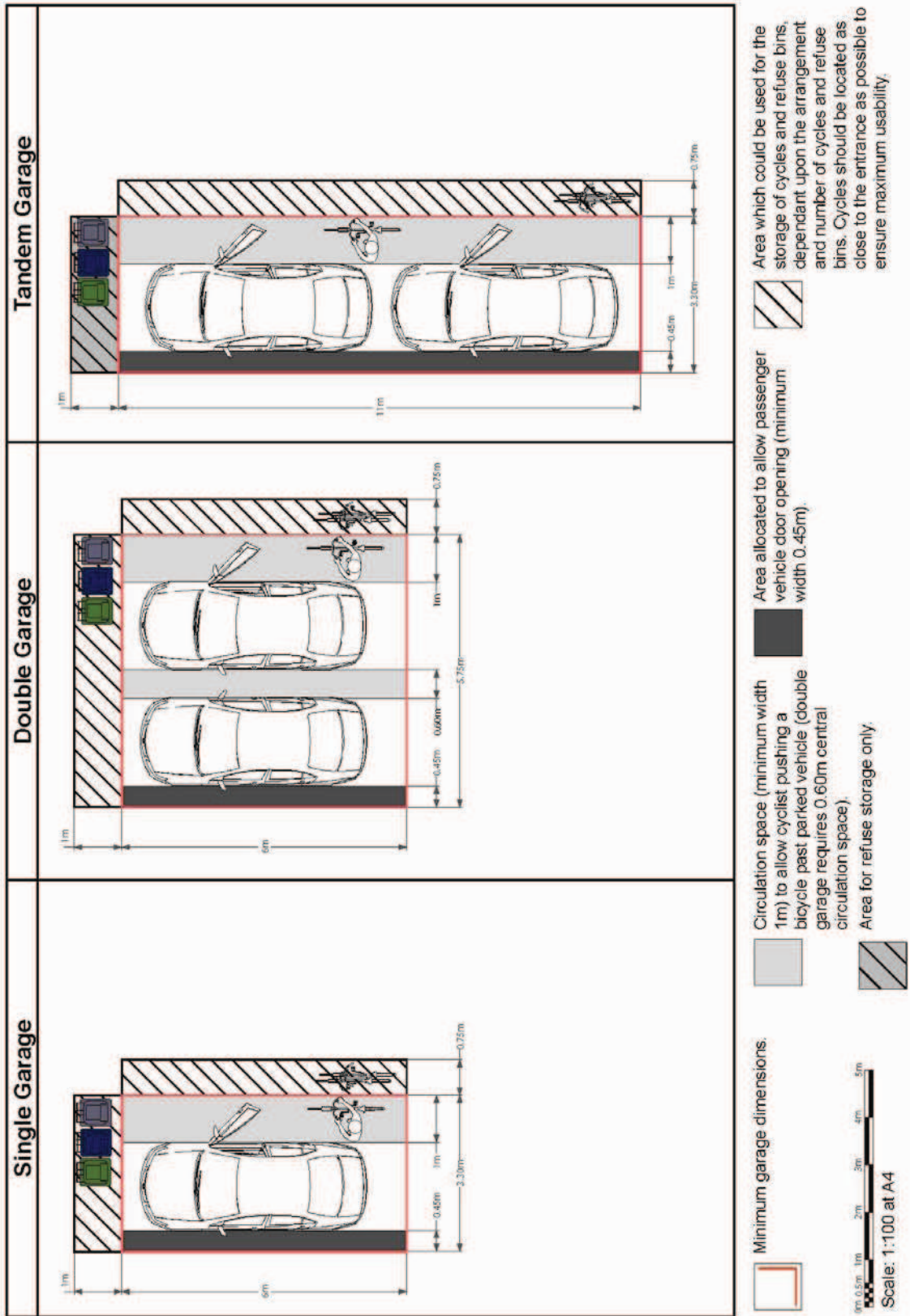
The proposed standards for all the different type of new development are set out below. The Cycle Parking Guide for New Residential Development (2009) forms the basis for these standards. However, there have been further updates to these, with changes made based on advice from best practice and also the most recent cycling modal share figures:

TYPE OF DEVELOPMENT	NUMBER OF SPACES
Residential	
Residential dwellings	1 space per bedroom up to 3 bedroom dwellings Then 3 spaces for 4 bedroom dwellings,

	wall ring/bar or Sheffield stand at the front of individual houses where cycle parking provision is located in the back garden
Guesthouses and hotels	1 space for every 3 members of staff 2 spaces for every 10 bedrooms Outside the historic core area this should include space for cycle hire
Nursing homes	1 space for every 3 members of staff 1 visitor space for every 10 residents
Retirement homes / sheltered housing	1 space for every 3 members of staff 1 space for every 6 residents and 1 visitor space for every 10 residents
Student residential accommodation, residential schools, college or training centre	1 space per 2 bed spaces within Historic Core Area 2 spaces per 3 bed spaces for the rest of the city. 1 space for every 3 members of staff 1 visitor space per 5 bedspaces
Hospitals	1 space for every 3 members of staff. 2 visitor spaces per consulting/treatment room 1 visitor space for every 10 bedspaces.
RETAIL, CULTURE, LEISURE AND SPORTS USES	
Food retail	1 space for every 3 members of staff and 1 visitor space per 25m ² in the City Centre or Mill Road District Centres For the rest of the city, 1 space for every 3 members of staff and 1 visitor space per 50m ² up to 1500m ² , thereafter 1 space per 100m ²
Non-food retail	As above
Financial and professional services	1 space per 3 members of staff + some visitor parking (on merit)
Food and drinks	1 space for every 3 members of staff 1 short stay space for every 10m ² of dining area in the historic core area 1 short stay space for every 15m ² for

	the rest of the city
Museums, Exhibition venues	1 space for every 3 members of staff Visitors on merit
Sports and recreational facilities and swimming baths	1 space for every 3 members of staff. 1 space for every 25m ² net floor area or 1 space for every 10m 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 members of staff 1 visitor space for every 4 seats
Place of worship, public halls and community centres	1 visitor space per 15 m ² of public floor area
BUSINESS USES	
Offices	1 space for every 3 members of staff Some visitor parking on merit
General Industry	1 space for every 3 members of staff Some visitor parking on merit
Storage and other B class use classes	On merit
NON-RESIDENTIAL INSTITUTIONS	
Clinics and surgeries	1 space for every 3 members of staff and 2 spaces per consulting room
Non-residential schools	1 space for every 4 members of staff Cycle spaces to be provided for 50% of primary school children to include a scooter parking area, and 75% of secondary school children
Non-residential higher and further education	1 for every 2 members of staff Cycle parking for 70% of students based on anticipated peak number of students on site at any one time
Crèches and nurseries	1 space for every 3 members of staff 1 visitor space per 5 children A secure area to be provided for the parking of cargo bicycles/trailers

Garage Dimensions



RESPONSES TO CYCLE PARKING STANDARDS

12 - Promoting and Delivering Sustainable Transport and **12.19**

7189 Support

Summary:

There is clear underprovision despite the adoption of a pro-cycling policy in this and the Local Plan 2006. The improvement in provision will require a proper analysis of the casual and undisciplined usage, by cyclists of every private and public facility: railings which are damaged by the cavalier attachment, such as Emmanuel and the curtilage of Gt. St. Mary's.

What public space would have to be given up and is there enough of it if we centre everything on this Third World solution to the pressures of inadequate infrastructure?

12 - Promoting and Delivering Sustainable Transport and **12.19**

13814 Support

Summary:

While the Grand Arcade cycle park is a great facility, it is considerably smaller than originally planned, and as a result is normally full. Would you consider expanding it?

12 - Promoting and Delivering Sustainable Transport and **12.19**

15011 Support**Summary:**

Support these principles strongly but the same policy has still led to shortcomings as this paragraph notes.

- There is a desperate shortage of cycle parking all around the City. (The problem is not just confined to the city centre.)

- Levels of theft are 10% of all reported crime across the whole County, which is an abysmal indictment on the state of cycle parking around the City.

- A third cycle park in the City Centre is desperately needed. Post Office Terrace may be one possible site.

12 - Promoting and Delivering Sustainable Transport and **12.19**

15336 Support**Summary:**

Disagree strongly with another commenter's possible implication here that cycling is a "Third World solution". It is by far the most cost-effective and space-efficient solution to over-demand for access to the city centre.

A third cycle park is needed, building on the success of the existing two. Post Office Terrace is one possible place.

12 - Promoting and Delivering Sustainable Transport and **12.19**

16633 Support**Summary:**

Strongly agree with this paragraph.

12 - Promoting and Delivering Sustainable Transport and **12.19**

18262 Support**Summary:**

This needs major thought if the city is serious about reducing car travel and particularly if hybrid vehicles develop.

12 - Promoting and Delivering Sustainable Transport and **12.20**

12725 Support**Summary:**

Strongly agree. Very few public houses for example have even any cycle parking provision. The Kingston Arms recently had a car-shaped cycle rack outside- this was a great idea- would love to see this outside lots of pubs in Cambridge!

12 - Promoting and Delivering Sustainable Transport and **12.20**

13037 Support**Summary:**

Making proper provision for bike parking at home will improve the adoption of bikes as a means of transport.

12 - Promoting and Delivering Sustainable Transport and **12.20**

13821 Support

Summary:

I've visited friends in several new developments around Cambridge. Often there is nowhere for visitors to park bike, or it is full. In addition they often have problems storing bikes themselves. I think that standards should be improved. If you making cycle parking a hassle - people won't cycle

12 - Promoting and Delivering **12.20**
Sustainable Transport and

13873 Object

Summary:

Regulating against street cycle parking will discourage cycle use. More provision of cycle racks and some method of clearing dumped bikes will provide a better solution.

12 - Promoting and Delivering **12.20**
Sustainable Transport and

15015 Support

Summary:

- Strongly agree there are clear problems. If not fixed, levels of cycling will drop.

- The current guidance on the balance between (i) high-security (but less convenient) cycle parking (e.g. in basements) and (ii) convenient, near-entranceway, outside cycle parking is not in practice effective. We believe the balance should be towards convenient, secure Sheffield stands on-street, at a rate of 75% high-convenience stands vs 25% highest-security.

- The recent decision to allow basement cycle parking down a ramp and subject to traffic lights for the CB1 development was in clear breach of the Local Plan standards. Future applications must avoid this.

12 - Promoting and Delivering **12.20**
Sustainable Transport and

15775 Object

Summary:

One of the big problems is the council not complying with their own standards even when fully aware of it. There are constant examples (Grand Arcade, CB1, other retail areas, the council removing stands and not replacing them) where the requirements of the "Standards" were substantially watered down. CB1 is a travesty of planning procedure. How on earth are we to have faith that the council will comply with the new Plan any more than the old? Requirements here need to be a lot stricter to remove this possibility.

12 - Promoting and Delivering **12.21**
Sustainable Transport and

12731 Object

Summary:

Tough! Developers need to be innovative then. See comment above- car-shaped cycle rack- they could put in cycle racks that have been designed to fit in with the overall design of the development. This absolutely cannot be allowed as a reason to not put in cycle parking provision!

12 - Promoting and Delivering **12.21**
Sustainable Transport and

15017 Object

Summary:

We disagree with an implied view here that cycle parking is somehow unsightly. Good-quality, convenient cycle parking enhances, not detracts, from the quality of the development. There are many examples around the UK and Europe showing how high-quality cycle parking actively enhances the architectural quality of a development, and so the Local Plan wording should be in a positive light to encourage this.

12 - Promoting and Delivering **12.21**
Sustainable Transport and

15777 Object

Summary:

This paragraph is plain wrong. It is incorrect to portray some of the problems as "design requirements" and "constraints", when there are viable solutions, but not ones that make developers as much money. Those aren't design requirements, they are developers' desires for greater profits. The council has been complicit in this and shares blame. Space *can* be found. Cosmetic appearance *can* be handled with e.g. screening and/or planting. But developers don't consider the outlay worth the return, and the council prefers to defend developments over residents. This culture must stop, and the Local Plan must make sure that it does.

12 - Promoting and Delivering Sustainable Transport and

12.22

8974 Support

Summary:

Agree

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

8975 Support

Summary:

We agree

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

9590 Object

Summary:

the City Council should adopt the cycle parking standards as set out by the Cambridge Cycling Campaign, which are superior to those of the Council. It should be the case that all cycle parking is always easier than any car parking, meaning that for short journeys, using a car is far less convenient than using a bicycle.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

9782 Support

Summary:

The City's green spaces are important with access already good

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

10980 Support

Summary:

Essential, and more secure cycle parks like the one at the grand arcade please

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

11534 Support

Summary:

This is important.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

11628 Support

Summary:

It would be good to see that cyclist are seen as serious road users

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

11655 Support

Summary:

Cycling should be more convenient than using a car. One detailed point: I have seen some bicycle stands installed recently in Cambridge in a way that makes uneconomic use of space. The distance between some of these stands exceeds 130cm. Where there are two stands, three or even four stands could comfortably have been installed. While it is very important that stands not be so close together that it is difficult to get bicycles in and out of them, it is silly to waste space.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

12576 Support

Summary:

An obvious policy for a cycle city.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

13213 Support

Summary:

We would broadly support the policy for the location, design and quality of cycle parking. On sites where site size is a constraint, the provision of cycle parking could impact upon viability and the standard of design as a balance is achieved between accessibility of cycle storage and urban design.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

13288 Support

Summary:

Cambridge is a cycling city and adequate cycle parking is crucial for any new development. CCF supports this Option as a way of making sure cycle parking is well designed and easy to access in new developments. Cycling is a key means of low carbon travel and should be encouraged for residents in all new developments and good cycle parking provision is an essential part of this.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

13472 Support

Summary:

Our client considers that Option 191 should be the preferred option, 'Providing cycle parking in accordance with the Council's Cycle Parking guide for New Residential Development, or any subsequent updated version of this document.'

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

13926 Support

Summary:

Help make non-motorized transport the first choice for short journeys and used more in general.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

14333 Support

Summary:

Absolutely. At the end of the day, cycle parking is always going to be easier, cheaper and more visually attractive than arranging car parking. It's the only possible solution.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

14728 Support

Summary:

We support the need for a policy in this respect and in particular Option 191. We also support improvements in the policy from time to time as best practices indicate.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

15714 Support

Summary:

We support the need for a policy in this respect and in particular Option 191. We also support improvements in the policy from time to time as best practices indicate.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

15778 Support

Summary:

I absolutely agree with this option, with some provisos: the Cycle Parking Standards must be actually applied by the council, and not ignored as in the past. This option says cycle parking "could" be located close to the front where possible. That's wrong, it "should" be located there. That should be the default.

Provision for trailer/cargo-bikes "in appropriate developments" is too weak. When more than a certain number of stands are provided, such provision should be a requirement, not an option. Furthermore all cycle routes should accommodate them, irrespective of parking: some routes have barriers which prevent trailer use.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

16025 Object

Summary:

By not addressing this crucial matter long ago the city is at breaking point. Once again it requires a first class team that would be listened to. A PRIORITY TO BE ADDRESSED

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

16421 Support

Summary:

We support the need for a policy in this respect and in particular Option 191. We also support improvements in the policy from time to time as best practices indicate.

12 - Promoting and Delivering Sustainable Transport and

Option 191 - Location, design and quality

16601 Support

Summary:

"Doing More"

Suggestion:- "Bike Hangers" - Vertical system of bike parking (refer to design museum, London example!) Use any free vertical wall surface or construct a free standing U shap pillar to give 6 walls. Innovative solution, very appropriate for Cambridge's Image!

Provide community bike scheme accross city - uniquely designed blues and base - stands as per London's "Boris Bikes". Also in Munich and Seville etc.

12 - Promoting and Delivering Sustainable Transport and**Option 191 - Location, design and quality**

16634 Support**Summary:**

Strongly support. Hoops, rather than racks, preferred. The latter are inherently unstable, since even a slight push can send a bike sideways, and bang goes the front wheel - buckled beyond repair.

12 - Promoting and Delivering Sustainable Transport and**Option 191 - Location, design and quality**

16784 Support**Summary:**

A policy is needed. Current cycle parking facilities in residential and other areas remain inadequate, causing inconvenience to cyclists but also other road users (who encounter poorly or inconsiderately parked and tethered bikes).

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

7391 Support**Summary:**

The current design standards for cycle parking are not compatible with the need for high levels of cycle parking on College domus sites. Whilst the Kingston design specified may be appropriate for on-street parking of cycles, it does not enable cycles to be parked sufficiently densely confined areas within Colleges. Colleges should be allowed to install cycle racks that allow cycles to be stored efficiently and more densely in the restricted space available.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

8976 Support**Summary:**

We agree

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

9591 Support**Summary:**

Adopt the cycle parking standards as documented in <http://www.camcycle.org.uk/resources/cycleparking/guide/> which are far superior to the City Council's own standards.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

9784 Support**Summary:**

The City's green spaces are important with access already good

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

11024 Support**Summary:**

There is an urgent need to review the cycle parking standards. In terms of students and university development the standards are excessive and result in significant over provision, using scarce resources. Surveys demonstrate that around only 20% of Anglia Ruskin's students cycle to the university as they live very close to the campus. Surveys demonstrate that around 25% of staff cycle to work. Provision of spaces at a rate of 1 per student and 1 per 2 members of staff is excessive and unnecessary.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

12594 Support**Summary:**

Cycle parking should, as car parking, be better controlled than it is now. Bikes parked to cause a nuisance should be removed and walkways kept clear for pedestrians.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

12733 Support**Summary:**

Agree- I don't know what the current requirements are, but I don't think they are enough. This should be reviewed to provide guidelines that look to the future.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

13215 Support**Summary:**

We would broadly support the policy for updating cycle parking standards from those contained in the 2006 Local Plan to reflect changes in best practice. Any emerging cycle standards would need to take account of local experiences in Cambridge in order to ensure what is proposed is appropriate and wouldn't have a negative impact on design standards, safety or viability of development.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

14729 Support**Summary:**

We support the need for a policy in this respect and in particular Option 191. We also support improvements in the policy from time to time as best practices indicate.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

15422 Support**Summary:**

In contrast to some of the other representations, I think cycle parking standards need reviewing and improving. If more people will be coming into the city, we must have better standards which include the possibility of cycle parking in front of homes, and a clarification of when high capacity stands can be used, not just that they can. Addenbrooke's also needs to be included in this as the current situation is not good enough for people cycling to it.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

15468 Support**Summary:**

Good cycle parking is essential if people are to be encouraged to cycle.

Cycling is a practical way to get around a small and compact city like Cambridge, as well as having much less impact on the environment than motor vehicles. Cycling also reduces congestion.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

15715 Support**Summary:**

We support the need for a policy in this respect and in particular Option 191. We also support improvements in the policy from time to time as best practices indicate.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

15779 Support**Summary:**

I support this, including the concept of drawing ideas from successful countries, hopefully including the Netherlands.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

16026 Object**Summary:**

By not addressing this crucial matter long ago the city is at breaking point. Once again it requires a first class team that would be listened to. A PRIORITY TO BE ADDRESSED

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

16422 Support**Summary:**

We support the need for a policy in this respect and in particular Option 191. We also support improvements in the policy from time to time as best practices indicate.

12 - Promoting and Delivering Sustainable Transport and**Option 192 - Update the cycle parking standards in the 2006 Local Plan**

16785 Support**Summary:**

Support

12 - Promoting and Delivering Sustainable Transport and**Question 12.15**

7400 Object**Summary:**

Yes, we support the introduction of a policy combining options 191 and 192.

A clear problem which restricts the use of cycles is inadequate parking facilities - where a bike can be locked to a fixed point. The problem is especially bad and has been so for years, for example, at the Rail Station.

12 - Promoting and Delivering Sustainable Transport and**Question 12.15**

7507 Support**Summary:**

My experience as a daily cyclist in the city is that there is entirely inadequate cycle parking in the centre, at the station and in residential areas.

12 - Promoting and Delivering Sustainable Transport and**Question 12.15**

7858 Support**Summary:**

Yes.

12 - Promoting and Delivering Sustainable Transport and**Question 12.15**

8506 Support

Summary:

yes

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

8977 Support

Summary:

Yes

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

10295 Support

Summary:

Yes we definitely need this policy on cycle parking to encourage cycling.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

10944 Support

Summary:

Yes, it is clear that there is not enough bike parking in the city.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

10981 Support

Summary:

Yes

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

11026 Object

Summary:

There is an urgent need to review the cycle parking standards. In terms of students and university development the standards are excessive and result in significant over provision, using scarce resources. Surveys demonstrate that around only 20% of Anglia Ruskin's students cycle to university as they live very close to the campus. Surveys demonstrate that around 25% of staff cycle to work. Provision of spaces at a rate of 1 per student and 1 per 2 members of staff is excessive and unnecessary.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

11586 Support

Summary:

Support

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

11958 Support

Summary:

Yes, I support the aims of Options 191-2 but do not have any specific comments to make.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

12745 Support

Summary:

All efforts should be made to maximise the provision of secure and convenient cycle parking but when and if it is achieved obstruction of the footway by illegally/inconsiderately parked cycles (and motor vehicles) should not be tolerated

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

12947 Support

Summary:

Yes. Existing cycle parking provision at the station and the Grand Arcade cycle park is well below sufficient quantity much of the time, and cycle parking in residential areas is also important

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

13290 Support

Summary:

Yes, see our comment on Option 191

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

13439 Object

Summary:

Cycle parking standards should be updated to reflect local circumstances. The location, design and quality of cycle parking is not a matter for Local Plan policy but for SPD guidance.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

13529 Support

Summary:

Yes it is vital that cycle parking is provided and given clear policy guidance in the Local Plan.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

13703 Support

Summary:

Greater provision for cycle parking is needed within the city centre as well as in residential areas.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

14331 Support

Summary:

Yes. It can be summed up quite simply: MORE CYCLE PARKING. It doesn't need to be dedicated bike racks; something as simple as a long wood rail outside a shop window.

12 - Promoting and Delivering Sustainable Transport and**Question 12.15**

14334 Support**Summary:**

Yes.

12 - Promoting and Delivering Sustainable Transport and**Question 12.15**

14485 Support**Summary:**

Yes. Cycle parking must be a priority. The Cambridge Cycling Campaign should be consulted about effective cycle parking as they have developed detailed guidance which should be used. High standard, quality and quantity cycle Parking at key transport hubs especially the city station is absolutely vital.

This policy should be combined with effective cycle routes across the city. Cycle parking should be required prior to the commencement of any new development work.

12 - Promoting and Delivering Sustainable Transport and**Question 12.15**

14730 Support**Summary:**

We support the need for a policy in this respect and in particular Option 191. We also support improvements in the policy from time to time as best practices indicate.

12 - Promoting and Delivering Sustainable Transport and**Question 12.15**

15020 Support**Summary:**

Yes.

The current cycle parking standards, despite imperfections, have been absolutely instrumental in achieving the provision of cycle parking in new developments and ensuring that developers are not permitted to get away with poor-quality provision that fails to encourage cycles to be parked.

In passing, we have noted a trend for developers to refer to cycle parking as 'cycle storage'. We would ask that planners actively request developers to cease using such a term during pre-application discussions. Cycle parking is intended to provide easy access to a bicycle, rather than have cycles left unused.

12 - Promoting and Delivering Sustainable Transport and**Question 12.15**

15130 Support**Summary:**

Yes, support.

12 - Promoting and Delivering Sustainable Transport and**Question 12.15**

15291 Object**Summary:**

Provision for cycle parking in new developments would be a great success if there was follow-up to ensure that what was provided was actually fit for purpose. A local development in Chesterton allegedly has provisions for parking bicycles that does not allow sufficient room for bike and rider to actually use it. The two options do not appear to be mutually exclusive. It makes sense for standards to be worked up by the people directly affected by them.

12 - Promoting and Delivering Sustainable Transport and**Question 12.15**

15717 Support

Summary:

We support the need for a policy in this respect and in particular Option 191. We also support improvements in the policy from time to time as best practices indicate.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

15739 Support

Summary:

Yes. Should it not be entitled Location, quality and quantity? It is essential that convenient location of cycle parking is required in any development proposal.

In the second bullet point "where possible" must be omitted, as it would provide a let-out for an unimaginative architect. "Near the front door" is not of course the only possibility and might be omitted, providing it is clear that it must be made easier to start a journey from every house/ shop/ workplace on a bike than in a car.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

15780 Support

Summary:

Yes there is definitely a need for strong and clear cycle parking standards. Many developers do not understand the Cambridge environment now, nevermind the environment we seek to achieve. This is the only way to do that.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

15878 Support

Summary:

there is clearly a policy necessary for cycle parking in new development and we support option 191. Our past experience however is that actual provision is deficient and this is where developers will skim if they can. We also support 192

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

16425 Support

Summary:

We support the need for a policy in this respect and in particular Option 191. We also support improvements in the policy from time to time as best practices indicate.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

16635 Support

Summary:

Yes, emphatically.

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

17508 Support

Summary:

Secure cycle parking - is currently inadequate in city, and new development needs to contribute to improving it at key cycling destinations too, to assist modal shift. Improving main cycling routes/road surfaces is also essential to increase cycling and cyclist safety

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

18183 Support

Summary:

If we are to encourage cycling then we need cycle parking - so Yes

12.19 notes a lack of 'secure cycle parking' - what do we mean by this - simply somewhere to secure a cycle or a more complex gated facility?

12 - Promoting and Delivering Sustainable Transport and

Question 12.15

18494 Support

Summary:

Support in principle.

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

6898 Support

Summary:

There is an urgent need to eliminate the parking of bicycles in unauthorised places on pavements in the city centre - e.g. outside colleges (Sidney, Pembroke, Emmanuel are particularly bad) and lecture rooms (e.g. Mill Lane).

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

8507 Support

Summary:

The inadequacy of current cycle parking racks in the centre of town

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

8978 Object

Summary:

Better provision is needed for existing built areas of Cambridge.

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

13532 Support

Summary:

The city of Cambridge needs convenient and secure cycle parking widely available in the centre of the city including public transport hubs. We support Option 191.

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

13709 Support

Summary:

New thinking is required to provide adequate cycle parking on side streets, e.g. in locations with cafes or public houses in what is mainly a residential area.

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

14361 Object

Summary:

Requirements for planning permission to install secure cycle parking in-front of houses, in a manner much less intrusive than a parked vehicle, are I think a problem. The city's planning policy ought be supportive of those wishing to install secure cycle parking facilities at their homes.

Cycle parking provision is insufficient in many places in the city, as evidenced by the numbers of fly-parked, insecurely parked bikes on many of the city's streets. Cyclists like to park very close to their destinations, and parking provision should reflect this.

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

14553 Support

Summary:

Research has shown that hospitals and medical establishments attract a very high number of trips. Any sustainable and integrated transportation policy has to be very clear and specific especially with such high trip generating locations like Addenbrookes. "By merit" is not an appropriate criteria to assess and manage parking requirements for hospitals. A much more rigorous policy is needed here, as witnessed by the sad state of bicycle facilities at the hospital

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

14731 Support

Summary:

We support the need for a policy in this respect and in particular Option 191. We also support improvements in the policy from time to time as best practices indicate.

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

15027 Object

Summary:

- Application of standards needs improvement.

- The current Local Plan policy on high-capacity stands is highly defective. The use of "can be used" means that a developer with no real space constraints could use as many as they wish. New developments should never permit these.

- Completely new developments should be strictly to highest standards (no "where possible")

- Cycle parking at the South Cambs boundary area should be same as City standards.

- Hospital requirement should not be "on merit". The situation at Addenbrooke's is absolutely intolerable.

- New academies/free-schools, and government buildings, such as courts, should become subject to any standards

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

15131 Support

Summary:

Proper cycle parking in the public realm may prevent large numbers of bicycles from being stolen and disposed of into the River Cam. Their removal is currently at cost to the City Council. Long-term cost-saving.

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

15465 Support

Summary:

Encouraging cycling is essential to enable people to move freely around the City and to limit traffic congestion. Good cycle parking is vital if people are to cycle.

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

15742 Support

Summary:

The "Cycle Parking Guide For New Residential

Developments" should be revised and retitled to make it clear that most of its content relates to all classes of development, and its content changed to make this clearer. Its content should be referred to as mandatory in the Council's planning and transport policies.

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

15781 Object

Summary:

As I've already mentioned elsewhere, there is a problem with the council enforcing its own standards. The Local Plan should reduce any wiggle room when it comes to minimum standards which have so far been abused dreadfully. Also as I mentioned elsewhere, any developments (particularly in the city centre) who do not have their own dedicated cycle parking should contribute towards a ring-fenced fund which can be used to construct a new desperately needed set of cycle parks around the city centre. I also agree with all I see the Cambridge Cycling Campaign has made in its submission.

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

16874 Support

Summary:

Option 192 is preferred to allow for updated standards on cycle parking. But the policy should also make reference to the management of cycle parking. At present, most cycle parking in the City is not managed, or not managed well. So bikes are left abandoned for months or years taking up much-needed spaces, before they are removed. In particular the parking situation at the station is poor. There are enough spaces they are simply not managed properly.

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

18184 Object

Summary:

One of the most flexible arrangements is the age-old metal railings - it has low impact on the roads and pavements, is flexible in use and can be decorative; why take over more pavement space when this is often the most space-efficient

12 - Promoting and Delivering Sustainable Transport and

Question 12.16

18495 Support

Summary:

Further investigation and discussion of the options would be welcome to consider the results of the consultation and fit with the strategic approach in the draft Transport Strategy for Cambridge and South Cambridgeshire. This is currently being developed and would be beneficial to review local policy approach with strategy to ensure they are complimentary. The County Council would be pleased to work with City colleagues/ stakeholders to discuss and review details as plans progress.

12 - Promoting and Delivering Sustainable Transport and

Question 12.17

14732 Support

Summary:

We support the need for a policy in this respect and in particular Option 191. We also support improvements in the policy from time to time as best practices indicate.

12 - Promoting and Delivering Sustainable Transport and

Question 12.17

18185 Object

Summary:

One problem is that of abandoned or damaged bicycles which simply take up spaces and fall over; do we need bicycle registration - colleges used to do it for students & dons, why not more widely? Most hire bikes have numbers - make it easier to track who owns and whether dumped (perhaps online only)

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Appendix N. List of Consultees

APPENDIX N: LIST OF CONSULTEES – ISSUES AND OPTIONS 2 CONSULTATION

Below is a list of organisations that will be directly informed of the Issues and Options 2 consultation via email (individuals are not listed). In addition to this list, the public will be informed through an article in *Cambridge Matters*, various press releases, through the Council's webpages and a series of exhibitions to capture as many people across the city as possible. Site notices will also be utilised, with properties adjacent to sites being written to directly.

SPECIFIC CONSULTATION BODIES¹

- Anglian Water
- Barton Parish Council
- British Gas
- Cambridge Crown Court
- Cambridge University Hospital (Addenbrooke's)
- Cambridge Water Company
- Cambridgeshire Constabulary
- Cambridgeshire County Council
- Cambridgeshire Primary Care Trust
- Comberton Parish Council
- Coton Parish Council
- Cottenham Parish Council
- E.On Energy
- East Cambridgeshire District Council
- EDF Energy
- English Heritage
- Environment Agency
- Fen Ditton Parish Council
- Fenland District Council
- Fulbourn Parish Council
- Girton Parish Council
- Grantchester Parish Council
- Great Shelford Parish Council
- Hauxton Parish Council
- Highways Agency
- Histon and Impington Parish Councils
- Homes and Communities Agency
- Horningsea Parish Council
- Huntingdonshire District Council
- Madingley Parish Council
- Milton Parish Council
- N Power
- National Grid Transco
- Natural England
- Network Rail
- Norfolk Suffolk and Cambridgeshire Strategic Health Authority

- Npower Renewables
- Orchard Park Community Council
- Peterborough City Council
- Scottish and Southern Electric
- Scottish Power
- South Cambridgeshire District Council
- Teversham Parish Council

COUNCILLORS AND MPS

- 42 x City Councillors
- All County Councillors (City Wards)
- Julian Huppert MP
- Andrew Lansley MP

COMMUNITY ORGANISATIONS

- Age Concern Cambridgeshire
- Arthur Rank Hospice Charity
- Cambridge Citizens Advise Bureau
- Cambridge Ethnic Community Forum
- Cambridge Federation of Residents' Associations
- Cambridge Interfaith Group
- Cambridgeshire Older Peoples Enterprise (COPE)
- Cambridgeshire Voluntary Sector Infrastructure Consortium (CVSIC)
- Disability Cambridgeshire
- East of England Faiths Council
- Encompass Network
- Irish Traveller Movement in Britain
- National Federation of Gypsy Liaison Groups
- The Church of England Ely Diocese
- The COVER Group
- The East Anglian Gypsy Council
- The GET Group
- Traveller Solidarity Network
- Work Advice Volunteering Education Training (WAVET)

ENVIRONMENTAL

- Cam Valley Forum

¹ Specific consultation bodies are required under the Town and Country Planning (Local Planning) (England) Regulations 2012

APPENDIX N: LIST OF CONSULTEES – ISSUES AND OPTIONS 2 CONSULTATION

- Cambridge Carbon Footprint
- Cambridge Friends of the Earth
- Cambridge Past, Present and Future
- Cambridgeshire Local Access Forum
- Campaign to Protect Rural England
- Conservators of the River Cam
- Countryside Restoration Trust
- Hobson's Conduit Trust
- National Trust
- RSPB Eastern England Office
- The Wildlife Trust
- Transition Cambridge

DEVELOPERS/AGENTS

- Artek Design House
- Barratt Eastern Counties
- Barton Wilmore
- Beacon Planning Ltd
- Bellway Homes
- Berkeley Homes
- Bidwells
- Bovis Homes Ltd
- Brookgate
- Capita Symonds
- Carter Jonas
- Chartered Institute of Architectural Technologists
- Cheffins
- Countryside Properties
- DPP
- Drivers Jonas
- Estate Management and Building Service, University of Cambridge
- Gallagher Estates
- Grosvenor USS
- Home Builders Federation
- Icen Projects Ltd
- Januarys
- Liberty Property Trust
- RPS
- Savills
- Skanska UK Plc
- Taylor Vinters
- Taylor Woodrow Developments Ltd
- Terrance O'Rourke
- The Home Builders Federation
- The Howard Group of Companies

- The Universities Superannuation Scheme
- Unex

BUSINESSES

- ARM Holdings
- Cambridge Cleantech
- Cambridge Energy Forum
- Cambridge Hoteliers Association
- Cambridge Network
- Cambridgeshire Chambers of Commerce
- CRACA
- Creative Front
- Ely Cathedral Business Group
- Encompass Network
- Federation of Small Businesses
- Future Business
- Greater Cambridge Greater Peterborough Local Enterprise Partnership
- Love Cambridge
- Marshalls Group of Companies
- One Nucleus
- Redgate Software
- Royal Mail Group Ltd
- St John's Innovation Centre

EDUCATION

- Anglia Ruskin University
- University of Cambridge
- All Colleges of the University of Cambridge
- The Bursars' Committee
- Sixth Form Colleges
- Private Schools
- Cambridge Regional College
- Language Schools
- Secondary Schools in Cambridge

RESIDENTS ASSOCIATIONS

- All residents associations in Cambridge
- FECRA (Federation of Cambridge Residents Associations)

OTHERS

- All who responded to the Issues and Options 1 Consultation
- Argyle Street Housing Cooperative

APPENDIX N: LIST OF CONSULTEES – ISSUES AND OPTIONS 2 CONSULTATION

- BT Open Reach Newsites
- Cable and Wireless UK
- Cambridge Association of Architects
- Cambridge Cycling Campaign
- Cambridge Federation of Tenants and Leaseholders
- Cambridge Local Access Forum
- Cambridgeshire Campaign for Better Transport
- Cambridgeshire Fire and Rescue Service
- Design Council/CABE
- Fenners Lawn Residents Association Ltd
- Friends of Milton Road Library
- Local Strategic Partnership
- Mobile Operators Association
- Registered Social Landlords
- Shape East
- Sport England
- The Linchpin Project