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: *Monday, 21 January 2013*

Date: Tuesday, 29 January 2013
Time: 3.00 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 *(Pages 1 - 18)*

To approve the minutes of the meetings of 13th November 2012, 6th December 2012 and 13th December 2012. *(Pages 1 - 18)*

4   PUBLIC QUESTIONS (SEE BELOW)

5   **CAMBRIDGE LOCAL PLAN - TOWARDS 2031 – AIRPORT SAFETY, HIGHER AND FURTHER EDUCATION, TOURISM, OPEN SPACE AND COMMUNITY FACILITIES, TRANSPORT AND INFRASTRUCTURE**
Planning Policy Manager *(Pages 19 - 376)*

Information for the Public

Location   The meeting is in the Guildhall on the Market Square (CB2 3QJ).

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

After 5 p.m. access is via the Peas Hill entrance.

All the meeting rooms (Committee Room 1, Committee 2 and the Council Chamber) are on the first floor, and are accessible via lifts or stairs.

Public Participation   Some meetings may have parts that will be closed to the public, but the reasons for excluding the press and public will be given.

Most meetings have an opportunity for members of the public to ask questions or make statements.

To ask a question or make a statement please notify the Committee Manager (details listed on the front of the agenda) prior to the deadline.

- For questions and/or statements regarding items on the published agenda, the deadline is the start of the meeting.

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

Speaking on Planning Applications or Licensing Hearings is subject to other rules. Guidance for speaking on these issues can be obtained from Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk.

Further information about speaking at a City Council

meeting can be found at;

http://www.cambridge.gov.uk/public/docs/Having%20your%20say%20at%20meetings.pdf

Cambridge City Council would value your assistance in improving the public speaking process of committee meetings. If you any have any feedback please contact Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk.

Filming, recording and photography

The Council is committed to being open and transparent in the way it conducts its decision-making. Recording is permitted at council meetings, which are open to the public. The Council understands that some members of the public attending its meetings may not wish to be recorded. The Chair of the meeting will facilitate by ensuring that any such request not to be recorded is respected by those doing the recording.

Full details of the City Council's protocol on audio/visual recording and photography at meetings can be accessed via:

www.cambridge.gov.uk/democracy/ecSDDisplay.aspx?NAME=SD1057&ID=1057&RPID=33371389&sch=doc&cat=13203&path=13020%2c13203.

Fire Alarm

In the event of the fire alarm sounding please follow the instructions of Cambridge City Council staff.

Facilities for disabled people

Level access to the Guildhall is via Peas Hill.

A loop system is available in Committee Room 1, Committee Room 2 and the Council Chamber.

Accessible toilets are available on the ground and first floor.

Meeting papers are available in large print and other formats on request prior to the meeting.

For further assistance please contact Democratic

	Services on 01223 457013 or democratic.services@cambridge.gov.uk.
Queries on reports	If you have a question or query regarding a committee report please contact the officer listed at the end of relevant report or Democratic Services on 01223 457013 or democratic.services@cambridge.gov.uk.
General Information	Information regarding committees, councilors and the democratic process is available at www.cambridge.gov.uk/democracy.

This page is intentionally left blank

DEVELOPMENT PLAN SCRUTINY SUB-COMMITTEE   13 November 2012
                                                                                        4.30 - 6.15 pm

Present: Councillors Reid (Chair), Saunders (Vice-Chair), Blencowe, Price, Marchant-Daisley and Tucker

Executive Councillor for Planning and Climate Change, Councillor Ward.

Officers present:
Head of Planning Services – Patsy Dell
Planning Policy Manager – Sara Saunders
Senior Planning Policy Officer – Joanna Gilbert-Wooldridge
Senior Sustainability Officer (Design and Construction) – Emma Davies
Committee Manager – Toni Birkin

Also present:
Councillor John Hipkin

FOR THE INFORMATION OF THE COUNCIL

12/56/DPSSC   Apologies

No apologies were received.

12/57/DPSSC   Declarations of Interest

Councillor Saunders and Councillor Reid	12/60/DPSSC	Member of Cambridge Past, Present and Future
Councillor Saunders And Councillor Reid	12/60/DPSSC	Member of Cambridge Cycling Campaign

12/58/DPSSC   Minutes

Minutes of the meeting of 16th October 2012 follow.

12/59/DPSSC   Public Questions (See Below)

There were no public questions.

12/60/DPSSC   Cambridge Local Plan - Towards 2031 Analysis of Comments and Options

Matter for Decision:
The Local Plan is a key document for Cambridge, and the review of the current Local Plan is currently underway. Following on from consultations on the Issues and Options Report, which took place between June and July 2012, officers are working on the analysis of the comments received to the consultation and developing the preferred approach to take forward into the draft Plan. It has previously been agreed that future reports would be brought to Development Plan Scrutiny Sub Committee to analyse the comments received and options to take forward in more detail in order to seek a steer from Members on the approach to take forward in the draft Plan.

The report considered the approach to be taken forward in relation to the Vision and Objectives and the Climate Change section of the Issues and Options Report as part of developing the content of the new Plan.

Decision of Executive Councillor for Planning and Climate Change:
The Executive Councillor:
   i. Noted the key issues related to vision, objectives and climate change as set out in Appendices A and B of the Officer's report.
   ii. Endorsed the response and approach to take forward in the draft Plan, as set out in Appendices A and B and tables 1 and 2 of the Officer's report.

Reason for the Decision:
As set out in the Officer's report.

Any Alternative Options Considered and Rejected:
Not applicable.

Scrutiny Considerations:
The Committee received a report from the Planning Policy Manager regarding the Cambridge Local Plan – Towards 2031 analysis of comments and options. She confirmed that over 11,000 comments had been received and that it would

not be possible to respond to them individually, but issues and topics were being grouped.

With the permission of the Chair, Councillor Hipkin joined the table to debate the issues. He suggested that it was not sensible to start with the vision statement as this would emerge and reflect the decisions made on the subsequent chapters. He also suggested that he had detected a change of mood in the local community with a swing towards a preference for slow growth scenario, rather then the previous expansionist approach.

The committee made the following comments:
  i. The document reflects inherent tensions between the demand for growth and protecting the character of the City.
  ii. Sub regional tension and conflicts were also noted. An integrated regional approach was favoured and would be expressed more explicitly in future.
  iii. Members requested a clear definition of the sub region.
  iv. The vision would evolve as a political vision, informed by residents and other stakeholders.
  v. Sustainability would be a key value for the vision.
  vi. Cambridge was a centre of good building design and the vision statement should enhance this.

Members agreed that the Vision and strategic objectives would be revisited as officers worked through each Local Plan topic and developed policies.

The Senior Sustainability Officer (Design and Construction) introduced Appendix B, the climate change element of the report and members consider the options one by one.

Option 41 (Innovative and sustainable communities)

This was welcomed and supported in the consultation process and by the committee.

Objective 3 (Flood risk and water efficiency)

A more robust policy and associated objective, which would see the Local Plan improve flood risk reduction, was welcomed.

Option 42 (Sustainable Development Policy)

Members supported the suggestion of a local definition of a sustainable development for inclusion within this policy. It was suggested that this would encompass elements such as: transport, open spaces, regional integration, the character of the City and landscape.

Option 43, 44, 45, 46 and 53 (Sustainable construction, carbon reduction and water efficiency)

The Officer tabled an additional document outlining possible policy approaches for sustainable construction and reducing carbon emissions in new development.

The following points were raised:

  vii. Questions were asked about air quality and the officer confirmed that this would be covered more fully at the next meeting.

 viii. The water use targets would require additional technology and would increase build costs.

   ix. Members questioned why option 44 was favoured rather than the more challenging option 45. The Executive Councillor confirmed that option 44 was seen as the safer option, but that more ambitious options would be considered further in consultation with government.

    x. Members expressed the support for the challenging approach proposed by the report.

   xi. Encouraging District Heating schemes, where development sites permitted, was agreed to be a good approach.

  xii. Members agreed that the document should include a clause reserving the right to ask for higher standards for specific sites where appropriate.

 xiii. Concerns were raised about possible challenges when national standards were lower than those agreed locally.

Option 47 (Community Energy Fund)

Members were concerned that developers would evade their responsibilities in relation to on-site carbon reduction.

The Officer outlined the approach to be taken linked to national zero carbon policy. Developers would still be required to meet the majority of their carbon reduction requirements through on-site means. Further discussions would be carried out both locally and nationally about the timescales for implementing

an energy fund and the scale of a fund.   Members supported the recommended approach.

Option 48 and 49 (Renewable and low carbon energy generation and climate change adaptation)

Members supported the options.

Option 50 (Consequential improvements policy)

Concerns were expressed about the additional cost to residents and the level of bureaucracy involved.

The Officer confirmed that, working in conjunction with the Home Energy Officer, the aim was to make the process simple and affordable. Any home improvements required, would have a pay back period of seven years or less.

The Executive Councillor summed up the discussion and noted that the committee were calling for an aggressive but safe approach.

The Committee resolved to endorse the recommendations.

The Executive Councillor approved the recommendation.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)
Not applicable.

The meeting ended at 6.15 pm

CHAIR

This page is intentionally left blank

DEVELOPMENT PLAN SCRUTINY SUB-COMMITTEE   6 December 2012
           4.30 - 5.30 pm

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

Executive Councillor for Planning and Climate Change: Councillor Ward

Officers present:
Head of Planning Services – Patsy Dell
Planning Policy Manager – Sara Saunders
Senior Planning Policy Officer – Joanna Gilbert-Wooldridge
Sustainable Drainage Engineer - Simon Bunn
Urban Design & Conservation Manager - Glenn Richardson
Senior Sustainability Officer (Design and Construction) – Emma Davies
Planning Policy Officer - Frances Schulz
Committee Manager – Toni Birkin

FOR THE INFORMATION OF THE COUNCIL

12/61/DPSSC   **Apologies**

Apologies were received from Councillor Price. Councillor Reid sent apologies for a late arrival.

Councillor Saunders took the Chair for items 12/61/DPSSC to 12/65/DPSSC

12/62/DPSSC   **Declarations of Interest**

Councillor Saunders and Councillor Reid	12/66/DPSSC	Member of Cambridge Past, Present and Future
Councillor Saunders, Tucker and Councillor Reid	12/66/DPSSC	Member of Cambridge Cycling Campaign

12/63/DPSSC   Minutes

The minute of the meeting of the 16th October 2012 were agreed as a correct record.

12/64/DPSSC   Public Questions

There were no public questions.

12/65/DPSSC   Annual Monitoring Report 2012

Matter for Decision:
To consider the Annual Monitoring Report (AMR) which the Council is required to produce on at least an annual basis. Monitoring is an important part of the planning process, providing feedback on the performance of policies in terms of their use and implementation.

Decision of Executive Councillor for Planning and Climate Change:
    i. Endorse the AMR (Appendix A of the Officers report).
   ii. Agreed that if any amendments are necessary, the Executive Councillor in consultation with Chair and Spokes of Development Plan Scrutiny Sub Committee should agree these.

Reason for the Decision:
As set out in the Officer's report.

Any Alternative Options Considered and Rejected:
Not applicable.

Scrutiny Considerations:
The Committee received a report from the Planning Policy Manager regarding the Annual Monitoring Report.

The following points were clarified, following questions from members:

    i. P. 47 Figure 5; Dwelling Completions. The figures were based on replies from developers, agents and planning professionals. This information is, however, influenced by market conditions and economic circumstances, and therefore may change significantly over time.

ii. P. 23 Bouygues were reported to be a national company, who have previously been involved in a number of Private Finance Initiative schemes, including hospital provision.

iii. P. 24 Members asked a number of questions regarding the Community Infrastructure Levy. Officers clarified that the Community Infrastructure Levy will be brought forward in step with the review of the Local Plan and that viability work was currently underway to help ascertain the level of levy needed to fund a wide range of different forms of infrastructure, including education, open space, healthcare, sewerage and transport.

iv. P. 32 It was noted that there had been a decrease in the Gross Median Household Income in Cambridge.

v. P. 32 With regard to the Indices of Multiple Deprivation, Members questioned why Cambridge appeared to have moved down the rankings. Officers confirmed that this could be related to Cambridge having moved down the rankings with a rise in deprivation and/or other local authorities having moved up the rankings. Officers will provide a written response to Members on this issue.

vi. P. 37 With reference to paragraph 4.3, the AMR records the number of times a policy has been used within the monitoring year. Low figures should not be read as downgrading the importance of protection of biodiversity as they simply reflect the number of applications which have come forward in the monitoring year where there is a potential impact upon habitats or species which are the subject of Biodiversity Action Plans.

vii. P. 46 Density figures had risen since the previous monitoring year due to the nature of recent developments in city centre locations.

viii. P. 61 It was noted that the final heading in the table under paragraph 8.15 should read '% of population who are within 15 minutes public transport time of key services.' The error in the table heading will be corrected prior to publication of the AMR.

ix. In relation to the significant level of development occurring in the urban extensions to Cambridge, Members suggested that additional acknowledgement should be made of the fact that much of the new development straddles District Council boundaries.

x. Members asked for details on the number of cycle parking spaces to be provided within the railway station's new cycle parking facility. Officers confirmed that this figure would be checked.

xi. P. 89 References to open spaces within the table (Indicator column, rows 3 and 4) will be amended to read 'Area of Protected Open Space per 1,000 population' and 'Area of total Protected Open Space accessible to the public per 1,000 population.'

xii.   P. 84 Rough sleeping figures were the most recent available, although it was recognised that these figures might be out of date.

xiii. P.86 Figures on Building for Life ratings within the city did not correlate with the figures provided on Page 41 of the report. It was confirmed that the figures on Page 41 were correct and that the table on Page 86 would be amended.

xiv.   P. 91 It was agreed that additional information regarding the total retail floorspace in the city would add clarity to Table BD4 and Chapter 6.

xv.   P. 113 Deleted Policies: It was noted that policies may have been deleted in 2009, but may subsequently be relevant given the revocation of a range of Circulars, Planning Policy Statements and Guidance Notes upon the adoption of the National Planning Policy Framework. Officers reported that the new Local Plan would include a range of policies that would meet the needs of Cambridge.

The Committee resolved unanimously to endorse the recommendations.

The Executive Councillor approved the recommendation.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)
Not applicable.

12/66/DPSSC   Cambridge Local Plan - Towards 2031 Analysis of Comments and Options

Matter for Decision:
The Local Plan was 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, officers are working on the analysis of the comments received to the consultation and developing the preferred approach to take forward into the draft Plan. It has previously been agreed that future reports would be brought to Development Plan Scrutiny Sub Committee to analyse the comments received and options to take forward in more detail in order to seek a steer from Members on the approach to take forward in the draft Plan.

The report considered the approach to be taken forward in relation to the water and flooding, design, landscape, public realm, historic environment, tall buildings, biodiversity, trees and density sections of the Issues and Options Report as part of developing the content of the new Plan.

Decision of Executive Councillor for Planning and Climate Change:
  i. Considered the key issues related to water and flooding, design, landscape, public realm, historic environment, tall buildings biodiversity, trees and density as set out in Appendices A, B, C and D
  ii. Endorsed the response and approach to take forward in the draft Plan, as set out in Appendices A, B, C and D and tables 1, 2, 3 and 4.

Reason for the Decision:
As set out in the Officer's report.

Any Alternative Options Considered and Rejected:
Not applicable.

Scrutiny Considerations:
The Committee received a report from the Planning Policy Manager regarding the approach to draft plan sections relating to: water and flooding, design, landscape, public realm, historic environment, tall buildings, biodiversity, trees and density.

The following matters were discussed:
  i. Option 57: Concerns were raised with regards to surface water discharge rates for previously developed land. It was confirmed that this relates to redevelopment proposals on previously developed land. The policy will be informed by discussions with Anglian Water and modelling of capacity within the surface water sewers.
  ii. Option 59: Councillor Saunders stated that whilst this policy seemed to represent a good approach, he was concerned that green roofs were not necessarily appropriate in all situations. Officers confirmed that this policy is intended to give a stronger steer to developers on the appropriate use of green roofs, while acknowledging that there will be some situations where they will not be appropriate.
  iii. Option 60: Councillor Marchant-Daisley raised a query regarding the need for development briefs. Officers confirmed that development briefs were not used on every site, but where the Council has used them to date a more informal approach has been taken, which has proved successful. It was also noted that where strategic site policies are developed, these would be carefully worded to provide more detail on design principles.
  iv. Option 75: Members asked why this option was not being discussed at this meeting of Development Plan Scrutiny Sub-Committee. Officers stated that they were waiting for further information from Marshall

       regarding the safeguarding restrictions affecting the airport and the surrounding city.   This option would be discussed at a future meeting of the committee, as would policy options on different forms of pollution.

    v. Options 79, 80 and 81: Members questioned the crossover between these and option 64. Officers stated that major developments would still need to complete a biodiversity checklist for major developments and would need to enhance biodiversity, but option 64 also allowed smaller developments to be included in the requirement to enhance biodiversity.

Members welcomed the creative thinking in the options and the opportunity to include density and internal space standards at a policy level for the first time.

Councillor Reid stated that there was fresh thinking around density levels and their links to sustainability through the ReVISIONS She proposed that the University of Cambridge be invited to speak to members about the latest research in this area.

The Committee resolved by 3 votes to 0 to endorse the recommendations.

The Executive Councillor approved the recommendation.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)
Not applicable.

The meeting ended at 5.30 pm

CHAIR

DEVELOPMENT PLAN SCRUTINY SUB-COMMITTEE   13 December 2012
                                                                      4.30 - 6.30 pm

Present: Councillors Reid (Chair), Saunders (Vice-Chair), Blencowe, Price, Marchant-Daisley and Tucker

Executive Councillor for Planning and Climate Change: Councillor Ward

Officers present:
Head of Planning Services – Patsy Dell
Planning Policy Manager – Sara Saunders
Senior Planning Policy Officer – Joanna Gilbert-Wooldridge
Urban Design & Conservation Manager - Glen Richardson
Principal Planning Policy Officer - Myles Greensmith
Planning Policy and Transport Officer – Matthew Bowles
Committee Manager – Toni Birkin

Also Present: Councillor Hipkin
Planning Policy Manager – South Cambridgeshire District Council – Keith Miles

FOR THE INFORMATION OF THE COUNCIL

12/67/DPSSC   Apologies

12/68/DPSSC   Declarations of Interest

Councillor Saunders and Councillor Reid	12/71/DPSSC	Member of Cambridge Past, Present and Future
Councillor Saunders, Councillor Tucker and Councillor Reid	12/71/DPSSC	Member of Cambridge Cycling Campaign

12/69/DPSSC   Minutes

Minutes of previous meeting to follow.

12/70/DPSSC   Public Questions (See Below)

Roger Crabtree: Representing the Federation of Cambridge Residents Associations

- Why is there no integrated plan coordinating the work across the City, South Cambridgeshire and the County Council?
- Local Residents Associations reported that they are finding it difficult to comment on the proposals without an understanding of the future transport strategy.
- The consultation timetables are out of sync.

Councillor Ward stated that there was a long history of partnership working and that the lot of discussion had already taken place with South Cambridgeshire.

The Head of Planning confirmed that her team had been working jointly with South Cambridgeshire and closely with the County Council and that all sites under consultation had been discussed at a high level. Modelling work was underway to test the strategy. Cross authority meetings were planned for the New Year to consider the transport strategy.

Labour members suggested that they had pushed for a joint plan from the outset. The Chair and the Executive Councillor had no recollection of this. However, while they shared the speaker's disappointment that the transport modelling was not yet available, the feasibility of producing this, without some clarity on which sites were favoured, was problematic.

12/71/DPSSC   Cambridge Local Plan - Towards 2031 Issues and Options 2 (Site Options Consultation)

Matter for Decision:

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 would 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).

The report provided the draft Part 1 (Appendix A of the Officer's report) and Part 2 (Appendix H of the Officer's report) 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.

Decision of Executive Councillor for Planning and Climate Change:

  i. Agreed the joint Part 1 document (Appendix A of the Officer's report) and supporting evidence base (Appendices B, C, D, E and F of the Officer's report) for consultation;
 ii. Agreed the Sustainability Appraisal of the Part 1 document for consultation (Appendix G of the Officer's report);
iii. Agreed the Part 2 document (Appendix H of the Officer's report) and supporting evidence base (Appendix L of the Officer's report) for consultation;
 iv. Agreed the Sustainability Appraisal of the Part 2 document for consultation (Appendix M of the Officer's report);
  v. Agreed the consultation arrangements sets out in paragraphs 3.32 to 3.34 and the consultee list set out in Appendix N of the Officer's report; and
 vi. Agreed 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.

Reason for the Decision:
As set out in the Officer's report.

Any Alternative Options Considered and Rejected:
Not applicable.

Scrutiny Considerations:
The Committee received a report from the Planning Policy Manager regarding the Cambridge Local Plan – Towards 2031, Issues and Options 2, Part 1 and Part 2 as detailed in the of the Officer's report. The Officer reported that South Cambridgeshire District Council had already agreed the consultation process for Part 1.

Part 1

The committee made the following comments in response to the reports.

i.   The report was difficult to understand and confusing for the members of public. Additional figures were needed where predicted growth was mentioned, as without an understanding of the current baseline numbers, future numbers were meaningless.

ii. Phrases such as 'urban area' should be avoided, as they were open to different interpretations.

iii. Adding a commentary regarding Marshall's renewed intentions towards their site north of Newmarket Road. would assist the public.

iv. Missing numbers need adding to paragraph 6.21.

v.   The sustainability of Waterbeach and Bourn Airfield was questioned and Keith Miles, Planning Policy Manager for South Cambridgeshire District Council, informed the committee that the new settlement options were part of South Cambs' summer consultation and do not form part of this consultation.   However, the limited availability of edge of City sites was driving the shift to new town options.

vi. Officers clarified that the consultation exhibitions would be cross authority events and that web consultations would be cross-referenced where timeframes permitted.

vii. Members suggested that the partnership aspects of the process needed to be a highly visible aspect of the consultation.

viii. Page 45 of the report. Members discussed the question and commented that the wording might suggest that some development of Green Belt land was inevitable. Officers responded and stated that at this stage the question needed to be asked and that South Cambridgeshire District Council had already agreed the wording.

ix. Site option GB6 was discussed. A number of inconsistencies were noted and the map was agreed to be misleading. The problems would be resolved in consolation with the Chair and Spokes.

x.   Page 58 of the report. Question 4 would be amended to make it clear that the stadium would serve the needs of the sub region.

xi. Page 59 of the report. Question 7 would be amended to read 'Which *if any* of the following site options for a community stadium do you support or object to, and why?'

xii. Member noted that the need for a stadium had been highlighted by a previous Cambridgeshire Horizons study, which had involved discussions with key sports clubs, the Cambridgeshire Football Association and local authorities.

xiii. It was suggested that the inclusion of developer or landowner's preferences was subjective and unhelpful. The Head of Planning stated that, in the interest of openness, the most recent information from developers was included.

xiv. Keith Miles confirmed that an additional proposal for a site at Sawston had recently come to light and was not included in the report. The site was reported to be of a small scale and not a sub regional facility.

Part 2

i. It was suggested that the terminology was very technical. The Head of Planning confirmed that the consultation process would be accessible to the public and that residents living close to suggested developments would receive a letter in plain English.

ii. Members queried the origin of Site R18 Barton Road. Myles Greensmith informed the committee that it had come from the SHLAA Consultation and Call for Sites.

iii. The growth of the universities was discussed. Myles Greensmith stated that both universities would have to abide by the agreed growth option. The public consultation would invite comment on how much growth of the two universities was acceptable. The consultation process would allow the universities to put forward their own ideas.

iv. Pages 210-213 of the report. Members suggested that the public would find this section confusing. An explanation for the lack of a minimum standard was suggested for car parking.

v. Pages 213 of the report: Table J.1. The addition of the words 'up to' to the maximum car parking per dwelling was agreed.

vi. Cycle parking standards were discussed and members agreed that, for many cyclists, convenience was more important than large-scale provision. The committee suggested the inclusion of more evidence base to this section.

vii. Page 232 of the report: Local Green Spaces. Officers reported that the inclusion of Local Green Spaces in the report resulted from the Government's inclusion of this new designation within the National Planning Policy Framework. The designation of open spaces as Local Green Space has to be undertaken as a part of the plan making process. The inclusion of Question L.1 within the document for consultation provides an opportunity for members of the public to come forward with any sites which they consider to fulfil the Government's criteria for designation.

Consultation Arrangements

Members expressed satisfaction with the proposed consultation arrangements.

The Committee resolved by 3 votes to 0 to endorse the recommendations.

The Executive Councillor approved the recommendation.

Conflicts of interest declared by the Executive Councillor (and any dispensations granted)
Not applicable.

The meeting ended at 6.30 pm

CHAIR

Cambridge City Council   Item

To:	Executive Councillor for Planning and Climate Change: Councillor Tim Ward
Report by:	Head of Planning Services
Relevant scrutiny committee:	Development Plan Scrutiny Sub Committee	29/1/2013
Wards affected:	All Wards

CAMBRIDGE LOCAL PLAN - TOWARDS 2031

Approach to draft Plan – Airport Safety, Higher and Further Education, Tourism, Open Space and Community Facilities, Transport and Infrastructure

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, officers are working on the analysis of the comments received to the consultation and developing the preferred approach to take forward into the draft Plan. It has previously been agreed that future reports would be brought to Development Plan Scrutiny Sub Committee to analyse the comments received and options to take forward in more detail in order to seek a steer from Members on the approach to take forward in the draft Plan.

1.2 This report considers the approach to be taken forward in relation to the Airport Safety, Higher and Further Education, Tourism, Open Space and Community Facilities, Transport and Infrastructure sections of the Issues and Options Report as part of developing the content of the new Plan.

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 consider the key issues related to Airport Safety, Higher and Further Education, Tourism, Open Space and Community

Facilities, Transport and Infrastructure as set out in Appendices A, B, C, D and E; and

- To endorse the response and approach to take forward in the draft Plan, as set out in Appendices A, B, C, D and E and tables 1, 2, 3, 4 and 5.

3. Background

The Issues and Options Report

3.1 The Local Plan is a key document for Cambridge. The current Local Plan was adopted in 2006, and sets out a vision, policies and proposals for future development and land use in Cambridge to 2016.

3.2 The Issues and Options Report included a vision, strategic objectives, and specific chapters relating to the future spatial strategy, possible opportunity areas and other topic areas. Over 11,000 representations were received, and the key issues raised were presented to Development Plan Scrutiny Committee on the 16th 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

3.3 At this committee, it was agreed that future reports would be brought to committee to analyse the comments received and options to take forward in more detail in order to seek a steer from Members on the approach to take forward in the draft Plan. This report considers the approach to be taken forward in relation to the Airport Safety, Higher and Further Education, Tourism, Open Space and Community Facilities, Transport and Infrastructure sections of the Issues and Options Report as part of developing the content of the new Plan.

Responses and Preferred Approach

3.4 Appendix A contain the officer analysis of the key issues raised for airport safety, as well as summaries of the representations received. Appendix B contains the same for higher and further education and Appendix C for tourism, while Appendix D covers open space and community facilities. Appendix E deals with transport and infrastructure. Appendix F contains data on past and projected student numbers for both universities, whilst Appendix G shows the current air safeguarding zones. The appendices have been structured around each of the issues and associated options set out in the Issues and Options Report. For each of the options consulted on, the key issues raised during consultation have been identified. A summary of the analysis of the options from the Interim Sustainability Appraisal

has been provided, along with the Council's evidence base. An officer analysis of the key issues raised is then provided alongside a recommendation as to the approach that should be taken forward into the draft Plan, which will be subject to consultation from June to July 2013. Due to the large volume of representations received, it is not possible to provide detailed responses to every one at this stage. It is suggested that the analysis and recommendation forms the response to the representations.

3.5 At this stage, detailed policy wording has not been suggested, but sufficient detail of the evidence behind potential policy options has been provided to give Members a steer as to what would be included in the policy. Following on from this committee, officers will draft the relevant policies, which will be presented to Development Plan Scrutiny Sub Committee at the end of March 2013.

3.6 A breakdown of the number of representations received to each of the issues has also been included, including the number of supports and objections raised. For each issue, a tally of all of the representations received to that section of the Issues and Options Report has been taken; this includes representations received to the paragraphs, options and questions contained within each section. In some instances, respondents have chosen to focus their comments on the policy options, while others have focussed on responding to the questions raised. It should be noted that in some instances, objections contain qualified support for an option, i.e. that they support the general principle of an option but feel that it does not go far enough in responding to certain issues. Officers have taken this into account when analysing representations and proposing a preferred approach.

Airport Public Safety and Safeguarding (Option 75)

3.7 Chapter 8 of the Issues and Options Report considered the policy approach to airport public safety zones and safeguarding. In addressing the issues of the airport's public safety and air safeguarding zones, discussions have been undertaken with Cambridge Airport in order to understand the need for these constraints to be addressed through policy.

3.8 Appendix A contains the officer analysis of the key issues raised for airport public safety zones and air safeguarding zones, as well as summaries of the representations received. Appendix G contains a map showing the air safeguarding zones, which may constrain development.

Table 1: Recommended preferred approach for Airport Public Safety and Safeguarding

OPTION/OBJECTIVE NUMBER AND DESCRIPTION	PREFERRED APPROACH FOR DRAFT PLAN
Option 75 – Cambridge Airport Public Safety Zone and Safeguarding Zones	The recommendation is to pursue Option 75 to restrict the type of development permitted within the area around the airport, and will require anyone looking to develop within the zone to: • Consult with Marshall and the Ministry of Defence; and • Consider the proposed building height of the new development in the context of the safety and safeguarding zones.

Higher and Further Education (Options 143 – 152)

3.9 Chapter 10 of the Issues and Options Report considered the policy approach to higher and further education in Cambridge.

3.10 The University of Cambridge continues to be a world leader in education, being ranked in the top three research universities globally based on the two internationally recognised measures. It is a vital driver of the Cambridge economy and is the reason why so many high technology, and knowledge-based employers decide to locate in the city. The University's esteemed reputation has underpinned the Cambridge Phenomenon and much of the city's prosperity in recent years. Consideration has been given to the needs of University and its Colleges in relation to faculty development, staff and student housing.

3.11 The growth and success of Anglia Ruskin University (ARU) continues to benefit the local economy. It performs a significant role, which is not confined to the needs of the region. It has a growing number of important specialisms including international links and relations. Due to its constrained location on East Road and its wish to continue to increase student numbers, the policy approaches set out in Appendix B seek to address the expansion of the campus and the need to address student housing issues.

3.12 Speculative student accommodation, specialist schools and language schools were also considered within the policy approaches in Chapter

10 of the Issues and Options report (Options 149 – 152).

3.13   Appendix B contains the officer analysis of the key issues raised for higher and further education, as well as summaries of the representations received. Appendix F contains data that illustrates past and future growth in student numbers at both Universities (2011/12).

Table 2: Recommended preferred approach for Higher and Further Education

OPTION NUMBER AND DESCRIPTION	PREFERRED APPROACH FOR DRAFT PLAN
Option 143 – Continued development and redevelopment of the University of Cambridge's faculty sites	The recommendation is to continue to pursue option 143 by way of a similar criteria based policy which also identifies the 2 central sites and 3 edge of city key locations subject to including reference to Madingley Rise in the list of faculty sites.
Option 144 – University of Cambridge staff and student housing	The recommendation is to pursue Option 144 to allow for a mixture of new sites, in college refurbishments, and other windfall sites subject to amenity safeguards, and not seek to change the approach towards new colleges at North West Cambridge inherent within Option 145.

Officers will review any submissions from the Colleges as part of the current joint site options consultation to assess the potential of other sites in catering for the overall identified need. |
| Option 145 – Expand existing Colleges rather than plan for new colleges at North West Cambridge | |
| Option 146 – Anglia Ruskin University – faculty development | The recommendation is to pursue option 146 amended to focus on testing all reasonable alternatives, which cater for long term needs of ARU over the plan period. This may involve drawing up a new/revised masterplan for the East Road Campus as well as exploring opportunities to compliment provision on adjoining sites such as Eastern Gate. |

OPTION NUMBER AND DESCRIPTION	PREFERRED APPROACH FOR DRAFT PLAN
Option 147 – Anglia Ruskin University – Support for student hostel development with affordable housing exemption	Due to its interrelationship with housing options, this policy option will be considered with policy options in Chapter 9 – Delivering High Quality Housing at Development Plan Scrutiny Sub Committee in February 2013.
Option 148 – Anglia Ruskin University – Support for student hostel development but removal of affordable housing exemption	Due to its interrelationship with housing options, this policy option will be considered with policy options in Chapter 9 – Delivering High Quality Housing at Development Plan Scrutiny Sub Committee in February 2013.
Option 149 – Speculative student hostel accommodation – limited to Anglia Ruskin University and the University of Cambridge	The recommendation is to pursue option 150 and ensure policy in the Local Plan requires a proven statement of need at planning application stage. Tying this to students attending full time courses of one year or more will assist a broader range of educational establishments to benefit from the accommodation thus provided.
Option 150 - Speculative student hostel accommodation – widened to include other established educational institutions	
Option 151 – Specialist colleges such as secretarial and tutorial colleges	The recommendation is to pursue option 151 and devise a new policy to cater for applications from secretarial and tutorial colleges but dropping the restriction on teaching floorspace as it has not proved to be effective in controlling language schools. This could be combined or separate from the policy towards language schools as long as it was clear which type of establishment the policy clause was aimed at.
Option 152 – Language schools	The recommendation is to pursue Option 152 which will help capitalise on the value that that these colleges contribute to the local economy provided they can provide appropriate hostel provision on or off site.

Tourism (Options 153 – 162)

3.14 Chapter 10 of the Issues and Options report also considered tourism and the rise in new hotel development in the city as a result of the changing economic climate. There is very strong and continuing market demand for new hotel provision, particularly in the City Centre and on the outskirts of the city.

3.15 Appendix C contains the officer analysis of the key issues raised for tourism, as well as summaries of the representations received.

Table 3: Recommended preferred approach for Tourism

OPTION NUMBER AND DESCRIPTION	PREFERRED APPROACH FOR DRAFT PLAN
Option 153 - Additional hotel scenario of around 2,000 new bedrooms	The recommendation is to pursue Option 154 for 1,500 new bedrooms to better reflect likely future growth levels. This will be reviewed depending on the outcome of the response to Employment options to be considered at the next meeting.
Option 154 – Additional hotel provision based on a medium growth scenario of around 1,500 new bedrooms	
Option 155: Location of new hotels	The recommendation is to pursue Option 155, amended to exclude Shire Hall and the Guildhall and possibly include Parkside Police Station depending on the outcome of the current Site Options consultation.
Option 156: Support the development of existing City Centre hotels and conversion of suitable City Centre properties to hotels	The recommendation is to pursue Option 156 and develop an appropriately worded criteria based policy.
Option 157 – Treat serviced apartments as hotel uses	The recommendation is to continue to research with legal and housing officers to ascertain what measures exist if any to better regulate changes of use without planning permission.
Options 158 – Prevent the change of use of newly built permanent residential accommodation to a use for short term letting	
Option 159 – Consider using licensing to regulate serviced apartments rather than planning policy	

OPTION NUMBER AND DESCRIPTION	PREFERRED APPROACH FOR DRAFT PLAN
Option 160 – Retention of hotels in the City Centre	The recommendation is to pursue Option 160 to retain good quality small hotels and guesthouses within the City centre.
Option 161 – Do not include a policy to retain hotels in the City Centre	
Option 162 – Visitor attractions policy	The recommendation is to pursue Option 162 to retain and develop the current policy approach towards visitor attractions.

Open Space and Community Facilities (Options 163 – 181)

3.16 Cambridge has a wide range of leisure, sporting and cultural facilities. Open spaces and community facilities, including public houses, remain important to residents and visitors alike. The response rate to this chapter was very high. Chapter 11 of the Issues and Options report contained a series of options relating to protection and provision of open spaces and community facilities, including public houses.

3.17 Appendix D contains the officer analysis of the key issues raised for open space and community facilities, as well as summaries of the representations received.

Table 4: Recommended preferred approach for Open Space and Community Facilities

OPTION NUMBER AND DESCRIPTION	PREFERRED APPROACH FOR DRAFT PLAN
Option 163: A green and pleasant city with vibrant and culturally diverse neighbourhoods	The recommendation is to pursue option 163 focussed on a green and pleasant city that supports vibrant and culturally diverse communities as well as relaxing neighbourhoods. Additional reference will be made to support for multi-functional spaces that support a variety of city-wide strategies with corresponding management strategy.

OPTION NUMBER AND DESCRIPTION	PREFERRED APPROACH FOR DRAFT PLAN
Option 164: Protection of open space	The recommendation is to pursue Option 164 and ensure policy in the Local Plan clarifies the circumstances where replacement open spaces (protected for recreational reasons) will be acceptable. This will relate to improved accessibility to the local community in terms of open space. In wards where there is an identified deficiency in existing open space provision, the loss of any open space will be resisted unless it can be replaced in a suitably accessible location in the same ward or an alternative location that is acceptable to the local community where the loss occurs.
Option 165: Update the standards in line with the Open Space and Recreation Strategy 2011	The recommendation is to pursue option 165. The evidence provided by the Open Space and Recreation Strategy 2011 suggests that option 165 would be better able to support future growth in the city in a more sustainable manner than option 166. While concerns have been raised over viability and maintenance, should these matters arise they should be overcome at the planning application stage.
Option 166: Maintain the current standards for open space and recreation provision	
Option 167: On-site provision	The recommendation is to pursue option 167 and ensure policy in the Local Plan clarifies the circumstances where on-site open spaces provision is necessary. The Council's Open Space and Recreation Strategy 2011 and its successor documents should be used to guide decisions regarding the provision and enhancement of open spaces.
Option 168: Protection of existing leisure facilities	The recommendation is to pursue option 168 and ensure policy in the Local Plan clarifies the rigorous criteria that should be satisfied to determine if the loss of a leisure facilities is acceptable or not.

OPTION NUMBER AND DESCRIPTION	PREFERRED APPROACH FOR DRAFT PLAN
Option 169: New leisure facilities	The recommendation is to pursue option 169 and ensure policy in the Local Plan includes a reference to the application of relevant design guidelines where applicable. This policy will be applicable to all leisure facilities including arts and cultural proposals, local and sub-regional facilities unless a specific sub-regional policy exists.
Option 170: Protection of existing community facilities	The recommendation is to pursue option 170 and ensure policy in the Local Plan clarifies the rigorous criteria that should be satisfied to determine if the loss of a community facilities is acceptable or not.
Option 171 - Public Houses: Market led approach Option 172 - Protection for all Public Houses Option 173 - Safeguarding Public Houses	The recommendation is to pursue option 173 and ensure policy in the Local Plan clarifies the rigorous criteria that should be satisfied to determine if the loss of a public house site is acceptable or not. The option will be applied to a list of safeguarded public house sites (provided with this option), the use of which should provide much greater clarity over the application of option 173.
Option 174 – Extend safeguarding of public houses to former public houses Option 175 – Allow flexible re-use of public houses	Option 174 risks creating uncertainty for properties and/or businesses which may have once occupied an historical public house site. The proposed list of safeguarded public house sites are those that were public houses in July 2006, the date when the current Local Plan was adopted. This ensures consistency between the current Local Plan, the NPPF and the emerging new Local Plan. The recommendation is to pursue option 175 and ensure policy in the Local Plan provides public house sites with some flexibility to diversify beyond public house use while retaining the potential for its original use to return.

OPTION NUMBER AND DESCRIPTION	PREFERRED APPROACH FOR DRAFT PLAN
Option 176: New community facilities	The recommendation is to pursue option 176 and option 177. Option 176 will not include new and replacement public houses, which will be dealt with under the proposed retail policies concerning 'vitality and viability' and 'environmental considerations'.

The proposed policy relating to 'vitality and viability' would consider how new and replacement drinking establishments (as well as other retail uses) would support / benefit the vitality and viability of the city centre and local neighbourhoods. |
| Option 177: The provision of community facilities through new development | The proposed policy relating to 'environmental considerations' would consider how new and replacement drinking establishments (as well as other retail uses) would impact their locality in terms of noise, pollution and other environmental considerations. It is also recommend implementing Option 177 using the Community Infrastructure Levy charge or on-site provision which will arise with new housing development. |
| Option 178: Support for arts and cultural activities | The recommendation is not to pursue option 178 for arts and cultural proposals. Rather it is recommended to consider arts and cultural proposals as an entertainment leisure facility under the broader definition of leisure. Therefore these types of facilities will be protected by the policy created under option 168, Protection of existing leisure facilities. When arts and cultural facilities are proposed to be lost to alternative uses, this option will be applicable. Option 169 on new leisure facilities will be applicable to proposals involving new and replacement arts and cultural facilities. |

OPTION NUMBER AND DESCRIPTION	PREFERRED APPROACH FOR DRAFT PLAN
Option 179 – A new Sub-regional stadium	Considered at Development Plan Scrutiny Sub Committee on 13 December 2012 and forms part of current Issues and Options 2 consultation on sub-regional facilities
Option 180 – Ice rink	Considered at Development Plan Scrutiny Sub Committee on 13 December 2012 and forms part of current Issues and Options 2 consultation on sub-regional facilities
Option 181 – Concert hall	Considered at Development Plan Scrutiny Sub Committee on 13 December 2012 and forms part of current Issues and Options 2 consultation on sub-regional facilities

Transport and Infrastructure

3.18 Chapter 12 of the Issues and Options report sets out options relating to transport and telecommunications networks and the promotion and delivery of physical and social infrastructure.

3.19 In terms of safeguarding land for new routes and schemes for sustainable transport, there remains debate as to whether specific routes/schemes should be referenced within the new Local Plan, e.g. the Chisholm Trail. Whilst this matter may be addressed through the Transport Strategy for Cambridge and South Cambridgeshire, Members' views are sought on the level of detail to be brought forward through the new Local Plan.

3.20 Appendix E contains the officer analysis of the key issues raised for transport and infrastructure, as well as summaries of the representations received.

Table 5: Recommended preferred approach for Transport and Infrastructure

OPTION NUMBER AND DESCRIPTION	PREFERRED APPROACH FOR DRAFT PLAN
Option 182: Timely provision of infrastructure	The recommendation is to pursue Option 182 setting out a positive strategy for the timely provision of infrastructure that builds on guidance in the National Planning Policy Framework. The policy will not be overly prescriptive.
Option 183: Promote non-car modes of travel	Given the strong support received the recommendation is to pursue option 183, and develop policies on the following: • Spatial location of development; • Walking and cycling accessibility; • Safeguarding land for the pedestrian and cycle network; • Public transport accessibility; • Safeguarding land for public transport; • Provision for commercial vehicles and servicing; • New roads.
Option 184: Appropriate infrastructure	Given the strong support received, the recommendation is to pursue option 184, and develop policies on the following: • Walking and cycling accessibility; • Public transport accessibility; • Safeguarding land for the pedestrian and cycle network; • Safeguarding land for public transport.

OPTION NUMBER AND DESCRIPTION	PREFERRED APPROACH FOR DRAFT PLAN
Option 185: Low emission vehicle infrastructure	The recommendation is not to pursue option 185 as a stand alone policy. Instead, it is proposed to include a requirement for larger, new developments to provide low emission vehicle infrastructure where it is viable to do so, by detail on low emission vehicle infrastructure in polices arising from option 184 (appropriate infrastructure) and option 183 (promoting non-car modes of travel) and through the eventual car parking policy.
Option 186: Maintain the current level of provision	Considered at Development Plan Scrutiny Sub Committee on 13 December 2012 and forms part of current Issues and Options 2 consultation on car parking standards
Option 187: New Residential Car Parking Standards	Considered at Development Plan Scrutiny Sub Committee on 13 December 2012 and forms part of current Issues and Options 2 consultation on car parking standards
Option 188: Completely new standards for all development	Considered at Development Plan Scrutiny Sub Committee on 13 December 2012 and forms part of current Issues and Options 2 consultation on car parking standards
Option 189: Car free development	The recommendation is pursue option 190 and incorporate car free developments within the new off-street car parking policy (options 186, 187 and 188 – currently being consulted on), and not have any standalone policy as was suggested by option 189.
Option 190: Incorporate car free development into existing policy	

OPTION NUMBER AND DESCRIPTION	PREFERRED APPROACH FOR DRAFT PLAN
Option 191: Location, design and quality This option will allow for a policy to be developed that ensures that the quality, design and location of cycle parking meets users needs – particularly residents in terms of space, security and convenience.	Considered at Development Plan Scrutiny Sub Committee on 13 December 2012 and forms part of current Issues and Options 2 consultation on cycle parking standards
Option 192: Update the cycle parking standards in the 2006 Local Plan	Considered at Development Plan Scrutiny Sub Committee on 13 December 2012 and forms part of current Issues and Options 2 consultation on cycle parking standards
Option 193: Development only where the impact on the network is able to be mitigated against	The recommendation is to pursue option 193, and develop policies on the following: • Transport impact • Mitigation measures.
Option 194: Modal split targets for new developments	The recommendation is to pursue option 195 – not setting a city-wide modal split target for Cambridge. This is essentially a continuation of the current approach, however it is proposed that as part of a policy on mitigation of transport impacts from a new development, explicit mention of the possibility of setting modal split targets should be made. This mention of targets is proposed to sit alongside the mention of Travel Plans in the policies arising from Option 193.
Option 195: Do not set a city wide modal split target for new development	
Option 196: Set a travel plan threshold	The recommendation is to pursue a combination of options 196 and 197, by

OPTION NUMBER AND DESCRIPTION	PREFERRED APPROACH FOR DRAFT PLAN
Option 197: Do not set a travel plan threshold	setting a threshold for travel plans that accords with the definition of major developments, but to also ensure that such a requirement is flexible enough to account for any instances where the use of a travel plan is appropriate even if the threshold is not met. It is proposed that this lies within the policies arising to ensure that impacts on the transport network from new development are mitigated against (option 193).
Option 198 – Cambridge Airport – Aviation Development	This policy option will be considered in relation to the strategic priorities in Chapter 4 on Cambridge East at a later Development Plan Scrutiny Sub Committee
Option 199: Telecommunications criteria based policy	The recommendation is to pursue Option 199 to produce a criteria based policy for communications development that supports the growth of telecommunications development while keeping the environmental impact to a minimum. This approach would include reference to the need for industry standard ducting or equivalent provision for high speed broadband within the supporting text.
Option 200: Mullard Radio Astronomy Observatory, Lord's Bridge – Consultation Areas	The recommendation is to pursue Option 200 to carry forward a policy which requires that any development which could impact on the operation of the observation be subject to consultation with the University of Cambridge. It would be similar to the approach taken in Local Plan 2006 Policy 8/15.
Option 201 – Provision of Infrastructure and Services	The recommendation is to pursue Option 201 to continue to seek funding from developers for infrastructure to support new development.

Next steps

3.21 Following on from this committee, and subsequent committees to provide a steer on the preferred approach for other topic areas,

officers will be drafting policy wording in line with the agreed approach. Draft policies will be presented to this committee at the end of March 2013 for consideration, prior to consideration of the entire new Local Plan at Environment Scrutiny Committee. The draft plan will then be made available for a ten-week period of public consultation, prior to being formally submitted to the Secretary of States for examination.

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**

- Appendix A: Analysis, responses and preferred approach to airport safety and safeguarding zones, plus summaries of representations received;
- Appendix B: Analysis, responses and preferred approach to higher and further education, plus summaries of representations received;
- Appendix C: Analysis, responses and preferred approach to tourism, plus summaries of representations received;
- Appendix D: Analysis, responses and preferred approach to open space and community facilities, plus summaries of representations received;
- Appendix E: Analysis, responses and preferred approach to transport and infrastructure, plus summaries of representations received.
- Appendix F: Student Numbers Data (2011/2012)
- Appendix G: Map of Air Safeguarding Zones (November 2012)

7. **Inspection of papers**

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

Author's Name:	Joanna Gilbert-Wooldridge
Author's Phone Number:	01223 457183
Author's Email:	Joanna.gilbert-wooldridge@cambridge.gov.uk

This page is intentionally left blank

APPENDIX A: ANALYSIS, RESPONSES AND PREFERRED APPROACH ON AIRPORT PUBLIC SAFETY ZONE AND SAFEGUARDING ZONES, PLUS SUMMARIES OF REPRESENTATIONS RECEIVED

ISSUE: CAMBRIDGE AIRPORT PUBLIC SAFETY ZONE AND SAFEGUARDING ZONES

Total representations: 20	
Object: 10	Support: 10

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 75: Cambridge Airport Public Safety Zone and Safeguarding Zones	• The air navigation orders must already deal adequately with this part of the city; • Government advice requires an appropriate policy regarding the public safety zone; • This policy is unnecessary, a number of buildings that exceed the safety zone restriction have been built in the city in recent years; • The policy is needed, there is a strong likelihood that air traffic at the airport will increase over the plan period.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No new options were suggested during consultation.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
This option is likely to have a positive effect on the health and well-being of Cambridge residents. This is likely to have a particularly positive effect in the centre and south of the city where there are currently public safety zones in place. In these areas the zones could contribute to safety and to the success of communities.

KEY EVIDENCE
• DfT Circular 01/2010. Control of development in Airport Public Safety Zones   • DfT Circular 01/03 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas.   • Letter dated 23 July 2003 from the Office of the Deputy Prime Minister to local authorities in Cambridgeshire, Essex, Suffolk, Hertfordshire and Bedfordshire.

CURRENT POLICY TO BE REPLACED
• Policy 8/13 (Cambridge Airport Public Safety Zone)

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE

Option 75 of the Issues and Options Report on Airport Public Safety Zones and Air Safeguarding Zones addresses two slightly different issues on safety. These issues are discussed below. Both matters are the subject of specific Government circulars (DfT Circular 01/2010. Control of development in Airport Public Safety Zones and Circular 01/03 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas). In addition, paragraph 44 of the National Planning Policy Framework makes reference to the need to ensure that telecommunications equipment does not cause significant and irremediable interference with air traffic services.

Airport Public Safety Zones
Public Safety Zones are areas of land at the ends of airport runways within which development is restricted in order to control the number of people on the ground at risk of death or injury in the event of an aircraft accident on take-off or landing. Public Safety Zones are worked out from studies of aircraft accidents to assess the risk to people on the ground around airports. The area of the Public Safety Zone therefore corresponds to the 1 in 100,000 individual risk calculated for the airport. The Government declared a Public Safety Zone at Cambridge Airport in 2002, following a period of consultation with the local authorities that began in 1999. In Cambridge and South Cambridgeshire, the Public Safety Zone comprises a narrow triangle of land extending approximately 1,300 metres (0.8 miles) from each end of the runway.

Policy 8/13 Cambridge Airport Public Safety Zone within the Cambridge Local Plan 2006 refers to the Public Safety Zone shown on the Proposals Map (October 2009) as a cone (with a corresponding cone in South Cambridgeshire). The policy in the 2006 Local Plan on the Public Safety Zone was aligned to Department for Transport (DfT) Circular 1/2002, which was then replaced by DfT Circular 01/2010.

The Council must take the Public Safety Zone into account when taking decisions about planning applications. The Government advises there should be a general presumption against new or replacement development, or changes of use of existing buildings, within Public Safety Zones. However, there are exceptions including some extensions and changes of use and new or replacement development involving a low density of people living or working there. The Council consults Cambridge Airport and the Ministry of Defence on any planning applications, which fall within the Public Safety Zone. It remains necessary to indicate the extent of the Public Safety Zone on the Proposals Map, with a corresponding policy within the Local Plan.

Air Safeguarding Zones
In addition to the Cambridge Airport Public Safety Zone extending from the airport runway to Radegund Road, there are five Air Safeguarding Zones, which radiate out from the airport and potentially restrict the height of new buildings in Cambridge to varying extents (from all structures through to any structure greater than 90 metres above ground level). These Air Safeguarding Zones are mentioned in paragraph 8.33 of the supporting text to the policy in the Cambridge Local Plan 2006.

Ongoing safeguarding of the airport can be achieved by assessing proposed developments within the Air Safeguarding Zones to ensure that there is:

- Protection of the blocks of air through which aircraft fly;
- Protection of radar and other electronic aids to aircraft navigation, by preventing reflection and diffraction of radio signals;
- Protection of approach and runway lighting, by preventing them from being obscured. Other lighting may need consideration in order to ensure that it is not mistaken for approach or runway lighting;
- Avoidance of any increase in the risk of birdstrike.

All military airfields are statutorily safeguarded. As Cambridge Airport is a contractor for the Ministry of Defence, it is subject to statutory safeguarding. This safeguarding order was confirmed by letter dated 23 July 2003 from the Office of the Deputy Prime Minister to a number of local authorities in Cambridgeshire, Essex, Suffolk, Hertfordshire and Bedfordshire.

Marshall has provided up to date information on necessary height constraints to the Council and this is mapped by the Council as a constraint layer for use in relation to planning applications. The map titled Airport Safeguarding Zones Heights for Referral indicates the areas where restriction on building heights may be required in order to allow the airport to continue to operate safely. This map is attached as Appendix G and will be included within the Local Plan. The map is also provided on the Council's website (under Constraints on applications). In the light of the data held by the Council on height restrictions, Marshall is consulted on planning applications as a matter of course. In the event of their objection to any planning application, this is taken into account in decision-making.

RECOMMENDATION FOR PREFERRED APPROACH

The recommendation is to pursue Option 75 to restrict the type of development permitted within the area around the airport, and will require anyone looking to develop within the zone to:

- Consult with Marshall and the Ministry of Defence; and

- Consider the proposed building height of the new development in the context of the safety and safeguarding zones.

8 - Conserving and Enhancing the Historic & Natural Environment	**8.18**

9257   Support

Summary:

Public safety must surely continue to restrict development where there is a high enough risk of aircraft accident.

8 - Conserving and Enhancing the Historic & Natural Environment	**8.19**

12472 Object

Summary:

Does this not rule out development of land for residential use south of the airport? I was under the impression that this was being considered?

8 - Conserving and Enhancing the Historic & Natural Environment	**8.19**

15241 Object

Summary:

The word 'greater' looks as though it is applied to '10,000' whereas grammatically it is qualifying 'risk' so should be 'less'.

8 - Conserving and Enhancing the Historic & Natural Environment	**8.21**

12473 Object

Summary:

Is it really possible to predict where an aircraft will ditch if it experiences difficulties after take-off? Given they travel so fast even a small difference in time could put it over a totally different part of the city?

8 - Conserving and Enhancing the Historic & Natural Environment	**Option 75 - Cambridge Airport Public Safety Zone and Safeguarding Zones**

7164   Support

Summary:

The advice in Circulars 1/2003 and 1/2010, and the Direction at Annex 1 of 1/2003 require an appropriate policy regarding the Public Safety Zone and airport safeguarding.

8 - Conserving and Enhancing the Historic & Natural Environment	**Option 75 - Cambridge Airport Public Safety Zone and Safeguarding Zones**

13530 Object

Summary:

Deal with tall buildings on a case-by-case basis. The Air Navigation Orders must already deal adequately with this area of the City?

8 - Conserving and Enhancing the Historic & Natural Environment	**Option 75 - Cambridge Airport Public Safety Zone and Safeguarding Zones**

15242 Support

Summary:

Necessary

8 - Conserving and Enhancing the Historic & Natural Environment	Question 8.18

11122 Object

Summary:

This policy is entirely unnecessary. A significant number of buildings which exceed the safety zone restriction have been built in the city in recent years.

8 - Conserving and Enhancing the Historic & Natural Environment	Question 8.18

11723 Support

Summary:

Yes, policy along existing lines is still needed. There is a strong likelihood that air traffic at Marshalls will increase substantially over the period of the plan. This could well be of economic benefit to Cambridge, but would re-inforce the need for a clear policy and may also lead to the need to provide additional infrastructure

8 - Conserving and Enhancing the Historic & Natural Environment	Question 8.18

13090 Object

Summary:

This policy is entirely unnecessary and does not relate to the fact that a significant number of buildings which exceed the safety zone restriction have been built in the city in recent years.

8 - Conserving and Enhancing the Historic & Natural Environment	Question 8.18

13456 Object

Summary:

This policy is entirely unnecessary. A significant number of buildings which exceed the safety zone restriction have been built in the city in recent years.

8 - Conserving and Enhancing the Historic & Natural Environment	Question 8.18

13994 Support

Summary:

Yes

8 - Conserving and Enhancing the Historic & Natural Environment	Question 8.18

14311 Support

Summary:

Yes, we also don't want the airport to expand any further

8 - Conserving and Enhancing the Historic & Natural Environment	Question 8.18

16479 Support

Summary:

Yes.

---

8 - Conserving and Enhancing the Historic & Natural Environment	Question 8.18

17881 Support

Summary:

Yes - as suggested

---

8 - Conserving and Enhancing the Historic & Natural Environment	Question 8.18

18136 Support

Summary:

Yes

---

8 - Conserving and Enhancing the Historic & Natural Environment	Question 8.18

18607 Object

Summary:

This Policy is unecessary

---

8 - Conserving and Enhancing the Historic & Natural Environment	Question 8.19

9174   Support

Summary:

It should be remembered that national policy on relieving the load on Heathrow and other major airports may, within the period covered by the plan, lead to an expansion in the use of the airport. This in turn could bring enhanced economic benefits to the city but could well require the provision of additional infrastructure.

---

8 - Conserving and Enhancing the Historic & Natural Environment	Question 8.19

18137 Object

Summary:

No

---

8 - Conserving and Enhancing the Historic & Natural Environment	Question 8.20

18139 Object

Summary:

No

APPENDIX B: ANALYSIS, RESPONSES AND PREFERRED APPROACH ON HIGHER AND FURTHER EDUCATION, PLUS SUMMARIES OF REPRESENTATIONS RECEIVED

ISSUE: FACULTY DEVELOPMENT AT THE UNIVERSITY OF CAMBRIDGE

Total representations: 40	
Object: 14	Support: 26

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 143: Continued development of University of Cambridge's Faculty Sites	• Essential that the Council continues to support the University of Cambridge which supports Cambridge's economy, social and cultural life and environment; • Support further faculty development provided the option is monitored; • North West Cambridge will prove to be very sustainable for students; • Strongly support but add Madingley Rise to list of faculty sites; • Old Press/Mill Lane is a prime site for more student accommodation as part of mixed use; • The University of Cambridge should downsize as it has outgrown the nest; • The Colleges equally contribute to economy as they have their own governance, property and staff; • Support but should also support other Higher and Further Education colleges such as Westminster College and Abbey College; • Addenbrooke's has grown enough.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
This option's approach to supporting the University should help positively contribute to the sustainability objectives. In particular the option should provide a balanced approach to development in addressing economic, social and environmental issues. At this stage it is not possible to appraise how this option would contribute to maintaining open and green space and the character of the built environment in West Cambridge, identified key sustainability issues.

KEY EVIDENCE
• National Planning Policy Framework (March 2012).   • North West Cambridge Action Area Plan (October 2009)   • University of Cambridge Masterplan for the West Cambridge Site (2002)   • Cambridge City Council (2010) Old Press/Mill Lane SPD

- University Of Cambridge Estate Management and Building Services (2007). Estate Strategy 2007.

CURRENT POLICY TO BE REPLACED
- Policy 7/5 (Faculty Development in the Central Area, University of Cambridge)
- Policy 7/6 (West Cambridge, South of Madingley Road)

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE

The University of Cambridge continues to be a world leader in education. The University of Cambridge is ranked in the top three research universities globally based on the two internationally recognised measures. It is a vital driver of the Cambridge economy and is the reason why so many high technology, and knowledge-based employers decide to locate in the city. The University's esteemed reputation has underpinned the Cambridge Phenomenon and much of the city's prosperity in recent years. The University Of Cambridge and its Colleges are also significant employers in their own right providing over 11,700 jobs. The University and Colleges have an income of over £792 million and have an operational estate exceeding 650,000sqm gross in 2008 worth in excess of £1.2 billion. Their reputation and heritage continues to attract students from across the world, tourists, language students, spin out enterprise and medical research. The University of Cambridge continues to be a vital driver of the local and national economy.

The NPPF requires local authorities to support the knowledge industries and the development of a strong and competitive economy. Supporting further education organisations is compatible with national policy aims and the proposed economic vision for the city as a centre of excellence and world leader in higher education.

In 2012, 18,335 students studied full time at the University of Cambridge. The majority live in halls of residence either purpose build or owned by the Colleges. The University of Cambridge continues to maintain a steady growth rate and is not facing the decline in student numbers being experienced by other UK higher education institutions.

Appendix F to the committee report illustrates past and future growth in student numbers at both Universities. Future growth rates are predicted to continue past trends of increases in undergraduates of around 0.5% pa and postgraduates 2.0% pa.

These targets have to be achieved by the 31 Colleges who are autonomous from the University of Cambridge but have to house all students during their time of study in Cambridge. Given land shortages within the city the resulting requirements to house student numbers in college can at times create land use planning issues for the colleges. These are considered in more detail below under Option 144.

One representation has called for some downsizing of the University of Cambridge on the basis that they think the University has outgrown Cambridge. This would not, however, be in the national interest and would have adverse impact on the strength of the local economy. It is therefore not an option, which should be pursued because

of this.

The University of Cambridge has an overall estate comprising around 650,000sqm on 247ha (2008) distributed across a number of key locations in the City Centre and West Cambridge. West and North West Cambridge have been the focus of the University Of Cambridge growth and relocations in the past 14 years. Since 2008, North West Cambridge now has outline consent for a further 60,000sqm of academic and a further 40,000 sqm of commercial research space. Further development has been approved for the final phase of the West Cambridge site including new buildings for Chemical Engineering and Biotechnology, and Material Science and Metallurgy and the new Sports Complex. Remaining development there will focus on further academic development and commercial research and development. Microsoft are also in the process of moving off the site to a new building within CB1. Cambridge Biomedical Campus now has outline consent with reserved matters approved on parts. The only other key locations where significant change is still planned are Old Press/Mill Lane and the New Museums site.

Main components of the University of Cambridge's 2007 Estate Strategy comprise:-

- To develop sites near the University Library for most of the arts and social sciences.
- To concentrate the humanities and social sciences on the Sidgwick, New Museums and Downing sites.
- To concentrate the biological sciences on the Downing site and the rear of the Old Addenbrooke's site.
- To develop the West Cambridge site for physical sciences and technology departments, and associated support functions.
- To continue to add to medical research facilities on The Cambridge University Hospitals NHS Foundation Trust site.
- To consolidate Central Administration on three sites, namely The Old Schools, part of the Old Press/Mill Lane Site and Greenwich House, and to reduce the use of houses in central Cambridge for administrative purposes.
- To redevelop the Old Press/Mill Lane site for mixed uses including University operational purposes, collegiate and commercial, and to redevelop the New Museums site with the introduction of some non-operational uses.
- To reduce the amount of leased accommodation occupied for operational purposes.
- To add to the stock of residential accommodation, providing a range of tenures and accommodation types.
- To establish land which could be used for future expansion, notably at North West Cambridge.

The University of Cambridge believes the current Local Plan (2006) policies provide a flexible and sustainable framework for the continued growth of faculty development in the City Centre at Old Press/Mill Lane and on the New Museums site. These were identified in the last Local Plan and in the University's Estate Strategy produced in 2007 and is an approach that continues to be supported by most consultees.

The University of Cambridge is now focusing upon guiding future development by means of a Capital Plan, rather than an Estate Strategy. This seeks to optimise the use of all existing space and investments. The University expects that its core academic needs will be met by the intensification and better use of its existing sites over the period up to 2031. The current Local Plan policy provides a useful and appropriate focus on key sites.

A Supplementary Planning Document (SPD) has been prepared and adopted for Old Press/Mill Lane in 2010. This will have different status under the new plan as a material consideration rather than an SPD. Masterplanning work is about to commence here and on New Museums. Old Press/Mill Lane is likely to come forward after 2020.

North West Cambridge will provide for most of long term major growth needs of the University Of Cambridge for faculty development and key worker housing over the next two decades. The World Conservation Monitoring Centre and other environmental research units previously identified as needing to cluster at North West Cambridge are now focusing their accommodation search on the New Museums site rather than at North West Cambridge.

Land is also available at West Cambridge, which will conclude development there for further faculty development and commercial R&D development. This will also include new academic facilities and more relocations from central sites e.g. Material Science, Chemical Engineering and Biotechnology who are moving off the New Museums site. West Cambridge is also being considered under employment Option 134 for possible intensification as current densities are low and are not making the best use of land. Responses to this option are coming forward to members as part of the steer on employment policy options next month.

Several representees called for the role of the 31 Colleges in enabling the continued success of the University of Cambridge to be better acknowledged in the Plan. Responses to this are given under Options 144 and 145 in relation to student hostel provision and North West Cambridge in particular. Other types of higher education institutions are dealt with under Options 151.

There is a need to acknowledge the cluster of development focusing on Madingley Rise as additional faculty site in any revision to the current policy.

Old Press/Mill Lane will also be likely to be a key site for the Colleges as part of mixed use development. This should be picked up within any redrafting of the policy and supporting text.

The construction of Addenbroooke's Biomedical Park is just commencing and the provisions of the existing 2006 Local Plan include land for further growth beyond 2016 to the south. Cancer Research UK are planning a further a Phase 2 development within the next 5 years and the recent relocation of the MRC LMB

building will create scope for other refurbishment of academic research space within the main hospital complex. This is covered within the Master Plan for this site. The continued growth of Addenbrooke's and the biomedical cluster is vital to the Cambridge economy and cannot be stifled.

In conclusion the University of Cambridge's key growth needs are being met by the developments in West and North West Cambridge and around Addenbrooke's. The current plan policy towards faculty development on central sites has provided a useful focus and should be rolled forward to deal with remaining future priorities.

RECOMMENDATION FOR PREFERRED APPROACH
The recommendation is to continue to pursue option 143 by way of a similar criteria based policy which also identifies the 2 central sites and 3 edge of City key locations subject to including reference to Madingley Rise in the list of faculty sites.

ISSUE: UNIVERSITY OF CAMBRIDGE STUDENT HOUSING NEEDS

Total representations: 56	
Object:	
Option 144: 7	Option 145: 11
Support:	
Option 144: 7	Option 145: 31

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 144: University of Cambridge staff and student housing & Option 145: Expand existing Colleges rather than plan for new Colleges at North West Cambridge	• Strong support for the option but it is not an alternative to Option 145; • Adequate housing for the University of Cambridge and its Colleges is fundamental to their continuing success; • Support provided open character of colleges maintained; • Should acknowledge role of small HMOs; • Change of Use Class C3 gives no protection to family housing; • Need to consider the needs of Higher and Further Education Sector as a whole not just the two Universities. • The University of Cambridge supports growth in both locations in order to provide for student needs; • North West Cambridge is too remote from existing colleges. New colleges won't help existing colleges with their shortfall in student accommodation; • Some uncertainty whether new colleges would emerge at North West Cambridge.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT

Option 144 should help maintain a greater sense of community and improved well being through provision of accommodation in close proximity to their colleges, while, protecting family residential accommodation. The extent to which the potential restriction on growth on the Cambridge economy is unclear.

Option 145: Cambridge faces a potential shortfall in student accommodation provision. While providing additional rooms at satellite residences would deliver a higher number of available student accommodation compared to new colleges, this approach (Option 145) needs to be balanced against the importance of college facilities, such as pastoral and communal facilities being in close proximity, and the value they add to the college community. The economic benefit of additional accommodation is unclear.

KEY EVIDENCE

- National Planning Policy Framework (2012)
- Student Statistics 2011-12 – Cambridge University Planning & Resource Allocation Office
- Survey of student housing need by University of Cambridge College Bursars Committee April 2012
- North West Cambridge Action Area Plan (Oct 2009)

CURRENT POLICY TO BE REPLACED

- Policy 7/7 (College and University of Cambridge Staff and Student Housing)

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE

An adequate supply of future student hostel accommodation provided by the Colleges is vital in facilitating the University of Cambridge's overall growth and its ability to continue to attract good students from around the world whilst minimising adverse impacts on the city's housing market. The Colleges fulfil a vital complementary role in this regard.

The NPPF's paragraph 21 requires local authorities to support the knowledge industries and the development of a strong and competitive economy. Supporting further education organisations is compatible with national policy aims and the proposed economic vision for the city as a centre of excellence and world leader in higher education.

There are growing pressures on land supply and the new plan needs to try and better understand the nature of these and seek to address them within the constraints of the city land supply. More land needs to be identified within college ownership to provide space for the shortfall in student rooms identified by the Bursars' Committee in their April 2012 survey.

- This revealed that at October 2011, there was a total of 11,948

- undergraduate and 6,295 full-time graduate students at the University. This figure excludes 922 part-time graduates.
- Assumptions for the annual increase over the period of the Local Plan (i.e. until 2031) are 0.5% for undergraduates and 2% for graduates. This indicates 13,136 undergraduates and 9,171 graduates, or a total of 22,307, by 2031.
- The University of Cambridge aims for 100% of undergraduates and 90% of graduates to be accommodated in Colleges. Fulfilling this ambition will require 21,389 rooms by 2031.
- The Colleges currently have 14,993 rooms available for use.
- Over the last five years, Colleges have added 790 rooms, or 158 per year, to their room stock.
- A brief survey of current plans and aspirations for the next five years suggests a further 700 rooms, or 140/year may be provided by 2016.
- It is anticipated that 40% of this figure of 700 will be delivered by rationalization and adaptation of existing College properties. It should be noted, however, that there is finite scope for the incremental development of existing sites and it is likely that a shift will need to occur later in the planning period towards greater development of new sites.
- If we assume that Colleges continue to build at the five-year indicated rate between now and 2031, a further 2,660 rooms would be added to the stock, giving 17,653 rooms.
- This would still mean a shortfall of 3,736 rooms by 2031.
- Assuming a development density of 200-250 units per ha for undergraduates and 150-200 units per ha for post graduates (densities used by the of Cambridge in evidence to the 2006 Local Plan)
- The land requirement would be around 4.5-5.6ha for undergraduate accommodation and between 13.1-17.4ha for post graduate accomodation.
- Accommodating this growth, particularly in post graduate student numbers, will put considerable strains upon existing Colleges, not just in terms of room stock but also the provision of other social and teaching facilities and the need to recruit additional, locally based servicing staff. It is also possible that a new College(s) may emerge over this period space for which is set aside at North West Cambridge.

Some colleges have sought for optimum estate management reasons to develop new college hostel accommodation on sites other than those allocated within the 2006 Local Plan e.g. Corpus Christi on Leckhampton House. This has meant the plan allocation has not been required. Very few firm submissions as yet have come forward from the Colleges for new site allocations which can be shared publically. It is hoped the current sites consultation will reveal a number of further possible sites.

Exceptional circumstances for further Green Belt releases for collegiate development have not been made to date. Strategic Housing Land Availablity Assessment (SHLAA) submissions have instead tended to focus on the development of open market housing including some limited collegiate development on the edge of the city within the Green Belt. The site options currently being consulted upon rejected further Green Belt releases on the western side of the city and along Barton Road due to

their impact on the purposes of Green Belt.

A major disadvantage of Option 145 is that college hostel provision at North West Cambridge would not serve existing colleges well being too remote to offer the kind of pastoral care and communal facilities one would expect to find within college. North West Cambridge is a better location for new colleges but will not cater for the needs of existing colleges unless they happen to be one of the few colleges already close to the North West Cambridge site. A few of these are in discussion with the University of Cambridge concerning student hostel provision at North West Cambridge.

The University of Cambridge does not support Option 145 and considers that it is not an issue for planning policy as it would determine the way in which the University provided its student accommodation. The University of Cambridge supports future provision at existing Colleges, sites close to those colleges and at North West Cambridge. All three options will be required to meet the needs of a growing student population.

The two options fulfil different roles are therefore not mutually exclusive of one another. Option 145 would also contradict existing planning policy agreed within the North West Cambridge Area Action Plan.

The Sustainability Appraisal concludes that Option 144 provides a better sense of community and improved well-being whilst protecting the role of family residential accommodation. Satellite locations can provide much needed student rooms but are less sustainable and not likely to enhance existing college communities.

Future policy towards small HMOs is being considered separately under Option 116. Options 151 deals with other types of educational institution.

In conclusion, Option 144 is the only realistic alternative. A further review of student hostel sites will be needed following Issues and Options 2 Site Options Consultation to review existing and new suggested sites for College hostels to ensure it meets the likely increase in student numbers.

RECOMMENDATION FOR PREFERRED APPROACH
The recommendation is to pursue Option 144 to allow for a mixture of new sites, in college refurbishments, and other windfall sites subject to amenity safeguards, and not seek to change the approach towards new colleges at North West Cambridge inherent within Option 145. Officers will review any submissions from the Colleges as part of the current joint site options consultation to assess the potential of other sites in catering for the overall identified need.

ISSUE: ANGLIA RUSKIN UNIVERSITY FACULTY DEVELOPMENT

Total representations: 39	
Object: 14	Support: 25

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 146: Anglia Ruskin University (ARU) Faculty Development	• ARU needs to expand its postgraduate provision and wants to stay on East Road and Young Street site and is unlikely to relocate; • The Masterplan for East Road should be allowed to evolve; • ARU have a satellite site in South Cambridgeshire District at Whitehouse Lane which is in the Green Belt; • Any satellite should be as close as possible; • Relocate student residences from East Road to create more space rather than developing a second campus; • ARU should be expanded in Chelmsford and find a third site in Norfolk or Suffolk; • ARU is important to local economy but has lost a lot of green space at East Road. They should look to Fulbourn and further afield if they want to expand further; • Petersfield should not become ARU's campus; • There should be no more ARU campuses in the city.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
This option provides a flexible approach to meeting the needs of Anglia Ruskin University and correspondingly conforms well to the sustainability topics. In particular, permitting development of a satellite campus would require a number of environmental criteria to be met including a green and connected location combining a number of sports and social infrastructure helping support a healthy student community.

KEY EVIDENCE
• Anglia Ruskin University (March 2009). Cambridge Campus Redevelopment, Masterplan Revision B.

CURRENT POLICY TO BE REPLACED
• Policy 7/8 (Anglia Ruskin University East Road Campus)

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE

The growth and success of Anglia Ruskin University (ARU) continues to benefit the local economy. It performs a significant role, which is not confined to the needs of the region. It has a growing number of important specialisms including international links and relations. Its Department of Optometry carries out world leading research. It is also a major provider of training in health and social care and its role internationally is growing. A supportive policy approach would be compatible with the economic aims of the NPPF.

NPPF paragraph 21 requires local authorities to support the knowledge industries and the development of a strong and competitive economy. Supporting further education organisations is compatible with national policy aims and the proposed economic vision for the city as a centre of excellence and world leader in higher education.

Fortunately, ARU has not witnessed the 14% drop in applicants experienced by Universities nationally. The rate of growth in student numbers, however, has not been as rapid as was envisaged at the time of the 2006 Local Plan. Student numbers have not yet reached the 12,000 level forecast in 2006 for 2009/10. ARU currently has 8,911 students of which 7,636 are undergraduates and 1,275 are post graduates. ARU expects student numbers to increase to 9,950 by 2021. Funding for undergraduate courses is reducing but demand is still there. ARU is increasingly diversifying towards post graduate and post doctorate study courses.

Since the 2006 Local Plan was adopted, significant progress has been made on the East Road site in modernising ARU's faculty accommodation within the framework of the agreed 2009 Masterplan. This is largely complete and will provide around 9,000 sqm of new accommodation.

When the Masterplan was written in 2008, Anglai Ruskin University had needs for around 12,000sqm. The Campus on East Road remains one of the tightest in the sector. The Masterplan implementation has left a shortfall in teaching space. This shortfall has grown from 3,000sqm in 2008/9 to between 6,000sqm and 8,000sqm today. The most recent ARU Estate Strategy and Corporate Plan for 2014 has identified a need for at least 6,000sqm of additional space. As well as catering for growth in student numbers there is also a need to enhance existing space as recently redeveloped space e.g. for laboratories is not meeting current day requirements.

A further satellite site at Young Street has recently been approved to provide around 5,000sqm of new accommodation in 3 phases for the Institute of Nursing which is moving from Fulbourn. This floorspace however, does not assist in meeting the shortfall demand on the East Road campus as it is being relocated from Fulbourn.

The existing Local Plan envisaged some satellite development for ARU at Cambridge East. This is now not likely to come to fruition as Cambridge East is not proceeding at the current time as originally envisaged.

Various administrative functions have been catered for in City Centre office space as the East Road site has been redeveloped. ARU have looked at other sites along East Road for possible faculty use. Mackays was one such site but nothing came of the proposal. There may be a case for looking to accommodate administrative back office work in office blocks close to the main campus rather than on the teaching campus itself. The opportunity area around Eastern Gate may also offer other potential. Officers need to continue to discuss and further consider ARU's requirements as we move towards the draft plan.

The East Road site appears to provide little scope for significant further expansion after development agreed in the current Masterplan is built out. One option might be to review the inclusion of student accommodation within the site in order to make more space for faculty development available. This may however not prove to be practical or economic to start removing hostel accommodation already provided. Peter Taylor House is less than 10 years old and is built to a good standard.

Equally, it would also not be practical given the huge level of investment at East Road and in local student hostel provision to consider relocating ARU. It is currently in a highly sustainable location. There are strong advantages in focusing on centralised teaching on one campus. Split campuses do not work as well.

ARU is therefore seeking to meet its core academic needs by the intensification and better use of the existing site during the next plan period. They are therefore looking to initiate discussions with the Council in the near future to review the future of the campus.

Satellite development is not being supported by ARU for teaching space at least. It may however have mileage for student accommodation if it can be based on a sequential approach and have good public transport.

ARU has a satellite site at Whitehouse Lane, but this is in South Cambridgeshire District and is in the Green Belt forming part of green gap between Cambridge and Girton. It has not been identified within the recent 2012 Green Belt Review as an area capable of being removed. Indeed, no exceptional circumstances have been put forward to justify this.

Another site, ARU considered for potential student hostel development was land by the A14 on the approach to Milton village. This is also in South Cambridgeshire and within the Green Belt.

It is desirable and sustainable to continue to focus faculty development on the East Road site up to the capacity limits agreed in the Masterplan.

It may be necessary to consider other locations within the city if they can be identified. ARU is already regionally based and recent successful expansions have been implemented within Peterborough, King's Lynn and Harlow. Existing and planned new settlements may also provide further options and potential growth

points.
In conclusion, ARU's space requirements need to be tested as part of the review of the Local Plan and further discussions should be conducted in order to reach a sustainable and environmentally acceptable conclusion in planning terms.

RECOMMENDATION FOR PREFERRED APPROACH
The recommendation is to pursue option 146 amended to focus on testing all reasonable alternatives, which cater for long term needs of ARU over the plan period. This may involve drawing up a new/revised masterplan for the East Road Campus as well as exploring opportunities to compliment provision on adjoining sites such as Eastern Gate.

ISSUE: ANGLIA RUSKIN UNIVERSITY STUDENT ACCOMODATION

Options 147 and 148 will be discussed at Development Plan Scrutiny Sub Committee in February 2013 as they are closely linked with policies within Chapter 9 - Delivering High Quality Housing of the Cambridge Local Plan Towards 2031 – Issues and Options Report (June 2012).

ISSUE: SPECULATIVE STUDENT HOSTEL ACCOMMODATION

Total representations: 53	
Object:	
Option 149: 11	**Option 150: 13**
Support:	
Option 149: 2	**Option 150: 27**

OPTION NUMBER	**KEY ISSUES**
Option 149: Speculative Student Hostel Accommodation – limited to Anglia Ruskin University and the University of Cambridge	• It is inequitable to discriminate against non University Colleges; • Language Schools should not be excluded.
Option 150: Speculative student hostel accommodation widened to include other established educational	• Support Option 150, so additional student accommodation can be provided for other types of institution like Abbey College; • Support, other than the criteria for external amenity space which is difficult on brownfield sites; • Change needed as current policy inequitable; • It applies equally to specialist schools such as language

| institutions | schools; |
| | • Policy should include student and staff housing for these institutions. |

| **NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT** |
| No additional options have been suggested. |

| **SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT** |
| Option 149 should help towards meeting the need of additional student accommodation for ARU in a sustainable manner. In particular with regards to reducing car ownership by restricting car use to those with an identified need and ensuring developments are of an appropriate size set within high quality environments which will help meet community, landscape and biodiversity objectives.

In addition to comments above, option 150 should also help reduce inequalities in educational achievement across the non-university sector. This option would increase pressure on the local housing market. |

| **KEY EVIDENCE** |
| • Oxford City Council Core Strategy Inspector's Report (2010)
• Anglia Ruskin University Hostel Provision Table. Anglia Ruskin University (13th April 2012)
• Survey of student housing need by University Of Cambridge College Bursars Committee April 2012 |

| **CURRENT POLICY TO BE REPLACED** |
| • Policy 7/10 (Speculative Student Hostel Accommodation) |

| **ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE** |
| In view of the student housing shortages, the current Local Plan policy 7/10 supports the provision of speculative student hostels on sites that have not been allocated in the Local Plan but have become available during the plan period. However, the policy includes very few planning criteria to ensure any proposal is tested against the need for such accommodation that it is being provided in a sustainable way.

NPPF paragraph 21 encourages local authorities to support the knowledge industries and the development of a strong and competitive economy. Supporting further education organisations is compatible with national policy aims and the proposed economic vision for the city as a centre of excellence and world leader in higher education.

The Council has a long standing approach to support the growth of both universities within Cambridge because of their key importance to the local economy and their needs to accommodate a high proportion of their students in purpose built hostel accomodation. This aims to minimise impacts on the local housing market and the level of housing available for other residents. The 2006 Local Plan policies prioritised |

the identification of sites for ARU in particular as they were starting from a lower base and face far greater reliance upon renting in the local housing market.

Policy 7/10 restricts such speculative development by way of a S106 to housing full-time students attending Anglia Ruskin University or the University of Cambridge. Concerns have been raised that this is unfair to other legitimate and established education providers in Cambridge such as specialist schools (see Options 151 and 152 below).

A similar policy in Oxford (Policy CS25) was overruled by the Inspector at the Examination in Public into the Council's Core Strategy on 21st December 2010.

"…Student accommodation will be restricted in occupation to students in full-time education at either Oxford Brookes University or the University of Oxford. Appropriate management controls will be secured, including an undertaking that students do not bring cars to Oxford."

The Inspector removed the embargo restricting occupation of such hostels to students attending the two universities in Oxford on the basis that it was inequitable and was discriminating against non-university colleges.

The Inspector's report at Paragraphs 4.81 and 4.82 are particularly relevant; they state:-

'The policy restricts the provision of student accommodation to that related to the Universities, effectively placing an embargo on student accommodation to serve the needs of the many non-university colleges in Oxford. The Council points to the greater emphasis of these other colleges on part-time courses and that a lot of their students take up lodging accommodation, so not adding to the pressures on the city's housing stock and limited development sites. Nevertheless, some of the students at these other colleges will be full-time and are just as likely to require housing out in the community and put pressure on the housing market. Where full-time students are on courses of upwards of an academic year, it seems to me that they are as likely as University students to be seeking their own housing as opposed to lodgings.

Whilst removing the policy embargo would increase the competition for any available sites, provided any new accommodation was directed to full-time students, and then the impact on the overall housing market would be very limited. These colleges also make their contribution to the local economy. I find little reason, in terms of housing pressures, to discriminate against non-University colleges. It is not justified in equity terms and I propose some wording changes to reflect this. Detailed consideration of the needs of the non-University Colleges can be looked at as part of subsequent DPDs.'

Whilst Oxford has many similarities to the approach being taken in Cambridge, it

does not have the same policies in place towards other types of educational establishments such as Language Schools. Cambridge has operated a selective management approach to service sector employment historically including language schools on the grounds of impact. Oxford, on the other hand, had a legacy policy from two local plans which attempts to prevent both universities from building more teaching or administrative space where the number of full time students at whichever university is proposing the development who live in Oxford outside University or College provided accommodation should not exceed 3,000 additional students. This was a measure both universities agreed to, to try and reduce impact on the private housing market. The Inspector took the view that placing of an absolute ceiling on total student numbers would be a wholly unreasonable restriction on their activities, contrary to national guidance and could impact unacceptably on their contribution to the prosperity of the wider area.

Any change however in the policy towards language schools and other specialist schools however would mean that the current policy towards speculative hostel building could be considered inequitable by unduly favouring development for the two universities. The response to Options 151 and 152 is suggesting a more flexible approach towards specialist schools.

The principle of targeting the policy towards full time students engaging in a full time course of a year or more at an existing educational establishment providing full time education within the city should serve to broaden the accommodation delivered to a wider range of establishments.

This needs to be balanced with arguments concerning the needs for additional student hostel accommodation for the University of Cambridge and Anglia Ruskin University. At this stage, both universities appear to be suffering from a shortfall in hostel accommodation when set against their growth plans.

The proposed inclusion of a needs test within the policy will help to focus new speculative building in the right location and towards organisations most needing accommodation. This would sit better with the NPPF which would not favour the current policy approach towards hostel building, given the demands from all three sources and potential impact on the local economy.

 Many of these issues were rehearsed in the Council's consideration and the subsequent appeal on the proposal to redevelop the Texaco garage site on Histon Road as a student hostel.

The representations concerning staff housing are being dealt with in the proposed response to Options 147 and 148. Other suggested changes concerning amenity are being addressed by the inclusion of the proposed criteria set out under Options 149 and 150. The policy approach was otherwise broadly supported.

In conclusion, the current restriction is unjustified in equity terms and is likely to render the plan unsound. The policy should be reviewed to open up speculative hostel provision to a wider range of institutions by linking it to full time course of one year or more.

RECOMMENDATION FOR PREFERRED APPROACH
The recommendation is to pursue option 150 and ensure policy in the Local Plan requires a proven statement of need at planning application stage. Tying this to students attending full time courses of one year or more will assist a broader range of educational establishments to benefit from the accommodation thus provided.

ISSUE: SPECIALIST SCHOOLS

Total representations: 10	
Object: 4	Support: 6

OPTION NUMBER	**KEY ISSUES ARISING FROM CONSULTATION**
Option 151: Specialist colleges such as secretarial and tutorial colleges	• Support introduction of new policy to enable specialist schools to provide financial and cultural benefits; • Language schools make an important contribution to the economy; • All specialist schools should be treated the same way.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
Allowing the expansion of language schools/specialist tutorial and secretarial colleges will help capitalise on the value that that these colleges contribute to the local economy. It is not clear how the expansion (including providing residential accommodation) would add to local housing pressures. The impact on different topic areas would depend on the location of the language school/specialist tutorial college.

KEY EVIDENCE
• SQW (2011). Cambridge Cluster Study 2011 • EFL Services Ltd Survey (1992). English Language Students in Cambridge • Cambridge City Council (1983). Specialist Schools & Colleges in Cambridge • Survey of Specialist Schools Dec 2012 –Cambridge City Council/Cambridgeshire County Council (in progress)

CURRENT POLICY TO BE REPLACED
• Policy 7/11 (Language Schools)

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE

The 1996 Local Plan used to have a policy aimed at Specialist Colleges such as secretarial and tutorial colleges. This was dropped as part of attempts to make the 2006 Local Plan shorter. At that time, very few of these types of organisation existed, around 3 establishments and very few applications were received giving rise to the need for a policy in 2006.

There are a growing number of specialist schools in Cambridge, including secretarial and tutorial colleges, pre-university foundation courses, crammer schools and tutorial colleges. These schools concenrate on GCSE and A level qualifications along with pre university entrance tuition. They attract a large number of students and contribute significantly to the local economy.

The NPPF requires local authorities to support the knowledge industries and the development of a strong and competitive economy. Supporting further education organisations is compatible with national policy aims and the proposed economic vision for the City as a centre of excellence and world leader in higher education.

The current Local Plan has a policy which only deals with language schools. However, these are only one type of specialist school, so future policies would need to extend to include all of the other types of independent specialist schools and possibly independent academies. The numbers of these have increased from around three in the 1990s to approximately 11-14 currently. Examples include CATS in Round Church Street, Abbey College in Station Road, and Glisson Road, and Bellerby's College in Bateman Street and Manor Community College. Others such as Cambridge Centre For Sixth Form Studies are educational charities and no profit organisations more akin to a state registered schools catering for local students and boarders.

Many of these types of organisation attract school age children who live with families in the City and surrounding area or commute into Cambridge from other locations in the sub region. As such they do not as a rule place undue pressure on the local housing market and are therefore less of a concern in this regard compared to mainstream language schools which are a distinct and separate type of specialist school. By and large they don't offer English language courses. In some cases, these types of organisation attract students from further afield and if they do they tend to have associated hostel accommodation for boarders as part of the operation e.g. Cambridge Centre for Sixth Form Studies. The former local plan policy made an exception for secretarial and tutorial colleges allowing them to grow by 10% of their overall gross floorspace provided they serve a mainly local catchment and provide residential accomodation, social and amenity facilities for all non local students. This floorspace restriction as in the case of language schools may not however be effective or appororiate.

Reinstating such a policy would fulfil a policy gap in the current plan and would support local educational providers and be good for the local economy. The proposed response to Option 150 by concentrating on students attending courses of

one year or more would help specialist schools as opposed to language schools.

The policy approach was otherwise broadly supported.

In conclusion the current policy vacuum should be filled by the introduction of a new policy to guide future development of secretarial and tutorial colleges and minimise any impact such organisations might place on the local housing market.

RECOMMENDATION FOR PREFERRED APPROACH
The recommendation is to pursue option 151 and devise a new policy to cater for applications from secretarial and tutorial colleges but dropping the restriction on teaching floorspace as it has not proved to be effective in controlling language schools. This could be combined or separate from the policy towards language schools as long as it was clear which type of establishment the policy clause was aimed at.

ISSUE: LANGUAGE SCHOOLS

Total representations: 42	
Object: 16	Support: 26

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 152: Language Schools	• Option 152 preferred provided large residential houses are not lost. Keep controls to prevent too many specialist schools opening; • Both types of school should provide adequate hostels; • Retain a policy on language schools but widen to include other types of school. Restrict as far as legally possible opening of other new schools; • It is inappropriate to refer to behaviour when considering whether a policy towards expansion is appropriate. • Language schools with a good track record should have opportunity to develop their business.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
Relaxing planning policies on the expansion of permanent language schools will add to existing housing and accommodation pressures in Cambridge. Furthermore, additional student numbers would place additional pressure on local transport infrastructure, the city centre and open spaces during peak months. However, this Option (152) would help capitalise on the economic benefits that these schools bring to the local economy, including directly to local residents who provide home stay and similar accommodation.

KEY EVIDENCE
• SQW (2011). Cambridge Cluster Study 2011
• EFL Services Ltd Survey (1992). English Language Students in Cambridge
• Cambridge City Council (1983). Specialist Schools & Colleges in Cambridge
• Survey of Specialist Schools Dec 2012 –Cambridge City Council/Cambridgeshire County Council (in progress)

CURRENT POLICY TO BE REPLACED
• Policy 7/11 (Language Schools)

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE
Existing Policy 7/11 does not allow for new permanent language schools to be set up in the city and regulates existing schools by virtue of a 10% tolerance control on new teaching floorspace provided. This policy has been in place for a considerable number of years and stems from concerns about possible impacts on the local housing market and previous Structure Plan policy towards selective management.

Experience with established schools has recently revealed that controls upon increases in teaching floorspace are no longer effective. An approach based on "student weeks" ties in more closely with other national monitoring and licensing of language schools and would be a more effective way of regulating student throughput.

Currently, the annual load of students is thought to be around 31,000 though the average length of stay is only 5 weeks. A survey (Dec 2012) is being undertaken of the 22 current schools to update the Council's evidence base. 12 responses have been received so far. Officers will follow up non respondents and undertake an analysis of the headline conclusions in the coming weeks as part of work on the draft plan

The industry has matured over the last 20 years and more and more courses are being run throughout the year and are being focused at a much broader range of student clientele.

The Cambridge Cluster Study has recognised the increasing contribution these establishments make to the local economy and has suggested a review in the policy approach as the schools between them contribute £78 million per annum to the local economy. The NPPF would support a policy approach which sought to take advantage of this benefit.

NPPF paragraph 21 encourages local authorities to support the knowledge industries and the development of a strong and competitive economy. Supporting further education organisations is compatible with national policy aims and the proposed economic vision for the city as a centre of excellence and world leader in higher education.

Many schools have been housing their teenage students with host families during

the summer months, which also provide another source of income for local families and does not unduly cause pressures on the local housing market. Others are starting to take on more mature and business students, along with pre University entrance students wishing to improve their English. Most make use of independently provided student hostel accommodation to house their more mature students.

This can put pressure on the local housing market in Cambridge, if students are not accommodated in purpose built hostels or in lodgings with host families.

The current policy, if it were to be relaxed, would need to maintain a restriction on the establishment of new schools, accepting there is a difficulty with temporary schools who can operate outside the planning system. The policy would however benefit from the addition of a clause requiring existing schools to provide hostel accommodation for their students on site or off site provided it was controlled by a S106 legal agreement.

It is agreed that behaviour is not a land use policy consideration. The policy approach was otherwise broadly supported.

In conclusion, a revised policy would be appropriate which continued the restriction on the introduction of new schools but intoduces a more supportive approach to the expansion of existing schools provided appropriate hostel provision can be provided.

RECOMMENDATION FOR PREFERRED APPROACH
The recommendation is to pursue Option 152 which will help capitalise on the value that that these colleges contribute to the local economy provided they can provide appropriate hostel provision on or off site.

10 - Building a Strong and Competitive Economy	10.49

8344 Support

Summary:

We support this development (North West Cambridge)

10 - Building a Strong and Competitive Economy	10.49

11131 Object

Summary:

The North West Cambridge development is welcomed and will make some contribution to student and staff housing but it should be recognised there is an existing shortfall and demand will increase as numbers increase.
Colleges want to provide accommodation on or close to main campus not remote from College.
If two new colleges are built then the proposed accommodation would be logically for these students rather than to address an existing and increasing shortfall.

10 - Building a Strong and Competitive Economy	10.49

13486 Object

Summary:

The North West Cambridge development does not address the existing shortfall and demand will increase as student and staff numbers increase. The College wants to provide accommodation on or close to main campus providing students with direct access to College support services and facilities.
If two new Colleges are built then the proposed accommodation would be logically for these students rather than to address an existing and increasing shortfall in the City.

10 - Building a Strong and Competitive Economy	10.50

8659 Support

Summary:

Whilst we support this paragraph, we feel it should also make mention of the inclusion in the SPD of student accommodation as part of the mixed use. Such additional wording would be consistent with and reinforce the need set out in para 10.57 to identify other land to meet the accommodation needs resulting from the necessary growth of the University and in its graduate student numbers.

10 - Building a Strong and Competitive Economy	10.50

11132 Object

Summary:

The SPD for Mill Lane proposes redevelopment for mixed uses. Student accommodation, up to 200 units, is listed as a potential use but not a requirement so redevelopment cannot be relied on to ease student or staff accommodation demands.

10 - Building a Strong and Competitive Economy	10.50

12527 Object

Summary:

I put this as an objection because I an concerned about the likely OVER development of the site. The Graduate Centre is already one eyesore too many and one fears the addition of glitzy buildings trying too hard to make an impression. Development of such a large area needs careful monitoring. And no tall buildings!

10 - Building a Strong and Competitive Economy	10.50

13295 Support

Summary:

The general tenor of the para is supported, but it should mention in particular the SPD's identification and endorsement of the site as a prime location for a substantial amount of student accommodation. This serves specifically to address potential problems with the provision of such accommodation highlighted in the surrounding paras.

10 - Building a Strong and Competitive Economy	**10.50**

15180 Support

Summary:

Whilst we support this paragraph, we feel it should also make mention of the inclusion in the SPD of student accommodation as part of the mixed use. Such additional wording would be consistent with and reinforce the need set out in para 10.57 to identify other land to meet the accommodation needs resulting from the necessary growth University graduate student numbers

10 - Building a Strong and Competitive Economy	**10.51**

11133 Object

Summary:

This may address University requirements but not colleges.

10 - Building a Strong and Competitive Economy	**10.51**

13511 Object

Summary:

This may address University requirements but not Colleges

10 - Building a Strong and Competitive Economy	**10.52**

8347   Object

Summary:

Academic excellence is important for the local economy but we challenge the assumption that this can be maintained only through further growth.

10 - Building a Strong and Competitive Economy	**10.52**

11135 Object

Summary:

This paragraph do not refer to colleges as of equal importance in their contribution to economic growth and continued success. Colleges are distinct from the University with their own governance, finance, property and staff. This distinction needs to be recognised if policy is to support higher and further education in Cambridge.

10 - Building a Strong and Competitive Economy	**10.52**

13514 Object

Summary:

This paragraph does not refer to Colleges as of equal importance in their contribution to economic growth and continued success. Colleges are distinct from the University with their own governance, finance, property and staff. This distinction needs to be recognised if policy is to support higher and further education in Cambridge.

10 - Building a Strong and Competitive Economy	**10.53**

11137 Object

Summary:

This paragraph do not refer to colleges as of equal importance in their contribution to economic growth and continued success. Colleges are distinct from the University with their own governance, finance, property and staff. This distinction needs to be recognised if policy is to support higher and further education in Cambridge.

10 - Building a Strong and Competitive Economy	10.53

13521 Object

Summary:

This paragraph does not refer to Colleges as of equal importance in their contribution to economic growth and continued success. Colleges are distinct from the University with their own governance, finance, property and staff. This distinction needs to be recognised if policy is to support higher and further education in Cambridge.

10 - Building a Strong and Competitive Economy	Option 143 - Continued development and redevelopment of the Univerisy of Cambridge's Faculty sites

10824 Support

Summary:

Should be allowed

10 - Building a Strong and Competitive Economy	Option 143 - Continued development and redevelopment of the Univerisy of Cambridge's Faculty sites

14705 Object

Summary:

Continued development the University of Cambridge's sites has resulted in a variable quality of cycle parking provision. We want to see the 2005 consultant report on cycle parking implemented before any further changes are put in place. We understand the current policy is that each new car parking space at West Cambridge must be matched by removal of the same number of spaces in the city centre and we strongly wish to see this retained. We also want to see the priorities reversed at the Trumpington Road/Pembroke Street junction to favour cycles.

10 - Building a Strong and Competitive Economy	Option 143 - Continued development and redevelopment of the Univerisy of Cambridge's Faculty sites

14888 Support

Summary:

Support

10 - Building a Strong and Competitive Economy	Option 143 - Continued development and redevelopment of the Univerisy of Cambridge's Faculty sites

17597 Support

Summary:

We support Options 143 and 144 provided that this latter is carefully monitored to ensure that the open characher of many existing colleges is not detrimentally affected.

10 - Building a Strong and Competitive Economy	Option 143 - Continued development and redevelopment of the Univerisy of Cambridge's Faculty sites

17667 Support

Summary:

The major growth of jobs will take place in Addenbrookes and at the two Universities. The present proposals for the Southern edge of the City and in the North West will accommodate the majority of the added workforce without the need to build further on Green Belt. I agree with proposals in the Plan to relax regulations for building speculative student accommodation for all such institutions and that at least some of this accommodation should be incorporated within developments on site. Such provision at West Cambridge would help create a sustainable community for students on site, reducing the need to commute across the City.

10 - Building a Strong and Competitive Economy	Question 10.46

7012   Object

Summary:

There clearly is a need for a policy on university development. I am broadly in agreement with Option 143, with the exception of yet further development of the Addenbrooke's site, which I feel has gone quite far enough.

10 - Building a Strong and Competitive Economy	Question 10.46

7126   Object

Summary:

I endorse representation 7012

Which says:
"There clearly is a need for a policy on university development. I am broadly in agreement with Option 143, with the exception of yet further development of the Addenbrooke's site, which I feel has gone quite far enough."

10 - Building a Strong and Competitive Economy	Question 10.46

8404   Support

Summary:

need policy

10 - Building a Strong and Competitive Economy	Question 10.46

8494   Support

Summary:

yes

10 - Building a Strong and Competitive Economy	Question 10.46

9375   Support

Summary:

Yes. The University is already both accustomed and committed to planning its needs for the long term and this should be encouraged. There is little need for "second guessing" by the Council.

10 - Building a Strong and Competitive Economy	Question 10.46

10825 Support

Summary:

Yes

10 - Building a Strong and Competitive Economy	Question 10.46

12304 Support

Summary:

The University strongly supports a policy promoting the continued development and redevelopment of its Faculty sites. This will help the University maintain its pre-eminent position in respect of higher education and research by allow it to develop teaching, research and administrative facilities that meet ever changing needs.

10 - Building a Strong and Competitive Economy	Question 10.46

12371 Support

Summary:

yes

10 - Building a Strong and Competitive Economy	Question 10.46

12829 Support

Summary:

Yes

10 - Building a Strong and Competitive Economy	Question 10.46

14200 Support

Summary:

Yes

10 - Building a Strong and Competitive Economy	Question 10.46

15329 Support

Summary:

Yes but this is not it. The universities appear to have become the cuckoos in Cambridge's nest and should perhaps be encouraged to enhance their quality by down-sizing rather than obsessive expansion beyond the city's carrying capacity.
In particular the Addenbrookes complex has made an already daunting site even more nightmarish.

10 - Building a Strong and Competitive Economy	Question 10.46

16227 Support

Summary:

is supported

10 - Building a Strong and Competitive Economy	Question 10.46

18461 Support

Summary:

The County Council supports the need for policies addressing faculty development at both Universities.

10 - Building a Strong and Competitive Economy	Question 10.47

12530 Support

Summary:

The scale of buildings in any Mill Lane development ought to be restricted in any policy on this issue.

10 - Building a Strong and Competitive Economy	Question 10.47

12840 Support

Summary:

They should be developed to the highest design and conservation and climate change standards. Any development of the historic centre should be subject to national heritage guidelines. The Local Plan should be robust in ensuring that city centre developments will primarily enhance the historic, aesthetic and cultural environment.

10 - Building a Strong and Competitive Economy	Question 10.47

13136 Support

Summary:

We request that a similar policy approach used for development at the University of Cambridge faculty buildings be adopted for Westminster College. This could be in the form of a separate policy for Westminster College, or an amendment to Option 143 to make it clear that other Colleges not part of the University are also subject to similar policies and the application of appropriate criteria in determining development proposals for further teaching and learning facilities as well as related accommodation.

10 - Building a Strong and Competitive Economy	Question 10.47

13988 Support

Summary:

We request a new policy, similar to Option 143 and 146, for Abbey College that supports further development within existing college sites or at additional sites if required. We suggest that appropriate criteria could include the following: sensitive to its surroundings, no adverse impacts on the environment or amenity, is an efficient use of land, and is accessible to non-car modes of transport.

10 - Building a Strong and Competitive Economy	Question 10.47

14202 Support

Summary:

As long as the University continue to have a presence in the town centre, I am supportive.

10 - Building a Strong and Competitive Economy	Question 10.47

16232 Support

Summary:

Option 143 is supported, particularly as it seeks to identify as an opportunity the development of medical teaching facilities and related University research institutes at the Cambridge Biomedical Campus. However there needs to be recognition that the increasing trend is for research and development uses (both higher education, institutional and commercial R&D) to be embedded alongside clinical uses, and they do not need to be separately 'zoned'. Any policy in this area should allow sufficient flexibility for these uses to operate alongside each other, potentially within the same building envelope. NB: Reference should be to the Cambridge Biomedical Campus, not the Addenbrooke's Biomedical Campus.

10 - Building a Strong and Competitive Economy	Question 10.47

18016 Support

Summary:

Policy should continue to be assessed in close collaboration with the University
Movement of students between sites can produce traffic problems; bicycles as much a problem as cars

10 - Building a Strong and Competitive Economy	10.55

11139 Object

Summary:

Growth in student numbers will undoubtedly increase demand for hostel accommodation. It cannot be regarded as only a possibility.

10 - Building a Strong and Competitive Economy	10.55

13526 Object

Summary:

Growth in student numbers will undoubtedly increase demand for hostel accommodation. It cannot be regarded as only a possibility.

10 - Building a Strong and Competitive Economy	10.56

11140 Object

Summary:

If the student accommodation is to be part of two new colleges then this makes no impact on existing shortfall or future demand for accommodation.

10 - Building a Strong and Competitive Economy	10.56

13531 Object

Summary:

If the student accommodation is to be part of two new Colleges then this makes no impact on existing shortfall or future demand for accommodation.

10 - Building a Strong and Competitive Economy	10.59

11141 Support

Summary:

The provision of adequate housing for the University and colleges is fundamental to its continuing success. Failure to provide appropriate housing can have a direct impact on attracting not only the students but crucially academic and support staff. Policy should be worded positively to encourage provision by the University and particularly colleges to deliver the necessary housing. Policy should recognise how acute the problem is and that adequate provision would be of such significant public benefit that may outweigh other Local Plan objectives.

Policy encouraging the continuing expansion of the University needs complimentary policy for adequate housing provision.

10 - Building a Strong and Competitive Economy	10.59

13533 Support

Summary:

Provision of adequate housing for the University and Colleges is fundamental to its continuing success. Failure to provide appropriate housing can have a direct impact on attracting not only the students but crucially academic and support staff. Policy should be worded positively to support the University and particularly Colleges to deliver the necessary housing. Policy should recognise how acute the problem is and that adequate provision would be of such significant public benefit that may outweigh other Local Plan objectives.

Policy encouraging the continuing expansion of the University needs complimentary policy for adequate housing provision.

10 - Building a Strong and Competitive Economy	Option 144 - University of Cambridge staff and student housing

8677   Support

Summary:

We strongly support this option. However, whilst it is drafted as an alternative to option 145, it must be understood that only by maintaing this policy and allowing for the development of student accommodation on the NW Cambridge site can the future accommodation needs of the University be met through the collegiate system. Failure to allow for sufficient growth will increase pressure on other housing stock within the City.

10 - Building a Strong and Competitive Economy	Option 144 - University of Cambridge staff and student housing

10453 Support

Summary:

This is a better idea than option 145 where one tries to keep Colleges of a size that fosters a collegiate atmosphere.

10 - Building a Strong and Competitive Economy	Option 144 - University of Cambridge staff and student housing

11142 Object

Summary:

This option does not go far enough in helping to address accommodation issues. A policy should recognise that colleges are increasingly providing residential accommodation for students and staff.

10 - Building a Strong and Competitive Economy	Option 144 - University of Cambridge staff and student housing

13317 Support

Summary:

Strongly supported. Though apparently drafted as an alternative to Option 145, it is only by implementing development in both areas(Central and NW Cambridge) that the future accommodation demands on the Colleges and University could be met, thereby reducing pressure on general City housing stock.

10 - Building a Strong and Competitive Economy	Option 144 - University of Cambridge staff and student housing

13537 Object

Summary:

This option does not go far enough in helping to address accommodation issues. A policy should recognise that Colleges are increasingly providing residential accommodation for students and staff.

10 - Building a Strong and Competitive Economy	Option 144 - University of Cambridge staff and student housing

15181 Support

Summary:

We strongly support this option. Whilst it is drafted as an alternative to option 145, it must be understood that only by maintaining this policy and allowing for the development of student accommodation on the NW Cambridge site can the future accommodation needs of the University be met through the collegiate system. Failure to allow for sufficient growth will increase pressure on other housing stock within the City.

10 - Building a Strong and Competitive Economy	Option 144 - University of Cambridge staff and student housing

15330 Object

Summary:

Recognise there are limits to growth and downsize

10 - Building a Strong and Competitive Economy	Option 144 - University of Cambridge staff and student housing

17668 Support

Summary:

The major growth of jobs will take place in Addenbrookes and at the two Universities. The present proposals for the Southern edge of the City and in the North West will accommodate the majority of the added workforce without the need to build further on Green Belt. I agree with proposals in the Plan to relax regulations for building speculative student accommodation for all such institutions and that at least some of this accommodation should be incorporated within developments on site. Such provision at West Cambridge would help create a sustainable community for students on site, reducing the need to commute across the City.

10 - Building a Strong and Competitive Economy	Option 145 - Expand existing colleges rather than plan for new colleges at North West Cambridge

8683   Object

Summary:

As drafted, this option is self-contradictory and confusing. The headline advocates expanding existing Colleges rather than planning for new ones at North West Cambridge, whilst the text argues for the opposite. In reality, both the NW Cambridge option and the expansion of existing Colleges will be necessary to provide the accommodation needed to enable the University to maintain its pre-eminence, particularly in relation to the growing numbers of graduate students.

10 - Building a Strong and Competitive Economy	Option 145 - Expand existing colleges rather than plan for new colleges at North West Cambridge

10452 Object

Summary:

Just expanding a college can too easily remove the collegiate atmosphere and make it too impersonal. New colleges (option 144) is a better policy than expanding present colleges on their present sites.

10 - Building a Strong and Competitive Economy	Option 145 - Expand existing colleges rather than plan for new colleges at North West Cambridge

11147 Object

Summary:

The policy has to be a combination of options 144 and 145 to use every opportunity to make provision for student accommodation. Accommodation for existing colleges in North West Cambridge is not ideal especially as the objective is to have all students onto the main campus. The proximity of academic and support services and communal facilities is particularly important in attracting students and in effectively caring for and managing students whilst at University.

10 - Building a Strong and Competitive Economy	Option 145 - Expand existing colleges rather than plan for new colleges at North West Cambridge

13373 Object

Summary:

This Option is illogically drafted and presented. It appears to advocate expansion of college accommodation stock where and as possible, which is supported. However, the text proposes exactly the opposite, focussing mistakenly on whether NW Cambridge will be for 'colleges' or 'dormitory suburb'. The world-leading position of the University and its Colleges can only be maintained by the use of both options. The false question of 'colleges' or 'hostels' does not then arise, except correctly that pastoral, social and welfare support of perhaps thousands of academically associated people at NW Cambridge must be more difficult without a localised college structure.

10 - Building a Strong and Competitive Economy	Option 145 - Expand existing colleges rather than plan for new colleges at North West Cambridge

14883 Object

Summary:

Object

10 - Building a Strong and Competitive Economy	Option 145 - Expand existing colleges rather than plan for new colleges at North West Cambridge

15182 Object

Summary:

In reality, both the NW Cambridge option and the expansion of existing Colleges will be necessary to provide the accommodation necessary to enable the University to maintain its pre-eminence, particularly in relation to the growing numbers of graduate students.

10 - Building a Strong and Competitive Economy	Option 145 - Expand existing colleges rather than plan for new colleges at North West Cambridge

15333 Support

Summary:

Existing colleges should be improved as a first priority and bear their share of the pain of being squeezed into a pint pot and not enjoy pre-emption rights to the Green Belt even though they appear to won most of it.

10 - Building a Strong and Competitive Economy	Question 10.49

7013   Support

Summary:

I believe there are already a sufficient number of colleges in
Cambridge. I would favour Option 145, with preference being given to
those colleges who currently have fewest students.

10 - Building a Strong and Competitive Economy	Question 10.49

7770   Support

Summary:

I would favour option 144: if the University is to grow in student numbers then new colleges should be created rather than creating more hostel locations. Part of the benefit of the University and to the wider community is the number of opportunities for participation and leadership created by a large number of smaller communities.

Creating colleges could also mitigate the lack of social provision in the existing West Cambridge development.

10 - Building a Strong and Competitive Economy	Question 10.49

8405   Support

Summary:

need policy we prefer option 144

10 - Building a Strong and Competitive Economy	Question 10.49

8495   Support

Summary:

yes favour option 144

10 - Building a Strong and Competitive Economy	Question 10.49

11251 Support

Summary:

St John's College support Option 144 which continues the current policy 7/7. We would also take this opportunity to confirm that we continue to support site 7.07 within the 2006 local plan as an allocated site for a student hostel or affordable/key worker housing for the Colleges

10 - Building a Strong and Competitive Economy	Question 10.49

12320 Object

Summary:

The University supports the future provision of student accommodation at existing Colleges, sites close to Colleges, and at North West Cambridge.

Student accommodation at North West Cambridge is secured through the North West Cambridge Area Action Plan. Option 145, related to the nature of student accommodation at North West Cambridge, is not a matter for planning policy as it would determine the way in which the University provided its student accommodation.

10 - Building a Strong and Competitive Economy	Question 10.49

12373 Support

Summary:

yes

10 - Building a Strong and Competitive Economy	Question 10.49

12556 Support

Summary:

The university should be encouraged to increase its accommodation stock for staff and students by requiring contributions to affordable housing if it does not so do. Are there any other ways the Council could incentivise the University to help the city meet its accommodation needs?

10 - Building a Strong and Competitive Economy	Question 10.49

12842 Support

Summary:

Yes, but we dispute that it will be hard for the university to provide pastoral care. Very few students are not mobile on bicycles.

10 - Building a Strong and Competitive Economy	Question 10.49

13538 Object

Summary:

A positively worded policy is essential to support the Colleges in providing accommodation within or close to their main sites. It should be recognised that student accommodation which is remote from the main College is not ideal. It simply does not operate as part of the College and the students are isolated. The College seeks to have all their students living as close as possible to the main site. Inevitably because of the ongoing shortage of suitable accommodation this situation will continue.

10 - Building a Strong and Competitive Economy	Question 10.49

14204 Support

Summary:

Yes

10 - Building a Strong and Competitive Economy	Question 10.49

14309 Support

Summary:

I support retention of the existing policy with a slight bias towards enabling colleges to build on their main sites wherever possible in order to meet the collegiate and pastoral objectives.

10 - Building a Strong and Competitive Economy	Question 10.49

16898 Support

Summary:

The ability for Colleges to provide sufficient levels of accommodation is essential. It is also extremely important for the Colleges to provide a scholarly learning environment for students and central to this is the provision of living accommodation within the respective College communities. As such, the provision of living accommodation within, or in close proximity to Colleges is very important. As such a policy to help achieve this is very important.

10 - Building a Strong and Competitive Economy	Question 10.49

17493 Support

Summary:

There is a need to address the issue of accomodation for Cambridge University Students

10 - Building a Strong and Competitive Economy	Question 10.49

17496 Support

Summary:

There is a need for a policy facilitating the continued growth of the University, given the acknowledged importance of the University to the reputation and economic profile of the city.

10 - Building a Strong and Competitive Economy	Question 10.49

17598 Support

Summary:

We support Options 143 and 144 provided that this latter is carefully monitored to ensure that the open characer of many existing colleges is not detrimentally affected.
with regard to option 145, we support the use of the West Cambridge Site to include additional student accomodation, especially as manytechnical faculties will be located in this area and the provision of significant amounts of student accomodation here will reduce the commute of students across the City. However this must be tied to infrastructure improvements including public transport to City Centre & shops including the supermarket at NIAB1 and small convenience shops to create an independant community for students.

10 - Building a Strong and Competitive Economy	Question 10.49

18018 Support

Summary:

Yes, though it should be able to reach an understanding with the University and
Colleges Committee rather have a formal policy

10 - Building a Strong and Competitive Economy	Question 10.49

18375 Object

Summary:

Taking a specific policy approach for student accommodation would remove this flexibility. The Council wishes to explore this issue with the City Council
before a decision is made on the approach in its new Local Plan which will have implications for the joint AAP.

9376   Support

Summary:

Creation of new colleges has disadvantages in terms of scale and makes fundraising more difficut. In addition, any new colleges might tend to become more specialist as regards subjects, which is against the Cambridge ethos. Expanding existing colleges, albeit on split sites, would be preferable but this should ultimately be the University's decision, though the Council should discuss and advise.

11143 Support

Summary:

With regard to the loss of family accommodation this option does not acknowledge that a property can be occupied by up to 6 unrelated people i.e. a small HMO. Many colleges own such properties. A college will retain such properties for the long term with no prospect of selling or re-using for a single family given the serious shortage of college accommodation available. A permissive policy which allowed for redevelopment of such sites for college accommodation would make more efficient use of the land and clearly ease pressure on the private housing market.

12376 Object

Summary:

we support option 144

12843 Object   (W/drawn 2012-10-31)

Summary:

What are College windfall locations? Use Class C3 (Dwelling houses) is so broad that it gives no protection for family residences not to be bought by colleges and used for undergraduate or graduate accommodation. The premises then often look uncared for, and the gardens grabbed for higher density student accommodation.

12851 Support

Summary:

What are College windfall locations? Use Class C3 (Dwelling houses) is so broad that it gives no protection for family residences not to be bought by colleges and used for student accommodation. The premises then often look uncared for, and the gardens grabbed for higher density student accommodation.

Conservation Area declaration is insufficient to stop this, as is happening in Newtown. It needs to be halted now before the Conservation Area has been further degraded. Area specific policies in the Local Plan are required.
A change of the Class C3/C4 definition is needed to overcome this.

13098 Support

Summary:

This does not acknowledge that a property regarded as family accommodation can be occupied by up to 6 unrelated people i.e. a small HMO. Student accommodation in the private rented sector is commonly occupied in such a manner.
A permissive policy which allows for development of student accommodation on campus as well as speculative student accommodation even where it means the loss of a unit which could potentially be occupied as family accommodation would have an overall benefit in making more efficient use of the land and easing pressure on the private housing market.

13541 Support

Summary:

With regard to the loss of family accommodation this option does not acknowledge that a property can be occupied by up to 6 unrelated people i.e. a small HMO. Many Colleges own such properties. A college will retain such properties for the long term with no prospect of selling or re-using for a single family given the serious shortage of college accommodation available. A permissive policy which allowed for redevelopment of such sites for college accommodation would make more efficient use of the land and clearly ease pressure on the private housing market.

10 - Building a Strong and Competitive Economy	Question 10.50

14066 Support

Summary:

Planning policy should reflect the fact a certain fraction of graduate students want and have a need for, cars.

10 - Building a Strong and Competitive Economy	Question 10.50

16899 Support

Summary:

Whilst supporting text is supported, Option 144 appears to suggest that the approach of the existing Local Plan is available on the one hand, and on the other under Option 145, is an approach to refocus the provision at North West Cambridge from new colleges to provision for existing Colleges. Our view is that an alternative approach is required. This would involve a policy to allow for development to be brought forward within existing College sites and on new sites, as well as at North West Cambridge.

10 - Building a Strong and Competitive Economy	Question 10.50

17494 Support

Summary:

Yet again there seems little perception of the need to provide water in this case for the large planned increase in the student population. Perhaps the availability of water should be considered first before taking the decision that student numbers should continue to rise.

10 - Building a Strong and Competitive Economy	Question 10.50

17497 Support

Summary:

There is a need for a policy facilitating the continued growth of the University, given the acknowledged importance of the University to the reputation and economic profile of the city. It is also apparent that there is a pressing need for additional student accommodation to meet an identified shortfall. Greatest possible use should be made of land already allocated for University uses at North-West Cambridge for student accommodation, and therefore Option 145 is supported. The need for student and general housing must be pursued separately so that the acute needs of both sectors are planned for effectively.

10 - Building a Strong and Competitive Economy	Question 10.50

17602 Support

Summary:

We support Option 146 for the development of Anglia Ruskin and Option 147 for expansion of student accommodation. However, we feel that it is appropriate to consider the provision of hostel accomosation for the Education sector as a whole and therefore we tie our support for Options 145 and 147 to the fact that Option 150 is an over-riding consideration. Again, this support is tied to improving the local infrastructure to support the additional loads such as student accommodation will impose.

10 - Building a Strong and Competitive Economy	Question 10.50

18019 Support

Summary:

To house members of the old colleges in North West Cambridge would make it
difficult to provide the College functions (educational, social, pastoral etc); also it
would increase student traffic between the centre and West Cambridge. Encourage the University to absorb increasing numbers through
founding new Colleges in NW Cambridge rather than expanding existing

10 - Building a Strong and Competitive Economy	Question 10.50

18376 Support

Summary:

Option 145 introduces the idea that the potential for a new college(s) at North West Cambridge could be replaced by a specific focus on additional student accommodation. Whilst the AAP was not specific that a new college would be developed given uncertainty over deliverability, the potential to create a new college and the opportunity it would provide to help create a heart to the new University quarter was discussed when the AAP was being prepared.

10 - Building a Strong and Competitive Economy	Question 10.51

14206 Support

Summary:

I would like to see the redevelopment of the Grafton Centre to provide a mixture of shops and accommodation.

10 - Building a Strong and Competitive Economy	Question 10.51

16332 Object

Summary:

The financial and cultural benefit to the City is appreciable and comparisons can be drawn with other European educations centres such as Salamanca. Provided the school can deliver accommodation for students, and this should be a requirement, the policy should be relaxed to promote growth.

10 - Building a Strong and Competitive Economy	Question 10.52

9377   Support

Summary:

Is there scope for the colleges to make greater use of shared accommodation? Rooms shared by two students (often freshmen) was common in my day and should still be workable today.

10 - Building a Strong and Competitive Economy	Question 10.52

16335 Support

Summary:

The financial and cultural benefit to the City is appreciable and comparisons can be drawn with other European educations centres such as Salamanca. Provided the school can deliver accommodation for students, and this should be a requirement, the policy should be relaxed to promote growth.

10 - Building a Strong and Competitive Economy	Option 146 - Anglia Ruskin University - Faculty development

10942 Object

Summary:

The Local Plan needs to put in place a framework which will allow the University to flourish.

Future growth is likely to take place in postgraduate provision.

Unlikely that the University will relocate.

Proposed approach appears significantly more restrictive than the current local plan.

University likely to wish to meet with the Council to discuss potential changes to masterplan.

Restricting development to the current masterplan would be significantly restrictive.

We suggest that the local plan includes the following policy:

"The further redevelopment and upgrade of the University's East Road Campus for teaching, administrative and social facilities will be permitted."

10 - Building a Strong and Competitive Economy	Option 146 - Anglia Ruskin University - Faculty development

12111 Support

Summary:

We agree with the outline proposal. However, we would comment that for the University to maximise its cohesiveness and therefore student benefit, the potential satelite campus should be located as cloase as is reasonably possible to minimise time lost in travel and isolation of particular faculties or student groups. It should aim to acheive the coordination and co-location that cambridge University is now acieving by co-locating science faculties on the West Cambridge Site.

10 - Building a Strong and Competitive Economy	Option 146 - Anglia Ruskin University - Faculty development

14889 Support

Summary:

Support

10 - Building a Strong and Competitive Economy	Option 146 - Anglia Ruskin University - Faculty development

15335 Object

Summary:

Why a medium size city needs two large and expanding universities defeats me. Both need to be kept within bounds to allow the rest of Cambridge to thrive.

10 - Building a Strong and Competitive Economy	Option 146 - Anglia Ruskin University - Faculty development

15629 Object

Summary:

Support - We agree with the outline of the proposal. However, we would comment that for the University to maximise its cohesiveness and therefore student benefit, the potential satellite campus should be located as close as is reasonably possible to minimise time lost in travel and isolation of particular faculties or student groups. It should aim to achieve the coordination and co-location that Cambridge University is now achieving by co-locating science faculties on the West Cambridge site.

10 - Building a Strong and Competitive Economy	Option 146 - Anglia Ruskin University - Faculty development

16320 Support

Summary:

We agree with the outline of the proposal. However, we would comment that for the University to maximise its cohesiveness and therefore student benefit, the potential satellite campus should be located as close as is reasonably possible to minimise time lost in travel and isolation of particular faculties or student groups. It should aim to achieve the coordination and co-location that Cambridge University is now achieveing by co-locating science faculties on the West Cambridge site.

| **10 - Building a Strong and Competitive Economy** | **Option 146 - Anglia Ruskin University - Faculty development** |

17670 Support

Summary:

The major growth of jobs will take place in Addenbrookes and at the two Universities. The present proposals for the Southern edge of the City and in the North West will accommodate the majority of the added workforce without the need to build further on Green Belt. I agree with proposals in the Plan to relax regulations for building speculative student accommodation for all such institutions and that at least some of this accommodation should be incorporated within developments on site. Such provision at West Cambridge would help create a sustainable community for students on site, reducing the need to commute across the City.

| **10 - Building a Strong and Competitive Economy** | **Question 10.53** |

8406 Support

Summary:

need policy

| **10 - Building a Strong and Competitive Economy** | **Question 10.53** |

8496 Support

Summary:

yes

| **10 - Building a Strong and Competitive Economy** | **Question 10.53** |

10939 Object

Summary:

The Local Plan needs to put in place a framework which will allow the University to flourish.

Future growth is likely to take place in postgraduate provision.

Unlikely that the University will relocate.

Proposed approach appears significantly more restrictive than the current local plan.

University likely to wish to meet with the Council to discuss potential changes to masterplan.

Restricting development to the current masterplan would be significantly restrictive.

We suggest that the local plan includes the following policy:

"The further redevelopment and upgrade of the University's East Road Campus for teaching, administrative and social facilities will be permitted."

| **10 - Building a Strong and Competitive Economy** | **Question 10.53** |

12113 Object

Summary:

Support. We believe a policy is required in this respect and should a) discourage use of inner City space for warehousing and b) only locate such warehouses in locations where the transportation links are such as to render the impact of the warehousing minimal, both in terms of traffic congestion, noise, pollution, access and road safety. Access to these warehouse spaces should also not be enabled at the expense of the quality of life, safety and congestion of surrounding villages outside or inside the City. Additionally, we do not believe space should be made available for warehousing at the expense of office or housing.

| **10 - Building a Strong and Competitive Economy** | **Question 10.53** |

12378 Support

Summary:

the option seems to have the matter well covered.

10 - Building a Strong and Competitive Economy	**Question 10.53**

12852 Support

Summary:

Yes

10 - Building a Strong and Competitive Economy	**Question 10.53**

14208 Support

Summary:

yes

10 - Building a Strong and Competitive Economy	**Question 10.53**

15631 Support

Summary:

We agree with the outline of the proposal. However, we would comment that for the University to maximise its cohesiveness and therefore student benefit, the potential satellite campus should be located as close as is reasonably possible to minimise time lost in travel and isolation of particular faculties or student groups. It should aim to achieve the coordination and co-location that Cambridge University is now achieving by co-locating science faculties on the West Cambridge site.

10 - Building a Strong and Competitive Economy	**Question 10.53**

16322 Support

Summary:

We agree with the outline of the proposal. However, we would comment that for the University to maximise its cohesiveness and therefore student benefit, the potential satellite campus should be located as close as is reasonably possible to minimise time lost in travel and isolation of particular faculties or student groups. It should aim to achieve the coordination and co-location that Cambridge University is now achieveing by co-locating science faculties on the West Cambridge site.

10 - Building a Strong and Competitive Economy	**Question 10.53**

17495 Support

Summary:

There is a need to address the issue of accomodation for Anglia Ruskin University Students

10 - Building a Strong and Competitive Economy	**Question 10.53**

17600 Object

Summary:

We support Option 146 for the development of Anglia Ruskin and Option 147 for expansion of student accommodation. However, we feel that it is appropriate to consider the provision of hostel accomodation for the Education sector as a whole and therefore we tie our support for Options 145 and 147 to the fact that Option 150 is an over-riding consideration. Again, this support is tied to improving the local infrastructure to support the additional loads such as student accommodation will impose.

10 - Building a Strong and Competitive Economy	**Question 10.53**

18020 Support

Summary:

Yes

10 - Building a Strong and Competitive Economy	Question 10.53

18462 Support

Summary:

The County Council supports the need for policies addressing faculty development at both Universities.

10 - Building a Strong and Competitive Economy	Question 10.54

8497   Support

Summary:

Having worked at Anglia Ruskin for most of my career, I would argue against a second campus for teaching and research. More space could be found on the present campus if all student residences were to be located on a new site along with facilities that make it attractive to students. Finding an appropriate site should be treated as a matter of urgency. This would also allow the student housing planned for near the station to be used for other purposes. Would there be sufficient space in the New St area?

10 - Building a Strong and Competitive Economy	Question 10.54

9378   Support

Summary:

ARU already has a divided campus. Perhaps Chelmsford could be expanded, or a third site found, possibly in Norfolk or Suffolk?

10 - Building a Strong and Competitive Economy	Question 10.54

10951 Object

Summary:

The option of enabling the agreed masterplan to evolve and change needs to be considered.

10 - Building a Strong and Competitive Economy	Question 10.54

12117 Support

Summary:

We believe a policy is required in this respect and should a) discourage use of inner City space for warehousing and b) only locate such warehouses in locations where the transportation links are such as to render the impact of the warehousing minimal, both in terms of traffic congestion, noise, pollution, access and road safety. Access to these warehouse spaces should also not be enabled at the expense of the quality of life, safety and congestion of surrounding villages outside or inside the City. Additionally, we do not believe space should be made available for warehousing at the expense of office or housing.

10 - Building a Strong and Competitive Economy	Question 10.54

12185 Object

Summary:

We do not believe a policy is required in this respect and rather feel that market forces should decide. Tourism is decreasing and, if a policy is considered necessary, an integrated policy together with the University Colleges should be considered.

10 - Building a Strong and Competitive Economy	Question 10.54

12826 Object

Summary:

Anglia Ruskin University plays an important role in the local economy, but recent developments have removed most of what little green space there was from the campus. This is bad for the health and well being of students and locals alike. I believe there is no more space on the present campus, or in Cambridge, that can (or should) be developed, so development may have to take place further afield (e.g. Fulbourn). No more development should be allowed on or next to Anglia Ruskin's East Road campus.

10 - Building a Strong and Competitive Economy	Question 10.54

12857 Support

Summary:

They should be developed to the highest design, conservation and climate change standards.

10 - Building a Strong and Competitive Economy	Question 10.54

14209 Support

Summary:

I am disappointed with the quality of new buildings at Anglia Ruskin. It is astonishingly poor, and hostile to residents of Petersfield and for those who do not use the area. It does not meet the existing master plan AT ALL. You need to look again.

10 - Building a Strong and Competitive Economy	Question 10.54

15634 Support

Summary:

We agree with the outline of the proposal. However, we would comment that for the University to maximise its cohesiveness and therefore student benefit, the potential satellite campus should be located as close as is reasonably possible to minimise time lost in travel and isolation of particular faculties or student groups. It should aim to achieve the coordination and co-location that Cambridge University is now achieving by co-locating science faculties on the West Cambridge site.

10 - Building a Strong and Competitive Economy	Question 10.54

15944 Support

Summary:

There is a danger that Petersfield will be hit with all of ARU's student requirements. The Local Plan sets out a need for a sense of community, therefore the amount of student accomodation in an area needs to be restricted to allow a community to exist. Petersfield must not become ARU's student campus.

10 - Building a Strong and Competitive Economy	Question 10.54

16323 Support

Summary:

We agree with the outline of the proposal. However, we would comment that for the University to maximise its cohesiveness and therefore student benefit, the potential satellite campus should be located as close as is reasonably possible to minimise time lost in travel and isolation of particular faculties or student groups. It should aim to achieve the coordination and co-location that Cambridge University is now achieving by co-locating science faculties on the West Cambridge site.

10 - Building a Strong and Competitive Economy	Question 10.54

17498 Support

Summary:

There seems little perception of the need to provide water. In this case for the large planned increase in the student population. Perhaps the availabilty of water should be considered first before taking the decision that student numbers should continue to rise.

10 - Building a Strong and Competitive Economy	**Question 10.54**

18022 Object

Summary:

Proximity to good public transport facilities (railway) for access to campus

10 - Building a Strong and Competitive Economy	**Question 10.55**

9379   Object

Summary:

Not in Cambridge

10 - Building a Strong and Competitive Economy	**Question 10.55**

10957 Object

Summary:

The University has land holdings at Huntingdon Road (in South Cambridgeshire), where its outdoor sports facilities are located. The site is currently under utilised owing to its designation as Green Belt. Additional facilities could be delivered at this site.

10 - Building a Strong and Competitive Economy	**Question 10.55**

12121 Support

Summary:

We believe a policy is required in this respect and should a) discourage use of inner City space for warehousing and b) only locate such warehouses in locations where the transportation links are such as to render the impact of the warehousing minimal, both in terms of traffic congestion, noise, pollution, access and road safety. Access to these warehouse spaces should also not be enabled at the expense of the quality of life, safety and congestion of surrounding villages outside or inside the City. Additionally, we do not believe space should be made available for warehousing at the expense of office or housing.

10 - Building a Strong and Competitive Economy	**Question 10.55**

12389 Object

Summary:

Could the Mill Road cemetery be considered.

This may be difficult and contentious, but this area is also sometimes a 'no go' with many using it for drugs etc and its loss might change the 'ambience' of that part of Mill Road

10 - Building a Strong and Competitive Economy	**Question 10.56**

10961 Object

Summary:

The alternative of enabling the agreed masterplan to evolve and change needs to be considered.

10 - Building a Strong and Competitive Economy	**Question 10.56**

12125 Support

Summary:

We believe a policy is required in this respect and should a) discourage use of inner City space for warehousing and b) only locate such warehouses in locations where the transportation links are such as to render the impact of the warehousing minimal, both in terms of traffic congestion, noise, pollution, access and road safety. Access to these warehouse spaces should also not be enabled at the expense of the quality of life, safety and congestion of surrounding villages outside or inside the City. Additionally, we do not believe space should be made available for warehousing at the expense of office or housing.

10 - Building a Strong and Competitive Economy	Option 147 - Anglia Ruskin University - support for student hostel development with affordable housing exeption

10965 Support

Summary:

Policy 7/9 has been successful in delivering more student accommodation and hence easing pressure on existing stock. Removing the exemption is likely to place greater pressure on the housing stock as students seek to find accommodation in shared housing.

10 - Building a Strong and Competitive Economy	Option 147 - Anglia Ruskin University - support for student hostel development with affordable housing exeption

14418 Support

Summary:

We support the policy of identifying specific sites where student accommodation for Anglia Ruskin will be permitted in lieu of affordable housing. The sites should be well-located to Anglia Ruskin. This is an important policy to help support Anglia Ruskin.

10 - Building a Strong and Competitive Economy	Option 147 - Anglia Ruskin University - support for student hostel development with affordable housing exeption

17671 Support

Summary:

The major growth of jobs will take place in Addenbrookes and at the two Universities. The present proposals for the Southern edge of the City and in the North West will accommodate the majority of the added workforce without the need to build further on Green Belt. I agree with proposals in the Plan to relax regulations for building speculative student accommodation for all such institutions and that at least some of this accommodation should be incorporated within developments on site. Such provision at West Cambridge would help create a sustainable community for students on site, reducing the need to commute across the City.

10 - Building a Strong and Competitive Economy	Option 148 - Anglia Ruskin University - Support for student hostel accommodation but removal of affordable housing exemption

10670 Support

Summary:

Support. Present policy allows developers to exempt themselves from affordable housing element, often in areas which badly need such housing.

10 - Building a Strong and Competitive Economy	Option 148 - Anglia Ruskin University - Support for student hostel accommodation but removal of affordable housing exemption

10977 Object

Summary:

Policy 7/9 has been successful in delivering more student accommodation and hence easing pressure on existing stock. Removing the exemption is likely to place greater pressure on the housing stock as students seek to find accommodation in shared housing.

10 - Building a Strong and Competitive Economy	Question 10.57

8407   Support

Summary:

need policy

10 - Building a Strong and Competitive Economy	Question 10.57

10970 Support

Summary:

Policy 7/9 has been successful in delivering more student accommodation and hence easing pressure on existing stock. Removing the exemption is likely to place greater pressure on the housing stock as students seek to find accommodation in shared housing.

10 - Building a Strong and Competitive Economy	Question 10.57

12390 Support

Summary:

yes we need a clear policy

10 - Building a Strong and Competitive Economy	Question 10.57

12564 Support

Summary:

A clear need to address the issue. Exemption should be made provided the supply of accommodation is sufficient to reduce significantly the difference between student accommodation and the number of students.

10 - Building a Strong and Competitive Economy	Question 10.57

15338 Support

Summary:

There is a need for a policy that applies to all student housing and it should be around Option 148. Student housing should be the responsibility of the student and the institution they attend. The policy should not restrict itself to CU and ARU, there are other institutions with residential students, although those two are the biggest by far. Student accommodation should make the same contributions to section 106 as any other housing, the exemption currently adds 15% to the value of any site that can get consent for student housing.

10 - Building a Strong and Competitive Economy	Question 10.58

8408   Support

Summary:

some of us favoured 147 and some 148

10 - Building a Strong and Competitive Economy	Question 10.58

9380   Support

Summary:

A compromise between the two.

10 - Building a Strong and Competitive Economy	Question 10.58

10987 Support

Summary:

We support option 147 as Policy 7/9 has been successful in delivering more student accommodation and hence easing pressure on existing stock. Removing the exemption is likely to place greater pressure on the housing stock as students seek to find accommodation in shared housing.

10 - Building a Strong and Competitive Economy	Question 10.58

12394 Object

Summary:

we strongly support Option 148.We acknowledge the need for much more student accommodation but ARU have done well out of CB1. The need for affordable housing is equally as great if not greater and Affordable housing has not fared so well of late given the exemptions granted and the slow pace of house building. Time to reverse the policy and push for more affordable housing

Provision of student rooms is generally facilitated by developers who are looking for a reasonable return, this is market led.

10 - Building a Strong and Competitive Economy	Question 10.58

12862 Object

Summary:

Option 148: but better to cap numbers of students in Cambridge and for ARU to use their campuses elsewhere

10 - Building a Strong and Competitive Economy	Question 10.58

14211 Support

Summary:

Option 148

10 - Building a Strong and Competitive Economy	Question 10.58

17601 Support

Summary:

We support Option 146 for the development of Anglia Ruskin and Option 147 for expansion of student accommodation. However, we feel that it is appropriate to consider the provision of hostel accommodation for the Education sector as a whole, and therefore we tie our support for Options 145 and 147 to the fact that Option 150 is an over-riding consideration. Again, this support is tied to improving the local infrastructure to support the additional loads such as student accommodation will impose.

10 - Building a Strong and Competitive Economy	Question 10.58

18596 Support

Summary:

Option 148

10 - Building a Strong and Competitive Economy	Question 10.59

9381   Support

Summary:

Develop a formula allowing a reduced affordable housing percentage on sites with student hostels, but not on a one-for-one basis.

10 - Building a Strong and Competitive Economy	Question 10.59

10993 Object

Summary:

The approach should be extended and apply not only to specific identified sites in the plan but to other sites which come forward for development.

10 - Building a Strong and Competitive Economy	Question 10.59

12844 Object

Summary:

Anglia Ruskin University does not need any more hostels than have already been agreed by the Council. We want students to feel part of the community, but I fear that putting them in separate secular student blocks will not achieve this - in fact other Cambridge residents are likely to be more accepting of students if they are integrated with the community and can feel part of it.

10 - Building a Strong and Competitive Economy	Question 10.59

17603 Object

Summary:

Many students will be of graduate status and have families, this needs to be accommodated in the mix of housing provided for the students and will lead to a more balanced student population in any one housing/hostel group. The proportion and size of such family units will need to be established from typical demographic surveys.
Also it is important that any such housing group provides safe play/recreation areas for children. The units opposite the Institute of Manufacturing on the West Cambridge site are an example of what not to provide, since they have very limited and ramped play areas which are open to the road and hence not safe.

10 - Building a Strong and Competitive Economy	Question 10.59

18024 Support

Summary:

Affordable housing is vital to all of Cambridge and should take priority over
Anglia Ruskin University

10 - Building a Strong and Competitive Economy	Question 10.60

10997 Object

Summary:

Any sites suitable for residential development would be equally suitable for the provision of student accommodation. Cambridge is a compact city and Anglia Ruskin is easily accessible by a range of modes of travel from locations across the city.

10 - Building a Strong and Competitive Economy	Question 10.60

12397 Object

Summary:

Any new accommodation should be as close as possible to the ARU main campus to avoid migration of large numbers of students through existing areas.

Tram Depot and car park at the rear could be over built; but retain the parking. This may include some of the shops fronting East Rd.

10 - Building a Strong and Competitive Economy	Question 10.60

14457 Support

Summary:

The site of the former Atrium Health and Fitness club (64-68 Newmarket Road) which runs along Severn Place between East Road and Newmarket Road should be listed as a site where student accommodation for Anglia Ruskin should be provided in lieu of affordable housing. The site is listed for residential development in the Council's SHLAA. The proposals for the site include student housing at the East Road end of Severn Place which is within easy walking and cycling distance of Anglia Ruskin's East Road campus. Anglia Ruskin have expressed an interest in the proposed student accommodation here.

10 - Building a Strong and Competitive Economy	10.70

16375 Support

Summary:

Agree that it is unfair/discriminatory on other legitimate and established providers of higher education to restrict speculative student accommodation and students to the two main universities.

10 - Building a Strong and Competitive Economy	Option 149 - Speculative student hostel accommodation - limited to Anglia Ruskin University and the University of Cambridge

11004 Object

Summary:

The suggested criteria are unnecessary. Most are simply general development management criteria which will apply in any event. Others are unnecessary, for example,

* there is already a proven need for more student accommodation
* the university will only enter agreements where the accommodation is adequate and hence the planning authority does not need to involve itself in such matters of detail
* such accommodation is occupied by adults and there is no need to mandate the need for warden controlled premises.

10 - Building a Strong and Competitive Economy	Option 149 - Speculative student hostel accommodation - limited to Anglia Ruskin University and the University of Cambridge

11149 Object

Summary:

As set out in paragraph 10.70 this option is inequitable and discriminating against non-university colleges. It should not be taken further.

10 - Building a Strong and Competitive Economy	Option 149 - Speculative student hostel accommodation - limited to Anglia Ruskin University and the University of Cambridge

12132 Object

Summary:

Language education is an important service provision in Cambridge and should not be excluded.

10 - Building a Strong and Competitive Economy	Option 149 - Speculative student hostel accommodation - limited to Anglia Ruskin University and the University of Cambridge

12534 Support

Summary:

Essential to have wardens to control noise and nuisance.

10 - Building a Strong and Competitive Economy	Option 149 - Speculative student hostel accommodation - limited to Anglia Ruskin University and the University of Cambridge

13099 Object

Summary:

As set out in paragraph 10.70 this option is inequitable and discriminating against non-university colleges as confirmed by a Planning Inspector a year ago at the EIP to the Oxford Core Strategy. As such it is not an option that should be given any further consideration.

10 - Building a Strong and Competitive Economy	Option 149 - Speculative student hostel accommodation - limited to Anglia Ruskin University and the University of Cambridge

13546 Object

Summary:

As set out in paragraph 10.70 this option is inequitable and discriminating against non-university Colleges. It should not be taken further.

10 - Building a Strong and Competitive Economy	Option 149 - Speculative student hostel accommodation - limited to Anglia Ruskin University and the University of Cambridge

13846 Object

Summary:

Speculative student hostel accommodation should not be limited to Anglia Ruskin University and the University of Cambridge because there is a growing demand for student accommodation in connection with other educational establishments in the city.   As set out in paragraph 10.70 this option is inequitable and discriminating against non-university colleges as confirmed by a Planning Inspector a year ago at the EIP to the Oxford Core Strategy. As such it is not an option that should be given any further consideration.

10 - Building a Strong and Competitive Economy	Option 149 - Speculative student hostel accommodation - limited to Anglia Ruskin University and the University of Cambridge

14077 Object

Summary:

Planning policy should reflect the fact a certain fraction of graduate students want and have a need for, and are permitted by the universities to have cars. Planning policy should not discriminate against these individuals, who are often effectively doing a job as trainee teachers, doctors, scientists, etc., and ought instead actively seek to ensure their needs are provided for.

10 - Building a Strong and Competitive Economy	Option 149 - Speculative student hostel accommodation - limited to Anglia Ruskin University and the University of Cambridge

14706 Object

Summary:

It needs to be clear that car parking is only for disabled students and those with mobility problems. The wording here could potentially allow more car parking than the city can sustain. Cycle parking must of a high standard and quantity.

10 - Building a Strong and Competitive Economy	Option 149 - Speculative student hostel accommodation - limited to Anglia Ruskin University and the University of Cambridge

15636 Object

Summary:

Language education is an important service provision in Cambridge and should not be excluded.

10 - Building a Strong and Competitive Economy	Option 149 - Speculative student hostel accommodation - limited to Anglia Ruskin University and the University of Cambridge

16325 Object

Summary:

Language education is an important service provision in Cambridge and should not be excluded.

10 - Building a Strong and Competitive Economy	Option 149 - Speculative student hostel accommodation - limited to Anglia Ruskin University and the University of Cambridge

16353 Object

Summary:

Object to Option 149

10 - Building a Strong and Competitive Economy	Option 150 - Speculative student hostel accommodation - widened to include other established educational institutions

11080 Support

Summary:

A need for accommodation for students should be demonstrated before planning permission is given and the conditions outlined seem sensible.

10 - Building a Strong and Competitive Economy	Option 150 - Speculative student hostel accommodation - widened to include other established educational institutions

11151 Object

Summary:

The policy should include the need for staff as well as student accommodation.
Such a policy would recognise the economic benefits of all educational establishments. However, this should also not prevent the use of the accommodation in academic holidays. This can be of considerable benefit to the economy in providing short term accommodation for students on short term courses, conferences and visitors to the City. The shortfall in such accommodation is acknowledged in 10.77 onwards.

10 - Building a Strong and Competitive Economy	Option 150 - Speculative student hostel accommodation - widened to include other established educational institutions

12134 Support

Summary:

Language education is an important service provision in Cambridge and should not be excluded.

10 - Building a Strong and Competitive Economy	Option 150 - Speculative student hostel accommodation - widened to include other established educational institutions

13104 Object

Summary:

Such a policy is supported but provision also needs to be made for staff accommodation. The difficulties of providing staff and student housing applies equally to specialist schools such as language schools as to the Universities and Colleges.

10 - Building a Strong and Competitive Economy	Option 150 - Speculative student hostel accommodation - widened to include other established educational institutions

13549 Object

Summary:

The policy should include the need for staff as well as student accommodation.
Such a policy would recognise the economic benefits of all educational establishments. However, this should also not prevent the use of the accommodation in academic holidays. This can be of considerable benefit to the economy in providing short term accommodation for students on short term courses, conferences and visitors to the City. The shortfall in such accommodation is acknowledged in 10.77 onwards.

10 - Building a Strong and Competitive Economy	Option 150 - Speculative student hostel accommodation - widened to include other established educational institutions

13849 Support

Summary:

There is a growing demand for student accommodation in connection with other educational establishments in the city. There is a recognised economic benefit arising from other educational facilities in the city.

10 - Building a Strong and Competitive Economy	Option 150 - Speculative student hostel accommodation - widened to include other established educational institutions

14010 Support

Summary:

We support Option 150, so that additional student accommodation could be provided for Abbey College students.

10 - Building a Strong and Competitive Economy	Option 150 - Speculative student hostel accommodation - widened to include other established educational institutions

14079 Object

Summary:

Planning policy should reflect the fact a certain fraction of graduate students want and have a need for, and are permitted by the universities to have cars. Planning policy should not discriminate against these individuals, who are often effectively doing a job as trainee teachers, doctors, scientists, etc. and ought instead actively seek to ensure their needs are provided for.

10 - Building a Strong and Competitive Economy	Option 150 - Speculative student hostel accommodation - widened to include other established educational institutions

14707 Object

Summary:

Currently, some schools and colleges (i.e. those under County Council control) are not subject to the cycle parking standards in the Local Plan. This situation must change. Except for disabled spaces, car parking should not be provided.

10 - Building a Strong and Competitive Economy	Option 150 - Speculative student hostel accommodation - widened to include other established educational institutions

15638 Support

Summary:

Language education is an important service provision in Cambridge and should not be excluded.

10 - Building a Strong and Competitive Economy	Option 150 - Speculative student hostel accommodation - widened to include other established educational institutions

16329 Support

Summary:

Language education is an important service provision in Cambridge and should not be excluded.

10 - Building a Strong and Competitive Economy	Option 150 - Speculative student hostel accommodation - widened to include other established educational institutions

16364 Support

Summary:

Any policy on the development of speculative student accommodation should not include an occupancy restriction to students of the two main universities, but expanded to allow occupation of students of educational establishments on full time academic courses.

10 - Building a Strong and Competitive Economy	Option 150 - Speculative student hostel accommodation - widened to include other established educational institutions

17672 Support

Summary:

The major growth of jobs will take place in Addenbrookes and at the two Universities. The present proposals for the Southern edge of the City and in the North West will accommodate the majority of the added workforce without the need to build further on Green Belt. I agree with proposals in the Plan to relax regulations for building speculative student accommodation for all such institutions and that at least some of this accommodation should be incorporated within developments on site. Such provision at West Cambridge would help create a sustainable community for students on site, reducing the need to commute across the City.

10 - Building a Strong and Competitive Economy	Option 150 - Speculative student hostel accommodation - widened to include other established educational institutions

18394 Support

Summary:

We are in full support of Option 150 and the associated set of criteria that is listed, with the exception of the ninth bullet point relating to the provision of sufficient external amenity space for the occupiers. Concern is raised on the inclusion of this clause since often the normal constraints associated with developing on urban brownfield land will mitigate against the prospects of providing such space, as it did in the appeal cases discussed in our full submission. This option would allow the accommodation needs of such specialist schools to be properly catered for and would therefore reduce the pressure on the local housing market.

10 - Building a Strong and Competitive Economy	Question 10.62

10241 Support

Summary:

The continuing use of policy 7/10 within any new planned period is inequitable and discriminates against non-university colleges. An amended policy stance which does not restrict occupiers in this manner should be supported. CCSS as an established education provider in Cambridge should constitute such a provider.

10 - Building a Strong and Competitive Economy	Question 10.62

11007 Object

Summary:

The suggested criteria are unnecessary. Most are simply general development management criteria which will apply in any event. Others are unnecessary, for example,

* there is already a proven need for more student accommodation
* the university will only enter agreements where the accommodation is adequate and hence the planning authority does not need to involve itself in such matters of detail
* such accommodation is occupied by adults and there is no need to mandate the need for warden controlled premises.

10 - Building a Strong and Competitive Economy	Question 10.62

11255 Support

Summary:

We consider that suggested wording together with the criteria against which new development proposals would be assessed are supportable and consider it is Option 150 that should be considered as an appropriate policy approach in any local plan review.

10 - Building a Strong and Competitive Economy	Question 10.62

12136 Support

Summary:

Language education is an important service provision in Cambridge and should not be excluded.

10 - Building a Strong and Competitive Economy	Question 10.62

12401 Support

Summary:

yes

10 - Building a Strong and Competitive Economy	Question 10.62

12865 Support

Summary:

Yes

10 - Building a Strong and Competitive Economy	Question 10.62

15339 Support

Summary:

Support a policy that does not encourage speculative student accommodation. If student housing were brought wholly within the same rules that apply to other housing this would probably deal with some of the speculative pressure.

10 - Building a Strong and Competitive Economy	Question 10.62

15637 Object

Summary:

Language education is an important service provision in Cambridge and should not be excluded.

10 - Building a Strong and Competitive Economy	Question 10.62

16327 Object

Summary:

Language education is an important service provision in Cambridge and should not be excluded.

10 - Building a Strong and Competitive Economy	Question 10.62

17511 Support

Summary:

There is a need to address the issue of speculative building of student accomodation.

10 - Building a Strong and Competitive Economy	Question 10.62

18025 Support

Summary:

Yes

10 - Building a Strong and Competitive Economy	Question 10.63

9382   Support

Summary:

Option 149 though I query whether speculative development should be allowed at all.

10 - Building a Strong and Competitive Economy	Question 10.63

10248 Support

Summary:

We support Option 150 which widens the current policy stance of the Council to include established educational institutions engaged in academic courses providing full time education in Cambridge

10 - Building a Strong and Competitive Economy	Question 10.63

10671 Support

Summary:

Option 149

10 - Building a Strong and Competitive Economy	Question 10.63

12140 Support

Summary:

Option 149 Language education is an important service provision in Cambridge and should not be excluded.

10 - Building a Strong and Competitive Economy	Question 10.63

12403 Object

Summary:

There seems little point in pursuing Option 149 given the Inspector's decision in Oxford.

So Option 150 should be adopted, but with strict guidelines and controls in the policy. Care should be taken to review each 'site' on its own merits.

10 - Building a Strong and Competitive Economy	Question 10.63

12883 Object

Summary:

Option 150 would offer more protection for historic areas close to the city such as North Newtown where we are in danger of having the area swamped by students who have no long term loyalty to the area. If mixed residential communities in the local areas are to be sustainable, a balance needs to be struck between permanent and temporary residents, and a limit to the density of occupation, particularly in Conservation Areas. The Local Plan needs to determine area specific policies especially for areas such as Conservation Areas.

10 - Building a Strong and Competitive Economy	Question 10.63

13853 Support

Summary:

Support option 150 which increases the flexibility of student accommodation to meet the needs of the education sector in the local economy. Over the past 20 years there has been a growth in the number of student weeks. General trend of increase means that there is a demand for student accommodation to meet speculative provision.

City centre sites, particularly over ground floor retail use, are good locations for additional student accommodation because
- High existing student population in and low residential population;
- Close to educational establishments;
- Highly accessible by public transport;
- Low or nil requirement for car parking;
- Close to amenity open space.

10 - Building a Strong and Competitive Economy	Question 10.63

14212 Support

Summary:

Option 149

10 - Building a Strong and Competitive Economy	Question 10.63

15639 Support

Summary:

Language education is an important service provision in Cambridge and should not be excluded.

10 - Building a Strong and Competitive Economy	Question 10.63

16330 Support

Summary:

Language education is an important service provision in Cambridge and should not be excluded.

10 - Building a Strong and Competitive Economy	Question 10.63

17512 Object

Summary:

I prefer neither of the options. Speculative building of student hostels accommodation should not be allowed.

10 - Building a Strong and Competitive Economy	Question 10.63

18026 Support

Summary:

Option 150

10 - Building a Strong and Competitive Economy	Question 10.64

12538 Support

Summary:

Avoid large numbers of students being accommodated in 'non-student' locations. They can be very disruptive to quiet and established suburbs.

10 - Building a Strong and Competitive Economy	Question 10.64

13108 Object

Summary:

This should recognise the economic benefits of all educational establishments. However, this should also not prevent the use of the accommodation in academic holidays. This can be of considerable benefit to the economy in providing short term accommodation for students on short term courses, conferences and visitors to the City and would make the most efficient use of that available accommodation. The shortfall in such accommodation is acknowledged in 10.77 onwards.

10 - Building a Strong and Competitive Economy	Question 10.64

18027 Object

Summary:

It is only fair that providers for students on long courses are treated comparably to those at the Universities

10 - Building a Strong and Competitive Economy	10.71

17018 Object

Summary:

There is another specialist school type not mentioned in your policy : Cambridge Performing Arts.

The report does not make the connection between relatively few jobs created and a relatively high need to provide student housing. Given the low unemployment in Cambridge and high local housing need this ratio needs to be examined.

This policy needs to examine if hostel accommodation is at the expense of the local housing market.

The statement in the planning document refers to students from the sub region, but the schools targets international market.

Want policy to reference suitability of premises and recognise impact on surrounding residential property.

10 - Building a Strong and Competitive Economy	10.72

13113 Support

Summary:

Evidence that language schools contribute strongly to the local economy should inform policies which enable existing schools to continue to grow, providing improved teaching facilities and accommodation. Language schools are significant employers in the city. In addition, language schools make a strong social and cultural contribution by attracting a diversity of international students to Cambridge.   Policy should recognise their contribution to the economy and the accommodation issues they face in the same way as it does for Colleges and ARU.

10 - Building a Strong and Competitive Economy	10.74

11083 Support

Summary:

All specialist schools should be treated in the same way.

10 - Building a Strong and Competitive Economy	10.76

18395 Support

Summary:

Language schools and other specialist schools make an important contribution to the education sector in Cambridge and provide a significant boost to the local economy, possibly by as much as £78m per annum. This was recognised in the 'Cluster at 50' study which suggested a review of the current policy restriction. We wish to endorse that such a review now takes place.

10 - Building a Strong and Competitive Economy	Option 151 - Specialist colleges such as secretarial and tutorial colleges

9670 Support

Summary:

A vital part of our economy and education on the international scene with many long-term advantages.

10 - Building a Strong and Competitive Economy	Option 151 - Specialist colleges such as secretarial and tutorial colleges

12151 Object

Summary:

The financial and cultural benefit to the City is appreciable and comparisons can be drawn with other European educational centres such as Salamanca. Provided the school can deliver accommodation for the students, and this should be a requirement, the policy should be relaxed to promote growth.

10 - Building a Strong and Competitive Economy	Option 151 - Specialist colleges such as secretarial and tutorial colleges

12541 Object

Summary:

Too many of these already. The local economy doesn't need an infinite number. This city is crowded enough as it is.

10 - Building a Strong and Competitive Economy	Option 151 - Specialist colleges such as secretarial and tutorial colleges

15340 Support

Summary:

Agree

10 - Building a Strong and Competitive Economy	Option 151 - Specialist colleges such as secretarial and tutorial colleges

15644 Object

Summary:

The financial and cultural benefit to the City is appreciable and comparisons can be drawn with other European education centres such as Salamanca. Provided the school can deliver accommodation for students, and this should be a requirement, the policy should be relaxed to promote growth.

10 - Building a Strong and Competitive Economy	Option 151 - Specialist colleges such as secretarial and tutorial colleges

17691 Support

Summary:

The jobs expansion at the Universities and schools will largely be driven by those organisations rather than anything the Council does. However, I agree with proposals in the Plan to relax regulations for building speculative student accommodation for all such institutions and that at least some of this accommodation should be incorporated within developments on site.

10 - Building a Strong and Competitive Economy	Option 152 - Language schools

7046 Support

Summary:

I think language schools with a good track record for 20,30 or 40+ years should have the opportunity to develop their businesses sensibly. If they can fulfil the criteria proposed, I would support these measures.

10 - Building a Strong and Competitive Economy	Option 152 - Language schools

10826 Support

Summary:

Broadly in favour

10 - Building a Strong and Competitive Economy	Option 152 - Language schools

12153 Support

Summary:

The financial and cultural benefit to the City is appreciable and comparisons can be drawn with other European educational centres such as Salamanca. Provided the school can deliver accommodation for the students, and this should be a requirement, the policy should be relaxed to promote growth.

10 - Building a Strong and Competitive Economy	Option 152 - Language schools

12550 Object

Summary:

Look at the streets in the summer! More is worse. Where are these hostels to be built? Who wants to live near one? And why should hostels for yet more students be built, at the expense of housing for residents, and particularly for students who could learn English just as well in Wigan or Newcastle.

10 - Building a Strong and Competitive Economy	Option 152 - Language schools

13114 Object

Summary:

It is unreasonable and inappropriate to refer to behaviour issues when considering whether a policy to support expansion is appropriate. Actions of groups of young people are too often attributed to language schools when they are actually tourists. Moreover the effective management of the students is down to individual schools.

10 - Building a Strong and Competitive Economy	Option 152 - Language schools

15341 Support

Summary:

Agree

10 - Building a Strong and Competitive Economy	Option 152 - Language schools

15646 Support

Summary:

The financial and cultural benefit to the City is appreciable and comparisons can be drawn with other European education centres such as Salamanca. Provided the school can deliver accommodation for students, and this should be a requirement, the policy should be relaxed to promote growth.

10 - Building a Strong and Competitive Economy	Option 152 - Language schools

17693 Support

Summary:

The jobs expansion at the Universities and schools will largely be driven by those organisations rather than anything the Council does. However, I agree with proposals in the Plan to relax regulations for building speculative student accommodation for all such institutions and that at least some of this accommodation should be incorporated within developments on site.

10 - Building a Strong and Competitive Economy	Question 10.66

8409   Support

Summary:

need policy

10 - Building a Strong and Competitive Economy	**Question 10.66**

10269 Object

Summary:

It is important the City Council understands the role and operations of CCSS and accordingly new text is recommended to be inserted into any new plan which confirms the nature of CCSS's organisation and the role and services it offers to Cambridge.

10 - Building a Strong and Competitive Economy	**Question 10.66**

10827 Support

Summary:

Yes

10 - Building a Strong and Competitive Economy	**Question 10.66**

12158 Support

Summary:

The financial and cultural benefit to the City is appreciable and comparisons can be drawn with other European educational centres such as Salamanca. Provided the school can deliver accommodation for the students, and this should be a requirement, the policy should be relaxed to promote growth.

10 - Building a Strong and Competitive Economy	**Question 10.66**

12405 Support

Summary:

yes

10 - Building a Strong and Competitive Economy	**Question 10.66**

12573 Support

Summary:

Policy 152. There should be a policy on language students. The students should not have purpose-built accommodation (for reasons given in document). Policies should be enacted to reduce the number of weeks to 80000 pa once again.
Facilities for local students (secretarial colleges are welcome) and Cambridge can cope with crammers. University students are also welcomed but the expansion is controlled. The situation with language students has got completely out of hand.

10 - Building a Strong and Competitive Economy	**Question 10.66**

12885 Support

Summary:

Yes

10 - Building a Strong and Competitive Economy	**Question 10.66**

13118 Object

Summary:

The Local Plan objectives include promotion of employment growth and supporting higher education institutions as they continue to grow.
The report recognises the contribution of specialist schools to the local economy which is line with Local Plan objectives.
The language schools have the same issues in terms of provision of adequate and appropriate teaching space and associated facilities as the Colleges and Universities. Further they have the same difficulties in finding suitable accommodation for both staff and students. As such they should be treated in an equitable manner.

10 - Building a Strong and Competitive Economy	Question 10.66

17513 Support

Summary:

There is a need to address the issue of an increasing number of specialist schools as more schools will further increase the demand for water.

10 - Building a Strong and Competitive Economy	Question 10.66

17514 Object

Summary:

I prefer neither option. A continuing increase in number of specialist schools should be discouraged.

10 - Building a Strong and Competitive Economy	Question 10.66

18029 Support

Summary:

Yes

10 - Building a Strong and Competitive Economy	Question 10.66

18463 Support

Summary:

The County Council supports the need for a policy addressing specialist schools.

10 - Building a Strong and Competitive Economy	Question 10.67

8410   Object

Summary:

We prefer neither option. We believe the current policy of restriction is appropriate.

10 - Building a Strong and Competitive Economy	Question 10.67

9383   Support

Summary:

Retain option 152 but widen its scope to include other schools. Restrict, as far as legally possible, the opening of new schools.

10 - Building a Strong and Competitive Economy	Question 10.67

12160 Support

Summary:

Option 152
The financial and cultural benefit to the City is appreciable and comparisons can be drawn with other European educational centres such as Salamanca. Provided the school can deliver accommodation for the students, and this should be a requirement, the policy should be relaxed to promote growth.

10 - Building a Strong and Competitive Economy	Question 10.67

12406 Object

Summary:

option 152 is preferred

Care must be exercised not to allow large residential homes from being lost to these users. Understood there are some controls in place to prevent too many specialist schools opening.

10 - Building a Strong and Competitive Economy	Question 10.67

12889 Object

Summary:

These do not appear to be alternatives as one deals with specialist colleges and the other with language schools. However, for both types of school it would be advisable for adequate hostel accommodation to be provided to relieve pressure on residential accommodation. Colleges at present buy properties to house students and then expand and fill them as much as possible, as has happened in North Newtown. Houses in multiple occupancy should be limited so as to preserve sustainable mixed communities. The Local Plan should have area specific policies especially for Conservation and other historic areas.

10 - Building a Strong and Competitive Economy	Question 10.67

13120 Object

Summary:

A supportive policy which allows for additional teaching space would enable the language schools to expand to be able to offer more year round rather than short term. The restriction on expanding teaching space or providing the associated facilities e.g. shared communal spaces, offices etc in the current Local Plan effectively means this cannot happen.

10 - Building a Strong and Competitive Economy	Question 10.67

15647 Support

Summary:

Support option 152 - The financial and cultural benefit to the City is appreciable and comparisons can be drawn with other European education centres such as Salamanca. Provided the school can deliver accommodation for students, and this should be a requirement, the policy should be relaxed to promote growth.

10 - Building a Strong and Competitive Economy	Question 10.67

16337 Support

Summary:

The financial and cultural benefit to the City is appreciable and comparisons can be drawn with other European education centres such as Salamanca. Provided the school can deliver accommodation for students, and this should be a requirement, the policy should be relaxed to promote growth.

10 - Building a Strong and Competitive Economy	Question 10.67

17604 Support

Summary:

We support Options 151 & 152 but tied to an enforceable requirement that the schools provide on site accomodation for students. We feel that it is overly optimistic and unenforceable to require education establishments to supervise gathering of students in the City Centre's streets and open spaces. One only has to look at the gathering of young people at the corner of Downing and Regent Streets in the evening to see how difficult this would be.

10 - Building a Strong and Competitive Economy	Question 10.67

18030 Support

Summary:

Option 151

10 - Building a Strong and Competitive Economy	Question 10.67

18464 Support

Summary:

The County Council supports Option 152 Language schools.

10 - Building a Strong and Competitive Economy	Question 10.68

9384   Support

Summary:

Can Cambridge Regional College help with extra courses and facilities?

10 - Building a Strong and Competitive Economy	Question 10.68

12164 Support

Summary:

The financial and cultural benefit to the City is appreciable and comparisons can be drawn with other European educational centres such as Salamanca. Provided the school can deliver accommodation for the students, and this should be a requirement, the policy should be relaxed to promote growth.

10 - Building a Strong and Competitive Economy	Question 10.68

12891 Object

Summary:

There has to be some limit set on the number of such colleges and schools regardless of the hostel accommodation. Cambridge should remain a university town and not become a crammer town which would result in a very different atmosphere.

10 - Building a Strong and Competitive Economy	Question 10.68

17021 Object

Summary:

There is another specialist school type not mentioned in your policy; Cambridge Performing Arts.

The report does not make the connection between relatively few jobs created and a relatively high need to provide student housing. Given the low unemployment in Cambridge and high local housing need this ratio needs to be examined.

This policy needs to examine if hostel accommodation is at the expense of the local housing market.

The statement in the planning document refers to students from the sub region, but the schools target international markets.

Want policy to reference suitability of premises and recognise impact on surrounding residential property.

| **10 - Building a Strong and Competitive Economy** | **Question 10.68** |

18031 Object

Summary:

Secretarial Colleges and tutorial colleges should not be put at a disadvantage
compared to language schools. Their students may be more mature than language school pupils? Expansion of the latter is creating problems in congestion on the pavements and streets. Further expansion should be restricted.

| **10 - Building a Strong and Competitive Economy** | **Question 10.68** |

18466 Object

Summary:

The possibility of converting existing buildings, vis a vis additional purpose built   accommodation should not be discounted; additional on site accommodation would reduce trip generation; the supervision of large groups of students is a management issue.

| **10 - Building a Strong and Competitive Economy** | **Question 10.69** |

9387   Object

Summary:

No. They should be accommodated on-site wherever possible. This reduces traffic generation and also helps with "control" and oversight of behaviour and pastoral needs.

| **10 - Building a Strong and Competitive Economy** | **Question 10.69** |

12409 Object

Summary:

Should we be looking at any vacated state schools sites whose land is presumably publicly owned. There have been a few such sites coming available in the last 10 years

| **10 - Building a Strong and Competitive Economy** | **Question 10.69** |

18033 Object

Summary:

Are there possible sites in CB1? Near
transport links into Cambridge?

| **10 - Building a Strong and Competitive Economy** | **Question 10.70** |

9385   Support

Summary:

Can Cambridge Regional College help with extra courses and facilities?

| **10 - Building a Strong and Competitive Economy** | **Question 10.70** |

12166 Support

Summary:

The financial and cultural benefit to the City is appreciable and comparisons can be drawn with other European educational centres such as Salamanca. Provided the school can deliver accommodation for the students, and this should be a requirement, the policy should be relaxed to promote growth.

This page is intentionally left blank

APPENDIX C: ANALYSIS, RESPONSES AND PREFERRED APPROACH ON TOURISM, PLUS SUMMARIES OF REPRESENTATIONS RECEIVED

ISSUE: TOURISM – LEVEL OF NEW HOTEL BEDROOM PROVISION

Total representations: 56	
Object:	
Option 153: 9	**Option 154:** 21
Support:	
Option 153: 19	**Option 154:** 3 plus 4 unqualified support for not having a policy (market to decide)

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 153: Additional hotel provision based on a high growth scenario of around 2,000 new bedrooms and Option 154: Additional hotel provision based on a medium growth scenario of around 1,500 new bedrooms	• Support provision of higher growth in hotel rooms but it shouldn't be used as a cap; • Strongly support option, as there is a huge demand for more rooms for business and the Universities. The deficit is far greater than that for residential; • Support the policy for at least 2,000 additional bedrooms but add some flexibility for the location within Addenbrooke's; • Support the policy provided it is managed and monitored. Need more staying visitors not day-trippers; • Support option and it might allow less successful hotel sites to be released for residential or care homes if the high forecast is not achieved; • Our door should be open but we should not be actively seeking hotels; • Go for lower number of bedrooms as it would encourage less traffic; • Petersfield has been targeted for budget hotels which will cause gridlock on Newmarket Road; • The City Centre cannot accommodate much more growth and this will add to parking issues. Develop new hotels on the edge of the city where guests can use Park and Ride. • Policy is not required for this matter as market forces should decide.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT

Option 153's flexible approach to delivery, steered by monitoring and managing, should help ensure the right sort of hotel provision in the right location at the right time. This approach should help reduce the impact on transport infrastructure and contribute to the local economy.

Option 154's reduced flexibility to address the mismatch between supply and demand is likely to increase the tourism industry's impact on the City's transport infrastructure. In addition, the potential that the industry could contribute to the local economy may not be fully realised.

KEY EVIDENCE

- National Planning Policy Framework (2012)
- Hotel Solutions (2012). Cambridge Hotel Futures Study
- CLG (2006). Good Practice Guide On Planning For Tourism
- Volume and Value Study for Cambridge City East of England Tourism (2007)
- Economic Impact Of Tourism Cambridge City Results 2010 Tourism South East (2010)
- Cambridge Cluster Study 2011 SQW
- Cambridgeshire Development Study SQW and others (2009)
- Greater Cambridge and Peterborough Tourism Strategy and Action Plan (2007)

CURRENT POLICY TO BE REPLACED

- Policy 6/3 (Tourist Accommodation)

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE

NPPF paragraph 23 encourages local authorities to support the vitality of town centre uses by ensuring a range of suitable sites meet the scale and type of demand for leisure and tourism uses. Other key principles within the NPPF relevant to this issue include:-

- A presumption in favour of sustainable development;
- A significant focus on supporting economic growth, reflecting local circumstances;
- Encouragement to plan positively, meeting objectively assessed needs with flexibility to adapt to change;

Supporting the sustainable growth of tourism is compatible with these national policy aims and the local aim of building a strong and competitive economy.

The city currently has a supply of around 2,115 hotel bedrooms at March 2012. 1,388 hotel rooms are committed currently by way of planning permissions.

Annex 3 of the Final Hotel Solutions Study (April 2012) details the methodology for the production of the 2031 hotel bedroom forecasts contained within the study. These were guided by future levels of employment growth and the inherent level of demand likely to be produced by the business and university sectors of the economy

alongside leisure demand drivers.

The assumed business drivers within the forecasts were based on anticipated levels of 10,000, 15,000, and 20,000 new jobs being created within the local economy to 2031. Response to employment policy options are being considered at the next meeting.

On the leisure side, the forecasts reflected possible future population growth which in turn reflected levels of anticipated housing growth. These linked into the other plan options for assumed growth rates from low to high based on 14,000, up to 21,000 or even 25,000 new homes which were consulted upon as part of Issues and Options. If lower policy options are now being considered this will serve to suggest that a lower forecast of new hotel bedrooms i.e. 900 or 1,500 rooms may be more in line with anticipated future population and housing growth rates. A rate of 900 rooms would not provide any potential for further growth and would unlikely to accord with the provisions of the NPPF and the general health of the local economy. Planning for around 1,500 new bedrooms would provide scope for current shortfalls in the supply and mix of provision to be better addressed in a more sustainable way. Some respondents called for the decision to be left to market forces. The research by Hotel Solutions clearly pointed to the need for a more proactive approach as the current policy had not served the city well in terms of enabling the types of hotel development Cambridge most needs.

We now have a situation with budget hotel provision generally being in almost over supply and other types of hotel not being catered for at all. There are difficulties in promoting specific types of hotel provision within the planning system as they are all the same use class within planning. A complimentary approach through the mechanism of a Hotel Development Strategy could seek to identify other tools that can work alongside the planning process to proactively influence the qualitative types of hotel provision needed.

Option 155 considers locational aspects and is strongly driven by sustainability considerations.

In conclusion, the lower growth rate associated with Option 154 is the most appropriate option to pursue as it is more in line with the likely future levels of population and housing growth being contemplated.

RECOMMENDATION FOR PREFERRED APPROACH

The recommendation is to pursue Option 154 for 1,500 new bedrooms to better reflect likely future growth levels. This will be reviewed depending on the outcome of the response to Employment options to be considered at the next meeting.

ISSUE: WHERE SHOULD NEW HOTELS BE BUILT?

Total representations: 35	
Object: 15	Support: 20

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 155: Location of new hotels	• Small boutique hotel at Mill Lane; • Suitability of one at the airport is supported; • NPPF at paragraph 23 calls for vitality in town centres. Cambridge suffers from overcrowding rather than lack of vitality. NPPF advises look to edge of city when City Centre sites unavailable; • Mill Lane isn't a viable location for a 5 star hotel.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
This Option should contribute to the local economy by encouraging growth of tourism while also including requirements to encourage visitors to use sustainable forms of transport. Providing guidance on the type of hotel and location could help match provision with anticipated need – business hotels at business parks for example.

KEY EVIDENCE
• Hotel Solutions (2012). Cambridge Hotel Futures Study • CLG (2006). Good Practice Guide On Planning For Tourism • SQW (2011). Cambridge Cluster Study 2011 • SQW (2009). Cambridgeshire Development Study

CURRENT POLICY TO BE REPLACED
• Not applicable

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE

This option is strongly based on sustainability principles and seeks to improve City Centre provision where possible with a more diverse hotel offering. The Hotel Solutions Study identified a demand here for more small boutique and luxury hotels but acknowledged difficulties because of land ownership, conservation and heritage considerations in finding suitable sites.
 	
NPPF paragraph 23 encourages local authorities to support the vitality of town centre uses by ensuring a range of suitable sites meet the scale and type of demand for leisure and tourism uses. Other key principles within the NPPF relevant to this issue include:-
 	
    • A presumption in favour of sustainable development;
    • The sequential test remains important in ensuring the vitality of town

Centres;

- Joint working is expected between local authorities on cross-boundary issues, in relation to which there is a duty to co-operate;

The Cambridge Hotel Futures Study identifies market potential for a further 2-3 new boutique hotels in Cambridge City Centre over the next 20 years together with possible scope for a new luxury 4 or 5 star hotel.

While some of this requirement could be met through the repositioning and upgrading of existing city centre hotels, there is likely to be a requirement for further sites or conversion opportunities to fully satisfy the identified market opportunities.

With no easily identifiable sites for new-build hotel development in the City Centre, the conversion of suitable properties looks likely to provide the most realistic way forward for delivering the required new hotels in the City Centre. There will however undoubtedly be pressure for the redevelopment of any suitable properties that may come forward from other, higher-value uses, e.g. residential, that a hotel use would not be able to compete with – although some properties may lend themselves more to conversion as boutique hotels. An explicit policy that is sympathetic to the conversion of suitable city centre properties to hotels therefore seems appropriate. Possible City centre properties which have been identified for conversion to hotels as a preferred or even allocated use include properties at Old Press/Mill Lane, the Guildhall, or Shire Hall.

Engagement with the Colleges as landowners will be important in moving this forward, and the potential for smaller properties for which the alternatives may be more limited, to be considered for boutique guest accommodation.

Option 155 identifies a series of priority locations are linked to either existing or planned commitments in the City centre and outskirts.

The Old Press/Mill Lane SPD faces competing demands for a range of uses and may only end up having room for a small Boutique Hotel rather than having enough land to accommodate a large 5 star offering. The County Council since June 2012 have indicated that they are not interested in pursuing a proposal for a 5 star luxury hotel on their site. The Guildhall similarly is not likely to be vacated within the plan period. Potential has however been identified at the Parkside Police Station for a mixed use redevelopment including residential and hotel use. This has been supported by the current landowner and is part of the current consultation on site options.

On the outskirts of the city, Marshall has recently issued a press release concerning the future of their land north of Newmarket Road which is within South Cambridgeshire District for housing employment and other uses. The Hotel Study identifies potential for further hotel linked to the provision of any new employment provided there.

North West Cambridge now has outline consent for a major urban extension

including a hotel.

In conclusion, a continued focus on trying to find City Centre opportunities seems to be the most sustainable option and the right way forward. The other priority locations are reasonable or tie in with existing commitments.

RECOMMENDATION FOR PREFERRED APPROACH
The recommendation is to pursue Option 155, amended to exclude Shire Hall and the Guildhall and possibly include Parkside Police Station depending on the outcome of the current Site Options consultation.

ISSUE: UPGRADE AND CONVERSION OF CITY CENTRE HOTELS

Total representations: 17	
Object: 9	Support: 8

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 156: Support the development of existing City Centre hotels and conversion of suitable City Centre properties to hotels	- Oppose the view that large houses with 5+ bedrooms are unsuited to family accommodation; - City centre redevelopment will hit conservation issues; - Possible sites include Bingo Hall on Hobson Street, Llandaff Chambers over Mandela House, Sainsbury's in Sidney Street if they moved, GA building on Hills Road /Station Road corner, 32-38 Station Road.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
Support for the repositioning/redevelopment of existing hotels and other premises for hotel uses in the City Centre would represent a sustainable growth option for hotel provision and help contribute positively to the economy; while reducing the risk of the need to compete with higher value uses on other sites such as for housing. This Option would also help reduce pressures on transport infrastructure and reduce the reliance on the private car due to its likely application in the city centre. A criteria led approach will ensure that developments are sensitive to their surroundings.

KEY EVIDENCE
- Hotel Solutions (2012). Cambridge Hotel Futures Study   - CLG (2006). Good Practice Guide On Planning For Tourism

CURRENT POLICY TO BE REPLACED
Not applicable

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE

This option is aimed at developing a new policy intended to allow for appropriate conversion and refurbishment of suitable City centre properties for hotels. Given the difficulties in finding new sites in the City centre refurbishment and upgrade will have a distinct role in helping meeting the demand for new provision. A criteria based policy ought to be able to fulfil this function.

NPPF paragraph 23 encourages local authorities to support the vitality of town centre uses by ensuring a range of suitable sites meet the scale and type of demand for leisure and tourism uses. Other key principles of relevance to this issue within the NPPF include:-

- A presumption in favour of sustainable development;
- The sequential test remains important in ensuring the vitality of town Centres;

A criteria based policy should allow for the merits of particular properties to be assessed appropriately and for the location, adjoining uses and other planning considerations to be fully taken into account.

The Cambridge Hotel Futures Study identifies a continuing demand for good quality mid-priced hotel accommodation in the City Centre. Given the challenges of securing sites and conversion opportunities for new hotels in the City Centre, it would seem logical to try to meet some of these requirements through the expansion and/or upgrading or repositioning of existing hotels. This suggests a requirement for an explicit planning policy that recognises this opportunity and is sympathetic to the improvement and development of established hotels in the city centre (whilst not over-riding other plan policies). Conservation issues have already been referred to in relation to the difficulty of finding suitable sites in the City Centre. Conversion can present similar challenges. Other policies within the plan will be able to be used to test these sensitivities and the Plan will need to be considered as a whole.

Some representees suggested possible sites and premises for conversion. The Bingo Hall in Hobson Street has been considered within the Hotel Solutions work but dismissed as it has recently changed hands and is likely to be pursued for an alternative use. There are no proposals to relocate the Council offices at Llandaff Chambers. The General Accident building at 90 Hills Road/Station Road corner is currently being refurbished but may come forward for redevelopment when the lease expires. It has several years to run though.

One representee has commented upon the proposed criteria to be possibly included where properties are unsuitable for single family accommodation such as large houses with 5 or more bedrooms. An appropriate balance has to be achieved between protecting residential properties and meeting the needs of visitors. Permission is not normally required for the use of two rooms only within a dwelling house as guest bedrooms if the remainder remains in family accommodation. This assumes the dwelling has at least 4 bedrooms or above.

Some rebranding and upgrade will happen outside the scope of the planning system.

In conclusion, an appropriately worded criteria based policy which tests that properties are not suited to single family accommodation, the scale is compatible with adjoining uses, amenity issues are safeguarded, the premises provide safe access to the public highway and meet car and cycle parking standards.

RECOMMENDATION FOR PREFERRED APPROACH
The recommendation is to pursue Option 156 and develop an appropriately worded criteria based policy.

ISSUE: SERVICED APARTMENTS

Total representations: 20		
Object:		
Option: 157 **1**	**Option:158** **5**	**Option:159** **0**
Support:		
Option:157 **1**	**Option:158** **9**	**Option:159** **4**

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 157: Treat serviced apartments as hotel uses	• These are not part of the housing market and should be recognised as hotel uses.
Option 158: Prevent the change of use of newly built permanent residential accommodation to a use for short term letting	• Support as it makes the process transparent; • Depends how you define short term. Letting for less than 6 months would be OK.
Option 159: Use licensing to control serviced apartments	• Looks to be best if local authority has the powers; • Depends how you define short term. Letting for less than 6 months would be OK; • Use of serviced apartments provides flexibility in housing market if they can't sell nor do a long let.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
Option 157 is unlikely to have any effect on the sustainability objectives. Option 158 should help reduce pressure on housing availability and help maintain the character and distinctiveness of residential areas in Cambridge. However, it may limit the economic potential of these properties and help support the tourist industry. Option 159 is unlikely to have any effect on the sustainability objectives.

KEY EVIDENCE
• Hotel Solutions (2012). Cambridge Hotel Futures Study • CLG (2006). Good Practice Guide On Planning For Tourism

CURRENT POLICY TO BE REPLACED
• Not applicable

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE
NPPF paragraph 23 encourages local authorities to support the vitality of town centre uses by ensuring a range of suitable sites meet the scale and type of demand for leisure and tourism uses. Other key principles of relevance to this issue within the NPPF include:- • A presumption in favour of sustainable development; • The sequential test remains important in ensuring the vitality of town Centres; • A significant focus on supporting economic growth, reflecting local circumstances; • Encouragement to plan positively, meeting objectively assessed needs with flexibility to adapt to change; A new generation of serviced accommodation that combines an element of self-catering with some hotel-style service is causing a blurring of the boundaries between uses in planning terms. These types of premises are generally intended to service extended stay corporate and university markets. They may, however, let units for shorter stays to business and leisure markets. They tend fall into four main categories: • All suite hotels (C1 hotel use); • Aparthotels/apartment hotels (C1 hotel use); • Purpose built serviced apartment blocks (C1 hotel use); and • Residential apartments let as serviced apartments by letting agencies (C3 use). Suite hotels, apartment hotels and serviced apartments can be let on a daily short-term basis, but may be subject to a three night minimum stay. They usually have a reception and hotel-style booking facilities. In some cases, serviced apartments can result in the loss of properties built as residential homes or affordable housing being converted to serviced apartments outside the scope of the planning system. Such loss of residential and affordable housing whilst providing

visitor accomodation could potentially have adverse impact upon the local housing market. This is undesireable in Cambridge given it is an area of significant housing pressure.

Option 157 suggests treating aparthotels and serviced apartments as hotel uses. There are legal difficulties in taking this approach as some serviced apartments fall outside the C1 use class. If C3 residential units are subsequently let as serviced apartments, there is no planning distinction between the uses and they would not have occupancy conditions. Distinctions are further blurred within some residential blocks where some apartments are let for corporate and tourism clients and others are not. Residential apartments may be operated as service apartments for variable periods depending on the owner's intentions. They may therefore not remain as serviced apartments on a permanent basis. Requiring a change of use is difficult for the Council to enforce under current planning legislation.

Option 158 suggests conditioning all new permanent residential accommodation to prevent use for short term letting whether serviced apartments or not. This could have other undesirable consequences for the residential lettings market within the city and cause other undue housing stress. It has been tried successfully in London Boroughs but it is only possibly because of special planning powers under the General Powers Act, which is only available within London. On balance, the planning system might not be the best vehicle for controlling this type of activity.

Option 159 therefore suggests considering licensing to regulate serviced apartments developed in conjunction with the serviced apartment operators. Officers have had initial discussions with the Council's legal officers to explore the scope to use licensing rather than planning policy. It appears that no immediate statutory power seems to exist to justify licensing. Research is ongoing with legal and housing officers on whether any of the above options offer a practical way forward.

It is therefore not possible to definitively conclude yet on the most appropriate way forward with serviced apartments and a planning or licensing solution is looking far from straightforward.

RECOMMENDATION FOR PREFERRED APPROACH
The recommendation is to continue to research with legal and housing officers to ascertain what measures exist if any to better regulate changes of use without planning permission.

ISSUE: HOTELS AND GUEST HOUSES IN THE CITY CENTRE

Total representations: 14	
Object:	
Option: 160 4	Option:161 0
Support:	
Option:160 8	Option:161 2

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 160: Retention of hotels in the City Centre	• Support if there is flexibility to exit the market; • Support retention of hotels in the centre, which needs to be defined.
Option 161: Do not include a policy to retain hotels in the City Centre	• Likely to get a better hotel offer by freeing up the market rather than adding constraints to it.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
Option 160 will support the growth of tourism while minimising its impact on the city's transport infrastructure through reducing the need to travel. The potential impact of budget hotel supply on Cambridge's townscape is unclear and would be dependent on the hotel's design and scale and its appropriateness in the historic environment. Greater budget accommodation in the City Centre may provide an economic incentive for longer stays in the city rather than staying outside the city and travelling in for day trips.
Option 161 may result in the loss of existing tourist accommodation to the detriment of this industry, while also resulting in increased pressure on existing transport infrastructure due to more day trips and visitors staying outside the city and travelling in. This Option is likely to contribute to poorer air quality and increased GHG emissions unless greater access to frequent public transport is provided. It is unclear how the effects of this Option would result in changes to the historic environment as this would be determined by the design and scale of any new/replacement development.

KEY EVIDENCE
• Hotel Solutions (2012). Cambridge Hotel Futures Study • CLG (2006). Good Practice Guide On Planning For Tourism

CURRENT POLICY TO BE REPLACED
• Not applicable

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE

NPPF paragraph 23 encourages local authorities to support the vitality of town centre uses by ensuring a range of suitable sites meet the scale and type of demand for leisure and tourism uses. Supporting the sustainable growth of tourism is compatible with these national policy aims and the local aim of building a strong and competitive economy.

Given the strong demand for city centre sites for hotels it seems sensible to try to safeguard existing hotels and guest houses subject to appropriate viability and marketing tests. Such a policy would be devised in such a way to allow poorer quality and less well located site to exit the market where they have no viable future as a hotel or guesthouse.

Higher value uses such as residential use will always put pressure on the retention of such premises.

A hotel retention policy would not be intended to present existing hotels with a stranglehold on their future development. Such policies are common in resorts, which often define a hotel zone where loss would be resisted. However, where the case can be made that the hotel is not and cannot be made viable with investment, exit can sometimes be negotiated. Guidelines would need to be developed to clearly articulate these conditions and the evidence that would be required, in terms of marketing for sale and viability calculations.

With the level of new budget supply coming on stream in the short term, ahead of market forecasts, and as the fair share analysis has shown, we expect that there may be some guesthouses and small hotels that might seek to exit the market. Outside the core city centre/fringe zone, there might be more flexibility to permit this, and those properties that are less well-located and of poorer quality might be lost without too much detriment to the overall supply.

Option 160 is supported by the sustainability appraisal will support the growth of tourism while minimising its impact on the city's transport infrastructure through reducing the need to travel.

Some representations argued the market should decide and will result in a better hotel offer. The findings of the Hotel Solutions Study however point to the fact that the Cambridge hotel offer to date has not been of a standard which such a famous historic city deserves. There is also very strong competition for a number of competing uses particularly within the City Centre.

The boundary of the City Centre may be reviewed when the current retail study is completed and will be shown on the Proposals Map. The NPPF also requires Local Plans to define the extent of town centres.

In conclusion, it seems sensible to include a policy aimed at retaining existing hotels and guesthouses in the City Centre subject to it having suitable provision to allow exit from the market of by viability and marketing tests.

RECOMMENDATION FOR PREFERRED APPROACH

The recommendation is to pursue Option 160 to retain good quality small hotels and guesthouses within the City Centre.

ISSUE: VISITOR ATTRACTIONS

Total representations: 17	
Object: 6	Support: 11

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 162: Visitor Attractions	• Support, particularly for the development of Kettle's Yard area as secondary tourist destination for people staying in the city; • Cycle parking standards must be applied to attractions; • Not appropriate in city - develop sports and leisure attractions in hotels beyond city e.g. as at Bar Hill.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT

This option should help support the sustainable growth of tourism and also help ensure greater access to frequent public transport to access alternative attractions. Consequently this should result in reduced transport related emissions.

KEY EVIDENCE

• Evidence to be collected on up to date visitor numbers from various attractions

CURRENT POLICY TO BE REPLACED

• Not applicable

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE

NPPF paragraph 23 encourages local authorities to support the vitality of town centre uses by ensuring a range of suitable sites meet the scale and type of demand for leisure and tourism uses. Supporting the sustainable growth of tourism is compatible with these national policy aims and the local aim of building a strong and competitive economy.

The Council's policy is to encourage the sustainable development of tourism in the city. The Council recognises that a range of attractions and facilities are important to improve the quality of the visitor experience, but also sees the need to protect the quality of life of people who live here. The main purpose of any tourist development

should be to assist in the interpretation of the city, not to attract significantly more visitors to Cambridge.

The current Local Plan's existing policy towards visitor attractions aims to maintain, strengthen and diversify the range of visitor attractions if they are well related to the cultural heritage of the city. A recognition should also be made of the need to support the development of attractions that have a broader appeal for families. These could still be linked to the science, technology and culture but not necessarily exclusively so. This is often a criticism we hear of the city's current leisure offer.

Attractions that draw visitors beyond the City Centre attractions and encourage the development of alternative attractions throughout the Sub-region could also be encouraged. Such a policy would need to ensure attractions are accessed by sustainable modes of transport.

Representations, which broadly supported this policy option, provided other details such as cycle parking are appropriately addressed. Kettle's Yard area is attractive to Tourists with the presence of the Folk Museum in close proximity. This also could serve to benefit retail and restaurant premises in Magdalene Street. One objector called for attractions beyond the city to be developed which is what is proposed. The development of attractions is not however confined to hotels.

In conclusion, there are merits in retaining a policy aimed at retaining and developing alternative visitor attractions.

RECOMMENDATION FOR PREFERRED APPROACH

The recommendation is to pursue Option 162 to retain and develop the current policy towards visitor attractions.

10 - Building a Strong and Competitive Economy	10.84

12554 Object

Summary:

Forecast growth does not have to be accommodated, particularly if such growth would bring more pressure on the centre.

10 - Building a Strong and Competitive Economy	Option 153 - Additional hotel provision based on a high growth scenario of around 2,000 new bedrooms

12176 Object

Summary:

We do not believe a policy is required in this respect and rather feel that market forces should decide. Tourism is decreasing and, if a policy is considered necessary, an integrated policy together with the University Colleges should be considered.

10 - Building a Strong and Competitive Economy	Option 153 - Additional hotel provision based on a high growth scenario of around 2,000 new bedrooms

15652 Object

Summary:

We do not believe a policy is required in this respect and rather feel that market forces should decide. Tourism is decreasing and, if a policy is considered necessary, and integrated policy together with the University Colleges should be considered.

10 - Building a Strong and Competitive Economy	Option 153 - Additional hotel provision based on a high growth scenario of around 2,000 new bedrooms

16245 Support

Summary:

Option 153 is supported which suggests additional hotel provision based on a high growth scenario of around 2000 new bedrooms. The requirement for visitor accommodation in Cambridge is very high and provision should match this. In fact perhaps the policy justification should refer to 'at least 2000 new bedrooms'.

10 - Building a Strong and Competitive Economy	Option 153 - Additional hotel provision based on a high growth scenario of around 2,000 new bedrooms

16339 Object

Summary:

We do not believe a policy is required in this respect and rather feel that market forces should decide. Tourism is decreasing and, if a policy is considered necessary, and integrated policy together with the University Colleges should be considered.

10 - Building a Strong and Competitive Economy	Option 153 - Additional hotel provision based on a high growth scenario of around 2,000 new bedrooms

17754 Object

Summary:

Tourism has now reached such a state that the old centre of the City is full to capacity. Most of these are day visitors and represent a drain on the City's resources. I would like to see a plan to change the type of tourist from day tripper to those staying 2 or 3 days. The suggestion that the Shire Hall site could be used for a 4 or 5 star hotel has my full support and is within walking distance of the historic core and other attractions of the city. We should not be encouraging more tourists, but changing the type of tourist to make sure that they have the facilities to enjoy their stay in Cambridge, but I think that it is unrealistic to plan for an additional 2000 hotel bedrooms.

10 - Building a Strong and Competitive Economy	Option 154 - additional hotel provision based on a medium growth scenario of around 1,500 new bedrooms

15657 Object

Summary:

We do not believe a policy is required in this respect and rather feel that market forces should decide. Tourism is decreasing and, if a policy is considered necessary, and integrated policy together with the University Colleges should be considered.

10 - Building a Strong and Competitive Economy	Option 154 - additional hotel provision based on a medium growth scenario of around 1,500 new bedrooms

16348 Object

Summary:

We do not believe a policy is required in this respect and rather feel that market forces should decide. Tourism is decreasing and, if a policy is considered necessary, and integrated policy together with the University Colleges should be considered.

10 - Building a Strong and Competitive Economy	Question 10.71

8411   Support

Summary:

need policy

10 - Building a Strong and Competitive Economy	Question 10.71

12180 Object

Summary:

We do not believe a policy is required in this respect and rather feel that market forces should decide. Tourism is decreasing and, if a policy is considered necessary, an integrated policy together with the University Colleges should be considered.

10 - Building a Strong and Competitive Economy	Question 10.71

12323 Support

Summary:

The provision of additional hotel accommodation at the higher growth scenario is supported.

It is important that sufficient numbers of new hotel bedrooms come forward at levels required by the market but the figure should not be used as a cap on overall hotel development.

10 - Building a Strong and Competitive Economy	Question 10.71

12410 Support

Summary:

yes

10 - Building a Strong and Competitive Economy	Question 10.71

12673 Support

Summary:

Yes, I really think that there is - this will have a huge impact on existing road networks with most people arriving via car or taxi.

10 - Building a Strong and Competitive Economy	Question 10.71

12892 Support

Summary:

Yes

10 - Building a Strong and Competitive Economy	**Question 10.71**

14227 Support

Summary:

Yes

10 - Building a Strong and Competitive Economy	**Question 10.71**

14256 Support

Summary:

But this also needs to be integrated with transport/parking provision. For example, allowing overnight visitors to use the Park and Ride sites.

10 - Building a Strong and Competitive Economy	**Question 10.71**

15353 Object

Summary:

Hotels are a high risk business and trying to force developments is likely to prove counter-productive. To be viable they need high occupancy rates for the whole year so the market judgement of the operator will be the main driver of development. Background research is helpful and it may be desirable to allocate space but not at the expense of long-term dereliction if it is in the wrong place.

10 - Building a Strong and Competitive Economy	**Question 10.71**

15653 Object

Summary:

We do not believe a policy is required in this respect and rather feel that market forces should decide. Tourism is decreasing and, if a policy is considered necessary, an integrated policy together with the University Colleges should be considered.

10 - Building a Strong and Competitive Economy	**Question 10.71**

16237 Support

Summary:

Questions 10.71-10.75 Visitor Accommodation/hotel provision
Option 153 is supported which suggests additional hotel provision based on a high growth scenario of around 2000 new bedrooms. The requirement for visitor accommodation in Cambridge is very high and provision should match this. In fact perhaps the policy justification should refer to 'at least 2000 new bedrooms'. Consideration should be given to provision of hotels not only in the City Centre but in peripheral locations, notably close to key business and research clusters. In relation to the Cambridge Biomedical Campus, whilst proposals are noted for A hotel within the boundaries of the original Addenbrookes campus, the policy should allow for the potential future provision of a hotel on the expansion land or safeguarded land if there is requirement for one and demand from hotel operators.

10 - Building a Strong and Competitive Economy	**Question 10.71**

16342 Object

Summary:

We do not believe a policy is required in this respect and rather feel that market forces should decide. Tourism is decreasing and, if a policy is considered necessary, and integrated policy together with the University Colleges should be considered.

10 - Building a Strong and Competitive Economy	**Question 10.71**

18034 Support

Summary:

Yes

10 - Building a Strong and Competitive Economy	**Question 10.71**

18467 Support

Summary:

The County Council supports the need for a policy addressing visitor accommodation/hotel provision.

10 - Building a Strong and Competitive Economy	**Question 10.72**

8412   Object

Summary:

10 - Building a Strong and Competitive Economy	**Question 10.72**

9388   Support

Summary:

Option 153. This might help release less commercially successful hotel sites for residential (or perhaps care-come or similar) use, if the forecast high growth is not achieved.

10 - Building a Strong and Competitive Economy	**Question 10.72**

11476 Object

Summary:

Both of these options seem very high. And where will these hotels go?

10 - Building a Strong and Competitive Economy	**Question 10.72**

12181 Object

Summary:

We do not believe a policy is required in this respect and rather feel that market forces should decide. Tourism is decreasing and, if a policy is considered necessary, an integrated policy together with the University Colleges should be considered.

10 - Building a Strong and Competitive Economy	**Question 10.72**

12414 Support

Summary:

We go for Option 153 - 2000 new hotel bedrooms and a managed and monitored supply. We need to encourage tourists who stay in the area, rather than day trippers, and a growing Cambridge economy will lead to demand for more hotel rooms for business visitors

10 - Building a Strong and Competitive Economy	**Question 10.72**

12577 Support

Summary:

Strongly support 153 - for business, university and tourism there is a huge demand for more bedrooms. Cambridge is one of the most expensive places in the country, an indication that demand has too far outstripped supply. The deficit in hotel space is much greater than in residential accommodation.

10 - Building a Strong and Competitive Economy	Question 10.72

12676 Object

Summary:

I would actually support and option which would seek to put in place the least hotel rooms as by their very nature they are encouraging in-commuting. The assertion that without sufficient rooms people will do day trips - how is this different to the traffic created by them coming to stay? They will still want to travel in and out at some point?

10 - Building a Strong and Competitive Economy	Question 10.72

12895 Object

Summary:

Option 154 providing 1500 new hotel bedrooms to 2031, where those hotels already planned or in the planning process will be adequate. BUT why does there have to be additional hotel provision when the statistics say that visitor numbers have gone down? See page 220 total staying visitors in 2010 - 835,300 and overall numbers have declined by around 1% since 2008. Any hotel development in historic or conservation areas should be required to primarily comply with heritage guidelines and to preserve the historic environment.

10 - Building a Strong and Competitive Economy	Question 10.72

14228 Support

Summary:

Option 153

10 - Building a Strong and Competitive Economy	Question 10.72

17515 Object

Summary:

I prefer neither option

10 - Building a Strong and Competitive Economy	Question 10.72

17614 Object

Summary:

It would seem from Option 154 that there are suffcent hotel rooms in the planning pipeline to satisfy expected demand, the problem being how to ensure that they are of the required quality. There is potential for one 4/5 star hotel in the centre. The potential to use the Shire Hall site seems sensible and is within walking distance of the centre. The County Council do not need to be based in the centre and could easily operate from outside the City e.g. Northstowe, this would also reduce commuter traffic.

10 - Building a Strong and Competitive Economy	Question 10.72

18035 Support

Summary:

Option 154

10 - Building a Strong and Competitive Economy	Question 10.72

18469 Support

Summary:

The County Council supports Option 153 Additional hotel provision based on a high growth scenario of around 2000 new bedrooms.

10 - Building a Strong and Competitive Economy	Question 10.73

10456 Object

Summary:

Yet again this is neither an objection nor support.

Hotel provision should surely be market led. Obviously the plans for any one hotel must be appropriate but could be considered on its merits rather than on some policy.

10 - Building a Strong and Competitive Economy	Question 10.73

12187 Object

Summary:

We do not believe a policy is required in this respect and rather feel that market forces should decide. Tourism is decreasing and, if a policy is considered necessary, an integrated policy together with the University Colleges should be considered.

10 - Building a Strong and Competitive Economy	Question 10.73

12555 Support

Summary:

What are the limits to growth? That should be asked first, not how do we accommodate growth.

10 - Building a Strong and Competitive Economy	Question 10.73

12682 Object

Summary:

I don't understand how not building enough hotel rooms will create more traffic - surely the more likely scenario is that building hotel rooms will definitely create traffic as people will travel in to stay and this is just encouraging them?

10 - Building a Strong and Competitive Economy	Question 10.73

12899 Object

Summary:

If growth in supply creates more demand we should not encourage more supply. Situating hotels further from the city centre, or outside Cambridge along strong transport links such as railways, would not necessarily lead to more congestion. Smaller shuttle buses would actually diminish congestion which can often be caused by huge coaches.

10 - Building a Strong and Competitive Economy	Question 10.73

14231 Support

Summary:

I would like to see more independent hotels in Cambridge, rather than chain hotels - which are bland and tend to be of poor quality. The Travelodge in the Cambridge Leisure Centre is a particularly depressing example.

10 - Building a Strong and Competitive Economy	Question 10.73

16250 Support

Summary:

Consideration should be given to provision of hotels not only in the City Centre but in peripheral locations, notably close to key business and research clusters. In relation to the Cambridge Biomedical Campus, whilst proposals are noted for a hotel within the boundaries of the original Addenbrookes campus, the policy should allow for the potential future provision of a hotel on the expansion land or safeguarded land if there is requirement for one and demand from hotel operators.

10 - Building a Strong and Competitive Economy	**Question 10.73**

17615 Support

Summary:

The plan should have a proposal for one 4/5 star hotel with 400-500 rooms at the Shire Hall site, there should be no plan to increase the number of tourists but to increase the number of longer stays (2 days +).

10 - Building a Strong and Competitive Economy	**Question 10.73**

18272 Object

Summary:

Tourism is a significant generator of income for businesses and traders in the city, but caution needs to be exercised on the impact of types of shopping and food outlets that tourism encourages, on parking, and on the management of groups of day-trippers. In the development of options the Council should undertake or sponsor research into the benefits and dis-benefits of this form of activity so that a balance may be achieved in uses and the optimum location found for hotel locations in the city. On this basis large hotels are unsuitable in or near the city centre.

10 - Building a Strong and Competitive Economy	**Question 10.73**

18471 Object

Summary:

Although the County Council supports the need for a policy addressing what types of new hotels are needed and where they should be located, sites close to transport hubs should be afforded priority. As to whether co-location of a hotel on the airport site is possible given the recent introduction of holiday flights to the Channel Islands and France/Italy and plans for other destinations to be served such as the Netherlands. If co-location were possible, a hotel on the site should not be precluded to the longer term. There is a need for a policy addressing the upgrade and conversion of suitable city centre properties to hotels, again defined by proximity to transport hubs.

10 - Building a Strong and Competitive Economy	**Question 10.74**

9389   Support

Summary:

Our door should be open, but additional development should not be actively sought.

10 - Building a Strong and Competitive Economy	**Question 10.74**

12418 Object

Summary:

In broad terms, yes but essentially hotel development is market led.

10 - Building a Strong and Competitive Economy	**Question 10.74**

12685 Object

Summary:

Absolutely not - and I'm surprised that the recent report has not been mentioned that criticised the town for a lack of luxury accomodation but mentioned that there was a surplus of budget accomodation?

12900 Object

Summary:

NO. We do not feel that further hotel development should be encouraged.

The most important criterion that should be stipulated by the Local Plan and which must be delivered is that the Heritage Asset of the city is preserved. This asset is a non-renewable resource.

Many more tourists than we have at present would change the whole character of the city. It would feel like a theme park and the atmosphere of the city would be commercial.

Economic benefit is not a good reason to degrade the historic city centre.

10 - Building a Strong and Competitive Economy   **Question 10.74**

15943 Object

Summary:

Petersfield has been targeted for budget hotels - Travelodge and Premier Inn will both be on the conjested Coldhams lane junction. Traffic is already gridlocked and the hotels will make this worse. The smart traffic light system makes no difference to traffic flow. Little or no car parking is provided so where are people going to park, parking at the grafton centre is not feasible. These hotels are in the wrong location and will not improve the image of Newmarket Road.

10 - Building a Strong and Competitive Economy   **Question 10.74**

17516 Object

Summary:

Hotel development should not be further encouraged

10 - Building a Strong and Competitive Economy   **Question 10.74**

18037 Object

Summary:

The city centre cannot absorb much more growth. 4 star and boutique hotel clients will expect car or taxi transport, increasing congestion and/or demand for parking. Staff may need accommodation/transport. New accommodation for business and conference visitors are said to be sufficient, but could be expanded on the periphery Hotels for the less wealthy could be at attractive sites on the periphery whence visitors could access the centre by public transport

10 - Building a Strong and Competitive Economy   **Question 10.75**

12188 Support

Summary:

We do not believe a policy is required in this respect and rather feel that market forces should decide. Tourism is decreasing and, if a policy is considered necessary, an integrated policy together with the University Colleges should be considered.

10 - Building a Strong and Competitive Economy   **Question 10.75**

15656 Support

Summary:

We do not believe a policy is required in this respect and rather feel that market forces should decide. Tourism is decreasing and, if a policy is considered necessary, and integrated policy together with the University Colleges should be considered.

10 - Building a Strong and Competitive Economy   **Question 10.75**

15925 Support

Summary:

Possible site for very expensive hotel close to city centre which would encourage tourists to stay longer. Shire Hall?

10 - Building a Strong and Competitive Economy	**Question 10.75**

16346 Support

Summary:

We do not believe a policy is required in this respect and rather feel that market forces should decide. Tourism is decreasing and, if a policy is considered necessary, and integrated policy together with the University Colleges should be considered.

10 - Building a Strong and Competitive Economy	**10.87**

11481 Support

Summary:

Probably good not to program more hotels into historic city centre. Hotel provision projections seem high.

10 - Building a Strong and Competitive Economy	**10.88**

12901 Object

Summary:

NPPF Heading 23 is called Ensuring the vitality of town centres. Cambridge does not suffer from lack of vitality in the town centre, but it does suffer from over crowding. Heading 23, bullet 8 in the NPPF states 'allocate appropriate edge of centre sites for main town centre uses ....where viable town centre sites are not available'

10 - Building a Strong and Competitive Economy	**Option 155 - Location of new hotels**

8729   Object

Summary:

Given the constraints on traffic and parking in the immediate area, as well as the confined nature of the site, can Mill Lane really be viewed as a potential location for a 5 star hotel? Will a business model where high-paying guests, ladened with considerable luggage and arriving by the park and ride bus, really work? There may be scope for a small, boutique hotel on the site but the plan should reflect realistic expectations.

10 - Building a Strong and Competitive Economy	**Option 155 - Location of new hotels**

10653 Support

Summary:

There is an acknowledged need for additional hotels in the Cambridge area, as confirmed by recent research.

The reference to the suitability of Cambridge Airport is supported. The location is sustainable, particularly in relation to public transport and cycling. It is a large, mixed use site where Marshall Group companies provide a range of employment in businesses which generate many business visitors. Tourism is increasingly catered for at the airport. An hotel should help support both the businesses and Cambridge generally.

The reference in the Option to "in the longer term" is unnecessary.

10 - Building a Strong and Competitive Economy	**Option 155 - Location of new hotels**

12561 Object

Summary:

I don't see why our elected representatives should waste money relocating themselves - to where? And merely to provide hotel space!

| **10 - Building a Strong and Competitive Economy** | **Option 155 - Location of new hotels** |

13400 Object

Summary:

Current traffic and parking restrictions and problems in the central area, coupled with the planning policy for central parking and traffic reduction, cannot support a proposal to consider a 4- or 5-star quality hotel on the Mill Lane site, even if of boutique proportions, when it would probably then be non-viable.

| **10 - Building a Strong and Competitive Economy** | **Option 155 - Location of new hotels** |

14280 Support

Summary:

There is a clear need - but also the transport provision needs to be integrated with this. In particular, parking for overnight visitors at the hotel or at the park and ride sites.

| **10 - Building a Strong and Competitive Economy** | **Option 155 - Location of new hotels** |

15185 Object

Summary:

Given the constraints on traffic and parking in the immediate area, as well as the confined nature of the site, can Mill Lane really be viewed as a potential location for a 5 star hotel? Will a business model where high-paying guests, with their considerable luggage but arriving by the park and ride bus, really work? There may be scope for a small, boutique hotel on the site but the plan should reflect realistic expectations.

| **10 - Building a Strong and Competitive Economy** | **Option 155 - Location of new hotels** |

15506 Support

Summary:

We support Option 155 with its focus on delivering new hotel accommodation within the City Centre, but consider that the policy should also make it clear that the Council will favourably consider, subject to other policies in the Plan, the extension or redevelopment of existing hotels in order to assist in the delivery of the overall objectives of the policy, i.e. an increase in higher quality accommodation within the central area.

| **10 - Building a Strong and Competitive Economy** | **Option 155 - Location of new hotels** |

16651 Object

Summary:

The Cambridge Union is one of the world's oldest and most prestigious debating societies. However, its historic premises are in need of urgent restoration. The city centre site is considered to hold the potential to accommodate a hotel of an appropriate standard as one of a range of possible uses. This will help facilitate regeneration of the Union and its facilities and meet a demand highlighted in the Issues and Options Report.

| **10 - Building a Strong and Competitive Economy** | **Question 10.76** |

8413   Support

Summary:

need policy

| **10 - Building a Strong and Competitive Economy** | **Question 10.76** |

12331 Support

Summary:

Policy which identifies the City Centre as the primary location for new hotel development in the City Centre (with specific reference to the Old Press/ Mill Lane site) and at other priority locations in the City (including Addenbrookes and North West Cambridge) is supported.

A needs case has been set out as part of the North West Cambridge planning application to justify the existing commitment to provide a hotel on the North West Cambridge site.

10 - Building a Strong and Competitive Economy	Question 10.76

12420 Support

Summary:

yes

10 - Building a Strong and Competitive Economy	Question 10.76

12696 Support

Summary:

Yes, and this must be integrated with the wider transport strategy as hotels whichever way you look at it will create more traffic by the very nature of the short-term stays that they encourage.

10 - Building a Strong and Competitive Economy	Question 10.76

12903 Object

Summary:

NO, this option supposes that more hotels should be built than are already planned or already in the planning pipeline as was stated in option 154. The Local Plan must have policies that require that the historic character of the city and nearby conservation areas are primarily preserved before any developments can be justified. These historic areas are an asset to the city.

10 - Building a Strong and Competitive Economy	Question 10.76

14235 Support

Summary:

Yes

10 - Building a Strong and Competitive Economy	Question 10.76

15355 Object

Summary:

Why not leave this to the market, hotels only get built when and where they can be run at a profit for the operators and owners (these are not necessarily the same people).

10 - Building a Strong and Competitive Economy	Question 10.76

18038 Support

Summary:

Yes

10 - Building a Strong and Competitive Economy	Question 10.76

18377 Object

Summary:

4th bullet -directing new hotels to priority locations. The District Council has granted planning permission for a hotel on the Cambridge Science Park.
7th bullet -says NW Cambridge is an existing commitment but the University AAP does not include a hotel and the University would have to make a case for a hotel
contributing to the needs of the development needs of the University?
8th bullet - Cambridge Airport in the longer term - the District Council would not support development at Cambridge Airport in the plan period which is unrelated to its function as an airport.

10 - Building a Strong and Competitive Economy	Question 10.77

6897   Object

Summary:

There should be no new hotels in the triangle north of Lensfield Road and streets leading off this, because of the increased traffic they would generate.

10 - Building a Strong and Competitive Economy	Question 10.77

8414   Object

Summary:

We remain to be convinced that there is a need for further hotel spaces beyond those already agreed.

10 - Building a Strong and Competitive Economy	Question 10.77

9390   Support

Summary:

Most visitors staying overnight or longer would probably prefer a central location.

10 - Building a Strong and Competitive Economy	Question 10.77

11570 Support

Summary:

There are many 'Cambridge' hotels with poor transport links (eg in Swavesey or Foxton), where the use of a car is required to access the city. While hotels should be built to support specific business needs (eg near business parks), they shouldn't be built where public transport is poor. Many people will want to stay in a hotel within walking distance of the centre, so a hotel which requires a long infrequent bus journey is much less desirable.

10 - Building a Strong and Competitive Economy	Question 10.77

11946 Object

Summary:

The railway station should surely be a prime target for any new hotel development. However in general I would prefer to refocus the provision of visitor accommodation on small B&Bs which have less environmental impact.

10 - Building a Strong and Competitive Economy	Question 10.77

12423 Support

Summary:

option 155 appears to provide some controls as well as looking to encourage more development.

Our feel is that, in the City centre or nearby there is a need for some 5 star accommodation

10 - Building a Strong and Competitive Economy	**Question 10.77**

12582 Support

Summary:

East Road is an ideal site for many hotel rooms. Expansion of Doubletree onto green corridor is completely inappropriate.
Difference between brown-field and green is obvious and very important.

10 - Building a Strong and Competitive Economy	**Question 10.77**

12858 Object

Summary:

I do not want to see Shire Hall or the Guildhall turned into (either in full or in part) hotels. I would not like to see this under any circumstances. These would be huge losses to historic Cambridge.

I also do not think there is any suitable space in the CB1 area for a hotel. Whilst we want to continue to attract visitors to the City, this should not be done at the expense of residents' ability to enjoy the City in which they live.

10 - Building a Strong and Competitive Economy	**Question 10.77**

12905 Object

Summary:

From the NPPF advice in Heading 23 bullet 8 it states that edge of centre sites should be chosen where viable city centre sites are not available. So the City Centre should not be the primary location for new hotel development.

The city centre is not defined well enough in this option, so it is impossible to properly address this option.

The Mill Lane area is already a very congested area and further development there would be unpleasant for the many university departments and colleges in the area.

10 - Building a Strong and Competitive Economy	**Question 10.78**

9391   Support

Summary:

The old Central Cinema/bingo hall in Hobson St? Barclays former main branch at 15 Benet St? Llandaff Chambers over Mandela House? Sainsbury's in Sidney St, if they relocate further out as Tesco and Waitrose have done? The old General Accident building at Station Road Corner? The Victorian terrace at 32 to 38 Station Road?

10 - Building a Strong and Competitive Economy	**Question 10.78**

12699 Support

Summary:

New locations should be prioritised where there are existing strong public transport links and active discouragement of cars e.g. the guided busroute.

10 - Building a Strong and Competitive Economy	**Question 10.78**

14237 Support

Summary:

I would like to see more boutique hotels - small, specialised hotels that only have four or five rooms at most.

10 - Building a Strong and Competitive Economy	**Question 10.78**

14372 Support

Summary:

Option 155 .. how about 135 - 155 Chesterfield Rd. This is one of several sites around Mitcham's Corner. All are walking distance to town centre and their redevelopment is overdue!

10 - Building a Strong and Competitive Economy	Question 10.78

18040 Object

Summary:

If the Shire Hall became available; that would be ideal

The Mill Lane site has potentially difficult access unless provision is made for cars to pull off the main road

4 star and boutique clients will expect motorised transport

10 - Building a Strong and Competitive Economy	Question 10.79

12691 Support

Summary:

I really think that the current policy of not having targets is the best.   If we really need to have more accommodation, and I can't see how we can have city hotels without more congestion, why not build them on the guided busway route so people have to use sustainable transport?

10 - Building a Strong and Competitive Economy	Question 10.79

17762 Support

Summary:

What I would like to see is a proposal for a park and ride site outside the City boundary for incoming tourist coaches so that they do not have to come into the City at all, and to provide more hop-on-hop-off services within the City to assist tourists to move around the City outside the historic core. A budget hotel could be incorporated into this scheme.

10 - Building a Strong and Competitive Economy	10.90

17039 Object

Summary:

10.90 and Option 156
Our Association has had considerable experience with the conversion of larger residential property to hotel use in Tenison Road. The concentration of three small hotels with inadequate parking has caused problems as have some of the patrons placed by social services and the housing dept.
We are not sure if our area near the station counts as 'central area' but would strongly oppose the view that properties or five or more bedrooms are unsuitable for family accommodation and can be used for hotels. The Station Area Development Framework and the subsequent master plan for the CB1 development identified suitable sites for hotel accommodation particularly to take the pressure off conversion of residential accommodation in our area. We wish this policy to be specifically included in the proposals i.e. no more residential conversion to hotels in the area between Station Road and Mill Road. We also wish to see the deletion of references to homes of 5 or more bedrooms as unsuitable for family accommodation.

10 - Building a Strong and Competitive Economy	Option 156 - Support the development of existing city cente hotels and conversion of suitable city centre properties to hotels

11484 Support

Summary:

The historic character of the buildings would need to be maintained, with sympathetic updating, and parking issues not aggravated.

10 - Building a Strong and Competitive Economy	Option 156 - Support the development of existing city cente hotels and conversion of suitable city centre properties to hotels

16981 Object

Summary:

Our Association has had considerable experience with the conversion of larger residential property to hotel use in Tenison Road. The concentration of three small hotels with inadequate parking has caused problems as have some of the patrons placed by social services and the housing dept.
We are not sure if our area near the station counts as 'central area' but would strongly oppose the view that properties or five or more bedrooms are unsuitable for family accommodation and can be used for hotels. The Station Area Development Framework and the subsequent master plan for the CB1 development identified suitable sites for hotel accommodation particularly to take the pressure off conversion of residential accommodation in our area. We wish this policy to be specifically included in the proposals i.e. no more residential conversion to hotels in the area between Station Road and Mill Road. We also wish to see the deletion of references to homes of 5 or more bedrooms as unsuitable for family accommodation.

10 - Building a Strong and Competitive Economy	Option 156 - Support the development of existing city cente hotels and conversion of suitable city centre properties to hotels

17043 Object

Summary:

Concentration of small hotels with inadequate parking has caused problems as have some of the patrons placed by social services and the housing dept.

Oppose view that properties of five or more bedrooms are unsuitable for family accommodation and can be used for hotels. The Station Area Development Framework and subsequent masterplan for CB1 identified suitable sites for hotel accommodation particularly to take the pressure off conversion of residential accommodation in our area. We wish this policy to be specifically included in the proposals.

Also want the deletion of references to homes of 5 or more bedrooms as unsuitable for family accommodation.

10 - Building a Strong and Competitive Economy	Option 156 - Support the development of existing city cente hotels and conversion of suitable city centre properties to hotels

17755 Support

Summary:

Tourism has now reached such a state that the old centre of the City is full to capacity. Most of these are day visitors and represent a drain on the City's resources. I would like to see a plan to change the type of tourist from day tripper to those staying 2 or 3 days. The suggestion that the Shire Hall site could be used for a 4 or 5 star hotel has my full support and is within walking distance of the historic core and other attractions of the city. We should not be encouraging more tourists, but changing the type of tourist to make sure that they have the facilities to enjoy their stay in Cambridge, but I think that it is unrealistic to plan for an additional 2000 hotel bedrooms.

10 - Building a Strong and Competitive Economy	Question 10.80

12333 Support

Summary:

The development of policy to support the
conversion and upgrade of existing hotels and other premises for hotel uses in the City Centre is supported.

10 - Building a Strong and Competitive Economy	Question 10.80

12431 Object

Summary:

Lukewarm support for a policy; maybe more about encouragement of existing owners. Look at the mess we got into over Doubletree redevelopment with unattractive and insensitive proposals causing a significant protest. Having a policy which encourages on this matter might well have led to approval not rejection. So beware. if we do go ahead with a policy it needs strict controls / criteria

10 - Building a Strong and Competitive Economy	Question 10.80

12907 Object

Summary:

No

10 - Building a Strong and Competitive Economy

Question 10.80

14239 Support

Summary:

Yes

10 - Building a Strong and Competitive Economy

Question 10.80

15357 Object

Summary:

Can you guarantee that the new space will not be converted into luxury apartments that would not otherwise have gained planning consent.

10 - Building a Strong and Competitive Economy

Question 10.80

18041 Support

Summary:

Yes

10 - Building a Strong and Competitive Economy

Question 10.81

9392   Support

Summary:

The old Central Cinema/bingo hall in Hobson St? Barclays former main branch at 15 Benet St? Llandaff Chambers over Mandela House? Sainsbury's in Sidney St, if they relocate further out as Tesco and Waitrose have done? The old General Accident building at Station Road Corner? The Victorian terrace at 32 to 38 Station Road?

10 - Building a Strong and Competitive Economy

Question 10.81

12908 Object

Summary:

Improvement, not development, of city centre hotels may be feasible for flexible provision. Conversion of 5+ residential properties into hotels or hotel extensions is misguided. It cannot really be compatible with resident neighbours, due to noise, traffic, deliveries limited space etc. It is certainly unhelpful in Newtown, with all its schools.

Endangering the residential areas around the city does not preserve our heritage.

Such 5+ residential properties might be more useful for flat conversion accommodation, which is a public need.

10 - Building a Strong and Competitive Economy

Question 10.81

17617 Support

Summary:

There appears to be a demand for short-term accomodation for visiting academics and business people. The concept of allowing the development of serviced apartments or allowing short-term leases on existing apartments using licensing arangements rather than the planning system seems a sensible way of making such apartments available to the housing stock. We therefore support option 159.

10 - Building a Strong and Competitive Economy

Question 10.81

18042 Object

Summary:

Redevelopment and extension of hotels in the city centre is likely to run into
problems over conservation issues and protection of the historic environment. This should take priority over room numbers as it is the historic environment that is the rationale for attracting the visitors in the first place.

10 - Building a Strong and Competitive Economy	Question 10.82

9393   Support

Summary:

The old Central Cinema/bingo hall in Hobson St? Barclays former main branch at 15 Benet St? Llandaff Chambers over Mandela House? Sainsbury's in Sidney St, if they relocate further out as Tesco and Waitrose have done? The old General Accident building at Station Road Corner? The Victorian terrace at 32 to 38 Station Road?

10 - Building a Strong and Competitive Economy	Question 10.82

12910 Object

Summary:

This entire section should be more integrated with Chapter 8 - Heritage. The Local Plan should require that no development should take place that damages the local area or character of buildings. Definitions need clarifying and enforced at planning application level. However, we acknowledge that in some areas this option might be appropriate and in some areas smaller scale b and b provision may be more sympathetic so the Local Plan should stipulate area specific policies. These policies should always uphold the heritage and historic character of an area first.

10 - Building a Strong and Competitive Economy	Option 157 - Treat serviced apartments as hotel uses

15363 Support

Summary:

These are hotels, are rated as non-domestic premises and have been removed from the housing market. It is time our policies recognised the reality and required consent for such diversion of housing stock.

10 - Building a Strong and Competitive Economy	Option 158 - Prevent the change of use of newly built permanent residential accommodation to a use for short term letting

12695 Support

Summary:

I'd agree with this as short term lets may not encourage community-minded spirit.

10 - Building a Strong and Competitive Economy	Option 158 - Prevent the change of use of newly built permanent residential accommodation to a use for short term letting

12913 Object

Summary:

Would this option be enforceable in ensuring that developments such as Lensfield Hotel could not make residential accommodation extensions available for short term letting?

10 - Building a Strong and Competitive Economy	Option 158 - Prevent the change of use of newly built permanent residential accommodation to a use for short term letting

15372 Object

Summary:

It depends on how you define short-term. I would suggest any regular letting for periods of less than six months recognising that there are occasional residential lettings that are actually shorter than that for contract workers and the like.
If someone wants to run apartment hotels then it should be an overt decision and recognised as removing homes from the available general housing stock.

10 - Building a Strong and Competitive Economy	**Option 159 - Consider using licensing to regulate serviced apartments rather than planning policy**

15376 Support

Summary:

If the authority has the appropriate powers this looks like the best way of dealing with this issue.

10 - Building a Strong and Competitive Economy	**Question 10.83**

8415   Support

Summary:

need policy

10 - Building a Strong and Competitive Economy	**Question 10.83**

8498   Support

Summary:

yes

10 - Building a Strong and Competitive Economy	**Question 10.83**

12433 Support

Summary:

yes

10 - Building a Strong and Competitive Economy	**Question 10.83**

14295 Object

Summary:

The use of residential apartments for serviced accommodation can also provide flexibility in the housing market and encourage development. Also, if as a landlord you are not able to sell or to do a long term let because of the housing market, it can give you the option of servicing the accommodation for a period of time.

10 - Building a Strong and Competitive Economy	**Question 10.83**

18472 Object

Summary:

The County Council objects to a policy addressing serviced apartments; short term uses could be controlled more effectively by other legislation such as licensing.

10 - Building a Strong and Competitive Economy	**Question 10.84**

8416 Support

Summary:

we prefer 158

| 10 - Building a Strong and Competitive Economy | Question 10.84 |

8499 Support

Summary:

Option 159

| 10 - Building a Strong and Competitive Economy | Question 10.84 |

9394 Support

Summary:

Options 158 or 159, whichever would, in practice, be easier to monitor and control, and on the soundest legal basis. We must resist the diversion of permanent residential development to short-term use unless it is driven by demand for such accommodation, not for purely financial reasons.

| 10 - Building a Strong and Competitive Economy | Question 10.84 |

10378 Support

Summary:

158 makes the process transparent

| 10 - Building a Strong and Competitive Economy | Question 10.84 |

10674 Support

Summary:

158

| 10 - Building a Strong and Competitive Economy | Question 10.84 |

12435 Object

Summary:

Option 159 - to give some control and monitoring. It is hard for some providers (who may only have 2 or 3 units) to comply with planning requirements but Licensing would be a good option. Not all residential units lend themselves to serviced apartment letting and those that are used do often return to their primary use; residential.

| 10 - Building a Strong and Competitive Economy | Question 10.84 |

12925 Object

Summary:

The Local Plan must refer to heritage guidelines and any development should primarily retain a buildings original use. Area specific policies should be provided in the Local Plan and any changes particularly in conservation and historic areas should address the character of the buildings and surrounding area as well as long term needs. So prefer option 158 for areas such as Newtown. But why is this only for new properties?

| 10 - Building a Strong and Competitive Economy | Question 10.84 |

14395 Support

Summary:

Option 158 to 159 which ever more practicable. Unplanned short term use can seriously affect residents daily life and security. Had the experience of thieves using short term let to get hold of access cards and codes!

10 - Building a Strong and Competitive Economy	Question 10.84

18043 Support

Summary:

Option 159 as more practical and flexible. Care to be taken that arrangements for maintenance of garden and environment is considered when licensing.

10 - Building a Strong and Competitive Economy	Question 10.84

18473 Support

Summary:

The County Council supports Option 159 : Consider using licensing to regulate serviced apartments rather than planning policy. The current use classes would need revision to allow full control; there is a risk that any enforcement may be disproportionate and not in the public interest. Short term use for corporate business does allow employees to move between different hubs/clusters.

10 - Building a Strong and Competitive Economy	Question 10.87

8417   Support

Summary:

need policy

10 - Building a Strong and Competitive Economy	Question 10.87

12437 Support

Summary:

yes

10 - Building a Strong and Competitive Economy	Question 10.87

12928 Support

Summary:

Yes

10 - Building a Strong and Competitive Economy	Question 10.87

15379 Support

Summary:

Prefer the second option (161) as we are likely to get a better hotel offer by freeing up the market rather than adding constraints to it.

10 - Building a Strong and Competitive Economy	Question 10.87

18475 Support

Summary:

The County Council supports the need for a policy addressing hotel and guest house retention in the city centre, subject to viability/ market testing.

10 - Building a Strong and Competitive Economy	Question 10.88

8418   Support

Summary:

support 161

10 - Building a Strong and Competitive Economy	Question 10.88

9395   Support

Summary:

Option 160, with flexibility to allow small and uneconomic hotels to exit the market.

10 - Building a Strong and Competitive Economy	Question 10.88

12439 Object

Summary:

go for option 161. Given the rising need for hotels, the desire of visitors to be in the city centre and the potential financial gains on conversions we do need to preserve hotels in the centre and to safeguard against their change of use.

10 - Building a Strong and Competitive Economy	Question 10.88

12927 Object

Summary:

Again city centre needs to be defined. Both options could have a knock on effect on North Newtown with perhaps added pressure to expand and develop hotels in the area. If Chapter 8 is fully adhered to then developments in the centre (and nearby conservation areas) will be in accordance with the historic environment. There are several options rising for hotel development at key sites such as Mill Lane, Guildhall? (Shirehall) So do hotels need to be safeguarded.

10 - Building a Strong and Competitive Economy	Question 10.88

12930 Object

Summary:

Neither option. 160 saves unnecessary construction and sites are limited in the city centre. If some smaller hotels are seeking to leave the market perhaps they should be improved as in the previous option and enabled to supply the flexibility needed in the market. However, 161 would allow change of use to residential flats/houses which should be encouraged but controlled strictly.

10 - Building a Strong and Competitive Economy	Question 10.88

14244 Support

Summary:

Option 160

10 - Building a Strong and Competitive Economy	Question 10.88

18050 Object

Summary:

You state that the present policy resists the loss of hotels other than to residential uses; but that this is the most attractive alternative use. The current policy could be carried forward? It differs little from the effect of either 160 or 161??

10 - Building a Strong and Competitive Economy	Question 10.88

18477 Support

Summary:

The County Council supports Option 160 (retention of hotels in the city centre).

10 - Building a Strong and Competitive Economy	Question 10.89

14087 Support

Summary:

I note the University of Cambridge colleges are increasingly operating as hotels / guest houses when they have rooms available.

10 - Building a Strong and Competitive Economy	10.103

12931 Object

Summary:

'The main purpose of any tourist development should be to assist in the interpretation of the city, not to attract significantly more visitors to Cambridge.'

This concept should go at the very beginning of the chapter and perhaps be in the Vision. We thoroughly agree with this policy but from 10.77 onwards the whole thrust of the tourist policy options has been to enhance and satisfy market demand, even to the detriment of the city centre heritage and that of the surrounding residential areas.

10 - Building a Strong and Competitive Economy	10.105

8419   Support

Summary:

We strongly support the policy of drawing visitors away from the city centre

10 - Building a Strong and Competitive Economy	10.105

15202 Support

Summary:

We feel that opportunities for visitors and resident to enjoy visits to the surrounding countryside by sustainable means of travel should be developed as a high priority. This clearly means collaboration with neighbouring local authorities and the promotion of bus services and of safe and attractive cycle routes. The recent opening of the "busway cycleway" should be just the start of a concerted effort to persuade people attracted to Cambridge to see its countryside without driving there.

See also our comment on the area south of Coldhams Lane, for another potential corridor to the countryside.

10 - Building a Strong and Competitive Economy	Option 162 - Visitor attractions policy

11486 Support

Summary:

Support this inasumuch as it says, quote : the main purpose of any tourist development should be to assist in the interpretation of the city, not to attract significantly more visitors to Cambridge, end quote. Life in the city is currently somewhat impeded by the sheer level of tourists (growing, as regions of the world that couldn't travel in the past are now visitors). I don't think we need to get more tourists in.

10 - Building a Strong and Competitive Economy	Option 162 - Visitor attractions policy

14708 Object

Summary:

Cycle parking standards must also be applied to temporary visitor attractions. In Cambridge, a cycling city, we must be at the forefront of encouraging people to cycle to these events. Better arrangements are also needed when contractors unload on open space. Closure of off - road cycle routes is not treated with the same seriousness as motorists would expect when a road is closed. Where closures, or part-closures, are unavoidable, these should be announced in advance and polite signage put up.

10 - Building a Strong and Competitive Economy	Option 162 - Visitor attractions policy

15382 Support

Summary:

There are already rumblings that many public spaces are increasingly being given over to visitor attractions that are primarily commercial operations. There are many local attractions that require better marketing as they themselves have recognised and are now trying to do. We not only have to tell people what we have but try to ensure it is open when they have the time to visit or use them.

10 - Building a Strong and Competitive Economy	Option 162 - Visitor attractions policy

15384 Support

Summary:

Agree

10 - Building a Strong and Competitive Economy	Question 10.91

12441 Support

Summary:

yes to retaining the existing policy

10 - Building a Strong and Competitive Economy	Question 10.91

14246 Support

Summary:

Yes

10 - Building a Strong and Competitive Economy	Question 10.91

15063 Support

Summary:

Yes, support.

10 - Building a Strong and Competitive Economy	Question 10.92

12933 Object

Summary:

Need to spread tourists around region by better transport links, hotels outside city, and promotions. Whole thrust of policy is too city oriented and policy must primarily ensure the retention of heritage assets in the city centre and surrounding conservation areas.

10 - Building a Strong and Competitive Economy	Question 10.92

15064 Support

Summary:

The River Cam needs to be treated as a visitor attraction in partnership with the Conservators of the River Cam and other local authorities using a 'waterspace strategy' approach.

10 - Building a Strong and Competitive Economy	Question 10.93

9396   Object

Summary:

Not in the city, which is already heaving with visitors. Perhaps some kind of sports and/or leisure park could be developed on the outskirts, maybe linked to new hotels there? (Cf the Bar Hill hotel and golf club complex.)

10 - Building a Strong and Competitive Economy	Question 10.93

10675 Support

Summary:

The area from the Round Church to Kettles Yard should be positively developed as a secondary tourist destination for those staying a second day in the city. It includes many attractions - two museums, Quayside with punting and restaurants, and independent shops in Magdelene St. At present few venture across Magdelene St bridge because of narrow pavements, traffic and large buses.

10 - Building a Strong and Competitive Economy	Question 10.93

15066 Object

Summary:

 Wholly inadequate visitor mooring facilities near the city centre. These needs can be identified via a 'waterspace strategy' study.

10 - Building a Strong and Competitive Economy	Question 10.93

18054 Object

Summary:

Encourage visitor attractions outside the city centre. This area is becoming so dominated by visitors that they strain the goodwill of many citizens and they thus do not receive a warm welcome to Cambridge.

10 - Building a Strong and Competitive Economy	Question 10.94

15067 Support

Summary:

A waterspace strategy study is required in full consultation with public stakeholders and other local authorities including SCDC and Cambs County Council.

This page is intentionally left blank

APPENDIX D: ANALYSIS, RESPONSES AND PREFERRED APPROACH TO OPEN SPACE AND COMMUNITY FACILITIES, PLUS SUMMARIES OF REPRESENTATIONS RECEIVED

ISSUE: STRATEGIC PRIORITY – PROMOTING SUCCESSFUL COMMUNITIES

Total representations: 31	
Object: 12	Support: 19

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 163: A green and pleasant city with vibrant and culturally diverse neighbourhoods	- Support for this option however ○ Neighbourhoods should also be relaxing; ○ Green spaces should be multi-functional and support the objectives of the Cambridgeshire Green Infrastructure Strategy; - The areas should include proper management of the natural environment and 'wildlife corridors'; - Community facilities should be protected and enhanced but not preclude the possibility of change of use, multi use or relocation based upon a strategic assessment in Cambridge. The policy itself should be sufficiently flexible to meet changing circumstances. - Make protection and enhancement (including better management) a priority; - Support the ongoing protection of open spaces; - Support the maintenance of a green network of open space linking areas of Cambridge together along the Cam; - No intrusive developments along the Cam; - Relationship between the city and its open spaces is a defining aspect of Cambridge; - Recognise important transport function of paths alongside the Cam; - Support for Local Green Space designations and the need for guidance on green areas; - Risk of existing areas becoming overused if new provision is not made available; - Provide new spaces and not allow developers to pay contributions; - Allotments are essential and should be provided for along with design requirements.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT

This option is likely to have significant positive effects against the majority of the sustainability topics. Specific reference to the need to protect and enhance community, and other cultural facilities should help provide opportunities to capitalise on the city's vibrancy and diversity.

The reference to open spaces supports several of the sustainability themes including flood risk, climate change adaptation and mitigation, landscape, biodiversity and community well being.

Specific reference to contributing to the character and appeal of Cambridge should ensure that Cambridge remains an attractive destination.

KEY EVIDENCE

- Cambridgeshire Together Board (2007).
- Cambridgeshire Vision: County-wide Sustainable Community Strategy 2007 – 2021;
- Cambridge Local Strategic Partnership (2007). Cambridge Sustainable Community Strategy 2008-2011;
- Cambridgeshire Horizons (2008). The Cambridgeshire Quality Charter for Growth;
- Cambridgeshire Horizons (2006). Balanced and Mixed Communities: A Good Practice Guide;
- Cambridgeshire Horizons (2006). A Major Sports Facilities Strategy for the Cambridge Sub-Region;
- Cambridgeshire Horizons (2006). An Arts and Culture Strategy for the Cambridge Sub-Region;
- Cambridgeshire Horizons (2011). Green Infrastructure Strategy for Cambridgeshire;
- Cambridge City Council (2008). Climate Change Strategy and Action Plan 2008-2012;
- Natural England (2009). Green Infrastructure Guidance;
- Cambridge City Council (2009). Sports Strategy 2009 – 2013;
- DEFRA (June 2011). The Natural Choice: securing the value of nature;
- Cambridge City Council (2011). Open Space and Recreation Strategy 2011; and
- Cambridge City Council (2012). Cambridge Public House Study

CURRENT POLICY TO BE REPLACED

- Not applicable

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE

New and existing open spaces can help support various city-wide strategies related to flood risk management, climate change, health and well-being, sustainable transport, biodiversity and green infrastructure. This approach is supported by the National Planning Policy Framework, in particular the social and environmental aspects of sustainable development. Paragraph 93 of the National Planning Policy Framework promotes measures to counter the impacts of climate change. The Sustainability Appraisal also recognises and supports this approach.

New and existing green spaces should be properly managed to ensure they are properly maintained to maximise their benefit to the community. Green spaces should therefore be multi-functional where possible while continuing to maintain the character of Cambridge. New development should preferably provide new open spaces rather than be allowed to make financial contributions in lieu of new open spaces onsite. However, it is recognised that the delivery of new open spaces in association with small sites (less than 0.5ha) can be constrained by their size to provide high quality open spaces. The lack of new open spaces in some built-up areas of Cambridge is a sensitive issue, particularly in wards where there is an existing open space deficiency.

The strategic objective should help protect the character of the Cambridge including the impact of any new development likely to have an impact on the setting of the River Cam.

Community facilities should be protected and enhanced but the possibility of change of use, multi use or relocation should not be precluded. This approach itself should be sufficiently flexible to meet changing circumstances. It is important that neighbourhoods are able to retain and enhance their range of local community facilities to maintain their own local character, vibrancy and vitality.

Cultural and leisure facilities should be protected and enhanced but the possibility of change of use, multi use or relocation, based upon local need, should not be precluded.

This overall approach is in keeping with the requirements of the National Planning Policy Framework, which in Chapter 8, particularly paragraph 69, promotes greater social interaction within local communities, safe and accessible environments including high quality public spaces that encourage the active and continual use of public areas.

RECOMMENDATION FOR PREFERRED APPROACH
The recommendation is to pursue option 163 focussed on a green and pleasant city that supports vibrant and culturally diverse communities as well as relaxing neighbourhoods. Additional reference will be made to support for multi-functional spaces that support a variety of city-wide strategies with corresponding management strategy.

ISSUE: PROTECTION AND ENHANCEMENT OF EXISTING OPEN SPACES AND RECREATION FACILITIES

Total representations: 91	
Object: 38	Support: 53

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 164: Protection of open space	- Support for much tighter criteria regarding the satisfactory replacement of existing areas (including direct and indirect benefits); - Resist loss of open space; - Open spaces form part of the historic character of Cambridge and should be protected accordingly; - Much stronger policy is needed to prevent loss of open spaces under current Local Plan; - Need to continue with current policy protection and protect green lungs within the city and the urban edge (e.g. playing fields); - Overly restrictive policy that prevents development which respects environmental quality; - Potential of expansion of local schools provides an opportunity to enhance the quantity of provision; - Remove reference to Green Belt as this is not open to the public and is already protected as a separate designation; - Policy fails to weigh up the public benefit against the loss of public open space; - Lack of up-to-date evidence supporting existing open space policy; - Allowing protected open space for recreational reasons only to be replaced elsewhere should not be permitted. Where is elsewhere?
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
Protecting Cambridge's network of open spaces is likely to contribute positively towards the majority of the sustainability topics. In particular, maintaining access to high quality green and open spaces has been identified as a key issue across all of Cambridge. Protecting open space and limiting development that could harm the character of open spaces should help increase the amenity and attractiveness of these areas as places for recreation. This option should also help encourage greater uptake of walking/cycling as a means of transport, which will have wider health benefits.

KEY EVIDENCE
• Cambridge City Council (2009). Sports Strategy 2009 – 2013; • Cambridge City Council (2010). Cambridge Parks – Managing the City's Asset 2010 to 2014; • Cambridge City Council (2011). Open Space and Recreation Strategy 2011

CURRENT POLICY TO BE REPLACED
• Policy 4/2 (Protection of Open Space)

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE
The City Council's Open Space and Recreation Strategy 2011 was completed to help inform the development of open space related policies and local strategies. This approach is in keeping with the requirements of the National Planning Policy Framework, which in Chapter 8 (Promoting healthy communities) advises on the use of up-to-date local needs assessments in terms of open spaces. The National Planning Policy Framework also advises on the identification of Local Green Spaces which will be addressed in the Site Allocations public consultation starting in January 2013. It is important that the current approach of protecting open spaces remains because these sites can help support various city-wide strategies related to flood risk management, climate change, health and well-being, sustainable transport, biodiversity and green infrastructure. Paragraph 93 of the National Planning Policy Framework promotes measures to counter the impacts of climate change while paragraph 114 states that Local Planning Authorities should plan "positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure." The loss of open space will continue to be resisted given the multi-functional role these areas currently perform and/or could perform in the future. The Sustainability Appraisal supports the continued protection of open spaces because open spaces are a key issue for Cambridge, given the positive effect these areas have on the character of Cambridge. The current Local Plan policy (Policy 4/2) protects designated open spaces for their recreational and, or environmental value as well as undesignated areas that satisfy the assessment criteria for either recreational or environmental, including areas in the Green Belt. This policy approach will be taken forward in the new Local Plan policy. The existing approach will be enhanced with stronger criteria relating to the satisfactory replacement of existing recreational open spaces. This can take the form of much clearer guidance as to what is regarded as satisfactory. For example, in terms of accessibility, the distance of the replacement open space needs to be within walking distance of the original site, unless it can be proved that a more accessible site is proposed. Accessibility will not just be measured in terms of

distance but also the availability of the site to the general public. The Council's Open Space and Recreation Strategy and its successor documents should be used to guide the planning process on the loss of any open space.

Open spaces of environmental importance including those that contribute to the character and setting of Cambridge will continue to be protected. New developments that have the potential to affect an environmentally sensitive area of open space will need to provide satisfactory justification that the area's environmental qualities are not adversely affected.

Section 77 of the School Standards and Framework Act 1998 (Playing fields) as amended by the Education Act 2011 requires an application for disposal or change of use of playing fields to be made to the Secretary of State who may instead direct that the land should be transferred to an academy. Academy Trusts wishing to dispose of land for which they hold the freehold are required under the terms of their funding agreement, and under the Academies Act 2010 to seek the consent of the Secretary of State before making any disposal. While the loss of a playing field is a rare occurrence it is not clear that the current legislation covering playing fields is applicable to other play areas. The expansion of local schools should enhance both the quality and quantity of open space provision, rather than leading to a net loss. School play areas will therefore continue to be protected to ensure incremental alterations to school premises to not lead to a reduction in school play provision.

The definition of open space will not include Green Belt as this is protected under a separate designation (NPPF, Chapter 9 Protecting Green Belt Land, particularly paragraph 87 and 88). Paragraph 89 explains the special circumstances when development in the Green Belt is acceptable. However, the new Local Plan policy to protect areas of open spaces will apply to areas of the Green Belt that satisfy the assessment criteria for either recreational or environmental protection.

Details of the circumstances where the public benefit of new development outweigh the loss of protected open space will also be outlined. These details should be flexible enough to respond to the priorities of each ward. In particular, where deficiencies of open space have already been identified as a local issue, the loss of any open space will be resisted.

RECOMMENDATION FOR PREFERRED APPROACH
The recommendation is to pursue Option 164 and ensure policy in the Local Plan clarifies the circumstances where replacement open spaces (protected for recreational reasons) will be acceptable. This will relate to improved accessibility to the local community in terms of open space.   In wards where there is an identified deficiency in existing open space provision, the loss of any open space will be resisted unless it can be replaced in a suitably accessible location in the same ward or an alternative location that is acceptable to the local community where the loss occurs.

ISSUE: PROVISION OF NEW OPEN SPACES AND RECREATION FACILITIES

Total representations: 68	
Object:	
Option 165: 7	Option 166: 10
Support:	
Option 165: 41	Option 166: 10

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 165: Update the standards in line with the Open Space and Recreation Strategy 2011	- Support principle for allotment provision for all residential developments; - Maxima not minima provision should be sought; - Allotment provision: - Unviable or not desirable and would provide long-term issues to do with servicing and maintenance; - Unrealistic in built-up area; - New open spaces provided should be adopted and maintained by public organisations to ensure public access
Option 166: Maintain the current standards for open space and recreation provision	- Cambridge has many open spaces and recreational areas; - Allotment provision unviable or not desirable and would provide long-term issues to do with servicing and maintenance; - Inadequate in light of growth plans including allotment provision.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
Compared to retaining the current standards (166), updating the standards for provision of open space and recreational facilities in new development (165) is likely to result in significant benefits against the indicated sustainability topics. Option 165's application of the allotment standards to all residential development in Cambridge, as opposed to urban extensions only, and the option's proposed increase in informal open space provision, is likely to help address a number of key health and well being issues. Furthermore, option 165 should also contribute to maintaining and enhancing access to open space across all areas in Cambridge.

KEY EVIDENCE
- Cambridgeshire Vision: County-wide Sustainable Community Strategy 2007–2021   - Cambridge Sustainable Community Strategy (2007)   - Cambridge Sports Strategy 2009 - 2013   - The Natural Choice: securing the value of nature (June 2011)   - Green Infrastructure Strategy for Cambridgeshire (2011)   - Open Space and Recreation Strategy 2011

CURRENT POLICY TO BE REPLACED
• Policy 3/8 (Open Space and Recreation Provision Through New Development)

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE
The approach requiring the provision of new open spaces and recreation facilities is in keeping with the requirements of paragraph 70 of the National Planning Policy Framework, which advises that planning policies should plan positively, including for the provision and use of shared spaces to enhance the sustainability of communities and residential environments. Paragraph 73 explains how policies should be based upon robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The City Council's Allotment Study (2009) and Open Space and Recreation Strategy (2011) are in keeping with the requirements of the NPPF and recommends an increase to the City's existing Open Space and Recreation Standards (option 165). The recommendations include the provision of allotments for all applicable housing schemes and not just in urban extensions. With five of City's wards having no allotment provision and two others having less than the recommended standard, opportunities to provide on-site provision should be implemented where appropriate. The city-wide requirement for allotment provision should help to alleviate this deficiency. Any new areas of open space including allotments will need to have a satisfactory management strategy in place to ensure they are properly maintained and remain accessible. While it can be argued that Cambridge has many open spaces and recreational areas, it also hosts many visitors and tourists who use these areas, particularly the larger park areas in the city centre. It is therefore important that as Cambridge grows it provides sufficient open spaces and recreational facilities accordingly which are reflected in the proposed new standards recommended by the Open Space and Recreation Strategy (2011). The Sustainability Appraisal supports the updated standards (option 165) that are likely to result in significant benefits against the indicated sustainability criteria compared to option 166. Option 165's proposed increase in informal open space provision and the application of the allotment standards to all residential development in Cambridge, as opposed to urban extensions only are likely to help address a number of key health and well being issues. Option 165 should also contribute to maintaining and enhancing access to open space across all areas in Cambridge. Of the two options, option 166 is considered to be the least suitable option for supporting future growth in the city.

RECOMMENDATION FOR PREFERRED APPROACH
The recommendation is to pursue option 165. The evidence provided by the Open Space and Recreation Strategy 2011 suggests that option 165 would be better able to support future growth in the city in a more sustainable manner than option 166. While concerns have been raised over viability and maintenance, should these matters arise they should be overcome at the planning application stage.

Total representations: 25	
Object: 11	Support: 14

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION

Option 167: On-site provision	• Support is conditional on
	  o Having clear reasons for not providing an on-site contribution;
	  o Presumption in favour of onsite provision;
	  o Off-site provision only in exceptional conditions;
	  o Very clear guidance;
	  o Onsite provision is completed before occupation;
	  o No planning permission unless on-site provision is provided
	• Green spaces should be multi-functional and support the objectives of the Cambridgeshire Green Infrastructure Strategy;
	• Dislike for off-site contributions; on-site provision should be provided wherever possible and weighted according to ward deficit;
	• Need to consider leisure facilities which provide play and sports facilities;
	• Accessibility of open space needs to be considered.

NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT
No additional options have been suggested.

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
The provision of open space on-site, as opposed to financial contributions, will ensure that new and existing communities benefit from open spaces in their local areas. This will have a significant positive effect across Cambridge where maintenance and access to open space has been identified as a key sustainability issue. By taking into account the appropriateness of the provision given the nature, location and scale of the development, this option should result in the delivery of sites that are sensitive to the character and distinctiveness of Cambridge's built environment. On-site provision would have potential benefits for biodiversity and improved green infrastructure, and could potentially contribute to reducing flood risk.

KEY EVIDENCE
• Cambridgeshire Vision: County-wide Sustainable Community Strategy 2007–2021 • Cambridge Sustainable Community Strategy (2007) • Cambridge Climate Change Strategy and Action Plan 2008-2012 • The Cambridgeshire Quality Charter for Growth 2008 • Green Infrastructure Guidance (Natural England, 2009) • Cambridge Sports Strategy 2009 - 2013 • The Natural Choice: securing the value of nature (June 2011) • Green Infrastructure Strategy for Cambridgeshire (2011)

• Open Space and Recreation Strategy 2011

CURRENT POLICY TO BE REPLACED
• Policy 3/8 (Open Space and Recreation Provision Through New Development)

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE
The approach requiring the provision of new open spaces and recreation facilities is in keeping with the requirements of paragraph 70 of the National Planning Policy Framework, which advises that planning policies should plan positively, including for the provision and use of shared spaces to enhance the sustainability of communities and residential environments. Paragraph 73 explains how policies should be based upon robust and up-to-date assessments of the needs for open space, sports and recreation facilities and opportunities for new provision. The Council's Open Space and Recreation Strategy (2011) is in keeping with the requirements of the National Planning Policy Framework and has identified a number of deficiencies in terms of both the quantity and quality of open space provided. The Sustainability Appraisal supports the provision of open space on-site, as opposed to financial contributions, to ensure that new and existing communities benefit from open spaces in their local areas. This will have a significant positive effect across Cambridge where maintenance and access to open space has been identified as a key sustainability issue. To address local concerns regarding the lack of on-site provision with new housing developments, off-site financial contributions in lieu on-site provision will no longer be acceptable. However, there may be exceptions to this. The site itself may have particular constraints that prevent the delivery of quality on-site open space provision and, or the local community would benefit more from the public open space contribution spent on a nearby local play area. On-site provision should take account of the appropriateness of the provision given the nature, location and scale of the development; this approach is supported by the Sustainability Appraisal and also concludes that this should result in the delivery of sites that are sensitive to the character and distinctiveness of Cambridge's built environment. On-site provision would have potential benefits for biodiversity and improved green infrastructure, and could potentially contribute to reducing flood risk. Any on-site open space provision should be completed before half of the residential dwellings are occupied. This provides a more flexible approach for a site's deliverability compared with the requirement for the on-site open space provision to be completed before any occupancy is permitted. Any sites unable to make full on-site contribution will need to provide clear evidence of any exceptional circumstances to justify off-site contributions. Accessibility analysis of all locally accessible open spaces may provide opportunities to improve existing sites with off-site contributions.

The Council's Open Space and Recreation Strategy 2011 and its successor documents should be used to guide the planning process on the provision of open space by continuing to inform the masterplanning process for the urban extensions and through the consideration of all new development. Where possible, any new green spaces should be multi-functional and support the objectives of the Cambridgeshire Green Infrastructure Strategy.

Unless a development is large enough to provide on-site indoor sports provision contributions will be collected and used to support the Council's current Sports Strategy. Some policy flexibility should be provided to allow new sport leisure facility contributions to be provided in the form of improved access to private leisure facilities through community use agreements, assuming there is sufficient excess capacity. This option would be beneficial in circumstances where the alternative financial contributions are not sufficient to provide a new leisure facility.

In relation to large developments and urban extensions where over 1ha outdoor sports provision is required, future policies should ensure sufficient ancillary facilities are provided (e.g. changing rooms and car parking) and clustered together.

RECOMMENDATION FOR PREFERRED APPROACH
The recommendation is to pursue option 167 and ensure policy in the Local Plan clarifies the circumstances where on-site open spaces provision is necessary. The Council's Open Space and Recreation Strategy 2011 and its successor documents should be used to guide decisions regarding the provision and enhancement of open spaces.

ISSUE: PROTECTION OF EXISTING LEISURE FACILITIES

Total representations: 33	
Object: 11	Support: 22

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION

Option 168: Protection of existing leisure facilities	• General support for the policy option;
	• Policy needs further clarification particularly in relation to the terms used.
	• Need to consider wider social and recreational needs of a community with consideration of accessibility;
	• Policy criteria should consider:
	  ○ Stringent tests and consultation of existing and potential users of leisure facilities;
	  ○ Facility use and reasons behind current performance;
	• Need to provide new leisure facilities in existing built-up areas;
	• No recognition that alternative uses outweigh retention of existing leisure facility;

	• Include sites on Community Asset Registers;
	• Growth must be accompanied with new leisure facilities;
	• Local need should not be defined by landowners and developers. Local opinions should take priority;
	• Contributions to support the new facilities are essential;
	• Increase access of sporting facilities owned by University, colleges and schools to the public.

NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT

No additional options have been suggested.

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT

This option should help protect and enhance leisure facilities and is also likely to help improve the health and wellbeing of residents. In addition it should contribute to reducing inequalities in health through improved accessibility. Providing protection to leisure facilities will help address the potential loss of these to alternative development. Proving accessible leisure facilities will help minimise the need for people to travel helping reduce transport related greenhouse gas emissions and associated air quality impacts.

KEY EVIDENCE

- An Arts and Culture Strategy for the Cambridge Sub-Region (Cambridgeshire Horizons, 2006)
- Balanced and Mixed Communities: A Good Practice Guide (Cambridgeshire Horizons, 2006)
- Cambridgeshire Vision: County-wide Sustainable Community Strategy 2007–2021
- Cambridge Sustainable Community Strategy (2007)
- GVA Grimley (2008). Cambridge Sub-Region Retail Study, Vol. One: Report & Plans;
- Cambridge City Council (2012). Local Leisure Facilities Survey

CURRENT POLICY TO BE REPLACED

- Policy 6/1 (Protection of Leisure Facilities)

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE

Cambridge's leisure facilities can make a significant contribution to the city's attraction as a destination to live, work, study and visit, that its economy and future growth depend upon. Moreover, leisure facilities can contribute to and support economic, social and environmental factors; they have an essential role to play in building and maintaining a strong, responsive and competitive local economy as well as promoting healthy and inclusive communities. In particular, Chapter 2 of the National Planning Policy Framework (Ensuring the vitality of town centres) recommends policies that support the viability and vitality of town centres that provide customer choice and Chapter 4 (Promoting sustainable transport) a balance of land uses within their area to encourage people to minimise journey lengths for leisure pursuits, amongst other uses.

It is therefore critical that Cambridge continues to provide a range of leisure facilities to serve both residents and visitors. Any new policy should include rigorous criteria to guard against the unnecessary loss of leisure facilities that reduce local access to these types of facilities while at the same time allowing new and existing leisure operators to expand and contract according to economic circumstances. This approach is supported by the National Planning Policy Framework, in particular Chapter 1 (Building a strong, competitive economy) paragraph 21 and Chapter 2 (Ensuring the vitality of town centres).

Any net loss of leisure provision should only be permitted where the alternative use outweighs the retention of the leisure facility. Rigorous criteria will need to be satisfied to support any loss. The criteria will include:

- Marketing the site for a minimum 12 months as a leisure facility to help determine the viability of the existing leisure use; and
- A local needs assessment will be needed to help determine both the benefit and impact of each use (leisure and proposed alternative) in order to help assess the importance of each facility.

The locality of the site will also be an important factor in determining the suitability of each use. For example, the loss of leisure uses that are compatible with the city centre or a district centre will be resisted. This approach will help protect the vitality and vibrancy of these areas and at the same time resist inappropriate alternative development that would have a detrimental impact on the character of the area.

Some policy flexibility will be required for leisure facilities whose viability is dependent on public or private subsidies (e.g. a theatre). In these circumstances, the need for marketing will not be required because it is not a reliable means of testing viability. For sport related leisure facility applications, the results of Sport England's planning tools should also be provided to as a part of the assessment process to justify the loss of any sport facility.

The Sustainability Appraisal concludes that protection and enhancement of leisure facilities should improve the health and wellbeing of residents. Improved accessibility should help reduce health inequalities. Protecting leisure facilities will help safeguard their potential loss to alternative development. Proving accessible leisure facilities will help minimise the need for people to travel helping reduce transport related greenhouse gas emissions and associated air quality impacts.

The definition of leisure facilities can be split into two categories, **sports** and **entertainment**.
Leisure sport facilities include: indoor facilities e.g. bowling alleys, indoor boxing, badminton & squash courts, swimming pools, snooker/pool halls and gymnasiums.
Leisure entertainment facilities include: cinemas, nightclubs, and 'arts and cultural' uses such as performance venues and theatres.
N.B. The lists of uses are not exhaustive.

RECOMMENDATION FOR PREFERRED APPROACH

The recommendation is to pursue option 168 and ensure policy in the Local Plan

clarifies the rigorous criteria that should be satisfied to determine if the loss of a leisure facilities Is acceptable or not. These may include:

- the facility can be replaced to at least its existing level and quality within the new development; or
- the facility is to be relocated to another appropriate premises or site of similar accessibility for its users; or
- the facility/site is no longer needed as a leisure facility. This will be tested by:
  - the marketing of the facility/site for a minimum 12 months as an equivalent leisure facility; and
  - a local needs assessment is completed that demonstrates there is no longer a need within the local community for the facility or that the need can be adequately met at an alternative facility of similar accessibility for its users.

Developers will be expected to provide adequate evidence of a lack of local need, accessibility to users, the capacity of alternative facilities and of the level of demand from other organisations providing community facilities in order to justify the loss of a community facility. The following information will be required:

- details of site marketing attempts made to attract other leisure uses for which the premises are suitable;
- demonstration of site accessibility to users by all means of transport including foot and cycle;
- details of current or most recent use of facilities;
- evidence of spare capacity or agreement to accommodate displaced users at other equivalent leisure facilities with similar accessibility for users; and
- a local survey to establish the level of interest in and viability of the continued use of the premises as a leisure facility.

This approach is very similar to that used in the current Local Plan 2006 by saved policy 5/11, Protection of Existing [Community] Facilities. This policy will be applicable to all leisure facilities including arts and cultural proposals, local and sub-regional facilities unless a specific sub-regional policy exists.

ISSUE: NEW LEISURE FACILITIES

Total representations: 47	
Object: 19	Support: 28

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 169: New leisure facilities	- General support for the policy option with some suggesting clarification; - Policy needs further clarification and clarification of the terms used; - Local people should be involved with the design and management of new facilities. Support for securing community use of sports facilities built on educational sites;

	• Need to clarify definition of leisure facilities;
	• Include sites on Community Asset Registers;
	• Assessment of the long-term viability of leisure facilities.

NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT
No additional options have been suggested.

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
Supporting new and improved leisure facilities will have benefits for communities and wellbeing, and improve accessibility and help reduce inequalities in health within Cambridge. By ensuring new facilities are to be an appropriate scale to the locality will help ensure the scale of development is sensitive to character and distinctiveness of that local area and help protect the city's townscape.

KEY EVIDENCE
• An Arts and Culture Strategy for the Cambridge Sub-Region (Cambridgeshire Horizons, 2006)
• Balanced and Mixed Communities: A Good Practice Guide (Cambridgeshire Horizons, 2006)
• Cambridgeshire Vision: County-wide Sustainable Community Strategy 2007–2021
• Cambridge Sustainable Community Strategy (2007)
• A Major Sports Facilities Strategy for the Cambridge Sub-Region (Cambridgeshire Horizons, 2008)
• The Cambridgeshire Quality Charter for Growth 2008
• Cambridge Sports Strategy 2009 - 2013

CURRENT POLICY TO BE REPLACED
• Policy 6/2 (New Leisure Facilities)

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE
Cambridge's leisure facilities can make a significant contribution to the city's attraction as a destination to live, work, study and visit that its economy and future growth depend upon. Moreover, leisure facilities can contribute to and support economic, social and environmental factors; they have an essential role to play in building and maintaining a strong, responsive and competitive local economy as well as promoting healthy and inclusive communities. In particular, Chapter 2 of the National Planning Policy Framework (Ensuring the vitality of town centres) recommends policies that support the viability and vitality of town centres that provide customer choice and Chapter 4 (Promoting sustainable transport) a balance of land uses within their area to encourage people to minimise journey lengths for leisure pursuits, amongst other uses. It is therefore critical that Cambridge continues to provide a range of leisure facilities for residents and visitors. Where a development generates on-site provision for indoor sports facilities these should be provided on-site or as close as possible within a reasonable walking distance where possible. Any new policy should ensure that the

range, quality and access of any replacement leisure facilities should follow the applicable design guidance and not lead to a net reduction in leisure facilities in terms of range, quality and access. Proposals should also take into account their local environment to ensure they are sensitive to their location and the character of Cambridge. For new sport related leisure facility applications, the results of Sport England's planning tools should also be provided to help justify new sport facilities.

The Sustainability Appraisal supports this approach. The impact of any new facilities will be assessed to ensure they complement and not compete with the city centre (assuming they are located outside the centre), to ensure the centre's vitality and vibrancy will not be adversely affected. This approach is consistent with the National Planning Policy Framework.

The definition of leisure facilities can be split into two categories, **sports** and **entertainment**.
Leisure sport facilities include: indoor facilities e.g. bowling alleys, indoor boxing, badminton & squash courts, swimming pools, snooker/pool halls and gymnasiums.
Leisure entertainment facilities include: cinemas, nightclubs, and 'arts and cultural' uses such as performance venues and theatres.
N.B. The lists of uses are not exhaustive.

RECOMMENDATION FOR PREFERRED APPROACH
The recommendation is to pursue option 169 and ensure policy in the Local Plan includes a reference to the application of relevant design guidelines where applicable. This policy will be applicable to all leisure facilities including arts and cultural proposals, local and sub-regional facilities unless a specific sub-regional policy exists.

ISSUE: PROTECTION OF EXISTING COMMUNITY FACILITIES

Total representations: 38	
Object: 11	Support: 27

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 170: Protection of existing community facilities	• Support for protecting community facilities; • Policy needs to enable new provision: • Include sites on Community Asset Registers with reference in Local Plan; • Need to take account of a balance between densification and local community needs; • Consider extending the marketing period to 18 or 24 months; • The means of access to new facilities remains the same as the previous facility; • Policy needed to provide the planning criteria to assess

	proposals for new public houses and separate from Option 176 New Community Facilities;
	• More emphasis on venues for use by various age groups for community activities;
	• Support for community interaction;
	• Many different views on what should and should not be included in the definition of community facilities;
	• Definition should include community kitchens, swap shops, free shops, tool libraries, charity cafés, local shops and pubs, private huts and places of worship, affordable community dance halls, boat clubs;
	• Inclusion of educational facilities dependent on local needs;
	Highways and private places made open to the public.

NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT
No additional options have been suggested.

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
This option will ensure continued protection of existing community facilities and contribute significantly to addressing key community health and wellbeing issues. Only where comprehensive evidence is demonstrated would this option allow redundant community facilities to be redeveloped into other uses. This should minimise any potential adverse impact on local communities and add another level of protection against the loss of community facilities to other uses. The protection of existing facilities should help reduce the need for people to travel and enabling more people to access facilities by walking and cycling.

KEY EVIDENCE
• Balanced and Mixed Communities: A Good Practice Guide (Cambridgeshire Horizons, 2006)
• Cambridgeshire Vision: County-wide Sustainable Community Strategy 2007–2021
• Cambridge Sustainable Community Strategy (2007)
• A Major Sports Facilities Strategy for the Cambridge Sub-Region (Cambridgeshire Horizons, 2008)
• The Cambridgeshire Quality Charter for Growth 2008

CURRENT POLICY TO BE REPLACED
• Policy 5/11 (Protection of Existing Facilities)

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE
Community facilities can make a significant contribution towards the support and development of a healthy and inclusive community by encouraging community activities and interaction. Community facilities may include traditional local services that would have previously not been considered a community facility such as a corner shop or a public house. The National Planning Policy Framework's Chapter 2 (Ensuring the vitality of town centres) recommends policies that support the viability

and vitality of town centres while Chapter 8 (Promoting healthy communities) recommends policies that increase the opportunity for community interaction with community members who might otherwise never meet.

It is therefore critical that Cambridge continues to provide a range of community facilities in order to support and develop local community life for residents and visitors. Any new policy should include rigorous criteria to guard against the unnecessary loss of community facilities that reduce local access to these types of facilities while at the same time allowing new and existing community facilities to expand and contract according to local and economic circumstances. This approach is supported by the National Planning Policy Framework, in particular Chapter 8 (Promoting healthy communities) paragraph 70.

Any net loss of community facilities should only be permitted where the alternative use outweighs the retention of the community facility. Rigorous criteria will need to be satisfied to support any loss. The criteria will include:

- marketing the site for a minimum 12 months as an equivalent community facility or for 6 months, if a marketing strategy is agreed with the Local Planning Authority prior to any marketing exercise;
- A local needs assessment will be needed to help determine both the benefit and impact of each use (community facility and proposed alternative) in order to help assess the importance of each facility; and
- The impact on accessibility to the nearest alternative type of community facility (that is lost) should also be assessed to determine how local access would be affected. If access is reduced then the loss should be resisted.

This approach will help protect local services by taking a robust and integrated approach towards community provision. Any alternative development that may harm the character of the area would be considered to be inappropriate and therefore would be resisted. Replacement facilities are considered under Option 176 in this document.

The new Local Plan's definition of community facilities will be based upon the definition used in the current Local Plan 2006 with notable additions including public houses (which will be dealt with as a specific topic in Options 171-175). Greater clarification of what constitutes a community facility will be provided without being too prescriptive and yet still retaining long-term flexibility. For example, a community building could include a specific building or use that is valued by the local community. The value of which is demonstrated by local concern regarding its retention/loss/protection. Buildings that support community interaction or activities will also be protected as community facilities. The definition of community facilities will include all education sites (public and private) and all sites on the Community Asset Register.

RECOMMENDATION FOR PREFERRED APPROACH

The recommendation is to pursue option 170 and ensure policy in the Local Plan

clarifies the rigorous criteria that should be satisfied to determine if the loss of a community facilities Is acceptable or not. These may include:

- the facility can be replaced to at least its existing level and quality within the new development; or
- the facility is to be relocated to another appropriate premises or site of similar accessibility for its users; or
- the facility/site is no longer needed as a community facility. This will be tested by:
  - the marketing of the facility/site for a minimum 12 months as an equivalent community facility; and
  - a local needs assessment is completed that demonstrates there is no longer a need within the local community for the facility or that the need can be adequately met at an alternative facility of similar accessibility for its users.

Developers will be expected to provide adequate evidence of a lack of local need, accessibility to users, the capacity of alternative facilities and of the level of demand from other organisations providing community facilities in order to justify the loss of a community facility. The following information will be required:

- details of site marketing attempts made to attract other community uses for which the premises are suitable;
- demonstration of site accessibility to users by all means of transport including foot and cycle;
- details of current or most recent use of facilities;
- evidence of spare capacity or agreement to accommodate displaced users at other equivalent community facilities with similar accessibility for users; and
- a local survey to establish the level of interest in and viability of the continued use of the premises as a community facility.

ISSUE: PROTECTION AND ENHANCEMENT OF EXISTING OPEN SPACES AND RECREATION FACILITIES

Total representations: 91		
Object:		
Option 171: 6	Option 172: 6	Option 173: 16
Support:		
Option 171: 7	Option 172:4	Option 173: 52

OPTION NUMBER/OTHER	KEY ISSUES ARISING FROM CONSULTATION
Public Houses – general comments	- Public houses are vital to the vitality of the high street. The change of use for pubs needs to be stopped; - Support for and against protecting public houses; - Need to protect public house gardens; - Failure to reflect community and historical value of pubs regarding their replacement; - More positive approach should be adopted;

	• Facilitate restaurant in former pubs becoming pubs against instead of alternative uses.
Option 171 - Public Houses: Market led approach	• With this option, there would be no clear means by which developers could establish that the premises were not viable as a pub business; • If business was truly viable then it would not be up for closure – protection of some public houses would be futile; • Pubs represent important community facilities and must be protected; • Pubs need to be given a chance to be viable – market forces can be variable.
Option 172 - Protection for all Public Houses	• With this option, there would be no clear means by which developers could establish that the premises were not viable as a pub business; • This option would not be a true reflection of current market trends and would lead to an increase in disused pubs which may never reopen; • This approach may not offer complete protection of public houses as they could simply become a restaurant before changing into an alternative use; • Support for this approach – loss of public houses could lead to isolation of communities.
Option 173 - Safeguarding Public Houses	• Support for this approach as it would provide a clear means by which a developer can objectively establish viability; • This option would provide a much needed safeguard against unwelcome closures and unsuitable conversions; • Independent assessment of a pub's viability is very important; • Concern that the policy could become overly restrictive – needs to be flexible to reflect economic realities and the values and benefits of alternative uses; • Presumption in favour of maintenance is a very good idea.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

Not protecting public houses in Cambridge could have a significant adverse effect on community spirit and the vibrancy and vitality of local neighbourhoods. Similarly, this option could result in a loss in Cambridge's character, and subsequent appeal to tourists. However, where pubs are demonstrably no longer viable or cannot successfully continue to trade as a public house then conversion into alternative uses may provide opportunities for local scale redevelopment and contribute to improved public realm.

The protection of all public houses has an uncertain effect against the majority of the sustainability topics. In affording some protection from higher value uses, the positive role of public houses in communities would be maintained. However, it could result in redundant public houses remaining unused. Buildings, which are dilapidated or boarded up, can have a negative effect upon the appearance of an area.

Option 173 ensures some protection from higher value uses but offers flexibility where the existing use as a public house is found to be unviable. This is likely to help address issues relating to community and wellbeing through the continued provision of community space, and should help contribute to creating vibrant and inclusive communities. The proposal to undertake pre-application consultation with local residents should help ensure any new use is in keeping with the needs and character of the local area.

KEY EVIDENCE

- Cambridge Public House Study (2012);
- Interim Planning Policy Guidance on The Protection of Public Houses in the City of Cambridge (2012);
- Recent appeal decisions:
  - The Unicorn, 15 High Street, Cherry Hinton, APP/Q0505/A/11/2167572;
  - The Carpenters Arms, 182-186 Victoria Road, APP/Q0505/A/12/2168512;
  - The Plough, High Street, Shepreth, Royston, APP/W0530/A/11/2167619;
  - Royal Standard, 292 Mill Road, APP/Q0505/A/12/2174210;

CURRENT POLICY TO BE REPLACED

- Not applicable

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE

Cambridge's public houses can make a significant contribution towards the support and development of a healthy and inclusive community by encouraging community activities and interaction. In particular, Chapter 8 (Promoting healthy communities) of the National Planning Policy Framework recommends policies that increase the opportunity for community interaction with community members who might otherwise never meet. Community facilities may include traditional local services that would have previously not been considered a community facility such as a corner shop or a public house.

Public houses are also an important part of the Cambridge economy, not just for the

direct and indirect jobs they provide in the pub supplier, food and brewing industries, but in supporting the city's main industries by attracting and providing a meeting place for students, academics, scientists and entrepreneurs, and in attracting office workers, shoppers and tourists. Chapter 2 (Ensuring the vitality of town centres) of the National Planning Policy Framework recommends policies that support the viability and vitality of town centres.

It should be recognised that some public houses are no longer viable due to a range of reasons from business decline despite business diversification and, or a lack of interest from other public house operators wanting to take on the public house. It is also important that public houses are not necessarily lost to alternative uses that prevent their use returning permanently. A public house would be unable to return to the site due to the differential in land values i.e. residential use can often be twice the amount of public house value. Some flexibility is however required for public house sites to diversify beyond their original use that would still allow the public house use to return if economic conditions permit. The NPPF, Chapter 1 (Delivering sustainable development) recommends policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances.

New and replacement public houses will be dealt with under the suite of proposed retail policies in particular those concerning 'vitality and viability' and 'environmental considerations'. An outline of these is scheduled for the 19th February Development Plan Scrutiny Sub-Committee.

Option 171 - Public Houses: Market led approach
Concerns about this option have been raised over its effectiveness, as it would not require developers to establish a public house's viability as a pub business. Although it is also argued that a viable business would not close and the protection of some public houses would be futile. Strong public opposition to this option remains with concern for the protection of community facilities. Concern remains over the effectiveness of the market forces option to establish that the premises were not viable as a pub business.

The Sustainability Appraisal considers this option could have a significant adverse effect on community spirit and the vibrancy and vitality of local neighbourhoods as well as having the potential to harm Cambridge's character, and subsequent appeal to tourists. However, the conversion of unviable public houses into alternative uses could help improve the character and appearance of local neighbourhoods.

Option 172 - Protection for all Public Houses
In general, the Sustainability Appraisal identified a number of uncertain effects against the majority of sustainability topics. The protection of public houses from higher value uses would protect these facilities. However, this option could result in redundant public houses remaining unused. Buildings, which are dilapidated or boarded up, can have a negative effect upon the appearance of an area.

While there was support for this approach to avoid communities becoming isolated this option would not be able to force closed public houses to remain open. This option would not be a true reflection of current market trends and would lead to an increase in disused pubs that may never reopen. Option 172 would need to protect the site rather than the use otherwise public houses could simply become a restaurant before changing into an alternative use. Finally, as with option 171, doubts about this option have been raised over its effectiveness, as it would not provide a clear means by which developers could establish that the premises were not viable as a pub business.

Option 173 - Safeguarding Public Houses
The Sustainability Appraisal supported this option as it balanced the need for some protection from higher value uses with the need for flexibility where the existing use as a public house is found to be unviable. The pre-application consultation requirement with local residents should help ensure any new use is in keeping with the needs and character of the local area.

This approach would provide developers with a clear and objective way in which to establish viability, using an independent valuation for the marketing of the site. For local communities, this option would provide safeguards against the unnecessary closure of viable public houses and help to identify the value associated with a public house. This will allow planning decisions to consider the value of the existing public house use and that of any alternative proposal that will result in the permanent loss of the public house. Evidence of diversification will demonstrate that the business has attempted to adapt to changing circumstances.

With regard to public house amenity spaces such as car parks and gardens, large outdoor spaces attached to pubs will be subject to similar pressures for residential development as for large private dwellinghouse gardens or other open spaces. The relevant policy safeguarding public houses will also include reference to the circumstances where the loss of any amenity space including car parking would be acceptable. At Environment Scrutiny Committee on 9th October 2012, it was agreed that the use of Article 4 Directions would be investigated as a means of safeguarding public houses. This work is ongoing and will be reported to the respective committee when this work has been completed.

RECOMMENDATION FOR PREFERRED APPROACH

The recommendation is to pursue option 173 and ensure policy in the Local Plan clarifies the rigorous criteria that should be satisfied to determine if the loss of a public house site is acceptable or not. The option will be applied to a list of safeguarded public house sites (provided with this option), the use of which should provide much greater clarity over the application of option 173. The list of safeguarded sites represents premises that were public houses in July 2006, the date when the current Local Plan was adopted. This ensures consistency between the Local Plan 2006, the Interim Planning Policy Guidance on the Protection of Public Houses in the city of Cambridge, the National Planning Policy Framework and the new Local Plan. This list includes pubs with unimplemented planning permissions,

former public houses that are either in an alternative use (i.e. a restaurant) or are simply closed and where the public house use could potentially return. The list of safeguarded public house sites provides a suitable benchmark that will be updated periodically to ensure it remains accurate. Public house sites that are redeveloped for uses that prevent the return of the public house use will be removed from the list. Similarly, new public houses will be added to the list. Any applications involving the loss/conversion/development of these public house sites will be determined in accordance with option 173.

Option 171 is considered a threat to the vitality and vibrancy of local neighbourhoods and the character of Cambridge as an attractive place in which to live, work, study or visit. The lack of viability testing would mean pubs could convert to alternative, higher values uses regardless of their viability.

Option 172 is considered to be too restrictive because it prevents pub owners/developers from establishing the viability of a pub business and may prevent disused pubs from providing alternative uses to the community and blighting the appearance of neighbourhoods with derelict pub buildings.

Total representations: 36		
Object:		
Option 174: 2	Option 175: 0	Other representations: 8
Support:		
Option 174: 12	Option 175:7	Other representations: 13

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 174 – Extend safeguarding of public houses to former public houses	• This approach should be adopted; • To try and bring properties back into pub use when they have been out of this use for a considerable time is a disproportionate policy response.
Option 175 – Allow flexible re-use of public houses	• Former public houses identified as such and in use as a community facility should be able to revert back to this use without the need for a planning application.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT

By extending option 173 to include former public houses, option 174 is likely to help protect the vibrancy and vitality of local areas by maintaining community space provision. The protection of such facilities from higher value uses may bring about a beneficial economic effect, for instance through safeguarding tourism. By using the criteria of option 173 to assess the need for protection against community requirements, this option should ensure that protective measures are balanced against the need to tackle deprivation through conversion / redevelopment in certain areas of the city.

Option 175 is likely to provide the necessary flexibility for the public housing market to expand as well as contract, resulting in similar effects to option 174 on community well being and the economy. However, the effect of this option across the city is uncertain, as it may distort the market by creating too many A-uses and restricting the creation of residential units, which has an uncertain effect on issues such as tackling deprivation.

KEY EVIDENCE

- Cambridge Public House Study (2012);
- Interim Planning Policy Guidance on The Protection of Public Houses in the City of Cambridge (2012);
- Recent appeal decisions:
    - The Unicorn, 15 High Street, Cherry Hinton, APP/Q0505/A/11/2167572;
    - The Carpenters Arms, 182-186 Victoria Road, APP/Q0505/A/12/2168512;
    - The Plough, High Street, Shepreth, Royston, APP/W0530/A/11/2167619;
    - Royal Standard, 292 Mill Road, APP/Q0505/A/12/2174210;

CURRENT POLICY TO BE REPLACED

- Not applicable

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE

The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. Planning permission is not needed when both the present and proposed uses fall within the same 'class', or if the Town and Country Planning (Use Classes) Order says that a change of class is permitted to another specified class. Under the Use Class Order, public houses and other A4 uses can change to higher order use class (A3, A2 or A1) without needing planning permission. Although, planning permission could be required for building alterations. Under the Use Class Order, community facilities generally categorised under class D1 and some Class D2 uses. This means that for a community facility to become an A4 use planning permission will be required. However, in the new Local Plan it is the intention to include public houses in the definition of community facilities.

The difficulty of applying safeguarding measures to former public houses not on the list of safeguarded public house sites is exemplified in the following situation where a restaurant is gradually established in a former public house building. If a public

house already served food it may already have had a kitchen with extractor fans etc. in order to provide food. Overtime, it would be permissible for the pub to turn into a restaurant without formerly requiring planning permission. It is therefore difficult to determine when a public house changed into a restaurant unless some form of audit took place or specific planning permission was granted indicating a different use was now in operation. Anecdotal evidence may suggest when a pub became a restaurant however this could not be relied upon as a means of determining its date of conversion. This means it is difficult to establish when a public house stopped being a public house and changed use legitimately into a different use without planning permission. It would therefore be reasonable to only apply the proposed safeguarding guidance to those public house sites on the safeguarding list.

The Sustainability Appraisal support the flexible re-use of public houses in order to provide the necessary flexibility for the local public house market to expand as well as contract. Care will need to be taken to ensure the local market is not saturated with A-uses that may restrict residential development. The NPPF, Chapter 1 (Delivering sustainable development) recommends policies should be flexible enough to accommodate needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances.

RECOMMENDATION FOR PREFERRED APPROACH
Option 174 risks creating uncertainty for properties and, or businesses which may have once occupied an historical public house site. The proposed list of safeguarded public houses sites are those that were public houses in July 2006, the date when the current Local Plan was adopted. This ensures consistency between the Local Plan 2006, the NPPF and the emerging new Local Plan. The recommendation is to pursue option 175 and ensure policy in the Local Plan provides public house sites with some flexibility to diversify beyond public house use while retaining the potential for its original use to return.

ISSUE: NEW COMMUNITY FACILITIES

Total representations: 35		
Object:		
Option 176: 1	Option 177: 5	Other representations: 1
Support:		
Option 176: 9	Option 177: 7	Other representations: 12

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 176: New community facilities Option 177: The provision of community facilities through new development	• Option 176 and 177 are complimentary; • Relocation of hospice to Southern Fringe; • Shared facilities are not always possible due to conflicting demands and needs; • A new sixth form college needed in North West Cambridge;

	• Shortfall in the provision for climbing in Cambridge; • Support for a policy. • Lack of attention paid to existing deficits in community facilities; • Needs an option with more emphasis on making good shortfall in existing communities; • No reference to applications for entirely new public houses.
Faith Facilities	• Support for carrying out a survey; • Council should adopt a policy supporting the provision of faith facilities; • No specific policy required.

NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT
No additional options have been suggested.

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
Support for new and improved community facilities is crucial, as demand will increase with population growth. The provision of adequate community infrastructure where there is local need should contribute significantly to protecting and enhancing community provision particularly in wards anticipated to experience population growth, as well as addressing key issues of deprivation and contributing to local vitality. In addition, this option should reduce the need to travel helping reduce greenhouse gas emissions and improve local air quality. The impact of option 176 on key issues relating to landscape and biodiversity is uncertain and would be dependent on a site by site basis. Enforcing the provision of community facilities through development (option 177) may be a more certain method of delivery, as new facilities would be required where development leads to an increased demand for community facilities. However the timeframe for delivery may be longer than option 176. Conversely, provision through development may overlook areas in need that do not attract new development.

KEY EVIDENCE
• Balanced and Mixed Communities: A Good Practice Guide (Cambridgeshire Horizons, 2006) • Cambridgeshire Vision: County-wide Sustainable Community Strategy 2007–2021 • Cambridge Sustainable Community Strategy (2007) • A Major Sports Facilities Strategy for the Cambridge Sub-Region (Cambridgeshire Horizons, 2008) • The Cambridgeshire Quality Charter for Growth 2008

CURRENT POLICY TO BE REPLACED
• Policy 5/12 (New Community Facilities) • Policy 5/13 (Community Facilities in Areas of Major Change) • Policy 5/14 (Provision of Community Facilities Through New Development)

It is important that as Cambridge grows, new community facilities are provided to support new and existing local communities. In particular, these facilities can make a significant contribution towards the support and development of a healthy and inclusive community by encouraging community activities and interaction. In particular, Chapter 8 of the National Planning Policy Framework (Promoting healthy communities) recommends policies that increase the opportunity for community interaction with community members who might otherwise never meet. Community facilities may include traditional local services that would have previously not been considered a community facility such as a corner shop or a public house. Chapter 2 of the National Planning Policy Framework (Ensuring the vitality of town centres) recommends policies that support the viability and vitality of town centres.

It is therefore critical that Cambridge supports new community facilities in order to support and develop local community life for both residents and visitors. New and replacement facilities will be supported where there is a local need, in particular where existing deficits in community provision have already been identified. Proposals should also be of a design, size and scale that are appropriate to the character of the local area and the local area they serve. Circumstances may arise where shared facilities are not suitable and these cases should be treated on a their merits on a case-by-case basis where the local need for the proposal is considered against the wider impact of the proposal especially in terms of local access. The relocation of facilities that serve the whole city should be retained within the city and not located outside.

Any new facilities should increase access for the community. This can take the form of a multi-functional building which supports different types of activities for different community groups across the broadest age range possible, at the same time. New public houses will be considered under proposed retail policies concerning 'vitality and viability' and 'environmental considerations'. An outline of these is scheduled for the 19th February Development Plan Scrutiny Sub-Committee.

The definition of community facilities will cover a broad range of facilities owned by a variety of organisations in both the private and public sector. This means that the City Council can help support strategies to maintain and enhance community centres within the Council's responsibility but not those owned privately. It can, however through the planning system seek to protect existing community facilities (regardless of ownership) and encourage new community facilities through new policies proposed in the new Local Plan. The City Council has already completed a Cambridge Public House Study to assess the impact of public house closures. While the City Council is limited in its authority regarding the provision of faith facilities, it is keen to better understand the current scope and long-term aspirations of each faith community and the range of services they offer their community/wider community. The Council is therefore planning to complete a Faith Facilities Survey by contacting all active faith groups in Cambridge regarding: the provision of places of worship about the facilities they currently use; their adequacy in meeting their needs; and their anticipated provision for community groups available to serve the growing

population of Cambridge.

Along with the proposed policies, monies will also be collected through the Community Infrastructure Levy, to help fund improvements to local infrastructure where development takes place. This combination of policies is considered sufficient to address concerns over community facility provision.

RECOMMENDATION FOR PREFERRED APPROACH
The recommendation is to pursue option 176 and option 177. Option 176 will not include new and replacement public houses, which will be dealt with under the proposed retail policies concerning 'vitality and viability' and 'environmental considerations'.
The proposed policy relating to 'vitality and viability' would consider how new and replacement drinking establishments (as well as other retail uses) would support / benefit the vitality and viability of the city centre and local neighbourhoods.
The proposed policy relating to 'environmental considerations' would consider how new and replacement drinking establishments (as well as other retail uses) would impact their locality in terms of noise, pollution and other environmental considerations. It is also recommend implementing Option 177 using the Community Infrastructure Levy charge or on-site provision which will arise with new housing development.

ISSUE: ARTS AND CULTURE

Total representations: 43	
Object: 14	Support: 29

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 178: Support for arts and cultural activities	• Support for this option but further clarification is required and real demand for venue exists; • Consider former public houses identified for redevelopment to be converted into arts and culture centres; • Theatres should not be included in a description of leisure facilities but in cultural facilities. Viability may apply to leisure facilities but not with the same weight for cultural facilities; • This option should be linked to transport strategy; • Facilities need to be protected and enhanced as the sub-region expands; • Proven need is crucial; • Opportunity for a legacy building; • Designate Cultural Quarters;

	• Need an innovative arts and archive centre.

NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT

No additional options have been suggested.

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT

Maintaining facilities to support art and cultural activities will help Cambridge retain its position as an important cultural centre. This is likely to have a positive effect on the growth of tourism in the city. Enhancing existing facilities and supporting new opportunities for facilities will also contribute positively to the quality and vitality of the city centre.

The impact on landscape and biodiversity is uncertain, as it is dependent on the criteria used to source a suitable location for new facilities. Similarly the impact on transport will depend upon where new facilities are located.

KEY EVIDENCE

- An Arts and Culture Strategy for the Cambridge Sub-Region (Cambridgeshire Horizons, 2006)
- Balanced and Mixed Communities: A Good Practice Guide (Cambridgeshire Horizons, 2006)
- Cambridgeshire Vision: County-wide Sustainable Community Strategy 2007–2021
- Cambridge Sustainable Community Strategy (2007)
- Cambridge Climate Change Strategy and Action Plan 2008-2012
- A Major Sports Facilities Strategy for the Cambridge Sub-Region (Cambridgeshire Horizons, 2008)
- The Cambridgeshire Quality Charter for Growth 2008

CURRENT POLICY TO BE REPLACED

- Not applicable

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE

Cambridge's arts and cultural facilities can make a significant contribution to the City's attractiveness as a destination to live, work, study and visit. Arts and cultural facilities can contribute to and support economic, social and environmental factors; they have an essential role to play in promoting healthy and inclusive communities. In particular, Chapter 2 of the National Planning Policy Framework (Ensuring the vitality of town centres) recommends policies that support the viability and vitality of town centres that provide customer choice and Chapter 4 of the National Planning Policy Framework (Promoting sustainable transport) a balance of land uses within their area to encourage people to minimise journey lengths for leisure pursuits, amongst other uses.

While theatres are a form of 'arts and culture' use they also come under the wider definition of entertainment related leisure use because they help sustain the vitality and vibrancy of the city. It is therefore proposed to define theatres under 'arts and cultural' use within entertainment leisure uses.

Arts and cultural facilities are a form of leisure use and share many similar considerations for both the protection of existing facilities and the development of new venues. Therefore these should be protected like other leisure uses proposed in Option 168 and not protected under a separate option 178. The proposed policy for protecting leisure facilities (including arts and cultural venues) should ensure that the range, quality and access of any replacement arts and cultural facilities should follow the applicable design guidance and not lead to a net reduction in arts and cultural provision in terms of range, quality and access. Proposals should also take into account their local environment to ensure they are sensitive to their location and the character of Cambridge. Arts and cultural uses that receive subsidies to remain open will be exempt from the marketing requirement as a means of testing their viability as part of an application involving their loss. Information on real demand for these uses will however be required.

The recommendation is for option 168 to be applicable to the protection of arts and cultural facilities including their replacement. Similarly, option 169 should be applicable to new art and cultural venues given their similarity in matters that need to be considered in their planning, for either local or sub-regional facilities unless a specific policy exists for a particular type of facility.

Option 168 and 169 will ensure policies in the Local Plan include reference to sub-regional facilities where there is no specific policy for a sub-regional facility. The accessibility of both new/replacement arts and cultural facilities including their loss should be assessed in terms of local need and accessibility to alternative arts and cultural venues. Opportunities to provide a legacy building, such as either an innovative arts venue or an archive centre will be considered on their merits under the respective policies including the policy developed under option 169.

The Sustainability Appraisal supports this approach, as it will help Cambridge retain its position as an important cultural centre, support tourism in the city and enhance the quality and vitality of the city centre. The location of new facilities and their potential impact on local transport will need to be carefully considered. Without knowing the location of new facilities, it is difficult to establish the potential impact a location will have on landscape and biodiversity. It is anticipated that separate policies concerning landscape, biodiversity and transport will be provided in the new Local Plan in order to minimise the impact proposals may have on these matters.

There is no proposed designation for a cultural quarter as there is no specific evidence that there is a need for one. Any designation may also have an unintended consequence by deterring or restricting proposals outside an identified cultural area.

Any conversion of former public house sites into arts and culture centres will be considered on the proposal's merits. For those public house sites that are safeguarded, option 173 will still be applicable to determine the viability of the existing public house site and its loss to the local community.

RECOMMENDATION FOR PREFERRED APPROACH

The recommendation is not to pursue option 178 for arts and cultural proposals. Rather it is recommended to consider arts and cultural proposals as an entertainment leisure facility under the broader definition of leisure. Therefore these types of facilities will be protected by the policy created under option 168, Protection of existing leisure facilities. When arts and cultural facilities are proposed to be lost to alternative uses, this option will be applicable. Option 169 on new leisure facilities will be applicable to proposals involving new and replacement arts and cultural facilities.

11 - Promoting Successful Communities	Option 163 - A green and pleasant city with vibrant and culturally diverse neighbourhoods

7234   Support

Summary:

This is not only for the happiness and health of us all, but also because business needs to recruit and retain staff against global competition.

11 - Promoting Successful Communities	Option 163 - A green and pleasant city with vibrant and culturally diverse neighbourhoods

9080   Object

Summary:

Overall we support this option. However, add that neighbourhoods should not only be vibrant but also relaxing, in different areas or at different times.

11 - Promoting Successful Communities	Option 163 - A green and pleasant city with vibrant and culturally diverse neighbourhoods

12193 Support

Summary:

I consider that Strategic priorities, option 60 (p. 136), option 67 (p. 150), option 121 (p. 218), option 163 (p. 260) and option 182 (p. 284) are the correct ones

11 - Promoting Successful Communities	Option 163 - A green and pleasant city with vibrant and culturally diverse neighbourhoods

12765 Support

Summary:

Strongly agree.

11 - Promoting Successful Communities	Option 163 - A green and pleasant city with vibrant and culturally diverse neighbourhoods

13150 Support

Summary:

Sounds wonderful!!

11 - Promoting Successful Communities	Option 163 - A green and pleasant city with vibrant and culturally diverse neighbourhoods

13659 Support

Summary:

Option No. 163 - A green and pleasant city with vibrant and culturally diverse neighbourhoods

Support/Object: Support

Option 163 seeks to protect and enhance a range of existing facilities within Cambridge, including leisure facilities, because they make Cambridge an appealing place to live and visit. Cambridge Leisure clearly contributes to this appeal, in terms of the mix and range of leisure and other uses it provides.

We support the aims of Option 163.

11 - Promoting Successful Communities	Option 163 - A green and pleasant city with vibrant and culturally diverse neighbourhoods

14810 Object

Summary:

Important to protect open spaces and include consideration of city centre 'wildlife corridors'.

11 - Promoting Successful Communities	Option 163 - A green and pleasant city with vibrant and culturally diverse neighbourhoods

14894 Support

Summary:

Support

11 - Promoting Successful Communities	Option 163 - A green and pleasant city with vibrant and culturally diverse neighbourhoods

15387 Support

Summary:

Agree

11 - Promoting Successful Communities	Option 163 - A green and pleasant city with vibrant and culturally diverse neighbourhoods

15862 Support

Summary:

We support this option.

11 - Promoting Successful Communities	Option 163 - A green and pleasant city with vibrant and culturally diverse neighbourhoods

17119 Support

Summary:

The four parishes of Barton, Coton, Grantchester and Madingley have submitted a vision document to the South Cambridgeshire and Cambridge City Council, entitled "A Quarter to Six Quadrant". This sets out in detail how the QTSQ part of Cambridge could contribute to Cambridge's green infrastructure, ensuring that the total development of Cambridge and District is developed in a sustainable manner.

11 - Promoting Successful Communities	Option 163 - A green and pleasant city with vibrant and culturally diverse neighbourhoods

17640 Support

Summary:

Support

11 - Promoting Successful Communities	Option 163 - A green and pleasant city with vibrant and culturally diverse neighbourhoods

17789 Object

Summary:

Options 163, 164 and 167 aim to protect and enhance green spaces are welcome; suggest these be multi-functional and complies with the objectives of the Cambridgeshire Green Infrastructure (GI) Strategy, where relevant.
GI should be an integral part of the creation of sustainable communities; the Local Plan can provide a useful starting point for consideration of GI provision within new development. The requirement for local GI provision through development should be implicit within the Local Plan. This will ensure the Local Plan is compliant with paragraph 114 of the NPPF and will help ensure effective delivery of local scale GI.

11 - Promoting Successful Communities	Option 163 - A green and pleasant city with vibrant and culturally diverse neighbourhoods

18480 Object

Summary:

Supports policy Option 163 as a strategic priority in so far as community facilities such as libraries/schools should be protected and enhanced.   This should not preclude the possibility of change of use, multi use or relocation based upon a strategic assessment of library/community hubs in Cambridge. The policy itself should be sufficiently flexible to meet changing circumstances over the life of the Plan in order that the overriding national policy of enabling sustainable development embodied within the NPPF is not compromised. Options 69 and Option 170 are inherently related to Option 163; an amendment to Option 163 could be considered.

11 - Promoting Successful Communities	Key Facts

15086 Object

Summary:

Does the hectare estimate of protected open spaces include the river Cam as it flows through the city?

11 - Promoting Successful Communities	Objectives

9081   Object

Summary:

Overall we support strongly. We agree that open spaces should be protected and enhanced and that new facilities should be provided where appropriate. Give more emphasis to providing for the needs of existing communities especially those for which underprovision has been recognised by the city council.

11 - Promoting Successful Communities	Objectives

12936 Object

Summary:

Why mix of growing demand and growing city - can you not have the former without the latter? Remove growing city as presumes physical growth is required.

11 - Promoting Successful Communities	Objectives

15863 Support

Summary:

We support these objectives.

11 - Promoting Successful Communities	11.5

9772   Support

Summary:

The City's green spaces are important with access already good.

11 - Promoting Successful Communities	11.5

9803   Support

Summary:

We support the on going protection and enhancement of existing open spaces as a key element in good quality of life.

11 - Promoting Successful Communities	11.5

11490 Object

Summary:

Protection and enhancement of these precious spaces should be an absolute priority. If we are going to stuff the city up with ever more houses, people are going to need their green spaces more and more and they will be more heavily used.   Enhancement to me would also include better management of the intense amount of littering that occurs on all these spaces.

11 - Promoting Successful Communities	11.6

9082   Support

Summary:

We support this paragraph especially the final sentence, "these qualities are highly valued by residents, workers and visitors; they are fragile, finite and irreplaceable, and should be safeguarded."

11 - Promoting Successful Communities	11.6

9805   Support

Summary:

We support the maintenance of a green network of open space linking areas of cambridge together along the Cam.

11 - Promoting Successful Communities	11.6

11493 Support

Summary:

Yes - so let's not site tall buildings, big new intrusive housing developments, etc. next to the Cam.

11 - Promoting Successful Communities	11.6

13248 Support

Summary:

This is an important and, in many ways, defining aspect of the best of Cambridge.

11 - Promoting Successful Communities	11.7

11366 Support

Summary:

Concern should also be taken regarding development that might be visible from the River Cam, as well as nearby. For example, Addenbrookes incinerator tower is visible from Grantchester Meadows. This means that development, for example, west of Trumpington Road, would spoil the character of the river valley despite not being next to the river.

11 - Promoting Successful Communities	11.7

13254 Object

Summary:

As stated, not only is the Cam beautiful, useful for leisure and important for wildlife, it also plays a vital role in reduction in flood risk. As such, the strong presumption should be no development along or near the banks of the Cam.

11 - Promoting Successful Communities	11.7

15381 Object

Summary:

The paths alongside the River Cam also form an important transport function, and this should be recognised.

11 - Promoting Successful Communities	11.7

15834 Support

Summary:

The forum welcomes the prominence given to the river and recognition of its environmental and recreational value.

11 - Promoting Successful Communities	**11.8**	

9083   Object

Summary:

We support the concept of Local Green Space and the need for guidance on green areas. There is a need to state clearly the important functions of green space as "green lungs" for sustaining air quality, and as encouragement for wildlife locally. These functions are as important as making provision for specific activities.

11 - Promoting Successful Communities	**11.8**	

15945 Object

Summary:

I trust this new local plan will make provision for the urgent need for more public open space in Petersfield.

11 - Promoting Successful Communities	**Option 164 - Protection of open space**	

7180   Support

Summary:

The reduction of green spaces, in public or private hands, should be resisted to maintain these assets in perpetuity.

11 - Promoting Successful Communities	**Option 164 - Protection of open space**	

9084   Object

Summary:

Overall we support option but the concept of an open space being "satisfactorily replaced elsewhere" needs a more specific, tighter definition (lines 3-7 and 16-18). For example, state who is being considered in an assessment of "satisfactory" replacement; state that both the direct and indirect benefits of a space must be satisfactorily replaced, remembering the "green lung" benefits in the local area around the open space, in addition to the benefits of direct access to open space and use of particular provision therein. If these details are omitted there remains a loop-hole for those wishing to build on open spaces.

11 - Promoting Successful Communities	**Option 164 - Protection of open space**	

9150   Support

Summary:

Continue protection of open spaces. Protect against actions such as recent moves by Gonville and Caius College to stop access to the 'open space' field between Wilberforce Road and Clerk Maxwell Road.

11 - Promoting Successful Communities	**Option 164 - Protection of open space**	

9806   Support

Summary:

We support a strong policy to protect Cambridge's open spaces.

11 - Promoting Successful Communities	**Option 164 - Protection of open space**	

9933   Support

Summary:

Green Belt and green spaces which are of environmental and or recreational value in the city should be protected from development. They also in some places form part of the historic character of the city and should additionally be protected for that reason.

11 - Promoting Successful Communities	Option 164 - Protection of open space

10324 Support

Summary:

Representation: We strongly support this option. Green Belt and green spaces (publicly or privately owned) which are of environmental and or recreational value in the city should be protected from development. They also in some places form part of the historic character of the city and should additionally be protected for that reason.

11 - Promoting Successful Communities	Option 164 - Protection of open space

10828 Support

Summary:

Important.

11 - Promoting Successful Communities	Option 164 - Protection of open space

11153 Object

Summary:

This would result in a very restrictive policy which has no flexibility in recognising the need to develop in line with the objectives and positive policy approach to supporting the expansion of the economy and particularly the continuing success of the University and colleges and housing delivery. A blanket policy is not appropriate. The importance of protecting open space is recognised but it must allow for some loss when weighed up against public benefit and the need to make best use of space within the City.

11 - Promoting Successful Communities	Option 164 - Protection of open space

11172 Support

Summary:

Open space should be protected. If development is allowed on part of the green belt eg Trumpington, all the green belt will be threatened with development. Open spaces are valuable assets.

11 - Promoting Successful Communities	Option 164 - Protection of open space

11496 Support

Summary:

I think the policy needs to perhaps be stronger. If the current policy is that 'where a site is protected for environmental reasons, development would not be allowed which would harm the character of, or lead to the loss of the open space,' then there are already some projects which have threatened this (bridge across Stourbridge, large building adjacent to Midsummer Common, new housing cluster overlooking the Cam at the Penny Ferry site), etc. These things have happened under 'current policy position,' so I would argue it is not strong enough.

11 - Promoting Successful Communities	Option 164 - Protection of open space

11818 Object

Summary:

Support subject to tighter definition of 'replacement' provision with regards to recreational open space.

11 - Promoting Successful Communities	Option 164 - Protection of open space

12034 Support

Summary:

Vital policy.

11 - Promoting Successful Communities	Option 164 - Protection of open space

12186 Object

Summary:

The potential expansion of local schools is not a threat to sports provision and open space and instead should be seen as an opportunity to enhance the quality of the provision.

11 - Promoting Successful Communities	Option 164 - Protection of open space

12206 Support

Summary:

Options 66 (p. 147), 70 (p. 158), 164 (p. 263), 178 (p. 277) and 200 (p. 301) are essential.

11 - Promoting Successful Communities	Option 164 - Protection of open space

12566 Object

Summary:

There is an inconsistency in this option; you aren't protecting open space if you lose it to developers. A 'replacement' isn't strictly possible; it would be like having your garden built on and being given an allotment several streets away.

11 - Promoting Successful Communities	Option 164 - Protection of open space

12705 Object

Summary:

I object to the Green Belt being added here in the context of open space for public benefit! Most of the green belt is inaccessible, intensively farmed agricultural land and therefore should not be included in this option unless it is stipulated that it should be actively changed to publicly accessible land.

11 - Promoting Successful Communities	Option 164 - Protection of open space

12773 Object

Summary:

Disagree to this blanket ban on development on the greenbelt. Most of the greenbelt is not of asthetic, recreation or biodiversity use. If a development were put up that included a country park- with close attention paid to design to make this an area of high biodiversity then this would be a much better use of the greenbelt. Not all green is equal!

11 - Promoting Successful Communities	Option 164 - Protection of open space

13121 Object

Summary:

This would result in a very restrictive policy which has no flexibility in recognising the need to develop in line with the objectives and positive policy approach to supporting the expansion of the economy. It prevents institutions making the most effective use of their land for expansion of teaching space or accommodation. A blanket policy is not appropriate.
The importance of protecting open space is recognised but it must allow for some loss when weighed up against public benefit and the need to make best use of space within the City.

11 - Promoting Successful Communities	Option 164 - Protection of open space

13128 Object

Summary:

We request that Westminster College is not included in the new Local Plan as a designated 'private protected open space'.

11 - Promoting Successful Communities

Option 164 - Protection of open space

13551 Object

Summary:

This would result in a very restrictive policy which has no flexibility in recognising the need to develop in line with the objectives and positive policy approach to supporting the expansion of the economy and particularly the continuing success of the University and Colleges and housing delivery. A blanket policy is not appropriate. The importance of protecting open space is recognised but it must allow for some loss when weighed up against public benefit and the need to make best use of space within the City.

11 - Promoting Successful Communities

Option 164 - Protection of open space

13984 Object

Summary:

Option 164 proposes to add a further layer of policy protection to land designated as Green Belt on the proposals map. The Consortium considers that the Green Belt already offers overarching policy protection at the highest level and additional policy protection through open space is not therefore required and has not been justified. It is unclear why Green Belt land requires further policy protection in the form of open space protection.

11 - Promoting Successful Communities

Option 164 - Protection of open space

14272 Support

Summary:

Support & Note
Continuation of the Council's current policy position of protecting open spaces is important for environmental and/or recreational reasons.

Please Note:
Access to the field owned by Gonville & Caius College has been blocked off. The field is between Wilberforce Road and Clerk Maxwell Road.

11 - Promoting Successful Communities

Option 164 - Protection of open space

14420 Object

Summary:

The concern on the policy approach is if an open space is protected for its environmental quality then that piece of land is blighted for any development or change, even when that change could be a positive one. A clearer and responsive policy position must be:
"Where a site is protected for environmental reasons its development will not be allowed unless its environmental qualities can be retained or mitigated for."
This amendment would allow for some flexibility to enable sites to be considered on their own merit and allow good development that can respect the environmental qualities to come forward.

11 - Promoting Successful Communities

Option 164 - Protection of open space

14513 Support

Summary:

Open spaces desirable from every point of view.

11 - Promoting Successful Communities

Option 164 - Protection of open space

14711 Object

Summary:

Field (owned by Gonville & Caius College between Wilberforce Road and Clerk Maxwell Road) provides soak-away in heavy rain. Tennis club is a thriving and highly valued institution.

11 - Promoting Successful Communities

Option 164 - Protection of open space

14812 Support

Summary:

I agree with paragraphs 11.5 - 11.9.

11 - Promoting Successful Communities	Option 164 - Protection of open space

14895 Support

Summary:

Support

11 - Promoting Successful Communities	Option 164 - Protection of open space

14966 Object

Summary:

The protection of open spaces Option 164 goes too far. Many of the protected sites are designated for environmental quality; this has the effect of blighting the site for development. The policy must be amended to:
"Where a site is protected for environmental reasons its development will not be allowed unless its environmental qualities can be identified and retained or mitigated."
This would allow for good development that can respect environmental quality such as at the Emmanuel College Playing field off of Wilberforce Road where a well-considered development could add to the contribution the land makes to environmental quality.

11 - Promoting Successful Communities	Option 164 - Protection of open space

15392 Support

Summary:

Agree with the broad policy approach. Once green space is lost it is lost forever. It is essential to retain the like for like replacement in the case of established sports pitches but there should be a presumption against any further loss of such facilities. Cambridge is poorly served even for football and large parts of the city have no access to cricket or tennis and public bowling greens have been removed quite recently.

11 - Promoting Successful Communities	Option 164 - Protection of open space

15864 Support

Summary:

We support Option 164.

11 - Promoting Successful Communities	Option 164 - Protection of open space

15885 Object

Summary:

The continued implementation of the existing policy of conserving Protected Open Space is not appropriate as this would not be sufficiently informed by a robust up-to-date understanding of the quality and demand for Open Space in a particular locality.
The Anderson Group own land identified within the OSRS:
NAT 37 & NAT 38 Former Landfill Site West(11.59Ha) & East(8.86)of Norman Way, respectively.
NAT 38 is proposed for residential purposes with NAT 37 as publically-accessible parkland which will contribute to the future sustainable development of Cambridge by providing new Strategic Open Space, with provision made for biodiversity, and sustainable transport modes.

11 - Promoting Successful Communities	Option 164 - Protection of open space

16592 Object

Summary:

Support with a reservation. The last sentence before the bullet points: "Where a site is protected for recreational reasons only, development that leads to the loss of the open space will only be permitted when it can be satisfactorily replaced elsewhere." Where would 'elsewhere' be? It should not be permitted at all. It is another let-out.

11 - Promoting Successful Communities   **Option 164 - Protection of open space**

16761 Support

Summary:

Gonville & Caius College has blocked off all access to the field it owns in between Wilberforce and Clerk Maxwell Roads, closing footpaths that used to run around that field as well as denying its use by the public.
Within this area is the Cambridge Lawn Tennis Club, a community-based not-for-profit club committed to making tennis available to all ages, abilities and social groups. Tennis is played all year. This is a huge asset to the City of Cambridge and its central location adds to its importance.

11 - Promoting Successful Communities   **Option 164 - Protection of open space**

17045 Object

Summary:

The most important open space in our area was missed off the Open Spaces and Recreation Strategy 2011. This was queried but never properly explained.
The triangle of land on Tenison Road at the junction with St Barnabas Road and Lyndewode Road contains a number of fine forest trees and provides the only open space in the area covered by our Association. It is extensively used by local children and also provides a pleasant area of visual amenity. We would like to see this area included as it more than fulfils the criteria in appendix F.

11 - Promoting Successful Communities   **Option 164 - Protection of open space**

17120 Support

Summary:

The four parishes of Barton, Coton, Grantchester and Madingley have submitted a vision document to the South Cambridgeshire and Cambridge City Council, entitled "A Quarter to Six Quadrant". This sets out in detail how the QTSQ part of Cambridge could contribute to Cambridge's green infrastructure, ensuring that the total development of Cambridge and District is developed in a sustainable manner.

11 - Promoting Successful Communities   **Option 164 - Protection of open space**

17641 Support

Summary:

Support

11 - Promoting Successful Communities   **Option 164 - Protection of open space**

17790 Object

Summary:

Options 163, 164 and 167 aim to protect and enhance green spaces are welcome; suggest these be multi-functional and complies with the objectives of the Cambridgeshire Green Infrastructure (GI) Strategy, where relevant.
GI should be an integral part of the creation of sustainable communities; the Local Plan can provide a useful starting point for consideration of GI provision within new development. The requirement for local GI provision through development should be implicit within the Local Plan. This will ensure the Local Plan is compliant with paragraph 114 of the NPPF and will help ensure effective delivery of local scale GI.

11 - Promoting Successful Communities   **Option 164 - Protection of open space**

17876 Object

Summary:

I would add "Where an open space is adjacent to population of residents it is a vital provision that offers a balance between urban and wild space and it will be given highest importance. In particular land with unfettered natural habitat where the population can hear natural sounds that recharges their mental and physical batteries, supports their Wellbeing and helps them to destress. This type of open space is essential for healthy child development (see Richard Loov's research on childhood disorders due to lack of natural wild space). These spaces are particularly important for the population who are actively working to reduce their carbon footprint by not having a car and for those on such low incomes that they are unable to travel to wild space."

11 - Promoting Successful Communities	Option 164 - Protection of open space

18021 Support

Summary:

The city should preserve and positively plan a network of accessible open space - of diverse character and use - to encircle and criss-cross the city - connecting with the surrounding landscapes and providing a foreground for development in the tradition of the Backs and the city's Commons and Pieces.

11 - Promoting Successful Communities	Question 11.1

7014   Support

Summary:

Yes, there is a need for a policy on this, and I would support that entitled Option 164.

11 - Promoting Successful Communities	Question 11.1

7127   Support

Summary:

I support Option 164

11 - Promoting Successful Communities	Question 11.1

8069   Support

Summary:

Yes

11 - Promoting Successful Communities	Question 11.1

8126   Support

Summary:

Strongly support protection of open space.

11 - Promoting Successful Communities	Question 11.1

8615   Support

Summary:

The Trumpington Residents' Association supports Option 164 concerning the protection of open space.

11 - Promoting Successful Communities	Question 11.1

8948   Object

Summary:

Allowing development of a protected area on the basis that it can be replaced elsewhere should not be considered. The Green Belt should be maintained not shifted elsewhere.

11 - Promoting Successful Communities	Question 11.1

9085   Support

Summary:

Yes. It is essential for the maintenance of a good quality of life in all its aspects.

11 - Promoting Successful Communities	Question 11.1

9936   Support

Summary:

To prevent the loss of these green lungs from which everyone benefits even if some only benefit by seeing some green, rather than using it.

11 - Promoting Successful Communities	Question 11.1

10349 Support

Summary:

it is even more essential than ever to protect the green lungs within the city and towards the urban edge formed by college playing fields and other protected green spaces as Cambridge expands, as already planned, into the Green Belt.

11 - Promoting Successful Communities	Question 11.1

10381 Support

Summary:

Seems essential.

11 - Promoting Successful Communities	Question 11.1

10622 Support

Summary:

The Wildlife Trust supports the inclusion of an open space protection policy similar to that already in existance which gives strong protection to open spaces of environmental value.

11 - Promoting Successful Communities	Question 11.1

10829 Support

Summary:

Yes

11 - Promoting Successful Communities	Question 11.1

11498 Support

Summary:

Yes, but it should be stronger, not merely a continuation of existing policy.

11 - Promoting Successful Communities	Question 11.1

11810 Support

Summary:

The Council's current policy of retaining open spaces for recreation and sport needs strong support. An open space covered can never be retrieved.

11 - Promoting Successful Communities

Question 11.1

12937 Support

Summary:

Yes

---

11 - Promoting Successful Communities

Question 11.1

13607 Support

Summary:

Yes

Section 7 pages 49-58 of the Quarter-to-Six Quadrant Visioning Document is in effect the representation contained in this response.
"Our vision is for the QTSQ to be enhanced and preserved as a very significant part of Cambridge's 'rural lungs', dedicated to public rural enjoyment by the people of Cambridge and visitors to the area. The four parish councils will work together, and with all those already involved in the area, to develop this vision over the coming years."

---

11 - Promoting Successful Communities

Question 11.1

13701 Support

Summary:

Essential. Pressure on open space is growing as more apartments are built in the city. These residents need parks and recreation grounds, shown by the numbers at Lammas Land in the recent hot weather.

---

11 - Promoting Successful Communities

Question 11.1

13760 Object

Summary:

Let's have the strongest possible policy to protect Cambridge's diverse open spaces, because they are a key and irreplaceable element of our city's unique character.

---

11 - Promoting Successful Communities

Question 11.1

14247 Support

Summary:

Yes

---

11 - Promoting Successful Communities

Question 11.1

14456 Support

Summary:

Yes - protection of green belt is vital.

---

11 - Promoting Successful Communities

Question 11.1

15087 Support

Summary:

Yes, support.

11 - Promoting Successful Communities

Question 11.1

16593 Support

Summary:

Yes, emphatically.

11 - Promoting Successful Communities

Question 11.1

16861 Support

Summary:

Yes - support.

11 - Promoting Successful Communities

Question 11.1

18059 Support

Summary:

Yes - As suggested - Assuming that NPPF have not changed their policy or requirements as to the criteria that is required to be met.

11 - Promoting Successful Communities

Question 11.1

18534 Support

Summary:

We support Option 164 concerning the protection of open space.

11 - Promoting Successful Communities

Question 11.2

9086   Object

Summary:

These points should be added:
(a) Need to state specifically that protection of open spaces applies whether or not there is public access;
(b) It is essential that provision for existing residents should be recognised as being just as important as provision for new residents and communities; and
(c) Need to define "satisfactory". See comment under Option 164.

11 - Promoting Successful Communities

Question 11.2

9807   Support

Summary:

The current policy, which you propose to continue, is basically sound; however, there has been some unsightly development in recent years which suggest that guidelines are not clear enough (viz, the tall building that now overshadows Midsummer Common). There is room to strengthen guidance.

11 - Promoting Successful Communities

Question 11.2

9937   Object

Summary:

only if anything can be done to strengthen the protection of playing fields in particular, e.g. to prevent cynical reduction in recreational use in order claim it surplus to requirements

11 - Promoting Successful Communities	Question 11.2

10332 Object

Summary:

Only if anything can be done to strengthen the protection of playing fields in particular, e.g. to prevent cynical reduction in recreational use in order to devalue its legitimate protection as of recreational value

11 - Promoting Successful Communities	Question 11.2

11154 Object

Summary:

Such a policy makes no distinction between open spaces the Council has recently designated as POS and those that would meet just one criteria for protection.
Such a policy has to recognise the quality of the open space as a factor. For example different parts of an open space may vary in their environmental or recreational value. Development may lead to improvements in the quality of the remaining space e.g. enhanced biodiversity or public benefit - visual or access - to the space which could mitigate against loss.

11 - Promoting Successful Communities	Question 11.2

12707 Object

Summary:

There is an opportunity here to put in place measures that will seek to alter the green belt for the public good- which is a founding principle of the green belt in the first place which is being seriously neglected around Cambridge.

11 - Promoting Successful Communities	Question 11.2

12939 Object

Summary:

Please include ALL open spaces in North Newtown in list on p.65 of Open Space and Recreation Strategy 2011, e.g. the playing field behind Panton Hall, garden areas in Russell and Princess/Hanover courts, and residual garden within Stephen Perse foundation, Union road. Enhance poorly greened spaces in North Newtown e.g. chemistry labs, school and other extensive off-street parking areas which are tarmaced and tree/hedge denuded.

11 - Promoting Successful Communities	Question 11.2

13123 Object

Summary:

Such a policy makes no distinction between open spaces the Council has recently designated as POS and those that would meet just one criteria for protection.
Such a policy has to recognise the quality of the open space as a factor. For example different parts of an open space may vary in their environmental or recreational value. Development may lead to improvements in the quality of the remaining space which may not just be mitigation but enhancement. e.g. enhanced biodiversity or public benefit - visual or access.

11 - Promoting Successful Communities	Question 11.2

13158 Object

Summary:

Policy 164 continues current policy - Plus. NB the protection of open spaces has to be encouraged as well as improving those already there.

11 - Promoting Successful Communities	Question 11.2

13259 Object

Summary:

The policy should be strengthened and should include specifically a mention of the importance of mitigation of flood risk.

11 - Promoting Successful Communities	Question 11.2

13553 Object

Summary:

Such a policy makes no distinction between open spaces the Council has recently designated as POS and those that would meet just one criteria for protection.
Such a policy has to recognise the quality of the open space as a factor. For example different parts of an open space may vary in their environmental or recreational value. Development may lead to improvements in the quality of the remaining space e.g. enhanced biodiversity or public benefit - visual or access - to the space which could mitigate against loss.

11 - Promoting Successful Communities	Question 11.2

13770 Object

Summary:

Yes, the following point could be added to increase protection: ensure that all Cambridge's current and planned publicly-owned allotment provision is clearly designated as statutory allotments. I believe that some (e.g. Empty Common) are currently still designated as temporary allotments, despite a long period of continuous use as allotments, and therefore lack the additional protection (that is, protection beyond the planning system) enjoyed by statutory sites under section 8 of the Allotments Act 1925.

11 - Promoting Successful Communities	Question 11.2

13885 Object

Summary:

I suggest that public footpaths be included in the list of open space facilities. They are not just for sustainable transport, but serve a valuable purpose in themselves. They contribute a tremendous amount to the physical and mental well-being of the City, for individuals and groups. Existing ones need to be properly signed and maintained, and new ones designed and created. They make the Green Belt more valuable, keep city dwellers in touch with farmland and are particularly important for people without their own open space.

11 - Promoting Successful Communities	Question 11.2

13919 Object

Summary:

Consider including informal areas of open space (e.g. pub gardens) which provide important amenity, particularly in areas already deficient in open space.

11 - Promoting Successful Communities	Question 11.2

15088 Support

Summary:

Please confirm that the River Cam is an area meeting the criteria for protection in the Open Space and Recreation Strategy 2011. If it is not specified in that document then it needs to be given its own consideration.

11 - Promoting Successful Communities	Question 11.2

15946 Object

Summary:

St Matthews Piece is already over-used and the situation will be exacerbated with the new developments in the area.
There is an opportunity to increase the public open space on St Matthew's Piece, by returning the land occupied by the Howard Mallett Club to the local people as originally envisaged; it is a subject very important to the local community.

11 - Promoting Successful Communities	Question 11.2

16862 Object

Summary:

Option 164 is adequate. However, it should be amended to refer to the removal of green belt land from protection where housing development is required and approved.

11 - Promoting Successful Communities	Question 11.2

18062 Support

Summary:

No

11 - Promoting Successful Communities	Question 11.2

18240 Object

Summary:

The areas near the river, from Grantchester to Fen Ditton should be protected, not just for the flood plains, but as public amenities.

11 - Promoting Successful Communities	Question 11.2

18483 Object

Summary:

Regard should be made to strategic reviews of service provision by the County Council.

11 - Promoting Successful Communities	Question 11.3

15089 Support

Summary:

A waterspace strategy as an adjunct to the protection of open space policy.

11 - Promoting Successful Communities	11.10

9087   Support

Summary:

It would be all too easy for existing open spaces to become overused if new provision is not made for new residents, especially as many existing built-up areas are already underprovided.

11 - Promoting Successful Communities	11.10

11503 Support

Summary:

Yes, this is important, but why are developers allowed to pay funds (106 money) to get out of the obligation to provide this? I think far better to force creation of new spaces - perhaps buying up old building sites and creating pocket parks or roof gardens on existing buildings.

11 - Promoting Successful Communities	11.11

9088   Support

Summary:

These are minimum standards and essential for the maintenance of good quality living in Cambridge.

11 - Promoting Successful Communities	11.13

10537 Support

Summary:

New housing developments, large and small, result in higher densities and more people have no gardens they can call their own. It is very important that residents can rent an allotment if they want to. This policy is necessary to protect existing allotments, encourage new local allotment projects and require new allotments on urban extensions. The definition and design requirements of allotments should be set out in detail.

11 - Promoting Successful Communities	11.15

15383 Support

Summary:

St Matthew's Piece (Petersfield) should be expanded and protected against development. The former proposal for the Citylife building was not appropriate and was rightly rejected. Stronger policy is needed to protect this land.
The City Council should use S106 funds to buy out the County Council's part of the land so that a more coherent and larger park space can be achieved.

Strongly agree that open space should be provided on-site and not dealt with by commuted payments.

11 - Promoting Successful Communities	11.16

11507 Support

Summary:

Support

11 - Promoting Successful Communities	Option 165 - Update the standards in line with the Open Space and Recreation Strategy 2011

7181   Object

Summary:

Maxima should be adopted, not minima; if there is an economic impact affecting viability, then development should not proceed.

11 - Promoting Successful Communities	Option 165 - Update the standards in line with the Open Space and Recreation Strategy 2011

11029 Object

Summary:

Bidwells considers that the provision of allotments for all new residential development is unlikely to be viable or desirable and would provide long term issues in relation to servicing and maintenance, particularly for small developments. Bidwells considers that the requirement for allotments should continue to apply only to the urban extensions, where they can be satisfactorily designed into the masterplans, where there may be more of a demand for allotments, and it would be more financially viable than for smaller development sites in relation to the provision and future maintenance of the allotments.

11 - Promoting Successful Communities	Option 165 - Update the standards in line with the Open Space and Recreation Strategy 2011

11508 Support

Summary:

Support

11 - Promoting Successful Communities	Option 165 - Update the standards in line with the Open Space and Recreation Strategy 2011

12710 Support

Summary:

I would hugely support this as a critical element of any city growth plan - how can it not be? I would also urge the council not to view any potential incursion into the green belt as a universally bad thing for open space, but as an opportunity to open up this land for public benefit.

11 - Promoting Successful Communities	Option 165 - Update the standards in line with the Open Space and Recreation Strategy 2011

12777 Support

Summary:

Agree- all of these are very important to quality of life.

11 - Promoting Successful Communities	Option 165 - Update the standards in line with the Open Space and Recreation Strategy 2011

13024 Support

Summary:

I strongly support this.   Obesity levels are high and physical activity levels low - the more we can encourage outdoor recreational activity the more likely we will be able to tackle this serious public health issue.

11 - Promoting Successful Communities	Option 165 - Update the standards in line with the Open Space and Recreation Strategy 2011

13648 Object

Summary:

I think it is important that public open space on new developments is adopted and run by public bodies and open and accessible to all. Where open space on new developments is privately maintained, and paid for out of service charges, we have residents of new developments paying twice for open space maintenance, once through their council tax, and again privately through their service charges, this situation should be avoided.

11 - Promoting Successful Communities	Option 165 - Update the standards in line with the Open Space and Recreation Strategy 2011

14205 Support

Summary:

The principle that allotments should be provided for all new residential development makes sense, otherwise the city's overall provision will be diluted. Dense infill development has tiny gardens (if any) that are unsuitable for growing food, therefore it is especially important that the residents have another option. Such allotments will ultimately be self-managed (like most existing provision) and will not be a burden for the City. In most cases there will be insufficient space so the additional provision should be created within the nearest urban extension, possibly amalgamated with the new provision pertaining to that development.

11 - Promoting Successful Communities	Option 165 - Update the standards in line with the Open Space and Recreation Strategy 2011

15393 Support

Summary:

This should be an absolute requirement in the urban extensions but is probably an unrealistic aspiration in redeveloping previously built-up areas. Increasing levels of development make safeguarding what we have and our rural borders even more urgent.

11 - Promoting Successful Communities	Option 165 - Update the standards in line with the Open Space and Recreation Strategy 2011

15404 Support

Summary:

Innovative and sustainable communities should be the presumption upon which the wider development plan should rest. Having not yet discovered where in the very lengthy issues and options report this might be addressed, a recommendation for existing allotment sites to be protected, and for new allotments and community green spaces such as the Romsey Community Garden to be included where possible within any new or redevelopment of existing residential spaces.

11 - Promoting Successful Communities	Option 165 - Update the standards in line with the Open Space and Recreation Strategy 2011

15886 Object

Summary:

The OSRS confirms sites NAT 37(11.59 Hectares) and NAT 38(8.86 Hectares)- Former Landfill Site West & East of Norman Way are not of recreational value and have a quality value of 35% and 35.71% respectively. These scores are comparatively low in regard to other identified Protected Areas of Open Space across the Cambridge Urban Area. The OSRS does state that NAT 37 and NAT 38 have environmental value. NAT38 is proposed for residential purposes with enhancement of (NAT 37) as publically-accessible parkland. This will deliver significant qualitative environmental improvements, through the delivery of a new Strategic Open Space Network.

11 - Promoting Successful Communities	Option 166 - Maintain the current standards for open space and recreation provision

8949   Support

Summary:

Cambridge has lots of open spaces and recreational spaces.

11 - Promoting Successful Communities	Option 166 - Maintain the current standards for open space and recreation provision

11031 Support

Summary:

Bidwells considers that the provision of allotments for all new residential development is unlikely to be viable or desirable and would provide long term issues in relation to servicing and maintenance, particularly for small developments. Bidwells considers that the requirement for allotments should continue to apply only to the urban extensions, where they can be satisfactorily designed into the masterplans, where there may be more of a demand for allotments, and it would be more financially viable than for smaller development sites in relation to the provision and future maintenance of the allotments.

11 - Promoting Successful Communities	Option 166 - Maintain the current standards for open space and recreation provision

11510 Object

Summary:

Object - inadequate in light of growth plans.

11 - Promoting Successful Communities	Option 166 - Maintain the current standards for open space and recreation provision

14224 Object

Summary:

There are two problems relating to the current standard for allotment provision:
a) Restricting new provision to urban extensions only means that provision gets diluted over time. Meanwhile demand is rising.
b) Even 0.4ha/1000 will be inadequate. Inevitable resource depletion means that we can expect eventual demand to match the 1945 national provision of around 0.75ha/1000, which is almost double Cambridge's current provision.

11 - Promoting Successful Communities	Option 166 - Maintain the current standards for open space and recreation provision

15395 Support

Summary:

Support this as a fall-back position.

11 - Promoting Successful Communities	Option 166 - Maintain the current standards for open space and recreation provision

16420 Object

Summary:

I would like to say that I see no commitment in the Local Plan to promoting and strengthening local food producers and retailers and to encouraging more "Grow Your Own". Without areas set aside for food production, valuable land may be covered by development and lost for future generations to grow their own food.

All new housing should have at least the wartime allocation of 0.7 Hectares per 1000 head of population for allotments and "growing your own" food in Cambridge. At present the allocation is less than 0.4 Hectares with more than 400 people on allotment waiting lists.

11 - Promoting Successful Communities	Question 11.4

7128   Support

Summary:

Yes

11 - Promoting Successful Communities	Question 11.4

7425   Support

Summary:

Yes

11 - Promoting Successful Communities	Question 11.4

8500   Support

Summary:

Yes

11 - Promoting Successful Communities	Question 11.4

9089   Support

Summary:

Yes

11 - Promoting Successful Communities	Question 11.4

10260 Support

Summary:

Open spaces are important for quality of life and as local resource and to promote community.

11 - Promoting Successful Communities	Question 11.4

10678 Support

Summary:

Yes

11 - Promoting Successful Communities	Question 11.4

10830 Support

Summary:

Yes

| **11 - Promoting Successful Communities** | **Question 11.4** |

11511 Support

Summary:

Yes

| **11 - Promoting Successful Communities** | **Question 11.4** |

12714 Support

Summary:

Yes, this is key to a city which continues to have green open space at its heart.

| **11 - Promoting Successful Communities** | **Question 11.4** |

13167 Support

Summary:

An important area in terms of quality of life in the city. We must have a strong policy.

| **11 - Promoting Successful Communities** | **Question 11.4** |

13872 Support

Summary:

It is expensive for developers to provide open space, and it must continue to be a requirement.

| **11 - Promoting Successful Communities** | **Question 11.4** |

14234 Support

Summary:

Yes.

| **11 - Promoting Successful Communities** | **Question 11.4** |

14252 Support

Summary:

Yes

| **11 - Promoting Successful Communities** | **Question 11.4** |

15090 Support

Summary:

Yes, support.

11 - Promoting Successful Communities	Question 11.4

16594 Support

Summary:

Yes.

11 - Promoting Successful Communities	Question 11.4

18068 Support

Summary:

Yes - a policy is most necessary.

11 - Promoting Successful Communities	Question 11.4

18214 Support

Summary:

Sports facilties and open space should be adequately allowed for and provided.

11 - Promoting Successful Communities	Question 11.5

7129   Support

Summary:

165

11 - Promoting Successful Communities	Question 11.5

7426   Support

Summary:

Option 165

11 - Promoting Successful Communities	Question 11.5

8501   Support

Summary:

Option 165

11 - Promoting Successful Communities	Question 11.5

9090   Support

Summary:

Prefer option 165 because there is a need for allotment standards in all new residential development. Also, 2.2 hectares per 1000 people is preferable to 1.8 hectares; open space is so important.

11 - Promoting Successful Communities	Question 11.5

9476 Support

Summary:

Option 166 as a minimum. 165 and 166 are not that different, but increasing the open space provision must be balanced with other needs for space, especially housing.

11 - Promoting Successful Communities	Question 11.5

10262 Object

Summary:

Option 165 for the point about allotment standards being expanded to all new residential development in Cambridge, rather than restricted to new urban extensions only. However, the standard of 0.4 ha/1000 population for allotments is unlikely to satisfy even today's as waiting lists are still very substantial. We propose aiming for 0.7 ha/1000 as was standard during wartime, in preference to increasing the informal green space allocation. The informal green spaces should include areas with trees and bushes, especially fruit bushes, in preference to large areas of grass for greater amenity.

11 - Promoting Successful Communities	Question 11.5

10680 Support

Summary:

Option 165 - why otherwise have a new strategy ? Esp need for informal open space and allotments.

11 - Promoting Successful Communities	Question 11.5

10831 Support

Summary:

Option 166

11 - Promoting Successful Communities	Question 11.5

11838 Support

Summary:

Sport England supports Option 165 as this is based on a more up to date evidence base (otherwise why carry out new assessments of need)? We note, however, that standards for indoor/outdoor sport remain the same as previously adopted. Standards for indoor sports facilities will rarely, if ever, justify the need for on-site facilities as part of a single development proposal, therefore it is critical that an appropriate supporting document is adopted which sets out how contributions will be secured (CIL/S106?)and, preferably, which priority projects will be funded via such contributions.

11 - Promoting Successful Communities	Question 11.5

12715 Support

Summary:

165

11 - Promoting Successful Communities	Question 11.5

12941 Support

Summary:

Option 165

11 - Promoting Successful Communities	Question 11.5

13173 Object

Summary:

Policy 165 - we need to move further than the current policy allows and aim to make up some of the deficits, particularly in the identified wards.

11 - Promoting Successful Communities	Question 11.5

13214 Support

Summary:

Option 165, but the allocation of 0.4 hectares/1000 is not much above current provision and there are over 400 people on allotment waiting lists. I would argue for a higher provision closer to 0.7 hectares/1000.

11 - Promoting Successful Communities	Question 11.5

13923 Support

Summary:

Option 165

11 - Promoting Successful Communities	Question 11.5

14238 Support

Summary:

Option 165.

11 - Promoting Successful Communities	Question 11.5

14250 Support

Summary:

Option 165

11 - Promoting Successful Communities	Question 11.5

15092 Support

Summary:

Option 165 preferred.

11 - Promoting Successful Communities	Question 11.5

15865 Support

Summary:

Yes due to the reasons in paragraph 11.15. The area north of the river is, in general poorly served in that regard. We believe that every effort should be made for this deficiency to be redressed and would therefore support option 165.

11 - Promoting Successful Communities	Question 11.5

16595 Support

Summary:

Option 165 preferred.

| 11 - Promoting Successful Communities | Question 11.5 |

18066 Support

Summary:

Option 166 - Maintain the current standards for open space and recreation provision.

| 11 - Promoting Successful Communities | Question 11.6 |

7427   Support

Summary:

Allotment provision within any new developments, and preferably within the city as a whole, should conform at least to the standard of 0.4ha/1000. This should be statutory allotment land. South Cambs should be encouraged to do the same on developments on the city periphery. New provision of allotments must not be too fragmented. Provision should always be made for storage of rainwater for irrigation and community composting.

| 11 - Promoting Successful Communities | Question 11.6 |

9091   Object

Summary:

Important to improve existing spaces and remedy deficits; otherwise these needs tend to be overshadowed by consideration of new developments.

| 11 - Promoting Successful Communities | Question 11.6 |

10267 Object

Summary:

Community Gardens are not classified as open spaces and we believe should be.

| 11 - Promoting Successful Communities | Question 11.6 |

13273 Support

Summary:

Financial contributions towards open space should be sought from developments of student accommodation. It might be the case that the universities provide students with many or most facilities but students still use the city's facilities and new developments should make a contribution to the quality of life for all in this area (As things stand, new student accommodation does not make a contribution to affordable housing).

| 11 - Promoting Successful Communities | Question 11.6 |

14271 Support

Summary:

In the current Clay Farm development, part of the new allotment provision (as required by the 2006 Local Plan) was re-purposed by the developers as "Community Gardens". Whatever merits these gardens may have, they are not clearly for the purpose of growing food, and as such do not meet the intent in that Plan. Therefore, for the avoidance of doubt, new allotment provision must be clearly defined as such in the new Local Plan with reference to the Allotments Act. People know what allotments are for - this in itself helps them to achieve their purpose.

| 11 - Promoting Successful Communities | Question 11.6 |

15095 Support

Summary:

Provision of one or more new boathouses to accommodate the anticipated growth in recreational rowing on the River Cam.

11 - Promoting Successful Communities	**Question 11.6**

16453 Object

Summary:

No more housing development on Green Belt land (Option 1) until the space allocated for housing under the last Plan has been used up. More housing development would take out more Green Belt and I am aware of the importance of the Green Belt for biodiversity and green space. Planned green spaces should include community gardens and fruit and nut orchards as these are far better habitats for wildlife than playing fields and other forms of monoculture, which are currently considered as green spaces.

11 - Promoting Successful Communities	**Question 11.6**

17111 Object

Summary:

Yes to something other than shopping as the National Pastime for central Cambridge residents; yes to an Ice Rink, a better auditorium - somewhere we can host ballet and dance to a good standard without half the dancers falling off the Corn Exchange stage. Yes to many more outside sports areas, a cycle rink, a host of boules or petanques areas, basket ball hoops, small hardplay surfaces, netball courts - many more free tennis areas.

11 - Promoting Successful Communities	**Question 11.6**

17553 Object

Summary:

Councils need to recognise that they can raise taxes to provide 'essential services' and should use this and not spend money on the folk festival, jazz in the park etc. Funds deposited by builders should be used to provide more open spaces in the City.

11 - Promoting Successful Communities	**Question 11.6**

17800 Support

Summary:

Central government is seeing the harmful social results, particularly on young men, of the decisions to sell off playing fields. It would be wrong to allow building development on the golf course, and any of the playing fields. At present young people can walk or cycle to sport, as can spectators. We do not want to make sport an activity that requires a car. Nor do we want to remove from the people who live in the centre the pleasure of watching sport on their doorstep.

11 - Promoting Successful Communities	**Question 11.6**

18071 Support

Summary:

No

11 - Promoting Successful Communities	**Question 11.6**

18238 Object

Summary:

We need more school playing fields.
Maximum open space for playgrounds, adults to sit and read the newspaper during lunch hours, etc.

11 - Promoting Successful Communities	**Question 11.7**

15097 Support

Summary:

Commissioning a waterspace strategy study to look in more detail at the need for recreational provision at the land-water interface and on the blue space itself.

11 - Promoting Successful Communities	11.18

17061 Object

Summary:

The area covered by our Association is high density housing with little public open space. The deficiency is quantified in the Open Space and Recreation Strategy.
Have previously strongly objected to the practice of the Council accepting payments under S106 to compensate for lack of onsite provision.
The provision of this money is of little use since there are no open spaces available to purchase in the area.
The policy should be much tighter and have a presumption in favour of onsite provision of open space with a no 'get out 'clause.

11 - Promoting Successful Communities	Option 167 - On-site provision

9092   Object

Summary:

Guidance must be spelt out. Extremely important.

11 - Promoting Successful Communities	Option 167 - On-site provision

15380 Object

Summary:

The definition of "Where it is not possible to provide on-site provision" needs to be clearly-defined.
Would "not possible" include a developer who "cannot" provide space simply because they have chosen to maximise the use of land for housing to increase the profitability of the land, for instance?

11 - Promoting Successful Communities	Option 167 - On-site provision

15397 Object

Summary:

This is a reasonable provision but where site preparation is necessary it should be made a condition that it is done and largely completed before occupation of the development.

11 - Promoting Successful Communities	Option 167 - On-site provision

16596 Object

Summary:

On-site provision of open space is essential for residential development. If it is not possible to provide it, the site should not be built on.

11 - Promoting Successful Communities	Option 167 - On-site provision

17066 Object

Summary:

The area covered by our Association is high density housing with little public open space. The deficiency is quantified in the Open Space and Recreation Strategy.
Have previously strongly objected to the practice of the Council accepting payments under S106 to compensate for lack of onsite provision.
The provision of this money is of little use since there are no open spaces available to purchase in the area.
The policy should be much tighter and have a presumption in favour of onsite provision of open space with a no 'get out 'clause.

11 - Promoting Successful Communities	Option 167 - On-site provision

17500 Object

Summary:

Option 167 supported, but with off site provision only in exceptional circumstances, unlike several recent developments.

11 - Promoting Successful Communities	Option 167 - On-site provision

17792 Object

Summary:

Options 163, 164 and 167 aim to protect and enhance green spaces are welcome; suggest these be multi-functional and complies with the objectives of the Cambridgeshire Green Infrastructure (GI) Strategy, where relevant.
GI should be an integral part of the creation of sustainable communities; the Local Plan can provide a useful starting point for consideration of GI provision within new development. The requirement for local GI provision through development should be implicit within the Local Plan. This will ensure the Local Plan is compliant with paragraph 114 of the NPPF and will help ensure effective delivery of local scale GI.

11 - Promoting Successful Communities	Question 11.8

9093   Support

Summary:

Yes, issues must be spelt out clearly.

11 - Promoting Successful Communities	Question 11.8

9478   Support

Summary:

Provision of informal open space and play space for children should be on-site, and adequate, in all cases.

11 - Promoting Successful Communities	Question 11.8

10683 Support

Summary:

Yes. Too many developers make cash payments in lieu if open space which makes a mockery of the requirement for provision. Especially when there are no nearby sites within a safe and easy walk. Student accomodation especially needs open space.

11 - Promoting Successful Communities	Question 11.8

13179 Object

Summary:

A clearer policy is needed. We would argue that, given the limited opportunities for new open spaces, any funds taken in lieu must be spent to maintain, enhance and improve the existing areas of Public Open Space.

11 - Promoting Successful Communities	Question 11.8

15100 Support

Summary:

Yes, support.

11 - Promoting Successful Communities	Question 11.8

15866 Support

Summary:

We support Option 167 for the provision for open space and recreation on site though it should state explicitly that communted sums be taken as an exception only.

11 - Promoting Successful Communities	Question 11.8

16597 Support

Summary:

Yes.

| 11 - Promoting Successful Communities | Question 11.8 |

16856 Support

Summary:

Yes - support.

| 11 - Promoting Successful Communities | Question 11.8 |

18074 Support

Summary:

Yes - would be an excellent edition to the current policy.

| 11 - Promoting Successful Communities | Question 11.9 |

7235   Support

Summary:

Leisure facilities need to be considered as they provide not only open space but sporting and play facilities. Current standards do not include provision for allotments except in urban extensions.

| 11 - Promoting Successful Communities | Question 11.9 |

10268 Support

Summary:

As well as the ha/person standard, we need to consider accessibility. There should be standards set for the distance from houses to recreation sites. This may require on-site provision in many cases.

| 11 - Promoting Successful Communities | Question 11.9 |

10686 Support

Summary:

On site provision should be a priority not an opt-in.

| 11 - Promoting Successful Communities | Question 11.9 |

12945 Object

Summary:

This section is confusing - we cannot see how open space elsewhere in city centre is to be made available. The suggestion that off site provision could be bought gives too much wriggle room to developers and does not prioritise the importance of green spaces and historic character which is especially important in the city centre and in surrounding conservation areas.

| 11 - Promoting Successful Communities | Question 11.9 |

15947 Object

Summary:

It is suggested that if new developments cannot provide open space then a financial contribution should be considered. I think this is a slippery slope and if open space cannot be provided then it points to over-development. All new developments should provide open space.

11 - Promoting Successful Communities	Question 11.9

16858 Support

Summary:

On-site provision of open space should be provided wherever possible.

11 - Promoting Successful Communities	Question 11.10

7236   Object

Summary:

Onsite provision needs to be primary focus with commuted sums by exception only and weighted according to deficit in the area

11 - Promoting Successful Communities	11.19

16598 Support

Summary:

Yes, absolutely essential.

11 - Promoting Successful Communities	11.21

9106   Support

Summary:

Extremely important to protect existing leisure facilities for all age groups.

11 - Promoting Successful Communities	Option 168 - Protection of existing leisure facilities

9094   Object

Summary:

Support in general but object over specific points, thus:
Need to clarify whether protection applies to public facilities, private facilities or both;
We are not clear about the difference between recreation, leisure and community facilities;
Bullet point 2: define "its users". Suggest "for its users already existing and new";
Bullet point 6: needs clarification. We don't understand; and
Final sentence: a delay is tolerable as long as there is appropriate provision in the longer term.

11 - Promoting Successful Communities	Option 168 - Protection of existing leisure facilities

11517 Support

Summary:

Agree. Case in point is sad degradation of Parkside pool - when it opened it was state of the art. It's been revamped a bit, but it's been allowed to get pretty squalid. Why? Is it because it's under private management?

11 - Promoting Successful Communities	Option 168 - Protection of existing leisure facilities

11840 Support

Summary:

Sport England supports a policy aimed at protecting leisure facilities, but agree that a tighter definition of 'leisure' is required to avoid ambiguity at application stage. Assuming that the policy will relate to significant indoor sports facilities such as sports halls and swimming pools, we support the need for the applicant to demonstrate a lack of need if any facility is to be lost without suitable replacement provision. Sport England has several planning tools which can help assess need with regard to significant indoor sports facilities (ie, halls and pools)and is happy to assist this process where applicable.

11 - Promoting Successful Communities	Option 168 - Protection of existing leisure facilities

12781 Support

Summary:

Strongly agree.

11 - Promoting Successful Communities	Option 168 - Protection of existing leisure facilities

13661 Support

Summary:

We support Option 168.

11 - Promoting Successful Communities	Option 168 - Protection of existing leisure facilities

13858 Object

Summary:

Where a building was designed for a specific use and where that use in no longer viable /practical it is unrealistic to expect the use to be replaced elsewhere or for the building to be extensively marketed for a similar use if it can be demonstrated that there are alternative uses that would be compliant in planning policy terms.

11 - Promoting Successful Communities	Question 11.11

7237   Support

Summary:

There should be an area-wide needs survey, addressing also journey length, availability of public transport and accessibility for all ages.

11 - Promoting Successful Communities	Question 11.11

9095   Support

Summary:

Yes, certainly.

11 - Promoting Successful Communities	Question 11.11

11868 Object

Summary:

We support both options - 168 and 178 - but have a major query.
As there is a separate option for cultural facilities, theatres should not be included in a description of leisure facilities as this is misleading. Either these two options should be combined, or the description for Leisure Facilities excludes any cultural facilities such as theatres and the Fitzwilliam etc.
The question of economic viability may apply to leisure facilities, but does not carry the same weight for cultural facilities as many of these are supported by external funding.

11 - Promoting Successful Communities   **Question 11.11**

13183 Support

Summary:

Yes if only to keep the existing facilities available.

11 - Promoting Successful Communities   **Question 11.11**

13291 Support

Summary:

Absolutely there needs to be a policy. Without the protection of policies, there would be high buildings of 1 and 2 bed flats with no outside space built on every spare inch that a developer could buy with no concern for environment, culture, health, leisure or anything on a timescale longer than it takes to sell the bedspace. The only way to keep Cambridge lovely and to manage the growth is to have strong policies, fully enforced. On the other hand, should the real drive be to reduce cost of properties, allow the developers free rein.

11 - Promoting Successful Communities   **Question 11.11**

13824 Support

Summary:

The current Local Plan works well. It has proved vital to have clear criteria for leisure provision on new developments.

11 - Promoting Successful Communities   **Question 11.11**

14258 Support

Summary:

Yes

11 - Promoting Successful Communities   **Question 11.11**

15102 Support

Summary:

Yes, support.

11 - Promoting Successful Communities   **Question 11.11**

15399 Support

Summary:

Agree the need for a policy but I suspect the gains to be made from exploiting leisure facilitation space are such as to make delays whilst going through the motions of compliance with this policy acceptable. There should be a very strong presumption against the loss of such facilities and they should all be listed on the Register of Community Assets.

11 - Promoting Successful Communities   **Question 11.11**

15867 Object

Summary:

We would support the protection of existing leisure and community facilities and development of new facilities (options 168, 169 and 170) but consider that the options are unambitious in their scope. The approach to viability is a narrow market led approach which fails to consider the wider social and recreational needs of a community or accessibility of public transport.

11 - Promoting Successful Communities

Question 11.11

18075 Support

Summary:

Yes - as suggested.

---

11 - Promoting Successful Communities

Question 11.12

7238   Support

Summary:

Assessment should also include importance of social amenity value to an existing area.

---

11 - Promoting Successful Communities

Question 11.12

9096   Object

Summary:

Needs stringent criteria and a thorough consultation with all existing users and potential users of the leisure facility in its existing location.

---

11 - Promoting Successful Communities

Question 11.12

9479   Support

Summary:

Firm evidence of a diminished need for such facilities, not just in Cambridge but more widely (compare changing patterns of cinema attendance over time).

---

11 - Promoting Successful Communities

Question 11.12

13188 Support

Summary:

Option 168 seems to cover all the ground.

---

11 - Promoting Successful Communities

Question 11.12

13864 Object

Summary:

The extensive marketing and other onerous criteria will be a disincentive to bringing unused space back into use. The assessment needs to include a review of the history of the site and building which would help to explain the reasons for an applicant's proposal to seek an alternative use. For example gaps in occupancy, short term occupancy, difficulties in conversion or adaption, marketing more than a year previously, compatibility with adjoining uses, difficulties of location etc.

---

11 - Promoting Successful Communities

Question 11.12

14262 Support

Summary:

Views of local resident's groups to be canvassed on whether a designated leisure facility could be lost.

---

11 - Promoting Successful Communities

Question 11.12

18077 Object

Summary:

The frequency of how often the facility is currently used. Whether the numbers are low as a result of poor dated facilities that require updating or replacement?

11 - Promoting Successful Communities	Question 11.13

7239   Support

Summary:

There need to be Community Asset Registers.

11 - Promoting Successful Communities	Question 11.13

9097   Object

Summary:

Add the need to provide new leisure facilities in existing built up areas; equal importance to be given to existing and new areas.

11 - Promoting Successful Communities	Question 11.13

13868 Object

Summary:

No recognition that alternative uses may outweigh retention of the leisure facility in terms of public benefit.

11 - Promoting Successful Communities	Question 11.13

18079 Object

Summary:

The frequency of how often the facility is currently used. Whether the numbers are low a result of poor dated facilities that require updating or replacement?

11 - Promoting Successful Communities	Question 11.14

9483   Support

Summary:

Investigate with the universities, colleges and schools the possibility of greater use of sporting and other facilities by the wider community - the village college model.

11 - Promoting Successful Communities	Question 11.14

13296 Support

Summary:

Agree with Mr Clifton's comment. University and Council really ought to be working together a little more.

11 - Promoting Successful Communities	11.24

11519 Support

Summary:

Yes - I object to the levels of planned growth, but if we have to have them then we need more leisure facilities, more green space, more trees - in short, more amenities or we need not grow and spend our money on nuturing and upgrading our existing amenities.

11 - Promoting Successful Communities

11.25

9098   Support

Summary:

Contributions to support the new facilities are essential, as is the need to increase the capacity of existing facilities to prevent overload.

11 - Promoting Successful Communities

11.25

11145 Object

Summary:

Local need should not be defined by landowners and developers. Local opinions should take priority. Any new football stadium should not be on green belt land. Leisure facilities should not adversely impact on local communities.

11 - Promoting Successful Communities

Option 169 - New leisure facilities

8952   Object

Summary:

Cambridge is already well served with leisure facilities, your information says that we have more than the national average for sports halls. Improving accessibility to facilities should be through changes in transport and not through relocation of the facility itself. Consideration must be given to the effect on the new site of the relocated facility not just on the effect on the city centre.

11 - Promoting Successful Communities

Option 169 - New leisure facilities

9099   Object

Summary:

Support but clarify what is included in this option i.e. which types of leisure facilities are included and which kinds of ownership (public or private). We are not clear about the difference between recreational, leisure and community facilities.

11 - Promoting Successful Communities

Option 169 - New leisure facilities

12783 Support

Summary:

Agree

11 - Promoting Successful Communities

Option 169 - New leisure facilities

13665 Support

Summary:

We support the aim of Option 169 and the suggested criteria to be used to assess new leisure facilities.

11 - Promoting Successful Communities

Option 169 - New leisure facilities

15400 Support

Summary:

Agree and they should involved local people in their design and subsequent management to develop real roots within the community and get real support for it.

11 - Promoting Successful Communities

Option 169 - New leisure facilities

16770 Support

Summary:

Support Option 169 - New leisure facilities
This option would allow for the development of a policy of supporting new leisure facilities.

11 - Promoting Successful Communities	Question 11.15

9100   Support

Summary:

Yes

11 - Promoting Successful Communities	Question 11.15

12716 Support

Summary:

Yes

11 - Promoting Successful Communities	Question 11.15

13193 Support

Summary:

With more new housing and an expanding population both in and around the City, we need a policy along these lines.

11 - Promoting Successful Communities	Question 11.15

14263 Support

Summary:

Yes

11 - Promoting Successful Communities	Question 11.15

15104 Support

Summary:

Yes, support.

11 - Promoting Successful Communities	Question 11.15

15868 Object

Summary:

We would support the protection of existing leisure and community facilities and development of new facilities (options 168, 169 and 170) but consider that the options are unambitious in their scope. The approach to viability is a narrow market led approach which fails to consider the wider social and recreational needs of a community or accessibility of public transport.

11 - Promoting Successful Communities	Question 11.15

16600 Support

Summary:

Yes. Agree with the option 169.

11 - Promoting Successful Communities   **Question 11.15**

18080 Support

Summary:

Yes - as suggested.

11 - Promoting Successful Communities   **Question 11.16**

7240   Support

Summary:

Consideration must be given to colocation of facilities, eg in schools, and how to ensure community use and access. New facilities should be included in Community Asset Registers.

11 - Promoting Successful Communities   **Question 11.16**

9480   Support

Summary:

Careful assessment of the long-term viability of the relevant activity. (Where are the skateboard parks and tenpin bowling alleys of yesteryear?)

11 - Promoting Successful Communities   **Question 11.16**

11874 Object

Summary:

Sport England supports a policy that requires new leisure facilities (including sports facilities) but would suggest that an additional bullet point is included which requires the facilities to be built to appropriate design guidelines, in order that they are fit for purpose. We especially support the policy reference to securing community use of sports facilities built on educational sites, as such facilities can make a significant contribution to community needs in a city like Cambridge, and could lead to greater social integration between University colleges and the local community.

11 - Promoting Successful Communities   **Question 11.16**

16602 Object

Summary:

No clear definition of 'leisure facilities'. What would these consist of?

11 - Promoting Successful Communities   **Question 11.16**

18083 Support

Summary:

No

11 - Promoting Successful Communities   **11.27**

16582 Object

Summary:

A specific policy needed to provide the planning criteria to assess proposals for new public houses and separate from Option 176 'New Community Facilities'.
The policy should establish a strong presumption in favour of approval proposals for the creation of new public houses within areas where there is a need in pursuance of delivering sustainable development.
The 'need' for new public houses will be determined by accessibility to alternative public houses and local community support.
The local planning authority can restrict any permitted change of use of new pubs under the Use Classes Order.

11 - Promoting Successful Communities	11.28

9101   Object

Summary:

In general support strongly; versatile facilities are crucial.
However, needs more emphasis on venues for use by various age groups for community activities including clubs and societies, common interest groups, clubs for gardening, photography, foreign language conversation, choirs, bridge, scouts, painting, exercise, crafts, discussion, book groups,and townswomen's guild....and so on.
Specify that meeting spaces of different sizes are needed.

11 - Promoting Successful Communities	11.28

16603 Support

Summary:

I strongly agree with this paragraph, particularly the last sentence.

11 - Promoting Successful Communities	11.30

9103   Support

Summary:

Yes

11 - Promoting Successful Communities	Question 11.18

7241   Object

Summary:

They should include sport and leisure facilities.

11 - Promoting Successful Communities	Question 11.18

9104   Object

Summary:

No, we are not clear about the distinction between community facilities and leisure facilties. We do not understand why the colleges and universities are not included because many of their facilities can be hired for community use.

11 - Promoting Successful Communities	Question 11.18

10272 Object

Summary:

No. This definition of community facilities seems very confused. It includes both facilities supporting group activities such as schools, childcare, libraries and church halls, and also services for individuals such as dentists and medical centres. Dentists are necessary services but don't contribute to community life and are not visited so often.

11 - Promoting Successful Communities	Question 11.18

11191 Object

Summary:

The definition is not clear. The Trumpington stadium planners claim the scheme is for a community stadium - because the definition of community is so vague. A community facility should benefit its local community.

11 - Promoting Successful Communities   **Question 11.18**

13199 Support

Summary:

broadly support but see answer to 11.19
(Rep Id 13207: in our area good use is made of the local scout hut which is let out when not used by the owner and is available for the local community to use. Maybe the phrase 'private halls such as scout and guide huts' could be added)

11 - Promoting Successful Communities   **Question 11.18**

13935 Object

Summary:

Support inclusion of pubs as community facilities, this is in line with NPPF Para 70, and they are an important meeting point / hub particularly in context of the recent reduction in pubs.

11 - Promoting Successful Communities   **Question 11.18**

14265 Support

Summary:

Yes

11 - Promoting Successful Communities   **Question 11.18**

15105 Support

Summary:

Yes, support.

11 - Promoting Successful Communities   **Question 11.18**

15409 Support

Summary:

Community facilities are those used by the generality of the community. I think it is right to exclude educational establishments per se but they may control what are recognised community facilities if in community ownership or control and those facilities should be brought within the ambit of the policy on community facilities.

11 - Promoting Successful Communities   **Question 11.18**

15641 Object

Summary:

If it is a question of protecting them, and providing high quality new ones, then highways (public roads, streets, paths) and private places made open to public access should also be considered community facilities.
Used on foot or bicycle they are free of charge, and can provide considerable healthy recreation, entertainment and social benefit in their use. We recommend the Council to include in its policies the enhancement its streets, roads and paths for these uses. This means reversing the damage they have suffered in recent years, and returning them to being places for people, not motor vehicles.

11 - Promoting Successful Communities   **Question 11.18**

16604 Support

Summary:

Yes, as far as it goes.

11 - Promoting Successful Communities   **Question 11.18**

17969 Object

Summary:

No. Public houses perform various community functions, but these are entirely dependent on a commercially viable business. They should not be categorised together with public services such as hospitals, libraries and emergency services, or other community facilities. A public house is a business, reliant on being commercially viable, not a typical local community facility.

11 - Promoting Successful Communities   **Question 11.18**

18085 Support

Summary:

Yes

11 - Promoting Successful Communities   **Question 11.19**

9105   Object

Summary:

The document does not give sufficient emphasis for meeting places of various sizes for local residents. Needs an option with more emphasis on making good shortfall in existing commmunities.

11 - Promoting Successful Communities   **Question 11.19**

10278 Object

Summary:

Community kitchens (where communal meals may be prepared and consumed), swap shops, free shops, tool libraries, not-for-profit community run cafes - should all be included.
Also, local shops and pubs should be included. People go to the dentist or doctor occasionally but they need to go shopping several times a week. Shops can also contribute to the community - at least as much as dentists!

11 - Promoting Successful Communities   **Question 11.19**

12948 Object

Summary:

Does 'some education facilities' include schools, as inclusion of schools etc has implications for our Newtown community which already has a surfeit of these, many of which are growing or being overdeveloped. We strongly urge that balanced development suited to LOCAL needs of defined communities should be required by the Local Plan.

11 - Promoting Successful Communities   **Question 11.19**

13207 Object

Summary:

In our area good use is made of the local scout hut which is let out when not used by the owner and is available for the local community to use. Maybe the phrase 'private halls such as scout and guide huts' could be added.

11 - Promoting Successful Communities   **Question 11.19**

13221 Support

Summary:

There is a real lack of affordable community dance space in the city. Dance as a practice has documented health and well-being benefits and should be encouraged. Communal food kitchen and dining spaces would be welcome, as food activites help build and strengthen communities.

11 - Promoting Successful Communities

Question 11.19

15106 Support

Summary:

Boat clubs need to be added (membership organisations).

---

11 - Promoting Successful Communities

Question 11.19

15642 Support

Summary:

Yes, see 11.18 re highways and other spaces open to public access.
(Rep Id 15641: Highways (public roads, streets, paths) and private places made open to public access should also be considered community facilities.
Used on foot or bicycle they are free of charge, and can provide considerable healthy recreation, entertainment and social benefit in their use. We recommend the Council to include in its policies the enhancement its streets, roads and paths for these uses. This means reversing the damage they have suffered in recent years, and returning them to being places for people, not motor vehicles.)

---

11 - Promoting Successful Communities

Question 11.19

16606 Object

Summary:

Could add: clubs, societies, an area for religious worship (should be flexible to cater for many faiths), cafes, pubs, large halls, small halls - fitted with kitchens and toilets. Flexibility and good design are paramount needs.

---

11 - Promoting Successful Communities

Question 11.19

18087 Support

Summary:

No

---

11 - Promoting Successful Communities

Question 11.20

18089 Support

Summary:

None

---

11 - Promoting Successful Communities

11.31

12786 Support

Summary:

Very strongly agree.

---

11 - Promoting Successful Communities

Option 170 - Protection of existing community facilities

12787 Support

Summary:

Strongly agree.

11 - Promoting Successful Communities	Option 170 - Protection of existing community facilities

15411 Support

Summary:

Agree

11 - Promoting Successful Communities	Option 170 - Protection of existing community facilities

16607 Support

Summary:

Support

11 - Promoting Successful Communities	Option 170 - Protection of existing community facilities

16659 Object

Summary:

The Local Plan needs to plan positively for the provision and use of community facilities. Any policy must not only deal with protection of facilities, where appropriate, but also enable new provision to be made across the city.

11 - Promoting Successful Communities	Question 11.21

7242   Support

Summary:

Pressure on public and private sector over next few years is likely to lead to loss of community based facilities and services (especially libraries but also others including nursing/care homes). The City should emulate South Cambs, which is preparing a list of community facilities across the district which will be circulated to each parish for comment and then used to create their Community Asset register and linked into the new Local Plan.

11 - Promoting Successful Communities	Question 11.21

9107   Support

Summary:

Yes. There is most certainly a need. The importance of delay in delivery is small relative to the long term gains.

11 - Promoting Successful Communities	Question 11.21

13209 Support

Summary:

Important to do all we can to protect existing facilities and to make more imaginative use of them if they are under threat.

11 - Promoting Successful Communities	Question 11.21

13865 Support

Summary:

The bureaucracy may be cumbersome, but community facilities do need protection.

11 - Promoting Successful Communities	Question 11.21

13944 Support

Summary:

Particularly with the pressure to increase housing, community facilities are needed to provide a good quality of life for existing residents, need to be protected by planning policy.

11 - Promoting Successful Communities	Question 11.21

14269 Support

Summary:

Yes

11 - Promoting Successful Communities	Question 11.21

15108 Support

Summary:

Yes, support.

11 - Promoting Successful Communities	Question 11.21

15869 Object

Summary:

We would support the protection of existing leisure and community facilities and development of new facilities (options 168, 169 and 170) but consider that the options are unambitious in their scope. The approach to viability is a narrow market led approach which fails to consider the wider social and recreational needs of a community or accessibility of public transport.

11 - Promoting Successful Communities	Question 11.21

16608 Support

Summary:

Yes.

11 - Promoting Successful Communities	Question 11.21

16660 Object

Summary:

The Local Plan needs to plan positively for the provision and use of community facilities. Any policy must not only deal with protection of facilities, where appropriate, but also enable new provision to be made across the city.

11 - Promoting Successful Communities	Question 11.21

18091 Support

Summary:

Yes - as suggested.

11 - Promoting Successful Communities	Question 11.22

7243   Support

Summary:

The approach taken to acceptability of loss is essentially narrow market-led but assessment should also include importance of social amenity value to an existing area. There is no mention of a Community Asset Register or criteria for inclusion on a register. The current emphasis on pubs should not lead to other community facilities under threat being missed.

11 - Promoting Successful Communities	Question 11.22

12950 Object

Summary:

Nothing on the balance and densification of particular facilities eg schools in Newtown; document needs a policy that takes account of local community needs and pressures - not just city wide.

11 - Promoting Successful Communities	Question 11.22

13218 Object

Summary:

stronger encouragement is needed to help communities identify community assets (as called for in the Localism Act). A clearly identified list of such assets (facilities) would help the proposed policy to be rigorously applied.

We should consider extending the period for marketing to 18 or even 24 months - this may vary during the life of the local plan but to give a longer period will give greater protection.

11 - Promoting Successful Communities	Question 11.22

15870 Object

Summary:

There is concern about implementation where commuted sums are accepted. E.g. the Vie Development led to a significant loss of open space and sporting facilities which were previously available to local residents at the former Pye Factory. Section 106 money, which was believed to have been allocated to provide replacement, and to improve Logan's Meadow and Chesterton Recreation Ground have not been forthcoming. The planning officer's recommendations in the recent planning application relating to the Cambridge City Football ground are not consistent with the proposals now being put forward. Policies are all very well, but fine words butter no parsnips.

11 - Promoting Successful Communities	Question 11.22

16661 Object

Summary:

The Local Plan needs to plan positively for the provision and use of community facilities. Any policy must not only deal with protection of facilities, where appropriate, but also enable new provision to be made across the city.

11 - Promoting Successful Communities	Question 11.22

17501 Support

Summary:

Stronger protection of existing community facilities and stronger provision of additional community facilities needed.

11 - Promoting Successful Communities	Question 11.22

18092 Object

Summary:

Yes - Ensuring that local residents who reach the current facility by foot or bike, can use the new facility without having to change their transport option and that the opening times remain the same as the previous facility.

11 - Promoting Successful Communities	Question 11.23

7868   Support

Summary:

I don't know of any, several alternatives have already been ruled out.

11 - Promoting Successful Communities	Question 11.23

15871 Support

Summary:

Clear reference must be made in the Local Plan to the Register of Community Assets, it should be included as an annex and updated regularly.
the definition of community facilities under 11.29/11.30 should be broadened to encompass the Register of Community Assets which will also give flexibiklity to the definition and greater protection through the lengthy plan period.

11 - Promoting Successful Communities	Question 11.23

16662 Object

Summary:

The Local Plan needs to plan positively for the provision and use of community facilities. Any policy must not only deal with protection of facilities, where appropriate, but also enable new provision to be made across the city.

11 - Promoting Successful Communities	11.33

16932 Support

Summary:

Public houses are vital to the vitality of the high street. Where there is a successful pub, more people are drawn to the surrounding area and will use the local facilities.
The change of use for pubs needs to be stopped.
Independent publicans generally are more enterprising and run profitable and popular pubs.

11 - Promoting Successful Communities	11.35

9108   Support

Summary:

Yes.

11 - Promoting Successful Communities	Option 171 - Public Houses: Market led approach

7216   Object

Summary:

This would mean that Public Houses were still protected under NPPF Paragraph 70 from redevelopment but with no clear means by which a developer could establish that the premises were not viable as a pub business.

11 - Promoting Successful Communities	Option 171 - Public Houses: Market led approach

8954   Support

Summary:

Let the market dictate what happens with pubs.

11 - Promoting Successful Communities

Option 171 - Public Houses: Market led approach

12795 Support

Summary:

I would have to agree with this. If it is truely a viable business then it would not be up for closure. It is a sad reality, but agree that trying to protect some public houses would be futile.

11 - Promoting Successful Communities

Option 171 - Public Houses: Market led approach

13395 Object

Summary:

Public houses represent an important community facility, we have lost more than 20 in recent years.

11 - Promoting Successful Communities

Option 171 - Public Houses: Market led approach

14885 Object

Summary:

Object

11 - Promoting Successful Communities

Option 171 - Public Houses: Market led approach

16016 Support

Summary:

Until the brewery companies stop charging the hardworking tenants unfair rents the city will gradually lose all the pubs. The freehold land is worth far more to the brewer for redevelopment. These old pubs should be listed to save them.

11 - Promoting Successful Communities

Option 171 - Public Houses: Market led approach

16599 Object

Summary:

Loss of public houses due to:
Fundamental imbalances between supply and demand;
Changes to social habits and leisure uses; and
Alcohol duties.
The marketing a pub (to assess pub viability) fails to reflect pub viability.
Better evidence from failed tenantcies over a period of years.
Change of use sought when pub is unviable, when the business cannot compete.
Public Houses (not charities) remain market and profit-led.
Marketing should not be required for a change of use.
A market-led approach would allow non-viable pubs to improve local environment and provide housing.
A reduction in pubs would make those remaining more viable.

11 - Promoting Successful Communities

Option 171 - Public Houses: Market led approach

16768 Object

Summary:

There is a real danger that pressure for residential uses leads public house owners to sell up: The Argyle, The Jubilee have suffered this fate. The Flying Pig survived such a threat.
The pubs around Mill Road are a key asset.
A policy is needed even if market forces, property rights etc may ultimately pull in other directions. Paradoxically, with more residential accommodation, pubs such as the Pig and Derby are likely to become more economically viable. Another policy the council might consider is waiver of business rates on pubs outside the town centre to ensure viability for community uses.

11 - Promoting Successful Communities

Option 171 - Public Houses: Market led approach

16934 Object

Summary:

I object to this approach. Pubs need to be given the chance to be viable. Market led forces can be variable. Trends change and any good pub will change with them to meet the new demands. Large pub companies do not have the ability to react to new trends as quickly as the independents. Also pubs often close because the landlord is not a good one. This should not be seen as being an excuse to close a pub completely and allow it to be redeveloped. New landlords need to be given the chance.

11 - Promoting Successful Communities	Option 172 - Protection for all Public Houses

7217   Object

Summary:

NPPF Paragraph 70 protects former Pubs, even those that have converted to Restaurant A4 Use or have closed, from redevelopment and recent Planning Inspectorate decisions would appear to back this view. Under this Option there would be no clear means by which a developer could establish that the premises were not viable as a pub business.

11 - Promoting Successful Communities	Option 172 - Protection for all Public Houses

11520 Support

Summary:

Some kind of protection is needed - whether gov't subsidy for conversion to housing/shop/restaurant not sure.

11 - Promoting Successful Communities	Option 172 - Protection for all Public Houses

15194 Object

Summary:

This policy is good in principle but needs to consider the prudent option of places of worship as an alternative to public houses. They would not represent a higher value use. This would reflect PPS 1 '..taking into acount the needs of all the community, including...relating to...religion.

11 - Promoting Successful Communities	Option 172 - Protection for all Public Houses

15442 Object

Summary:

The blanket protection of all public houses is completely unbalanced, and does not consider some of the other factors resulting in the closure of pubs in any reasonable way. It is inappropriate to ignore overwhelming market factors, which could result in land being sterilised and more suitable alternative uses not being considered. To fail to provide a flexible framework, and acknowledge competing demands of Cambridge's resources is in conflict with the NPPF.

11 - Promoting Successful Communities	Option 172 - Protection for all Public Houses

16017 Support

Summary:

Until the brewery companies stop charging the hardworking tenants unfair rents the city will gradually lose all the pubs. The freehold land is worth far more to the brewer for redevelopment. These old pubs should be listed to save them.

11 - Promoting Successful Communities	Option 172 - Protection for all Public Houses

16621 Object

Summary:

This option would not be a true reflection of current market trends and would lead to an increase in disused pubs which may never reopen. Ensuring no conversions to 'higher value uses' only is draconian, would not accord with the principles of sustainable development and would certainly not encourage economic growth and foster entrepreneurial spirit.
Planning must serve the public interest and this policy is entirely unreasonable and disregards individual circumstances and true market realities of supply and demand.
This policy would lead to blight of streetscenes and significantly contribute to rundown neighbourhoods.

11 - Promoting Successful Communities   **Option 172 - Protection for all Public Houses**

16771 Object

Summary:

There is a real danger that pressure for residential uses leads public house owners to sell up: The Argyle, The Jubilee have suffered this fate. The Flying Pig survived such a threat.
The pubs around Mill Road are a key asset.
A policy is needed even if market forces, property rights etc may ultimately pull in other directions. Paradoxically, with more residential accommodation, pubs such as the Pig and Derby are likely to become more economically viable. Another policy the council might consider is waiver of business rates on pubs outside the town centre to ensure viability for community uses.

11 - Promoting Successful Communities   **Option 172 - Protection for all Public Houses**

16939 Object

Summary:

This approach may not guarantee complete protection of public houses because they could simply become a restaurant before changing into an alternative use. In a declining market the policy would potentially be too restrictive, as genuinely redundant public houses could remain empty affecting an area's vitality and vibrancy.

11 - Promoting Successful Communities   **Option 172 - Protection for all Public Houses**

16971 Support

Summary:

At the moment districts such as Chesterton High Street are losing public houses to residential development and are in danger of becoming residential wastelands. Some protection needs to be given to places, such as the Haymakers and the Green Dragon otherwise, if these are eventually converted into housing, Chesterton High Street takes one more step to becoming a very isolated place. The other options provide too much freedom for these spaces to be converted into housing and offices, but Chesterton High Street just seems to need a community meeting place that's obvious and open to all.

11 - Promoting Successful Communities   **Option 173 - Safeguarding Public Houses**

7218   Support

Summary:

A clear means by which a developer can objectively establish that a pub business is not viable is needed to ensure that a quick profit is not made at the expense of the community a pub serves. Note that many owners of Public Houses own others in the same area and so are reluctant to sell a business to a potential rival. They should be forced to market the pub if they do not wish to continue running it as a business. This option also potentially guards against any deliberate 'running down' of a business by the owners.

11 - Promoting Successful Communities   **Option 173 - Safeguarding Public Houses**

7837   Support

Summary:

The remaining public houses that we still have should be protected from redevelopment or we will lose them. Loss is motivated by greed with companies deliberately failing the present business by placing inappropriate tenants or similar in situ. High profits are obtained from change of use to extremely high residential prices.
If there were policies in place ensuring that change of use to residential would be refused this would ensure that suitable tenants would be required to make a profitable business. There are still very successful public houses which shows that it is possible to make them profitable.

11 - Promoting Successful Communities   **Option 173 - Safeguarding Public Houses**

11847 Support

Summary:

As a fairly regular pub user, I believe the the importance to our community of these local public houses cannot be overstated. When a pub shuts down, or is converted, something disappears from the heart of the community.
Reasons for closing pubs vary, but in rather too many cases it appears to be unreasonably high rents or inflated tenancy terms imposed by either uncaring property owners or share holder - driven national breweries.
Option 173 offers a much needed safeguard against unwelcome closures and unsuitable conversions of our pubs.

11 - Promoting Successful Communities	Option 173 - Safeguarding Public Houses

12570 Support

Summary:

Independent assessment of a pub's viability is a good idea. Greene King seem to have turned from brewers into property developers.

11 - Promoting Successful Communities	Option 173 - Safeguarding Public Houses

13410 Support

Summary:

Public houses are a significant community facility especially in a densely populated area, they are important social spaces for many residents.

11 - Promoting Successful Communities	Option 173 - Safeguarding Public Houses

14541 Object

Summary:

Comment: The Penny Ferry Pub is not included in the list to be safeguarded, this should be reconsidered.

11 - Promoting Successful Communities	Option 173 - Safeguarding Public Houses

14896 Support

Summary:

Support

11 - Promoting Successful Communities	Option 173 - Safeguarding Public Houses

15423 Object

Summary:

Strongly support this and the proposed Planning Policy Guidance. The designation of the Penny Ferry is incorrect. It is an important riverside site that ought to be safeguarded if there is to be a real chance of widening the appeal of the north bank of the river.

11 - Promoting Successful Communities	Option 173 - Safeguarding Public Houses

15435 Support

Summary:

I would like to support the comments made by Cambridge Past Present and Future [A clear means by which a developer can objectively establish that a pub business is not viable is needed to ensure that a quick profit is not made at the expense of the community a pub serves. They should be forced to market the pub if they do not wish to continue running it as a business.] . It would be good to see the council, as far as it is able, making it possible for community groups to run them.

11 - Promoting Successful Communities	Option 173 - Safeguarding Public Houses

15443 Object

Summary:

We have a number of serious reservations regarding how this might be implemented and the general approach.
We questiion whether the assumption that there is a shortage of public houses in Cambridge based on a simple bench marking with other towns/cities carried out in the IPPG.
The policy framework must be flexible enough to acknowledge redevelopment opportunities and the associated benefits that may accrue, particularly where pubs have not been valued.
We are concerned that the policy approach will become overly restrictive and must be flexible to reflect economic realities, and the value/benefits of alternative issues.

| **11 - Promoting Successful Communities** | **Option 173 - Safeguarding Public Houses** |

15508 Object

Summary:

We object to Option 173 as a "one size fits all" policy to protect public houses is simply inappropriate. It is equally not reasonable to require public houses to be redeveloped for other community uses or for A Class purposes, and alternative uses, e.g. housing or student accommodation must equally be considered.

| **11 - Promoting Successful Communities** | **Option 173 - Safeguarding Public Houses** |

16018 Support

Summary:

Until the brewery companies stop charging the hardworking tenants unfair rents the city will gradually lose all the pubs. The freehold land is worth far more to the brewer for redevelopment. These old pubs should be listed to save them.

| **11 - Promoting Successful Communities** | **Option 173 - Safeguarding Public Houses** |

16053 Support

Summary:

The option represents an excellent solution to an increasing problem. Too many pubs are closing for reasons that are often somewhat tenuous or with little concern over the impact on the community. Landowners and certain large brewers need to be controlled in the ways suggested in the option.

| **11 - Promoting Successful Communities** | **Option 173 - Safeguarding Public Houses** |

16642 Object

Summary:

Over burdensome and inflexible marketing conditions including consultation.
Protecting all public houses is also contrary to the NPPF (para 70).
Suggest liaison with the local authority; consult the local community in exceptional circumstances.
12 month timeframe is unjustified and not compliant with the Localism Act 2011.
6 months marketing more appropriate.

The 'diversification options' need clarification, including the evidence required.
A more proportionate approach include less onerous criteria for change of uses in an urban area with alternative pubs in reasonable walking distance.
400m distance is unsound; 800m in Manual for Streets more appropriate.

| **11 - Promoting Successful Communities** | **Option 173 - Safeguarding Public Houses** |

16772 Support

Summary:

A presumption in favour of maintenance is a good idea, with serious evidence of lack of viability a pre-requisite to permission to change use. Local involvement is a good idea: there are a growing number of pubs nationwide that have been "rescued" by local support and financing.

| **11 - Promoting Successful Communities** | **Option 173 - Safeguarding Public Houses** |

16940 Support

Summary:

I agree with this approach. It gives the best protection for public houses. It prevents the easy redevelopment of pubs for housing, but allows totally unviable and unloved pubs to be redeveloped in a way that communities will be happy with.

| **11 - Promoting Successful Communities** | **Question 11.24** |

7130   Support

Summary:

Yes

| 11 - Promoting Successful Communities | Question 11.24 |

9109   Support

Summary:

Yes.

| 11 - Promoting Successful Communities | Question 11.24 |

10173 Support

Summary:

We feel there is a need for a policy because pubs play a significant role in the life of residents and visitors to Cambridge.

| 11 - Promoting Successful Communities | Question 11.24 |

10999 Support

Summary:

There is a clear need to support the cultural vibrancy of Cambridge, particularly in areas outside the centre.

| 11 - Promoting Successful Communities | Question 11.24 |

11208 Support

Summary:

Pubs are an important cutural facet of the city and a clear policy is needed to ensure their survival.

| 11 - Promoting Successful Communities | Question 11.24 |

11370 Support

Summary:

Support

| 11 - Promoting Successful Communities | Question 11.24 |

11870 Support

Summary:

We suggest this may be a development management issue, but the Theatres Trust has a particular interest in pubs as there are very many in the UK that provide additional venues for a range of performance spaces, from new plays and dance to live music and especially comedy which can make a vibrant contribution to the evening economy, in particular for university students. We would support any option that helps pubs become more flexible in their leisure offer for the 21st century, notwithstanding landlords' rent increases.

| 11 - Promoting Successful Communities | Question 11.24 |

12951 Support

Summary:

Yes

11 - Promoting Successful Communities	**Question 11.24**

13224 Support

Summary:

Given recent publicity on this matter, this is clearly an issue of considerable public concern so a policy is needed.

11 - Promoting Successful Communities	**Question 11.24**

13734 Object

Summary:

No.

11 - Promoting Successful Communities	**Question 11.24**

13958 Support

Summary:

With the recent number of pub sites sold to developers, there is clearly a need to protect them. Well-run pubs are valuable community meeting places; pub gardens and open spaces on pub sites are also valuable community amenities.

11 - Promoting Successful Communities	**Question 11.24**

14276 Support

Summary:

Yes

11 - Promoting Successful Communities	**Question 11.24**

15109 Support

Summary:

Yes, support.

11 - Promoting Successful Communities	**Question 11.24**

15419 Support

Summary:

Yes. 171 is not the right approach as it does not deal with the reality that it is very easy to run a pub into the ground by appointing a well-meaning but incompetent manager or tenant.
Using a pub as a restaurant does not stop it being a pub if I read the recent decision on The Plough at Shepreth correctly. The restaurant use is a permitted development of the pub which remains the established planning use of the premises. It is only the development industry that benefits from failure to recognise this.

11 - Promoting Successful Communities	**Question 11.24**

16549 Support

Summary:

Yes, the need to protect valuable community facilities such as public houses is recognised in the National Planning Policy Framework (NPPF). Clarification of the steps required before a change of use application is welcomed however any policy should be more indicative of current market trends (see other representations).

11 - Promoting Successful Communities	Question 11.24

16736 Object

Summary:

Referred to in Section 6 of our earlier document.
It is very difficult to see how the City Council could manage public houses, and encourage people to visit them, better than the landlords can themselves.

11 - Promoting Successful Communities	Question 11.24

16864 Support

Summary:

Yes - support.

11 - Promoting Successful Communities	Question 11.24

16941 Support

Summary:

11.24 Is there a need for a policy addressing this issue?   Yes

11 - Promoting Successful Communities	Question 11.24

17502 Support

Summary:

Pubs - safeguarding policy needed but has to be deliverable and watertight, and focus on pubs that the community values. We also support the interim planning guidance on pubs, and protection for other valued community assets.

11 - Promoting Successful Communities	Question 11.24

17973 Object

Summary:

Policies should reflect the social and economic factors that have led in recent years to a national decline in the number of public houses with volatile customer demand and brand awareness.
Public houses no longer dominate the beer drinking market or form the heart of most communities and is dependent on a commercially viable retail business, which should be the key factor in developing related planning policies.
These policies should be based not on a protectionist stance, but on encouraging pub diversification and sustaining the development of clusters of entertainment facilities in the city centre and city centre margins.

11 - Promoting Successful Communities	Question 11.24

18093 Support

Summary:

Yes a policy is most necessary.

11 - Promoting Successful Communities	Question 11.25

7015 Support

Summary:

I think that here there is no need for specific intervention, and therefore I favour Option 171.
However, there is a need to address excessive alcohol consumption in young people, as has been nationally recognised. The council should (perhaps in some other documents) be considering how it can address this issue also.

11 - Promoting Successful Communities	Question 11.25

7131 Support

Summary:

I choose Option 173.

11 - Promoting Successful Communities	Question 11.25

7464 Support

Summary:

I support option 171. Market forces should dictate what happens to pubs. If there is no demand for a specific pub there are plenty of others. The council should give consideration to enforcing stricter opening hours and to reducing anti-social behavoir and public nuisance caused by the easy availablilty of cheap booze.

11 - Promoting Successful Communities	Question 11.25

9110 Support

Summary:

Option 173

11 - Promoting Successful Communities	Question 11.25

9487 Support

Summary:

Option 173. The others might be unenforceable in practice.

11 - Promoting Successful Communities	Question 11.25

10174 Support

Summary:

We prefer Option 172, see comment 11.24 (below)
There is a policy need; pubs play a significant role in the life of residents and visitors to Cambridge.
Option 171 will leave pubs vulnerable to the dictates of money.
We support Option 172, giving a certain amount of protection to pubs thus protecting this life style to a certain extent. Pubs have been instrumental in fostering the germination of new ideas (eg discovery of DNA), and industrial innovation (eg designing the BBC micro for Acorn). Thus the existence of pubs and the way they are used enhances job creation in Cambridge.

11 - Promoting Successful Communities	Question 11.25

10387 Support

Summary:

173

11 - Promoting Successful Communities	Question 11.25

10687 Support

Summary:

Option 173

11 - Promoting Successful Communities	**Question 11.25**

11009 Support

Summary:

Public houses that are still viable seem nevertheless to be under threat. There should be clear mechanisms by which they can 'fight their corner' in the face of development proposals.

11 - Promoting Successful Communities	**Question 11.25**

11375 Support

Summary:

Option 173 sounds appealing. The key is to prevent 'gaming' of the system by pub companies - for example, increasing the prices in the pub or permitting anti-social behaviour, watching the patronage fall, and then declaring than the pub is unviable. The test for conversion should be stringent and not easy to pass.
The 'workaround' in Option 172 would be to apply the same tests to restaurants wishing to convert to residential accommodation as to pubs. Since pubs and restaurants are difficult to distinguish some cases, this would seem to block that loophole.

11 - Promoting Successful Communities	**Question 11.25**

12067 Support

Summary:

Option 173, but it should be sufficiently flexible to allow the public house to expend / divert into other community facilities eg incorporate a coffee shop, local store, sub-post-office etc.

11 - Promoting Successful Communities	**Question 11.25**

12952 Support

Summary:

Prefer Option 173. Safeguarding Public Houses. This prevents the possibility of pubs being turned into restaurants and then into residential accommodation, all of which would need a planning permission for change of use. Especially for the two Newtown pubs.

11 - Promoting Successful Communities	**Question 11.25**

13228 Object

Summary:

Option 173 is strongly preferred
While there is public concern, we do need to recognise changing social habits, several of which militate against pub use and one suspects the loss of pubs will continue. But a policy along the lines of 173 would mean that pubs are protected to the extent that time is allowed for fuller consideration of possible alternatives to closing before we allow market forces to prevail if the possible alternatives prove unviable.
Again as with point 11.22 the marketing period has to be 18 or even 24 months.

11 - Promoting Successful Communities	**Question 11.25**

13945 Support

Summary:

Option 173

11 - Promoting Successful Communities	**Question 11.25**

14277 Support

Summary:

Option 173

| 11 - Promoting Successful Communities | Question 11.25 |

14422 Support

Summary:

Option 173. Chesterton has lost too many pubs in recent years. The Penny Ferry is on a cliff edge when clearly its riverside location should make it highly viable for the right enterprise.

| 11 - Promoting Successful Communities | Question 11.25 |

15110 Support

Summary:

Option 173.

| 11 - Promoting Successful Communities | Question 11.25 |

15872 Object

Summary:

Support option 173 however the narrow market-led approach to viabiltity fails to take account of the wider social and community role public houses can play. Any consideration of alternative public houses should be on an area wide basis and encompass how many public houses there are or have been lost in an area (defined by ward but flexible over boundaries) over at least the previous 5 years.
The Penny Ferry should be included in the list in Appendix I: it has been prematurely excluded because of one successful planning appeal but Conservation Area consent to demolish has since been refused.

| 11 - Promoting Successful Communities | Question 11.25 |

16560 Support

Summary:

The preferred option would be to allow a market-led approach where unprofitable pubs in areas of adequate accessibility to alternatives - where the day-to-day needs of residents remains unaffected - are allowed to change use without having to provide evidence of marketing. Increasing the flexibility of Option 173 may also achieve a workable balance between regulation and true market trends, if the comments (see representations for option 173) are realised and alterations to the policy are made accordingly.

| 11 - Promoting Successful Communities | Question 11.25 |

16866 Support

Summary:

Our preference is for Option 173.

| 11 - Promoting Successful Communities | Question 11.25 |

16942 Support

Summary:

11.25 Which of the options do you prefer? Option 173

| 11 - Promoting Successful Communities | Question 11.25 |

17975 Object

Summary:

Option is 171 with reservations.
Unfair and unbalanced picture of public house closures given in Option.
A policy for further planning interventions should be based on proper consultation with owners and operators, that encourage variety and diversification.
Option 173 requires evidence that there is no longer a need for the public house in question. The evidence required is both complex and voluminous. Charles Wells already have their own Code of Practice on business development and diversification and a transparent disposals process, which could be used as a basis for model reports to be used in making planning applications.

11 - Promoting Successful Communities	Question 11.25

18094 Support

Summary:

Option 173 - Too many pubs are turned into accommodation, they form an important part of local communities and local centres. This policy would ensure that should the pub not be viable, an alternative A class use would be enforced which will keep the contribution to the community.

11 - Promoting Successful Communities	Question 11.26

7219   Object

Summary:

We are concerned at the provisions that allow for Public Houses to 'replaced on site' or 'relocated to an alternative or equally accessible site'. These provisions fail to recognise that the history, fabric, position and layout of a Public House are often an important contribution to its success as a community hub. Therefore, It is essential these provisions are qualified by the clause 'and it can be demonstrated that the replacement facility will be of equal or greater value to the community it serves'.

11 - Promoting Successful Communities	Question 11.26

11023 Support

Summary:

There seems to be a focus on development of new public houses premises in option 173. There should be clear consideration of viable premises where the owners have no desire for re-development. Such premises should have the right to remain, ensuring diversity in the provision of leisure facilties throughout Cambridge.

11 - Promoting Successful Communities	Question 11.26

13960 Object

Summary:

Pressure must be put on breweries not to use the justification of falling sales to push for change of use/demolition. The Penny Ferry decision is a good precedent re opposing demolition.

11 - Promoting Successful Communities	Question 11.26

14542 Support

Summary:

I don't think the plan should be overly prescriptive and dictate that all that will be acceptable on a pub or ex-pub site is a pub.
The council should adopt a policy inviting and encouraging innovative proposals for development; and ought look favourably on those which retain an element of community facility (even if that's perhaps a facility for say the small business community).

11 - Promoting Successful Communities	Question 11.26

15111 Support

Summary:

Community use should include re-use as a membership-based boat club.

11 - Promoting Successful Communities	Question 11.26

16576 Object

Summary:

A preferred option should reflect the individual circumstance of each business and locality, allowing sufficient flexibility to allow the change of use of public houses subject to a criteria based approach.
Relevant evidence to demonstrate a public house is no longer needed will come from a six month marketing of the facility for alternative public house or community reuse.

11 - Promoting Successful Communities	Question 11.26

16943 Object

Summary:

11.26 Are there any points which have been missed and you feel should be added (perhaps even an entirely new option)?
The issue of public house gardens has not been addressed at all. Historically these were often a place of greener, adding to green corridors in the city. However since the introduction of the no smoking ban in pubs, many of these have been almost entirely enclosed - almost rooms, but are still considered gardens/outside so that the smokers have somewhere to go to smoke. I feel that there is a need to address this in planning.

11 - Promoting Successful Communities	Question 11.26

17978 Object

Summary:

Paragraph 21 of the NPPF emphasises the dynamic and changing nature of business. Getting a proposal through the planning system is getting more difficult and prolonged. The government's recent consultation paper on streamlining information requirements for planning applications says these should be proportionate to the nature and scale of development proposals. Option 173 contains an additional information requirement that is totally disproportionate. Consultation with the industry before publication of both the IPPG and the Issues and Options Report, as carried out in preparing the Cambridge Hotels Futures Report, would have ensured options that were properly grounded and less burdensome.

11 - Promoting Successful Communities	Question 11.26

18095 Support

Summary:

No

11 - Promoting Successful Communities	Question 11.27

11027 Support

Summary:

Option 173 must be enhanced to provide protection for existing, viable public houses.

11 - Promoting Successful Communities	Question 11.27

16572 Object

Summary:

"Proposals for the change of use or redevelopment of public houses will not be approved unless one or more of the four criteria are met:
- The facility is replaced on site; or
- The facility is relocated to an alternative but equally accessible site; or
- There is adequate accessibility to alternative facilities within a reasonable walking distance of 800m; or
- The facility could be lost only if it can be demonstrated there is no longer a need for the public house in the area."

11 - Promoting Successful Communities	Question 11.27

16944 Object

Summary:

11.27 Are there any other reasonable alternatives that should be considered at this stage?
The planning needs to address the possibility of these restaurants (that were pubs) reverting to pubs or other similar amenity if they are no longer required as restaurants. This should take priority over redevelopment into housing.

11 - Promoting Successful Communities	Question 11.27

17981 Object

Summary:

Public house related policies should adopt a positive stance based on the following principles:
- flexibility in responding to economic and social change
- encouraging diversification within the city centre and city centre fringe
- encourage local communities, through neighbourhood plans or other initiatives, to set up community pubs.
Our alternative policy categorises public houses according to location as follows:
- city centre and edge of centre clusters
- other locations.
In most circumstances diversification and marketing reports would be required as part of a planning application, based on a model agreed between the industry and the LPA.

11 - Promoting Successful Communities	Option 174 - Extend the safeguarding option (no. 173) to former Public Houses

7315   Support

Summary:

This should be adopted as well as Option 173 in order that the Local Plan complies with NPPF Paragraph 70 and recent Planning Inspectorate Appeal decisions that demonstrate how this is to be applied.

11 - Promoting Successful Communities	Option 174 - Extend the safeguarding option (no. 173) to former Public Houses

11521 Support

Summary:

Yes - some valuable spaces have been left off.

11 - Promoting Successful Communities	Option 174 - Extend the safeguarding option (no. 173) to former Public Houses

14898 Support

Summary:

Support

11 - Promoting Successful Communities	Option 174 - Extend the safeguarding option (no. 173) to former Public Houses

15424 Support

Summary:

Agree

11 - Promoting Successful Communities	Option 174 - Extend the safeguarding option (no. 173) to former Public Houses

15454 Object

Summary:

To try and capture properties that may have been out of pub use for a very considerable time, is disproportionate policy response, and represents undue interference with an individual's property rights, and without any justification whatsoever. The NPPF is silent on this issue. Such an approach is completely unbalanced, and at odds with NPPF.

11 - Promoting Successful Communities	Option 174 - Extend the safeguarding option (no. 173) to former Public Houses

16019 Support

Summary:

Until the brewery companies stop charging the hardworking tenants unfair rents the city will gradually lose all the pubs. The freehold land is worth far more to the brewer for redevelopment. These old pubs should be listed to save them.

11 - Promoting Successful Communities	Option 174 - Extend the safeguarding option (no. 173) to former Public Houses

16055 Support

Summary:

yes - add this to Option 173 making it fully comprehensive.

11 - Promoting Successful Communities	Option 174 - Extend the safeguarding option (no. 173) to former Public Houses

16774 Support

Summary:

Support.

11 - Promoting Successful Communities	Option 174 - Extend the safeguarding option (no. 173) to former Public Houses

16945 Support

Summary:

I support this option. Pubs are local amenities and former pubs can be returned to such or similar if they become available. Communities change and it is important that the amenities for them keep in line with their needs.

11 - Promoting Successful Communities	11.39

15427 Object

Summary:

I think this is actually wrong in law. As stated above the restaurant use is a permitted use of the pub and depended entirely upon it being a pub in the first place. The pub use remains even if it is not in actual use as such. This was established in the course of obtaining planning consent for is now the Dolphin at St Ives.

11 - Promoting Successful Communities	Option 175 - Allow the flexible re-use of Public Houses

7316   Support

Summary:

A former Public House, identified as such and in use as a community facility, should be able to revert back into a Public House without the need to submit a Planning Application.

11 - Promoting Successful Communities	Option 175 - Allow the flexible re-use of Public Houses

10457 Support

Summary:

Flexibility and common sense are usually better than prescription policies.

11 - Promoting Successful Communities	Option 175 - Allow the flexible re-use of Public Houses

15430 Support

Summary:

This would act as a strong brake on them 'leaking' away into other uses.

11 - Promoting Successful Communities	Option 175 - Allow the flexible re-use of Public Houses

16020 Support

Summary:

Until the brewery companies stop charging the hardworking tenants unfair rents the city will gradually lose all the pubs. The freehold land is worth far more to the brewer for redevelopment. These old pubs should be listed to save them.

11 - Promoting Successful Communities	Option 175 - Allow the flexible re-use of Public Houses

16776 Support

Summary:

Support

11 - Promoting Successful Communities	Question 11.28

9111   Support

Summary:

Yes

11 - Promoting Successful Communities	Question 11.28

11376 Support

Summary:

Support

11 - Promoting Successful Communities	Question 11.28

12954 Support

Summary:

Yes

11 - Promoting Successful Communities	Question 11.28

13235 Support

Summary:

Probably a good idea to add this subject to the basic policy as set out in 173.

11 - Promoting Successful Communities	Question 11.28

13732 Object

Summary:

No.

11 - Promoting Successful Communities

Question 11.28

13963 Support

Summary:

The change to restaurant use seems a loophole in planning law, which is used by developers who wish to change to housing use - thus this policy is needed.

11 - Promoting Successful Communities

Question 11.28

14279 Support

Summary:

Yes

11 - Promoting Successful Communities

Question 11.28

16947 Support

Summary:

11.28 Is there a need for a policy addressing this issue?   Yes

11 - Promoting Successful Communities

Question 11.28

17983 Object

Summary:

This could only apply if there are significant changes to current economic and social trends. Any changes outside Class A require planning permission; therefore control is already there. Options 174 and 175 are unclear, confusing and unnecessary. Adequate control exists at present.

11 - Promoting Successful Communities

Question 11.28

18115 Support

Summary:

Yes

11 - Promoting Successful Communities

Question 11.29

9489   Support

Summary:

Option 174

11 - Promoting Successful Communities

Question 11.29

10689 Support

Summary:

Option 174

11 - Promoting Successful Communities

Question 11.29

10832 Support

Summary:

Option 175

| 11 - Promoting Successful Communities | Question 11.29 |

11378 Support

Summary:

I would support either option that safeguards existing pubs (and those pubs that close between the decision of a policy and that policy coming into effect).

| 11 - Promoting Successful Communities | Question 11.29 |

12956 Object

Summary:

Both options, they are complementary and not alternatives.

| 11 - Promoting Successful Communities | Question 11.29 |

13238 Object

Summary:

Could we not apply both 174 and 175; they do not seem to be mutually exclusive and both have merits.

| 11 - Promoting Successful Communities | Question 11.29 |

13967 Support

Summary:

Option 175

| 11 - Promoting Successful Communities | Question 11.29 |

14281 Support

Summary:

Option 174

| 11 - Promoting Successful Communities | Question 11.29 |

15873 Support

Summary:

We support options 174 & 175.

| 11 - Promoting Successful Communities | Question 11.29 |

17986 Object

Summary:

Since we think no policy is needed, neither option is preferred.

11 - Promoting Successful Communities	Question 11.29

18116 Support

Summary:

Option 174

11 - Promoting Successful Communities	Question 11.30

12861 Support

Summary:

We need to protect all public houses. They are a vital community resource for locals and residents. No change of use of public houses should be allowed, and nor should any development of pubs into housing. Where the pub company/owner cannot sustain the business, this must be offered to other companies/the community. But whatever happens, we must retain pubs as pubs.

11 - Promoting Successful Communities	Question 11.30

16948 Object

Summary:

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

Only the issue of pub gardens mentioned above.

11 - Promoting Successful Communities	Question 11.30

17987 Object

Summary:

No

11 - Promoting Successful Communities	Question 11.30

18117 Support

Summary:

No

11 - Promoting Successful Communities	Question 11.31

17988 Object

Summary:

No

11 - Promoting Successful Communities	Question 11.31

18118 Support

Summary:

No

11 - Promoting Successful Communities	11.40

18439 Support

Summary:

Regarding paragraphs 11.40-11.42, the latest County Council policy for the delivery of a 21st Century Library Service recognises the importance of developing community hubs where library services can be provided in shared buildings in partnership with other services, education for example. These can include other Council and voluntary sector information and advice services, health services, adult learning services and children's centres and commercial partners such as the Post Office. This pattern of provision provides the best opportunity to deliver a wide range of complementary services and facilities, including community meeting spaces, to meet the needs of the growing communities.

11 - Promoting Successful Communities	11.41

16609 Support

Summary:

Last paragraph: There are very few existing community facilities in the Histon Road area, so additional ones would be very welcome.

11 - Promoting Successful Communities	11.41

18440 Support

Summary:

Regarding paragraphs 11.40-11.42, the latest County Council policy for the delivery of a 21st Century Library Service recognises the importance of developing community hubs where library services can be provided in shared buildings in partnership with other services, education for example. These can include other Council and voluntary sector information and advice services, health services, adult learning services and children's centres and commercial partners such as the Post Office. This pattern of provision provides the best opportunity to deliver a wide range of complementary services and facilities, including community meeting spaces, to meet the needs of the growing communities.

11 - Promoting Successful Communities	11.42

18441 Support

Summary:

Regarding paragraphs 11.40 -11.42, the latest County Council policy for the delivery of a 21st Century Library Service recognises the importance of developing community hubs where library services can be provided in shared buildings in partnership with other services, education for example. These can include other Council and voluntary sector information and advice services, health services, adult learning services and children's centres and commercial partners such as the Post Office. This pattern of provision provides the best opportunity to deliver a wide range of complementary services and facilities, including community meeting spaces, to meet the needs of the growing communities.

11 - Promoting Successful Communities	Option 176 - New community facilities

14713 Object

Summary:

Current hospice provision in Cambridge is outdated and inadequate
New hospice required.
Hospice would be sustainable in terms of flexibility of usage going forwards to meet changing end of life care, and represent exemplar energy efficiency.
Location of a new hospice in Southern Fringe would free up a valuable brownfield site in middle of Cambridge.
Relocation of hospice from the city centre to outskirts of Cambridge would have a beneficial impact on traffic in Mill Road.
A new hospice would provide additional high quality jobs.
New exemplar hospice would be befitting as Cambridge known for innovation and healthcare excellence.

11 - Promoting Successful Communities	Option 176 - New community facilities

15196 Support

Summary:

I strongly agree with the section that outline that shared facilities are not always possible due to conflicting demands and needs. This is a commendable approach that avoids the idea that all religions are able to meet in shared facilities.

11 - Promoting Successful Communities	Option 176 - New community facilities

15935 Support

Summary:

Does the city need a new sixth form college? Yes, in a word, if those who teach at Hills and Long Road are to be believed. And yes, it should be in the north-west of the city.

11 - Promoting Successful Communities	Option 176 - New community facilities

18437 Support

Summary:

Options 176 and 177 are complementary as new community facilities can be in shared buildings where information services and meeting facilities can be provided.

11 - Promoting Successful Communities	Option 177 - The provision of community facilities through new developement

11717 Support

Summary:

There is a shortfall in the provision for climbing in Cambridge. A recent survey showed that there is considerable support for a LEAD CLIMBING WALL in Cambridge from local clubs and climbers generally - see attached notes and letters. Nationally climbing is one of several sports which are increasing in popularity. Indoor lead climbing is likely to become an Olympic sport in 2020 and Cambridge should be in the forefront of providing the right facilities for this.
Lead Climbing is a particularly good activity for all ages and abilities.

11 - Promoting Successful Communities	Option 177 - The provision of community facilities through new developement

18438 Support

Summary:

Options 176 and 177 are complementary as new community facilities can be in shared buildings where information services and meeting facilities can be provided.

11 - Promoting Successful Communities	Question 11.32

8616   Support

Summary:

The Trumpington Residents' Association supports Option 176 and 177 which seem to us to be complementary.

11 - Promoting Successful Communities	Question 11.32

9112   Support

Summary:

Yes

11 - Promoting Successful Communities	Question 11.32

13243 Support

Summary:

Yes

11 - Promoting Successful Communities	Question 11.32

15112 Support

Summary:

Yes, support.

| 11 - Promoting Successful Communities | Question 11.32 |

15432 Support

Summary:

Strongly support but would add that these developments should be community led by engagement with the local community at an early stage.

| 11 - Promoting Successful Communities | Question 11.32 |

16610 Support

Summary:

Yes, emphatically.

| 11 - Promoting Successful Communities | Question 11.32 |

18119 Support

Summary:

Yes

| 11 - Promoting Successful Communities | Question 11.32 |

18535 Support

Summary:

We support Option 176 and 177 which seem to us to be complementary.

| 11 - Promoting Successful Communities | Question 11.33 |

8956   Support

Summary:

Option 176 where there is a local need only.

| 11 - Promoting Successful Communities | Question 11.33 |

9113   Object

Summary:

Neither option is satisfactory because there is insufficient attention paid to existing communities where facilities are insufficient. Of the two options 176 is preferable because there is mention of local need. Option 177 involves a requirement to satisfy new demand from new development, which is also essential.

| 11 - Promoting Successful Communities | Question 11.33 |

9490   Support

Summary:

Option 177. On-site provision should be the norm.

11 - Promoting Successful Communities	Question 11.33

13245 Object

Summary:

Option 177 is preferred - there have to be additional facilities provided in an expanding city and sub region.
NB where one development is taking place this must have regard to any other developments that could and would benefit from a shared and therefore joint facility provision.

11 - Promoting Successful Communities	Question 11.33

13307 Support

Summary:

For new developments, option 177.

11 - Promoting Successful Communities	Question 11.33

15113 Support

Summary:

No preferred option.

11 - Promoting Successful Communities	Question 11.33

16611 Support

Summary:

Option 176 preferred.

11 - Promoting Successful Communities	Question 11.33

18120 Object

Summary:

Both options have advantages. Current community faciliies should be used for multiple uses and shared with the community, the other option will be necessary and relevant for new development areas where community centres are clearly a requirement when new homes are being built, this should also include multiple use community centres.

11 - Promoting Successful Communities	Question 11.34

9114   Object

Summary:

Needs an option with more emphasis on making good shortfall in existing communities.

11 - Promoting Successful Communities	Question 11.34

9968   Support

Summary:

The Options contain no reference to applications for entirely new Public
Houses. NPPF Paragraph 7 states that one of the NPPF's 'dimensions' is "a social role - supporting strong, vibrant and healthy communities, with accessible local services that reflect the community's needs and support its health, social and cultural well-being".
The growth of the City's population should require that Public House provision be sustainably increased in line with this. Therefore, Option 177 should make it clear that 'appropriate community facilities' should potentially include Public Houses.

11 - Promoting Successful Communities	Question 11.34

17110 Object

Summary:

Housing and infill - this seems to be a perpetual problem - but I beg - whatever your aims and achievements - please understand that within 10 years of the arrival of a newly married couple you will need Secondary School places not just primary school ones - similarly doctors, dentists, healthworkers; all to be balanced by a onward moving university population. By constantly expanding the housing stock and drawing more and more people to Cambridge - we bring with them more and more social and educational needs; perhaps some of the answer lies in the word STOP.

11 - Promoting Successful Communities	Question 11.34

18121 Support

Summary:

No

11 - Promoting Successful Communities	11.43

9115   Object

Summary:

Should not these questions also be asked of groups of residents with other interests?

11 - Promoting Successful Communities	11.44

15201 Support

Summary:

Excellent proactive intentions that must be followed through for CCC to glean the needs of several hundred (and growing) members of the Cambs community. Look forward to hearing from you.

11 - Promoting Successful Communities	11.44

15805 Support

Summary:

Survey welcomed.

11 - Promoting Successful Communities	11.45

7049   Support

Summary:

I welcome this proposal and suggest that the Council adopt a policy supporting the provision of faith facilities in line with the Cambridgeshire Horizons report's recommendations on the subject.

11 - Promoting Successful Communities	11.45

15479 Support

Summary:

I'm not sure a specific policy is necessary unless there is evidence that lack of a policy is inhibiting faith groups acquiring their own facilities when they reach a point at which it makes sense for them to do so. There is a problem in a very crowded city where it will be difficult to meet the needs of faith that ideally like very extensive areas for their form of worship that are simply not available.

| 11 - Promoting Successful Communities | Option 178 - Support for arts and cultural activities |

9116   Object

Summary:

We support this option but ask:
What is meant, in the penultimate paragraph by "surrounding area" in terms of location. Too vague.

| 11 - Promoting Successful Communities | Option 178 - Support for arts and cultural activities |

12207 Support

Summary:

Options 66 (p. 147), 70 (p. 158), 164 (p. 263), 178 (p. 277) and 200 (p. 301) are essential.

| 11 - Promoting Successful Communities | Option 178 - Support for arts and cultural activities |

13671 Support

Summary:

We support the aim of Option 178.

| 11 - Promoting Successful Communities | Option 178 - Support for arts and cultural activities |

15487 Support

Summary:

I support giving due consideration to this need but it does have to be rooted in real demand if any provision is not to become an expensive white elephant. Arts provision does tend to be expensive and the facilities in Cambridge are limited by physical space. I doubt any specific policy would be much use but it will be useful to have the issues identified in the Local Plan that are material considerations if any proposal were to come forward.

| 11 - Promoting Successful Communities | Option 178 - Support for arts and cultural activities |

16612 Object

Summary:

This seems rather vague. What comprises the 'sub-region'? Locations outside Cambridge presumably wouldn't come under the jurisdiction of the City Council? The last sentence is baffling. What higher values are meant?

| 11 - Promoting Successful Communities | Option 178 - Support for arts and cultural activities |

16972 Object

Summary:

Though I believe there should be a provision for allowing ex-public houses or other ex-community spaces that are being considered for redevelopment into offices or houses, to be considered for arts/cultural/community spaces first. Once spaces have been turned into houses/offices, it's next to impossible for the community to get them back.

| 11 - Promoting Successful Communities | Question 11.36 |

7244   Support

Summary:

This should be specifically linked to transport strategy and assessments and done on a Greater Cambridge basis jointly with South Cambs.

11 - Promoting Successful Communities

Question 11.36

9117   Support

Summary:

Yes

11 - Promoting Successful Communities

Question 11.36

11869 Object

Summary:

We support both options - 168 and 178 - but have a major query.
As there is a separate option for cultural facilities, theatres should not be included in a description of leisure facilities as this is misleading.
Either these two options should be combined, or the description for Leisure Facilities excludes any cultural facilities such as theatres and the Fitzwilliam etc.
The question of economic viability may apply to leisure facilities, but does not carry the same weight for cultural facilities as many of these are supported by external funding.

11 - Promoting Successful Communities

Question 11.36

12957 Support

Summary:

Yes

11 - Promoting Successful Communities

Question 11.36

13253 Support

Summary:

Just like open spaces and leisure facilities, Arts & Culture are an important part of quality of life issues. Once again we are well endowed with such facilities. but they need protection and we need to consider how they could be further enhanced as the population in the sub region expands. So a policy would be welcomed

11 - Promoting Successful Communities

Question 11.36

13310 Support

Summary:

Obvious need for a strong policy to protect and enhance these vital facilities.

11 - Promoting Successful Communities

Question 11.36

14283 Support

Summary:

Yes

11 - Promoting Successful Communities

Question 11.36

14463 Support

Summary:

Yes- the arts and cultural activities of Cambridge are part of what make it a special place to live. These should be proactively encouraged to promote quality of life for residents and also benefit visitors.

11 - Promoting Successful Communities	**Question 11.36**

16614 Support

Summary:

Yes.

11 - Promoting Successful Communities	**Question 11.36**

16867 Support

Summary:

Yes - support.

11 - Promoting Successful Communities	**Question 11.36**

18122 Support

Summary:

Yes - as suggested.

11 - Promoting Successful Communities	**Question 11.37**

9118   Object

Summary:

Yes, transport to venues, bus services, cycle and car parking need to be considered. Specify the maximum distance from Cambrige city centre that would be suitable.
Need for a theatre larger than the Arts Theatre and with raked seating and an orchestral pit.

11 - Promoting Successful Communities	**Question 11.37**

9492   Support

Summary:

"Proven need" is crucial. In the University and elsewhere, Cambridge has a large number of amateur but highly skilled performers and artists, and the colleges and public halls provide ample facilities.

11 - Promoting Successful Communities	**Question 11.37**

11722 Support

Summary:

There is a shortfall in the provision for climbing in Cambridge. A recent survey showed that there is considerable support for a LEAD CLIMBING WALL in Cambridge from local clubs and climbers generally - see attached notes and letters. Nationally climbing is one of several sports which are increasing in popularity. Indoor lead climbing is likely to become an Olympic sport in 2020 and Cambridge should be in the forefront of providing the right facilities for this.
Lead Climbing is a particularly good activity for all ages and abilities.

11 - Promoting Successful Communities	**Question 11.37**

12963 Object

Summary:

Need to consider effectiveness and timetables of any pubic transport links if not centrally located.

11 - Promoting Successful Communities	**Question 11.37**

14465 Support

Summary:

An arts and cultural centre provides an opportunity to design a world class standard building. This could be an opportunity to set a legacy for the next several decades and beyond and plan for a longer term vision. What public buildings do we want to see in Cambridge from the 2010s remaining in a hundred years?

11 - Promoting Successful Communities	**Question 11.37**

16868 Support

Summary:

As stated above, we would like to see Romsey being designated as a cultural quarter with supplementary planning guidance allowing the development of live-work units and encouraging low rent studio space for artists and craftspeople, which would both promote employment opportunities and sustainable lifestyles.

11 - Promoting Successful Communities	**Question 11.37**

17112 Object

Summary:

Yes to something other than shopping as the National Pastime for central Cambridge residents; yes to an Ice Rink, a better auditorium - somewhere we can host ballet and dance to a good standard without half the dancers falling off the Corn Exchange stage. Yes to many more outside sports areas, a cycle rink, a host of boules or petanques areas, basket ball hoops, small hardplay surfaces, netball courts - many more free tennis areas.

11 - Promoting Successful Communities	**Question 11.37**

18123 Support

Summary:

No

11 - Promoting Successful Communities	**Question 11.38**

14477 Support

Summary:

An archive/library/arts and cultural centre was in the original plans for the station development. Would like to see a visionary plan to enable a well designed and internationally recognised building fulfill this function. This would support Cambridge as a city of learning and culture. Culture should be positively encouraged in the plan with a strong vision for design which will leave a legacy into the next century. Many other towns/cities have or are building new archives centres and or related arts centres. In a university town we need an innovative arts and archive centre/s.

This page is intentionally left blank

APPENDIX E: ANALYSIS, RESPONSES AND PREFERRED APPROACH TO TRANSPORT AND INFRASTRUCTURE, PLUS SUMMARIES OF REPRESENTATIONS RECEIVED

ISSUE: TIMELY PROVISION OF INFRASTRUCTURE

Total representations: 19	
Object: 11	**Support: 8**

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 182: Timely provision of infrastructure	• Lots of support for the principle of the policy – getting infrastructure into development early is key; • Feeling that the policy hasn't always been successful / implemented strongly enough in the past and caused congestion issues.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
The commitment made by this option to provide the infrastructure necessary to meet the needs of new development and regeneration is likely to have a positive effect on identified economic issues including to address pockets of income and employment deprivation and to help maintain Cambridge as one of the UK's most competitive cities. However, without details on the nature of infrastructure, or on the steps taken to ensure that it is sustainable, this option cannot be appraised with any certainty against the other topic areas. The option is partly aimed at improving development related transport (by providing the appropriate infrastructure) therefore positive effects on transport provision could be expected.

KEY EVIDENCE
• Peter Brett Associates (2012). Draft Cambridge City Council and South Cambridgeshire District Council Infrastructure Delivery Study;   • Cambridgeshire County Council (2011). Cambridgeshire Local Transport Plan 3;   • Cambridgeshire County Council (2012). Draft Transport Strategy for Cambridge and South Cambridgeshire.

CURRENT POLICY TO BE REPLACED
Not applicable

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE
Delivery of new or improved infrastructure (including transport infrastructure) and services to support new development in a timely and phased manner will be an important element in ensuring the appropriate and sustainable implementation of new growth in Cambridge and the Sub region.   Delivery of infrastructure to support development falls with the core planning

principles identified in the National Planning Policy Framework (paragraph 17) and the National Planning Policy Framework clearly states that Local Planning Authorities should include strategic policies for the provision of infrastructure (paragraph 156). Option 182 seeks to provide the Local Plan Policy basis for this.

As recognised in the Interim Sustainability Appraisal, this option is likely to have a positive economic effect and help maintain Cambridge as one of the UK's most competitive cities.

In the responses to the consultation, there was general support for a policy like this but there was concern expressed that the timely provision of infrastructure is not something that has always been delivered and that this has led to congestion issues. The provision of infrastructure is a complex issues which is dependent on a number of factors such as the rate at which development comes forward, the level of developer contributions secured towards infrastructure and the level of government funding secured towards new infrastructure. The aim of this policy is to highlight the importance of timely provision of infrastructure and include it as a strategic priority in the Local Plan, in accordance with the requirements of the NPPF. More detailed planning for infrastructure provision is an ongoing process through the development of an Infrastructure Delivery Study (IDS) and partnership working with stakeholders.

RECOMMENDATION FOR PREFERRED APPROACH
The recommendation is to pursue Option 182 setting out a positive strategy for the timely provision of infrastructure that builds on guidance in the National Planning Policy Framework. The policy will not be overly prescriptive.

ISSUE – PROMOTING NON-CAR MODES OF TRAVEL

Total representations: 42	
Object: 15	Support: 27

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 183: Promote non-car modes of travel	• Significant support for this option and the range of suggested policies within it; • Important to support walking and cycling, and this could be strengthened within the option; • It ignores the need of the motorist; • Public transport needs to be better and more affordable too; • Chisholm Trail vital and stronger reference needed in the plan; • Design in speed reductions in development and other associated highway designs, which dissuade car use; • Support more sustainable car use (car clubs etc.) and alternatives to travel (home working etc.); • Plan should do more to protect and enhance designated

	rights of way, such as Public Rights of Way, bridleways and National Trails – in line with paragraph 75 of the National Planning Policy Framework;

NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT
No additional options have been suggested.

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
This option should bring about positive effects on the uptake of walking, cycling and public transport across the city helping contribute to reducing transport related greenhouse gas emissions (GHG). Ensuring access for any commercial vehicles may help contribute to identified economic issues including ensuring the continued vitality and viability of the City Centre. Ensuring there are non-car options for everyone using the development should help improve access, in particular for those with limited mobility, the disabled and the elderly. This option should help reduce car dependency and increase the attractiveness of the city for greater cycling and walking. A reduction in traffic impacts, such as noise and emissions, may also contribute to ensuring that new developments do not adversely impact local biodiversity. This option is likely to have positive benefits across the whole city.

KEY EVIDENCE
• Building Sustainable Transport into New Developments (DfT 2008)   • Manual for Streets (DfT 2007);   • Creating growth, cutting carbon: making sustainable local transport happen (DfT 2011);   • Cambridgeshire Local Transport Plan 3 (Cambridgeshire County Council 2011);   • Draft Transport Strategy for Cambridge and South Cambridgeshire (Cambridgeshire County Council 2012).

CURRENT POLICY TO BE REPLACED
• Policy 8/1 (spatial location of development)   • Policy 8/4 (walking and cycling accessibility)   • Policy 8/5 (pedestrian and cycle network – safeguarding land)   • Policy 8/7 (public transport accessibility)   • Policy 8/8 (land for public transport)   • Policy 8/9 (provision for commercial vehicles and servicing)   • Policy 8/11 (new roads)

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE
A key role for the transport policies in the new local plan will be to facilitate sustainable development. It is likely that some new developments will place increased pressures on a location. It is vital, therefore, to ensure that any travel associated with a new development promotes non-car and sustainable modes of travel. The NPPF states that transport policies need to be balanced in favour of sustainable transport modes, whilst giving people a real choice about how they travel. There are a number of current policies such as Policy 8/4 (walking and cycling accessibility) and Policy 8/7 (public transport accessibility), which can help achieve

this, and option 183 proposes to continue with the approach taken by these policies, though with modifications to strengthen them where necessary.

The responses to this option and the various policy approaches it proposes to take forward were, on the whole, very supportive. Particular support was given to the promotion of walking and cycling measures at new developments, along with support for good public transport access.

This option is not considered to ignore the requirements for some travel by car and motorised vehicles, as it accounts for the fact that some car travel is desired and necessary (for example for those with impaired mobility, service vehicles etc.). It does however conform to the 'User Hierarchy', which places private car travel below more sustainable modes such as walking, cycling and public transport. In addition, car parking policy options will also account for the needs of those with private vehicles.

The Local Plan and the planning process can support improvement and access to public transport in new developments by favouring new development located close to, or on existing public transport routes. It can also require developers to ensure that if this is not the case, then alternative measures are explored – for example subsidising additional public transport routes to join up with the existing network. However, it has limited influence over the price of public transport.

In response to the representations calling for explicit mention, protection and commitment to the Chisholm Trail, it is considered that having policies that safeguard land for the preservation and enhancement of walking, cycling and public transport networks could help account for this. However, there is a debate as to whether specific routes and/or schemes such as the Chisholm Trail should be referenced within the new Local Plan. Projects may represent significant transport infrastructure investment, and therefore should be addressed by the County Council's Transport Strategy for Cambridge and South Cambridgeshire.

It is considered that having a policy ensuring any development requiring new roads will account for designing in speed reductions in new development, and giving priority to walking, cycling and public transport. This policy could link to the proposed city wide 20mph project, approved in January 2013. Additional detail on ensuring the roads promote highway safety can also help with the promotion of sustainable modes of travel. It is considered that supporting car clubs and alternatives to travel have been also been covered by the car parking and travel plan policies proposed.

Furthermore, the Sustainability Appraisal concludes that this option will have positive impacts on the uptake of walking, cycling and public transport and will contribute to reducing transport related greenhouse gas emissions. It also states that sustainable choices and accessibility will be improved, with reduced car dependency and is likely to have city wide benefits.

It is agreed that additional mention of designated rights of way could be made, and it is proposed to add this detail to the policy that safeguards land for the pedestrian and cycle network.

RECOMMENDATION FOR PREFERRED APPROACH

Given the strong support received the recommendation is to pursue option 183, and develop policies on the following:

- **Spatial location of development –** It is important that the location of a new development should minimise the need for private car use and maximise the scope for access by sustainable modes of transport. Therefore, this policy would ensure that new development is located in a suitable location in terms of access to existing public transport, walking and cycling routes. For this reason, more central locations will be given preference, as this is where public transport, walking and cycling tends to be a more feasible option for travel.

- **Walking and cycling accessibility –** Walking and cycling are of high priority, being healthy, affordable and sustainable modes of travel. One of the best ways to encourage these is to fully include them at the earliest planning stage. Therefore, this policy would require all development to be designed to give priority for walking and cycling over cars, to ensure maximum convenience for these modes, to link with the surrounding walking and cycling network and also to ensure that the development is still accessible for those with impaired mobility, wheelchair users and pushchairs. The policy will also incorporate aspects of personal safety, convenience for walking and cycling through designed layouts, traffic calming measures and reducing conflicts between different modes of travel.

- **Safeguarding land for the pedestrian and cycle network –** Increases in walking and cycling levels in Cambridge are strongly influenced by the expansion of a safe and convenient network of routes. Therefore, it is important to protect identified existing and future routes when areas are developed. This policy would ensure that new developments safeguard land alongside identified routes for the expansion of the walking and cycling network, including Public Rights of Way, as well as requiring developer funding for the high quality provision of the routes. Members' views are sought on the need to reference specific routes/schemes within the new Local Plan, given the role of the County Council's Transport Strategy for Cambridge and South Cambridgeshire in identifying sustainable transport infrastructure projects. Particular routes and schemes could be identified on the Local Plan Proposals Map.

- **Public transport accessibility –** Public transport, and buses in particular, have a crucial role to play in meeting the city's transport needs. This is particularly important for urban extensions, so that sustainable travel patterns can be established from the earliest possible stage. This policy would ensure that a new development, especially those within the urban extensions, must be served a high quality public transport within a 400m walk. It would require developers to ensure the provision of such a service from the first occupation where possible, and for a total of 5 years. After this time, it is expected that services will become self sufficient. Potential for provision of demand responsive services will also be covered by this policy.

- **Safeguarding land for public transport –** Congestion is a major issue, both on the main radials and at key interchanges which serve Cambridge and the sub-region. Priority measures are vital to free buses from other traffic, together with improved enforcement. It is therefore important for this policy to safeguard land for new public transport and prevent development where it would inhibit the expansion of high quality public transport. This includes existing radial classified roads, bus lanes, guideways and junction improvements, existing or potential public transport nodes for improved interchange facilities and along particular public transport routes identified on the proposals map. Members' views are sought on the need to reference specific routes/schemes within the new Local Plan, given the role of the County Council's Transport Strategy for Cambridge and South Cambridgeshire in identifying sustainable transport infrastructure projects. Particular routes and schemes could be identified on the Local Plan Proposals Map
- **Provision for commercial vehicles and servicing –** Service and delivery vehicles can cause an obstruction to other road users if they are not adequately provided for by the development they are serving. Therefore, this policy would require new developments make suitable provision for any required access and parking by service and delivery vehicles. This will include ensuring that the blocking of pedestrian areas, bus and cycle lanes is minimised where possible. Rail and water freight will also be encouraged to reduce the environmental impact of Heavy Goods Vehicles (HGVs) on the highway.
- **New roads –** New roads should make suitable provision for the needs of non-car modes. This includes measures to discourage speeding, so that pedestrians and cyclists can travel in safety without intimidation. This would be in keeping with the Council's proposed approach to implementing a city-wide 20mph scheme, which if adopted will apply to both new and existing development. This policy will therefore ensure that a new development requires new roads to be designed to give high priority to pedestrians and cyclists (including their safety), restricts through access to traffic where possible, minimises additional car traffic in the surrounding area and is acceptable to the Highway Authority. Severance of existing pedestrian and cycle routes will also be avoided, and highway safety will be a key factor in the acceptability of a new road. The policy will require the use of best practice guidance in the design of new roads, for example Manual for Streets and Manual for Streets 2 (and any subsequent updates) to prevent over-engineering.

ISSUE - APPROPRIATE INFRASTRUCTURE

Total representations: 30	
Object: 8	Support: 22

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 184: Appropriate infrastructure	- Good level of support. - New developments should contribute to the improvement of existing routes for non-car modes, as well as creating new ones.

| | • Option should be more flexible, so that the deliverability of the development is not impacted by the need to provide infrastructure prior to completion where it is not viable. |
| | • Option should be stronger with infrastructure always in place prior to development - remove the "where possible" comment as this allows a get out. |

| NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT |
| No additional options have been suggested. |

| SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT |
| This option should help reduce car dependency and help facilitate greater uptake in terms of walking, cycling and the use of public transport; thus helping address a number of key transport topic issues and contribute to mitigating the impacts of climate change. The extent to which this option brings about modal shift in all areas of Cambridge is likely to be positive. |

| KEY EVIDENCE |
| • Building Sustainable Transport into New Developments (DfT 2008); |
| • Manual for Streets (DfT 2007); |
| • Creating growth, cutting carbon: making sustainable local transport happen (DfT 2011); |
| • Cambridgeshire Local Transport Plan 3 (Cambridgeshire County Council, 2011); |
| • Draft Transport Strategy for Cambridge and South Cambridgeshire (Cambridgeshire County Council, 2012). |

| CURRENT POLICY TO BE REPLACED |
| • 8/4 – Walking and Cycling Accessibility |
| • 8/5 – Pedestrian and Cycle Network (safeguarded) |
| • 8/7 – Public Transport Accessibility |
| • 8/8 – Land for Public Transport (Safeguarded) |

| ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE |
| Ensuring that new development has the appropriate infrastructure in place is crucial for ensuring the users of the development have real, accessible alternatives to car travel. Option 184 (appropriate infrastructure) strives to ensure this is the case by proposing policies that aim to ensure that new development is served by the appropriate non-car infrastructure, and that this is in place as early as possible.

It is recognised that the viability of a development may be impacted if a development is obliged to provide all infrastructure prior to use, and that also not providing it early enough can impact upon the effectiveness of the infrastructure. It is considered that Option 184 strikes the best balance between achieving viability for the development and also getting sustainable travel behaviour embedded into the site quickly. |

There are strong links between the aims of Option 184 and Option 183, in terms of giving the users of new developments a real choice of non-car modes of travel. Having the appropriate infrastructure in place is vital to enhancing modal choices.

The policies that will develop through Option 184 will also refer to the requirement for major new developments to provide low emission vehicle infrastructure, where this is viable.

Planning obligations and the Community Infrastructure Levy will be used in conjunction with the Local Plan policies, and these will provide funding and infrastructure to help improve existing issues on the transport network, which may in-turn be affected by any new development.

RECOMMENDATION FOR PREFERRED APPROACH

Given the strong support received, the recommendation is to pursue option 184, and develop policies on the following:

- **Walking and cycling accessibility** – Walking and cycling are of high priority, being healthy, affordable and sustainable modes of travel. One of the best ways to encourage these is to fully include them at the earliest planning stage. Therefore, this policy would require all development to be designed to give priority for walking and cycling over cars, to ensure maximum convenience for these modes, to link with the surrounding walking and cycling network and also to ensure that the development is still accessible for those with impaired mobility, wheelchair users and pushchairs. The policy will also incorporate aspects of personal safety, convenience for walking and cycling through designed layouts, traffic calming measures and reducing conflicts between different modes of travel. The policy would look to ensure that the infrastructure required to promote walking and cycling at new developments be in place at the earliest possible stage.

- **Public transport accessibility** - Public transport, and buses in particular, have a crucial role to play in meeting the city's transport needs. This is particularly important for urban extensions, so that sustainable travel patterns can be established from the earliest possible stage. This policy would ensure that a new development within the urban extensions must be served a high quality public transport within a 400m walk. It would require developers to ensure the provision of such a service from the first occupation where possible, and for a total of 5 years. After this time, it is expected that services will become self sufficient. Potential for provision of demand responsive services will also be covered by this policy. The policy would look to ensure that the infrastructure required to promote public transport at new developments be in place at the earliest possible stage.

- **Safeguarding land for the pedestrian and cycle network –** Increases in walking and cycling levels in Cambridge are strongly influenced by the expansion of a safe and convenient network of routes. Therefore, it is important to protect identified existing and future routes when areas are developed. This policy would ensure that new developments safeguard land alongside identified routes for the expansion of the walking and cycling network, including Public

Rights of Way, as well as requiring developer funding for the high quality provision of the routes. Specific routes and schemes will be identified on the Local Plan Proposals Map.

- **Safeguarding land for public transport –** Congestion is a major issue, both on the main radials and at key interchanges which serve Cambridge and the sub-region. Priority measures are vital to free buses from other traffic, together with improved enforcement. It is therefore important for this policy to safeguard land for new public transport and prevent development where it would inhibit the expansion of high quality public transport. This includes existing radial classified roads, bus lanes, guideways and junction improvements, existing or potential public transport nodes for improved interchange facilities and along particular public transport routes identified on the proposals map.

ISSUE: LOW EMISSION VEHICLE INFRASTRUCTURE

Total representations: 13	
Object: 8	Support: 5

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 185: Low emission vehicle infrastructure	- Mix of views on this, some say that a specific policy on this is not appropriate, others supporting the principle of it. - The market will decide when this is appropriate. - Support for car club and car sharing. - Could adversely affect viability if this option is made a requirement for smaller developments. - May not be sufficient demand to have this type of infrastructure in place from the outset. - Should only apply to major developments and should only require that the development has the 'capability' to install this type of infrastructure, rather than providing it from the outset. - Incorporate parts of option 185 into other policies, such as option 184.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
Incorporate parts of option 185 into other policies, such as policies arising from options that promoted non-car modes of travel, options promoting appropriate infrastructure and options setting the car parking policy.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
The inclusion of low emission vehicle infrastructure has the potential to bring about significant greenhouse gas reduction benefits. Furthermore, it should help change the way people think about personal car usage and indirectly help increase the use of more sustainable transport modes. Electric car infrastructure should encourage greater uptake and help reduce local air pollution.

KEY EVIDENCE
• Creating growth, cutting carbon: making sustainable local transport happen (DfT 2011)

CURRENT POLICY TO BE REPLACED
Not applicable

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE
The NPPF is clear that new development should incorporate facilities for low emission vehicles. Option 185 covers this, and gives the example of electric car charging / plug in points and car club spaces as the type of infrastructure that new development should accommodate. Many of the responses to this option centred around concerns about the viability of electric car infrastructure, given that electric cars only make up a tiny fraction of vehicles in the UK at present. Concerns the impact on the viability of new developments (particularly smaller sites) providing such infrastructure, especially prior to its use, were widespread in the responses received. Although the responses did support car club spaces, the concern about electric vehicle infrastructure is noted, and as such a standalone policy or requiring this type of infrastructure is not proposed. Instead, low emission vehicle infrastructure will form part of other proposed policies for car parking, through the policies proposed through option 184 (appropriate infrastructure) and those that come about through option 183 (promoting non-car modes of travel). This would still accord with national guidance, and will also mean that where it is possible and viable to do so – particularly in large new developments – low emission vehicle infrastructure can be sought and provided.

RECOMMENDATION FOR PREFERRED APPROACH
The recommendation is not to pursue option 185 as a stand alone policy. Instead, it is proposed to include a requirement for larger, new developments to provide low emission vehicle infrastructure where it is viable to do so, by detail on low emission vehicle infrastructure in polices arising from option 184 (appropriate infrastructure) and option 183 (promoting non-car modes of travel) and through the eventual car parking policy.

ISSUE: CAR FREE DEVELOPMENT

Option 189: Total representations: 15	
Object: 6	Support: 9
Option 190: Total representations: 6	
Object: 3	Support: 3

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 189: Car free development	- Limited support for a 'stand-alone' policy, though support in principle is common. - There are clear environmental benefits. - Will push car parking and transport problems elsewhere. - Would need excellent car free alternatives to work – much better than is currently available.
Option 190: Incorporate car free development into existing policy	- Good support. - Would allow for flexibility and considers the impact of individual sites more. - Use of car club spaces in conjunction with this important. - May not be strong enough to deliver any areas of car free.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT	
189 and 190	The Car Free Development option is likely to have positive effects on health, well-being and greater use of sustainable transport modes, through the encouragement of walking, cycling and public transportation in all areas. This option would support climate change mitigation efforts. In order to address Cambridge's need to encourage use of more sustainable transport modes a standalone option on car free developments would likely deliver the best performance in terms of identified sustainability issues.

KEY EVIDENCE
Our towns and cities: the future - delivering an urban renaissance (DETR, 2000)

CURRENT POLICY TO BE REPLACED
Policy 8/10 (Off-Street Car Parking and Appendix C)

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE
There are good levels of 'in principle' support for car free development in Cambridge, given that if it is successful, it will have clear environmental benefits. In addition, there is also acknowledgment that development with no, or fewer motorised vehicles associated with it will clearly impact less upon the surrounding network and thus not contribute to the existing congestion issues Cambridge faces. However, there is also significant concern in many of the representations as to the feasibility of such a policy, given that car free development can only be successful in areas with excellent public transport provision, walking and cycling access. This is something that it is recognised as not being the case for many parts of Cambridge. It is agreed that implementing car free development in areas of the city where there is no viable, decent alternative to car travel will result in indiscriminate street parking of cars on the areas closest to the site, where there are no parking controls.

Cambridgeshire County Council will be revisiting the use and areas of controlled residential parking through the Transport Strategy for Cambridge and South Cambridgeshire.

It is therefore considered that option 190, where car free development is incorporated within the policy on off-street car parking (arising from options 186, 187 and 188) is most appropriate. This will, as is acknowledged in a number of responses, be far more flexible and will increase the likelihood of such a policy working effectively. The Sustainability Appraisal supports this approach.

RECOMMENDATION FOR PREFERRED APPROACH
The recommendation is pursue option 190 and incorporate car free developments within the new off-street car parking policy (options 186, 187 and 188 – currently being consulted on), and not have any standalone policy as was suggested by option 189.

ISSUE: MINIMISING THE TRANSPORT IMPACT OF DEVELOPMENT

Total representations: 18	
Object: 8	Support: 10

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 193: Development only where the impact on the network is able to be mitigated against	• Strong support. • Word the policy more like paragraph 32 of the NPPF – specifically, permit development "where the residual cumulative impacts of development is not severe". • Any policy should state that development would not only aim to mitigate, but also improve the situation. • Distinction needs to be made between 'car congestion' and congestion or increased trips for other, non-car modes – these are not as harmful to the area (e.g. increasing cycle trips shouldn't prevent development due to their specific infrastructure causing more car delays). • Policy should be firmer and only allow development where there is no worsening of congestion.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
Option 193, which allows development only where traffic impact is mitigated against or managed, could help contribute to increasing the modal share of cycling, walking and public transport. However, as it is recognised by the option, any development is likely to place some additional pressure on the transport network.

KEY EVIDENCE
• Cambridgeshire Local Transport Plan 3 (Cambridgeshire County Council, 2011);

• Draft Transport Strategy for Cambridge and South Cambridgeshire (Cambridgeshire County Council, 2012).

CURRENT POLICY TO BE REPLACED
• Policy 8/2 (Transport Impact);
• Policy 8/3 (Mitigating Measures).

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE
The vast majority of responses to this option agree that it is an absolute necessity to have policies aimed at mitigating any impacts on transport from new development. The NPPF states that all developments that generate significant amounts of movement should be supported by a Transport Statement or a Transport Assessment. Option 193 is consistent with the existing approach.

The responses which call for the wording of the policy to be aligned more with paragraph 32 of the NPPF are acknowledged. This states that *"Development should only be refused on transport grounds where the residual cumulative impacts of development are severe."* Having this wording helps ensure the policies arising from this option conform with national guidance. This will also help to prevent inappropriate development (in terms of transport impact) whilst also not impacting too heavily on viability.

It is considered that having a zero tolerance policy on development where transport impacts are suffered is unrealistic, and that in many cases, measures can be successfully put in place to mitigate or even improve the current situation.

The responses asking for a differentiation to be made between congestion arising from giving prevalence to more sustainable modes of travel, for example to give bus or cycle priority, as opposed to congestion arising simply through over capacity of the network is noted. It is proposed that a Transport Assessment or Transport Statement should cover and allow for this.

In addition, the policies arising from this option will incorporate the requirement for major new developments (10 dwellings or more, or 1,000 square metres of floor space), or any new development which is considered likely to significantly increase trip rates, to produce Travel Plans.

The policies on mitigation measures and transport impacts will also make mention of having modal split targets for new developments, although no specific city wide target will be stated in the policy. Instead, it is proposed that the specifics of a modal split target be assessed on a site-by-site basis and be covered in greater detail by the County Council's Transport Strategy for Cambridge and South Cambridgeshire, and any Transport Assessment/Transport Statement. The County Council are currently investigating the possibility of procuring a travel plan monitoring tool through funding from the Local Sustainable Transport Fund. This would allow greater monitoring of modal splits and all other aspects of travel plans in place for new developments.

It is considered that pursuing Option 193 is entirely in line with the conclusions in the Sustainability Appraisal.

RECOMMENDATION FOR PREFERRED APPROACH

The recommendation is to pursue option 193, and develop policies on the following:

- **Transport impact –** It is important that the impact of a new development on the transport network is not severe. This policy will ensure that sufficient information be provided by applicants so that the impacts on the transport network can be demonstrated as part of any application. The policy will state that development will be refused on transport grounds where the residual cumulative impacts of development are shown to be severe. What is meant by 'Severe impacts' needs be defined through Transport Assessments, after consultation with the County Council. This policy will also seek to ensure that in areas of the city where traffic congestion is already particularly high, a zero increase or even reduction in traffic is sought prior to approval of any development or redevelopment. A requirement for Transport Assessments/Transport Statements and Travel Plans will be embedded within this policy.

- **Mitigation measures –** For development likely to place demand on the transport system, suitable mitigation measures will be required. This policy will see that these measures are put in place, and ensure that financial contributions towards the improvements are sought in the wider area affected by the increased development, as well as site-specific measures. This will include support for public transport, cycling and walking as well as travel plans. The method for working these contributions out and the links to Planning Obligations and the Community infrastructure Levy will be referred to.

Option 194: Total representations: 3	
Object: 0	Support: 3
Option 195: Total representations: 2	
Object: 1	Support: 1

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 194: Modal split targets for new developments	- Some support. - Need to be ambitious. - Need to be flexible. - Blanket target not flexible enough, needs to take into account individual circumstances. - Sites differ too much for one target.
Option 195: Do not set a city wide modal split target for new development	Sites in Cambridge differ too much for one target – it seems more logical to base targets on local considerations (i.e. ease of public transport access);Need to be flexible, which is possible with this option.Should be part of the County Council's Transport Strategy for Cambridge and South Cambridgeshire (TSCSC), not the Local Plan.

NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT
No additional options have been suggested.

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
Option 194, which would set modal split targets would likely result in a shift towards more sustainable travel behaviour across the city, bringing benefits in terms of health, well being, and emission reductions. Option 195 which proposes a negotiated target on a case by case basis is more difficult to assess, as the potential cumulative effect of case by case allocations could result in an overall increase in car journeys compared to Option 194 but would provide much greater flexibility to address particular site specific limitations.

KEY EVIDENCE
- North West Cambridge Area Action Plan (2009);   - Atkins for Cambridgeshire County Council (2007). Cambridge North West Transport Study. Final Report   - DfT 2011. Creating growth, cutting carbon: making sustainable local transport happen   - Cambridgeshire County Council (2011). Cambridgeshire Local Transport Plan 3;   - Cambridgeshire County Council (2012). Draft Transport Strategy for Cambridge and South Cambridgeshire   - Smarter Choices: Changing the way we travel (DfT 2005)   - The Role of Soft Measures in Influencing Patronage Growth and Modal Split in the Bus Market in England (DfT 2009)

CURRENT POLICY TO BE REPLACED
Not applicable

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE
In order to be sustainable, and not impact negatively on the existing road network, new developments should be located and designed to ensure that the modal share of private car journeys is as low as possible. In order to achieve this, options for non-car travel need to be accessible, reliable and attractive. Having Travel Plans and linking the development to, and protecting, high quality public transport, walking and cycling routes can help to achieve this. Setting a modal split target for a new development places can help to ensure that developers, land owners and users of a site strive towards the use of sustainable travel. A number of responses to the consultation agreed with the principle of having modal split targets for new developments, and for these targets to be ambitious. However, a number of these responses also questioned the feasibility of setting a citywide target. The need for flexibility in setting a target is highlighted by a high number of the responses to the options. It is agreed that taking a site-by-site assessment of a new development is more likely to result in an achievable and successful modal split target, as each new site for a development is likely to have individual characteristics. The County Council are currently investigating the

Page 269

possibility of procuring a travel plan monitoring tool through funding from the Local Sustainable Transport Fund. This would allow greater monitoring of modal splits and all other aspects of travel plans in place for new developments.

It was also argued in the responses to the consultation that setting a modal split target is more of a function for the emerging Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) from the County Council. This is due to the fact that the County are the highways authority, and advise on the suitability of new developments from a transport perspective. The issue of modal split, particularly its relation to trip generation, is linked to the Transport Assessment (TA). It is agreed that this is a function of the highways authority, however it is felt that having a hook in the Local Plan policies for a target is key to it coming to fruition.

It is therefore proposed that pursuing option 195 – not setting a city-wide modal split target - is the best option. The setting of a modal split target for a new development will be possible, and indeed encouraged through Travel Plans. It could also be required as a conclusion of a TA. The TSCSC is proposed to provide further detail of such a policy.

RECOMMENDATION FOR PREFERRED APPROACH
The recommendation is to pursue option 195 – not setting a city-wide modal split target for Cambridge. This is essentially a continuation of the current approach, however it is proposed that as part of a policy on mitigation of transport impacts from a new development, explicit mention of the possibility of setting modal split targets should be made. This mention of targets is proposed to sit alongside the mention of Travel Plans in the policies arising from Option 193.

ISSUE: TRAVEL PLANS

Option 196: Total representations: 8	
Object: 1	Support: 7
Option 197: Total representations: 5	
Object: 3	Support: 2

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 196: Set a travel plan threshold	• Good support for setting a threshold. • Some agreement that the threshold should be approximately 10 units – this is similar to the 'all major developments' put forward at Issues and Options. • Could be too inflexible. • No need for individual policy, just incorporate into Option 193 (development only where the impact on the network can be mitigated against). • Threshold alone not enough.
Option 197: Do not set a travel plan	• Good support for this option also. • This is flexible and takes into account individual site

threshold	circumstances.
	• No need for individual policy, just incorporate into Option 193 (development only where the impact on the network can be mitigated against).
	• All sites should have the presumption of a travel plan, and be required to justify why they don't need one (not the other way around).
	• This option would leave too much uncertainty for developers.
	• Less travel plans would result from this option, as opposed to 196.

NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT

No additional options have been suggested.

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT

Setting an appropriate threshold for requiring travel plans across the city is likely to result in a positive effect on the use of more sustainable transport modes, with consequential benefits on health and well being, reduced transport pressures and greenhouse gas emissions.

Option 197, to continue the current requirement only where felt appropriate/stipulated would be likely to have a similar effect to option 196. However, there is some uncertainty for developers. Nonetheless the overall effect of this option is likely to be positive.

KEY EVIDENCE

- DfT (2011). Creating growth, cutting carbon: making sustainable local transport happen
- Cambridgeshire County Council (2011). Cambridgeshire Local Transport Plan 3;
- Cambridgeshire County Council (2012). Draft Transport Strategy for Cambridge and South Cambridgeshire;
- DfT (2010). The Effects of Smarter Choice Programmes in the Sustainable Travel Towns.

CURRENT POLICY TO BE REPLACED

Not applicable

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE

Currently, using travel plans as a tool for minimising the impact of a new development can be required through Transport Assessments and Transport Statements, if the development is deemed likely to place significant pressure on the existing transport network. The NPPF states a desire for Local Authorities to give far greater emphasis to the use of travel plans as a tool for ensuring new development is as sustainable as possible.

As such, the Issues and Options report asked whether it was appropriate to require a travel plan for any development over a certain 'size threshold' with the aim of making things more certain for developers and Local Authorities. The response to this showed a good level of support for such a threshold, and also for ensuring that this threshold accords with the definition of a 'major development'. In housing terms this is 10 houses or more, and in terms of non-residential development, this is 1,000 meters sq. of floor space or more. The support received for is noted and agreed with, as it will provide the certainty required for developers.

However, simply having a threshold may not be flexible enough, as many developments and their associated travel behaviour will be defined by their local circumstances, location and characteristics. For example, there may be developments below the size threshold that would cause an impact upon the transport network due to being located in areas of already high congestion, which also considerably increase trip rates to and from the site. These would benefit from having travel plans too. Therefore, any policy would need to include the flexibility to cover for these types of instances, as well as having a threshold.

It is considered that travel plans (and any associated threshold) should be incorporated into the policies arising from option 193 (Development only where the impact on the network is able to be mitigated against) rather than being a standalone policy. This also accords well with the Sustainability Appraisal conclusion of the options.

RECOMMENDATION FOR PREFERRED APPROACH

The recommendation is to pursue a combination of options 196 and 197, by setting a threshold for travel plans that accords with the definition of major developments, but to also ensure that such a requirement is flexible enough to account for any instances where the use of a travel plan is appropriate even if the threshold is not met. It is proposed that this lies within the policies arising to ensure that impacts on the transport network from new development are mitigated against (option 193).

Option 198 will be considered in relation to the strategic priorities in Chapter 4 on Cambridge East at a later Development Plan Scrutiny Sub Committee

ISSUE: TELECOMMUNICATIONS CRITERIA BASED POLICY

Total representations: 28	
Object: 10	Support: 18

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 199: Telecommunications criteria based policy	• Agree that consultation should take place before installation near a school or college; • Should prevent masts/sites within an agreed distance (say 50m) of any residential property; • There should be a policy that limits electromagnetic field intensities; • Has the impact of existing masts been assessed locally? • It is insufficient to state that 'significant interference' should be used as a test, a tighter definition should be used. The requirement to consult should not be limited to immediate neighbours of the site; • The provision of telecommunications infrastructure can have a major impact on transport network requirements; • The Council needs to encourage the installation of fibre optics across the city; • The highway authority should be consulted where appropriate

NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT
It is insufficient to state that 'significant interference' should be used as a test, a tighter definition should be used. The requirement to consult should not be limited to immediate neighbours of the site.

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
Criteria based quality standards for the siting, design, appearance, and impact mitigation of telecommunication developments may result in mitigating concerns regarding visual, health and landscape impact concerns. The proposed criteria should also help address issues relating to the quality of the built environment, open spaces and conservation areas across the city.

KEY EVIDENCE
• National Planning Policy Framework Section 5 (Supporting high quality communications infrastructure) - particularly paragraphs 43 and 44.

CURRENT POLICY TO BE REPLACED
• Policy 8/14 (Telecommunications Development)

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE

New communications technology is continually developing and it is important that residents and businesses have the best access to new technology. It is important that the Council supports the growth of telecommunications systems while keeping the environmental impact to a minimum. The National Planning Policy Framework supports this aspiration (paragraphs 42 – 46).

Responses to the consultation were generally in support of this option. There was one suggestion that a tighter definition than 'significant interference' should be used. It is suggested that the wording be changed to 'significant and irremediable interference' to reflect the wording in the National Planning Policy Framework (paragraph 44).

It has also been suggested:

- That a criterion is added to suggest that the highway authority is consulted where works are in the highway, or in or close to the guided busway. This could be included as one of the criteria when a policy is developed;
- That the policy should include reference to the need for new development to provide industry standard ducting for high speed broadband. This could be accommodated within the criteria for this policy; and,
- That the policy should deal with electromagnetic field intensities. According to the National Planning Policy Framework, it is not the responsibility of the Local Planning Authority to consider further health aspects if a proposal meets the International Commission on Non-Ionizing Radiation Protection (ICNIRP) guidelines for public exposure.

The aim of this policy is to guide and support telecommunications development while keeping the environmental impact to a minimum. The proposed criteria based policy may result in mitigating concerns regarding visual, health and landscape impact concerns and help address issues relating to the quality of the built environment, open spaces and conservation across the city.

RECOMMENDATION FOR PREFERRED APPROACH

The recommendation is to pursue Option 199 to produce a criteria based policy for communications development that supports the growth of telecommunications development while keeping the environmental impact to a minimum. This approach would include reference to the need for industry standard ducting or equivalent provision for high speed broadband within the supporting text.

ISSUE: MULLARD RADIO ASTRONOMY OBSERVATORY, LORD'S BRIDGE – CONSULTATION AREAS

Total representations: 18	
Object: 2	Support: 16

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 200: Mullard Radio Astronomy Observatory, Lord's Bridge – Consultation Areas	• It is an important site of international importance and should be protected; • Add the proposal to re-open the Oxford-Cambridge rail link, it used to run through this site. • It could rule out important sites.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
Without details of the location or nature of proposed development it is not possible to effectively appraise this option. However, it is unlikely that this option would have any significant impact on the sustainability issues. The only possible impact could potentially be against the economy sustainability theme, in particular the issue relating to Cambridge's position as a competitive city. This is because it might be necessary to have mitigation measures associated with certain types of industrial processes or telecommunication systems, or in extreme cases prevent development from being permitted, where they could affect the operation of the Observatory. However, this impact is unlikely given that the Observatory is outside the city boundary.

KEY EVIDENCE
• National Planning Policy Framework Section 5 (Supporting high quality communications infrastructure) particularly paragraphs 43 and 44.

CURRENT POLICY TO BE REPLACED
• Policy 8/15 (Mullard Radio Astronomy Observatory, Lord's Bridge)

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE
The Mullard Radio Astronomy Observatory contains radio and optical telescopes, which are of international importance. The telescopes are highly susceptible to many forms of interference including electrical waves, microwaves, light pollution and mechanical vibration. This policy option proposes to carry forward a Local Plan 2006 policy which relates to the observatory. Although the Observatory falls within the administrative boundary of South Cambridgeshire District Council, there are two consultation areas under Local Plan 2006 Policy 8/15, which fall within the city boundary. Option 200 proposes to take this policy forward and there has been majority support

from respondents in favour of doing so. One respondent made reference to a proposal to re-open the Oxford-Cambridge railway line, which used to go through this site. Whilst it is not considered appropriate to include this matter within the policy on the Mullard Radio Astronomy Observatory, it is recognised that this issue could be one of the long-term aspirations addressed by the County Council's Transport Strategy for Cambridge and South Cambridgeshire.

RECOMMENDATION FOR PREFERRED APPROACH
The recommendation is to pursue Option 200 to carry forward a policy which requires that any development which could impact on the operation of the observation be subject to consultation with the University of Cambridge. It would be similar to the approach taken in Local Plan 2006 Policy 8/15.

ISSUE: PROVISION OF INFRASTRUCTURE AND SERVICES

Total representations: 40	
Object: 10	Support: 30

OPTION NUMBER	KEY ISSUES ARISING FROM CONSULTATION
Option 201 – Provision of Infrastructure and Services	• Green Infrastructure and open spaces provision could enhance biodiversity and it is therefore welcomed;
	• Improvements and provision for infrastructure would need to be proportionate and related to the scale of development proposed taking account of the developments own impact on local infrastructure whilst not providing infrastructure to make up existing deficiencies;
	• All new developments need infrastructure and services;
	• Developers should be required to support the provision of infrastructure;
	• It is important to ensure policies are robust so that they cannot be challenged by developers;
	• Support and note that the list in Option 201 is 'not exhaustive';
	• Planning obligations/CIL are one of a number of essential sources to deliver the Cambridgeshire Green Infrastructure Strategy and the 2006 Nature Conservation Strategy;
	• New developments usually generate traffic and other problems, which create costs to existing users; it is not acceptable for a developer to offload these externalities onto the taxpayer, and so the CIL/S106 payments ensure that these costs are properly accounted for;
	• Infrastructure must be in place before any development is occupied;
	• Major developments should meet their own

	infrastructure needs and this provision should be completed before the overall scheme is complete;
	• The policy should ensure developer contributions to non-vehicular infrastructure should be encouraged;
	• The Plan should provide a realistic and deliverable strategy, which identifies the key infrastructure constraints and highlights how any constraints will be overcome. It is essential that the development strategy can be delivered and implemented with reasonable confidence;
	• Any policy should ensure that contributions from developers should only be sought where necessary to make a scheme acceptable in planning terms and should be fair and reasonable in both scale and kind. The level of contributions sought should strike a balance between the need for funding and the impact on the viability of development;
	• There is no statement about how the policy will be monitored and enforced;
	• There is a lack of transparency and a democratic deficiency with regard to how S.106 monies are collected and spent.
NEW OPTIONS ARISING FOLLOWING COMMUNITY INVOLVEMENT	
No additional options have been suggested.	

SUMMARY OF INTERIM SUSTAINABILITY APPRAISAL REPORT
This option is likely to contribute to positive effects across multiple sustainability topics and thematic areas. Health, leisure and community facilities can contribute to wellbeing. Improvements to water, and flood protection infrastructure can also bring benefits. Green infrastructure and open spaces provision could enhance biodiversity. Furthermore this option should help maintain cultural facilities and improve the quality of the open and built environment citywide. The sustainability benefits of this option on the transport and renewable energy sustainability topics will depend on the nature of the infrastructure and services provided and therefore it is difficult to appraise them with any certainty at this stage.

KEY EVIDENCE
• National Planning Policy Framework;
• Peter Brett Associates (2012) - Cambridge City and South Cambridgeshire Joint Infrastructure Delivery Study (2012).

CURRENT POLICY TO BE REPLACED
• Policy 8/18 (Water, Sewerage and Drainage Infrastructure);
• Policy 10/1 (Infrastructure Improvements)

ANALYSIS OF KEY ISSUES AND OFFICER RESPONSE
National guidance requires local planning authorities to plan positively for development and infrastructure required in the area (National Planning Policy Framework – paragraphs 156 and 157). Option 201 proposes to develop a policy that requires that new development is supported by the provision of infrastructure and continues the policy of seeking funding from developers for infrastructure requirements related to new developments. This will be by means of planning obligations and/or a future Community Infrastructure Levy (CIL).   This option has the potential to contribute to positive impacts across many areas. For example (and the list is not exhaustive): transport infrastructure; affordable housing; education; Health, leisure and community facilities; improvements to water and flood protection; waste recycling facilities; cultural facilities and provision for green infrastructure and open spaces can bring social, economic and environmental benefits.   The majority of respondents were in favour of this policy option to continue to seek funding from developers for infrastructure requirements related to new developments. Some concerns were raised about the monitoring and enforcement of this policy and also that there is a lack of transparency with how S.106 monies are collected and spent. In accordance with the Council's Planning Obligations Strategy Supplementary Planning Document, the level of S.106 contributions required is set out in the delegated or committee report relating to each planning application. Consistent processes are in place for the collection of the S.106 monies and the expenditure of a significant proportion of these monies is determined through the four Area Committees. Further information on the process of collecting and spending developer contributions is available at www.cambridge.gov.uk/s106   The policy proposed would be an overarching strategic policy, which would be supported by a CIL Charging Schedule and a Planning Obligations Supplementary Planning Document. Details of how the CIL works, including monitoring, enforcement, collection and spend is laid out in regulation. Details of how S.106 will work alongside CIL will be laid out in a new Planning Obligations Supplementary Planning Document.

RECOMMENDATION FOR PREFERRED APPROACH
The recommendation is to pursue Option 201 to continue to seek funding from developers for infrastructure to support new development.

12 - Promoting and Delivering Sustainable Transport and	**12.1**

7939   Object

Summary:

I dont believe there is a well developed public transport network. It is misleading & unrealistic to ignore the car.
The car is an attractive and popular mode of travel and should be part of a integrated transport policy.   The large buses(tourist and local) cause damage to the environment and congestion especially within the citycentre & historic core.

12 - Promoting and Delivering Sustainable Transport and	**12.1**

14444 Support

Summary:

Cycling infrastructure ought be a much bigger part of the plan.

12 - Promoting and Delivering Sustainable Transport and	**12.1**

14937 Object

Summary:

We support this principle.

However, despite much positive work by dedicated individuals, there is too much complacency about cycling levels in Cambridge. People continue to cycle despite often poor infrastructure or poor development decisions. With tens of thousands of people moving into the new developments who are unfamiliar with Cambridge's cycling culture, overall levels of cycling will fall, unless stronger polices to favour cycling are in place.

22% is high for UK, but is well below the level achieved in genuinely cycle-friendly cities such as those in many places in the Netherlands. Cambridge should be aiming for 40% of trips by cycle.

12 - Promoting and Delivering Sustainable Transport and	**12.1**

15763 Object

Summary:

This paragraph belies a tone of complacency over cycling and walking, and public transport. Cycling might be high for the UK, but low compared to many European cities, especially those with equivalently flat landscapes. I also strongly beg to differ that the public transport network is well developed: it has poor integration, and almost all routes are radial. If you want to go anywhere near Cambridge, you have to go *in* to Cambridge. And after the recent cuts in bus subsidies, many services have either become too infrequent to be useful or disappeared entirely.

12 - Promoting and Delivering Sustainable Transport and	12.1

16619 Object

Summary:

The first paragraph presents a rather rosy pciture of the present situation. The truth is in the last sentence.

12 - Promoting and Delivering Sustainable Transport and	12.1

18256 Object

Summary:

Paragraph 12.1 describes the current travel profile. Although Cambridge has a lower than average car usage (41% travel by car to work), CAA would welcome policies that significantly reduce the use of cars. Why accept 41% travel by car to work as acceptable. 25% would be better. By the same token increasing bicycle travel to 50% would be a reasonable target.

12 - Promoting and Delivering Sustainable Transport and	12.2

7183   Object

Summary:

The Local Plan 2006 initiatives to stimulate modal change should not now be, automatically, consolidated in the 2031 Plan - there is no evidence it has worked; despite the promotion of cycling and public transport, the dedication of a minority pursuit, is inconsistent with the realities of modern living and a modern Economy, lacking futurity in a Long Term Plan (extending to 2031). There should be a return to road sharing, proper engineering for flow and enforcement of regulation. The real outcome has been delinquency and inefficiency within the existing road networks.

12 - Promoting and Delivering Sustainable Transport and	12.2

14945 Object

Summary:

We support this principle. However, in practice the internal arrangements for delivery need review.

The need for an internal advocate for cycling and walking within the City Council is greater than ever. The existing 0.6 officer is clearly overwhelmed, and we have seen no indications that the planning department is suddenly more cycle-friendly.

We believe 2 Cycling Officer posts should be the minimum for the City Council if the aspirations in the Local Plan are to be approached. Far more active scrutiny and pro-active improvement of every planning application, particularly large applications, are needed, to help avoid future congestion.

12 - Promoting and Delivering Sustainable Transport and	12.2

17117 Support

Summary:

Engineer some good family walks, its really hard to go for a good walk and move beyond the city boundary without having a car.

12 - Promoting and Delivering Sustainable Transport and	12.2

17524 Object

Summary:

The Guided Busway may become a commercial failure in the future. A proper rail link is needed to Felixstowe to reduce traffic on the A14. You need to improve the A14.

12 - Promoting and Delivering Sustainable Transport and	12.2

18255 Object

Summary:

CAA recognise the difficulty the Local Council have in coordinating and implementing strategies in conjunction with the requirements of the Highways Department. We encourage the council to develop a vision for street improvement on an area by area basis as a means for improving the streetscape and public amenity. This could be achieved through consultation and collaboration with various local academic, commercial and voluntary groups working in these areas.

12 - Promoting and Delivering Sustainable Transport and	12.3

7182   Support

Summary:

Any transport policy, 'management of demand', should review whether the current plan has been effective, in the light of the polarised attitudes and antagonisms it has created, including large scale delinquency. A return to regulation, road sharing, eradicating inefficiencies of dedicated space for public transport, with continuing protection for cycling (on the basis of acceptance of all aspects of the Highway Code). The elimination or deliberate reduction of a class of traffic ignores the futurity of a Long Term Plan requires and non polluting fuels in future; investment in roads is vital to the Modern Economy/Growth Equation purposed.

12 - Promoting and Delivering Sustainable Transport and	12.3

14942 Object

Summary:

Agree with this principle. Infrastructure must go in first as it affects travel patterns as people move in.

The 2006 Local Plan stated in paragraph 8.14 that paths should be in place by first occupation. However, in practice this does not always happen and so should be given much more robust emphasis in the new Local Plan.

12 - Promoting and Delivering Sustainable Transport and	12.3

15358 Support

Summary:

Disagree strongly with the assertion of another commenter that cars are being eliminated from the city.

Huge tracts of land are taken up for car parking or queuing cars. Getting either Local Authority to remove either of those for other uses is difficult or rare, despite the clear inequity in terms of balance of space against other uses.

By way of example, almost every bit of road space in the terraced area of Romsey is taken up by car parking, with even pedestrian pavements offically stolen for private car owner use; by contrast there is barely a single cycle parking space.

12 - Promoting and Delivering Sustainable Transport and	12.3

16620 Support

Summary:

Developing the infrastructure before development begins is essential. The residents of Cambourne and Orchard Park had to wait a long time for some of their essential infrastructure.

12 - Promoting and Delivering Sustainable Transport and	12.4

10902 Support

Summary:

Chisholm Cycle Trail.

The area for this should be included in the updated plan in such a way that developers cannot appropriate any part of it.

12 - Promoting and Delivering Sustainable Transport and	12.4

11643 Support

Summary:

I support a dedicated cycleway along the Chisholm trail to help cyclists travel from north to south more safely and more quickly. This land must not be used for building developments.

12 - Promoting and Delivering Sustainable Transport and	12.4

11931 Support

Summary:

The Chisholm Trail strategic cycle route from the Science Park to Addenbrooke's hospital was included in the last Local Plan and should be included as part of new infrastructure provision plans to further promote cycling.

12 - Promoting and Delivering Sustainable Transport and	12.5

17590 Object

Summary:

I welcome all 12 "bullet points" describing the Cambridge 2031 Vision. However, I question whether the spirit of this vision is matched in the subsequent report. I cannot see that sufficient creativity has been applied in the overall and detailed proposals. If it were, then the "Transport Strategy" would not have been the last chapter. A clever, laterally thought through approach would have started with a "Transport Strategy" and worked out from this. The proposed vision does not grip this with anything like the boldness that is essential for Cambridge to rise to its current challenges let alone those in 20 years time.

12 - Promoting and Delivering Sustainable Transport and	Option 182 - Timely provision of infrastructure

8137   Support

Summary:

This is vital. Possibly the most important paragraph within the entire issues and options document.However, it must not be assumed that with good planning unlimited development can be achieved.

12 - Promoting and Delivering Sustainable Transport and	Option 182 - Timely provision of infrastructure

8634   Support

Summary:

I am in support of the "Chisholm Trail". Also I wouldn't object to a congestion charge in Cambridge!

12 - Promoting and Delivering Sustainable Transport and	Option 182 - Timely provision of infrastructure

8950   Object

Summary:

In general we support since sustainability,co-ordination and timeliness are essential if there is any new development. They should also be applied to meet the needs of the exisiting built areas.

12 - Promoting and Delivering Sustainable Transport and	Option 182 - Timely provision of infrastructure

12195 Support

Summary:

I consider that Strategic priorities, option 60 (p. 136), option 67 (p. 150), option 121 (p. 218), option 163 (p. 260) and option 182 (p. 284) are the correct ones

12 - Promoting and Delivering Sustainable Transport and	Option 182 - Timely provision of infrastructure

12678 Support

Summary:

One of the most important factors in the growth of this city.

12 - Promoting and Delivering Sustainable Transport and	Option 182 - Timely provision of infrastructure

13226 Object

Summary:

Although we support the principle that where development takes place, infrastructure should be provided in a sustainable, co-ordinated and timely manner, we would prefer this paragraph was worded less in favour of development. So for example;
"Ensure that where development in Cambridge takes place, infrastructure is provided in a . . ."

Making sure community facilities and other infrastructure is in place in a timely manner and as sustainable as possible is crucial for successful new communities - but CCF are opposed to significant new development around Cambridge.

12 - Promoting and Delivering Sustainable Transport and	Option 182 - Timely provision of infrastructure

13242 Support

Summary:

The Local Plan should require infrastructure to be provided at an early stage of any development. The transport infrastructure should also be improved for existing areas.

12 - Promoting and Delivering Sustainable Transport and	Option 182 - Timely provision of infrastructure

13540 Object

Summary:

this statement needs strengthening so that it calls for infrastructure to be provided prior to the development being in use wherever possible. We have seen several delays in the provision of agreed infrastructure. Other countries seem to get this right, why can't we?

12 - Promoting and Delivering Sustainable Transport and	Option 182 - Timely provision of infrastructure

14735 Support

Summary:

We believe that Option 182 should be supported, but that 182 should clearly aim to alleviate the existing congestion and improve traffic flow within the City and further that 182 should not be implemented in isolation, but should include consideration of surrounding villages in the City and SCDC, so that those villages and communities are not adversely affected by this strategic priority

12 - Promoting and Delivering Sustainable Transport and	Option 182 - Timely provision of infrastructure

14949 Object

Summary:

- Agree strongly with this principle, but in practice the equivalent existing policy has still led to poor quality infrastructure in terms of walking and cycling.

- 22% by bike is far too low. Cambridge should be aiming for 40% of trips by cycle. Any other policy will lead to substantial congestion given the scale of housing growth.

- The headline requirement that we think it essential that the Local Plan adopts, as a major new policy, is that new developments must be planned to Dutch standards of provision for cycling and walking.

- Gallery and definition of Dutch-style infrastructure at: http://www.cyclestreets.net/galleries/212/

12 - Promoting and Delivering Sustainable Transport and	Option 182 - Timely provision of infrastructure

15284 Support

Summary:

This is a desirable aim and is a strategic priority, pity it doesn't often happen.

12 - Promoting and Delivering Sustainable Transport and	Option 182 - Timely provision of infrastructure

15687 Object

Summary:

We believe that Option 182 should be supported, but that 182 should clearly aim to alleviate the existing congestion and improve traffic flow within the City, and further that 182 should not be implemented in isolation, but should include consideration of surrounding villages in the City and SCDC, so that those villages and communities are not adversely affected by this strategic priority.

12 - Promoting and Delivering Sustainable Transport and	Option 182 - Timely provision of infrastructure

16382 Object

Summary:

We believe that Option 182 should be supported, but that 182 should clearly aim to alleviate the existing congestion and improve traffic flow within the City, and further that 182 should not be implemented in isolation, but should include consideration of surrounding villages in the City and SCDC, so that those villages and communities are not adversely affected by this strategic priority.

12 - Promoting and Delivering Sustainable Transport and	Option 182 - Timely provision of infrastructure

16588 Object

Summary:

Doing more:
More yellow lines on one side of congested roads to stop "canyoning" e.g. Davy road where commuter park.
Put camera enforcement of advanced stop-lines at traffic lights/junctions. to increase safety for cyclists.
Increase/Provide new cycle parking in the City Centre Multi-Story car parks

12 - Promoting and Delivering Sustainable Transport and	Option 182 - Timely provision of infrastructure

16622 Support

Summary:

Strongly support. But there is also a need to improve the existing infrastructure.

12 - Promoting and Delivering Sustainable Transport and	Option 182 - Timely provision of infrastructure

16823 Object

Summary:

I am concerned that there is too strong a belief that people will easily abandon their cars and that we do not give enough attention to the realities of traffic congestion.
And that an increasing population will cause the A14 to be even more congested.

12 - Promoting and Delivering Sustainable Transport and	Option 182 - Timely provision of infrastructure

17652 Object

Summary:

We remain concerned about the implications of new developments in the Southern Fringe for Traffic volumes and consequent congestion along the Trumpington Road. The key facts box states that traffic has remained stable, but this does not accord with our experience, or the increase in population. We would like to see the evidence for these estimates.
Trumpington Road is already overcongested especially at peak times. It needs to be acknowledged that the current state of congestion and how new development will affect this.

12 - Promoting and Delivering Sustainable Transport and	Option 182 - Timely provision of infrastructure

18173 Object

Summary:

Car Park Charging and City Centre Accessibility
USS has an ongoing concern about the rising cost of car parking in the City Centre. We recommend that the City Council take the opportunity revisit car park charging within the City Centre (and indeed in out of centre locations) as part of this emerging planning strategy or as part of a revised transport strategy for the Cambridge and South Cambridgeshire area.
In addition to the above, we note that the City Council is exploring ideas for making Cambridge a more pro actively car free place to help reduce traffic congestion and pollution, improve the quality of the environment and encourage yet more travel on foot, by cycle and by public transport. We are broadly supportive of this approach but urge the Council to fully investigate the implications for the City Centre in promoting this type of scheme.

12 - Promoting and Delivering Sustainable Transport and	Option 182 - Timely provision of infrastructure

18207 Object

Summary:

make sure the infrastructure of services from water supply, sewerage, and school, and waste disposal are adequately provided for

12 - Promoting and Delivering Sustainable Transport and	Key Facts

12736 Object

Summary:

I would argue with this first point which is far too broad - certain areas such as Newmarket Road have experienced large increases in traffic in the time since 1996 due to the opening of the various retail parks along its length, which is acknowledged elsewhere.

12 - Promoting and Delivering Sustainable Transport and	Key Facts

12742 Object

Summary:

Only percentage of car journeys to work are mentioned - what about for non-work purposes and how do these statistics compare to other cities?
Some of these data are based on 2001 figures and are therefore hugely out of date?

12 - Promoting and Delivering Sustainable Transport and	Key Facts

12743 Object   (W/drawn 2012-11-27)

Summary:

Some of these data are based on 2001 figures and are therefore hugely out of date?

12 - Promoting and Delivering Sustainable Transport and	Key Facts

14956 Object

Summary:

We are pleased that 26% cycling rate for work has been achieved, but this should go much further.

As noted above in our response to 12.1, the level of cycling is too low compared with what could be achieved. In particular, new developments should be designed to ensure a larger proportion of travel for work journeys by bicycle than 26% and a reduction from 41% for work journeys by car. Otherwise vehicle traffic will make the city roads even more congested than at present.

12 - Promoting and Delivering Sustainable Transport and	Key Facts

15733 Object

Summary:

Cambridge has the highest modal share of journeys by bicycle within the city of any town or city in the UK. But this share is rather poor compared with mainland European cities.

This should be stated, to make it clear that the City Council though it is pleased, is not complacent about its transport statistics.

All new development is bound to add to the existing flows, in all modes. The Council must make it clear that all new development must be designed so as to achieve good continental levels of cycling (40%+), walking and public transport use.

12 - Promoting and Delivering Sustainable Transport and	Objectives

8951   Object

Summary:

In general we support. This is essential infrastructure. However, need to specify that criteria should also be applied to existing built areas where there is a shortfall. This includes situations in which buses are already full when they arrive at stops in city suburbs, especially at rush hour.

12 - Promoting and Delivering Sustainable Transport and	12.6

8953   Object

Summary:

In general we support para 12.6 as essential. Bullet point 5, add: improve operation of local transport network so that it is efficient and reliable.

12 - Promoting and Delivering Sustainable Transport and	12.6

11639 Support

Summary:

I would champion more cycle paths along the main roads entering cambridge to stimulate cyclist of neighboring villages to commute to town by bike

12 - Promoting and Delivering Sustainable Transport and	12.6

12690 Support

Summary:

There needs to be a radical overhaul of the transport network in and around Cambridge. Even though a large percentage of people use bus/cycle/walk the city is congested. To even sustain this level of congestion during future growth of the cuty is simply not enough- we need an innovative approach to this to dramatically reduce the number of cars inthe city.

12 - Promoting and Delivering Sustainable Transport and	12.6

14957 Support

Summary:

Informative: We will be responding to the County's consultation. We will be making the point that only cycling can facilitate high levels of housing growth in a compact city, if high levels of congestion are to be avoided.

12 - Promoting and Delivering Sustainable Transport and	12.6

15669 Object

Summary:

"Robust assessment" is a transport engineers' phrase for high predictions of traffic generation, intended to ensure that streets and junctions provided by a development will cater for the highest peak flows it could be foreseen to create, in any future scenario.

The use of robust assessments produces oversized junctions which are difficult for pedestrians and cyclists to negotiate using the footways (for example by requiring several separately-called crossings and waiting times) and threatening for cyclists to negotiate using the carriageway.

"Require the accurate assessment..." would be better wording - plus a new clause requiring developments to encourage the green modes.

12 - Promoting and Delivering Sustainable Transport and	12.6

16605 Object

Summary:

"Doing more" At railway station
- Bullet Point 2
Include a full-facility long-distance coach-station in the railway station re-development (To have Booking Office/Waiting Room/Toilets)
Provide much more cycle parking

Provide an Eastern Bypass/Relief Road From A14 Stow-Cum-Quy interchange down to Babraham Park and Ride site roundabout. To reduce traffic on Eastern ring roads

12 - Promoting and Delivering Sustainable Transport and	12.6

16623 Object

Summary:

Bullet point 2 is rather vague; bullet point 5: I would add 'and improve' to this point.

12 - Promoting and Delivering Sustainable Transport and	12.6

16667 Object

Summary:

Glebe Road's road infrastructure is incapable of sustaining the increases in traffic and parking demands.
In term time the road as a car park is full.
When I challenged the validity of a plan for development I was told that the Highways Authority had been consulted and considered the road infrastructure suitable for the extra traffic. Two years ago the County Council considered taking up congestion charges in the City to cope with the traffic chaos.
This raises yet again the need to test the accuracy of predictions used by Councils to validate/test planning proposals.

12 - Promoting and Delivering Sustainable Transport and	12.6

17607 Object

Summary:

Many "satellite" developments around Cambridge were/are designed to provide overspill accommodation for Cambridge. Poor transport accessibility results in these "satellites" not really doing a proper "dormitory" job and this is borne out in the dramatic house price differential. In Cambridge this is particularly marked because existing poor transport links create real challenges for people needing to travel either into or across Cambridge to get to work. If the Local Authorities could create some super high speed links from the existing "satellites" then I believe the housing situation would be relieved because more people who are currently wedded to City Centre dwelling would cast their search wider.

12 - Promoting and Delivering Sustainable Transport and	12.6

18268 Object

Summary:

Residents enjoy the benefit of accessibility to city centre shops, business and leisure facilities, but they experience the disamenity of the pollution and noise created by through traffic. The City Council should:
-a- require the co-operation of the County Council (as recommended in the NPPF) in re-assessing the principles on which the circulation of traffic in the central area is based;
-b- undertake a full transport survey;
-c- produce alternative draft proposals for closing off King Street at the intersection with Belmont Place following the original proposals for this part of the central area, and
-d- include the outcome of these studies in the next stage of public consultation.

12 - Promoting and Delivering Sustainable Transport and	12.7

6860   Support

Summary:

People in Cambridge need to be persuaded to use Public Transport of all kinds-be it Bus, Train or Cycle so I agree with what is said here.
I do not, however, agree with extending the Guided Busway-the Guided Busway was, in my opinion,a mistake-and it shouldn't be taken as read that this system can offer more things than the conventional Train or Bus can when they can offer a good alternative-particularly with the opening of new Railway Stations.

12 - Promoting and Delivering Sustainable Transport and	12.7

18217 Object

Summary:

Close co-operation with the County Council on the above and other matters should be a matter of first principle

12 - Promoting and Delivering Sustainable Transport and	12.7

18582 Support

Summary:

In matters of transport it is vital that Cambridge works closely with South Cambs and other planning authorities to ensure that developments minimise the use of the private car and maximise walking, cycling and the use of public transport. This has multiple benefits in reducing carbon dioxide emissions, congestion levels, and boosting air quality, "liveability" of communities, and health.

12 - Promoting and Delivering Sustainable Transport and	12.7

18583 Object

Summary:

Not surprisingly, the majority of Chamber businesses are not rushing to respond to these consultations. Generally they feel that if the area is to achieve the desired economic growth and prosperity the plans need to be coordinated and to cover a much larger area than Cambridge and South Cambridgeshire, ideally in one single plan. For consultation to deliver any meaningful conclusions there needs to be much closer collaboration across local authority areas and much better connection between different issues. For example, the question of how many homes should be built in and around Cambridge is quite obviously linked to how will the growing population get around? Realistic answers to these questions can only be made if major road and rail infrastructure developments, as well as walking, cycling and use of public transport are part of the consultation.

12 - Promoting and Delivering Sustainable Transport and	12.8

9585   Support

Summary:

There have been massive mistakes in developments in the past. These have included houses that back onto each other that have a long walk to get from one to the other. This must not be repeated, but pedestrian and cycle permeability must be made easy.

12 - Promoting and Delivering Sustainable Transport and	12.8

9861   Support

Summary:

agree

12 - Promoting and Delivering Sustainable Transport and	12.8

10475 Support

Summary:

There are well evidenced health benefits from 'active ' and sustainable travel that incorporate walking and cycling including public transport. Benefits include an increase in physical activity and improvements in mental wellbeing. Walking and cycling are an effective way of integrating physical activity into everyday activities with little personal or societal cost. Increased vehicle and car use is associated with air and noise pollution, and increased risk of road trafic crashes. Busy roads can sever communities and prevent social cohesion. Areas of deprivation are disproportionately affected.
See recent BMA report: Healthy Transport = Healthy Lives, July 2012

12 - Promoting and Delivering Sustainable Transport and	12.8

12877 Object

Summary:

Public transport costs are prohibitive for many (e.g. some train ticket prices from Cambridge have risen over 280% in fifteen years, whilst salaries have not; bus travel is usually in excess of £4.30 for a day return within Cambridge itself) so we need to not only stop costs rising, but actually reduce them. We need to promote green transport and public transport, and make them more affordable for all.

12 - Promoting and Delivering Sustainable Transport and	12.8

14404 Object

Summary:

All major developments should involve very significant investment in dedicated strategic cycle routes, which cost almost nothing compared to other highways schemes, and deliver dramatically bigger benefits. The Chisholm Trail should be hardwired into the local plan so developers cannot build on it. Similar strategic cycle routes should be a requirement of all future developments.

12 - Promoting and Delivering Sustainable Transport and	12.8

14960 Support

Summary:

Strongly support this. Cycling certainly offers huge benefits for health, social inclusion, and economic efficiency of the city. Cycling must be seen as a priority for transport infrastructure.

12 - Promoting and Delivering Sustainable Transport and	12.8

15675 Object

Summary:

The final sentence here is the important one. The wording of the others, if retained, would allow developers to ignore it. All future development must be REQUIRED to encourage walking and cycling, and minimise car use, for the reasons given in the final sentence.

12 - Promoting and Delivering Sustainable Transport and	12.8

18257 Object

Summary:

It would be very helpful to provide a definition of what is meant by sustainable transport. Personal transport is going to change enormously in the next 20 years. It is difficult to second guess how it will evolve, but there are many possibilities. Does sustainable include :
Taxis, Rickshaws, electric bikes, electric cars, disability mobility?
Some of these could well bring their own planning challenges.
Does the definition of sustainable preclude personal transport methods? Or just the petrol/diesel engine?

12 - Promoting and Delivering Sustainable Transport and **Option 183 - Promote non-car modes of travel**

7184   Object

Summary:

This ignores the majority interest, is counter to the needs for adequate communications in a Modern Economy and the catastrophic lack of investment in the present network. It is a retrogressive approach to an engineering problem, of how to maintain 'flow', while adopting the Growth Equation.

12 - Promoting and Delivering Sustainable Transport and **Option 183 - Promote non-car modes of travel**

8955   Object

Summary:

We support this option in general. However, these points need to be applied to existing developed areas, not just new developments. Final paragraph: need to state criteria by which "good quality public transport" is assessed. Much of the existing public transport is not good quality; buses are often late, too crowded at peak times, and too infrequent in the evenings and at weekends. A good quality service needs to be frequent during the day, evenings and weekends; it also needs to have sufficient capacity and to run on time.

12 - Promoting and Delivering Sustainable Transport and **Option 183 - Promote non-car modes of travel**

9523   Object

Summary:

Promotion of non-car means of travel is OK, but the needs of the motorist should not be ignored. The balance has swung too far against the motorist. Car ownership is legal, and for many aspects of modern life essential.

12 - Promoting and Delivering Sustainable Transport and **Option 183 - Promote non-car modes of travel**

9586   Support

Summary:

These policies sound sensible.

12 - Promoting and Delivering Sustainable Transport and **Option 183 - Promote non-car modes of travel**

9671   Object

Summary:

Some independence for car travel must be encouraged; many part-time occupations rely on it for flexiblity. Such travel, if priced out, would stifle the economy and purposeful education.

12 - Promoting and Delivering Sustainable Transport and **Option 183 - Promote non-car modes of travel**

9776   Support

Summary:

The LAF support all policies that actively support walking and cycling.

12 - Promoting and Delivering Sustainable Transport and **Option 183 - Promote non-car modes of travel**

10833 Support

Summary:

Vital

12 - Promoting and Delivering Sustainable Transport and **Option 183 - Promote non-car modes of travel**

11088 Support

Summary:

There are too many cars in Cambridge. Car traffic must be actively discouraged, as well as other modes of transport encouraged and improved.

12 - Promoting and Delivering Sustainable Transport and	Option 183 - Promote non-car modes of travel

11529 Support

Summary:

Yes, please

12 - Promoting and Delivering Sustainable Transport and	Option 183 - Promote non-car modes of travel

11622 Support

Summary:

Less car use can only improve the city.
Less polution, less traffic jams, more people on the bike and on foot will improve the physical health as well.

12 - Promoting and Delivering Sustainable Transport and	Option 183 - Promote non-car modes of travel

11650 Support

Summary:

I am in favour of encouraging travel on foot, by bicycle and by bus where possible, and the use of Car Clubs when not possible.

12 - Promoting and Delivering Sustainable Transport and	Option 183 - Promote non-car modes of travel

12453 Support

Summary:

A greater investment in cycling infrastructure to connect villages or towns in the Cambridge area to Cambridge would reduce traffic congestion and enable the city to increase its employment base. For example, a high-quality cycleway from Cambourne would enable more people to cycle into and out of Cambridge. Similarly the proposed development at Waterbeach should be connected to the Science Park by a high-quality, Dutch style, cycle way.

12 - Promoting and Delivering Sustainable Transport and	Option 183 - Promote non-car modes of travel

12572 Support

Summary:

A long-overdue emphasis. Cars are the biggest blight affecting quality of life.

12 - Promoting and Delivering Sustainable Transport and	Option 183 - Promote non-car modes of travel

12591 Support

Summary:

The promotion of non car options relies on good public transport if it is not to discriminate against the old and less able. This may mean transport subsidies and city centre shuttle buses. If publicised these would be used, previous centre shuttle was not publicised sufficiently and consequently poorly used and withdrawn.

12 - Promoting and Delivering Sustainable Transport and	Option 183 - Promote non-car modes of travel

12704 Support

Summary:

Could not agree with this more. Absolutely agree with shifting the focus away from cars- even if it does make it more difficult for those forced to use a car. BUT- this has to be matched by a step up in the public transport system. The ultimate aim is for non-car transport to be a truly viable option for the majority of people, this is a long way off currently. This should also stretch to connections with the existing villages on the fringes of Cambridge - public transport from these should be drastically increased.

12 - Promoting and Delivering Sustainable Transport and	Option 183 - Promote non-car modes of travel

12748 Support

Summary:

Strongly supportive of this but words do need to be backed up with strong implementation, especially where developers are involved. Also believe that disincentives as well as promoting (stick as well as carrot) are key, otherwise good intentions are doomed to fail.

12 - Promoting and Delivering Sustainable Transport and	Option 183 - Promote non-car modes of travel

12860 Support

Summary:

The Chisholm cycle trail MUST be supported for good safe cycling between the North and South of the city. It is a no brainer.

12 - Promoting and Delivering Sustainable Transport and	Option 183 - Promote non-car modes of travel

12923 Support

Summary:

I fully agree that Cambridge should aim steadily and systematically towards a less-cars city. Therefore, other alternative modes of travel, walking, cycling and public transport should be improved and promoted. Bus services in Cambridge are of poor quality; electronic panels are a significant step forward.

12 - Promoting and Delivering Sustainable Transport and	Option 183 - Promote non-car modes of travel

13236 Support

Summary:

The impact of new developments on traffic levels, air quality and CO2 emissions must be mitigated by promoting alternatives to car travel. Road transport is responsible for 20% of UK carbon emissions.   A compact city like Cambridge should encourage non-car modes of transport for every development.

Cambridge should remain a compact city surrounded by green belt, where sustainable transport options are always viable. We would like to see more development of employment prospects in towns and villages outside Cambridge giving more opportunities for people living outside the city to work near where they live.

12 - Promoting and Delivering Sustainable Transport and	Option 183 - Promote non-car modes of travel

13613 Object

Summary:

I am disappointed at the weak reference to the Chisolm Trial strategic cycle route in the proposal. The development and introduction of this dedicated cycle way alongside the railway tracks from the science park to addenbrookes would make cycling quicker when travelling from north to south and would enable cyclists to avoid busy junctions in town, thereby increasing safety. References to this development need to be firmly and strongly set out in the plan to counter any perception that it is an optional extra.

12 - Promoting and Delivering Sustainable Transport and	Option 183 - Promote non-car modes of travel

13917 Support

Summary:

This is an under-developed area of focus at present.

| **12 - Promoting and Delivering Sustainable Transport and** | **Option 183 - Promote non-car modes of travel** |

14374 Object

Summary:

The Chisholm Trail must be given greater weight in the Local Plan. It must feature as an example in the main document. It must be entrenched in the plan so that developers must deliver it, instead of building on it. The Trail must be defined as the ideal route. We must inflexibly insist on it being delivered in this form.

| **12 - Promoting and Delivering Sustainable Transport and** | **Option 183 - Promote non-car modes of travel** |

14462 Support

Summary:

I support the objectives all of which are laudable. However there appear to be no proposals yet on the table to achieve the aims and it is critical that these should be addressed.

| **12 - Promoting and Delivering Sustainable Transport and** | **Option 183 - Promote non-car modes of travel** |

14739 Support

Summary:

We support that developments should give priority to walking, cycling and public transport over cars, but do not agree that this should favour development where there are existing walking, cycling or public transport routes. Infrastructure should be provided as required, not only to facilitate transportation in the immediate vicinity of the development, but throughout an integrated network. In particular, paths and cycle routes need to be better planned and coordinated, so that death and serious injry to community and commuting pedestrians and cyclists is reduced. This policy should not be limited to new developments, but should enforce these requirements on new developments

| **12 - Promoting and Delivering Sustainable Transport and** | **Option 183 - Promote non-car modes of travel** |

14912 Object

Summary:

I object to the assumption that cars are not 'sustainable development'. Cars can be fuelled by biodiesel or cleanly-generated electricity. I also object to new roads being of 'low design speed'. That is not progress. Improved automotive engineering and highway design should permit higher speed limits, not lower. Higher speed limits would also improve traffic flow and relieve congestion. Remove the anti-car slant.

| **12 - Promoting and Delivering Sustainable Transport and** | **Option 183 - Promote non-car modes of travel** |

14968 Object

Summary:

Support in principle. But needs to be much stronger.

- New developments should require Dutch-quality levels of infrastructure as we define in Option 182, to avoid congestion from tens of thousands of new residences. See http://www.cyclestreets.net/galleries/212/

- High-profile target needed of 40% levels of cycling for all trips in Cambridge.

- On-road space for cycling (not poor-quality shared-use) must be actively favoured, even if short-term congestion results before people shift to cycling.

- The Chisholm Trail must be afforded high levels of protection against development proposals.

- Servicing vehicles: Policy must prevent cases of new large lorry unloading from blocking roads like Mill Road etc.

| **12 - Promoting and Delivering Sustainable Transport and** | **Option 183 - Promote non-car modes of travel** |

15152 Support

Summary:

Support

12 - Promoting and Delivering Sustainable Transport and	Option 183 - Promote non-car modes of travel

15176 Support

Summary:

Support

12 - Promoting and Delivering Sustainable Transport and	Option 183 - Promote non-car modes of travel

15285 Support

Summary:

Need a policy that recognises that the concentration of employment activities into small areas increases demand for car use in the absence of adequate, or indeed any, public transport from the places where employees live

12 - Promoting and Delivering Sustainable Transport and	Option 183 - Promote non-car modes of travel

15690 Object

Summary:

We support that developments should give priority to walking, cycling and public transport over cars, but do not agree that this should favour development where there are existing walking, cycling or public transport routes. Infrastructure should be provided as required, not only to facilitate transportation in the immediate vicinity of the development, but throughout an integrated network. In particular, paths and cycle routes need to be better planned and coordinated, so that death and serious injury to community and commuting pedestrians and cyclists is reduced. This policy should not be limited to new developments, but should enforce these requirements on new developments.

12 - Promoting and Delivering Sustainable Transport and	Option 183 - Promote non-car modes of travel

15691 Support

Summary:

Chesterton Science Park station will attract large numbers of cars: these need to be well managed, and impact on the surrounding residential and office areas must be mitigated. Non-car access must be encouraged and supported: the station must be well linked in with the bus network and encourage cycling with sufficient provision of safe well-lit bike parking.

12 - Promoting and Delivering Sustainable Transport and	Option 183 - Promote non-car modes of travel

15766 Object

Summary:

I mostly support this, however: Many existing walking/cycling/public transport routes are already inadequate, and the wording here would allow developers to dodge obligations in providing truly viable improvements to the transport networks. Therefore instead the focus should be on developments which have the ability to *improve* any existing walking/cycling/PT networks if anything.

12 - Promoting and Delivering Sustainable Transport and	Option 183 - Promote non-car modes of travel

15951 Support

Summary:

The roads of Cambridge and Cambridgeshire already carry much too much traffic. It's high time to get more people and goods out of cars and trucks and onto public transport and trains, passenger or freight. It's also high time to rethink this outmoded road-based strategy - it's like a bad dream from the 1970s - and instead re-establish an efficient rail link inland from the container ports.

12 - Promoting and Delivering Sustainable Transport and	Option 183 - Promote non-car modes of travel

16159 Support

Summary:

Re: Chisholm Trail Cycle Route - Very important to have a safe cycle route across the city. Keeping cycles off the pavements, reducing accidents with other road users and generally encouraging cycling is really important, especially if it links to the splendid guided busway cycle paths.

12 - Promoting and Delivering Sustainable Transport and	**Option 183 - Promote non-car modes of travel**

16385 Object

Summary:

We support that developments should give priority to walking, cycling and public transport over cars, but do not agree that this should favour development where there are existing walking, cycling or public transport routes. Infrastructure should be provided as required, not only to facilitate transportation in the immediate vicinity of the development, but throughout an integrated network. In particular, paths and cycle routes need to be better planned and coordinated, so that death and serious injury to community and commuting pedestrians and cyclists is reduced. This policy should not be limited to new developments, but should enforce these requirements on new developments.

12 - Promoting and Delivering Sustainable Transport and	**Option 183 - Promote non-car modes of travel**

16591 Object

Summary:

removal of segregation (cycle lanes/pedestrian space)
- Frightening for:-
Elderly/vulnerable
Children
Parents with infants

12 - Promoting and Delivering Sustainable Transport and	**Option 183 - Promote non-car modes of travel**

16624 Object

Summary:

Bullet point 1: add 'and improvement' after the word 'development'. Bullet point 3: Yes, but make sure that the disabled, the chronically ill, special-needs people, and the elderly are also well-catered for.

12 - Promoting and Delivering Sustainable Transport and	**Option 183 - Promote non-car modes of travel**

16779 Support

Summary:

A policy is needed to promote use of sustainable transport modes. The Council might want to consider whether a "Boris bike"-style scheme might be useful or workable in Cambridge. Otherwise it is key to increase cycle-free paths for pedestrians, cycle-ways and public transport. The bus system remains expensive and unreliable.

12 - Promoting and Delivering Sustainable Transport and	**Option 183 - Promote non-car modes of travel**

16904 Support

Summary:

We would strongly support a policy that promoted non-car modes of travel in new developments both within the city and beyond. Apart from the environmental benefits this would bring we believe that it would help to reduce the pressures on the local road network and for on-street parking near the city centre. It clearly requires a similar policy to be adopted in South Cambridgeshire, backed by the new County transport strategy.

12 - Promoting and Delivering Sustainable Transport and	**Option 183 - Promote non-car modes of travel**

17773 Support

Summary:

Every effort should be made to increase the opportunity for travelling safely around the city and suburbs by foot and bicycle, and to limit the increasing traffic congestion.

| 12 - Promoting and Delivering Sustainable Transport and | Option 183 - Promote non-car modes of travel |

18070 Object

Summary:

Parking:
Militate against car use not ownership.
Parking barns, "chimney pot park"
Car sharing, streetcar etc

| 12 - Promoting and Delivering Sustainable Transport and | Option 183 - Promote non-car modes of travel |

18259 Object

Summary:

What about highway design which dissuades private car use?
What about keeping speeds down?
Does this include electric cars? - see query about different modes of personal transport attached to Question 12.2.

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.1 |

7139   Support

Summary:

Yes

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.1 |

7341   Support

Summary:

Yes, policy needed. Traffic congestion in Cambridge is often substantial at present, and there is inadequate parking for all visitors, residents and workers, if they use their car, so improvements in infrastructure, and facilitation of non-car modes of travel (public transport, cycling and walking) is clearly essential if Cambridge is to prosper and develop.

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.1 |

7503   Support

Summary:

The more the City Council can do to promote safe cycle routes the better. I'm particularly keen to see the long-planned Chisolm Trail strategic cycle route brought into full existence asap.

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.1 |

7712   Support

Summary:

Policy is required to ensure that development takes transport needs into account.

A long term vision for the transport network around Cambridge must be developed so that it is clear what needs to be safeguarded.

Policy should include the need to safeguard land for new roads if required as well as for public transport/cycle as walking.

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.1 |

8129   Support

Summary:

Need policy.

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.1 |

8502   Support

Summary:

yes

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.1 |

8957   Support

Summary:

Yes

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.1 |

10281 Support

Summary:

Yes we need to promote non-car travel

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.1 |

10390 Support

Summary:

Yes and at a sufficient level of detail that it can't be misinterpreted.

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.1 |

10472 Support

Summary:

There is definitely a need for a coherent policy to develop cycle and pedestrian routes across Cambridge, which would decrease vehicle traffic levels and result in a healthier and happier population. In particular, plans to construct the 'Chisholm Trail' should be explicitly put into the plan to ensure the idea cannot be jeopardized by other developments on land it would require.

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.1 |

10521 Support

Summary:

Yes. Non-car modes of transport need much stronger support if we are to achieve a more sustainable city.

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.1 |

10834 Support

Summary:

Very necessary - roads already overcrowded

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.1 |

11252 Support

Summary:

St John's College would support policies which would be consistent with those already contained within the current 2006 local plan and we would support such an approach being undertaken in a local plan review.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.1**

11663 Support

Summary:

A key thing that makes Cambridge special is that it has not been completely ruined to put car travel first.
I would like to see the council do everything possible to promote walking, cycling and quiet un-obtrusive public transportation whilst still helping people with mobility problems to travel in Cambridge.
I would be delighted to see the council go further. Could they experiment with car-free days across the whole city?
I think the council should introduce cycling corridors that allow cyclists to travel across and around the city with *no* contact with cars. Such corridors must be safe for children to cycle along.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.1**

12711 Support

Summary:

An absolute essential for sustainability and quality of life

12 - Promoting and Delivering Sustainable Transport and	**Question 12.1**

12752 Support

Summary:

Yes, and it needs to be a courageous one that is rigorously implemented e.g. see London centre as an example.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.1**

12942 Support

Summary:

Yes. An obvious example of this would be the Chisholm Trail, which would be valuable not only in itself but also due to connecting existing sections of cycle routes

12 - Promoting and Delivering Sustainable Transport and	**Question 12.1**

13081 Support

Summary:

Yes. Proliferation of shared use footpaths has made walking much less attractive for pedestrians, especially the elderly and those with young children, this is because cyclists approach at speed and without care and warning.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.1**

13241 Support

Summary:

Yes, policies are needed to maximise non-car transport provision in new developments.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.1**

13258 Support

Summary:

Yes. Transport strategy should be planned in connection with county and other local authorities.

12 - Promoting and Delivering Sustainable Transport and	Question 12.1

13411 Support

Summary:

Policy would be consistent with objectives of the University Travel Plan, which has objectives to manage the demand for travel by car and to increase travel options by non-car modes.

12 - Promoting and Delivering Sustainable Transport and	Question 12.1

13852 Support

Summary:

Yes - I strongly support improving infrastructure for cyclists and pedestrians - but it must be high quality and well designed - unlike much existing inftrastructure.

12 - Promoting and Delivering Sustainable Transport and	Question 12.1

14310 Support

Summary:

Yes. Non-vehicular traffic should be given priority in all cases.

12 - Promoting and Delivering Sustainable Transport and	Question 12.1

14432 Support

Summary:

Congestion is such a waste of valuable time. Investment in non-car modes is always the most cost effective means to improve traffic flow.

12 - Promoting and Delivering Sustainable Transport and	Question 12.1

14546 Support

Summary:

There is a need for a policy addressing and managing transportation issues.

12 - Promoting and Delivering Sustainable Transport and	Question 12.1

14740 Support

Summary:

We support that developments should give priority to walking, cycling and public transport over cars, but do not agree that this should favour development where there are existing walking, cycling or public transport routes. Infrastructure should be provided as required, not only to facilitate transportation in the immediate vicinity of the development, but throughout an integrated network. In particular, paths and cycle routes need to be better planned and coordinated, so that death and serious injury to community and commuting pedestrians and cyclists is reduced. This policy should not be limited to new developments, but should enforce these requirements on new developments

12 - Promoting and Delivering Sustainable Transport and	Question 12.1

14771 Support

Summary:

I fully support the cycle way alongside the railway.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.1**

14963 Support

Summary:

Yes, but it should go further than current policy, as we note in detail for Option 183.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.1**

15498 Support

Summary:

Option 183 includes very desirable objectives and there needs to be a policy to address these issues. These would improve air quality but must also improve safety for cyclists and pedestrians which is essential in encouraging growth in these modes.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.1**

15689 Support

Summary:

There is a need, but the policy must be worded more strongly in favour of sustainable and active travel modes than the bullets points imply. The final paragraph is ill-advised. It stirs conflict where none need arise. If a development is designed throughout in a way which makes walking and cycling the obvious and natural travel choices then the relatively few people who choose or need to use a car will have an unimpeded journey.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.1**

15692 Object

Summary:

We support that developments should give priority to walking, cycling and public transport over cars, but do not agree that this should favour development where there are existing walking, cycling or public transport routes. Infrastructure should be provided as required, not only to facilitate transportation in the immediate vicinity of the development, but throughout an integrated network. In particular, paths and cycle routes need to be better planned and coordinated, so that death and serious injury to community and commuting pedestrians and cyclists is reduced. This policy should not be limited to new developments, but should enforce these requirements on new developments.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.1**

15765 Support

Summary:

Yes there should definitely be a policy advocating sustainable transport.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.1**

15874 Support

Summary:

There is certainly a need to promote non-car use and so we would support Option 183 in principal

12 - Promoting and Delivering Sustainable Transport and	**Question 12.1**

16388 Object

Summary:

We support that developments should give priority to walking, cycling and public transport over cars, but do not agree that this should favour development where there are existing walking, cycling or public transport routes. Infrastructure should be provided as required, not only to facilitate transportation in the immediate vicinity of the development, but throughout an integrated network. In particular, paths and cycle routes need to be better planned and coordinated, so that death and serious injury to community and commuting pedestrians and cyclists is reduced. This policy should not be limited to new developments, but should enforce these requirements on new developments.

12 - Promoting and Delivering Sustainable Transport and	Question 12.1

16625 Support

Summary:

Yes, absolutely.

12 - Promoting and Delivering Sustainable Transport and	Question 12.1

16869 Support

Summary:

Yes - support.

12 - Promoting and Delivering Sustainable Transport and	Question 12.1

17619 Object

Summary:

There is a pressing need in Cambridge for a more robust and innovative Transport Policy which would include the promotion of non-car modes of travel. There have been attempts to improve things but people are far from relinquishing their cars with many households needing at least two cars in order to get everyone from A to B effectively. This is borne out in the appalling congestion which occurs across the City particularly at peak times.

I would suggest that Local Authorities adopt a more radical approach which should be modelled on the best public-transport friendly city centres, eg London.

12 - Promoting and Delivering Sustainable Transport and	Question 12.1

17656 Object

Summary:

The proposals for promoting alternative to the car are laudable but their cumulative impact is likely to be small. There are questions as to how car-free zones would be enforced.
We would support the development of more park and ride options e.g. on Barton or Histon Road, but bus only lanes would be needed to help bypass congested traffic.
School traffic is acute in the Trumpington Area, some schools run minibus services from the park and ride, but more could be done on this matter. In the school holidays traffic flows more freely.

12 - Promoting and Delivering Sustainable Transport and	Question 12.1

17661 Support

Summary:

We support Option 183, there does need to be realism about car ownership and traffic generation in areas of new housing development and what can be realistically achieved in encouraging use of alternative modes such as buses, cycling and walking.

12 - Promoting and Delivering Sustainable Transport and	Question 12.1

18138 Object

Summary:

Definitely, but should not be anti-car so much as pro-alternatives; closing areas to traffic simply puts more burden on other routes or areas; trying to pretend that people will give up cars is pointless; offering better alternatives is more likely to change behaviour.

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.1 |

18488 Support

Summary:

The County Council supports the promotion of non-car modes of travel, and agrees there is a need for a policy addressing these issues. The wording of option 183 should be amended slightly so that it is clear that priority is given to all sustainable travel modes and to make it clear that any new roads or transport infrastructure are designed to give high priority to sustainable modes and do not promote additional car usage.

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.2 |

7859   Support

Summary:

Something needs to be done about the pedestrian vs. cycle problem in Cambridge city centre. Pedestrians are stupid and careless, walking mindlessly on roads without regards for cyclists needing to USE the road. This causes many problems for both parties.

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.2 |

8959   Object

Summary:

Yes, need to specify that existing developed areas of Cambridge should have improved bus services (see under option 183). Impact of any new development on existing services needs to be considered. Cost to users of public transport needs to be kept down.

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.2 |

9524   Object

Summary:

Motorists have valid needs too. They must not be ignored.

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.2 |

10284 Support

Summary:

Safe cycle-to-school routes are particularly important. Also pedestrians should be considered as well as cyclists.

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.2 |

11156 Object

Summary:

The policy should recognise different modes of transport have different impacts when considering the need for mitigation. At present a vehicle trip is considered in terms of cost to have the same impact as a non-vehicle trip. The Council seek to encourage non-vehicle trips as a fundamental part of sustainable development policy. A car free development generating almost all non-car trips should not be considered to have the same impact on the transport network as a development with vehicle parking facilities.

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.2 |

11580 Support

Summary:

Support, but consider the disabled. 'Blue badge' criteria are very strict - eg 'can't walk 60m in 2 minutes'. If you don't qualify for a blue badge the transport choices are often stark: bus or taxi. Many places are inaccessible by bus without long walks and long waits, and taxis are prohibitively expensive.

If this policy is imposed, perhaps allow a finer gradation of 'disability' - for example an additional badge scheme which doesn't allow parking on any double-yellow line nationally (which is often overkill) but does allow access to areas where car use is discouraged.

12 - Promoting and Delivering Sustainable Transport and	Question 12.2

11664 Support

Summary:

Am I right in thinking that this option only covers new developments?
I'm keen to see improvements for cyclists and pedestrians to existing infrastructure as well.

12 - Promoting and Delivering Sustainable Transport and	Question 12.2

11951 Object

Summary:

Public transport within the city is substandard and there is a need to rectify this as quickly as possible. To this end I suggest:

(a) All new major residential developments should be required to have public transport 7 days a week including evenings from the day the first house is sold.
(b) Non-residential developments that are expected to attract people from beyond the immediate neighbourhood should be required to be within easy walking distance of public transport and to be accessible by walking and cycling with minimum use of roads that are heavily trafficked or have high design specifications for motor traffic. Also, visitors should not be required to walk across large car parks -- where these exist they should be sited discreetly at the rear.

12 - Promoting and Delivering Sustainable Transport and	Question 12.2

12753 Support

Summary:

City Council should play a lead, decision-making role in integrating the local plan with the county transport plan.

12 - Promoting and Delivering Sustainable Transport and	Question 12.2

13283 Object

Summary:

This option covers new developments but the promotion of non car transport should be required in Local Plan policy for existing areas. In historic areas such as Newtown where there has been considerable development there is little/no evidence of promoting other transport modes. Restricting parking permits does not provide infrastructure of safe cycle lanes, improved bus services. These should be required as part of the Local Plan. Transport needs to be planned as a whole with consideration of the historic fabric of the city. Transport provision should be a priority for the whole city not just for 'new' developments.

12 - Promoting and Delivering Sustainable Transport and	Question 12.2

13382 Support

Summary:

The separation of cyclists and pedestrians is important. With so many students (esp language students) and tourists, people wander while enjoying the view. However, some of the poorest and most inconsiderate cyclists I have seen are common on Cambridge streets and, more particularly, pavements. Cyclists commonly use pavements rather than designated lanes. Proper cycling provision and protection of pedestrians is important.
This is another area for the Council to work with the universities - too many students ride without lights and helmets. Colleges should fine students who cycle in dark without lights.

12 - Promoting and Delivering Sustainable Transport and	Question 12.2

13389 Support

Summary:

There may be much to learn from Oxford, a larger city but one with similar issues. Oxford is very effective at deterring in-centre car use and also provides a very effective bus service.

12 - Promoting and Delivering Sustainable Transport and	Question 12.2

13681 Support

Summary:

Consider improvements to infrastructure may be required some distance from a development.

Motor vehicle access is needed across the city to make Cambridge a practical place to live.

12 - Promoting and Delivering Sustainable Transport and	Question 12.2

13808 Support

Summary:

I fully support the prioritisation of pedestrian and cycling traffic over cars. However I notice that many recent developments (Orchard Park, The Quills) presumably came under the existing plan, that also prioritised walking and cycling - yet they are unpleasant places to walk or cycle to, and due to a lack of car parking, public space and footpaths are mainly used as car parking.

12 - Promoting and Delivering Sustainable Transport and	Question 12.2

14551 Support

Summary:

 There should be an executive councillor for Sustainable Transport. National planning guidelines for transport infrastructure should be adapted to local circumstances. A policy is needed that prevents the development of large blocks. The policy should promote and require a full integration of modes used locally.

12 - Promoting and Delivering Sustainable Transport and	Question 12.2

14554 Support

Summary:

"Cycle Lane Suspended" permits are to be issued only for a maximum of 24 hours during a 7 day period, and must not be allowed during morning and afternoon rush-hours

12 - Promoting and Delivering Sustainable Transport and	Question 12.2

14741 Support

Summary:

We support that developments should give priority to walking, cycling and public transport over cars, but do not agree that this should favour development where there are existing walking, cycling or public transport routes. Infrastructure should be provided as required, not only to facilitate transportation in the immediate vicinity of the development, but throughout an integrated network. In particular, paths and cycle routes need to be better planned and coordinated, so that death and serious injury to community and commuting pedestrians and cyclists is reduced. This policy should not be limited to new developments, but should enforce these requirements on new developments

12 - Promoting and Delivering Sustainable Transport and	Question 12.2

14977 Object

Summary:

OBJECT

As we note above, the policy should go further, principally with the requirement that:

- New developments should require Dutch-quality levels of infrastructure as we define in Option 182, to avoid congestion from tens of thousands of new residences. See http://www.cyclestreets.net/galleries/212/

- High-profile target needed of 40% levels of cycling for all trips in Cambridge.

Both of these require specific, strong policies.

12 - Promoting and Delivering Sustainable Transport and	Question 12.2

15286 Support

Summary:

Need to recognise that for many people a car is a necessity in the absence of integrated public transport provision and adequate real time information on where to find it and when to expect it to arrive, e.g. at Cambridge Station or in St Andrew's Street rather than the Central Library.

12 - Promoting and Delivering Sustainable Transport and	Question 12.2

15693 Object

Summary:

We support that developments should give priority to walking, cycling and public transport over cars, but do not agree that this should favour development where there are existing walking, cycling or public transport routes. Infrastructure should be provided as required, not only to facilitate transportation in the immediate vicinity of the development, but throughout an integrated network. In particular, paths and cycle routes need to be better planned and coordinated, so that death and serious injury to community and commuting pedestrians and cyclists is reduced. This policy should not be limited to new developments, but should enforce these requirements on new developments.

12 - Promoting and Delivering Sustainable Transport and	Question 12.2

15697 Support

Summary:

Yes, see 12.1.The Council's policy should require development to be designed so that walking, cycling and public transport are the easy and obvious ways to travel.

This might mean providing "selective permeability" (walking and cycle routes more direct than motor routes), and by providing cycle parking places more conveniently located in use than car parking places. This can be achieved in private houses as well as in flats, shops, entertainment, education and workplaces.

Cycle "storage" in a shed in a house's rear garden must be ruled out. Cycle parking for residents and visitors should be next to the usual exit.

12 - Promoting and Delivering Sustainable Transport and	Question 12.2

15767 Support

Summary:

There should be a mention of safeguarding all facilities required for the Chisholm Trail. And to indicate the level of quality of cycle provision required, some reference ought to be made to other countries with high quality cycle infrastructure such as the Netherlands or Denmark.

12 - Promoting and Delivering Sustainable Transport and	Question 12.2

15875 Support

Summary:

The policy requires an efficient transport system, which is not the case at present. Buses do not turn up on time, public transport needs to be available for longer periods. The cost is also prohibitive for younger people and those with children.
Existing cycle routes in the North need improvement. It is confusing to know whether you are allowed to cycle on some pathways or not and there are many obstructions.
It must also be recognised that private transport can be essential especially for the disabled.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.2**

16391 Object

Summary:

We support that developments should give priority to walking, cycling and public transport over cars, but do not agree that this should favour development where there are existing walking, cycling or public transport routes. Infrastructure should be provided as required, not only to facilitate transportation in the immediate vicinity of the development, but throughout an integrated network. In particular, paths and cycle routes need to be better planned and coordinated, so that death and serious injury to community and commuting pedestrians and cyclists is reduced. This policy should not be limited to new developments, but should enforce these requirements on new developments.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.2**

16626 Support

Summary:

Ensure that any new roads and pavements are built before housing is occupied.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.2**

16870 Support

Summary:

We support Option 183 to promote non-car modes of travel, including walking and cycling. For Romsey, the future development of the Mill Road depot, the Travis Perkins site and the Ridgeons' site should be seen as an opportunity to improve permeability between Romsey and Petersfield, by providing one or more pedestrian/cycle bridges across the railway tracks.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.2**

16876 Support

Summary:

On the business front it is interesting to note that Mitchams Corner is one of the 3 District Centres in the City and yet park and ride won't stop here! The document ignores the big issue of business rates which is a central government tax and is a serious disincentive to start ups. The City has little interest in negotiating 'rate free periods as landlords do with rent as they do not get the money. The obsession with preserving A1 retail use is based on the past...England is no longer a nation of shopkeepers...it is still a nation of small business based on a little footfall but very much on service and the internet!
Provision for developing a river walk on the north bank of the Cam.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.2**

17105 Object

Summary:

I am deeply cynical of traffic planning that allows huge, sometime double articulated lorries to move around an historic city centre. I speak as someone whose house shakes at night as these extra-ordinary vehicles enter our city boundaries.

Having satellite car parks as we do now there is no reason why pallets cannot be transferred to smaller vehicles for serving shops outside closing hours. However as we wait to see if we might have our 40mph restriction moved up to Girton - at least commensurate with the city boundary, I'm not holding my breath over sensible traffic planning.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.2**

17504 Object

Summary:

We object to the lack of effective integration of major site and transport planning and object to consultation on whether or not to support major sites without any proper transport assessment of the sites.We are enthusiastic supporters of shifting more journeys to non-car modes, we are concerned at complacent statements that Cambridge does not have increasing transport problems, and we believe the draft transport strategy is inadequate without additional measures including increasing the switch from central car parking to park and rides particularly at peak congestion times, greater intervention in bus service provision including new routes and better interchanges and facilities, particularly for bus passengers, and wider measures to assist pedestrians, cyclists and also motorcycles

17557 Object

Summary:

Cyclists need to obey the law and not ride on footpaths, money should not be spent on encouraging cyclists. 20mph spped limits are unenforceable and should be abandoned. Cyclists and pedestrians should be kept separate so the elderly do not have to be worried about being knocked over.

12 - Promoting and Delivering Sustainable Transport and

Question 12.2

18023 Object

Summary:

We should enhance the existing, varied qualities of the main arterial roads, with new or renewed soft landscaping and sensitive adaptation and improvement of the streetscape to improve their appearance and to support better pedestrian, cycling and public transport access and supplement this with a counter-network of rapid and reliable off-street busways (and related foot/cycleways) - connecting to park and ride sites, the major growth areas (as already established) and areas of major employment to the north, south, east and west, with a new parkway station at the heart of the network and with the latent boulevards of Newmarket Road and Hills Road reconfigured as treelined approaches to the historic city centre providing a congestion free access loop to the city centre from the busway system.

12 - Promoting and Delivering Sustainable Transport and

Question 12.2

18146 Object

Summary:

Should not seek development simply because good for non-car transport (Option 183.1); choose good development with good transport facilities (which may include good car facilities, if it moves cars to right place).
183.2 suggests giving 'priority to walking, [etc] over cars' - it is not clear what this means; no point ruining a decent development because of dogma; should prefer developments which support non-car transport better;
183.3 is a much better way of putting the same thing, so
suggest drop 183.2 183.6 'restrict through access for general motor traffic' - why? It will simply put more load on other routes and make gridlock more likely;

12 - Promoting and Delivering Sustainable Transport and

Question 12.2

18258 Object

Summary:

The chapter does not seem to mention:
Bus stations, Rail stations, Park and ride, Residents parking, River transport or Cycle bridges.
There is no consideration of how transport relates to Conservation issues:
Road design, Footpaths, Parking on footpaths, Signage, Roundabouts, Trees
How does the transport policy relate to the current road system?
What is the "air quality" policy?
What about road closure and shared surfaces - London is doing some interesting stuff here.

12 - Promoting and Delivering Sustainable Transport and

Question 12.2

18273 Object

Summary:

The preparatory work for the Local Plan should include a thorough re-evaluation of transport. The main issues are:
-a- the central area has now neared its capacity for accommodating buses; it will not be possible to increase passenger use at the same rate as in past years;
-b- the site of the central bus station was first proposed in the Holford Plan of 1948. Whilst described as a 'hub' in the Issues and Options the notion of a single centralized 'hub' needs to be seriously questioned as a valid concept for an already overcrowded city;
-c- a critical examination of the inter-relationship of different modes of transport needs to be undertaken (ie train/bus/taxi/ car/bicycle) before any proposals for the years up to 2031 are formulated.

12 - Promoting and Delivering Sustainable Transport and

Question 12.2

18382 Object

Summary:

A key issue that needs to form part of the approach to promote non-car modes
of travel is to address the long standing issue of how to ensure that buses are able to get through traffic to access the City centre. South Cambridgeshire District Council wishes to continue cooperating with the City Council and County Council to develop an appropriate approach to this issue.

12 - Promoting and Delivering Sustainable Transport and	Question 12.2

18489 Support

Summary:

The policy could also support more sustainable use of the car, such as car clubs and carsharing, and low emission vehicles.
The policy could also support the promotion of alternatives to travel (ie facilities which allow people to travel less, such as home working space/facilities).

12 - Promoting and Delivering Sustainable Transport and	Question 12.2

18579 Object

Summary:

Regarding traffic issues, it is important that the Council should aim to reduce the modal share of car journeys within (and where within its power, in the surroundings of) Cambridge, and maximise the share of walking and cycling - aiming for a cycling share of at least 40%, and providing the necessary cycle routes and convenient parking at all journey origins and destinations.

12 - Promoting and Delivering Sustainable Transport and	Question 12.3

7306   Support

Summary:

A more radical review of transport arrangements is needed that takes account of options other than extra buses. As an example, Barrington has a redundant quarry with a rail connection into Cambridge. Use of the railway with housing in the quarry area would release pressure of existing infrastructure.

12 - Promoting and Delivering Sustainable Transport and	Question 12.3

11665 Support

Summary:

Is it reasonable to ask for cycling routes through and around Cambridge that are completely segregated from cars?

12 - Promoting and Delivering Sustainable Transport and	Question 12.3

13322 Object

Summary:

Areas such as the Hills Road and Lensfield Road junction are particularly unsafe for pedestrians and cyclists. Consistent cycle routes should be provided and roads made safer for cyclists and pedestrians. Bus stations should be sited near to rail stations or other transport hubs such as the park and ride and not in the centre of the city. Large buses should be replaced by smaller shuttle sized buses in the historic centre and surrounding areas.

12 - Promoting and Delivering Sustainable Transport and	Question 12.3

14380 Support

Summary:

The Chisholm Trail should be given prominence in the Plan. If it isn't, and developers succeed in building on any of it, the Local Plan will have failed.

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.3** |

14549 Support

Summary:

The language of the policy which promotes non-car modes-of-travel needs to be revised in order to make very clear that infrastructure and policies which support non-motorised travel ultimately and directly benefit those who need a car to make their trip. Promotion of non-car modes must be presented as a solution for current high levels of congestion on our streets.

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.3** |

14742 Support

Summary:

We support that developments should give priority to walking, cycling and public transport over cars, but do not agree that this should favour development where there are existing walking, cycling or public transport routes. Infrastructure should be provided as required, not only to facilitate transportation in the immediate vicinity of the development, but throughout an integrated network. In particular, paths and cycle routes need to be better planned and coordinated, so that death and serious injury to community and commuting pedestrians and cyclists is reduced. This policy should not be limited to new developments, but should enforce these requirements on new developments

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.3** |

14971 Object

Summary:

As we note above, the policy should go further, principally with the requirement that:

- New developments should require Dutch-quality levels of infrastructure as we define in Option 182, to avoid congestion from tens of thousands of new residences. See http://www.cyclestreets.net/galleries/212/

- High-profile target needed of 40% levels of cycling for all trips in Cambridge.

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.3** |

15076 Object

Summary:

On sustainable transport and cycling, I feel there should be a specific
policy aspiration not only for cycleways wherever possible but for these to
be segregated / dedicated so as to separate cyclists from other footpath
users traversing public open spaces as well as from other modes of
vehicular transport on roads.

This might also help to get s106 or CIL monies to enable the segregatation of existing footpath/cycleways as well constructing new ones in this fashion.

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.3** |

17621 Object

Summary:

Introduce a central Cambridge congestion charge which acts as a strong disincentive to those who could, quite easily, cycle, walk or hop on a bus to the shops, the theatre etc. The revenue could be ploughed directly back into
improving public transport and other non-car modes of travel.

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.3** |

17622 Object

Summary:

The bus service needs to be more attractive to a wider range of users so it becomes the default means of transport for short and longer distances when neither walking nor cycling would be suitable. At the
moment, the bus seems unattractive because it has had a bad press, it is grubby, noisy and services are not sufficiently reliable or frequent. All buses should be electric vehicles so that they are clean and quiet. Bus lanes should be improved/extended and, where dual carriageways are available, bus lanes should be active during the morning/evening rush hour. It should be an honour for a bus company to have the franchise in Cambridge.

12 - Promoting and Delivering Sustainable Transport and	Question 12.3

17623 Object

Summary:

Much more needs to be done to create a pedestrian friendly Cambridge by e.g. creating signed routes through which people can traverse the City easily without having to endure the noise and pollution of the arterial roads or getting struck down by cyclists. Contrary to many London boroughs, pedestrian crossings in Cambridge force the pedestrian to wait several minutes before it is possible to cross - these should be "on demand" so that the pedestrian is rewarded in favour of the car user.

12 - Promoting and Delivering Sustainable Transport and	Question 12.3

17624 Object

Summary:

Prior to Beeching cuts Cambridge Railway Station used to be the hub for seven railway lines - the ones lost were to Mildenhall, Sandy/Bedford and Haverhill/Colchester. These were never replaced with viable alternative services and this legacy continues in Cambridge's poor transport infrastructure. I would advocate line improvements and opening of stations along existing routes. The Cambridge to Ipswich line suffered station closures at Fulbourn and Six Mile Bottom. If stations were re-built and the line improved, this would improve public transport along the A14/A11. Opening a new station at Cherry Hinton would improve things further and it may be time to consider reinstating the Cambs to Bedford line?

12 - Promoting and Delivering Sustainable Transport and	Question 12.3

17625 Object

Summary:

One factor which would help ease traffic congestion is to encourage people to work flexibly so as to avoid the morning and early evening rush hour peaks. If shops in the City Centre were to stay open until later, it would not only help to reduce pedestrian congestion but smooth out the rush hour peaks.

12 - Promoting and Delivering Sustainable Transport and	Question 12.3

17629 Object

Summary:

Marshalls' is an important and thriving organisation which continues to create the best employment opportunities, especially its apprenticeships for young people who may not have the academic aptitude or money to go to higher education.

The time has come to embrace the fact that Cambridge has its own "City Airport" capable of providing a strong competitor to Stansted. It has some very well equipped transport infrastructure which could easily whisk people to other UK cities much more quickly than is currently the case. Any expansion could be carefully measured and monitored to ensure that it does not interfere with people's quiet enjoyment of life.

12 - Promoting and Delivering Sustainable Transport and	Question 12.3

17775 Support

Summary:

There needs to be a realistic transport policy which delivers improved public transport, such as the guided bus, from the developments in and around the City. The City has reached saturation point on most of the major arteries into the City and adding further car movements will only exacerbate a terrible state of affairs. I am therefore opposed to any further development in the southern edge, Newnham and the Quarter to Six Quadrant, since the transport infrastructure for these areas cannot accommodate further loads.

12 - Promoting and Delivering Sustainable Transport and	Question 12.3

17806 Object

Summary:

The Plan should address the need to protect and enhance designated rights of way such as PRoW, bridleways and National Trails. Development should seek to protect and enhance designated paths as far as possible, with reference to the local ROWIP, and we believe the Local Plan should address this in order to comply with paragraph 75 of the NPPF.

12 - Promoting and Delivering Sustainable Transport and	Question 12.3

18010 Object

Summary:

A public transport diagram would flow naturally from the identification of the urban centres. We suggest that it would be very advantageous to move most or all of the Drummer Street bus station to the railway station area, creating a comprehensive central public transport hub. Excellent public transport would then be provided from this hub to the historic centre, and to each of the designated urban centres.

12 - Promoting and Delivering Sustainable Transport and	Question 12.3

18150 Object

Summary:

Try a 'sunshine policy' rather than simply stymying car traffic; encourage 'good' transport - penalising 'bad' transport usually has unintended consequences elsewhere with others paying the price for such externalities.

12 - Promoting and Delivering Sustainable Transport and	12.11

7185   Support

Summary:

These are straight forward principles but which, tested against reality, shows the County Council and its policies of 'getting people out of cars' is selective, with subsidisation for out of towners driving to Park and Ride sites, the greater part of journeys with a consequential effect on CO2 emissions. The City provides these subsidies, now through direct taxation of a class of citizenry, with only tangential benefits. The real problems of the School Runs have not been addressed, because it is again the county's electorate accessing schools in the City; market forces have not been allowed to influence outcomes.

12 - Promoting and Delivering Sustainable Transport and	12.11

15350 Support

Summary:

Agree with another commenter that Park & Ride is an imperfect policy whose environmental status is questionable. Its main role is an economic one to increase the number of vehicles that can access the city:

http://www.lucas-smith.co.uk/dissertation/

Disagree with the other commenter that market forces (by which I presume unrestricted car access is meant) as these do not take full account of the externalities of congestion, pollution and other costs to society.

12 - Promoting and Delivering Sustainable Transport and	12.12

7186   Object

Summary:

The Local Plan 2006 should be reviewed and the planned consolidation of a failed policy 'to restrict private motoring' exposed as retrogressive and lacking futurity.

The experience of the failure of the Highway Authority to handle timely improvement of all the networks and introduce new modes of public transport suggests secession by the City from its control.

12 - Promoting and Delivering Sustainable Transport and	12.12

15347 Support

Summary:

Disagree with another commenter.

A policy to "restrict private motoring", which in practice has merely seen the mild reduction in the freedoms of motorists to take up massive areas of public space, is entirely appropriate public policy for a compact city.

There is simply not enough space for the volume of demand, and so the use of space to encourage other modes of transport is far more effective public policy.

Wasteful car parking space should be given over to walking, cycling and public transport usage on key transport routes to encourage the efficiency of transport for the general public rather than private motorist.

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

6982   Object

Summary:

Sort out and improve "existing" cycle routes into the city centre. So the new developments feed into these. Everyone wants to shop in the centre so let us get there safely and sustainably and healthily - NOT buses.

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

7557   Support

Summary:

As a regular cyclist/pedestrian with small children I strongly support the development of alternative routes (especially the Chisholm trail). At present I cycle whenever possible but feel compelled to use my car when reaching certain areas of the city due to a lack of safe routes and crossings. Given safer routes I would cycle everytime.

Additional strategic cycle routes have the potential to make cycling the quickest way around the city, remove significant numbers of vehicles from the roads, and improve the well being of everyone.

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

8961   Object

Summary:

We support, but there is a need to clarify meaning of "protecting sustainable transport routes near the development" (penultimate paragraph).

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

9488   Support

Summary:

As a commuting cyclist I strongly support building further cycling infrastructure. Specifically, I believe the Chisholm Trail project to be highly worthwhile.

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

9587   Support

Summary:

I agree with these policies.

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

9777 Support

Summary:

The LAF support all policies that actively support walking and cycling.

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

10133 Support

Summary:

I support the above proposals as I travel daily by cycle and on foot around Cambridge and would like to see an overall improvement in the infrastructure. Specifically, I cycle to the Business Park for work and would like to strongly express my support for the proposed Chisholm Trail.

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

10480 Support

Summary:

Ensuring that sustainable infrastructure is in place from day 1 for the new residents is important because this is when behaviours are established. It is more difficult to get a shift of behaviour to cycling and walking if a pattern of car use has already been established.

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

11034 Object

Summary:

Bidwells suggests that additional flexibility should be incorporated into the policy to ensure that deliverability is not adversely affected by the provision of infrastructure prior to the development being in use. Therefore the text should be amended to read "...and for this to happen prior to the development being in use where possible, unless this is not viable."

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

11531 Support

Summary:

I find cycling infrastructure very inadequate - lanes just end, they are too close to cars, etc. etc. That does not mean we need to build huge cycle bridges....I do not want to see 'land safeguarded' (rather euphemistically put) for guided bus if it messes up our green spaces (Ditton Meadow, Stourbridge Common).

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

11625 Support

Summary:

Especially promoting foot paths and cycle routes will stimulate people to walk and cycle more.

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

12708 Support

Summary:

Strongly agree with the idea to promote a shift in travel behaviours away from the private car.

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

13247 Support

Summary:

The necessary infrastructure for sustainable transport must be in place in new developments prior to their use. Significant academic research has shown that the best way to encourage use of public transport and walking/cycle routes is to make them available to residents right from the start. When people move house they reassess their transport choices. This is the critical time, not months after people have moved in.

We understand the final comment about the costs and practicality of this approach, but we believe all efforts should be made to make sure these issues can be overcome.

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

13286 Object

Summary:

There is a need for a reliable frequent bus service that runs till late to avoid wasting people's time. This applies to the Park-and-Ride service leading to central Cambridge terminals. We also need a frequent cross central Cambridge bus service - both a north/south and an east/west service.

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

13857 Support

Summary:

I'd suggest that the Plan should incorporate the best practice from abroad. The Netherlands does an excellent job of prioritising people (pedestrians and cars) in their infrastructure - we should learn from their experiences - not re-invent the wheel.

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

14043 Support

Summary:

Support

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

14745 Support

Summary:

Infrastructure should be provided as required, not only to facilitate transportation in the immediate vicinity of the development, but throughout an integrated network. In particular paths and cycle routes need to be better planned and coordinated, so that death and serious injury to community and commuting pedestrians is reduced. This policy should not be limited to new developments, but should enforce these requirements on new developments.

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

14984 Object

Summary:

Support in principle. However:

- The use of "where possible" will need clarification.

- We welcome the requirement that cycle (and public transport) infrastructure must be in place prior to occupation of houses. Without this, people will move into a development and may form potentially car-wedded travel patterns that result in increased congestion into the long term.

- We welcome the statement regarding safeguarding of land, particularly in relation to the proposed Chisholm Trail.

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

15153 Support

Summary:

Support

| 12 - Promoting and Delivering Sustainable Transport and | Option 184 - appropriate infrastructure |

15287 Support

Summary:

Yes, as stated at 12.2 above provision should be made with the needs of the traveller uppermost. There is little evidence that this is the case at the moment.
Safeguarding land is necessary where there is general agreement on the need for a specific development and a prospect of delivery within a short timescale. Otherwise it is to be avoided as it may inhibit alternative developments that better meet the needs of travellers.

| 12 - Promoting and Delivering Sustainable Transport and | Option 184 - appropriate infrastructure |

15426 Support

Summary:

Totally support this. The Chisholm Trail should be safeguarded too.

| 12 - Promoting and Delivering Sustainable Transport and | Option 184 - appropriate infrastructure |

15694 Support

Summary:

Fen Road and Water Street in Chesterton are affected by antisocial driving and heavy industrial vehicles. Residents on the City side of the railway have expressed very strong opinions that the current infrastructure is not suitable, and that an access road should be built so that traffic from beyond the level crossing does not need to travel over the crossing and along Fen Road. In the meantime, the existing traffic calming measures along Fen Road / Water Street are not working and need to be replaced by effective measures.

| 12 - Promoting and Delivering Sustainable Transport and | Option 184 - appropriate infrastructure |

15698 Support

Summary:

Infrastructure should be provided as required, not only to facilitate transportation in the immediate vicinity of the development, but throughout an integrated network. In particular, paths and cycle routes need to be better planned and coordinated, so that death and serious injury to community and commuting pedestrians and cyclists is reduced. This policy should not be limited to new developments, but should enforce these requirements on new developments.

| 12 - Promoting and Delivering Sustainable Transport and | Option 184 - appropriate infrastructure |

15800 Object

Summary:

Infrastructure must always be in place beforehand, not "where possible".

More emphasis on infrastructure quality needed. Reference specific infrastructure standards such as Local Transport Note 2/08. (LTN 2/08). Aspire to cycle infrastructure quality level found in other countries such as the Netherlands.

Land should be reserved for potential future routes, not just immediate ones.

Should require a positive contribution to the transport network. Avoids developers merely providing an access route, when what we want is e.g. a permeable network of cycle routes through the development.

| 12 - Promoting and Delivering Sustainable Transport and | Option 184 - appropriate infrastructure |

16393 Support

Summary:

Infrastructure should be provided as required, not only to facilitate transportation in the immediate vicinity of the development, but throughout an integrated network. In particular, paths and cycle routes need to be better planned and coordinated, so that death and serious injury to community and commuting pedestrians and cyclists is reduced. This policy should not be limited to new developments, but should enforce these requirements on new developments.

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

16627 Support

Summary:

Why is it difficult to get the appropriate infrastructure in place prior to the development being used?

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

16781 Support

Summary:

Support

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

17653 Object

Summary:

Although Trumpington Park and Ride has helped reduce traffic to the city there has still been substantial growth in traffic.
What measures do the City - with the County Council - contemplate in tackling growing congestion and delays? Are traffic conditions in the city monitored on a regular basis.
Northstowe and Waterbeach have been made contingent with an A14 upgrade. The situation in the City is more limited. Why not consider a congestion charge for the city?

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

18260 Object

Summary:

The focus is all on new development. What about regeneration/improvement of existing infrastructure?
Safer cycling - removal of roundabouts and proper assessment of cycle lanes - not just using them to control cars?

12 - Promoting and Delivering Sustainable Transport and	Option 184 - appropriate infrastructure

18487 Support

Summary:

The County Council supports this policy and sees this as important in helping to ensure that new developments in Cambridge can be integrated with the sustainable travel network and that where possible and appropriate sustainable transport routes can be protected in support of sustainable development and helping to promote travel behaviour change away from the private car.

12 - Promoting and Delivering Sustainable Transport and	Option 185 - Low emission vehicle infrastructure

8962   Support

Summary:

Support when timely.

12 - Promoting and Delivering Sustainable Transport and	Option 185 - Low emission vehicle infrastructure

11035 Object

Summary:

Bidwells considers that the requirement for infrastructure for low emission vehicles could adversely affect viability of smaller developments. Furthermore, there may not be sufficient demand to justify the provision of infrastructure from the outset, and there may be technological changes in the future. Therefore, the policy should only apply to major developments, and should only require that there is capability to install the infrastructure in future, rather than providing it at the outset.

12 - Promoting and Delivering Sustainable Transport and	Option 185 - Low emission vehicle infrastructure

11651 Object

Summary:

Although I recognise that electric cars do not generate air polution in cities, they should not be promoted as an environmentally-friendly means of travel. The electricity has to be generated somehow and in the foreseeable future this will not be done in an environmentally friendly way.

12 - Promoting and Delivering Sustainable Transport and	Option 185 - Low emission vehicle infrastructure

13255 Support

Summary:

We would reorder this section to first deal with low-emission vehicles and then car clubs.

We agree that low emissions vehicles will be important in years to come, but take up so far for electric cars in the UK has been slow, with only 1082 purchased in 2011. We would prefer that initial investment went to walking, cycling, public transport and car clubs, perhaps with space left for charging points to be installed in the future, as the need arises.

We note the success of car clubs. They should be in place in all new developments.

12 - Promoting and Delivering Sustainable Transport and	Option 185 - Low emission vehicle infrastructure

14744 Object

Summary:

We do not believe a policy is required in this respect, and rather that well planned shared social spaces, safe, pleasant walking a cycling paths are a much better option to reduce congestion and improve community life. We believe this Option is contrary to a sustainable community, as it continues to encourage the use of cars, which are still the leading cause of accidental child mortality.

12 - Promoting and Delivering Sustainable Transport and	Option 185 - Low emission vehicle infrastructure

14989 Object

Summary:

No comment either way on this, other than to support car club and car-sharing spaces.

We note that the bicycle is the ultimate low-emission vehicle, much more so than electric vehicles which simply shift the emissions away from the roadside to power-stations.

12 - Promoting and Delivering Sustainable Transport and	Option 185 - Low emission vehicle infrastructure

15288 Object

Summary:

These are not appropriate subjects for a planning document as these are things the market will provide as and when demand justifies it. Car clubs already exist and some are very successful. Electric cars still suffer from the technical drawbacks that have inhibited their use since the days when Camille Jenatzky set the world land speed record in one in 1899.

12 - Promoting and Delivering Sustainable Transport and	Option 185 - Low emission vehicle infrastructure

15425 Object

Summary:

Electric cars don't do anything to reduce congestion (they're still cars after all) so I do not support that part of the option. Car clubs, can, of course be useful.

12 - Promoting and Delivering Sustainable Transport and	Option 185 - Low emission vehicle infrastructure

15702 Object

Summary:

We do not believe a policy is required in this respect, and rather that well planned shared social spaces, safe, pleasant walking and cycling paths are a much better option to reduce congestion and improve community life. We believe this Option is contrary to a sustainable community, as it continues to encourage the use of cars, which are still the leading cause of accidental child mortality.

12 - Promoting and Delivering Sustainable Transport and	Option 185 - Low emission vehicle infrastructure

15771 Support

Summary:

There should be cycle parking next to car club spaces so that people from further afield can cycle there and use the car.

12 - Promoting and Delivering Sustainable Transport and	Option 185 - Low emission vehicle infrastructure

16401 Object

Summary:

We do not believe a policy is required in this respect, and rather that well planned shared social spaces, safe, pleasant walking and cycling paths are a much better option to reduce congestion and improve community life. We believe this Option is contrary to a sustainable community, as it continues to encourage the use of cars, which are still the leading cause of accidental child mortality.

12 - Promoting and Delivering Sustainable Transport and	Option 185 - Low emission vehicle infrastructure

16628 Support

Summary:

Bullet point 2, yes encourage the car club option.

12 - Promoting and Delivering Sustainable Transport and	Option 185 - Low emission vehicle infrastructure

16782 Support

Summary:

Support

12 - Promoting and Delivering Sustainable Transport and	Question 12.4

7140   Support

Summary:

Option 184 is absolutely essential. Bus routes must be well planned and have priority over cars. Cycling facilities need to designed in consultation with cyclists.

12 - Promoting and Delivering Sustainable Transport and	Question 12.4

7393   Support

Summary:

Yes, policy needed. Low emission vehicles help solve pollution problems on well-used roads, and car clubs and car share places help to reduce traffic levels.

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.4** |

8503   Support

Summary:

yes

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.4** |

8964   Support

Summary:

Yes

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.4** |

9941   Support

Summary:

I especially support the Chisholm Trail proposal which i'd suggest should be used in this policy as an example of land that must be safeguarded for cycling infrastructure.

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.4** |

10285 Support

Summary:

Yes we need a policy for transport infrastructure and support for low emission vehicles. However, car club spaces are more important than charging points.

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.4** |

10473 Support

Summary:

Yes, I strongly support Option 184. It should go beyond requiring cycle/pedestrian/bus infrastructure for new developments, to include developing routes through existing areas. One such example I think should be explicitly put in the plan is the 'Chisholm Trail' cross-city cycle route. Land required for this route should be earmarked to prevent it being jeopardized by other developments.

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.4** |

12728 Support

Summary:

Option 184 is important and its philosophy has implications for existing locations. Infrastructure for walking often seems neglected in comparison with motor vehicles and even cycles (despite pedestrians being at the top of the notional transport hierarchy) in terms of budgets, maintenance, imagination and promotion.

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.4** |

12758 Support

Summary:

Yes, a bold and courageous policy to solve our endemic chronic congestion is needed.

12 - Promoting and Delivering Sustainable Transport and	Question 12.4

13405 Support

Summary:

Support 184 and 185. But recognising that occasional car journeys are very desirable even for those living in the city centre, then car sharing schemes should be encouraged strongly as these will minimise the demand for parking locations and encourage people to consider more carefully when and why they would wish to make a car journey.

12 - Promoting and Delivering Sustainable Transport and	Question 12.4

13422 Support

Summary:

Yes support these options but policy in the Local Plan should also require that cycle/pedestrian/bus and rail infrastructures are planned for the existing city as a whole. Local historic area needs should be recognised such as Hills Road Lensfield Road junction and the Station area where provision should link to wider transport hubs. For example the use of smaller buses in the city centre would help to reduce congestion while larger national buses should run from rail or out of town park and ride options. These routes should provide planned sustainable links to the surrounding areas.

12 - Promoting and Delivering Sustainable Transport and	Question 12.4

14048 Support

Summary:

Policy to ensure the land is not developed. An excellent example to provide safe cycling.

12 - Promoting and Delivering Sustainable Transport and	Question 12.4

14313 Support

Summary:

Yes, I support Option 184.

12 - Promoting and Delivering Sustainable Transport and	Question 12.4

14455 Support

Summary:

Cambridge should be supporting the adoption of low emission vehicles. Public charging infrastructure will help to give people confidence in adopting electric vehicles but the majority of charging should be at home, overnight when there is spare capacity on the grid.

This may mean that properties with garages are most appropriate for electric car use so that plugged in vehicles are protected from vandalism.

On the other hand higher density development nearer the centre will favour the use of car clubs since parking space is at a premium.

12 - Promoting and Delivering Sustainable Transport and	Question 12.4

14478 Support

Summary:

Yes - transport links should be developed in close conjunction with other authorities and the county council.

12 - Promoting and Delivering Sustainable Transport and	Question 12.4

14746 Support

Summary:

Yes. We support Option 184.
Infrastructure should be provided as required, not only to facilitate transportation in the immediate vicinity of the development, but throughout an integrated network. In particular paths and cycle routes need to be better planned and coordinated, so that death and serious injury to community and commuting pedestrians is reduced. This policy should not be limited to new developments, but should enforce these requirements on new developments.

12 - Promoting and Delivering Sustainable Transport and	Question 12.4

15128 Support

Summary:

Yes, support.

12 - Promoting and Delivering Sustainable Transport and	Question 12.4

15699 Support

Summary:

Infrastructure should be provided as required, not only to facilitate transportation in the immediate vicinity of the development, but throughout an integrated network. In particular, paths and cycle routes need to be better planned and coordinated, so that death and serious injury to community and commuting pedestrians and cyclists is reduced. This policy should not be limited to new developments, but should enforce these requirements on new developments.

12 - Promoting and Delivering Sustainable Transport and	Question 12.4

15710 Support

Summary:

Yes, for Option 184.

Option 185 is not a priority: Low emission vehicles translocate their emissions to the factory (where their more elaborate construction generates more emissions) and the fuel source. Their use has the same local effect on personal safety, traffic congestion and health as a conventional vehicle's.

12 - Promoting and Delivering Sustainable Transport and	Question 12.4

15768 Support

Summary:

Yes, otherwise developers would be unlikely to provide anything off their own bat to help car sharing etc.

12 - Promoting and Delivering Sustainable Transport and	Question 12.4

16396 Support

Summary:

Infrastructure should be provided as required, not only to facilitate transportation in the immediate vicinity of the development, but throughout an integrated network. In particular, paths and cycle routes need to be better planned and coordinated, so that death and serious injury to community and commuting pedestrians and cyclists is reduced. This policy should not be limited to new developments, but should enforce these requirements on new developments.

12 - Promoting and Delivering Sustainable Transport and	Question 12.4

16629 Support

Summary:

Yes.

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.4 |

16663 Object

Summary:

There should be a policy developed to ensure developers are not able or allowed to build on the route of the Chisholm Trail, which is cycling infrastructure that must be delivered.

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.4 |

18158 Support

Summary:

Certainly - infrastructure will not develop unless supported by policy, and infrastructure developments need to be coordinated

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.4 |

18211 Support

Summary:

Transport infrastructure should be at the heart of development plans.

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.4 |

18490 Support

Summary:

The County Council agrees there is a need for a policy addressing the provision of appropriate sustainable transport infrastructure including low emission vehicle infrastructure and supports option 184 and 185. We would suggest that car club and carsharing spaces/facilities are included in option 184 rather than in option 185 as car club/carsharing vehicles are not necessarily low emission vehicles.

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.5 |

10459 Object

Summary:

A comment again not objection or support.

I see insufficient evidence that the planner are addressing the need for better cycle parking almost everywhere in the City. Go to the city centre on Saturday afternoons.

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.5 |

11157 Object

Summary:

The Council should be taking the lead in the use of low emission vehicles by replacing its fleet and investing in the infrastructure necessary to enable this to happen.

| 12 - Promoting and Delivering Sustainable Transport and | Question 12.5 |

11953 Object

Summary:

I do not feel that merely providing for car clubs is enough -- people should be actively encouraged to use them in preference to owning their own cars. This would considerably reduce dead space in new developments, while in existing developments it would free up space for essential parking (e.g. builders working on houses) which is often a major problem at present. Why does a resident's parking permit cost (per day) only just over 1/10 of a visitor's permit which is what builders will be using?

12 - Promoting and Delivering Sustainable Transport and	Question 12.5

14429 Support

Summary:

The council could encourage a "big switch" to zero emission vehicles and zero emission delivery (zed) by making this a factor in its procurement process. This would create an incentive for companies to switch to zero emission delivery early.

The council could also try to encourage ZED on the "last mile" of city centre deliveries. Big suppliers could fund their own Zero Emission Delivery. For other companies, depots could be set up outside the city and a ZEV company could deliver the "last mile".

12 - Promoting and Delivering Sustainable Transport and	Question 12.5

14747 Support

Summary:

We do not believe a policy is required in this respect, and rather that well planned shared social spaces, safe, pleasant walking a cycling paths are a much better option to reduce congestion and improve community life. We believe this Option is contrary to a sustainable community, as it continues to encourage the use of cars, which are still the leading cause of accidental child mortality.

12 - Promoting and Delivering Sustainable Transport and	Question 12.5

14748 Support

Summary:

Infrastructure should be provided as required, not only to facilitate transportation in the immediate vicinity of the development, but throughout an integrated network. In particular paths and cycle routes need to be better planned and coordinated, so that death and serious injury to community and commuting pedestrians is reduced. This policy should not be limited to new developments, but should enforce these requirements on new developments.

12 - Promoting and Delivering Sustainable Transport and	Question 12.5

14990 Support

Summary:

Car club spaces should have cycle parking adjacent to them. This increases the coverage area.

12 - Promoting and Delivering Sustainable Transport and	Question 12.5

15129 Support

Summary:

Option 184 most realistic.

12 - Promoting and Delivering Sustainable Transport and	Question 12.5

15701 Support

Summary:

Infrastructure should be provided as required, not only to facilitate transportation in the immediate vicinity of the development, but throughout an integrated network. In particular, paths and cycle routes need to be better planned and coordinated, so that death and serious injury to community and commuting pedestrians and cyclists is reduced. This policy should not be limited to new developments, but should enforce these requirements on new developments.

12 - Promoting and Delivering Sustainable Transport and	Question 12.5

15720 Support

Summary:

Option 184: the travel habits of users or residents of a new development will be set by what they are aware of and can use on their first use or occupancy.

Thus bus services must be fully operational from first occupancy and walking and cycle routes must be open, clean and visually obvious from the start.

These "green" modes should be clearly illustrated in sales literature, and explained in a new-resident or new-employee pack, given with explanations before or at first occupancy or employment.

All this must be required by policy.

12 - Promoting and Delivering Sustainable Transport and	Question 12.5

16399 Support

Summary:

Infrastructure should be provided as required, not only to facilitate transportation in the immediate vicinity of the development, but throughout an integrated network. In particular, paths and cycle routes need to be better planned and coordinated, so that death and serious injury to community and commuting pedestrians and cyclists is reduced. This policy should not be limited to new developments, but should enforce these requirements on new developments.

12 - Promoting and Delivering Sustainable Transport and	Question 12.5

16681 Object

Summary:

the largest and single element that is missing in a ward which has both high density housing from a previous generation and housing from a modern generation - is that areas like Queen Edith's Estate e.g. Godwin Way, Gunhild Way etc. have no means of transport other than a car - or have to walk (if you can) some distance to get a bus on Cherry Hinton Road, Queen Edith's Way or Wulfstan Way - that is neither sustainable, fair or helpful to the wider environment. Need to encourage:
Alternative community transport scheme e.g. Dial-a-Ride or Shuttle mini-buses
Another Transport Provider - which would give people a wider choice and a fresh approach to looking after small communities.

12 - Promoting and Delivering Sustainable Transport and	Question 12.5

16710 Support

Summary:

Transport perhaps smaller buses should be used not double deckers. Bus routes should cover the whole city, not everyone has a good route. Perhaps another pPark and Ride in Fulbourn would be useful.The busway should not be taken through the city, just alongside the railway. The bus interchange at the station is not an improvement, the shelters are too small and too spread out and too far from the station entrance. There is only one pedestrian crossing. Unloading of lorries should be restricted on bus routes this causes hold ups on Hills Road and Regent Street/St Andrews St it would improve bus times.

12 - Promoting and Delivering Sustainable Transport and	Question 12.5

16872 Support

Summary:

Yes - support.

12 - Promoting and Delivering Sustainable Transport and	Question 12.5

17492 Object

Summary:

It is important that the proposed policy approach to promotion of non-car modes represented by Option 184 is reinforced by policies which facilitate the practical delivery of the transport infrastructure necessary to support it. It is considered that greater prominence should be given to rail in this context and specifically to the policy measures to foster implementation of key projects at Cambridge Central Station and at Chesterton, and the importance they play in sustainable transport planning for the A10 corridor to the north of the city.

12 - Promoting and Delivering Sustainable Transport and	Question 12.5

17505 Object

Summary:

We object to the lack of effective integration of major site and transport planning and object to consultation on whether or not to support major sites without any proper transport assessment of the sites.We are enthusiastic supporters of shifting more journeys to non-car modes, we are concerned at complacent statements that Cambridge does not have increasing transport problems, and we believe the draft transport strategy is inadequate without additional measures including increasing the switch from central car parking to park and rides particularly at peak congestion times, greater intervention in bus service provision including new routes and better interchanges and facilities, particularly for bus passengers, and wider measures to assist pedestrians, cyclists and also motorcycles

12 - Promoting and Delivering Sustainable Transport and	Question 12.5

18162 Object

Summary:

Perhaps encouraging electric car clubs for travel around Cambridge (anyone for a C5?)

12 - Promoting and Delivering Sustainable Transport and	Question 12.6

14749 Support

Summary:

Infrastructure should be provided as required, not only to facilitate transportation in the immediate vicinity of the development, but throughout an integrated network. In particular paths and cycle routes need to be better planned and coordinated, so that death and serious injury to community and commuting pedestrians is reduced. This policy should not be limited to new developments, but should enforce these requirements on new developments.

12 - Promoting and Delivering Sustainable Transport and	Question 12.6

18166 Object

Summary:

Avoid simply losing parking spaces to chicanes or other incursions (e.g. along Sidgwick Avenue) where nothing achieved by adding these

12 - Promoting and Delivering Sustainable Transport and

Option 189 - Car free development

9589   Object

Summary:

This is an unrealistic utopian idea. Even if people only need to use their car once a month, many people would find such a development deeply unattractive to live in, as it would totally exclude them from being able to use a car, even to go on holiday. Cambridge does not have good enough public transport links with enough places (eg the coast for those with children) to make this practicable.

12 - Promoting and Delivering Sustainable Transport and

Option 189 - Car free development

10462 Object

Summary:

Car free development will simply push car parking problems elsewhere. People who cannot park their cars near their dwellings will park as near as possible elsewhere. Car free development is then counter productive.

12 - Promoting and Delivering Sustainable Transport and

Option 189 - Car free development

11038 Object

Summary:

Bidwells supports Option 190 over Option 189, as such a policy would provide more flexibility to provide car parking or car free development depending on specific site locations and types of development.

12 - Promoting and Delivering Sustainable Transport and

Option 189 - Car free development

11532 Support

Summary:

support

12 - Promoting and Delivering Sustainable Transport and

Option 189 - Car free development

11653 Support

Summary:

It is important that such car-free developments have Car-Club cars parked within them and that use of these cars should be affordable.

12 - Promoting and Delivering Sustainable Transport and

Option 189 - Car free development

11666 Support

Summary:

...but you would have to provide excellent car-free alternative infrastructure before this were sensible.
Would it make sense to link such developments with out-of-town car parks and frequent on-demand public transport?

12 - Promoting and Delivering Sustainable Transport and

Option 189 - Car free development

12168 Object

Summary:

Head in sand thinking. There are too many reasons for people requiring, even occasional use of a car.

12 - Promoting and Delivering Sustainable Transport and

Option 189 - Car free development

12575 Support

Summary:

Excellent idea. It was proposed some years ago for Clay Farm. There might be problems getting suitable residents and with the sale of houses subsequently. But well worth exploring the possibility.

12 - Promoting and Delivering Sustainable Transport and	Option 189 - Car free development

12763 Support

Summary:

Very bold, and exactly what's needed. Our problems are every bit as bad proportionately as these cities.

12 - Promoting and Delivering Sustainable Transport and	Option 189 - Car free development

13921 Support

Summary:

Worth pursuing

12 - Promoting and Delivering Sustainable Transport and	Option 189 - Car free development

14765 Support

Summary:

We support a car free development policy because it maximises environmental sustainability, quality of life, health and safety of pedestrians and cyclists. Cars remain the greatest contributor to accidental child mortality and serious injury in Britain and world-wide. We do not believe it is appropriate for developers to be able to influence transportation policy.

12 - Promoting and Delivering Sustainable Transport and	Option 189 - Car free development

15708 Support

Summary:

We support a car-free development policy because it maximises environmental sustainability, quality of life, health and safety of pedestrians and cyclists. Cars remain the greatest contributor to accidental child mortality and serious injury in Britain and world-wide.

12 - Promoting and Delivering Sustainable Transport and	Option 189 - Car free development

16412 Support

Summary:

We support a car-free development policy because it maximises environmental sustainability, quality of life, health and safety of pedestrians and cyclists. Cars remain the greatest contributor to accidental child mortality and serious injury in Britain and world-wide.

12 - Promoting and Delivering Sustainable Transport and	Option 189 - Car free development

18176 Object

Summary:

With reference to Question 12.11, support in principle but urge the Council to fully investigate the implications for the City Centre in promoting this type of scheme.
In addition to the above, we note that the City Council is exploring ideas for making Cambridge a more pro   actively car free place to help reduce traffic congestion and pollution, improve the quality of the environment and encourage yet more travel on foot, by cycle and by public transport. We are broadly supportive of this approach but urge the Council to fully investigate the implications for the City Centre in promoting this type of scheme.

12 - Promoting and Delivering Sustainable Transport and	Option 189 - Car free development

18261 Object

Summary:

Does this policy make provision for other forms of personal transport as listed above. Space to travel, park and manoevre is still required. What about taxis; disabled and elderly?

12 - Promoting and Delivering Sustainable Transport and	Option 190 - Incorporate car free devlopment into existing policy

11039 Support

Summary:

Bidwells supports Option 190 over Option 189, as such a policy would provide more flexibility to provide car parking or car free development depending on specific site locations and types of development.

12 - Promoting and Delivering Sustainable Transport and	Option 190 - Incorporate car free devlopment into existing policy

12722 Support

Summary:

I think this is the most realistic option. I love the idea of car-free areas, but agree that the provision of other modes of transport just isn't up to this currently in Cambridge.

12 - Promoting and Delivering Sustainable Transport and	Option 190 - Incorporate car free devlopment into existing policy

13210 Support

Summary:

We would support a policy for car free development at locations which are suitable, close to the city centre and well served by public transport. This would need to be subject to negotiations between developers and the local authority. A specific policy on car free development would be required in order to guide development proposals.

12 - Promoting and Delivering Sustainable Transport and	Option 190 - Incorporate car free devlopment into existing policy

14763 Object

Summary:

We support a car free development policy because it maximises environmental sustainability, quality of life, health and safety of pedestrians and cyclists. Cars remain the greatest contributor to accidental child mortality and serious injury in Britain and world-wide. We do not believe it is appropriate for developers to be able to influence transportation policy.

12 - Promoting and Delivering Sustainable Transport and	Option 190 - Incorporate car free devlopment into existing policy

15712 Object

Summary:

We support a car-free development policy (option 189) because it maximises environmental sustainability, quality of life, health and safety of pedestrians and cyclists. Cars remain the greatest contributor to accidental child mortality and serious injury in Britain and world-wide. We do not believe it is appropriate for developers to be able to influence transportation policy.

12 - Promoting and Delivering Sustainable Transport and	Option 190 - Incorporate car free devlopment into existing policy

16418 Object

Summary:

We support a car-free development policy (option 189) because it maximises environmental sustainability, quality of life, health and safety of pedestrians and cyclists. Cars remain the greatest contributor to accidental child mortality and serious injury in Britain and world-wide. We do not believe it is appropriate for developers to be able to influence transportation policy.

12 - Promoting and Delivering Sustainable Transport and	Question 12.11

7143   Object

Summary:

No. In the ultimate car free developments are a nonsense. To lead a reasonably full life one has to have personal transport and some people, notably self employed tradespeople, need vans/cars for their work.

12 - Promoting and Delivering Sustainable Transport and	Question 12.11

7397   Object

Summary:

In a very congested city like Cambridge with high levels of cycle use and some public transport, it is important to ask for each central development whether it should be car free.

12 - Promoting and Delivering Sustainable Transport and	Question 12.11

8504   Support

Summary:

yes

12 - Promoting and Delivering Sustainable Transport and	Question 12.11

8971   Object

Summary:

Not practical

12 - Promoting and Delivering Sustainable Transport and	Question 12.11

9525   Object

Summary:

A car free development policy is not needed.

The further I read through this document, the more I feel thare are too many policies and that the plan might be better if it were significantly shorter.

12 - Promoting and Delivering Sustainable Transport and	Question 12.11

11097 Support

Summary:

Car-free areas are in principle a good idea, but probably many people will simply keep their cars in other nearby areas. Public transport and cycling/walking must be made MUCH more attractive, so that people are not seduced into their cars. Even at the cost that it currently is, the Grand Arcade car park still has long queues on a Saturday. Maybe queueing along Trumpington Street should not be permitted? Or perhaps that car park should only be available to disabled people or others who cannot easily use other forms of transport?

12 - Promoting and Delivering Sustainable Transport and	Question 12.11

12760 Support

Summary:

Yes

12 - Promoting and Delivering Sustainable Transport and	Question 12.11

13275 Support

Summary:

Yes, See Question 12.12

12 - Promoting and Delivering Sustainable Transport and	**Question 12.11**

14296 Object

Summary:

Incompatible with an inclusive community. Carers can't all come by bike. Disabled people need access to vehicles.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.11**

14767 Support

Summary:

Yes
We support a car free development policy because it maximises environmental sustainability, quality of life, health and safety of pedestrians and cyclists. Cars remain the greatest contributor to accidental child mortality and serious injury in Britain and world-wide. We do not believe it is appropriate for developers to be able to influence transportation policy.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.11**

15007 Support

Summary:

Yes.

- We support car-free developments and whichever policy is adopted should encourage these.

- City living is ideal for this scenario; example of Petersfield vs Arbury shows that people will choose where to live based on car parking availability

- Car-free developments should avoid the wasting of space for car parking so in fact could help lower housing costs.

- Car Club spaces should be incorporated into such developments, however, as these make development more viable.

- Need space for visitors and deliveries, otherwise these block walking/cycling routes and green space / the public realm.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.11**

15290 Object

Summary:

No car developments are appropriate only in locations with good local services and reliable public transport throughout the day and late into the night as is the case in inner London. Cambridge is nowhere near this standard and it is not easy to see it being achieved any time soon without a radical change of transport policy and an authority capable of controlling quality, reliability and extent of services. There will be a continuing need for parking for those for whom access by car is the only reasonable option. Otherwise disabled relatives are left firmly off the visitor list.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.11**

15709 Support

Summary:

We support a car-free development policy because it maximises environmental sustainability, quality of life, health and safety of pedestrians and cyclists. Cars remain the greatest contributor to accidental child mortality and serious injury in Britain and world-wide.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.11**

15773 Support

Summary:

Yes there is a need for a policy as no developer would consent otherwise.

12 - Promoting and Delivering Sustainable Transport and	Question 12.11

16414 Support

Summary:

We support a car-free development policy because it maximises environmental sustainability, quality of life, health and safety of pedestrians and cyclists. Cars remain the greatest contributor to accidental child mortality and serious injury in Britain and world-wide.

12 - Promoting and Delivering Sustainable Transport and	Question 12.11

18180 Object

Summary:

Nothing currently to prevent car-free developments, and cannot force car-free developments if that would make them non-viable - so no need for a policy that I can see

12 - Promoting and Delivering Sustainable Transport and	Question 12.12

7398   Support

Summary:

Option 190 preferred. In a very congested city like Cambridge with high levels of cycle use and some public transport, it is important to ask for each central development whether it should be car free.

12 - Promoting and Delivering Sustainable Transport and	Question 12.12

8505   Support

Summary:

Option 189

12 - Promoting and Delivering Sustainable Transport and	Question 12.12

8972   Object

Summary:

Neither policy is really workable. An interesting idea but probably impossible to implement in a congested city like Cambridge since it is doubtful that the quality of public transport required could be provided for 18 hours a day, 7 days a week, 364 days in the year.

12 - Promoting and Delivering Sustainable Transport and	Question 12.12

9553   Support

Summary:

Option 190

12 - Promoting and Delivering Sustainable Transport and	Question 12.12

11667 Support

Summary:

Option 189.
But is there a chicken-and-egg problem here? People won't want a car-free development unless there's a public transport alternative. Public transport providers won't want to provide unless there's deamnd.

12 - Promoting and Delivering Sustainable Transport and	Question 12.12

13277 Support

Summary:

We support Option 189 and the principle of car free development. We believe a specific policy would be a pro-active and positive way to encourage development of this sort.

12 - Promoting and Delivering Sustainable Transport and	Question 12.12

13460 Support

Summary:

190, if possible.
Important to recognise that occasional car journeys are very
desirable even for those living in the city centre, then car clubs schemes should be encouraged strongly as these will minimise the demand for parking locations and encourage people to consider more carefully when and
why they would wish to make a car journey. The provision of charging sites does not impact congestion and transfers CO_2 production to the energy production site hence is not as important as reducing the number of journeys.

12 - Promoting and Delivering Sustainable Transport and	Question 12.12

14323 Support

Summary:

Option 189. This really needs to happen.

12 - Promoting and Delivering Sustainable Transport and	Question 12.12

14768 Support

Summary:

Option 189
We support a car free development policy because it maximises environmental sustainability, quality of life, health and safety of pedestrians and cyclists. Cars remain the greatest contributor to accidental child mortality and serious injury in Britain and world-wide. We do not believe it is appropriate for developers to be able to influence transportation policy.

12 - Promoting and Delivering Sustainable Transport and	Question 12.12

15711 Support

Summary:

We support a car-free development policy (option 189) because it maximises environmental sustainability, quality of life, health and safety of pedestrians and cyclists. Cars remain the greatest contributor to accidental child mortality and serious injury in Britain and world-wide.

12 - Promoting and Delivering Sustainable Transport and	Question 12.12

16417 Support

Summary:

We support a car-free development policy because it maximises environmental sustainability, quality of life, health and safety of pedestrians and cyclists. Cars remain the greatest contributor to accidental child mortality and serious injury in Britain and world-wide.

7399   Object

Summary:

The policy should be beefed up to require the council to pro-actively identify areas of the city in which car free developments would be the norm, unless a strong case is made by developers for a small number of car users.   Criteria should be defined by which developers might argue for a very limited number of car users (a defined low percentage of occupants, say up to 10%) in any development in the area.

9555   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. Only student accommodation is really suitable for car-free development, although some affordable housing, and sheltered housing, might allow it.

11585 Object

Summary:

A conflict between low car use and Cambridge's dynamic labour market: a job change may mean the use of a car (if it's in, say, Ramsey or Mildenhall). But often moving house is not an option (housing market inertia, losses due to stamp duty, partner's work needs, schools, etc), which leads to previously car-free people having unexpectedly to gain cars.

Perhaps promote centralised secure parking areas which are far from residential accommodation (which only has drop-off/pick-up/disabled bays). This makes a car unattractive for short journeys but still viable to have one if you need it.

11957 Object

Summary:

I strongly support the development of car-free areas -- it is shameful that people don't have the opportunity to opt out of the domination of their local environment by cars. However I don't understand the two policies we are offered. The development of a car-free area should be used as a catalyst to stimulate the improvement of sustainable transport modes to suitable standards, a policy that would also bring benefits to surrounding areas. Such a policy would be the best hope of achieving the traffic neutrality that I call for in my answer to Q3.11.

14769 Support

Summary:

We support a car free development policy because it maximises environmental sustainability, quality of life, health and safety of pedestrians and cyclists. Cars remain the greatest contributor to accidental child mortality and serious injury in Britain and world-wide. We do not believe it is appropriate for developers to be able to influence transportation policy.

17507 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

18182 Object

Summary:

Deliberate restriction towards car-free developments may just exacerbate problems elsewhere, so new offices without sufficient spaces mean that staff just park elsewhere (especially given house prices in Cambridge!)

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.14** |

8973   Object

Summary:

We agree with the desirability of minimising car use. This could perhaps be achieved partially by siting frequently-used facilities close to housing and by providing cycle ways separated from motor traffic.

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.14** |

14770 Support

Summary:

We support a car free development policy because it maximises environmental sustainability, quality of life, health and safety of pedestrians and cyclists. Cars remain the greatest contributor to accidental child mortality and serious injury in Britain and world-wide. We do not believe it is appropriate for developers to be able to influence transportation policy.

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.14** |

15774 Support

Summary:

Yes, neither option 189 nor 190 is quite right. Instead the plan should earmark up-front certain zones in which car-free developments are the expected default. In larger new developments at the edge of the city, as a principle, a certain minimum proportion of the housing to be provided could be earmarked as traffic-free.

| **12 - Promoting and Delivering Sustainable Transport and** | **12.23** |

12735 Support

Summary:

Very strongly agree with this. Just thinking of the new development planned on the Cambridge United site as I write this. This will almost certainly add to the congestion on Newmarket Road. Oh and that's not to mention the new travel lodge and premier inn!

| 12 - Promoting and Delivering Sustainable Transport and | 12.24 |

Summary:

good

| 12 - Promoting and Delivering Sustainable Transport and | 12.25 |

15469 Support

Summary:

Transport statements and assessments must make direct reference to cycling and high-quality cycling provision that provides quick and direct access must be designed in from the start. This includes wide cycle paths, preferably separate from the road network, constructed with good surfaces that will last, junctions that are easy to negotiate on a bicycle, and ample cycle parking.

| 12 - Promoting and Delivering Sustainable Transport and | 12.26 |

8979   Object

Summary:

The traffic congestion in Cambridge is already so bad that development should be prevented if there is a CUMULATIVE impact. Grid locks already occur in the city and further traffic would worsen the situation. Further deterioration of Cambridge's unique atmosphere with its architecture, river and open spaces must be avoided.

| 12 - Promoting and Delivering Sustainable Transport and | Option 193 - development only where the impact on the network is able to be mitigated against |

8980   Object

Summary:

Minimising the impact on traffic will not be adequate to prevent further congestion. Also, developments should not be considered in isolation; rather the cumulative effect of all developments is the important standard.

| 12 - Promoting and Delivering Sustainable Transport and | Option 193 - development only where the impact on the network is able to be mitigated against |

9592   Support

Summary:

The impact on cyclists and pedestrians must also be taken into account, as well as the impact on congestion. Often new developments lead to an extra junction which needs several presses of pelican crossings, thus significantly slowing pedestrian progress, or making what had been a good cycle route less safe or interrupted.

| 12 - Promoting and Delivering Sustainable Transport and | Option 193 - development only where the impact on the network is able to be mitigated against |

11042 Object

Summary:

The Option recognises that all new development is likely to place some impact on the transport network, even with mitigation, as Cambridge suffers from significant congestion. Therefore, the current wording of the policy would preclude most development in Cambridge.

Paragraph 32 of the NPPF states: "Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe." Therefore, Bidwells considers it would be more practical to change the wording of the policy to only permit development "where the residual cumulative impacts of development is not severe".

| 12 - Promoting and Delivering Sustainable Transport and | Option 193 - development only where the impact on the network is able to be mitigated against |

11536 Support

Summary:

yes, useful objective.

12 - Promoting and Delivering Sustainable Transport and	**Option 193 - development only where the impact on the network is able to be mitigated against**

12579 Support

Summary:

This is another common sense policy.

12 - Promoting and Delivering Sustainable Transport and	**Option 193 - development only where the impact on the network is able to be mitigated against**

12744 Support

Summary:

Strongly agree with this. I refer again to the new Travel lodge and Premier Inn on the junction of Newmarket Road and Coldhams Lane. Apparently 'evidence' was supplied that these will not impact the traffic in this already heavily congested area! This policy needs to be very carefully written to make sure that developers really do have to prove that a development will have no impact in congested areas. This must be improved from the current situation.

12 - Promoting and Delivering Sustainable Transport and	**Option 193 - development only where the impact on the network is able to be mitigated against**

12775 Support

Summary:

This is, of all of the policies set out, one of the most important! We cannot have a situation where some parts of the city are left relatively non-congested and others are left to become ever-more gridlocked. Allowing further development because of an already parlous state of play cannot be permitted and the council should seek to actively improve not just maintain these situations.

12 - Promoting and Delivering Sustainable Transport and	**Option 193 - development only where the impact on the network is able to be mitigated against**

12782 Support

Summary:

And not all sites can be mitigated for - council should display courage to say 'no' where there really is no mitigation possible.

12 - Promoting and Delivering Sustainable Transport and	**Option 193 - development only where the impact on the network is able to be mitigated against**

13297 Support

Summary:

Cambridge is already a highly congested city. CCF does not support further new development around Cambridge, partly for this reason. New developments should only go ahead if the transport impact is shown to be acceptable. We particularly agree with the third bullet point, that in areas of already high congestion, development should only be allowed if it will have no impact on traffic.

The traffic impacts of new developments can be significant, and for an already congested city this could cause severe problems. All efforts should be taken to mitigate this at the planning stage.

12 - Promoting and Delivering Sustainable Transport and	**Option 193 - development only where the impact on the network is able to be mitigated against**

14686 Support

Summary:

We believe it is insufficient to state that developments should only be required to mitigate impact, and the policy should declare an explicit aim of improving where possible the traffic in all communities that may be impacted by through traffic. Under the Localism Act, Local communities should be consulted and their approcal sought prior to approval. We do not believe that development should only be prevented if the cumulative impact is found to be severe. We consider this totally unacceptable, and believe that any negative impact must be mitigated in a City where congestion and pollution is significant and hampering growth and quality of life.

12 - Promoting and Delivering Sustainable Transport and	Option 193 - development only where the impact on the network is able to be mitigated against

15032 Object

Summary:

- Provision of Dutch-quality cycle infrastructure (see our comments on Option 182) would go a very long way in avoiding the creation of congestion - should become a requirement of new developments.

- Congestion definition needs to include cycles: e.g. a toucan crossing supposedly increases congestion under the current definition. Shouldn't allow a developer to avoid cycle provision on the basis that it creates (car) congestion.

- Some existing off-road cycleway provision, such as the cycle paths across commons and cycle/pedestrian bridges across the Cambridge already suffer cycle/pedestrian congestion at certain times of the day; developments should contribute to mitigation.

12 - Promoting and Delivering Sustainable Transport and	Option 193 - development only where the impact on the network is able to be mitigated against

15292 Object

Summary:

This is crying for the moon. The Elizabeth Way junction with Chesterton High Street operates at 165% of capacity for most of the day yet this has not prevented massive new developments of housing in Chesterton replacing local employment facilities thus adding to the need for out commuting. I do not think such a policy would work in practice even if it survived the examination in public.

12 - Promoting and Delivering Sustainable Transport and	Option 193 - development only where the impact on the network is able to be mitigated against

15722 Object

Summary:

We believe it is insufficient to state that developments should only be required to mitigate impact, and the policy should declare an explicit aim of improving where possible the traffic in all communities that may be impacted by through-traffic. Under the Localism Act, local communities should be consulted and their approval sought prior to approval. We do not believe that development should only be prevented if the cumulative impact is found to be severe. We consider this totally unacceptable, and believe that any negative impact must be mitigated in a City where congestion and pollution is significant, hampering growth and quality of life.

12 - Promoting and Delivering Sustainable Transport and	Option 193 - development only where the impact on the network is able to be mitigated against

15783 Object

Summary:

It's important that this does not claim that measures needed to support sustainable modes of transport with an overall net good, e.g. cycle crossings, bus lanes, bus priority, etc. are not rejected because they "increase congestion". Congestion which has a net benefit for sustainable modes of transport should be excluded from such restrictions. Also congestion should not just be considered just on the highway - some cycle routes are narrow, and it should be possible to require developers to contribute towards expansion if the routes are to become better used.

12 - Promoting and Delivering Sustainable Transport and	Option 193 - development only where the impact on the network is able to be mitigated against

16427 Object

Summary:

We believe it is insufficient to state that developments should only be required to mitigate impact, and the policy should declare an explicit aim of improving where possible the traffic in all communities that may be impacted by through-traffic. Under the Localism Act, local communities should be consulted and their approval sought prior to approval. We do not believe that development should only be prevented if the cumulative impact is found to be severe. We consider this totally unacceptable, and believe that any negative impact must be mitigated in a City where congestion and pollution is significant, hampering growth and quality of life.

12 - Promoting and Delivering Sustainable Transport and	Option 193 - development only where the impact on the network is able to be mitigated against

16636 Support

Summary:

Agree with the first sentence. Bullet point 3: yes, agree strongly with this proposal. The last sentence is self-evident.

12 - Promoting and Delivering Sustainable Transport and	Option 193 - development only where the impact on the network is able to be mitigated against

16923 Support

Summary:

We agree a policy to allow new development only where the transport impact can be mitigated or managed. We would urge that the policy be clarified to ensure that the impact include the effects on the local network of residential streets not just on the main network.

12 - Promoting and Delivering Sustainable Transport and	Option 193 - development only where the impact on the network is able to be mitigated against

18263 Object

Summary:

My observation locally (Mitchams Corner) is that the cost of highway assessment seems to be prohibitive when the County do not want to do anything and non-existent when they do. Some consistency on policy would be helpful.
How is significant congestion quantified? Certain uses (hospital and private schools) generate huge congestion - what policy? What about no traffic lights?
Or pedestrian favoured traffic lights? Can Cambridge become a leader in this field?

12 - Promoting and Delivering Sustainable Transport and	Question 12.18

7017   Support

Summary:

It is clear that transport congestion along the M11 and A14 corridors in Cambridgeshire is already at breaking point, leading to numerous accidents (see the signs posted on the A14 on numbers of casualties). Further increase in Cambridge's population, *however* this is done, can only make this worse.

This is therefore yet another reason why growth in Cambridge's population needs to be resisted. I am therefore in agreement with Option 193.

12 - Promoting and Delivering Sustainable Transport and	Question 12.18

7144   Support

Summary:

Yes, I support Option 193

12 - Promoting and Delivering Sustainable Transport and	Question 12.18

7190   Support

Summary:

For development likely to place demands on the network, ensuring that mitigating measures are identified and, where appropriate, in place prior to the development being undertaken; and

This should have been the watch word in the case of CB1; the impact of 'cycling from the Student Hostel to the ARU' has seen no mitigating measures, nor development of the Southern Access before the commissioning of commercial building. There is little strategic information available on the treatment of the increased volumes within the closed system. The Gateway was even officially recognised as inadequate to cope with the potential traffic volumes.

12 - Promoting and Delivering Sustainable Transport and	Question 12.18

7401   Support

Summary:

Yes, we support a policy being drawn up.

Certain parts of the city are already very congested, and to construct a development there without some measures to reduce its adverse impact on traffic and the environment would not be sensible.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.18**

8133   Support

Summary:

I support 193

12 - Promoting and Delivering Sustainable Transport and	**Question 12.18**

8508   Support

Summary:

yes

12 - Promoting and Delivering Sustainable Transport and	**Question 12.18**

8981   Support

Summary:

yes

12 - Promoting and Delivering Sustainable Transport and	**Question 12.18**

9557   Support

Summary:

Yes, but should not stifle building new homes.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.18**

10299 Support

Summary:

Yes. We should limit development to where the impact on the network can be reasonably mitigated.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.18**

10983 Support

Summary:

Vital - traffic is already very congested

12 - Promoting and Delivering Sustainable Transport and	**Question 12.18**

11959 Support

Summary:

Yes, and I believe that the third bullet point should be strengthened to avoid the problem of dispersed developments at sites that do not have congestion problems which together generate traffic that has an adverse effect throughout the city.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.18**

13479 Object

Summary:

Policy that prevented development taking place in parts of the City would not be supported. There are other means of managing travel demand without preventing development. For example, the local authorities should monitor the implementation of existing travel plans in Cambridge, and use enforcement action where necessary, to ensure that existing commitments to manage the demand for travel are implemented.

12 - Promoting and Delivering Sustainable Transport and	Question 12.18

13534 Support

Summary:

Yes

12 - Promoting and Delivering Sustainable Transport and	Question 12.18

14337 Object

Summary:

Yes. I strongly agree with this option. No development to be permitted unless it can be shown to have a positive impact on infrastructure.

12 - Promoting and Delivering Sustainable Transport and	Question 12.18

14724 Support

Summary:

We believe it is insufficient to state that developments should only be required to mitigate impact, and the policy should declare an explicit aim of improving where possible the traffic in all communities that may be impacted by through traffic. Under the Localism Act, Local communities should be consulted and their approcal sought prior to approval. We do not believe that development should only be prevented if the cumulative impact is found to be severe. We consider this totally unaceptable, and believe that any negative impact must be mitigated in a City where congestion and pollution is significant and hampering growth and quality of life.

12 - Promoting and Delivering Sustainable Transport and	Question 12.18

15036 Support

Summary:

Yes, but needs to go further.

12 - Promoting and Delivering Sustainable Transport and	Question 12.18

15723 Object

Summary:

We believe it is insufficient to state that developments should only be required to mitigate impact, and the policy should declare an explicit aim of improving where possible the traffic in all communities that may be impacted by through-traffic. Under the Localism Act, local communities should be consulted and their approval sought prior to approval. We do not believe that development should only be prevented if the cumulative impact is found to be severe. We consider this totally unacceptable, and believe that any negative impact must be mitigated in a City where congestion and pollution is significant, hampering growth and quality of life.

12 - Promoting and Delivering Sustainable Transport and	Question 12.18

15782 Support

Summary:

Yes a policy is needed, as developers have shown desire to create developments with unsafe or unsuitable junctions linking to the transport network.

12 - Promoting and Delivering Sustainable Transport and   **Question 12.18**

16430 Object

Summary:

We believe it is insufficient to state that developments should only be required to mitigate impact, and the policy should declare an explicit aim of improving where possible the traffic in all communities that may be impacted by through-traffic. Under the Localism Act, local communities should be consulted and their approval sought prior to approval. We do not believe that development should only be prevented if the cumulative impact is found to be severe. We consider this totally unacceptable, and believe that any negative impact must be mitigated in a City where congestion and pollution is significant, hampering growth and quality of life.

12 - Promoting and Delivering Sustainable Transport and   **Question 12.18**

16637 Support

Summary:

Yes.

12 - Promoting and Delivering Sustainable Transport and   **Question 12.18**

18186 Support

Summary:

Yes - need to coordinate developments with transport - too often developments only have 'impact analysis' on case-by-case basis; need a wider perspective

12 - Promoting and Delivering Sustainable Transport and   **Question 12.19**

8982   Object

Summary:

New option required, namely that no development should be allowed that will lead to increased traffic congestion in Cambridge.

12 - Promoting and Delivering Sustainable Transport and   **Question 12.19**

12780 Support

Summary:

And, going further, the council should demonstrate the courage to say 'no' where appropriate based on its own local plan and also the courage to say 'yes' where it is appropriate (according to congestion), despite potential opposition

12 - Promoting and Delivering Sustainable Transport and   **Question 12.19**

13543 Object

Summary:

This policy needs to be considered and discussed during the early planning stage of a development using the criteria in Option 193.

12 - Promoting and Delivering Sustainable Transport and   **Question 12.19**

13569 Object

Summary:

Policy should recognise different modes of transport have different impacts when considering the need for mitigation. Currently a vehicle trip is considered in terms of cost to have the same impact as a non-vehicle trip. The Council seek to encourage non-vehicle trips as a fundamental part of sustainable development policy. Car free development generating almost all non-car trips should not be considered to have the same impact on the transport network as a development with vehicle parking facilities. It may generate the same number of trips but the vast majority are by sustainable modes of travel.

12 - Promoting and Delivering Sustainable Transport and   **Question 12.19**

13605 Object

Summary:

The policy requires that financial contributions needed to provide appropriate mitigation be identified. It should be a requirement that the developers provide all the funds needed for the mitigation to take place in advance of the development's completion.

12 - Promoting and Delivering Sustainable Transport and   **Question 12.19**

14726 Support

Summary:

We believe it is insufficient to state that developments should only be required to mitigate impact, and the policy should declare an explicit aim of improving where possible the traffic in all communities that may be impacted by through traffic. Under the Localism Act, Local communities should be consulted and their approcal sought prior to approval. We do not believe that development should only be prevented if the cumulative impact is found to be severe. We consider this totally unaceptable, and believe that any negative impact must be mitigated in a City where congestion and pollution is significant and hampering growth and quality of life.

12 - Promoting and Delivering Sustainable Transport and   **Question 12.19**

15038 Object

Summary:

Yes, see our comments under Option 193.

And additionally we again emphasise that:

- New developments should require Dutch-quality levels of infrastructure as we define in Option 182, to avoid congestion from tens of thousands of new residences. See http://www.cyclestreets.net/galleries/212/

- High-profile target needed of 40% levels of cycling for all trips in Cambridge.

12 - Promoting and Delivering Sustainable Transport and   **Question 12.19**

15724 Object

Summary:

We believe it is insufficient to state that developments should only be required to mitigate impact, and the policy should declare an explicit aim of improving where possible the traffic in all communities that may be impacted by through-traffic. Under the Localism Act, local communities should be consulted and their approval sought prior to approval. We do not believe that development should only be prevented if the cumulative impact is found to be severe. We consider this totally unacceptable, and believe that any negative impact must be mitigated in a City where congestion and pollution is significant, hampering growth and quality of life.

12 - Promoting and Delivering Sustainable Transport and   **Question 12.19**

15784 Support

Summary:

Congestion should not just be considered just on the highway - some cycle routes are narrow, and it should be possible to require developers to contribute towards expansion if the routes are to become better used.

12 - Promoting and Delivering Sustainable Transport and   **Question 12.19**

16432 Object

Summary:

We believe it is insufficient to state that developments should only be required to mitigate impact, and the policy should declare an explicit aim of improving where possible the traffic in all communities that may be impacted by through-traffic. Under the Localism Act, local communities should be consulted and their approval sought prior to approval. We do not believe that development should only be prevented if the cumulative impact is found to be severe. We consider this totally unacceptable, and believe that any negative impact must be mitigated in a City where congestion and pollution is significant, hampering growth and quality of life.

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.19** |

18188 Object

Summary:

Need to consider interaction between types of transport, particularly at some key intersections, e.g. end of Mill Lane, where tourists, touts, pedestrians, and traffic vie for space on a difficult corner.
Option 193 includes '... if mitigation can minimise the impact to the network' - mitigation is not the same as eliminating - I may plan to put 1000 cars a day down Mill Lane, I may mitigate this to just 999 cars, but have scarcely reduced the overall impact; ' ... reduce to minimal impact' would be better

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.20** |

14727 Support

Summary:

We believe it is insufficient to state that developments should only be required to mitigate impact, and the policy should declare an explicit aim of improving where possible the traffic in all communities that may be impacted by through traffic. Under the Localism Act, Local communities should be consulted and their approcal sought prior to approval. We do not believe that development should only be prevented if the cumulative impact is found to be severe. We consider this totally unaceptable, and believe that any negative impact must be mitigated in a City where congestion and pollution is significant and hampering growth and quality of life.

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.20** |

16638 Support

Summary:

No development should be allowed that would increase traffic congestion within the city boundaries.

| **12 - Promoting and Delivering Sustainable Transport and** | **Option 194 - Modal split targets for new deveolopment** |

12749 Support

Summary:

This is a very interesting idea. I think it is a potential alternative to a congestion charge. I think this is viable as I think people would find it easier to restrict their travel rather than change 100% to sustainable methods. I think this has a good chance of being successful.

| **12 - Promoting and Delivering Sustainable Transport and** | **Option 194 - Modal split targets for new deveolopment** |

12789 Support

Summary:

Superb!

| **12 - Promoting and Delivering Sustainable Transport and** | **Option 194 - Modal split targets for new deveolopment** |

13302 Support

Summary:

CCF believes modal split targets should be as ambitious as possible. Having a standard target across the city could mean that some developments are set targets that are too low.
We would like to see targets appropriate for each development.

| **12 - Promoting and Delivering Sustainable Transport and** | **Option 195 - Do not set city wide modal split target for new developme** |

13305 Support

Summary:

We support flexibility in the modal split target for developments. However, we would like there to be a minimum standard across the city (such as the 40% mentioned in Option 194), so that flexible targets do not result in an increase in car journeys.
Flexible targets will encourage developments to be ambitious in their reductions in car use.

12 - Promoting and Delivering Sustainable Transport and	Option 195 - Do not set city wide modal split target for new developme

18264 Object

Summary:

Do not set a city wide modal split target for new development. Doesn't seem to look at what a car is doing - is it a moving office? Does it take more than one person?

12 - Promoting and Delivering Sustainable Transport and	Question 12.21

7018   Object

Summary:

I believe that reduction in car usage in Cambridge is best achieved by limiting the population of Cambridge. Beyond that, there is ever increasing discouragement to car use arising from petrol prices, which show no sign of abating their long term above inflation rises.

12 - Promoting and Delivering Sustainable Transport and	Question 12.21

7402   Support

Summary:

Yes. policy needed.

If rigorously enforced, this is a method of controlling car use and therefore reducing any adverse impact on the transport network and environment.

12 - Promoting and Delivering Sustainable Transport and	Question 12.21

8983   Support

Summary:

Yes

12 - Promoting and Delivering Sustainable Transport and	Question 12.21

12788 Support

Summary:

Great idea! Just the sort of bold plan we need for our awful problems.

12 - Promoting and Delivering Sustainable Transport and	Question 12.21

13506 Object

Summary:

A modal target for Cambridge should be identified in the County Council's emerging Transport Strategy, but targets for each development proposal should take account of the particular circumstances of the proposal and location and should not be prescribed in Local Plan policy. Individual targets can be agreed through site travel plans.

12 - Promoting and Delivering Sustainable Transport and	Question 12.21

15039 Support

Summary:

- We welcome modal target concept. Without it, every developer will argue that their development will not affect travel patterns significantly.

12 - Promoting and Delivering Sustainable Transport and	Question 12.21

15293 Object

Summary:

No. The special circumstances of North West Cambridge make modal split a reasonable proposition as the development included a large employment element and most of the housing was effectively intended to comprise 'tied cottages'. There should not be a blanket policy but an enabling policy might be appropriate: In major new developments consideration will be given to the desirability and need for a modal split.

12 - Promoting and Delivering Sustainable Transport and	Question 12.21

15785 Support

Summary:

Yes there needs to be a modal split target.

12 - Promoting and Delivering Sustainable Transport and	Question 12.21

16639 Support

Summary:

Yes.

12 - Promoting and Delivering Sustainable Transport and	Question 12.21

18189 Support

Summary:

Would seem to be needed if we are to plan for less car traffic

12 - Promoting and Delivering Sustainable Transport and	Question 12.21

18496 Support

Summary:

Support in principle

12 - Promoting and Delivering Sustainable Transport and	Question 12.22

8984   Object

Summary:

Prefer a mixture of the two. It is essential for all areas to have an upper limite of trips that should be made by private car (40% and preferably an even lower percentage). It would also be important to have the flexibility to reduce the percentage even more for particular areas where possible. However, none of these restrictions is practical unless public transport is really good.

12 - Promoting and Delivering Sustainable Transport and	Question 12.22

9558 Support

Summary:

Option 195. Sites differ too much for one target, though guidelines might be set out.

12 - Promoting and Delivering Sustainable Transport and	Question 12.22

11960 Support

Summary:

Modal split targets should definitely be set, but they might vary in accordance with the potential for improved sustainable transport facilities to lead to modal shift for existing traffic -- in other words they might be stronger in areas which had little such potential.

12 - Promoting and Delivering Sustainable Transport and	Question 12.22

12791 Support

Summary:

194 - a great, bold courageous plan for a terrible congestion problem

12 - Promoting and Delivering Sustainable Transport and	Question 12.22

13550 Object

Summary:

Unwise to set a city-wide modal split as circumstances will vary. It is better to negotiate with each development as in Option 195.

12 - Promoting and Delivering Sustainable Transport and	Question 12.22

13615 Object

Summary:

Option 195. The appropriate Modal split would depend on ease of use of public transport from the development, and adverse implications of car use by occupants on the local transport infrastructure

12 - Promoting and Delivering Sustainable Transport and	Question 12.22

15040 Object

Summary:

- City should require conditions that create 40% (continental) levels of cycling around the city, starting with large new developments. The current level of 22% is poor compared to what should be achievable.

- A 40% target means that every new development will need to achieve at least this level, through the active preference of cycle provision over motor traffic flow.

- So we prefer option 194 over 195.

12 - Promoting and Delivering Sustainable Transport and	Question 12.22

15787 Support

Summary:

Option 194 is clearly better as it leaves less wiggle room for developers to attempt to negotiate and wriggle out of their obligations. I believe it would be hard to enforce site-by-site requirements.

12 - Promoting and Delivering Sustainable Transport and	Question 12.22

16640 Support

Summary:

Not enough information to go on. Don't really understand what is meant by a 'modal split'.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.22**

18191 Support

Summary:

Site-by-site targets are unlikely to be effective if subsequent use is totally different, so targets only effective if monitored and policed effectively, so think
city-wide only option.
It would allow higher car usage where infrastructure has capacity to support it while perhaps requiring higher noncar use on developments in areas with poor car-based infrastructure

12 - Promoting and Delivering Sustainable Transport and	**Question 12.22**

18497 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 12.23**

8985   Object

Summary:

Enforcement is essential; what options are available?

What is the definition of "work-based"? Does it include transport to and from school? Travel for unpaid work?

12 - Promoting and Delivering Sustainable Transport and	**Question 12.23**

11591 Support

Summary:

Consider long-distance cycle commuting in planning. For example, I think developers assume that cyclists will commute a maximum of 3 miles.
In the Cambridge region many cyclists commute a greater distance, from places such as Great Shelford and Cambourne. Longer distance commuting should be encouraged, and part of transport planning.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.23**

15041 Object

Summary:

Need specific targets for cycling and each mode.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.24**

8986   Object

Summary:

Yes, consider in addition conditions in existing areas of the city and in surrounding villages. Consider what can be done to reduce traffic congestion arising from these. Also consider impact of traffic assoicated with tourism.

12 - Promoting and Delivering Sustainable Transport and	12.29

11597 Support

Summary:

I'd support the chisholm trail cycle route along the railway as a great way to improve cycling across cambridge

12 - Promoting and Delivering Sustainable Transport and	12.29

12754 Support

Summary:

This sounds like a good idea.

12 - Promoting and Delivering Sustainable Transport and	Option 196 - Set a Travel Plan threshold

9593   Support

Summary:

I am sure a sensible policy can be put into place to mitigate the exceptions that might end up being awkward.

12 - Promoting and Delivering Sustainable Transport and	Option 196 - Set a Travel Plan threshold

10463 Object

Summary:

Ths is an Orwellian nightmare. Strongly object to being controlled by political forces.

12 - Promoting and Delivering Sustainable Transport and	Option 196 - Set a Travel Plan threshold

12581 Support

Summary:

Obviously sensible to insist on this.

12 - Promoting and Delivering Sustainable Transport and	Option 196 - Set a Travel Plan threshold

12757 Support

Summary:

I think travel plan thresholds should be set for new developments.

12 - Promoting and Delivering Sustainable Transport and	Option 196 - Set a Travel Plan threshold

12794 Support

Summary:

I would support this, even if developers would try to avoid doing it - that's no reason not to have any plan at all.

12 - Promoting and Delivering Sustainable Transport and	Option 196 - Set a Travel Plan threshold

14431 Support

Summary:

We support the need for a threshold, which should be set low to ensure all significant developments have to comply. As a guideline, developments in excess of approximately 10 units should be required to provide a plan and expect enforcement

12 - Promoting and Delivering Sustainable Transport and	Option 196 - Set a Travel Plan threshold

15726 Support

Summary:

We support the need for a threshold, which should be set low to ensure all significant developments have to comply. As a guideline, developments in excess of approx 10 units should be required to provide a plan and expect enforcement.

12 - Promoting and Delivering Sustainable Transport and	Option 196 - Set a Travel Plan threshold

16434 Support

Summary:

We support the need for a threshold, which should be set low to ensure all significant developments have to comply. As a guideline, developments in excess of approx 10 units should be required to provide a plan and expect enforcement.

12 - Promoting and Delivering Sustainable Transport and	Option 197 - Do not set a Travel Plan threshold

10465 Support

Summary:

This is the only sane option. One cajoles and encourages the right moves but does not impose limits that may be impossible for some to keep.

12 - Promoting and Delivering Sustainable Transport and	Option 197 - Do not set a Travel Plan threshold

10494 Support

Summary:

There should be a presumption that all developments have a travel plan in place. A case would then have to be made for not having one.

12 - Promoting and Delivering Sustainable Transport and	Option 197 - Do not set a Travel Plan threshold

14426 Object

Summary:

Object:
We support the need for a threshold, which should be set low to ensure all significant developments have to comply. As a guideline, developments in excess of approximately 10 units should be required to provide a plan and expect enforcement

12 - Promoting and Delivering Sustainable Transport and	Option 197 - Do not set a Travel Plan threshold

15732 Object

Summary:

We support the need for a threshold, which should be set low to ensure all significant developments have to comply. As a guideline, developments in excess of approx 10 units should be required to provide a plan and expect enforcement.

12 - Promoting and Delivering Sustainable Transport and	Option 197 - Do not set a Travel Plan threshold

16438 Object

Summary:

We support the need for a threshold, which should be set low to ensure all significant developments have to comply. As a guideline, developments in excess of approx 10 units should be required to provide a plan and expect enforcement.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.25**

8134   Support

Summary:

I think there should be a policy. However, it is diffficult to see how the ideas in Travel plans can be re-inforced and monitored and what sanctions can be applied if they don't produce the desired effect.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.25**

8509   Support

Summary:

yes

12 - Promoting and Delivering Sustainable Transport and	**Question 12.25**

8987   Support

Summary:

Yes

12 - Promoting and Delivering Sustainable Transport and	**Question 12.25**

10302 Object

Summary:

No special policy for travel plans is required - travel plans should be an option to help with mitigating impact of development as in option 193. This covers all sizes of development.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.25**

12796 Support

Summary:

More good ideas, though to what extent these 'encouragement' schemes have I don't know. I'd argue for more 'stick' to this 'carrot' through enforced other schemes such as those outlined elsewhere. People will not climb out of their cars voluntarily, no matter how good the public transport network (which is sadly, stigmatised)

12 - Promoting and Delivering Sustainable Transport and	**Question 12.25**

13619 Support

Summary:

yes, policy needed.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.25**

14433 Support

Summary:

We support the need for a threshold, which should be set low to ensure all significant developments have to comply. As a guideline, developments in excess of approximately 10 units should be required to provide a plan and expect enforcement

12 - Promoting and Delivering Sustainable Transport and	Question 12.25

15294 Support

Summary:

An enabling policy for use in 'appropriate developments' to be identified at the outline planning stage seems to be the best way forward if there is any evidence that such Travel Plans actually make a ha'p'orth of difference to the outcome.

12 - Promoting and Delivering Sustainable Transport and	Question 12.25

15728 Support

Summary:

We support the need for a threshold, which should be set low to ensure all significant developments have to comply. As a guideline, developments in excess of approx 10 units should be required to provide a plan and expect enforcement.

12 - Promoting and Delivering Sustainable Transport and	Question 12.25

15789 Support

Summary:

Yes travel plans should be needed beyond a threshold.

12 - Promoting and Delivering Sustainable Transport and	Question 12.25

16435 Support

Summary:

We support the need for a threshold, which should be set low to ensure all significant developments have to comply. As a guideline, developments in excess of approx 10 units should be required to provide a plan and expect enforcement.

12 - Promoting and Delivering Sustainable Transport and	Question 12.25

18193 Support

Summary:

Yes

12 - Promoting and Delivering Sustainable Transport and	Question 12.26

7403   Object

Summary:

Prefer option 196.
It might be appropriate to define criteria for determining whether a particular planned development is above the threshold for a travel plan, which might take into account local traffic congestion, the sensitivity of the site, the nature of the development.

12 - Promoting and Delivering Sustainable Transport and	Question 12.26

8135   Support

Summary:

Support 196 because of greater clarity

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.26** |

8988   Support

Summary:

Prefer option 196.
It is essential to have a requirement for all developments over a certain threshold to produce a travel plan, otherwise this aspect is liable to be forgotten or not considered with sufficient rigour. By setting the threshold sufficiently low the issue of developers aiming to be just below the threshold should not be a problem.
How would this policy be enforced?

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.26** |

9560   Support

Summary:

Option 196 - on grounds of reducing uncertainty.

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.26** |

12797 Support

Summary:

196

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.26** |

13552 Object

Summary:

there is no need for this so Option 197 is better.

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.26** |

14342 Support

Summary:

Option 196

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.26** |

14434 Support

Summary:

Option 196: We support the need for a threshold, which should be set low to ensure all significant developments have to comply. As a guideline, developments in excess of approximately 10 units should be required to provide a plan and expect enforcement

| **12 - Promoting and Delivering Sustainable Transport and** | **Question 12.26** |

15042 Object

Summary:

- Option 196 not 197 is needed.

12 - Promoting and Delivering Sustainable Transport and	Question 12.26

15729 Support

Summary:

We support the need for a threshold, which should be set low to ensure all significant developments have to comply. As a guideline, developments in excess of approx 10 units should be required to provide a plan and expect enforcement.

12 - Promoting and Delivering Sustainable Transport and	Question 12.26

15790 Support

Summary:

Option 196 is clearly better. Even its drawbacks are better than no Travel Plan at all, and developers would no doubt fight vociferously against any requirement to provide one, if the criteria for doing so were not crystal clear. So I cannot support option 197.

12 - Promoting and Delivering Sustainable Transport and	Question 12.26

16436 Support

Summary:

We support the need for a threshold, which should be set low to ensure all significant developments have to comply. As a guideline, developments in excess of approx 10 units should be required to provide a plan and expect enforcement.

12 - Promoting and Delivering Sustainable Transport and	Question 12.26

18196 Support

Summary:

Option 196 - traffic impact should be considered for all developments; simple domestic extensions may increase household size so that second car is likely (this could be a problem in some Cambridge terraces); extent of traffic plan should be proportionate, so for small developments simple text assessment - for major developments then full traffic modelling

12 - Promoting and Delivering Sustainable Transport and	Question 12.27

8510   Support

Summary:

Is there any way of cutting down school runs e.g demanding that the independent and Roman Catholic schools - because they are not neighbourhood schools - run buses to the park and ride car parks with, say, one or two spots en route from which parents could collect their children? Could there be buses for secondary schools that do a circuit of the school's catchment area?

12 - Promoting and Delivering Sustainable Transport and	Question 12.27

8989   Support

Summary:

Yes. Important to specify what is required in a travel plan. Otherwise a shoddy, misleading "plan" is liable to be passed.

12 - Promoting and Delivering Sustainable Transport and	Question 12.27

11961 Object

Summary:

I strongly support the principle of travel plans, and, again, a key consideration should be the potential for any sustainable transport facilities provided as a consequence to attract existing traffic including people not using the site in question.

12 - Promoting and Delivering Sustainable Transport and	Question 12.27

14435 Support

Summary:

We support the need for a threshold, which should be set low to ensure all significant developments have to comply. As a guideline, developments in excess of approximately 10 units should be required to provide a plan and expect enforcement

12 - Promoting and Delivering Sustainable Transport and	Question 12.27

15044 Object

Summary:

- A Travel Plan must not be seen as a replacement for actual infrastructure to create the conditions for high levels of sustainable travel. For instance, the Lion Yard extension saw the cycle parking requirement waived on the basis of creation of a Travel Plan; if there is poor cycle parking then in practice people won't cycle.

- We are highly sceptical about the current Travel Plan situation. We would like to see more evidence that developers are treating these seriously, despite this being a very useful tool if properly and actively enforced.

12 - Promoting and Delivering Sustainable Transport and	Question 12.27

15730 Support

Summary:

We support the need for a threshold, which should be set low to ensure all significant developments have to comply. As a guideline, developments in excess of approx 10 units should be required to provide a plan and expect enforcement.

12 - Promoting and Delivering Sustainable Transport and	Question 12.27

15744 Support

Summary:

Yes, it is essential firstly that every development and its surroundings should be required to be designed so as to make travel by the sustainable modes the natural and obvious choices. (We have made proposals to this effect elsewhere in this consultation.) This has often not been the case in applications approved hitherto, especially in employment developments.

The travel plan will then be established on a sound base, be realistic and be taken seriously.

It should be mandatory for developments larger than a low-set threshold, and be enforced.

12 - Promoting and Delivering Sustainable Transport and	Question 12.27

16437 Support

Summary:

We support the need for a threshold, which should be set low to ensure all significant developments have to comply. As a guideline, developments in excess of approx 10 units should be required to provide a plan and expect enforcement.

12 - Promoting and Delivering Sustainable Transport and	Question 12.27

18199 Object

Summary:

Need to link travel plans to overall city traffic plan

12 - Promoting and Delivering Sustainable Transport and	Question 12.28

14439 Support

Summary:

We support the need for a threshold, which should be set low to ensure all significant developments have to comply. As a guideline, developments in excess of approximately 10 units should be required to provide a plan and expect enforcement

12 - Promoting and Delivering Sustainable Transport and	Question 12.28

15792 Support

Summary:

An alternative way to look at it is to set a lower threshold for a travel plan, and then you can reserve the right to waive the requirement in exceptional circumstances. This would fix the problem of option 196 causing developments to be just under the threshold (the solution being to have the threshold a bit lower than it would otherwise be, and be more prepared to waive the requirement in borderline cases).

| 12 - Promoting and Delivering Sustainable Transport and | 12.33 |

13693 Support

Summary:

"Broadband" is not specific enough. The council should adopt a policy of requiring fibre optic to the premises to be installed in new developments; and should encourage its installation across the city to upgrade the existing infrastructure. The council needs to encourage a competitive market in provision of services over the infrastructure so that residents and businesses can obtain reasonably priced services under reasonable contract terms. The council's plans and strategy in this area need to be developed in much greaterr detail.

| 12 - Promoting and Delivering Sustainable Transport and | 12.35 |

16647 Support

Summary:

Yes

| 12 - Promoting and Delivering Sustainable Transport and | Option 199 - Telecommunications policy criteria based |

8991   Support

Summary:

Yes

| 12 - Promoting and Delivering Sustainable Transport and | Option 199 - Telecommunications policy criteria based |

12584 Support

Summary:

Common sense.

| 12 - Promoting and Delivering Sustainable Transport and | Option 199 - Telecommunications policy criteria based |

14397 Object

Summary:

support: We believe it is insufficient to state the "significant interference" should be used as a test, and a tighter definition should be used. There is already anticipated interference and real-word measures need to be included in the policy to remoce uncertainty. The requirement to consult should apply equally to all spaces where people live, work or spend considerable periods of time. It should also be clarified that the consultation should not be limited to immediate neighbours to the site, but those nearby within a radius to be defined.

| 12 - Promoting and Delivering Sustainable Transport and | Option 199 - Telecommunications policy criteria based |

15296 Support

Summary:

I support this approach as reasonable and proportionate.

| 12 - Promoting and Delivering Sustainable Transport and | Option 199 - Telecommunications policy criteria based |

15734 Object

Summary:

We believe it is insufficient to state that 'significant interference' should be used as a test, and a tighter definition should be used. There is already anticipated interference, and real-world measures need to be included in the policy to remove uncertainty. The requirement to consult should apply equally to all spaces where people live, work or spend considerable periods of time. It should also be clarified that the consultation should not be limited to immediate neighbours to the site, but those nearby within a radius to be defined.

12 - Promoting and Delivering Sustainable Transport and

Option 199 - Telecommunications policy criteria based

16440 Object

Summary:

We believe it is insufficient to state that 'significant interference' should be used as a test, and a tighter definition should be used. There is already anticipated interference, and real-world measures need to be included in the policy to remove uncertainty. The requirement to consult should apply equally to all spaces where people live, work or spend considerable periods of time. It should also be clarified that the consultation should not be limited to immediate neighbours to the site, but those nearby within a radius to be defined.

12 - Promoting and Delivering Sustainable Transport and

Option 199 - Telecommunications policy criteria based

16646 Support

Summary:

Bullet point 4: agree that consultation should take place before installation near a school or college.

12 - Promoting and Delivering Sustainable Transport and

Question 12.32

8992   Support

Summary:

Yes

12 - Promoting and Delivering Sustainable Transport and

Question 12.32

13560 Support

Summary:

Yes

12 - Promoting and Delivering Sustainable Transport and

Question 12.32

13642 Support

Summary:

we support the need for a policy and the criteria set out seem adequate.

12 - Promoting and Delivering Sustainable Transport and

Question 12.32

14346 Support

Summary:

yes

12 - Promoting and Delivering Sustainable Transport and

Question 12.32

14399 Support

Summary:

We believe it is insufficient to state the "significant interference" should be used as a test, and a tighter definition should be used. There is already anticipated interference and real-word measures need to be included in the policy to remoce uncertainty. The requirement to consult should apply equally to all spaces where people live, work or spend considerable periods of time. It should also be clarified that the consultation should not be limited to immediate neighbours to the site, but those nearby within a radius to be defined.

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

Question 12.32

16643 Support

Summary:

Yes, emphatically.

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

Question 12.32

18204 Support

Summary:

Yes - as suggested

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

Question 12.32

18498 Support

Summary:

Support

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

Question 12.33

9526   Object

Summary:

Yes all the hygiene factors are important, but the text misses the point that good provision of telecommunications infrastructure can have a major impact on transport network requirements

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

Question 12.33

9563   Support

Summary:

There should also be a bullet point forbidding masts/sites within an agreed distance (say 50 metres) from any residential property.

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

Question 12.33

10468 Object

Summary:

Again neither an objection or support but a question.

Should there not be somewhere a policy that limits the electromagnetic field intensities? I expect that we are no where near the health limit but a policy should exist to ensure that we do not get near health limits with electromagnetic hotspots are prohibited.

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

Question 12.33

13562 Support

Summary:

Favour a policy as outlined in Option 199.

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

Question 12.33

13689 Object

Summary:

The council should adopt a policy of requiring fibre optic to the premises to be installed in new developments; and should encourage its installation across the city.

The council needs to encourage a competitive market in provision of services over the infrastructure so that residents and businesses can obtain reasonably priced services under reasonable contract terms.

This would make the city attractive to those working in technology, boost the city's economy, and potentially reduce the amount of travel people need to undertake.

12 - Promoting and Delivering Sustainable Transport and	Question 12.33

14401 Object

Summary:

We believe it is insufficient to state the "significant interference" should be used as a test, and a tighter definition should be used. There is already anticipated interference and real-word measures need to be included in the policy to remoce uncertainty. The requirement to consult should apply equally to all spaces where people live, work or spend considerable periods of time. It should also be clarified that the consultation should not be limited to immediate neighbours to the site, but those nearby within a radius to be defined.

12 - Promoting and Delivering Sustainable Transport and	Question 12.33

15736 Object

Summary:

We believe it is insufficient to state that 'significant interference' should be used as a test, and a tighter definition should be used. There is already anticipated interference, and real-world measures need to be included in the policy to remove uncertainty. The requirement to consult should apply equally to all spaces where people live, work or spend considerable periods of time. It should also be clarified that the consultation should not be limited to immediate neighbours to the site, but those nearby within a radius to be defined.

12 - Promoting and Delivering Sustainable Transport and	Question 12.33

16442 Object

Summary:

We believe it is insufficient to state that 'significant interference' should be used as a test, and a tighter definition should be used. There is already anticipated interference, and real-world measures need to be included in the policy to remove uncertainty. The requirement to consult should apply equally to all spaces where people live, work or spend considerable periods of time. It should also be clarified that the consultation should not be limited to immediate neighbours to the site, but those nearby within a radius to be defined.

12 - Promoting and Delivering Sustainable Transport and	Question 12.33

16645 Support

Summary:

Has the impact of existing masts been assessed locally?

12 - Promoting and Delivering Sustainable Transport and	Question 12.33

18499 Object

Summary:

Consultation should also include the Highway Authority where appropriate if works may be in the highway or near the guided busway, or a safeguarded line of a highway, and also the SuDs Approval Body in due course.

We would recommend the inclusion of a policy that requires new developments to make provision for communications / broadband infrastructure. New employment and residential development should be served by a high-quality digital infrastructure and .a specific reference to the provision of ducting to industry standards should aid transparency and promote delivery . There are economic and social gains for doing so.

12 - Promoting and Delivering Sustainable Transport and	Question 12.34

14416 Support

Summary:

We believe it is insufficient to state the "significant interference" should be used as a test, and a tighter definition should be used. There is already anticipated interference and real-word measures need to be included in the policy to remoce uncertainty. The requirement to consult should apply equally to all spaces where people live, work or spend considerable periods of time. It should also be clarified that the consultation should not be limited to immediate neighbours to the site, but those nearby within a radius to be defined.

12 - Promoting and Delivering Sustainable Transport and	Option 200 - Mullard Radio Astronomy Observatory, Lord's Bridge - Consultation areas

8993   Support

Summary:

Yes

12 - Promoting and Delivering Sustainable Transport and	Option 200 - Mullard Radio Astronomy Observatory, Lord's Bridge - Consultation areas

9595   Support

Summary:

The Mullard is a world class institution. It would be madness, especially in the light of many other chapters in this document regarding jobs, growth etc, not to ensure that the Mullard is not safeguarded, since otherwise policy would be at variance with everything else I have read.

12 - Promoting and Delivering Sustainable Transport and	Option 200 - Mullard Radio Astronomy Observatory, Lord's Bridge - Consultation areas

9672   Support

Summary:

an important site of international importance.

12 - Promoting and Delivering Sustainable Transport and	Option 200 - Mullard Radio Astronomy Observatory, Lord's Bridge - Consultation areas

12208 Support

Summary:

Options 66 (p. 147), 70 (p. 158), 164 (p. 263), 178 (p. 277) and 200 (p. 301) are essential.

12 - Promoting and Delivering Sustainable Transport and	Option 200 - Mullard Radio Astronomy Observatory, Lord's Bridge - Consultation areas

12587 Support

Summary:

Obviously needs protection.

12 - Promoting and Delivering Sustainable Transport and	Option 200 - Mullard Radio Astronomy Observatory, Lord's Bridge - Consultation areas

12805 Object

Summary:

I'm not sure that I agree to the observatory holding such a powerful sway over development in this area, which could rule out important sites potentially? Can it not move in some way in the longer term? Presumably it was built when Cambridge was much smaller city?

12 - Promoting and Delivering Sustainable Transport and	Option 200 - Mullard Radio Astronomy Observatory, Lord's Bridge - Consultation areas

15297 Support

Summary:

This seems to have been a successful policy and should be retained

12 - Promoting and Delivering Sustainable Transport and	Option 200 - Mullard Radio Astronomy Observatory, Lord's Bridge - Consultation areas

18265 Object

Summary:

Is light pollution considered in mitigation of traffic lighting?

12 - Promoting and Delivering Sustainable Transport and	Question 12.35

8513   Support

Summary:

yes

12 - Promoting and Delivering Sustainable Transport and	Question 12.35

8994   Support

Summary:

Yes

12 - Promoting and Delivering Sustainable Transport and	Question 12.35

9527   Support

Summary:

I support Option 200

12 - Promoting and Delivering Sustainable Transport and	Question 12.35

11592 Support

Summary:

Support

12 - Promoting and Delivering Sustainable Transport and	Question 12.35

13515 Support

Summary:

The University welcomes the retention of this policy which serves to protect the operations at the Observatory.

12 - Promoting and Delivering Sustainable Transport and	Question 12.35

14347 Support

Summary:

Yes

12 - Promoting and Delivering Sustainable Transport and	**Question 12.35**

18206 Support

Summary:

Yes - as suggested

12 - Promoting and Delivering Sustainable Transport and	**Question 12.35**

18383 Support

Summary:

A policy similar to that in the current Local Plan is necessary to protect the operation of the observatory, which lies in South Cambridgeshire.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.36**

13564 Support

Summary:

best to continue with the current safeguards as outlined in Option 200.

12 - Promoting and Delivering Sustainable Transport and	**Question 12.36**

16648 Support

Summary:

Add the proposal (if it still exists) to reopen the Oxford-Cambridge rail link. It used to run right through the site.

12 - Promoting and Delivering Sustainable Transport and	**12.43**

7191   Support

Summary:

There is clear evidence the Authorities are behind the curve in infrastructure provision, especially water, given it is designated as a semi arid zone, the importance of national self sufficiency in agriculture and the impact of the Growth Equation, which sought to increase the population by half as much agaiin, with its consequent effect on water consumption, the use of white goods, etc.

12 - Promoting and Delivering Sustainable Transport and	**12.51**

8995   Support

Summary:

Essential to have robust for funding infrastructure.

12 - Promoting and Delivering Sustainable Transport and	**Option 201 - Provision of infrastructure and services**

8996   Support

Summary:

These are essential requirements

12 - Promoting and Delivering Sustainable Transport and	**Option 201 - Provision of infrastructure and services**

9785   Object

Summary:

The policy should also ensure Developer contributions to non-vehicular infrastructure should be encouraged, with links to the existing networks

12 - Promoting and Delivering Sustainable Transport and	Option 201 - Provision of infrastructure and services

12589 Support

Summary:

Again perfectly reasonable to insist on this.

12 - Promoting and Delivering Sustainable Transport and	Option 201 - Provision of infrastructure and services

12761 Support

Summary:

agree

12 - Promoting and Delivering Sustainable Transport and	Option 201 - Provision of infrastructure and services

13216 Support

Summary:

We would support appropriate and relevant provision of infrastructure and services which is derived from demand created by new development. Improvements and provision for infrastructure would need to be proportionate and related to the scale of development proposed taking account of the developments own impact on local infrastructure whilst not providing infrastructure to make up for infrastructure not provided by existing development which generates demand but has not contributed financially to infrastructure provision.

12 - Promoting and Delivering Sustainable Transport and	Option 201 - Provision of infrastructure and services

14772 Support

Summary:

We support the need for a policy in this respect and that developers should be required to support the provision of infrastructure.

12 - Promoting and Delivering Sustainable Transport and	Option 201 - Provision of infrastructure and services

15298 Object

Summary:

It is easy to add to the cost of development by levying charges through infrastructure payments. In general major developments should meet their own infrastructure needs and this provision should be completed before the overall scheme is complete, perhaps withholding consent for 20% of the development might encourage early delivery.
I would stress that these costs add directly to the costs of housing inc Cambridge and need to be fully justified and kept within limits.

12 - Promoting and Delivering Sustainable Transport and	Option 201 - Provision of infrastructure and services

15737 Support

Summary:

We support the need for a policy in this respect and that developers should be required to support the provision of infrastructure.

12 - Promoting and Delivering Sustainable Transport and	Option 201 - Provision of infrastructure and services

16065 Support

Summary:

This appears to be the basis for a necessary policy offering clear conditions relating to development.

12 - Promoting and Delivering Sustainable Transport and	Option 201 - Provision of infrastructure and services

16443 Support

Summary:

We support the need for a policy in this respect and that developers should be required to support the provision of infrastructure.

12 - Promoting and Delivering Sustainable Transport and	Option 201 - Provision of infrastructure and services

16649 Support

Summary:

Support strongly. All these points are essential.

12 - Promoting and Delivering Sustainable Transport and	Option 201 - Provision of infrastructure and services

17799 Support

Summary:

Option 201 Provision of infrastructure and services - green infrastructure and open spaces provision could enhance biodiversity and is therefore welcomed.

12 - Promoting and Delivering Sustainable Transport and	Question 12.38

7145   Support

Summary:

Yes, I fully support Option 201

12 - Promoting and Delivering Sustainable Transport and	Question 12.38

8514   Support

Summary:

yes

12 - Promoting and Delivering Sustainable Transport and	Question 12.38

8626   Support

Summary:

Based on the experience with the agreed developments in the Southern Fringe, the Trumpington Residents' Association supports Option 201 and the need for a policy to require developers to support the provision of infrastructure.

12 - Promoting and Delivering Sustainable Transport and	Question 12.38

8997   Support

Summary:

yes

12 - Promoting and Delivering Sustainable Transport and

Question 12.38

10315 Support

Summary:

All new developments need infrastructure and services.

12 - Promoting and Delivering Sustainable Transport and

Question 12.38

10634 Support

Summary:

The Wildlife Trust supports such a policy as planning obligations / CIL are one of a number of essential sources of funding to help deliver the 2011 Cambridgeshire Green Infrastructure Strategy, the 2006 Cambridge Nature Conservation Strategy and the policies within the Local Plan aimed at increasing quality of life for new and existing residents of the city.

12 - Promoting and Delivering Sustainable Transport and

Question 12.38

13523 Object

Summary:

Any policy should ensure that contributions from developers should only be sought where necessary to make a scheme acceptable in planning terms and should be fair and reasonable in both scale and kind.

The level of contributions sought should strike a balance between the need for funding and the impact on the viability of development.

12 - Promoting and Delivering Sustainable Transport and

Question 12.38

13572 Support

Summary:

Option 201 to provide adequate cover.

12 - Promoting and Delivering Sustainable Transport and

Question 12.38

13646 Support

Summary:

we support the need for a policy along the lines proposed

12 - Promoting and Delivering Sustainable Transport and

Question 12.38

14774 Support

Summary:

Yes. We support the need for a policy in this respect and that developers should be required to support the provision of infrastructure.

12 - Promoting and Delivering Sustainable Transport and

Question 12.38

15045 Support

Summary:

- Yes. We support the concept of CIL/S106, and it is important to ensure that policies are robust so that they cannot be challenged by developers.

- We do not accept the view of some that such funds constitute a 'bribe'. New developments usually generate traffic and other problems, which create costs to existing users; it is not acceptable for a developer to offload these externalities onto the taxpayer, and so the CIL/S106 payments ensure that these costs are properly accounted for.

- There is a real need to keep Area Corridor Plans updated.

12 - Promoting and Delivering Sustainable Transport and	Question 12.38

15133 Support

Summary:

Yes, support.

12 - Promoting and Delivering Sustainable Transport and	Question 12.38

15738 Support

Summary:

We support the need for a policy in this respect and that developers should be required to support the provision of infrastructure.

12 - Promoting and Delivering Sustainable Transport and	Question 12.38

16444 Support

Summary:

We support the need for a policy in this respect and that developers should be required to support the provision of infrastructure.

12 - Promoting and Delivering Sustainable Transport and	Question 12.38

16650 Support

Summary:

Yes.

12 - Promoting and Delivering Sustainable Transport and	Question 12.38

17038 Object

Summary:

The Plan should provide a realistic and deliverable strategy which identifies the key infrastructure constraints and highlights how any constraints will be overcome. This should be set out in a delivery and broader implementation plan.
Although planning for a 20 year period, it is essential that the development strategy can be delivered and implemented with reasonable confidence. In assessing development sites we would ask that the Council considers the changing circumstances of sites within the plan area and clearly understands any delivery constraints at both a site and the wider area.

12 - Promoting and Delivering Sustainable Transport and	Question 12.38

18209 Support

Summary:

Yes - as suggested

12 - Promoting and Delivering Sustainable Transport and

Question 12.38

18500 Support

Summary:

The County Council supports in principle a policy for the provision of infrastructure and services. The County Council notes that the list given in Option 201 "is not exhaustive and there may be scope for requiring contributions towards a wider range of infrastructure measures".

12 - Promoting and Delivering Sustainable Transport and

Question 12.38

18539 Support

Summary:

Based on the experience with the agreed developments in the Southern Fringe, we support Option 201 and the need for a policy to require developers to support the provision of infrastructure.

12 - Promoting and Delivering Sustainable Transport and

Question 12.39

8998   Object

Summary:

There is no statement about how this policy will be monitored and enforced

12 - Promoting and Delivering Sustainable Transport and

Question 12.39

9564   Support

Summary:

Infrastructure must be in place before any of the development is occupied, although phasing may be appropriate for larger developments.

12 - Promoting and Delivering Sustainable Transport and

Question 12.39

12888 Object

Summary:

Yes we should ask for developer contributions towards various costs, however I think that exceptions should be made for housing co-operatives and community land trusts. This is because housing co-operatives usually have little money and in any case are not-for-profit. Also, the benefits they provide are usually greater than any perceived initial impact e.g. a housing co-operative would usually seek to develop in a way that is environmentally friendly, innovative, uses renewable and sustainable energy (e.g. solar panels, carbon neutrality) and favours green transport over car-travel.

12 - Promoting and Delivering Sustainable Transport and

Question 12.39

13652 Object

Summary:

a continuing complaint from resident associations is the lack of information and transparency of the amount and use of S106 moneys from developments. The City Council should, in our view, develop a policy on how such information should best be available and communicated

12 - Promoting and Delivering Sustainable Transport and

Question 12.39

15047 Object

Summary:

There is currently a massive democratic deficit with regards to how S106 moneys are spent. For instance, the Arbury Park development resulted in very regressive changes to King's Hedges Road that had no democratic input. By contrast, the Traffic Management Area Joint Committee can easily spend half an hour on discussing a relatively small matter such as single parking space, and it only reaches that committee because the funding is from public funds. There is a high-priority need to ensure both publicly- and privately- funded changes which affect the public highway are subject to the same levels of democratic scrutiny.

12 - Promoting and Delivering Sustainable Transport and   **Question 12.39**

15797 Object

Summary:

The democratically elected parts of the council must have more control over how such monies from developers are spent. At present, there is insufficient democratic oversight of the spending of private money from developers.

12 - Promoting and Delivering Sustainable Transport and   **Question 12.39**

18501 Object

Summary:

The services included in Option 201 is not exhaustive, library services should be included because of funding and their use as hubs.
The need for the new HRCs is generally through allocations made in the adopted Minerals and Waste SSP Plan 2012. The Inspector advised that the 3 planning authorities concerned should work together to identify a suitable site for a new HRC to serve Cambridge South.

 The County Council considers that 1.30 should still acknowledge the role waste will play in emerging developments, recognizing the district role as collection authority and the County's role as disposal authority.

This page is intentionally left blank

Appendix F: Student Numbers Data 2011/12

Type	University of Cambridge	Anglia Ruskin University
Full-time core undergraduate students	+11,941	+7,636
Full-time core postgraduate students (taught)	+1,725	+1,275
Full-time core postgraduate students (research)	+4,521	Not available
Full-time non-matriculated undergraduate students	+12	Not available
Matriculated visiting students (+148)	+148	Not available
Exclude the non-matriculated full-time undergraduate students (-12)	-12	Not available
Total	**18,335**	**8,911**

Source: University Of Cambridge Student Statistics Office / Anglia Ruskin University (November 2012/January 2013)

Note: the descriptions 'taught' and 'research' refer to the type of course and are definitions used by HESA (Higher Education Statistics Agency) and HEFCE (Higher Education Funding Council for England).

Other Local Students

Type	University of Cambridge	Anglia Ruskin University
Part-time Students (undergraduates & postgraduates)	897	2,052
Research graduates and postgraduates writing up in Cambridge X (80%)	1835 x 80%=1,468	242 x 80% = 193
Total Other Local Students	**2,325**	**2,245**

Time Series Data - University of Cambridge

Year	Full Time Undergraduates	Full time Postgraduates	Total
2000/01	11,627	4,892	16,519
2001/02	11,899	5,065	16,964
2002/03	12,018	5,285	17,303
2003/04	11,964	5,395	17,359
2004/05	11,979	5,499	17,478
2005/06	11,903	6,223	18,126
2006/07	11,824	6,215	18,039
2007/08	11,826	5,836	17,662
2008/09	12,006	5,521	17,527
2009/10	12,192	5,795	17,987
2010/11	12,077	6,371	18,448
2011/12	12,063	6,272	18,335

Source: Cambridge University Student Statistics Office (November 2012)

Time Series Data - Anglia Ruskin University

Year	Full Time Undergraduates	Full time Postgraduates	Total
2000/01			
2001/02			
2002/03			
2003/04			
2004/05			
2005/06	3,819	348	4,167
2006/07	4,014	359	4,373
2007/08	5,222	362	5,584
2008/09	5,592	543	6,135
2009/10	6,437	1,002	7,439
2010/11	6,366	1,192	7,558
2011/12	7,636	1,275	8,911

Source: Anglia Ruskin University (January 2013)

Future Growth based on 2010/11 forecast base – University of Cambridge Colleges Bursars' Committee

Year	Undergraduates (0.5%pa)	Postgraduates (2.0%pa)	Total
2011/12	11,948	6,295	18,243
2012/13	12,008	6,421	18,429
2013/14	12,068	6,549	18,617
2014/15	12,128	6,680	18,808
2015/16	12,189	6,814	19,003
2016/17	12,250	6,950	19,200
2017/18	12,311	7,089	19,400
2018/19	12,373	7,231	19,603

2019/20	12,434	7,376	19,810
2020/21	12,497	7,523	20,020
2021/22	12,559	7,674	20,233
2022/23	12,622	7,827	20,449
2023/24	12,685	7,984	20,669
2024/25	12,748	8,143	20,892
2025/26	12,812	8,306	21,118
2026/27	12,876	8,472	21,348
2027/28	12,941	8,642	21,582
2028/29	13,005	8,815	21,820
2029/30	13,070	8,991	22,061
2030/31	13,136	9,171	22,307

Source: University of Cambridge Colleges Bursars' Committee (April 2012)

Future Growth- Anglia Ruskin University

Year	Undergraduates 0.5%pa	Postgraduates 2.0%pa	Total
2012/13	8,097	1,301	9,398
2013/14	8,137	1,327	9,464
2014/15	8,178	1,354	9,532
2015/16	8,219	1,381	9,600
2016/17	8,260	1,409	9,669
2017/18	8,301	1,437	9,738
2018/19	8,343	1,466	9,809
2019/20	8,385	1,495	9,880
2020/21	8,427	1,525	9,952

Source: Anglia Ruskin University (January 2013)

This page is intentionally left blank

Legend:
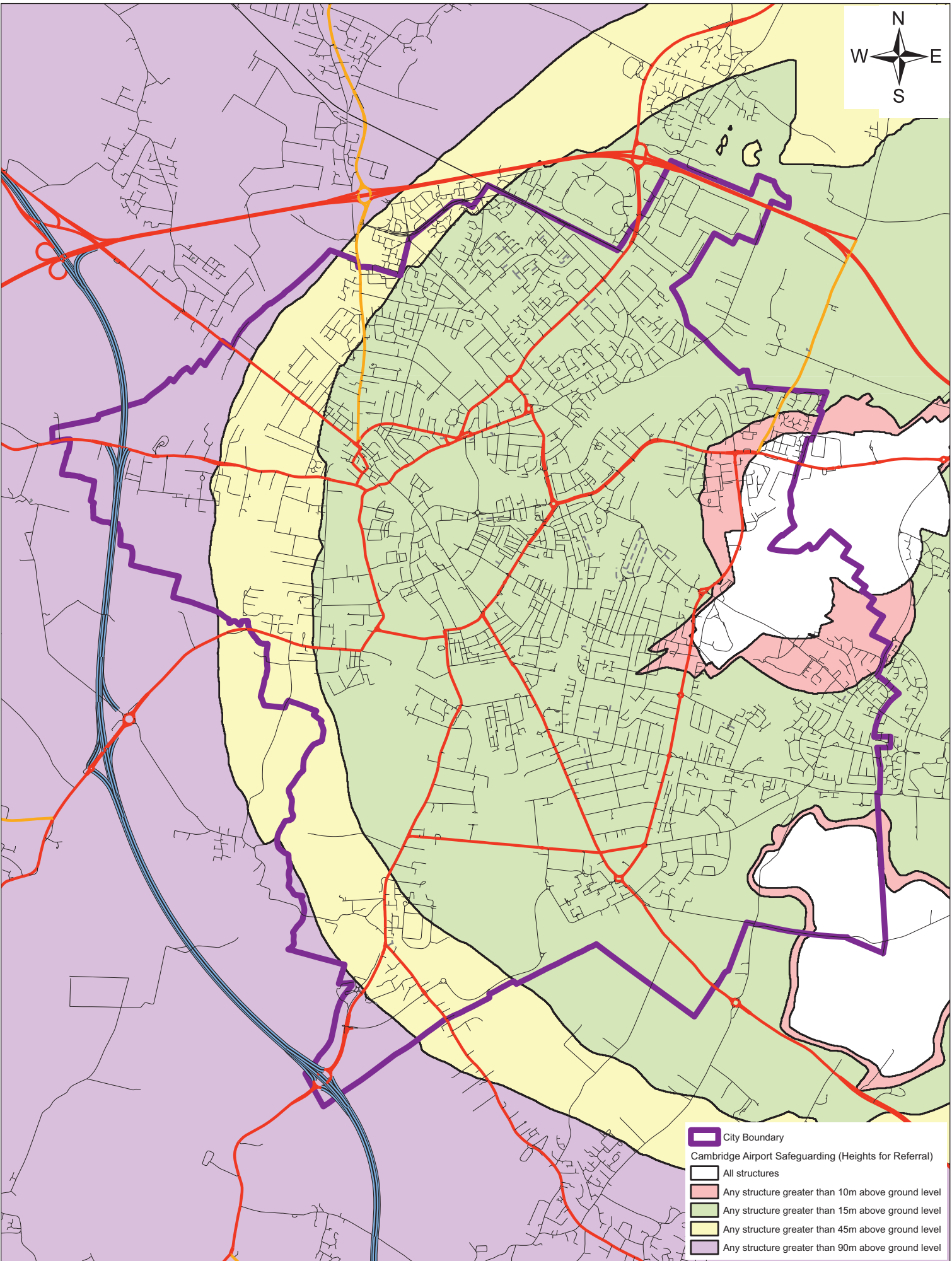
City Boundary

Cambridge Airport Safeguarding (Heights for Referral)

- All structures
- Any structure greater than 10m above ground level
- Any structure greater than 15m above ground level
- Any structure greater than 45m above ground level
- Any structure greater than 90m above ground level

Appendix G: Cambridge Airport Air Safeguarding Zones

CAMBRIDGE CITY COUNCIL

This page is intentionally left blank