



Public Document Pack

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, 8 April 2013

Date: Tuesday, 16 April 2013

Time: 4.30 pm

Venue: Committee Room 1 & 2 - Guildhall

Contact: Toni Birkin

Direct Dial: 01223 457013

AGENDA

1 APOLOGIES

To receive any apologies for absence.

2 DECLARATIONS OF INTEREST

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

3 MINUTES

To follow

4 PUBLIC QUESTIONS (SEE BELOW)

**5 CAMBRIDGE LOCAL PLAN -TOWARDS 2031 - ISSUES AND OPTIONS
2 CONSULTATION FEEDBACK (*Pages 1 - 196*)**

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;

<https://www.cambridge.gov.uk/speaking-at-committee-meetings>

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:

<http://democracy.cambridge.gov.uk/ecSDDisplay.aspx?NAME=SD1057&ID=1057&RPID=42096147&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 <http://democracy.cambridge.gov.uk/>

This page is intentionally left blank



To: Executive Councillor for Planning and Climate
Change: Councillor Tim Ward
Report by: Head of Planning Services
Relevant scrutiny committee: Development Plan Scrutiny Sub- 16/4/2013
Committee
Wards affected: All Wards

CAMBRIDGE LOCAL PLAN - TOWARDS 2031

Sections of Draft Local Plan for Consideration – Tranche 3 (of 4)

Key Decision

NO

1. Background

1.1 The current local plan was adopted in July 2006 and runs to 2016 and beyond. The committee report to 25th March Development Plan Scrutiny Sub Committee explained the background and next steps for preparation of the new local plan.

1.2 This committee report covers:

- The proposed draft structure and sections of the new local plan and the progress towards consideration of the full draft plan
- Individual new draft local plan policy sections and policy justifications relating to:
 - Section Three – Responding to Climate Change and Managing Resources (draft policies on Cambridge Airport Public Safety Zone and Air Safeguarding Zones, hazardous installations and protection of the Mullard Radio Astronomy Observatory at Lord’s Bridge)
 - Section Five – Providing a balanced supply of Housing (draft policy on Affordable Housing)

- Section Six – Protecting and Enhancing the Character of Cambridge (draft policies on urban design and historic environment matters)
- Section Seven – Services and Local Facilities (draft policies on community facilities, pubs and district and local shopping centres)
- Section Eight – Providing Transport Infrastructure (draft policies on access to development, transport mitigation and parking management)

2. Recommendations

2.1 This report is being submitted to the Development Plan Scrutiny Sub Committee for prior consideration and comment. The Executive Councillor for Planning and Climate Change is recommended:

- a) To agree the tranche 3 draft plan sections to be put forward into the composite full draft plan;
- b) To also consider feedback from this committee on the accompanying policy justification documents for each draft policy, which will be published alongside the draft plan as an audit trail of how the policy was evidenced, consulted on and assessed;
- c) To agree that any amendments and editing changes that need to be made prior to the version put to Environment Scrutiny Committee in June and Full Council in June should be agreed by the Executive Councillor in consultation with the Chair and Spokesperson.

3. Legal and National Policy Requirements

3.1 There are a number of legal duties that members must consider in submitting any development plan. These are summarised as:

- Whether the plan been prepared in accordance with the **Local Development Scheme** and in compliance with the **Statement of Community Involvement** [The Planning and Compulsory Purchase Act 2004¹ (the Act) sections 19(1) and 19(3) respectively];
- Whether the plan has had regard to **policies developed by a local transport authority** in accordance with section 108 of the [Transport Act 2000](#) [Reg 10(a)];

¹ Note 'The Act' refers to [The Planning and Compulsory Purchase Act 2004](#). The Regulations refers to the [Town and Country Planning \(Local Planning\) \(England\) Regulations 2012](#)

- Whether the plan pursues the objectives of **preventing major accidents and limiting consequences of accidents** by pursuing those objectives through the controls described in Article 12 of [Council Directive 96/82/EC](#) [The Seveso directive] [Reg 10 (b) (c)];
- Whether it has been subject to a **strategic environmental assessment**, and where required an appropriate assessment of impact on any sites falling under the EU Habitat (and Birds) directive [The Act Section 19(5), [EU Directive 2001/42/EC](#), [The Environmental Assessment of Plans and Programmes Regulations 2004](#), [EU Habitats and Birds Directives Directive 92/43/EEC](#), [The Conservation of Habitats and Species Regulations 2010](#)];
- Whether the plan is compatible with the requirements of the [EU Water Framework Directive](#) and any River Basin Management Plans prepared under that directive [[Directive 2000/60/EC](#)];
- Whether the plan has regard to the **National Waste Management Plan** [Reg 10(d) and [Waste \(England and Wales\) Regulations 2011](#)];
- Whether the plan is in **general conformity to the Regional Spatial Strategy** [The Act Section 24 – does not apply as the RS the East of England Plan has been revoked – [The Regional Strategy for the East of England Revocation Order 2012](#)];
- Whether the plan has regard to any **Sustainable Community Strategy (SCS)** for its area; [section 19(2)(f), section 4 of the [Local Government Act 2000](#)]²;
- Whether the plan meets the **procedural requirements involving publicity and availability of the development plan document and related documents**; [The Act Section 20(3), prescribed documents Reg 17 and Reg 22, Consultation Reg 18, Submission Reg 22]; and
- Whether the plan meets the **Duty to Cooperate** [The Act Section 33A, Reg 4].

3.2 Plans must also meet the soundness tests as set out in the National Planning Policy Framework, that (paragraph 182):

² [The Cambridge SCS](#) was adopted by the Cambridge Local Strategic Partnership in 2004 and has not been updated. The Local Strategic Partnership no longer sits being replaced by a Public Services Board which does not produce an SCS. [There is also a Cambridgeshire LPS SCS adopted in 2006](#).

“A local planning authority should submit a plan for examination which it considers is “sound” – namely that it is:

- **Positively prepared** – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;
- **Justified** – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;
- **Effective** – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and
- **Consistent with national policy** – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework.

4. Proposed draft plan structure and progress update

4.1 The table below sets out the proposed draft structure of the new local plan, with the proposed policy sections, policy numbers and progress to date. This is to assist members with understanding the overall suggested structure and form for the plan ahead of when it comes to Development Plan Scrutiny Sub Committee on 29 May 2013, as well as identifying the policy sections still to be considered.

DRAFT POLICY NO.	WORKING DRAFT SECTION AND POLICY TITLES	DEVELOPMENT PLAN SCRUTINY SUB-COMMITTEE MEETING
Section 1 – About Cambridge		
-	The compact character of the city and quality of life	29 May
-	Spatial Portrait and Key Issues for Cambridge	29 May
Section 2 – The Spatial Strategy		
-	Vision and Strategic Objectives	29 May
1	Presumption in Favour of Sustainable Development	29 May
2	Spatial Distribution of Major Development	29 May
3	Housing and Employment Targets,	29 May

DRAFT POLICY NO.	WORKING DRAFT SECTION AND POLICY TITLES	DEVELOPMENT PLAN SCRUTINY SUB-COMMITTEE MEETING
	Allocations and Delivery	
4	Strategic Transport Infrastructure	29 May
5	Cambridge's Centres and the Sequential Approach	29 May
6	The River Cam	29 May
7	The Cambridge Green Belt	29 May
8	The Setting of the City	29 May
Section 3 - Responding to Climate Change and Managing Resources		
9	Carbon Reduction, Community Energy Networks, Sustainable Design and Construction and Water Use	25 March
10	Allowable Solutions for Zero Carbon Development	25 March
11	Renewable and Low Carbon Energy Generation	25 March
12	Energy Efficiency Improvements in Existing Dwellings	25 March
13	Integrated Water Management and the Water Cycle	25 March
14	Flood Risk	25 March
15	Contaminated Land	25 March
16	Light Pollution Control	25 March
17	Protection of Human Health from Noise and Vibration	25 March
18	Air Quality, Odour and Dust	25 March
19	Cambridge Airport Public Safety Zone and Air Safeguarding Zones	16 April
20	Hazardous Installations	16 April
21	Lord's Bridge – Mullard Radio Astronomy Observatory	16 April
Section 4 – Supporting the Cambridge Economy		
22	Development and Expansion of Business Space	27 March
23	Ensuring Space for Jobs	27 March
24	Connecting new developments to digital infrastructure	27 March
25	University Faculty Development	27 March
26	Specialist Colleges and Language Schools	27 March
Section 5 – Providing a balanced supply of Housing		
27	Affordable Housing and Dwelling Mix	16 April

DRAFT POLICY NO.	WORKING DRAFT SECTION AND POLICY TITLES	DEVELOPMENT PLAN SCRUTINY SUB-COMMITTEE MEETING
28	Provision of Affordable Housing from Student Housing	29 May
29	Development of Student Housing	29 May
30	Specialist Housing	27 March
31	Housing in Multiple Occupation	29 May
32	Provision for Gypsies and Travellers	29 May
33	Residential Space Standards	29 May
34	Lifetime Homes and Lifetime Neighbourhoods	27 March
35	Protecting Garden Land and the Subdivision of Existing Dwelling Plots	27 March
36	Flat Conversions	27 March
37	Residential Moorings	27 March
Section 6 – Protecting and enhancing the character of Cambridge		
38	Responding to Context	16 April
39	Creating Successful Places	16 April
40	Designing New Buildings	16 April
41	Altering and Extending Existing Buildings	16 April
42	Designing Landscape and the Public Realm	16 April
43	Tall Buildings and the Skyline in Cambridge	16 April
44	Conservation and Enhancement of Cambridge's Historic Environment	16 April
45	Local Heritage Assets	16 April
46	Works to a Heritage Asset to Address Climate Change	16 April
47	Shopfronts, Signage and Shop Security Measures	16 April
48	Visual Pollution	29 May
49	Paving over Front Gardens	29 May
50	Protection of Open Space	29 May
51	Open Space and Recreation Provision through New Development	29 May
52	Protection of Sites of Local Nature Conservation Importance	29 May
53	Protection of Priority Species and Habitats	29 May
54	Trees	29 May

DRAFT POLICY NO.	WORKING DRAFT SECTION AND POLICY TITLES	DEVELOPMENT PLAN SCRUTINY SUB-COMMITTEE MEETING
Section 7 – Services and local facilities		
55	Development and Change of Use in District, Local and Neighbourhood Centres	16 April
56	Community and Leisure Facilities	16 April
57	Education Facilities	16 April
58	Healthcare Facilities	16 April
59	Protection of Public Houses	16 April
60	Development and Expansion of Hotels	27 March
61	Ensuring Space for Hotels in the City Centre and along public transport corridors	27 March
62	Visitor Attractions	27 March
Section 8 – Providing transport infrastructure		
63	Supporting Sustainable Access to Development	16 April
64	Mitigating the Transport Impact of Development	16 April
65	Parking Management	16 April
Section 9 – Cambridge City Centre, Major Sites and Areas of Change		
66	Character, Use and Function of the City Centre	29 May
67	New Communities – General Principles and other key sites	29 May
68	Eastern Gate	29 May
69	The Station Area	29 May
70	Station Area East	29 May
71	Station Area West	29 May
72	South of Coldham’s Lane	29 May
73	Mill Road	29 May
74	Northern Fringe East and land surrounding Cambridge Science Park Station	29 May
75	West Cambridge	29 May
76	North West Cambridge	29 May
77	Southern Fringe	29 May
78	Addenbrooke’s and the Biomedical Campus	29 May
79	Cambridge East	29 May
Section 10 - Delivery		

DRAFT POLICY NO.	WORKING DRAFT SECTION AND POLICY TITLES	DEVELOPMENT PLAN SCRUTINY SUB-COMMITTEE MEETING
80	Planning obligations and the Community Infrastructure Levy	29 May

5. Draft Policy Sections to be considered

5.1 Section Three - Responding to Climate Change and Managing Resources

Appendix A sets out the draft policies that are proposed that relate to public safety and/or safeguarding. The policies follow the approach agreed to the broad direction of policy development suggested in response to the first Issues and Options consultation and discussed previously at Development Plan Scrutiny Sub-Committee. Policy 20 is new and designed to meet a statutory requirement. The background to the policy is set out in the policy justification also at Appendix A.

- Policy 19 - Cambridge Airport Public Safety Zone and Air Safeguarding Zones
- Policy 20 - Hazardous Installations
- Policy 21 – Lord’s Bridge - Mullard Radio Astronomy Observatory

5.2 Section Five - Providing a balanced supply of housing

One draft policy is proposed in this tranche and is set out with the justification in Appendix B. Policy 27 relates to Affordable Housing and Dwelling Mix. The policy follows the approach agreed to the broad direction of policy development suggested in response to Issues and Options consultation and discussed previously at Development Plan Scrutiny Sub-Committee. It carries forward the 40% target and a sliding scale approach that has been subject to viability testing.

5.3 Section Six - Protecting and enhancing the character of Cambridge

The following policies are proposed relating to urban design and these are set out along with the associated policy justification in Appendix C:

- Policy 38 - Responding to Context

- Policy 39 - Creating Successful Places
- Policy 40 - Designing New Buildings
- Policy 41 - Altering and Extending Existing Buildings
- Policy 42 - Designing Landscape and the Public Realm
- Policy 43 – Tall Buildings and the Skyline in Cambridge

5.4 The proposed approach closely follows the approach agreed to the broad direction of policy development suggested in response to Issues and Options consultation and discussed previously at Development Plan Scrutiny Sub-Committee. It is primarily an updating of the successful approach of the current local plan. Policy 43 carries through the approach of the recent skyline and tall buildings work.

5.5 In terms of conservation, the policies proposed are:

- Policy 44 - Conservation and Enhancement of Cambridge's Historic Environment
- Policy 45 - Local Heritage Assets
- Policy 46 - Works to a Heritage Asset to Address Climate Change
- Policy 47 - Shopfronts, Signage and Shop Security Measures

5.6 These are also set out in Appendix C. The proposed approach closely follows the approach agreed to the broad direction of policy development suggested in response to Issues and Options consultation and discussed previously at Development Plan Scrutiny Sub-Committee. Policy 45 is new and covers both buildings and gardens of local interest and other local heritage assets such as historic street features that cannot be statutorily listed. Policy 46 is also new and adopts the approach from the recent Trinity College New Court Listed Building Consent case (relating to the energy efficiency enhancement and improvement of New Court) as well as best practice from other historic cities.

5.7 **Section Seven - Services and Local Facilities**

The following policies are proposed and these are set out at Appendix D along with their policy justification:

- Policy 55 – Development and Change of Use in District, Local and Neighbourhood Centres
- Policy 56 - Community and Leisure Facilities
- Policy 57 - Education Facilities
- Policy 58 - Healthcare Facilities
- Policy 59 - Protection of Public Houses

- 5.8 The proposed approach closely follows the approach agreed to the broad direction of policy development suggested in response to Issues and Options consultation and discussed previously at Development Plan Scrutiny Sub-Committee. Policy 55 relates to development and change of use in district, local and neighbourhood centres. A new tier in the hierarchy is being proposed in neighbourhood centres. The current Local Plan only defines district and local centres. Neighbourhood centres refers to those centres where there are 6 or less retail units, or where the units are scattered along a road or embedded within residential areas, serving a limited catchment. The majority of these centres were previously designated as local centres, and two new neighbourhood centres are proposed at Carlton Way and Hawthorn Way. This change is largely descriptive and the policy proposes the same approach to neighbourhood centres and local centres. This is to ensure their protection to ensure that they continue to adequately meet the day-to-day needs of their local catchment. Maps of district, local and neighbourhood centres can be found in Appendix G to this report.
- 5.9 The strategy for retail growth and needs including the sequential approach, and policies for development and change of use in the city centre are being discussed with stakeholders at a workshop on 15 April 2013 and will be considered at the 29 May meeting of Development Plan Scrutiny Sub Committee.
- 5.10 Following this workshop, a policy will be developed for inclusion in Section 2: The Spatial Strategy, which will set out the hierarchy of centres in Cambridge. The hierarchy will include the city centre at the top, then district centres, local centres and neighbourhood centres. This will be important in applying the sequential approach, which is set out in the National Planning Policy Framework. Policy 5 on Cambridge's Centres and the Sequential Approach will be presented to Development Plan Scrutiny Sub-Committee in May. Other policies in the local plan will set out the more detailed policies relating to development and change of use within the different types of centre. There will be a policy relating to retail development and change of use in the city centre, which will also be presented at the May Development Plan Scrutiny Sub Committee.
- 5.11 Policy 56 develops the agreed broad approach although the policy wording has been slightly simplified combining leisure and community facilities in one policy as the protective approach was almost identical for both. It also refines the approach for arts and cultural facilities

- 5.12 Policies 57 and 58 set out the current approach towards expansion of social infrastructure, reflecting the new strategic mechanisms for such delivery in both sectors. Concern over shortage of school places was a constant issue in the Issues and Options 2 consultation responses. In large part however this reflects existing deficiencies in existing schools largely caused by demographic factors and the rise in the birth rate, rather than growth per se as urban extensions provide new and/or expanded schools. A County/school places organisation committee (heads) driven process is looking at options to expand places, especially in the secondary sector, and this will report later this year.
- 5.13 The outcome of this process should resolve the current shortfall, and as the plan will run for 15 years with new sites coming on stream throughout that period, it is considered unreasonable to place a cap on growth now. The temporary places shortfall is not primarily caused by new housing, which will add very little pressure during the first years of the new local plan, by which time the current peak in demand will have been cleared by expanded school places.
- 5.14 Policy 59 very much follows the direction of the interim pubs guidance and updates the schedule of pubs slightly (to remove one site where an appeal has been lost as the pub had been demolished). It provides greater clarity on cellarage and other requirements to make a public house viable.
- 5.15 **Section Eight - Providing Transport Infrastructure**

The following policies are proposed and are set out in Appendix E:

- Policy 63 - Supporting Sustainable Access to Development
- Policy 64 - Mitigating the Transport Impact of Development
- Policy 65 - Parking Management

- 5.16 The proposed approach closely follows that the approach agreed to the broad direction of policy development suggested in response to Issues and Options consultation and discussed previously at Development Plan Scrutiny Sub Committee in January 2013.
- 5.17 In terms of policy 63, the definitions of 'high public transport accessibility' and 'highly walkable and highly cyclable' are subject to ongoing research work, in cooperation with Cambridgeshire County Council. CAM – the Cambridge Accessibility Model will map point to point travel times by mode, advancing on the

current 'Accession' model which only covers public transport and is at enumeration district, rather than point to point scale.

5.18 Policy 65 is largely a development of current approaches. An added element to the policy is the principle of trying to 'cap' the current number of parking spaces in the city centre. This is a logical consequence of the emerging transport strategy being developed by the County Council in partnership with ourselves in terms of the principle that even with city population growth the numbers of cars entering the city centre should not increase.

6. Implications

(a) Financial Implications

6.1 There are direct financial implications arising from this report, but the cost of preparing a local plan has been budgeted for and included in the draft budget for 2013-2014 and the medium term financial planning for 2015-2016. The agreed approach of preparing one single local plan rather than three separate development plan documents will mean that considerable cost and time savings can be achieved.

(b) Staffing Implications

6.2 There are no direct staffing implications arising from this report.

(c) Equal Opportunities Implications

6.3 There are no direct equal opportunities arising from this report. An Equalities Impact Assessment (as an integral part of the sustainability appraisal) will be undertaken as part of preparing the new local plan.

(d) Environmental Implications

6.4 There are no direct environmental implications arising from this report. The new local plan for Cambridge will assist in the delivery of high quality and sustainable new developments along with protecting and enhancing the built and natural environments in the city. This will include measures to help Cambridge adapt to the changing climate as well as measures to reduce carbon emissions from new development. Overall there should be a positive climate change impact.

(e) Consultation

6.5 The draft submission plan will be consulted on following the Full Council decision in June and more details on the arrangements for consultation will follow in a future report. 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.

(f) **Community Safety**

6.6 There are no direct community safety implications arising from this report.

7. Background papers

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

- Localism Act 2011, which can be accessed at: <http://www.legislation.gov.uk/ukpga/2011/20/contents/enacted>
- National Planning Policy Framework 2012, which can be accessed at: <https://www.gov.uk/government/publications/national-planning-policy-framework--2>
- Cambridge Local Plan 2006, which can be accessed at: <https://www.cambridge.gov.uk/local-plan-2006>
- Cambridgeshire and Peterborough Structure Plan 2003
- <http://www.cambridgeshire.gov.uk/environment/planning/policies/structure-plan.htm>
- Cambridge Local Plan Towards 2031 – Issues and Options and Issues and Options 2 consultations, which can both be accessed at: <https://www.cambridge.gov.uk/local-plan-review>

8. Appendices

- Appendix A: Section 3 – Responding to Climate Change and Managing Resources (Part)
- Appendix B: Section 5 – Providing a balanced supply of housing (Part)
- Appendix C: Section 6 – Protecting and enhancing the character of Cambridge (Part)

- Appendix D: Section 7 – Services and Local Facilities (Part)
- Appendix E: Section 8 – Providing Transport Infrastructure
- Appendix F: Cambridge Airport Air Safeguarding Zones Map.
- Appendix G: Maps of District, Local and Neighbourhood Centres.

9. Inspection of papers

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

Author's Name: Patsy Dell
Author's Phone Number: 01223 457103
Author's Email: patsy.dell@cambridge.gov.uk

APPENDIX A: SECTION 3 – RESPONDING TO CLIMATE CHANGE AND MANAGING RESOURCES (PART)

ISSUE: CAMBRIDGE AIRPORT PUBLIC SAFETY ZONE AND AIR SAFEGUARDING ZONES

Policy 19 – Cambridge Airport Public Safety Zone and Air Safeguarding Zones

Public Safety Zone

Development, including change of use, which increases the number of people living, working or congregating on land within the Cambridge Airport Public Safety Zone, as identified on the Proposals Map, will not be permitted.

Air Safeguarding Zones

Applications for development within Cambridge Airport's Air Safeguarding Zones will be the subject of consultation with the operator of the airport and the Ministry of Defence. Restrictions in height, or changes to the detailed design of development may be necessary to mitigate the risk of aircraft accident and maintain the operational integrity of the airport.

Supporting Text:

The purpose of the Public Safety Zone is to restrict development in order to minimise the number of people on the ground at risk in the event of an aircraft crash on take-off or landing.

The Department for Transport Circular 1/2010 'Control of Development in Airport Public Safety Zones' should be consulted for further advice. There is a general presumption against new development, but some types of development may be acceptable in these areas such as extensions, alterations or change of use, which could not reasonably be expected to increase the number of people living, working or congregating within the Public Safety Zone.

Air Safeguarding Zones are also taken into account in any relevant planning decisions. The purpose of airport safeguarding is to take the measures necessary to ensure the safety of aircraft, their passengers and crew, while taking off or landing, or while flying in the vicinity of Cambridge Airport. This is achieved by assessing proposed development so as to:

- Protect the air through which aircraft fly;
- Protect the integrity of radar and other electronic aids to air navigation;
- Protect visual aids, such as approach and runway lighting, by preventing them from being obscured, or preventing the installation of other lights;
- Avoid any increase in the risk to aircraft of a birdstrike.

How the Policy Came About:

1. Airport Public Safety Zones and Air Safeguarding Zones are both the subject of specific Government circulars (Department for Transport 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. Option 75 of the Issues and Options report (2012) set out the need to consider the impact of development in Air Safety Zones and Air Safeguarding Zones.

Airport Public Safety Zones

2. 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 and is correlated with the level of air traffic experienced by the airport. The area of the Public Safety Zone therefore corresponds to the 1 in 100,000 individual risk calculated for the airport.
3. The risk assessment underpinning the design of Public Safety Zones takes account of the normal direction that aircraft land and take off at an airport. The statistical risk assessment is specific to each airport's unique set of operations. Whilst aircraft follow a number of routes surrounding an airport, it is statistically more likely for an airport-related aircraft incident to occur on landing rather than on take-off. In the UK, the majority of airports use long, straight, arrival routes that follow the extended runway centreline for some distance to guide aircraft to the airport runway; therefore statistically, there is more likelihood that any incident, should it occur, would happen along these straight approach routes instead of the often curved departure routes. As a result, Public Safety Zones tend to extend away from the runway in a triangular shape, tapering to a point that usually lies on the extended runway centreline. The direction in which a runway is built and used is largely determined by the prevailing wind direction as aircraft normally land and take off into the wind. It is not unusual for a Public Safety Zone at one end of a runway to be generally a little larger than the Public Safety Zone at the other end.
4. 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. The Public Safety Zone is reviewed intermittently by the Department for Transport and the Civil Aviation Authority in liaison with the airport's owners, who are responsible for providing current data and projections on air traffic for the airport.

5. Policy 8/13 Cambridge Airport Public Safety Zone within the 2006 Cambridge Local Plan currently 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 Circular 1/2002, which was then replaced by the Department for Transport Circular 01/2010.
6. The council must take the Public Safety Zone into account when determining 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

7. 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 currently mentioned in paragraph 8.33 of the supporting text to the policy in the Cambridge Local Plan 2006.
8. Airports with Air Safeguarding Zones are normally set out in the Department for Transport Circular 01/03 Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas. Whilst Cambridge Airport is not covered by the requirements of this circular, all military airfields are also 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.
9. 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 F 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 and the Ministry of Defence are 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.

10. 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.

ISSUE: HAZARDOUS INSTALLATIONS

Policy 20 – Hazardous Installations

Proposals for the development of hazardous installations/pipelines, modifications to existing sites, or development in the vicinity of hazardous installations or pipelines, as identified on the proposals map, will be permitted where:

- a. It has been satisfactorily demonstrated that the amount, type and location of hazardous substances would not pose adverse health and safety risks; and
- b. Any necessary special precautions to limit potential societal risks to an acceptable degree would be put in place prior to the commencement of development.

Supporting Text:

Current pressures on land use and the need to make the most efficient use of previously developed land increasingly mean that developments have the potential to come into conflict with one another. This is particularly relevant where new hazardous installations and pipelines are developed or where new development would be in close proximity to existing hazardous installations and pipelines.

Planning applications for the development of hazardous installations/pipelines and development close to hazardous sites or pipelines will be referred to the Health and Safety Executive and/or the Environment Agency.

How the Policy Came About:

11. European Union law in the Seveso II Directive (96/82/EC) requires that the objectives of preventing major accidents and limiting the consequences of such accidents are taken into account in land-use planning policies. These policies should consider three key scenarios:

- The siting of new establishments;
 - Modifications to new establishments; and
 - New developments within the vicinity of existing establishments and the increased risk of a major accident.
12. The Directive is implemented in the United Kingdom through the Control of Major Accident Hazard Regulations 1999 (COMAH).
13. Department of Communities and Local Government Circular 04/00: Planning Controls for Hazardous Substances (Paragraph 9) states that:
- “The hazardous substances consent controls are designed to regulate the presence of hazardous substances so that they cannot be kept or used above specified quantities until the responsible authorities have had the opportunity to assess the risk of an accident and its consequences for people in the surrounding area and for the environment. They complement, but do not override or duplicate, the requirements of the Health and Safety at Work etc Act 1974 and its relevant statutory provisions (defined at Section 53 of that Act) which are enforced by the Health and Safety Executive. Even after all reasonably practicable measures have been taken to ensure compliance with the requirements of the 1974 Act, there will remain a residual risk of an accident which cannot entirely be eliminated. These controls ensure that this residual risk to persons in the surrounding area and to the environment is properly addressed by the land use planning system.”*
14. In response to the Buncefield incident in December 2005, where a series of large explosions and fires occurred at the Buncefield fuel depot in Hertfordshire, a major incident investigation was set up. The Buncefield Investigation: Final Report of the Major Incident Investigation Board was produced in 2008, and it contained a number of recommendations, including some related to planning. These recommendations included the following actions:
- Land-use planning should be integrated with the COMAH regulatory system;
 - There is a weakness in the separation between COMAH and Health and Safety Executive advice to local planning authorities; and
 - Planning decisions should also take into account the societal risks by undertaking a Quantified Risk Analysis (QRA).
15. Hazardous installations are operated by a range of companies and industries and form an important part of the economy. Regulated control of these sites is important in order to achieve acceptable health and safety standards to protect the environment and the general public. Proposals for hazardous installations are required to obtain hazardous substances consent that may also be regulated under the Control of Major Accident Hazards (COMAH) Regulations. The competent authorities for COMAH sites are the Health and Safety Executive (HSE) and the Environment Agency.

16. The term ‘hazardous installations’ primarily refers to sites that store significant quantities of industrial chemicals or compounds that are of a hazardous nature; e.g. those that may be explosive or toxic to the environment. As an example, these sites may include chemical manufacturers, or gas storage facilities where the gas is either in bulk storage, in the case of utility companies, or used in production of another product such as aerosols. Pipelines can also be included within the remit of this policy as they can also represent risk to the wider population.
17. Every hazardous installation is different, with varying characteristics and risks. Some types of installations may require a buffer to any residential or other sensitive uses, whereas others may be compatible with such uses. As a result, the only appropriate policy approach is to set out general policy that can be applied on a case-by-case basis, covering applications for new or intensified hazardous installations, or development in the vicinity of existing installations.
18. The following sites in Cambridge are understood to accommodate hazardous installations/pipelines:
- Cavendish Laboratory, Department of Physics (Explosives);
 - Cambridge Holder Station, Newmarket Road (Hazardous Substances);
 - Q8 Cambridge Terminal, Ditton Walk (Hazardous Substances);
 - National Grid pipelines running from Maddingley to Teversham, and through to Addenbrooke’s.
19. In the Issues and Options report (2012) hazardous sites/pipelines were not identified as an issue for discussion. The first consideration is whether the local plan needs to include a policy on the matter. Given the fact that there are a number of hazardous installations within the city, it seems likely that the council will continue to receive applications for hazardous substances consent over the plan period, and that development will continue to occur in areas near hazardous installations. This would ensure compliance with EU law. The second consideration is what the local plan should set out, for example limiting uses to industrial areas, and presuming against sensitive uses in particular zones. However, these would be based on little evidence of risk, and would not be in line with the HSE approach to such sites. As such, it is considered that the policy approach should make reference to the need to consider societal risk caused by new hazardous installations or by development occurring close to these sites.

ISSUE: MULLARD RADIO ASTRONOMY OBSERVATORY, LORD'S BRIDGE

Policy 21 - Mullard Radio Astronomy Observatory, Lord's Bridge

Development proposals within the Lord's Bridge Consultation Areas shown on the Proposals Map, which could adversely affect the operation of the Mullard Radio Astronomy Observatory will:

- a. Be subject to consultation with the University of Cambridge;
- b. Only be granted planning permission where any harm to its scientific operation can be overcome by measures secured by condition or planning obligation.

Supporting Text:

The Mullard Radio Astronomy Observatory at Lord's Bridge is of international importance and must be safeguarded. The Observatory contains unique radio and optical telescopes operated by the University of Cambridge and the University of Manchester/Jodrell Bank. The telescopes measure signals that are very weak, and hence highly susceptible to many forms of interference: specifically to electrical interference; microwave interference from telecommunications masts and equipment; light pollution and mechanical vibration from domestic, industrial plant, and other sources such as the movement of vehicles, including aircraft.

The Mullard Radio Astronomy Observatory is located within South Cambridgeshire District Council. There are two consultation areas, which fall within the city council's boundary. The large consultation area covering most of the city requires consultation with the University of Cambridge on applications involving microwave transmission, such as telecommunications masts and equipment (consultation area 2). The smaller area just extends into the city between Trumpington and Grantchester and is more sensitive, also requiring consultation on any applications involving industrial development or resulting in light pollution (consultation area 1).

How the Policy Came About:

The Mullard Radio Astronomy Observatory contains radio and optical telescopes, which are of international importance. Radio astronomy is the study of celestial objects by means of the natural radio waves they emit. The signals emitted by radio sources can be received from the most distant parts of the universe. The telescopes are highly susceptible to many forms of interference including electrical waves, microwaves, light pollution and mechanical vibration.

The 2006 Cambridge Local Plan contains Policy 8/15 Mullard Radio Astronomy Observatory, Lord's Bridge, which relates to the protection of the use of the observatory. Although the observatory falls within the administrative boundary of South Cambridgeshire District Council, there are two consultation areas under the 2006 Local Plan Policy 8/15, which fall within the city boundary.

Option 200 within the Issues and Options Report proposed to take this policy forward. Residents largely supported this approach. One respondent made reference to a proposal to re-open the Oxford-Cambridge railway line, which used to go through this site. Whilst it was 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.

The consultation zones for the Mullard Radio Astronomy Observatory have not changed over the years since the adoption of the 2006 Cambridge Local Plan. The steer given by Members at January 2013's Development Plan Scrutiny Sub-Committee agreed to move forward with the development of a replacement policy for the Mullard Radio Astronomy Observatory.

DELIVERY AND MONITORING

Policy 19 – Cambridge Airport Public Safety Zone and Safeguarding Zones

- Data used as a constraint in planning applications
- Number of times the policy used is recorded in the council's Annual Monitoring Report
- Any amendments to the constraints to be updated by GIS officer and reported on the council's website

Policy 20 – Hazardous Installations

- Data used as a constraint in planning applications
- Number of times the policy used is recorded in the council's Annual Monitoring Report
- Any amendments to the constraints to be updated by GIS officer and reported on the council's website
- Register of hazardous installations needs to be held by the council

Policy 21 - Mullard Radio Astronomy Observatory, Lord's Bridge

- Data used as a constraint in planning applications
- Number of times the policy used is recorded in the council's Annual Monitoring Report
- Any amendments to the constraints to be updated by GIS officer and reported on the council's website

APPENDIX B: SECTION 5 – PROVIDING A BALANCED SUPPLY OF HOUSING (PART)

ISSUE: AFFORDABLE HOUSING AND DWELLING MIX

Policy 27 - Affordable Housing and Dwelling Mix

Housing developments on sites of 0.3 hectares or more and all developments capable of acceptably delivering 10 or more dwellings will be permitted, if they provide an appropriate mix of Affordable Housing types to meet the range of affordable housing needs. The number of Affordable Housing units or an equivalent site area should be provided as set out below:

Number of units	Percentage of Affordable Housing required (minimum)	Number of Affordable Housing units to be delivered (rounded to the nearest whole number) (minimum)
10	20%	2
11	24%	3
12	28%	3
13	32%	4
14	36%	5
15 or more	40% or more	6 or more

The precise amount of such housing to be provided on each site will be negotiated taking into account the viability of the development, any particular costs associated with the development and whether there are other planning objectives for the site. Developers may not artificially subdivide sites in order to circumvent the requirements of this policy.

The occupation of affordable housing will be limited to people in housing need and shall be available in perpetuity. Affordable Housing shall be provided on the development site, externally indiscernible from and well integrated with the general market housing, unless exceptional circumstances are demonstrated, which would necessitate provision of Affordable Housing on another site or payment of a commensurate financial contribution to enable housing need to be addressed within the city.

Developments, particularly on sites over the threshold for Affordable Housing, should include a balanced mix of dwelling sizes*, types and tenures to meet projected future household needs within Cambridge. The mix shall have regard to the differing needs for different unit sizes of affordable and market housing and to the Affordable Housing Supplementary Planning Document.

Whilst employment related housing within Cambridge is encouraged, where sites delivering employment related housing could deliver above the threshold of 10 units or 0.3 hectares, Affordable Housing will be required.

*Measured by the number of bedrooms to be provided in each dwelling.

Supporting Text:

Affordable Housing

With a strong economy, Cambridge is at the centre of an area of significant housing growth planned for the coming years. With high housing costs but only limited land available for housing, the city also has a strong housing need. The council recognises that meeting housing need is a key priority.

Most sites in Cambridge with the capacity to deliver 10 or more residential units can deliver at least 20% Affordable Housing whilst remaining viable, whilst most schemes containing 15 or more residential units remain viable with 40% Affordable Housing.¹ A sliding scale is used to move between 20% and 40% Affordable Housing in increments, as shown in the table within the policy. In instances where higher levels of Affordable Housing than 40% are proposed, this is supported. Where a developer considers that meeting the Affordable Housing target percentage will be unviable, robust evidence of this must be provided in the form of an independent viability appraisal. Negotiations between the Council and the developer will need to take place to ensure clarity about the particular circumstances which have given rise to the development's non-viability, either on an open book valuation or involving an independently commissioned valuation using the Homes and Communities Agency's Development Appraisal Tool.²

The "sliding scale" approach has been adopted to overcome concerns about the number of planning applications for residential development the Council receives just below the current adopted threshold of 15 units. It also has the potential to overcome the concern that the straight introduction of a higher Affordable Housing provision requirement at a new threshold would place too heavy a financial burden on affected sites on the basis of a sudden step up in requirements. A more graduated approach towards Affordable Housing requirements, starting at lower site size thresholds and percentages, is more appropriate.

Table X: Affordable Housing Definition

Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable Housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative Affordable Housing provision.

¹ Dixon Searle (2013) Cambridge City Council Local Plan Review – Viability, Community Infrastructure Levy Viability Assessment (To be finalised)

² Homes and Communities Agency's Development Appraisal Tool is available at <http://www.homesandcommunities.co.uk/ourwork/development-appraisal-tool>

Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.

Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).

Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.

Homes that do not meet the above definition of Affordable Housing, such as “low cost market” housing, may not be considered as Affordable Housing for planning purposes.

Employment Related Housing

The existing pressures on the housing market in Cambridge can lead to employers facing difficulties with the recruitment and retention of staff. Due to Cambridge’s high house prices and levels of housing need, it is important to allow the possibility of employers providing housing specifically for their employees, as part of schemes for employment development.

It is anticipated that this policy will facilitate small numbers of employment related dwellings coming forward. Affordable Housing policies will apply to schemes including 10 or more dwellings. Below that number, the provision of dwellings will need to be justified and managed by reference to the employer carrying out detailed survey work to ascertain the level of demonstrable need for such housing. This can be established by identifying the level of recruitment and retention problems experienced. Survey work would need to establish:

- The level of staff turnover for a five year period;
- Any likelihood of the need for future expansion of the business in question;
- Housing circumstances of employees; and
- Incomes of employees.

Occupation of employment related housing will be secured through a Section 106 obligation.

Mix of Dwelling Types, Sizes and Tenures

In order to provide affordable homes to those who need them, the Council will require a high proportion of Affordable Housing to be provided on site. It is also vital

to provide an appropriate mix of housing types and sizes to meet the needs of different households within the wider community. This allows residents to remain in the locality as their housing needs change, and helps build balanced and mixed communities.

In addressing development proposals coming forward, the Council needs to have an up-to-date understanding of the local housing market, and how it interacts with other housing markets, and the level of local need for housing. Our Strategic Housing Market Assessment for the Cambridge housing market area draws on a number of data sources and has been developed with a range of partners. This will inform the development of a new Affordable Housing Supplementary Planning Document, which will address both tenure and dwelling mix. Applicants need to demonstrate that the proposed mix of units will deliver a balanced mix of dwelling sizes, types and tenures to meet projected future household need within Cambridge in line with the approach towards tenure and dwelling mix set out in the Affordable Housing Supplementary Planning Document.

How the Policy Came About:

What is Affordable Housing?

1. Affordable Housing is housing provided for people whose income levels mean they cannot access suitable market properties to rent or buy locally to meet their housing needs. It includes: Social Rented; Affordable Rent; and a range of intermediate housing tenures (including Shared Ownership, Equity Share, and Intermediate Rent).
2. Government guidance states that Affordable Housing should:
 - Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices; and
 - Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative Affordable Housing provision.
3. In terms of the different forms of Affordable Housing, social rented housing is owned and managed by local authorities and registered social landlords, for which guideline target rents are determined through the national rent regime. It may also include rented housing owned or managed by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency as a condition of grant. Target social rents are set using a formula, which considers property prices and average manual earnings, both weighted for the geographical location of the housing stock. The Government has announced that a new social rent policy, which will include arrangements for setting and reviewing rent levels up to 2025 will be included in the next spending review. The national definition of Affordable Housing was revised in June 2011 and a new tenure type was added - Affordable Rent - which is a form of rented rather than intermediate housing.

Affordable Rents are not subject to the same prescriptive rent control as Social Rented Housing. Affordable Rents can be set by the Registered Provider at up to 80% of local market rents. Under current guidance, with very few exceptions, all new Government grant for rented Affordable Housing allocated by the Homes and Communities Agency from April 2011 to March 2015 will require new housing to be let at Affordable Rents rather than Social Rents. It is also noted that Homes and Communities Agency grant will not be available for new Affordable Housing delivered under S106 planning agreements.

4. Intermediate Affordable Housing is housing at prices and rents set above those of social rent, but below market price or rents (not including Affordable Rent) and, which meet the criteria set out for Affordable Housing. These can include shared equity products (e.g. HomeBuy), other low cost homes for sale and intermediate rent.

Making Affordable Housing Provision

5. Paragraph 47 of the National Planning Policy Framework asserts that local planning authorities should ensure that their local plan meets the full, objectively assessed needs for market and Affordable Housing in the housing market area, as far as is consistent with the policies set out in this Framework. In Cambridge, though, there is a tension between the requirement set out in the National Planning Policy Framework and the ability to fully meet affordable housing need.
6. Paragraph 50 of the National Planning Policy Framework states that local planning authorities should deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. They should do this by planning for a mix of housing, identifying the size, type, tenure and range of housing that is required in particular locations, reflecting local demand; and where the local authority has identified that Affordable Housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified (for example to improve or make more effective use of the existing housing stock) and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time.
7. The availability of Affordable Housing in Cambridge to meet housing need is a key issue. It is also vital in supporting economic growth, and promoting and improving the health and well-being of Cambridge residents. The Council's Housing Strategy 2012 - 15 identifies the need to maximise the delivery of new Affordable Housing in a range of sizes, types and tenures to meet a range of housing needs, as part of delivering balanced, mixed and inclusive communities.
8. The Strategic Housing Market Assessment sets out the annual need for 2,140 new Affordable Homes per year over the five years between 2009/10 and 2013/14 to deal with existing and newly arising housing need and then 592 per annum thereafter up to 2027/28. The Strategic Housing Market Assessment is

in the process of being updated, and these figures may be subject to change. The Affordable Housing need in Cambridge is therefore much greater than the level of housing that can ever be fully met. Affordable Housing in Cambridge is provided by the Council and a number of Private Registered Providers (Housing Associations). Over the last 15 to 20 years, new Affordable Housing has been provided mainly by Housing Associations (Private Registered Providers), but the Council has now agreed a programme to deliver its own Affordable Housing. Government grant has been secured for the Council to build 146 new Affordable Homes in a mix of Affordable Housing tenures over the next three years, and the Council has the potential to provide approximately 500 more new Affordable Homes in following years, subject to capital funding being made available. This includes the replacement of old, unpopular and difficult to manage housing stock with more modern accommodation, as well as providing additional new homes.

9. In view of the high level of housing need in Cambridge, Policy 5/5 of the 2006 Cambridge Local Plan is concerned with the provision of Affordable Housing, establishing thresholds and targets for provision and accepting that the actual provision will be for negotiation taking into account viability, any particular costs associated with the development and whether there are other planning objectives which need to be given priority. The policy states that the Council will seek as Affordable Housing 40% or more of the dwellings or an equivalent site area as part of new residential developments which are either on sites of over 0.5 hectares or can deliver 15 or more dwellings. Annual monitoring of Policy 5/5 of the 2006 Cambridge Local Plan and the delivery of Affordable Housing over the past seven years has shown that qualifying development sites have been delivering 40% Affordable Housing consistently since the 2006 Cambridge Local Plan was adopted. Whilst this approach has contributed to providing more Affordable Housing in Cambridge, and has been tested at appeal, most notably in relation to urban extensions at Clay Farm and Glebe Farm on Cambridge's southern fringe, the evidence suggests that there is still a need to provide more than this approach has achieved to date. In April 2012, there were 8,210 applicants on the Council's Housing Register. This showed an increase of around 1,500 applicants since March 2011. All applications on the register have been reviewed and these numbers are expected to have changed. Furthermore, the ratio of average house prices to average earnings has remained fairly stable over the three years to 2012, standing at 9.2 in 2012. Despite the wider economic climate, Cambridge has not seen a reduction in house prices or private rent levels. With a relatively young mobile workforce and a growing student population, demand for the private rented sector remains high.
10. The National Planning Policy Framework states that where there is an identified Affordable Housing need, councils should set policies for meeting this on-site unless off-site provision or a financial contribution can be justified. Within the options on Affordable Housing in the Issues and Options Report (2012), there were three options which set out the potential to require the delivery of 30%, 40% or 50% or more Affordable Housing within new residential developments. Given the interim findings on viability, it was agreed at Development Plan

Scrutiny Sub Committee in February 2013 that Option 90 would be pursued, which requires 40% or more Affordable Housing.

Threshold for Affordable Housing

11. In view of the high level of housing need in Cambridge, Policy 5/5 of the 2006 Cambridge Local Plan on the provision of Affordable Housing, also established the threshold for provision. The policy states that the council will seek as Affordable Housing 40% or more of the dwellings or an equivalent site area as part of new residential developments, which are either on sites of over 0.5 hectares or can deliver 15 or more dwellings. Since the policy was implemented, a number of schemes have come forward in Cambridge, which have delivered Affordable Housing on sites accommodating 15 or more dwellings. However, a number of sites have also come forward with between 10 and 14 dwellings. The table below sets out the number of schemes of 15 or more units and between 10 and 14 units, which have been approved within five monitoring years since the adoption of the 2006 Cambridge Local Plan. The monitoring year 2006/07 was not used as a number of schemes permitted using the 1996 Local Plan parameters were monitored in this year. Reserved matters applications were also excluded from the table, as the commitment to deliver Affordable Housing had been made at outline stage in all applications.

12. Whilst the number of applications approved for over 15 units appears low when considered in purely numeric terms, it should be noted that some of the approved schemes were outline applications for the development of hundreds of homes in the urban extensions to Cambridge. However, it should also be noted that a number of schemes came forward for between 10 and 14 units, which did not deliver any Affordable Housing due to the current threshold of 15 units. Furthermore, a number of the sites identified in the Strategic Housing Land Availability Assessment and anticipated on windfall sites (using sites delivered between 1999 and 2011 as a guide) would deliver schemes of between 10 and 14 units.

Table 1: Commitments from 2007 to 2012 (source: Cambridgeshire County Council)

Monitoring Year	No. of schemes over 15 units approved	% of schemes over 15 units with 40% Affordable Housing or more	No. of schemes of between 10 and 14 units
2011/12	2	100%	5
2010/11	4	100%	3
2009/10	2	100%	5
2008/09	4	100%	5
2007/08	3	66.6%	2

13. In the Issues and Options Report (2012), there were two options given on thresholds for Affordable Housing. The approach agreed at Development Plan Scrutiny Sub Committee in February 2013 was to pursue option 93, which lowers the qualifying threshold for Affordable Housing to include sites providing 10 or more dwelling units or sites of 0.3 hectares or more. A lower threshold will potentially increase the overall supply of Affordable Housing, and for this reason, the lowering of the threshold was generally supported by respondents to the Issues and Options consultation (2012).
14. As with any threshold, however, there is always the risk that developers look to artificially lower the number of units to be delivered on a particular site in order to avoid crossing the Affordable Housing threshold and that the difference of one extra dwelling could trigger the requirement for 40% Affordable Housing with an associated significant impact on viability. This could be avoided to an extent by stating within the policy that the artificial subdivision or amalgamation of sites with the intention of subverting this policy will not be permitted. Furthermore, if the threshold is lowered too significantly, there is the risk that Registered Social Landlords find sites with very small numbers of Affordable Housing difficult to manage. In lowering the threshold, the balance needs to be struck between meeting housing need, maintaining effective management of Affordable Housing and continuing to deliver well-designed developments of appropriate density for their context.
15. Viability testing considered the impact of lowering the threshold of 40% Affordable Housing requirements to cover developments of between 10 units or at least 0.3 hectares in size. It was established by this work that 40% Affordable Housing on these smaller developments/sites would have too great an impact on viability when viewed alongside other requirements, but a lower percentage of 20% would be viable at 10 dwelling units. It is considered appropriate to operate this lowered threshold on a sliding scale commencing at 20% for developments of between 10 units or at least 0.3 hectares in size progressing up to 40% at 15 units or at least 0.5 hectares in size. The sliding scale is set out within the policy itself and moves from 20% for 10 dwelling units through to 40% for 15 units in 4% increments.

Clustering of Affordable Housing

16. The council's Affordable Housing Supplementary Planning Document sets out clustering as:

“Clustering, which is the development of the Affordable Housing in multiple groups normally of between 6 and 25 dwellings depending upon the size and design of the development and the nature of the Affordable Housing. In flatted schemes no more than 12 affordable dwellings should normally have access from a common stairwell or lift. Clustering is the usual approach that is followed in Cambridge. The Affordable Housing should be provided in prominent parts of a site to aid integration.”

17. Within the Issues and Options report (2012) a question was posed regarding the clustering of Affordable Housing and whether to continue the current approach to clustering. The layout of a development should integrate Affordable Housing with the open market housing in ways that minimise social exclusion and improve community cohesion, but also continue to allow effective management by the relevant Registered Provider. The plan itself does not refer to clustering as this is an internal housing management issue to be covered if necessary in the Affordable Housing Supplementary Planning Document. The plan rather focuses on ensuring that the external appearance of Affordable Housing is the same as general market housing.

Tenure Mix

18. In accordance with the National Planning Policy Framework, the council encourages a mix of tenures to be provided as part of new development. With high levels of need for rented housing identified through the housing register, the council currently resolves to achieve that 75% of the Affordable Housing on qualifying sites should be Social Rented Housing and 25% Intermediate Housing. This is set out in the council's Affordable Housing Supplementary Planning Document (January 2008), which provides additional detail supporting policies in the 2006 Cambridge Local Plan.
19. Research undertaken by the University of Cambridge's Department of Land Economy on behalf of the Council in March 2011 has shown that at 80% of local market rent, Affordable Rents would not be "affordable" to the majority of households who cannot afford lower quartile market housing. The council has therefore negotiated with the Homes and Communities Agency to limit Affordable Rents to approximately 65% of local market rent and at or below Local Housing Allowance rates for its own new-build homes. The council's Tenancy Strategy states that the council would like to see other providers negotiating towards a similar position - to ensure some parity of Affordable Rent levels across the city, and to ensure that rents remain as affordable as possible. Coupled with fundamental reforms to the welfare system, it is too early to fully assess the impact of the introduction of new Affordable Rents on the ability of tenants on low incomes to access different sizes, types and tenures of housing. However, early analysis – both locally and nationally – shows that Affordable Rent properties are tending to be let to people with high priority on Cambridge's and other authorities' needs registers, which suggests that they are probably being let to people who are in receipt of Housing Benefit. Work on the Strategic Housing Market Assessment and the council's Housing Strategy has identified that there is a growing group of people unlikely to be able to have sufficient priority to access Social or Affordable Rented homes, but who are also unable to afford to purchase on the open market. Intermediate housing can help to provide for people in this group.
20. Given the local need to provide housing across different tenures, the council's Issues and Options report (2012) addressed this issue by setting out options 97 and 98 on tenure mix. Option 98 was supported at Development Plan Scrutiny

Sub Committee in February 2013. The policy will allow for greater flexibility, by stating the need to consider tenure mix, making reference to the Strategic Housing Market Assessment and the council's Affordable Housing Supplementary Planning Document. Both the Strategic Housing Market Assessment and the council's Affordable Housing Supplementary Planning Document are capable of being updated more regularly than the local plan to reflect changing circumstances, including the ongoing impact of Affordable Rents and fundamental reforms to the welfare system, including Universal Credit.

Housing Mix

21. In accordance with the National Planning Policy Framework (paragraph 50), it is important that new residential development provides a good mix of size and type of dwellings to meet a range of needs. Development of a mix of different dwelling sizes, types and tenures will assist in the creation and maintenance of mixed, inclusive and sustainable communities. Such policies at a local level should be sufficiently flexible to take account of changing market conditions over time.
22. Currently, Policy 5/10 Dwelling Mix within the 2006 Local Plan states that on sites of 0.5 ha or more or 15 dwellings or more, residential developments will be expected to provide a mix of dwelling sizes based on the number of bedrooms. The policy does not set any proportions for mix. However, Annex 2 to the Affordable Housing Supplementary Planning Document includes key findings from the Strategic Housing Market Assessment, which sets out a guide for new Affordable Housing provision. It goes on to note that the guidance "...will also be a material consideration in the determination of planning applications for the market housing element..." (Cambridge City Council, 2008, p5).
23. The guidance in Annex 2 of the Affordable Housing Supplementary Planning Document sets out the following mix: 50% 1 and 2 bedroom dwellings, but with no more than 10% 1 bed dwellings, 50% 3 bedroom or larger dwellings, but with no less than 20% 3 bed dwellings. Annex 2 of the Affordable Housing Supplementary Planning Document is caveated by reference to the site size, location and previous decisions.
24. The council's recently produced Housing Strategy 2012-15 recognises that there is a tension between the higher levels of absolute need for one and two bedroom homes amongst applicants on the housing register, the relatively high level of existing supply of smaller homes, and the need to create a balanced and mixed communities and provide larger homes to enable families to grow without having to move on again. Sizes of homes and occupancy rates affect the infrastructure required, including levels of need for school places and health service provision. Welfare reforms restricting housing benefit to those under-occupying their homes may also affect the size of homes needing to be built in the future, although the council will still want to balance this with a need for mixed and balanced communities.

25. Within the Issues and Option report (2012) of the Local Plan Review, two options were put forward for consultation on housing mix. Option 100 suggested a general policy on housing mix with more detailed advice provided through the Strategic Housing Market Assessment and the council's new Affordable Housing Supplementary Planning Document, whilst Option 101 suggested setting specific levels within the policy itself.
26. Following agreement at Development Plan Scrutiny Sub Committee in February 2013, pursuing Option 100 will enable flexibility to adapt to any future changes in circumstances in the wider economy and in the local housing market. This is noted in the Sustainability Appraisal of the Issues and Options Report and recognises that updates to the Strategic Housing Market Assessment and the council's Affordable Housing Supplementary Planning Document can reflect and allow for changes in local housing need more frequently and more regularly than through formal plan-making. The sub-regional Strategic Housing Market Assessment is currently being updated and it is proposed that the council's Affordable Housing Supplementary Planning Document is updated to reflect and complement the new local plan. Consideration should also be given to the need to express the housing mix across all tenures and whether to differentiate between houses and flats. The dwelling size would be measured by the number of bedrooms provided.

Employment Related Housing

27. In terms of previous policy development relating to this issue, Policy 5/6 of the 2006 Cambridge Local Plan set out the requirement for proposals for employment development, which impact on the demand for affordable housing, to provide Affordable Housing on-site; contributions towards off-site housing or by means of key worker housing provision. This policy was deleted after the application to the Secretary of State to save the policies of the 2006 Cambridge Local Plan because it was recognised at the Examination in Public for the Regional Spatial Strategy for the East of England that there was an absence of convincing evidence that specific local circumstances existed to justify the imposition of the requirement. Deleted Policy 5/6 was worded in a negative manner, requiring mitigation of impacts on Affordable Housing provision as a result of new employment development.
28. The council included Option 99 *Employment related housing* in the Issues and Options report (2012). This option set out the development of a specific policy, which encourages the provision of housing for employees in Cambridge. Generally, this option was supported by respondents, particularly the University of Cambridge and the Bursars' Committee. The key difference between the deleted Policy 5/6 of the 2006 Cambridge Local Plan and Option 99 of the Issues and Options report is in the positivity of wording. Whilst Option 99 seeks to encourage housing provision for specific employers within the city, who have a demonstrable need for housing for their employees, the deleted 2006 Local Plan policy required mitigation of impacts on Affordable Housing provision as a result of employment development within the city. Direct action by local employers

may help alleviate the existing pressures of the housing market in Cambridge as it could take a number of people out of the private rented sector and off the Housing Register.

29. In order to allow any provision of employment related housing, the applicant would need to demonstrate that there is a proven need for such housing that cannot be met by the housing market and that, in the absence of this new housing provision, the provision of their business/services would suffer. The planning application for employment related housing would be required to have an allocations policy identifying the range of employees within their institution. This allocations policy would also form part of a S106 agreement.

DELIVERY AND MONITORING

Policy 27 – Affordable Housing and Dwelling Mix

- Site plans to show clearly which dwelling units will be affordable;
- Evidence: If full requirements of the policy cannot be met, the applicant must submit an independent viability appraisal;
- Monitor percentage of provision of Affordable Housing on sites of 10 or more units or over 0.3 hectares in size in accordance with the sliding scale set out in the policy.

APPENDIX C: SECTION 6 – PROTECTING AND ENHANCING THE CHARACTER OF CAMBRIDGE (PART)

ISSUE: RESPONDING TO CONTEXT

Policy 38 – Responding to Context

Development will be permitted where it is demonstrated that it responds to its context and has drawn inspiration from the key characteristics of its surroundings to help create a distinctive place. Such development should:

- a. Identify and respond positively to existing features of natural, historic or local importance on and close to the proposed development site;
- b. Be well connected to, and integrated with, the immediate locality and wider city;
- c. Use appropriate local characteristics to help inform the use, siting, massing, scale, form and materials of buildings and landscape design used in the proposed development.

Supporting Text:

An understanding of and appropriate response to context will ensure that the special character of Cambridge is protected and enhanced. The context of a development describes the setting of a site or area including land uses, the built and natural environment and social and physical characteristics. Proposals for new development should create a scale and form that is appropriate to existing buildings, the public realm and open spaces, which complement the local identity of an area.

It is essential that the context of any proposal is considered early on as part of the design process. A development that responds positively to its context is one that will either enhance areas of existing high quality, or will seek to introduce distinctiveness to areas of weaker character. The outcome of this thorough understanding and well considered response should be the successful integration of new development into the natural, built and historic environment.

How the Policy Came About:

1. New development should be of a high quality of design in order to create places that are enduring, robust and complement and enhance the existing character of Cambridge. An essential part of achieving this aim is to ensure that the context of any proposal is considered as part of the design process.
2. The National Planning Policy Framework is supportive of a “context-led” approach, noting that local plans should ensure that developments “respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation”

(paragraph 58). It also notes that it is proper for planning policies to seek to promote or reinforce local distinctiveness. Current Local Plan (2006) Policy 3/4 (Responding to Context) has worked effectively to date in ensuring a context-led approach to design is achieved across the city; new Policy 38 is intended to follow the same context-led approach. As part of the Issues and Options consultation stage in 2012, only Option 61 was put forward (Criteria Based Responding to Context) given the clear steer provided by the National Planning Policy Framework and the obvious importance of context in an historic and growing city such as Cambridge.

3. An understanding of, and response to, context is crucial to creating high quality development; analysis of context is a key part of the design process. To proceed with a scheme ahead of a thorough analysis and understanding of the area around it has the potential to create poorly integrated developments and undermine the quality of the built and natural environment of Cambridge. The best developments usually take the best of local elements and design approaches and integrate them into the design. The Stirling Prize winning Accordia scheme in Cambridge, for example, employs a buff brick, which is typical to Cambridge; it is also predominantly low-rise, which is equally the predominant form in this context. A policy requiring that development proposals understand the surrounding context ensures that sensitive and high quality schemes come forward, helping to establish a benchmark to inform well designed schemes, while not stifling innovation or imposing architectural styles.
4. Context should not limit creativity, but instead be used to inform the design process and accordingly developers should be prepared to justify their scheme as a response to the particular surrounding context. A development that responds positively to its context is one that will either enhance areas of existing high quality, or will seek to introduce a new and distinctive character to areas of weaker character. What should be clear, and contained within the submitted Design and Access Statement, is the clear rationale for the end development proposal. Government guidance on the preparation of Design and Access Statements makes it explicit that assessment of the context is an essential part of such statements. Such statements are required for all major development and Government guidance is clear that an examination of context must be undertaken.

ISSUE: CREATING SUCCESSFUL PLACES

Policy 39 – Creating Successful Places

Development that is designed to be attractive, high quality, accessible, inclusive and safe will be permitted. Such development will:

- a. Provide a comprehensive design approach that achieves the successful integration of buildings, the routes and spaces between buildings, topography and landscape;

- b. Create streets which respond to their levels of uses whilst not allowing vehicular traffic to dominate;
- c. Create attractive and appropriately scaled built frontages to positively enhance the townscape where development adjoins streets and/or public spaces;
- d. Ensure that buildings are orientated to provide natural surveillance;
- e. Create active edges on to public space by locating appropriate uses, as well as entrances and windows of habitable rooms next to the street;
- f. Create clearly defined public and private amenity spaces that are designed to be usable, safe and enjoyable;
- g. Be designed to remove the threat or perceived threat of crime and improve community safety;
- h. Use materials, finishes and street furniture suitable to the location and context;
- i. Create and improve public realm, open space and landscaped areas that respond to their context and development as a whole and are designed as an integral part of the scheme;
- j. Where reasonable and proportionate embed public art as an integral part of the proposals; and
- k. Ensure that proposals meet the principles of inclusive design, and in particular meet the needs of those with disabilities, the elderly and those with young children.

Supporting Text:

Successful places will create environments that are inclusive by balancing the needs of all users through high quality design. Such places are well integrated into their surroundings having identified and responded to the opportunities and constraints of a site and resulting in attractive and enjoyable places available to everyone.

The structuring principles of movement, land use, density and open space should form the basis for creating appropriate design responses at all scales. Different elements of place making may be more or less important than others depending on the nature and complexity of the site and its surroundings. In busier areas with accessible, high quality public transport, a mix of appropriate uses is required.

Well-planned buildings, streets and spaces are fundamental to the creation of high quality development. There should be a holistic approach taken to the design of buildings, streets and landscape to ensure that these elements integrate well with each other.

Creating a well-used and active public realm helps to foster a sense of community and reduces crime. The way in which buildings front on to public spaces, through proposed uses, functions and activity and the way in which open spaces are designed to meet the needs of residents and visitors is crucial to the creation of high quality and enduring places. Other aspects such as the appropriateness of materials and

finishes and the ongoing maintenance will determine how attractive, well-used and successful places will be in the future.

How the Policy Came About:

5. The National Planning Policy Framework states that “local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area (Paragraph 58).” It is considered that a robust and comprehensive policy setting out the quality of development that will be expected for an area is consistent with requiring good design. Such a policy provides certainty for developers as to the aspects that would need to be demonstrated in development proposals for them to be considered acceptable. Successful places are the product of many different factors and influences. The National Planning Policy Framework recognises that high quality design contributes positively to the creation of places that improve the quality of people’s lives and experiences. Criteria based policy promoting successful place making is therefore consistent with national planning policy requirements.
6. Current Policy 3/7 (Creating Successful Places) provides a comprehensive set of criteria which, depending on the scale and type of development, can be used to both develop and evaluate design solutions. This approach finds its origins in “By Design - Urban Design in the Planning System: towards better practice” (2000) which, along with all relevant planning guidance, will be relevant in the preparation of new national level guidance by Government following the findings of the recent Taylor Review. Policy 39 takes a similar approach in that it sets out criteria-based requirements for new design. No other options for the design of new places were put forward at the Issues and Options consultation stage in 2012 other than Option 62: Criteria based policy for delivering high quality places.
7. Place making is an essential component of high quality development and when done well, will either create somewhere with a distinct identity, or will reinforce the identity of an existing place. It is considered that ‘place making’, that is the interaction of a building with the public realm or streets and open space, can be achieved at all scales of development. In the case of an individual dwelling, it can be as simple as ensuring that there is good surveillance of the street from a habitable room or making sure that there is a clear distinction between public and private space. At a more strategic level, place making involves understanding how the layers of movement and access, land use, density and open space all interact to achieve a framework for a place that functions well and can adapt over time. The level of ‘detail’ or ‘focus’ changes depending upon the scale of development, with the ‘resolution’ of elements varying dependent upon the complexity and scale of the site.

ISSUE: DESIGNING NEW BUILDINGS

Policy 40 – Designing New Buildings

New buildings will be permitted where it can be demonstrated that they:

- a. Have a positive impact on their setting in terms of location on the site, height, scale and form, materials and detailing, ground floor activity, wider townscape and landscape impacts and available views;
- b. Are convenient, safe and accessible for all users;
- c. Are constructed in a sustainable manner and are easily adaptable; and
- d. Successfully integrate functional needs such as refuse and recycling, bicycles and car parking;
- e. Design measures to reduce the environmental impact of the buildings such as renewable energy systems and other rooftop plant and services in a architecturally integrated way; and
- f. Consider how the building can support biodiversity in the built environment.

Supporting Text:

High quality building design is linked to context, in terms of appropriateness, and to place making in terms of how the proposed development will be sited. Without imposing architectural tastes or styles, it is important that a proposed development is considered in terms of site location, height, scale, form and proportions, along with materials and detailing with the latter two linking directly to the quality and durability of a proposal. Where new buildings are proposed or existing buildings altered or extended, it is important that any heritage assets and their settings are carefully considered. This would include the analysis of the special character of that asset and justification of the approach to the proposed development (this applies equally to Policy 41 on altering and extending buildings).

Materials to be used for new buildings should be suitable for their purpose and setting. The durability of materials and how they weather are important factors. All the necessary environmental services, plant, recycling and refuse storage, bicycle and car parking must be considered early in the design process and be successfully integrated into the development to form part of the overall design and not as an afterthought. Such features must be secure and located conveniently but unobtrusively.

How the Policy Came About:

8. The thrust of this policy is about the design of new buildings and ensuring they are designed and delivered to a high quality. Paragraph 58 of the National Planning Policy Framework states ‘Local and neighbourhood plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area.’ Policy 40 seeks to provide just such a policy.

9. At the Issues and Options stage of the plan preparation, it was suggested that there was no need for a policy to cover design and that a Supplementary Planning Document would be more appropriate. Whilst the National Planning Policy Framework, at Paragraph 60, states that “Planning policies and decisions should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative”, the development of robust and comprehensive policies that set out the quality of development that will be expected for an area is entirely consistent with requiring good design.
10. Cambridge has a strong track record of delivering high quality design with recent examples of such recognition including the two Stirling Prize winning schemes at Accordia and the Sainsbury Laboratory respectively. Additionally, the first Phase of Clay Farm (Great Kneighton) recently won a Government Housing Design Award 2012 (Project Winner). These projects have set a high benchmark for other schemes to follow. A future policy which sets out clearly what is expected in terms of building design is important to ensure future development also reaches these high standards. It is worth noting that both ‘contemporary’ and ‘historical’ design can be suitable.
11. The approach to the design of new buildings needs to be driven by a thorough understanding of context, use and functional requirements. Regardless of whether a scheme is traditional or contemporary in approach, the key to achieving high quality is good design and execution. Good design incorporates tried and tested methods of elements such as employing robust materials, clear building entrances, good detailing, and clear “fronts” and “backs” amongst other devices. Planning policy should articulate these elements in a sufficient level of clarity and detail. Such a policy approach will provide certainty for developers, while at the same time allowing for innovative approaches to design.

ISSUE: ALTERING AND EXTENDING EXISTING BUILDINGS

Policy 41 - Altering and Extending Existing Buildings

Alterations and extensions to existing buildings will be permitted where they:

- a. Do not adversely impact on the setting, character or appearance of listed buildings or appearance of conservation areas, local heritage assets, trees or important wildlife features;
- b. Reflect, or successfully contrast with, the existing building form, use of materials and architectural detailing whilst ensuring that proposals are sympathetic to the existing building and surrounding area;
- c. Ensure that proposals for dormer windows are of a size and design that respects the character and proportions of the original building and surrounding context;
- d. Create altered or new roof profiles that are sympathetic to the existing building and surrounding area;

- e. Do not unacceptably overlook, overshadow or visually dominate neighbouring properties;
- f. Respect the space between buildings where this contributes to the character of an area; and
- g. Retain sufficient amenity space, bin storage, vehicle access and cycle and car parking.

Supporting Text:

Buildings, both residential and non-residential, often need to be adapted over time to meet the changing needs of occupiers. Finding new uses for redundant buildings or extending to create additional space helps to further the life of buildings and make more efficient use of land. It is vital that any alteration or extension is carefully designed to avoid them destroying the character or integrity of the existing building or negatively impacting on the amenity of neighbouring properties or area.

How the Policy Came About:

12. The extension of buildings can help to make the most efficient use of land, and can prolong the life of buildings or find new uses for them. It can often provide the only way in which additional accommodation can be provided for householders or businesses. However, extensions and building alterations can have a negative impact on their surroundings if they are poorly designed. The purpose of Policy 41 is to set out a criteria based approach to the design of alterations and extensions to existing buildings, both residential and non-residential. Such an approach should make clear to applicants what needs to be demonstrated as part of a development proposal in order for it to be considered acceptable. The Issues and Options consultation revealed that there was considerable support for this option.
13. The context of any alteration or extension was identified as a key consideration by respondents to the Issues and Options consultation. Policy 38 (Responding to Context) will apply to all new development, whether major development or extensions and alterations to existing buildings. In complementing Policy 41 (Altering and Extending Existing Buildings), Policy 38 (Responding to Context) will ensure that a thorough analysis and understanding of context of any scale of development is taken into consideration. Context matters in altering or extending buildings, for example making reference to the need for proposals including new or altered roof profiles, to use materials that are sympathetic to the existing building and surrounding area, and the need for proposals to respect the space between buildings where this contributes to the character of the area.

ISSUE: DESIGNING LANDSCAPE AND THE PUBLIC REALM

Policy 42 - Designing Landscape and the Public Realm

External spaces, landscape, public realm, and boundary treatments must be designed as an integral part of new development proposals and co-ordinated with adjacent sites and phases. Development is permitted where it is demonstrated that:

- a. The design relates to the character and intended function of the spaces and surrounding buildings;
- b. Existing features including trees, natural habitats, boundary treatments and historic street furniture and/or surfaces which positively contribute to the character of an area are retained and protected;
- c. Microclimate is factored into design proposals and that public spaces receive adequate sunlight;
- d. Materials are of a high quality and respond to the context to help create local distinctiveness;
- e. An integrated approach is taken to surface water management as part of the overall design;
- f. A co-ordinated approach is taken to the design and siting of street furniture, boundary treatments, lighting, signage and public and public art;
- g. Trees and other planting is incorporated which is appropriate to both the scale of buildings and the space available;
- h. Species are selected to enhance biodiversity through the use of native planting and/or species capable of adapting to our changing climate; and
- i. The design considers the needs of all users and adopts the principles of inclusive design.

Supporting Text:

Buildings and the spaces around them should be thought about holistically with the landscape and public realm being as important as the building itself. Successful landscape design will integrate development into its surroundings and enhance the function, character and amenity value of spaces and boundaries. Landscape design extends beyond the curtilage of new buildings to include streets, parks and other open spaces and should help to support an attractive and high quality public realm. This policy does not seek to control the design of individual gardens unless these are a key part of a heritage asset.

Landscape proposals should result in high quality amenity spaces which receive adequate sunlight (in accordance with best practice guidance) and which work with the buildings to help define thresholds and boundaries and to provide opportunities for private usable amenity space through gardens, roof terraces and balconies.

Areas of hard paving to be adopted by Cambridgeshire County Council, as the highway authority, and other hard surfacing and landscape, including Sustainable Urban Drainage (SUDs) features to be adopted by the City Council, must be clearly

identified on proposals. Maintenance and management plans must be provided with any proposals and considered early in the design process. Species which enhance biodiversity and which cope with climatic changes will also be sought. Where major development is proposed, applicants will be required to submit the council's Biodiversity Checklist as part of their proposals.

How the Policy Came About:

14. Policy 42 is consistent with the National Planning Policy Framework, which requires planning policies to positively address the connections between people and places and the integration of new development into the natural, built and historic environment. The advantage of such a policy approach is that it will enable the specific circumstances of each development proposal to be considered as part of the overall design process. As such, it will help to ensure high quality design not just of buildings themselves, but the spaces between buildings, and help enhance the local built and natural environment.
15. This criteria based policy approach also enables the specific circumstances of each development proposal to be considered as part of the overall design process. As such, it will help to ensure high quality design not just of buildings themselves, but the spaces between buildings, and help enhance the local built and natural environment. Requirements to 'green' and co-ordinate developments into their surroundings will enhance the function, character and amenity value of spaces, as well as increasing the provision of green infrastructure. Additionally, requirements to integrate surface water management into the overall design of development should also address key issues relating to flood risk and climate change adaptation.
16. This policy not only applies to the provision of new public realm, but also existing streets and spaces within the city to ensure the distinctive and special character of Cambridge is protected and enhanced. This is critical to ensuring the maintenance and enhancement of Cambridge's public realm, which acts as a setting for a wealth of historic buildings. The means by which public realm works are funded will vary and may include developer contributions.
17. Cambridge City Council and Cambridgeshire County Council have a long history of working together on projects pertaining to the public realm. Guidance in the form of the Cambridgeshire Design Guide for Streets and Public Realm (2007), the County's Housing Estate Road Construction Specification (January 2011), and the national guidance "Manual for Streets" are used extensively to guide the design of the public realm. There is a close level of co-operation between the County and City Councils and a number of highways improvements are promoted, designed, funded and delivered by Cambridge City Council though are subject to the approval of the County Council as highways authority. The need for a policy in this regard is clear;

the public realm and external environment is a crucial part of the image of Cambridge.

18. Policy 42 also includes reference to the enhancement of biodiversity as part of all new development proposals, with proposals for major developments needing to be accompanied by the council's Biodiversity Checklist. This approach takes forward Option 81 of the Issues and Options Report (2012). This approach allows for biodiversity to be considered in an integrated manner with public realm and landscaping issues, ensuring that options for biodiversity enhancement are explored by all developments without creating an overly onerous, costly and bureaucratic regime for all developments to follow. In order to maintain the use of the biodiversity checklist approach for major developments, it was suggested that the checklist is referenced within the supporting text of Policy 42. Officers will explore the best way of ensuring that the checklist is submitted as part of planning application, for example through the Local List. This would ensure the continued use of the biodiversity checklist and the associated inclusion of biodiversity enhancement measures in new major developments.

ISSUE: TALL BUILDINGS AND THE SKYLINE IN CAMBRIDGE

Policy 43 - Tall Buildings and the Skyline in Cambridge

Any proposals that are considered tall, that is significantly taller than the buildings that surround them and/or exceed 19m within the historic core (see section X on the City Centre) or 13m outside it, will be permitted where:

- a. Location, setting and context – applicants should demonstrate through visual assessment or appraisal with supporting accurate visual representations, how the proposals fit within the existing landscape and townscape;
- b. Historical impact – applicants should demonstrate and quantify the impact, of proposals on recognised heritage assets or other sensitive receptors (view of, backdrop and setting), assessed on a site by site basis but including on key landmarks and viewpoints, as well as from the main streets, bridges and open spaces in the city centre and from the main historical approaches, road and river, to the historic core. Where proposals impact on the historic core they should retain the character of Cambridge as a city of spires and towers emerging above the established tree line;
- c. Scale, massing and architectural quality – applicants should demonstrate through the use of drawings, sections, accurate visual representations and models how the proposals will deliver a high quality addition to the Cambridge Skyline and clearly demonstrate that there is no adverse impact;
- d. Amenity and microclimate – applicants should demonstrate that there is no adverse impact on neighbouring buildings and open spaces in terms of overlooking, overshadowing and that there is adequate sunlight and daylight within and around the proposals; and

- e. Public realm – applicants should show how the space around tall buildings will be detailed including how a human scale is created at street level.

The maximum heights referred above assume a flat roof building inclusive of rooftop plant.

Supporting Text:

Cambridge has a varied skyline composed of towers, chimneys and spires, many of which are associated with the historic core. The flat landscape and the relative uniformity of the existing built form, which is mainly three to four storeys in height, means that the few tall buildings, such as King’s College Chapel, are major landmarks. Famous buildings such as King’s College Chapel, St John’s College Chapel, Our Lady of the English Martyrs Church and the University Library are treasured landmarks. The view of King’s College from ‘The Backs’ presents a world-renowned skyline synonymous with Cambridge. Trees form an important element of the Cambridge skyline, within both the historic core and surrounding suburbs. Elevated views from the rural hinterland and from Castle Mound reveal a city of spires and towers emerging above an established tree line. Buildings therefore work with subtle changes in topography and the tree canopy to create a skyline of ‘incidents’ where important buildings rise above those of a prevailing lower scale.

Cambridge should seek to maintain and where appropriate enhance the overall character and qualities of its skyline as the city continues to grow and develop into the future. Any proposals for new tall buildings will need to demonstrate how they have taken account of the prevailing context and more distant views to enhance the skyline.

The city is generally free from clustered modern towers and bulky buildings with the notable exception of the hospital buildings at Addenbrooke’s and the hangars at Cambridge Airport which sit in stark contrast to the surrounding, low lying suburbs. Whilst there has been a move to build a number of taller buildings across the city in recent years, further opportunities to create new taller buildings in the city must be carefully considered and placed in the right locations.

In developing any proposals for tall buildings, reference should be made to the council’s “Guidance for Tall Buildings and the Skyline” which provides a more detailed explanation of the required approach, methodology and assessment to developing and considering tall buildings in Cambridge.

Note: Further guidance on tall buildings and the skyline may be included in a Supplementary Planning Document or as an appendix to the plan.

How the Policy Came About:

19. The National Planning Policy Framework (paragraph 59) is supportive of guiding the height of new developments in relation to neighbouring buildings and local areas and recommends that it should be addressed through local design policies. Consultation at the Issues and Options stage revealed that the majority of respondents supported Option 72: Criteria based Policy for Tall Buildings, which is now reflected in Policy 43 above. Such an approach is also consistent with the document “Guidance for the application of Policy 3/13 (Tall Buildings and the Skyline) of the Cambridge Local Plan (2006)” produced in 2012 by the City Council.
20. In addition to Option 72 noted above, two other options were presented at the Issues and Options stage, including Option 73: Policy Identifying specific areas for tall buildings, and Option 74: Limits on Building Heights. Of the three options presented relating to tall buildings, Option 73 received the most objections. Comments suggested that a location specific or ‘zoning-based’ policy would be unnecessary and that development should respond to local character and distinctiveness. Several representations suggested combining Options 72 and 73 to create a criteria based policy that supports the development of taller buildings in certain locations around the city. It is considered that due to the modest scale of the city, there is no need and little opportunity to create zoned areas for tall buildings. Whilst some locations lend themselves to localised increases in height, such as at local nodes (focal points of urban activity), key junctions and corners, at the ends of vistas, and at transport intersections, zoning for “tall buildings” would be crude in application and would not be responsive to local context or the particular characteristics of different parts of Cambridge. For this reason, combining Options 72 and 73 was not pursued.
21. A blanket limit on height in the city is considered equally unsuitable, either because it could be too flexible in some areas or too restrictive in others. For example, given the sensitivity of important historic landmark buildings in the city centre, new buildings need to respect established views in this area and not “compete” against iconic college or ecclesiastical buildings. In other areas e.g. key nodes that are developing or could further develop, a specific height limit may be unresponsive to changing circumstances. A ‘context led’ approach for the development of tall buildings, as proposed within Option 72 at the Issues and Options stage and now put forward in Policy 43, is more appropriate as it reinforces the need to analyse and respond to local context and character when considering tall buildings.
22. In clarifying what constitutes a ‘tall building’, the definition adopted in the Council’s guidance noted earlier is taken from English Heritage/CABE ‘Guidance on Tall Buildings (2007)’: ‘A tall building is any structure that breaks the existing skyline and/or is significantly taller than the surrounding built form’. Where comprehensive or large-scale development sites are identified, maximum building heights, along with other parameters, would be

established as part of the Outline Planning permission in line with DCLG Circular 01/2006.

23. With regard to addressing roof top plant, lift overruns, aerials and air conditioning, such features can often impact negatively on the quality of buildings from key views. Rooftop plant and other services should be integrated into building design, being well designed and discreetly located. The impact of roof plant should be fully evaluated in applications and shown on submissions. The subject of such plant is specifically addressed in Policy 40: Designing New Buildings, which notes plant must be “architecturally integrated” into buildings.

ISSUE: CONSERVATION AND ENHANCEMENT OF CAMBRIDGE’S HISTORIC ENVIRONMENT

Policy 44 - Conservation and Enhancement of Cambridge’s Historic Environment

Development which affects the historic environment of Cambridge will be permitted where it:

- a. Conserves or enhances the significance of the heritage assets of the city, their setting and the wider townscape, including views into and out of conservation areas;
- b. Retains buildings and spaces, whose loss would cause harm to the character of the conservation area;
- c. Contributes to the local distinctiveness, built form and scale of heritage assets through the use of appropriate design, materials and workmanship;
- d. Demonstrates a clear understanding of the significance of the asset and of the wider context in which the heritage asset sits, alongside assessment of the potential impact of the development on the heritage asset and its context; and
- e. Provides clear justification for any works which would lead to harm or substantial harm to a heritage asset, yet be of wider public benefit, through detailed analysis of the asset and the proposal.

Supporting Text:

Cambridge’s historic and natural environment defines the character and setting of the city, and contributes significantly to Cambridge residents’ quality of life. It is important to maintain and enhance the historic and natural environment against the background of a successful, growing city. The city has a varied architectural heritage, from the internationally recognised grandeur of King’s College Chapel to the more modest vernacular buildings reminiscent of an East Anglian market town. The number of grade I and grade II* listed buildings is high with an exceptional concentration of collegiate buildings around the arc of the River Cam. In addition, there are a number of registered parks and gardens, including college grounds, cemeteries and the University of Cambridge Botanic Gardens.

Archaeologically, work in Cambridge has discovered remains from early prehistory, with significant settlement known from at least the Iron Age. Development within the city's boundaries has revealed significant archaeological remains, some of which are of national importance, and further discoveries are to be expected.

Viewed simply, Cambridge has an historic centre surrounded by concentric rings of development. This development takes the form of the commercial city core, surrounded by mainly collegiate and University buildings and open spaces. A pre-University urban core existed on Castle Hill, with other remains extending towards the current centre. Beyond the open spaces, which include the Backs, Midsummer Common, Jesus Green and Parker's Piece, the city takes on a predominantly residential character. This comprises different areas of townscape character, including the large Victorian houses to the west of the city centre, railway related development of the Newtown and Romsey areas, inter-war development to the south and west and the post-war suburbs of King's Hedges, Arbury, and Abbey wards.

The conservation of a designated heritage asset is a material planning consideration. Scheduled monuments/archaeological areas, listed buildings, conservation areas and registered parks and gardens are all designated heritage assets. Listed building descriptions, conservation area appraisals and management plans and suburbs and approaches studies should be referred to as a material consideration in making and determining applications.

It is important to identify and assess the impact of the development on the special character of the heritage asset in the Cambridge context. This could include:

- The effect on views or the setting of buildings and spaces;
- How the proposals will preserve or enhance the character and appearance of a conservation area;
- Consideration of how the scale, height, massing, alignment and materials respond to the local context.

Before undertaking any works to a designated heritage asset, the significance of that asset must be clearly understood, as well as the potential impact of the development. Where listed buildings are concerned, it is important to address the full impact of modern building standards concerning aspects such as fire prevention, sound and thermal insulation, energy efficiency savings and disabled access. Pre-application meetings are strongly recommended to ensure that standards can be accommodated without jeopardising the special interest of the building. Applicants considering works to a listed building are also advised to consult best practice guidance.

Given the high potential for assets of archaeological importance in the urban area, applicants should also obtain archaeological advice. Consideration needs to be given to the potential for harm or substantial harm to such assets, and to their setting.

How the Policy Came About:

24. One of the twelve principal objectives of planning set out in paragraph 17 of the National Planning Policy Framework is the conservation of heritage assets in a manner appropriate to their significance. In line with Section 12 of the National Planning Policy Framework, it is necessary to set out a positive strategy for the conservation and enjoyment of the historic environment of Cambridge and for the ongoing sustainable development of the city by articulating the issues that the council considers important in the consideration of development affecting the historic environment.
25. The existing 2006 Cambridge Local Plan contains four policies addressing the city's historic environment, including reference to archaeological assets, listed buildings, conservation areas and buildings of local interest (Policies 4/9 –4/12). Through the publication of the National Planning Policy Framework and its predecessor document on the historic environment (Planning Policy Statement 5), the national approach to these assets has evolved. The different elements of the historic environment have been united under the term 'heritage asset', both designated and non-designated.
26. Following these changes, Option 68 of the council's Issues and Options report (2012) sets out the need to consider the conservation and enhancement of heritage assets, preservation of the wider setting of the city and the setting of specific heritage assets in Cambridge, an internationally renowned city for the quality of its historic built and natural environment. The forthcoming local plan policy needs to set out a positive approach to the historic environment, taking into account the following, which build upon the content of existing policies contained within the current Local Plan:
- The continued conservation and enhancement of existing, and, where appropriate, designation of new conservation areas. This would need to be supported by the ongoing production and review of conservation area appraisals;
 - The continued conservation and enhancement of listed buildings, historic parks and gardens and scheduled monuments, buildings of local interest and other heritage assets;
 - The identification and, where appropriate, protection of the city's archaeological heritage and assets of local importance;
 - The protection of strategic and local views, the wider historic setting of the city and the setting of heritage assets, as well as, where applicable, their townscape value; and
 - Addressing heritage at risk (including those assets on the Heritage at Risk Register) in a positive and proactive manner.

ISSUE: LOCAL HERITAGE ASSETS

Policy 45 - Local Heritage Assets

There is a general presumption in favour of the retention of local heritage assets including buildings, structures, features and gardens of local interest.

Proposals will be permitted where there is no significant adverse effect on the significance, appearance, character or setting of a local heritage asset.

Supporting Text:

Local heritage assets, including buildings, structures, features and gardens of local interest, are an important element of the rich history of the city and reinforce local distinctiveness and sense of place. The National Planning Policy Framework requires local planning authorities to have an up-to-date understanding of the local historic environment and its significance. Although not likely to meet the current criteria for statutory listing, local heritage assets are important to their locality, by reason of their cultural, architectural and historical contribution. For example, the council currently has a local list of more than 1,000 buildings, which are of significant character and distinctiveness and should be protected from inappropriate development.

The retention of local heritage assets may be achieved through appropriate adaptive re-use or change of use. Building Regulations allow a more flexible approach to meeting the required standards, when altering buildings of local interest.

How the Policy Came About:

27. Paragraph 135 of the National Planning Policy Framework sets out the need to take into account the effect of an application on the significance of a non-designated heritage asset in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Buildings, structures, features and gardens of local interest can be locally assessed by the council and are considered to fall within the definition of non-designated heritage assets. Paragraph 126 of the National Planning Policy Framework also states the requirement for local planning authorities to have a “positive strategy” for the “conservation and enjoyment of the historic environment...”, including maintaining a list of heritage assets. Furthermore, the definition of a heritage asset within the National Planning Policy Framework includes designated heritage assets and assets identified by the local planning authority (including local listing).
28. Policy 4/12 Buildings of Local Interest in the 2006 Cambridge Local Plan addresses development affecting buildings of local interest only. Through the National Planning Policy Framework and in keeping with its predecessor document addressing the historic environment (Planning Policy Statement 5), the scope of non-designated heritage assets has widened since the adoption of the 2006 Cambridge Local Plan. As such, the council recognises the need

to address gardens, structures and other features of local interest, in addition to buildings of local interest. This matter was addressed through the inclusion of Option 69 *Protection of Buildings of Local Interest and development of a local list* in the council's Issues and Options report (2012).

29. Currently, there are over 1,000 buildings of local interest in Cambridge on the council's Local List of Heritage Assets. These buildings have been locally designated because of their architectural merit and, in some cases, their historical associations. They may contribute to and help to define the character of the townscape of an area, or be significant in the historical and architectural development of the city. Many are nineteenth and twentieth century buildings and some street furniture is also included. The inclusion of a building on the Local List of Heritage Assets does not preclude the effective re-use of buildings for a range of purposes. Retention and re-use of a building of local interest will always be sought in the first instance, as approximately 15 buildings of local interest have been demolished in the last 5-10 years. Such a policy approach helps to address the difficulties that the council has faced in protecting buildings of local interest, which add to the character and distinctiveness of the city. While there could be a concern from some that the retention of buildings of local interest may have an impact on the viability of schemes, the adaptive reuse of buildings is almost always the most sustainable option.

30. When not located in a conservation area, planning permission for the demolition of a building of local interest is not required. When located in a conservation area, Conservation Area Consent is required for their demolition, and Local Plan Policy 4/12 has been applied in such cases since 2006. In order to further safeguard buildings of local interest outside conservation areas, English Heritage has suggested that consideration be given to the use of Article 4 directions to remove the permitted development rights for demolition of buildings of local interest. This would mean that the demolition of a building of local interest outside a conservation area would require planning permission for this process. The council will consider the need for Article 4 directions for this purpose. However, it should be noted that the introduction of Article 4 directions would involve a separate legal process and cannot be carried out through the review of the local plan.

ISSUE: WORKS TO A HERITAGE ASSETS TO ADDRESS CLIMATE CHANGE

Policy 46 - Works to a heritage asset to address climate change

Proposals to enhance the environmental performance of heritage assets will be supported where a sensitive and hierarchical approach to design and specification ensures that the significance of the asset is not compromised by inappropriate interventions.

Any works should be undertaken based on a thorough understanding of the building's performance. Applications should be accompanied by an assessment of the building's current fabric and energy performance. Details of post-construction monitoring in the form of a Building Monitoring and Management Strategy should also be submitted in order to assess the ongoing impact of the implemented measures on the asset's historic fabric. Where monitoring shows that interventions are causing harm to the significance of the asset, appropriate remediation works will be required.

Supporting Text:

The council is committed to tackling climate change and reducing the carbon emissions of Cambridge. At the same time, the council is committed to conserving the city's historic environment, particularly preserving and enhancing the character and appearance of its heritage assets. The council's aim, therefore, is to ensure a balanced approach between protecting the heritage assets of Cambridge while ensuring that they contribute to tackling climate change and reducing the carbon emissions of the city.

Due to the nature of construction of historic buildings, it would be difficult to match the performance of modern structures. However, vernacular design and traditional construction have evolved over time and deal with local conditions. Adaptive re-use of a building gives significant carbon savings in terms of embodied energy in the fabric of the building, so the focus will be on enhancing the performance of traditional buildings as much as practicable without damaging their significance. Minimal intervention will be required, along with assurance that the works do not harm the building's integrity or significance.

Planning applications will need to demonstrate a thorough understanding of the building in question via the submission of the following information:

- Surveys of existing construction, to include walls, floors, ceilings and roofs;
- Submission of baseline energy consumption data before and after improvements have taken place;
- Measured data of existing environmental performance of the building's fabric;
- An indication of any national performance standards being targeted as a result of works;
- Recommendations on the environmental performance measures to be implemented in order to achieve the standard.

When considering ways to reduce a building's carbon footprint, it is important that the energy hierarchy (see Chapter 3, Figure X) is adopted. Prior to looking at alternative means of generating energy, it is important to investigate and put into practice all possible means of conserving energy. The Chartered Institution of Building Services Engineers' guidance on building services in historic buildings¹ sets out four principal aims when seeking to enhance the sustainability of heritage assets:

¹ CIBSE (2002). Guide to building services for historic buildings. Sustainable services for traditional buildings

- Aim 1 – Preserve historic fabric;
- Aim 2 – Extend the beneficial use of older buildings;
- Aim 3 – Reduce carbon emissions, using the hierarchical approach;
- Aim 4 – Specify environmentally conscious materials.

How the Policy Came About:

31. The “weighting” of benefit or harm to a heritage asset in respect of works to address climate change is partly clarified by the National Planning Policy Framework. Paragraph 132 states: “When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be”. In effect, this is a sliding scale of importance, and each individual case would be considered on its merits.
32. As background to this subject in England, English Heritage has also provided guidance on the application of Part L of the Building Regulations (Conservation of Fuel and Power) titled “Energy Efficiency and Historic Buildings – Application of Part L of the Building Regulations to historic and traditionally constructed buildings”. It should be noted that the requirements in Part L do not apply to Grade I, Grade II* or Grade II buildings, buildings in conservation areas, or to scheduled ancient monuments. However in the event that works to improve energy efficiency are proposed to an historic building, there are key considerations that must be taken into account in terms of materials, technologies, building fabric, assessment and impact on building character. English Heritage’s guidance is a useful reference of best practice for undertaking such works. The purpose of such guidance is to help prevent conflicts between energy efficiency requirements and the conservation of historic and traditionally constructed buildings. Preventing such conflict lies at the heart of this option and any future national policy that might be forthcoming.
33. The council seeks to secure the highest possible standards of sustainability in all buildings, including the promotion of increased energy efficiency, renewable energy generation and climate change adaptation in the city’s existing building stock. The council supports efforts to improve the energy performance of the building stock of the city and to better adapt buildings to our changing climate. However, care needs to be taken to ensure that works to heritage assets do not compromise their special character or significance. Owners of listed buildings should also ensure that there is minimal intervention in a historic building’s fabric and that the works are reversible and do not harm the building’s historic integrity. The 2006 Cambridge Local Plan provides no coverage on this issue as it has only recently been recognised as a matter of concern. As a result of the changing approach to addressing climate change, it was considered appropriate to include Option

70 Works to a heritage asset to address climate change within the council's Issues and Options report in 2012.

34. Representations on this option raised no objection in principle towards pursuing a policy. The subject of works to a heritage asset to address climate change is a relatively new challenge, in some cases linked to owners of listed buildings being subject to the requirements of the Carbon Reduction Commitment, for example the University of Cambridge and its colleges. There is a growing body of research and literature to help guide those involved in both promoting and assessing works to such buildings. English Heritage, Historic Scotland and the Society for the Protection of Ancient Buildings have recently published findings and guidance, for example on matters such as fabric improvements for energy efficiency, a key issue in relation to historic buildings.
35. Some representations felt that there was no need for a policy on this matter, and that the issue of climate change and the historic environment could be dealt with through a Supplementary Planning Document. However, the National Planning Policy Framework is clear that local planning authorities should set out a “positive strategy” for conservation of the historic environment. A key part of such a strategy should be a clear planning policy on this subject. It is also considered that given the presence of a significant number of guidance notes from bodies such as English Heritage and Sustainable Traditional Buildings Alliance, further guidance in the form of a Supplementary Planning Document would be unnecessary. The supporting text of the policy could provide references to some of these guidance notes.
36. When carrying out works to a heritage asset to improve its environmental performance, it is important that the energy hierarchy is adopted. Prior to looking at alternative means of generating energy, it is important that all possible means of conserving energy are investigated and put into practice. Any works should be on the basis of a thorough understanding of how the building performs as a structure and how it is used. This analysis and understanding of the building must include both the conservation and sustainability constraints and opportunities as well as an understanding of baseline energy consumption. Works to historic fabric generally should use materials that either match the original building materials or are sympathetic to them. In the event that modern materials and methods are proposed, it is important to carefully assess how well they will fit with the existing materials and methods of construction in order to reach a balanced judgement of what method is more appropriate.
37. When considering the installation of renewable technologies, the viability of a range of technologies should be assessed in order to ensure that the correct technology is specified. Consideration must be given to the significance of the designated heritage asset, as this may rule out the use of certain technologies. In some cases, it may be possible to connect buildings

to existing renewable or low carbon energy infrastructure, for example district heating networks. The specification of microgeneration technologies such as photovoltaic panels is also becoming increasingly popular. There are a number of key questions that must be asked when considering the installation of renewable energy technologies in the historic environment, including:

- Has the proposal been designed sensitively to fit with the appearance of the existing building?
- Will it harm the character or appearance of the building or conservation area?
- Will it be visible from the public realm?
- In the case of a listed building, will the proposed installation harm the historic fabric of the building and are the works reversible?

38. Given the need to balance the importance of protecting heritage assets and responding to the challenges of climate change, it is considered that a policy with specific criteria to act as a guide for proposals would assist the council and applicants in getting that balance right.

ISSUE: SHOPFRONTS, SIGNAGE AND SHOP SECURITY MEASURES

Policy 47 - Shopfronts, Signage and Shop Security Measures

Shopfront design, signage and proposals to improve shopfront security should:

- a. Retain existing historic shopfronts and features of architectural and historic interest;
- b. Respect the scale, proportions, character and materials of the whole building and, where appropriate, adjoining buildings and the wider streetscene;
- c. Incorporate materials appropriate to the age and character of the building; and
- d. Have regard to the Cambridge Shopfront Design Guide.

Supporting Text:

High quality design is important to the success of Cambridge as a regional shopping centre and to maintain its thriving district and local centres. Many of the historic buildings in the city centre have traditional shopfronts, which often date from the eighteenth, nineteenth or early twentieth centuries and many are listed buildings. Elsewhere in the conservation areas and in streets such as Mill Road, old shopfronts usually date from the late Victorian or Edwardian eras. Well designed shopfronts and associated signage add to the character and quality of the city and play an important part in defining distinctive shopping areas. Shopfronts should be designed to provide active building frontages with display windows, which contribute to the vibrancy of the shopping area and provides visual interest in the streetscene. Signage should be subtle and complement the built environment.

How the Policy Came About:

39. Paragraph 64 of the National Planning Policy Framework states that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. Additionally, paragraph 67 of the National Planning Policy Framework asserts that “Poorly placed advertisements can have a negative impact on the appearance of the built and natural environment. Control over outdoor advertisements should be efficient, effective and simple in concept and operation. Only those advertisements which will clearly have an appreciable impact on a building or on their surroundings should be subject to the local planning authority’s detailed assessment. Advertisements should be subject to control only in the interests of amenity and public safety, taking account of cumulative impacts.” Furthermore, the National Planning Policy Framework at paragraph 58 (second bullet point) sets out the requirement for planning policies and decisions to “establish a strong sense of place, using streetscapes and buildings to create attractive...places to live, work and visit”, whilst the fourth bullet point of the same paragraph indicates that policies and decisions should aim to ensure that developments “respond to local character and history...”
40. Shopfronts and signage form a major part of the streetscape of Cambridge. They can contribute to the character and quality of the city and play an important part in defining distinct and attractive shopping areas. Policy 3/15 Shopfronts and Signage in the 2006 Cambridge Local Plan sets out the council’s expectations that shopfronts and signage in Cambridge will be of a high quality and will be in keeping with their context. A high quality example of a new shopfront in the city centre is the Jack Wills shop at No. 18 Sidney Street. Significant consideration has been given to the glazing proportions and overall effect of the curved shopfront for that particular building within its setting.
41. When approval of new signage is required, the council works closely with corporate brands to ensure a proposed sign (whether a fascia sign or otherwise on a shopfront) is sympathetic to its location. There are examples in and around the city centre of such signage being customised to suit its particular location, including McDonalds on Rose Crescent.
42. Option 71 on shopfronts and signage within the Issues and Options report (2012) and its related representations were considered at Development Plan Scrutiny Sub Committee in December 2012. It was considered appropriate to pursue the policy approach set out within this option, which would have wider benefits in terms of maintaining a high quality environment. In addition to addressing issues on shopfronts and signage, the policy will also address the need for shutters and other security measures.

43. Some shops require shutters or bollards to deter theft, dependent on the type of merchandise sold in the shop. Usually, the greater the value of the merchandise, the greater the likelihood of the owner using shutters or bollards. Applications for shutters and bollards will be considered on a case by case basis using this policy approach, which may incorporate some details from the Council's Shopfront Design Guide.

DELIVERY AND MONITORING

Policy 38: Responding to Context

- This will be monitored through the processing of applications and counted through the council's Annual Monitoring Report.

Policy 39: Creating Successful Places

- This will be monitored through the processing of applications and counted through the council's Annual Monitoring Report.

Policy 40: Designing New Buildings

- This will be monitored through the processing of applications and counted through the council's Annual Monitoring Report.

Policy 41: Altering and Extending Existing Buildings

- This will be monitored through the processing of applications and counted through the council's Annual Monitoring Report.

Policy 42: Designing Landscape and the Public Realm

- This will be monitored through the processing of applications and counted through the council's Annual Monitoring Report.

Policy 43: Tall Buildings and the Skyline in Cambridge

- This will be monitored through the processing of applications and counted through the council's Annual Monitoring Report.

Policy 44: Conservation and Enhancement of Cambridge's Historic Environment

- This will be monitored through the processing of applications and counted through the council's Annual Monitoring Report;
- Monitoring of any buildings being placed on or removed from the Heritage at Risk Register.

Policy 45: Local Heritage Assets

- This will be monitored through the processing of applications and counted through the council's Annual Monitoring Report.

Policy 46: Works to a heritage asset to address climate change

- This will be monitored through the processing of applications and counted through the council's Annual Monitoring Report.

- Details of post-construction monitoring in the form of a building monitoring and management strategy will be submitted in order to assess the ongoing impact of the implemented measures on the asset's historic fabric. This will be dependent on the building and may require input from English Heritage.

Policy 47: Shopfronts, Signage and Shop Security Measures

- This will be monitored through the processing of applications and counted through the council's Annual Monitoring Report.

APPENDIX D: SECTION 7 – SERVICES AND LOCAL FACILITIES (PART)

ISSUE: DEVELOPMENT AND CHANGE OF USE IN DISTRICT, LOCAL AND NEIGHBOURHOOD CENTRES

Policy 55 - Development and Change of Use in District, Local and Neighbourhood Centres

In these centres new A1 (shop) uses will be permitted if they are in proportion to the scale and function of the centre.

Proposals for other centre uses, as defined in Table 1, will be permitted provided:

- a. they complement the retail function and add to the vitality and viability and diversity of the centre;
- b. provision is made for an active frontage, such as a window display, which is in keeping with the character of the shopping area; and
- c. they would not give rise to a detrimental effect, individually or cumulatively, on the character or amenity of the area through smell, litter, noise or traffic problems.

Changes of use from A1 to another centre use (as defined in Table 1) will be permitted where they satisfy the above criteria and additionally:

In district centres:

- d. A1 uses do not fall below 55% (measured as a proportion of the number of units within the 'A' Uses Classes in the district centre).

In local and neighbourhood centres:

- e. an appropriate mix and balance of uses is retained which will provide for the day to day needs of local people.

The loss of centre uses at ground floor level to non-centre uses will not be permitted, unless:

- f. it is demonstrated that the use is no longer viable, by evidence of active marketing for at least 12 months showing that the premises is not reasonably capable of being used or redeveloped for this use or another use which is acceptable in centres (Table 1).

Residential, student accommodation, offices and community facilities, are permitted in upper floors provided there is a suitable access and it would not inhibit the functioning of the ground floor use.

In district centres, small units should not be joined together to make a larger unit unless it can be shown that this would add to the vitality or viability of the centre.

Table 1: Uses suitable at ground floor level in centres

Centre uses	
Shops (A1 uses)	Hotels (C1 uses)
Financial and professional services (A2 uses)	Non-residential institutions such as healthcare, nurseries, schools, libraries and places of worship (D1 uses)
Cafés and restaurants (A3 uses)	Assembly and leisure (D2 uses)
Drinking establishments (A4 uses)	Certain 'Sui Generis' uses typically found in centres, including theatres, nightclubs, amusement arcades, launderettes, tattooists, beauty parlours.
Takeaways (A5 uses)	

SUPPORTING TEXT:

District centres are important in providing for day-to-day needs close to where people live and work. They are the second tier of the centres hierarchy, and characterised by the range of shops and facilities that they offer which would appeal to a larger catchment than local centres. All of the centres have a supermarket or large convenience store and most include other facilities such as a community centre, church, doctors surgery or library. The district centres also include a large range of services, including cafés, restaurants, pubs, takeaways, banks and estate agents.

The Cambridge Leisure Park district centre has a slightly different characteristic to the other district centres, in that it is predominantly leisure focused, although the centre as a whole includes three convenience stores and other shops and services on Hills Road. As a result the centre has a lower level of A1 uses than the 55% set out in the policy. As such there should not be any further loss of existing A1 uses through change of use following designation and additional A1 uses of a suitable nature and scale would be encouraged.

Although permission may be granted for the change of use of A1 shops to other uses acceptable in a centre, this is provided that the level of shops does not fall below 55% in the district centre. This is in order to maintain a predominant shopping focus in the district centres, whilst recognising that there should be flexibility in order to take account of market conditions and to maintain vitality and viability. Applicants should provide evidence with their application to show that the development would not result in the proportion of A1 uses in the district centre falling below 55%. The percentage of A1 units is measured as a proportion of the total number of units falling within the 'A' classes (i.e. A1, A2, A3, A4 and A5) within the centre. Change of

use to other uses such as residential or other commercial uses such as offices will not be permitted unless there are exceptional circumstances.

In order to encourage a diversity of uses within the district centres and to maintain their character, the plan resists the joining together of small units, which are often occupied by small independent traders, to make a larger unit. See policies in “Section 9. Cambridge City Centre, Major Sites and Areas of Change” which relate to other opportunities for improvement to be made to Mill Road and Mitcham’s Corner district centres.

Local and neighbourhood centres are particularly valuable in providing for every day needs, and need to be protected and enhanced. This network of centres is important in providing shops and facilities which can be accessed by foot and bike rather than having to travel by car.

Greater flexibility is provided in relation to new development and change of use in local and neighbourhood centres, to reflect the fact that a mix of uses is important in these smaller centres. Flexibility is also required in order to take account of market conditions and to maintain vitality and viability of the centres.

As centres are often surrounded by residential properties it is important that the potential effects of food and drink uses (Use Classes A3, A4 and A5), such as restaurants, pubs and takeaways is considered in relation to local amenity. In particular the cumulative effect with existing uses needs to be considered.

How the Policy Came About:

1. The National Planning Policy Framework requires that in drawing up Local Plans, local planning authorities should promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres. It is important to set policies which make it clear to developers what uses will be permitted in different locations.

2. The Issues and Options Report set out two potential options dealing with shopping in different types of centre. Option 136 was a general shopping policy that applies to all centres, with some variations in relation to change of use relating to the type of centre. Option 137 was to have separate policies for different types of centre. In both policy options the policy would cover:

- supporting vitality and viability;
- having an appropriate scale of new development according to the nature and scale of the centre;
- encouraging retail diversity and small shops;
- control over change of use from retail (A1) to other uses; and
- prevention of over-concentration of food and drink outlets.

3. The consultation showed clear support for Option 137, where there would be separate policies dealing with the City Centre, district and local centres, although there were some comments that the district and local centres could probably have shared policies. This approach was supported because it would clearly differentiate between the different types of centre and recognise their different role and functions.

4. It is proposed that a separate policy is produced for the City Centre, which will be in Section 9. Policy 55 meanwhile deals with district, local and neighbourhood centres. Although support was given to having a separate policy for each type of centre, it was found that this was very repetitive as many of the same principles apply to district, local and neighbourhood centres. In all centres there is a desire to maintain the predominantly retail function of the centre, but to allow some change of use to other uses suitable in a centre if they would add to vitality and viability, maintain an active frontage and in the case of food and drink uses not give rise to a detrimental effect on amenity. A different approach is proposed for change of use in district centres to local and neighbourhood centres, and this is made clear in the policy. This reflects the desire to keep a predominant retail presence within the district centres as these have a wider catchment than the local and neighbourhood centres where the balance of uses is more important.

5. The Sustainability Appraisal considered that Option 136, based on existing policies would likely result in consent of similar shopping provision as provided to date. Although this would provide greater support for diversity of shopping provision by restricting change of use from small shops to larger units and requiring that large shopping developments provide a proportion of small shops. Furthermore, the encouragement of housing development on upper floors should contribute to meeting the city's housing shortage and provision of smaller (1-2 bed) homes.

6. Option 137 would provide the opportunity to tailor change of use criteria appropriately at the city, district and local centre level; thus helping better address their different requirements more effectively. In particular this approach could protect and support provision of convenience shopping in district and local centres, an identified sustainability issue. Meeting local need more effectively should help reduce the need to travel and help mitigate climate change impacts.

7. The policy has been developed to take into account the sustainability benefits highlighted in the Sustainability Appraisal such as measures to maintain a diversity of shops, encourage housing in upper floors, and having different change of use criteria for the different types of centre.

Evidence from Shopping Survey

8. The Cambridge City Council Shopping Survey (2011/2012) and the draft Retail and Leisure Update have been used to identify the most suitable hierarchy of centres for the new Local Plan. Potential changes to the hierarchy were consulted upon at Issues and Options (2012) and Issues and Options 2 (2013). The policy setting out the hierarchy of centres will be contained in Section 2.

9. The number of units and proportion of A1 uses for the different types of centre, is set out below. This information is from the City Council's shopping survey (2011/12).

10. The policy in the existing Local Plan (6/7) requires that the proportion of A1 uses should not fall below 60% in the district and local centres. The Local Plan is not specific in how to calculate this and historically the percentage of A1 uses has been calculated as a proportion of those uses within the 'A' classes ie A1, A2, A3, A4 and A5. Although consideration has been given to whether the percentage should be a proportion of all uses in the centres (irrespective of their Use Class), this lowers the percentage of A1 uses considerably because of other uses which are commonly found in centres such as doctors surgeries, libraries, churches and community centres. These uses are D1 community uses and are very important within district and local centres but are protected under separate policies, which protect community facilities. It is proposed that the new Local Plan be much clearer in stating that the percentages are a proportion of the 'A' uses within the centre.

District Centres

11. This table shows % of A1 uses based upon total number of A1 to A5 units within the centre at ground floor level)

Centre	Type	No of units in 'A' classes	% A1
Arbury Court	D	16	69
Cherry Hinton High Street	D	28	64
Histon Road	D	9	78
Mill Road East	D	62	66
Mill Road West	D	77	65
Mitcham's Corner	D	53	57
Cambridge Leisure Park	D	21	38

The table includes vacant units recorded under the Use Class of the last known use. Those highlighted in grey are below 60%.

12. As demonstrated in the tables above, most of the district centres are still above 60% A1 uses, apart from Mitcham's Corner and the newly proposed district centre at Cambridge Leisure Park.

13. At Issues and Options 2 consultation, changes were suggested to the boundaries of some of the district centres, which lowers the percentage of A1 uses in some cases. See below for further details.

Local Centres

14. This table shows % of A1 uses based upon total number of A1 to A5 units within the centre at ground floor level

Centre	Type	No of units in 'A' classes	% A1
Arbury Road/Milton Road	L	16	75
Barnwell Road	L	8	50
Cherry Hinton Road East	L	13	46
Cherry Hinton Road West	L	20	60
Hills Road	L	23	70
Newnham Road	L	11	36
Trumpington	L	7	86

The table includes vacant units recorded under the Use Class of the last known use. Those highlighted in grey are below 60%.

Neighbourhood Centres

15. This table shows % of A1 uses based upon total number of A1 to A5 units within the centre at ground floor level

Centre	Type	No of units in 'A' classes	% A1
Adkins Corner	N	4	75
Akeman Street	N	4	75
Campkin Road	N	3	33
Chesterton High Street	N	18	67
Ditton Lane	N	5	80
Fairfax Road	N	3	100
Grantchester Street (Newnham)	N	6	100
Green End Road	N	4	75
King's Hedges Road	N	4	75
Norfolk Street	N	10	60
Victoria Road	N	5	40
Wulfstan Way	N	9	67
Carlton Way	N	3	67

Hawthorn Way	N	4	100
--------------	---	---	-----

16. The table includes vacant units recorded under the Use Class of the last known use. Those highlighted in grey are below 60%.

17. The policy in the existing Local Plan (6/7) requires that the proportion of A1 uses should not fall below 60% in the local centres and the majority are above this level. However, it has been found in the operation of this policy, that the use of percentages is difficult in the smaller centres, because the change in use of one unit has a much larger effect on the percentages than where there are a greater number of units, thus skewing the figures. For example, if there are 4 units in a centre, change of use of one of those units would have a 25% effect. It is for this reason that it is proposed to move away from the percentage based way of measuring the health of a local or neighbourhood centre, and to judge each application on the effect it will have on the vitality and viability of the centre as a whole based upon the mix and balance of uses.

Evidence in draft Retail and Leisure Study Update (2013)

18. The draft Cambridge Retail and Leisure Study Update (2013) looks at the retail hierarchy and states that there has been relatively little change in the overall health and retail composition of the district and local centres since the previous Retail and Leisure Study in 2008. The centres generally perform well against the national average in terms of their convenience goods and service provision and, with only a few exceptions, the centres generally have a low vacancy rate.

19. The study recognises that the council was looking at the potential to remove or reclassify certain centres and in some cases to redefine the centre boundary reflecting changes since the 2006 Local Plan. The study therefore makes recommendations for each centre and the justification behind this. The study suggests that one option would be for the council to define a new tier of 'Neighbourhood Centres' to include the smaller centres, which serve a more limited local catchment and perform more of a neighbourhood function. However, this change would be largely descriptive and in policy terms there would be little distinction in the approach to neighbourhood centres and local centres. The study goes on to say that irrespective of its definition these centres should be protected to ensure that they continue to adequately meet the day-to-day needs of their immediate local catchment.

20. It is proposed that the hierarchy includes a new tier of neighbourhood centres in line with the recommendations of the draft Retail and Leisure Study update. Neighbourhood centres will be those centres where there are 6 or less retail units, or where the units are scattered along a road or embedded within residential areas and serving a limited catchment. The proposed policy treats local centres and neighbourhood centres in the same way, and as set out in the draft Retail and

Leisure Study, this distinction is largely descriptive and a way of ordering the hierarchy.

21. The study also assesses the potential for new centres to be defined in the emerging Local Plan and identifies the potential for the Cambridge Leisure Park to function as a District Centre, for a new local centre to be defined as part of the Station Area development and for Carlton Way and Hawthorn Way to be defined as local/neighbourhood centres. Also for new local centres to be defined in major planned residential development at the NIAB site, University sites and Clay Farm site.

22. The assessment in the Retail and Leisure Study Update (2013) has been used to guide the changes to the hierarchy from the previous Local Plan (2006). There will be a policy, which defines the retail hierarchy in Section 2.

Issues and Options 2 Consultation

23. Consultation was carried out on whether some of the local centres should be reclassified as district centres i.e. Arbury Court, Cherry Hinton High Street, Histon Road (reclassified from local centres) and Cambridge Leisure Park (new classification). Also, changes to the boundaries of some of the district centres was proposed and shown on maps.

24. Consultation was also carried out on changes to the boundaries of some of the local centres and these were shown on maps. The boundary changes were mainly to incorporate centre uses at the edge of current centres and to exclude uses that weren't centre uses (such as residential), but currently within local centres. Although only a small number of representations were received, these were generally in support of the changes proposed to the hierarchy and the boundaries proposed.

25. A comment was received that Mill Road should be considered as one centre and not split between Mill Road East and West. The centres have been historically treated as two centres because they are physically separated by the railway line. Policy 70 will look at the whole of Mill Road. However, for the purposes of this policy, keeping the centres separate seems logical due to the physical separation and because it will give more control over change of use, as the two different parts of Mill Road have different characteristics.

26. There was some objection to the inclusion of Cambridge Leisure Park as a district centre, because the balance of uses is not typical of a district centre, with it mainly having a leisure function and there was concern that policies may restrict its functioning. However, there was also support because the shops and other facilities at/near the Leisure Park are a very important resource for the increasing numbers of people who live reasonably close to the Park, and the very many who pass this spot on foot or bicycle every day and they should be protected. The supporting text of

the proposed policy recognises that this district centre is different to the others and that A1 uses should be retained and encouraged in order to provide a complementary retail function alongside the leisure facilities.

27. There was also concern about the proposed boundary at Trumpington centre and that this should not be extended because the centre focuses on the crescent of shops. The extension proposed seems logical because it also includes other important community facilities for local people such as the village hall, doctors surgery and a pub and would give these uses further protection. Another comment suggested that Waitrose should be included within the centre. Although Waitrose is considered edge of centre, it is not considered appropriate to provide additional protection for this use by including it within the local centre. If the foodstore was to relocate, due to the size of the site, another use such as housing may be more appropriate at this site rather than retail.

28. There was concern that the proposed extension to the district centre at No 1 Mitcham's Corner, would prejudice further development of the site for mixed use, but recognition that retail would be a suitable use on the frontage. It is proposed to maintain the extension to the centre proposed at Issues and Options 2, in order to recognise the council's desire that there be an active retail frontage. At this stage it would be too difficult to draw an alternative boundary on the map until planning permission has been granted for a use. However, the exact boundary can be refined in the next review of the Plan if development has taken place.

29. The final boundaries of the district, local and neighbourhood centres can be seen in Appendix G, and these will be included on the Local Plan Proposals Map.

30. Based upon these boundaries the proportion of A1 units in the district centres has been recalculated, as shown in the table below. This shows that three of the district centres have less than 60% A1 uses. It is therefore proposed that the percentage of A1 uses set out in the policy for district centres be 55%. This would provide some flexibility for change of use in the majority of the centres which would make them more resilient to market changes in line with the NPPF. However, it would still maintain retail as the predominant use.

District Centres including additional units identified in Plans

31. This table shows % of A1 uses based upon total number of A1 to A5 units within a frontage at ground floor level.

Centre	Type	No of units in 'A' classes	% A1
Arbury Court	D	16	69
Cherry Hinton High Street	D	31	58

Histon Road	D	9	78
Mill Road East	D	73	66
Mill Road West	D	79	62
Mitcham's Corner	D	56	57
Cambridge Leisure Park	D	21	38

Those highlighted in grey are below 60%

ISSUE: COMMUNITY AND LEISURE FACILITIES

Policy 56 - Community and Leisure Facilities

New Facilities

New or enhanced community or leisure facilities will be permitted if:

- a. the range, quality and accessibility of facilities are improved;
- b. there is a local need for the facilities; and
- c. the facility is in close proximity to the people it serves.

New city-wide or city-regional community and/or leisure facilities should also:

- d. comply with the National Planning Policy Framework's sequential approach¹;
- e. demonstrate need for the proposal within the catchment area it is expected to serve;
- f. demonstrate they would not have a negative impact upon the vitality and viability of the City Centre, including its evening economy; and
- g. where possible include facilities open to the wider community into the proposal to enhance both access and range of facilities available.

Loss of Facilities

The loss of a facility or site, last in use as a community facility or leisure facility will be permitted if it is demonstrated:

- h. the facility can be replaced or relocated to at least its existing scale, range, quality and accessibility for its users within the new development. For leisure uses, it should satisfy peak period need; or
- i. the facility is no longer needed.

The redevelopment of school sites for other uses will be permitted only if it can be demonstrated that they are not required in the longer term for continued educational use.

Facilities Provided as Part of Development

Mixed-use development proposals which provide on-site community and/or leisure facilities will be permitted, where these are of a type appropriate to the scale of the development and to meeting the needs of future residents, employees and visitors.

¹ Paragraph 24 of National Planning Policy Framework

In the case of urban extensions and large scale regeneration schemes, this should be in the form of a new, dedicated community centre and, where necessary, education and childcare facilities. For medium and smaller-scale developments in the city, the facilities required will be at the neighbourhood or local level, usually a community house or room.

SUPPORTING TEXT:

For the definition of community facilities see Table 2. Leisure is also defined according to the definition provided in Table 2 and includes three broad categories 'Sports', 'Arts and Culture' and 'Entertainment'. The policy is applicable to both existing facilities and sites last used for community or leisure purposes, in order to avoid situations where these facilities are lost through demolition without any planned replacement facility.

Community facilities perform an important role by stimulating and supporting social cohesion and interaction. It is therefore important that new and replacement facilities support existing communities. These should also facilitate the growth of the City by providing sufficient capacity to accommodate community need and demand.

New and replacement community facilities should be, as far as reasonable and where possible, multi-functional.

Proposals for new and replacement facilities will be supported where there is a local need, demonstrated with a local needs assessment in particular where existing deficits in community or leisure provision have already been identified. The relocation of facilities that serve the whole city should be retained within the city (this can include areas within the continuous Cambridge urban area but outside the city boundary). This should minimise the need for existing facility users to have to travel beyond the city to access the new facility, unless it is demonstrated that a site with high public transport accessibility but outside the city will be easily accessible to Cambridge's residents. City and sub-regional scale facilities should, at the earliest possible planning stage consider opportunities to include additional community and, or leisure facilities accessible to the public in order to increase the public benefit of such schemes.

The requirement in the policy for loss of a facility over whether it is still needed will be tested by:

- a) The marketing of the facility/site for a minimum 12 months. Community and Sporting, Arts/Cultural or Entertainment Leisure facilities should be marketed for a similar category of the facility that will be lost (see "Table 2 List of Community Facility and Leisure Categories"); and
- b) The completion of an independent local needs assessment (funded by the applicant) demonstrating there is no longer a need for the facility. This should also include an independent requirements assessment (funded by the

applicant) detailing how comparable, alternative facilities of similar accessibility for its users can satisfy the existing need.

As part of any application involving the loss of a facility, developers will be expected to provide adequate evidence regarding the level of demand from other organisations providing a comparable facility, a lack of local need, accessibility to alternative facilities for users including the capacity of alternative facilities in order to justify the loss of a community facility. The following information will be required:

- c) details of site marketing attempts made to attract other community uses for which the premises are suitable, including details of all offers received; and
- d) demonstration of site accessibility to users by all means of transport including foot and cycle; and
- e) details of current or most recent use of facilities;
- f) evidence of spare capacity or agreement to accommodate displaced users at other equivalent community/leisure facilities with similar accessibility for users. For existing leisure facilities, in the absence of a robust district-wide needs assessment/capacity assessment, the applicant will be expected to carry out such an assessment at their own cost; and
- g) a local survey to establish the level of interest in and viability of the continued use of the premises as a community facility.

New and replacement city-wide and sub-regional facilities will need to demonstrate:

- h) a need for the proposal within the catchment area they will serve; and
- i) where facilities are located outside the City Centre, how these facilities will not have an adverse impact on the City Centre.

The conversion of existing community facilities to, or dual use as, performance and other cultural (D2) space where appropriate will be supported on their merits on a case-by-case basis.

It is important that when new developments generate the need for community facilities the need is met by on-site provision, where possible.

Childcare facilities include nurseries, integrated nursery centres, playgroups, crèches and child minding networks whether public or private. The provision of such facilities is important to increase economic activity rates, to minimise travel distances, to improve the quality of life of parents and children and to reduce social exclusion.

The provision of any community room or café should be marketed² for these purposes only (agreed in an applicable planning obligation) with any proposed community enterprise (e.g. a café) linked to the financial support and on-going operation of the community room/space provided. This should provide a flexible means of supporting new small-scale community spaces.

² Any asking price(s) and, or rental charge(s) should be commensurate to the type and size of the community facility.

Good quality leisure sport facilities support and encourage people to lead healthy lifestyles, raising the quality of life for local residents. Similarly, leisure art, cultural and entertainment facilities provide a vibrant and culturally diverse range of facilities not only for local people of different age groups, compatible with the City's cultural diversity but also for people who live outside Cambridge. These facilities also help attract people to the City as a place to work, study and live.

New leisure entertainment facilities outside the City Centre should complement and not compete with the City Centre. Therefore, such proposals outside the City Centre will require an independent impact assessment (funded by the developer) that assesses the likely impact of any new proposal on the City Centre. Where sports facilities are provided through educational development community use should be secured.

As part of any planning application the loss or replacement of an indoor sports facility, consideration will be given to outputs from Sport England's strategic planning tools such as the Facilities Planning Model and the Active Places Power website³ in assessing the impact of the proposed loss of the facility. Replacement leisure facilities must comply with the relevant sports design guidance and avoid any net reduction in leisure facilities.

DEFINITION OF COMMUNITY FACILITIES

Community facilities include:

- Uses falling within the category of Class D1⁴ 'Non-residential institutions' with the exception of university teaching accommodation. Core Class D1 uses include:
 - The provision of traditional and complementary medical or health services, except for the use of premises ancillary to the home of the consultant;
 - The provision of education;
 - A crèche, day nursery or playgroup;
 - Place of worship or religious instruction;
 - A community centre, public hall or meeting place; and
 - A public library.
- A local retail unit or public house.
- The following sub-categories of Class C2² 'Residential Institutions':
 - hospitals, residential schools, colleges or training centres; and
 - other uses that provide either a community service or a public utility such as facilities for the emergency services, public toilets and court buildings.

N.B. The lists of uses are not exhaustive.

Categories not included in the definition:

³ www.activeplacespower.com

⁴ Use Classes Order (as amended)

- Any facility on the Community Asset Register that is beyond the definition of a community facility. The Community Asset Register is a list of assets subject to Community 'right-to-bid' rules and is a separate process to the planning process.
- University teaching accommodation, language schools and tutorial colleges. Veterinary surgeries.
- Leisure sports and entertainment facilities, including arts and cultural facilities such as museums, performance venues and theatres.
- Outdoor sports and children's play areas are addressed by open spaces and recreation policies, Section 6.
- Specialist housing, including residential care homes and nursing homes are dealt with in Section 5;
- Public houses which are covered by Policy 59.

TABLE 2 - LIST OF COMMUNITY FACILITY AND LEISURE CATEGORIES

Category of Provision	Example Uses (not exhaustive). A use may fall into more than one category depending on the area it serves.
Local	<ul style="list-style-type: none"> • A community or civic room.
Neighbourhood	<ul style="list-style-type: none"> • Community House - Typically the size of an average three bed house - or Community Hall • Primary School • Day Nursery
District	<ul style="list-style-type: none"> • Public Library • Primary Care Facility • Community Centre and other shared use/services buildings • Function Room • Secondary School • Place of Worship
City-wide	<ul style="list-style-type: none"> • Acute Health Care • Civic and Court buildings • Colleges and University

Leisure Category	Example Uses (not exhaustive)
Leisure Sports	Leisure sport facilities allow for supervised, organised or competitive sports, primarily indoors. Facilities include sports halls, boxing centres, badminton & squash courts, swimming pools (including those outdoor), gymnasiums, indoor bowling centres, indoor tennis centres, health and fitness centres.
Leisure Arts and Culture	Arts and cultural uses such as performance venues and theatres, cinemas, ten pin bowling alleys, punting stations, museums and galleries.
Leisure Entertainment	Nightclubs, snooker/pool halls, bowling alleys

How the Policy Came About:

32. 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. Chapter 8 of the National Planning Policy Framework (Promoting healthy communities) recommends policies that provide a balance of land uses within their area to encourage people to minimise journey lengths for leisure pursuits, amongst other uses, and increase the opportunity for community interaction with community members who might otherwise never meet. The National Planning Policy Framework, paragraph 70 states that planning policies should plan positively for the provision and use of shared spaces and community facilities.

33. Policy 56 represents option 168, 169,170,176,177 and 178. These were considered during the 'Cambridge Local Plan – Towards 2031 Issues & Options' consultation.

- Option 168: Protection of existing leisure facilities
- Option 169: New leisure facilities
- Option 170: Protection of existing community facilities
- Option 176: New community facilities; and
- Option 177: The provision of community facilities through new development
- Option 178: Support for arts and cultural activities

34. There was general support for the option of protecting leisure (Option 168) facilities however further clarification of the terms used were needed. Further consideration for the wider social and recreational needs of a community including consideration of accessibility was also needed. The policy criteria should consider stringent tests and consultation of existing and potential users of leisure facilities as well as facility use and the reasons behind current performance. The need to provide new leisure facilities in existing built-up areas was also raised as was the lack of recognition that alternative uses may outweigh retention of existing leisure facility. Community Asset Register sites should be applicable.

35. New leisure facilities (Option 169) should accompany growth with local need not defined by landowners and developers. Local opinions should take priority. Contributions to support the new facilities are essential. Access to the sporting facilities owned by University, colleges and schools to the public should be improved.

36. 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.

37. 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.

38. The recommendation is to pursue option 169 and ensure policy in the Local Plan will be applicable to all leisure facilities including arts and cultural proposals, local and sub-regional facilities unless a specific sub-regional policy exists. The Theatre Trust and Sport England were consulted on the proposed draft policies and the following points were raised regarding the definitions of community facilities and where sports and cultural facilities should be listed.

39. Sport England suggested that the definition of 'Leisure facilities' be tightened with regard to sports facilities. The reference to 'peak period' - for indoor sports facilities and outdoor intensive use facilities (e.g. floodlit all-weather pitches) is usually defined as weekday evenings as well as the weekend. The references to sub-regional facilities need to demonstrate more than a local need as they would probably serve more than just the immediate Cambridge area. They would need to be justified in the strategic context also.

40. While the protection of community facilities (Option 170) was supported, a number of concerns were raised and included the need to have a balance between intensification of facilities and local community needs. Any marketing period should be between 18 and 24 months. Access was also another issue raised and that access to new facilities remains the same as the previous facility. Comments placed particular emphasis on venues for use by various age groups for community activities. There was support for community interaction.

41. There were many different views on what should and should not be included in the definition of community facilities. The definition of community facilities should include sites on the Community Asset Registers, 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. The inclusion of educational facilities dependent on local needs along with highways and private places made open to the public.

42. A number of concerns were raised regarding existing deficits in community facilities with a need to improve existing communities facilities. It was also noted that shared facilities are not always possible due to conflicting demands and needs of community users. Option 176 and 177 were considered to be complementary. For clarity, the drafted policy draws together options 168, 169, 170, 176 and 177.

43. Consultation with the Head of Community Development and Development Management were concluded regarding the way in which small-scale (and often much lower rental value) community facilities can be provided onsite.

44. The problem evolves around encouraging local community groups managing the day-to-day running of small community rooms. These are often marketed as community facilities with community groups unable to compete with higher value community facilities such as dental practices or shops.

45. The policy would require the community space to be marketed to community groups at a commensurate price/rental charge. The policy would allow, through a S106 (legal) agreement a community enterprise to operate that generates income support and provides the day-to-day management of the community room. This should encourage the use of the community space in a sustainable manner.

46. The definition of Community Facilities has now been clarified with a proposed categorisation of facilities based upon location and the area a facility may generally serve. The categorisations should allow for more comparable replacement community facilities to be provided.

47. It should be noted that during the Issues and Options consultation the Theatres Trust explained that for cultural facilities that received subsidies the marketing requirement is not a suitable means of testing viability. Facilities that receive subsidies will therefore be exempt from any marketing requirement.

48. Other comments received during the public consultation included general support for Option 178 however further clarification is required and real demand for venue exists. Another idea suggested that 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. Option 178 should be linked to transport strategy. Facilities need to be protected and enhanced as the sub-region expands. Proven need for facilities is crucial. Opportunities for a legacy building should be taken as should the designation of a Cultural Quarters.

49. Protecting leisure facilities (Option 169) 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. Providing accessible leisure facilities will help minimise the need for people to travel helping reduce transport related greenhouse gas emissions and associated air quality impacts.

50. Supporting new and improved leisure facilities proposed in Option 169 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.

51. The Sustainability Appraisal considered Option 170 would 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.

52. While Option 170 was supported, a number of concerns were raised and included the need to have a balance between intensification of facilities and local community needs. Any marketing period should be between 18 and 24 months. Access was also another issue raised and that access to new facilities remains the same as the previous facility. Comments placed particular emphasis on venues for use by various age groups for community activities. There was support for community interaction.

53. There were many different views on what should and should not be included in the definition of community facilities. The definition of community facilities should include sites on the Community Asset Registers, 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. The inclusion of educational facilities dependent on local needs along with highways and private places made open to the public.

54. The Sustainability Appraisal considered the impact of Option 176 on key issues relating to landscape and biodiversity as 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.

55. The Sustainability Appraisal considered the impact of option 176 on key issues relating to landscape and biodiversity as 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.

56. Option 178, 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.

57. 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.

ISSUE: ACCESS TO EDUCATION

Policy 57 - Education facilities

New or enhanced education facilities will be permitted if:

- a. the scale, range, quality and accessibility of education facilities are improved;
- b. they are located in the area they are expected to serve;
- c. they mitigate the impact of any associated residential development; and
- d. they comply with the strategic objectives of the Children's Services Authority.

The City Council will work with the Children's Services Authority to provide high quality and convenient local education services in all parts of Cambridge, but particularly in areas of population growth.

Developers should engage with the Children's Services Authority at the earliest opportunity and work co-operatively to ensure the phasing of residential development and appropriate mitigation is identified in a timely manner to ensure appropriate education provision can be secured.

Planning permission will be granted for new education facilities in locations accessible by walking, cycling and public transport, where this will meet an existing deficiency or support regeneration or new development.

Supporting Text:

Education in this section relates to early-years, primary, secondary and further education provision, for all children and young people, including those with Special Educational Needs and/or Disabilities, where residential elements may form part of the provision. Higher education and other types of education such as language schools are not included in this definition of education.

Easy access to good quality educational provision is important for supporting economic growth, developing strong sustainable communities, promoting economic prosperity and sustaining a high quality of life. It is therefore appropriate for new residential development to contribute towards the cost of education provision, either towards the expansion of existing facilities, or in some cases towards the funding of a new school, through planning obligations and the Community Infrastructure Levy as appropriate. Developers of residential sites should engage with the Children's Services Authority at the earliest opportunity to ensure appropriate education provision is delivered in a timely manner.

Cambridgeshire County Council is the local Children's Services Authority. It has the statutory duty, established through the Education Act 1996, to secure sufficient state-funded school places for all children and young people of statutory school age (5-16 years of age) who want one. The Childcare Act 2005 and Education Act 2011 introduced the duty to commission early years and post-16 provision respectively. The Education Act 2011 also changed the County Council's traditional role of providing school places into a commissioning role with enhanced emphasis on the County Council working in partnership with a wide variety of education providers.

To ensure consistency and equity in school place planning across Cambridgeshire, the County Council has adopted principles to underpin commissioning school places. Although recent legislative and policy changes have resulted in a different approach to education planning, the principles set out below remain appropriate:

- a) New schools should provide high quality education provision; and
- b) There should be minimal disruption to existing communities as a result of changes in provision; and
- c) Schools should play a central role in the communities they serve; and
- d) Schools should be located, where possible within the statutory walking distance of the communities they serve;
 - i) 2 miles for primary aged pupils (4-10 years old); and
 - ii) 3 miles for secondary aged pupils (11-15 years old) and
- e) Cambridge pupils should be able to attend a school in the city if they so choose.

In terms of primary education, the County Council has recently expanded a number of existing schools and built two new primary schools, Queen Emma Primary and the new East Chesterton Primary (opening in September 2013) to meet demand from both increased birth rates and new developments. The Council continues to work with education providers to identify means of securing the additional places needed to address existing and future basic educational need requirements across the City.

In terms of secondary provision, the County Council has identified significant pressure on existing secondary capacity in the City, as a result of recent housing development and demographic changes. The County Council is working with Cambridge's education providers to identify options for increasing capacity in the City up to 2018 with Trumpington secondary school scheduled to open in September 2015. From 2018, there is forecast to be further significant pressure on places. The County Council will, in partnership with existing providers undertake an extensive review of provision post-2018 to identify appropriate solutions for securing the additional capacity required.

The City Council will work with the County Council, as local education authority, to ensure that school places are made available to all new residents in appropriate locations and in a timely manner, including regular partnership reviews of where school places will be needed in the future. Educational facilities will be expected, where appropriate and/or possible, reflecting on the County Council's commissioning role, to also include provision for community use, for example through making multi-use facilities accessible to the wider community.

New education facilities should be located in highly accessible locations with good quality footpaths and cycleways to encourage sustainable travel to and from the school by teachers, parents and pupils.

How the Policy Came About

58. Paragraph 37 of the National Planning Policy Framework supports a balanced approach towards the provision of different uses to minimise journey lengths, including education. In addition, paragraph 72 supports a proactive, positive and collaborative approach to providing a range of education facilities in order to provide local people with a wide choice in education. The policy is needed because it is important that there is sufficient infrastructure to support both existing and new growth in Cambridge. This includes infrastructure for educational facilities. The policy should ensure the provision of high quality education facilities for young people in highly accessible locations.

59. While no specific option was consulted upon in the during the 'Cambridge Local Plan – Towards 2031 Issues & Options' consultation, comments were received from the County Council during the Issues and Options 2 Consultation. Their comments highlighted the needs and demands on education facilities with the proposed level of growth.

60. A draft policy was sent to the County's Children and Young People's Services, responsible for new education facilities in Cambridgeshire. Comments received have been applied to for the proposed justification.

61. The Sustainability Appraisal has not assessed this policy option, as it was not included in the Issues and Options document. However, the provision of educational facilities is considered to be a highly sustainable option because these will support the social role of sustainable development.

62. The County's Children and Young People's Services at Cambridgeshire County Council has indicated where new school provision is required to meet the needs of Cambridge. Cambridge City Council is currently working with the County's Children and Young People's Services at Cambridgeshire County Council and South Cambridgeshire District Council.

ISSUE: HEALTHCARE FACILITIES

Policy 58 - Healthcare facilities

New or enhanced healthcare facilities will be permitted if:

- a. The scale, range, quality and accessibility of healthcare facilities are to be improved;
- b. They are located in the area they are expected to serve, and
- c. Where possible and appropriate they are co-located with complementary services.

The Council will work with Local Commissioning Groups to provide high quality and convenient local health services in all parts of Cambridge, but particularly in areas of population growth.

Planning permission will be granted for new primary healthcare facilities in locations accessible by road, walking, cycling and public transport, where this will meet an existing deficiency, or support regeneration or new development.

Supporting Text:

The provision and location of community-based, out of hospital, health-care should aim to meet the needs of existing and new residents. The impact of household and student growth in the City should not worsen healthcare provision for existing residents.

It is essential that the planning process supports the provision of good local healthcare facilities of the right type and in the right locations. The provision and location of community-based, out-of hospital, health-care should aim to meet the needs of existing and new residents. The impact of household and student growth should not worsen healthcare provision for existing residents. Healthcare facilities, for the purposes of this policy, do not include teaching hospitals which are covered by "Policy 25 University Faculty Development".

Clinical Commissioning Groups (CCGs) are statutory bodies representing groups of GPs responsible for designing local health services in England. Every GP practice will need to be a member of a CCG. Local Commissioning Groups (LCGs) are smaller groups of GP practices with a focus on more local issues than the CCG. The Cambridgeshire and Peterborough CCG includes two LCGs who are responsible for patients in Cambridge City and South Cambridgeshire.

Over recent years there has been considerable change in the way in which health care and services is delivered with an ongoing shift away from hospital settings into community based settings, delivering services as close to home as possible. Advancements in medicine and technology have also had considerable impact on the way services are delivered and what can now be delivered outside of hospitals. These trends will continue over the years ahead.

The shift in location and delivery of services also requires more flexibility in planning agreements and the detailed planning and procurement of health facilities. One key principle that should be considered is the co-location of non-NHS community, voluntary sector and commercial spaces alongside primary and community care services if their addition accords with the philosophy of care and can improve affordability/accessibility.

Co-locating services may provide the following benefits: a focal point for the community; promotion of healthy lifestyles as part of an integrated health and community care approach; better connectivity with other services and opening up new possibilities for residents; increased building/site usage; the creation of a critical mass of linked services; increased convenience for users; improved funding and more sustainable transport links. Examples of co-located facilities include those already built in Cambourne and in the planning for Northstowe, Cambridge Southern Fringe and North West Cambridge.

How the Policy Came About:

63. Paragraph 37 of the National Planning Policy Framework supports a balanced approach towards the provision of different uses to minimise journey lengths. Paragraph 70 states that planning policies should plan positively for the provision and use of social facilities. This includes healthcare.

64. The policy is needed because it is important that there is sufficient infrastructure to support both existing and new growth in Cambridge. This includes infrastructure for healthcare facilities. The policy should ensure the provision of high quality healthcare facilities in highly accessible locations. While no specific option was consulted upon in the during the 'Cambridge Local Plan – Towards 2031 Issues & Options' consultation, comments were received from the NHS Cambridgeshire during the Issues and Options Consultation. Their comments highlighted the need to reduce health inequalities.

65. A draft policy was sent to the NHS Property Company and a representative of Cambridgeshire Association to Commission Health (CATCH) Local Commissioning Group (LCG) both of whom represented the now disbanded Cambridgeshire Primary Care Trust, which had responsibility until 1 April 2013 for new healthcare facilities in Cambridgeshire.

66. The Sustainability Appraisal has not assessed this policy option, as it was not included in the Issues and Options document. However, the provision of healthcare facilities is considered to be a highly sustainable option because these will support the social role of sustainable development.

67. The Cambridgeshire Joint Strategic Needs Assessment (JSNA) is the means by which local authorities, Primary Care Trusts and local partners describe the future health, care and wellbeing needs of the local populations and to identify the strategic direction of service delivery to meet those needs.

ISSUE: PROTECTION OF PUBLIC HOUSES

Policy 59 - Protection of Public Houses

The loss of a safeguarded public house including its site (listed in Table 3) will only be permitted if it can be demonstrated:

- a) the public house site is no longer needed within the community as a public house or other form of community facility. Applicants should provide evidence that the public house has been marketed for 12 months as a public house, free of tie and for alternative local commercial or community facility use, at a market price following an independent professional valuation (paid for by the developer) and that there has been no interest in either the free- or lease-hold either as a public house, restaurant or other use falling within the 'A' use classes or as a community facility falling within 'D1' use class; and
- b) all reasonable efforts have been made to preserve the facility (including all diversification options explored – and evidence supplied to illustrate this) but it has been proven that it would not be economically viable (by an independent assessment paid for by the developer) to retain the building or site for its existing or any other 'A' or 'D1' class use; and
- c) it has been otherwise demonstrated that the local community no longer needs the public house and alternative provision is available in the area.

The loss of any part of a public house, or its curtilage will be permitted if it can be demonstrated:

- d) the viability of the public house use will not be adversely affected, sufficient cellarage, beer garden, parking and dining/kitchen areas should remain to retain a viable public house operation; and
- e) the loss including associated development will not detract from the prevailing character and appearance of the area, including where the building is of merit, loss of detracting from any distinctive features of the pub.

SUPPORTING TEXT:

Public houses are an important part of Cambridge's culture and character, fostering social interaction and local community life, often the focal point of a neighbourhood or street. The quality of Cambridge's hostelrys are a key part of the City's quality of life. This underlines that pubs are an important part of the Cambridge economy, not just for the direct and indirect jobs they provide in the pub supplies, food and brewing industries, but in supporting the city's main industries and quality of life by attracting and providing a meeting place for students, academics, scientists and entrepreneurs, and in attracting office workers, shoppers and tourists.

The Cambridge Public House Study (2012) identified a relative undersupply of pubs in Cambridge compared to the national average and comparable towns, this is most apparent in the suburbs of the City. Pubs provide facilities/space for recreation and leisure activities including amongst others: pub quizzes, darts competitions, pool leagues, political and academic discussion and debate, live music performances, meetings of local interest groups and community events. Pubs are therefore much valued culturally important institutions that should be protected. The Cambridge Public House Study (2012) recommended a minimum public house capacity of 750 working age adults within a 400-metre catchment radius.

The policy adopts a flexible policy approach, suggested in the 2012 study, which allowed pubs to change use to other 'A' class uses, such as shops, professional services and restaurants, and in turn for such uses to change back to pub use where there is a market. This provides flexibility for those pubs which are struggling to change to alternative business uses while retaining the vibrancy and use of the site as local commercial community facility which could be returned to pub use in the future if there were a change in the market.

It is important that public houses are not lost due to deliberate neglect, in particular those of heritage value. In cases where a planning application concerns a heritage asset and there is evidence of deliberate neglect of or damage then the deteriorated state of the heritage asset will not be taken into account in any planning decision.

When considering proposals for the development of part of a pub, its car parking areas, dining, cellarage and, or public house gardens, the Council will require evidence to support any such proposals. This should explain how the development proposal will support and not undermine the viability of the pub.

The developers will need to provide an independent professional assessment (funded by the developer) by a professional RICS valuer with expertise in the licensed leisure sector and who is also not engaged to market the property. Any proposals to convert or redevelop a former public house site (listed in Table 3) subsequently converted to a different 'A' use to a non-A use, will still be subject to "Protection of Public House".

The list of Safeguarded Public House Sites will be monitored on an annual basis and recommendations for updating it made in the Annual Monitoring Report.

Table 3 - List of Protected Public House Sites

Pub Site	Address	Ward
The Brook	25 Brookfields	Romsey
The Carlton Arms	Carlton Way	Arbury
The Corner House	231 Newmarket Road	Abbey
The Dobblers Inn	184 Sturton Street	Petersfield
Earl Of Beaconsfield	133 Mill Road	Romsey
Five Bells	126 - 128 Newmarket Road	Abbey
The Fleur De Lys	73 Humberstone Road	West Chesterton
The Golden Hind	355 Milton Road	Kings Hedges
Green Dragon	5 Water Street	East Chesterton
The Haymakers	54 High Street, Chesterton	East Chesterton
The Jenny Wren	80 Campkin Road	Kings Hedges
The Med	Perne Road	Coleridge
The Milton Arms	205 Milton Road	West Chesterton
The Portland Arms	129 Chesterton Road	West Chesterton
Queen Edith	Wulfstan Way	Queen Ediths
The Ranch	100 Histon Road	Arbury
The Red Bull	11 Barton Road	Newnham
Robin Hood	1 Fulbourn Road	Cherry Hinton
The Rock	200 Cherry Hinton Road	Coleridge
The Rosemary Branch	503 Coldhams Lane	Cherry Hinton
The Royal Standard	292 Mill Road	Romsey
The Seven Stars	249 Newmarket Road	Abbey
The Ship	Northfield Avenue	Kings Hedges
Six Bells	11 Covent Garden	Petersfield
The Tally Ho	77 High Street, Trumpington	Trumpington
The Tivoli	16 Chesterton Road	West Chesterton
The Unicorn	15 High Street, Cherry Hinton	Cherry Hinton
(former Volunteer)	60 Trumpington Road	Trumpington
The Wrestlers	337 Newmarket Road	Abbey
The Alexandra Arms	22 - 24 Gwydir Street	Petersfield
The Alma	26 Russell Court	Trumpington
(former Ancient Druids)	Napier Street	Market

The Bakers	176 East Road	Market
Baron Of Beef	19 Bridge Street	Market
The Bird in Hand	73 Newmarket Road	Market
(former Blackamoors Head)	205 Victoria Road	Arbury
The Burleigh Arms	9 - 11 Newmarket Road	Market
The Cambridge Blue	85 - 87 Gwydir Street	Petersfield
The Carpenters Arms	182 - 186 Victoria Road	Arbury
Castle Inn	36 - 38 Castle Street	Castle
Champion Of The Thames	68 King Street	Market
Clarendon Arms	35 - 36 Clarendon Street	Market
The County Arms	43 Castle Street	Castle
Devonshire Arms	1 Devonshire Road	Petersfield
The Elm Tree	Orchard Street	Market
The Emperor	21 Hills Road	Petersfield
The Empress	72 Thoday Street	Romsey
The First and Last	18 Melbourne Place	Market
The Flying Pig	106 Hills Road	Trumpington
The Free Press	7 Prospect Row	Market
The Geldart	1 Ainsworth Street	Petersfield
The Grapes	19 Histon Road	Arbury
The Hopbine	11 - 12 Fair Street	Market
King Street Run	86 - 88 King Street	Market
Kingston Arms	33 Kingston Street	Petersfield
Live And Let Live	40 Mawson Road	Petersfield
(former Locomotive)	44 Mill Road	Petersfield
Man on the Moon	2 Norfolk Street	Petersfield
The Maypole	20A Portugal Place	Market
The Mitre	17 - 18 Bridge Street	Market
The Old Spring	1 Ferry Path	West Chesterton
Panton Arms	43 Panton Street	Trumpington
The Punter	3 Pound Hill	Castle
The Salisbury Arms	76 Tenison Road	Petersfield
Sir Isaac Newton	84 Castle Street	Castle
The Snug	170 East Road	Market
St Johns Chop House	21-24 Northampton Street	Castle
St Radegund	129 King Street	Market
The Tram Depot	2 - 5 Dover Street	Market
The Waterman	32 Chesterton Road	West Chesterton
The White Swan	109 Mill Road	Petersfield
The Zebra	80 Maids Causeway	Market
All Bar One	36 St Andrews Street	Market
The Anchor	Silver Street	Market
The Avery	69 - 73 Regent Street	Market

Baroosh	8 Market Passage	Market
The Bath House	3 Bene't Street	Market
The Boathouse	14 Chesterton Road	West Chesterton
The Castle	37 St Andrews Street	Market
The Cow	Corn Exchange Street	Market
(former Cross Keys)	9 Saxon Street	Trumpington
d'Arrys Cookhouse	4 King Street	Market
The Eagle	Bene't Street	Market
Earl Of Derby	129 Hills Road	Trumpington
Fort St George	Midsummer Common, Victoria Avenue	Market
The Fountain Inn	12 Regent Street	Market
The Granta	14 Newnham Terrace	Newnham
The Great Northern	1 - 3 Station Road	Petersfield
The Green Man	55 High Street, Trumpington	Trumpington
Las Iguanas	Quayside	Market
The Jolly Scholar	1 King Street	Market
The Mill	14 Mill Lane	Market
The Oak Bistro	6 Lensfield Road	Trumpington
(former Old Orleans)	Miller's Yard, Mill Lane	Market
Penny Ferry	110 Water Street	East Chesterton
The Pickerel Inn	30 Magdalene Street	Castle
Prince Regent	91 Regent Street	Market
Quinns Pub	20 Downing Street	Market
Red Lion	20 Mill End Road	Cherry Hinton
The Regal	38 - 39 St Andrews Street	Market
Revolution	3-8 Downing Street	Market
(former Slug & Lettuce)	34 - 35 Green Street	Market
The Snug	67 Lensfield Road	Trumpington
Travellers Rest	Huntingdon Road	Castle
The Unicorn	22 Church Lane	Trumpington

How the Policy Came About

68. The National Planning Policy Framework in 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. The same document's 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. 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. Paragraph 70 of the National Planning Policy

Framework states that planning policies should plan positively for the provision and use of shared spaces and community facilities.

69. Five options regarding public houses were consulted upon and are listed below:

- Option 171 - Public Houses: Market led approach
- Option 172 - Protection for all Public Houses
- Option 173 - Safeguarding Public Houses
- Option 174 – Extend safeguarding of public houses to former public houses
- Option 175 – Allow flexible re-use of public houses

70. Concerns about this option were 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.

71. 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. 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.

72. 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. 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.

73. 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.

74. 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 National Planning Policy Framework and the emerging new Local Plan.

75. 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.

76. Option 175 would allow public house sites with some flexibility to diversify beyond public house use while retaining the potential for its original use to return.

77. The approach pursued is to develop options 173 and 175, into a policy in the Local Plan which 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) in order to provide much greater clarity regarding the policy's application. 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 the new policy.

78. 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.

79. The Sustainability Appraisal raises concerns about the option proposing no protection for public houses in Cambridge. This 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 option proposing the protection of all public houses could also have 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.

80. 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.

81. 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.

82. 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.

83. Evidence used in the development of this policy includes:

- Cambridge Public House Study (2012);
- Interim Planning Policy Guidance on The Protection of Public Houses in the City of Cambridge (2012);
- 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;
 - Rosemary Branch, 67 Church End, APP/Q0505/A/12/2183797.

APPENDIX 1: Development Management Guidelines

New Facilities

Local need should be evidenced with a local needs assessment to establish the demand for the proposed facility.

New city-wide or sub-regional facilities

New city-wide or sub-regional community or leisure facilities should be located in accordance with the national⁵ sequential test. Proposals for these, often large-scale facilities, will need to demonstrate a high level of need and support from the area it will serve. Developers will be expected to provide:

- a) Adequate evidence of city/regional need and support; and
- b) Demonstration of site accessibility to users by all means of transport including foot and cycle; and
- c) Details of how other uses, including other community activities could be incorporated into the proposal to enhance both access and range of facilities available; and

Demonstration of the use of the national sequential test in considering sites for development will be required.

Loss of Facilities

Proposals for either replacement or relocated facilities should demonstrate:

- a) equal or improved site accessibility to users by all means of transport including foot and cycle; and
- b) sufficient spare capacity or agreement to accommodate displaced users at other equivalent community/leisure facilities with similar accessibility for users. For existing leisure facilities, in the absence of a robust district-wide needs assessment/capacity assessment, the applicant will be expected to carry out such an assessment at their own cost; and
- c) through local consultation, the level of interest in and viability of the continued use of the premises as a community/leisure facility.

The reference to 'peak period' refers to the expected busiest period of operation for the particular type of leisure facility. For example, for indoor sports facilities and outdoor floodlit all-weather pitches, the peak period is usually defined as weekday evenings and at the weekend. For nightclubs this would be Friday and Saturday evenings from 10pm until closing time.

In order to demonstrate that a facility (excluding a public house or public house site) is no longer needed, the facility and site should be marketed according to the marketing strategy requirements listed below:

⁵ National Planning Policy Framework, Paragraph 24

PROTECTION OF PUBLIC HOUSES

Proposals involving the loss of a public house site should demonstrate:

- a) the public house site has been marketed according to the marketing strategy requirements listed below;
- b) how all reasonable diversification efforts have been considered under Public House Viability Appraisals listed below; and
- c) the local community no longer needs the public house and alternative provision is available in the area by following the guidance under Public House Community Consultation and Catchment Assessment listed below.

Marketing

Any marketing exercise relating to facility or site should follow the appropriate marketing strategy requirements.

Community and Sporting, Arts/Cultural or Entertainment Leisure facilities should be marketed for a similar category of the facility that will be lost (see "Table 3 - List of Community Facility and Leisure Categories").

Marketing exemptions

While economic viability may apply to commercial leisure facilities, there are some leisure facilities/uses that are supported by external funding and their on-going operations do not rely on being commercially profitable, such as a theatre or a public swimming pool. Facilities and uses that are not run as a commercial operation and rely on external funding will therefore be exempt from the marketing requirement as this will not provide an appropriate means of testing viability, given their reliance on external funding/subsidies.

Marketing Strategy Requirements

STANDARD REQUIREMENTS FOR ALL FACILITIES AND SITES, INCLUDING PUBLIC HOUSE SITES

Developers should note the following generic requirements of any marketing requirement for a facility or site and the specific requirements for specific uses/sites:

- a) Details shall be provided of the company/person who carried out the marketing exercise;
- b) The Marketing process should last for at least 12 months, unless a focussed marketing strategy has been pre-agreed in writing with the local planning authority, in which case only 6 months is required;
- c) The facility/site should be marketed for the existing or most recent use and not under a generic 'all options' use;
- d) The marketing exercise should be sufficiently thorough and utilise all available forms of advertising media and therefore include as a minimum:
 - i) A For Sale/For Rent Signboard;

- ii) Advertisements⁶ in the Local Press;
 - iii) Advertisements² in appropriate trade/charity/leisure magazines/journals;
 - iv) Advertisements² on appropriate trade/charity/leisure websites;
 - v) Advertisements² through both national and local estate agents (including their websites); and
 - vi) A targeted mail shot or email to an agreed list of potential purchasers. Evidence of all sales literature (and in the case of a signboard, dated photographs) will be required.
- e) Copies of all details of approaches and offers should be provided together with full reasons as to why any offer has not been accepted;
 - f) Any attempts to sell the business at a price which reflects its current use should relate to the business in its entirety, and not to parts of it, for example the buildings without the associated garden or car park.

SPECIFIC REQUIREMENTS CORRESPONDING TO SITE/LAND USE

Community Facilities (not public houses/public house sites)

The asking price/rental charge⁷ should be pre-agreed in writing with the local planning authority following independent valuation (funded by the developer) by a professional RICS valuer with expertise in the community facilities sector and who is not engaged to market the property.

Given the range of uses that could be considered as a community facility, it is important that the site is marketed for equivalent community facilities that the site could support. Buildings/sites should therefore be marketed for community facilities appropriate to the category of community facility. For example, a 'neighbourhood' (category) facility such as a retail unit should be marketed as a retail unit as well as other 'neighbourhood' community facilities such as a small-scale community or civic rooms. A district facility such as a crèche should be marketed as a crèche and other district community facilities such as a dentist or veterinary practice. More than one type of facility may fall into more than one category within the hierarchy. The type of community facilities included in any marketing campaign should be pre-agreed in writing with the local planning authority.

The provision of any community room or café should be marketed⁸ for these purposes only (agreed in an applicable planning obligation) with any proposed community enterprise (e.g. a café) linked to the financial support and on-going operation of the community room/space provided. This should provide a flexible means of supporting new small-scale community spaces.

⁶ Adverts should contain a similar amount of detail as a property listing by an estate agent.

⁷ The asking price(s) should be based on the valuation of the site based upon its most recent use or, in the circumstance of new community facilities should be commensurate to the type and size of the community facility. Any asking rental charge(s) should be commensurate to the type and size of the community facility.

⁸ Any asking price(s) and, or rental charge(s) should be commensurate to the type and size of the community facility.

Public houses/public house sites

The asking price⁹ should be pre-agreed in writing with the local planning authority following independent valuation (funded by the developer) by a professional RICS valuer with expertise in the licensed leisure sector and who is not engaged to market the property.

Both freehold and leasehold options should be made available without a 'tie' requiring the purchase of drinks through the vendor and without restrictive covenants that would otherwise prevent re-use as a public house such that other pub operators, breweries, local businesses or community groups wishing to take over the premises and trade it as a pub are not excluded.

As part of the community consultation exercise (refer to Public House Community Catchments and Consultation), the public are to be informed about the marketing strategy and allowed the opportunity to put together their own bid.

Leisure sites

The asking price¹⁰ should be pre-agreed in writing with the local planning authority following independent valuation (funded by the developer) by a professional RICS valuer with expertise in the leisure sector and who is not engaged to market the property.

Leisure venues or sites should be marketed for D2 leisure use and sui generis uses that are comparable to the original leisure use (Sporting, Arts/Cultural or Entertainment). For example, squash courts should be marketed for D2 leisure use and other leisure sports facilities including its original sports use. A nightclub venue should be marketed for D2 leisure use and leisure entertainment facilities including its original nightclub use.

⁹ The asking price(s) should be based on the valuation of the site as a trading pub without tie. Although the pub site should be marketed as a site for a pub, or alternative A and D1 class uses, it is considered unreasonable to ask for a valuation to agree a price for such a wide range of uses.

¹⁰ The asking price(s) should be based on the valuation of the site based upon its most recent use. Although the site should be marketed as a site for its most recent use, D2 leisure or comparable sui generis uses, it is considered unreasonable to ask for a valuation to agree a price for such a wide range of uses.

Public House Viability Appraisals

Developers should note the following in terms of the provision of data to help the local authority determine whether the public house is no longer economically viable as a commercial community facility:

- a) A commercial viability study should accompany any application for redevelopment or change of use.
- b) As a part of this study, evidence is required in the form of at least the last three trading years of audited accounts.
- c) All reasonable efforts have been made to preserve the public house (including all diversification options explored) and evidence supplied to illustrate that it would not be economically viable to retain the building or site for its existing or any other 'A' use class. Examples of the initiatives or proposals that could be explored are as follows:
 - i) Adding a kitchen and serving food with or without a dining area, or improving the existing food offer;
 - ii) Making the pub, garden, food offer more 'family-friendly';
 - iii) Providing events and entertainment such as quiz nights, amplified or nonamplified live music, comedy/cabaret nights;
 - iv) Hiring rooms out or otherwise providing a venue for local meetings, community groups, businesses, youth groups, children's day nurseries;
 - v) Provision of bed & breakfast or other guest accommodation;
 - vi) The setting up of micro-brewery;
 - vii) Sharing the premises with other businesses;
 - viii) Providing smoking shelters;
 - ix) Providing Tourist Accommodation on upper floors (i.e. a Bed & Breakfast option);
 - x) Providing a local shop or services (such as a post office) in part or all of the premises; and
 - xi) Altering opening hours;
 - xii) Offering take-away food and off-licence services.

Note that this list is not exhaustive and not all ideas will apply to every public house. Diversification should initially focus on ways to retain the public house use before changing the site to alternative 'A' uses.

- d) Details should also be provided of any changes to the public house in the period that corresponds with the trading information plus 1 year beforehand (so 4 years in total) that may have impacted on the business. For example:
 - i) Did the opening hours alter so that the pub opened less often or less frequently?
 - ii) Were any facilities (e.g. kitchen, darts board, pool table etc) removed or regular events (e.g. quiz) cancelled?
 - iii) Was space for meetings redeveloped or were any local groups told they could no longer use the space?

Note that this list is not exhaustive and the local planning authority may seek evidence through standard community consultation procedures.

- e) The local planning authority will require evidence that demonstrates that the public house has been operated positively i.e. that it has not been run poorly to facilitate redevelopment. Applicants should be aware that local people/customers will provide anecdotal evidence in response to neighbourhood consultations on any planning application submission.
- f) With regard to the evidence mentioned in respect of diversification options, changes to the public house and how it has been operated, the local planning authority will require written evidence. This could take the form of a Statutory Declaration undertaken by the owner/manager (or a written report) together with supporting documents such as letters from customers/suppliers/staff, invoices for works carried out, dated photographs to allow a comparison of facilities.

Public House Community Consultation and Catchment Assessment

Applicants should note the following in terms of carrying out community consultation as part of an independent local needs assessment. The consultation exercise should:

- a) Notify all residents, businesses and residence associations (in order to take account of employees who might visit the pub) within a 400m radius of the public house site about the relevant proposal;
- b) Gather all the opinions and comments of all consultees on the loss of the existing or former public house facility. The results of this exercise shall be submitted to the local planning authority as part of the application submission.
- c) Complete the consultation at least 6 months before any related planning application is formally submitted.

Developers are required to carry out an assessment of the needs of the local community for community facilities to show that the existing or former public house is no longer needed and whether adequate alternative provision is available in the area to provide at least one pub per 750 working age adults within a 400m catchment radius.

DELIVERY AND MONITORING

Policy 55 – Development and Change of Use in District , Local and Neighbourhood Centres

- The health and composition of the district, local and neighbourhood centres will be monitored by the annual shopping survey.

Policy 56 – Community and Leisure Facilities

- Proposals that deliver new types of community and leisure facilities will be monitored. Given the varied ‘use class’ of community facilities, the change in net floorspace for ‘D1’ and sui generis uses that fulfil a community or leisure use role will be monitored on a regular basis.

Policy 57 – Education Facilities

- The number of new education facilities granted planning permission will be monitored on an annual basis.

Policy 58 – Healthcare Facilities

- The number of new healthcare facilities will be monitored on an annual basis.

Policy 59 – Protection of Public Houses

- As part of the Council's annual monitoring of planning developments, the Annual Monitoring Report will record the number of public houses that are operating as a pub in March (for the monitoring period). The list of safeguarded sites will also be updated. If new public houses are established then these should be assessed for inclusion. Similarly, where development has occurred on a safeguarded site that prevents the public house use returning (e.g. where a public house has been demolished and replaced with residential flats) then this site would be removed from the list of safeguard sites. It should be noted that a safeguarded site with unimplemented planning permission would not be removed from the list of safeguarded sites until the planning consent has been implemented.

This page is intentionally left blank

APPENDIX E: SECTION 8 - PROVIDING TRANSPORT INFRASTRUCTURE

ISSUE: SUPPORTING SUSTAINABLE ACCESS TO DEVELOPMENT

Policy 63 - Supporting Sustainable Access to Development

Development is permitted where it demonstrates that prioritisation of access is by walking, cycling and public transport, and is accessible for all. This will be achieved by:

- Ensuring major development on the edge of the city and in the urban extensions is supported by having high public transport accessibility within a highly walkable and cyclable travel time of Cambridge City Centre and major centres of employment.
- Supporting public transport, walking and cycling to, from and within a development by:
 - a. giving priority to these modes where there is conflict with cars;
 - b. conveniently linking the development with the surrounding walking, cycling and public transport networks;
 - c. prioritising networks of public transport, pedestrian and cycle movement so these are the best and safest means of moving around Cambridge. Areas where public transport, pedestrian and cycle movement is difficult or dangerous will be improved and, where possible have further capacity for these sustainable modes provided;
 - d. ensuring accessibility for those with impaired mobility, and
 - e. safeguarding existing and proposed routes for walking and cycling, and public transport from development that would prejudice their continued use and/or development for sustainable transportation use. In addition, funding for high quality physical provision of these routes will be required, both within and adjacent to the proposed development site. The proposed routes are identified on the proposals map.
- Ensuring that any development requiring a new road or road access accords with the following:
 - f. it is designed to give high priority to the needs of pedestrians and cyclists, including their safety;
 - g. it restricts through access for general motor traffic where appropriate;
 - h. it discourages speeding, and links to the existing network;
 - i. it minimises additional car traffic in the surrounding area; and
 - j. there is safe and appropriate access to the adjoining road, pedestrian and cycle networks.

Note: Public transport accessibility and walkability and cyclability definitions are provided in “Section 2. The Spatial Strategy”. – The definition of these will come through ‘point to point’ accessibility mapping, available by the May Development Plan Scrutiny Sub-Committee.

Supporting Text:

Good, easy access to a high quality and efficient transport network is essential to support new development and ensure that it is sustainable. Cambridge has an existing trend towards sustainable transport, particularly cycling, and the 2011 Census data served to reaffirm this by highlighting that 31.9% of residents in the city cycle to work, the highest proportion in the UK. Increases in walking and public transport use, combined with large decreases in single car trips underpin the long established policy approach to promote sustainable modes of travel over that of the private car. However, congestion remains a key issue on many of the city's roads and the need to push for further modal shift remains imperative, especially as growth in and around the city continues.

The City Council will work closely with partners, particularly with the County Council in their role as Highways Authority, to help promote good access to high quality sustainable modes of travel at new developments. This is especially key for edge of city developments.

Public Transport Accessibility

Public transport, and buses in particular, have a crucial role to play in meeting Cambridge's transport needs and embedding sustainable travel patterns from an early stage. This is particularly important for development on the city's edge and in the urban extensions, where key services and employment centres are not often within walkable distances to housing.

Developers will be required to ensure the provision of such services from first occupation of the development for a period of up to five years where this is a viable option for the development, in terms of practicality, convenience and cost.

Demand responsive and community transport provision will also be supported where they can be shown to be an appropriate alternative or addition to public transport.

Walking and Cycling

Walking and cycling are of high priority, being healthy, affordable and sustainable modes of travel. One of the best ways to encourage sustainable modes is to fully consider them at the design stage. Priority and convenience for walking and cycling should be ensured through design layout, traffic calming measures, and on-site facilities. (see Manual for Streets 1 and 2) The needs of all users should be considered as part of the plans approach to inclusive design, to ensure accessibility for pushchairs, the elderly and wheelchairs.

Land for Public Transport

A successful and high quality public transport network needs to be efficient, reliable and attractive. Congestion is a problem in Cambridge, and it is vital for buses to be free from other traffic, where possible, in order for them to deliver on reliability and speed of journey. For this reason, it is important to safeguard land for new public

transport infrastructure, such as bus lanes, interchange facilities and junction improvements.

Pedestrian and Cycle Network

Increases in walking and cycling levels within Cambridge are strongly influenced by the expansion of a safe and convenient network of routes. Therefore, new routes on land outside the public highway are identified on the Proposals Map

Developers will be required to fund high-quality paths, both along the identified routes, and any others that may be suitable for accessing the particular development. The design of these paths must accord with the guidance set out in the document 'Protection and Funding of Routes for the Future Expansion of the City Cycle Network', or its successor documents, and with national guidance as set out in the Department for Transport Local Transport Notes. The City Council will seek provision that is proportionate to the scale of development being undertaken.

All paths should conform to established good practice. They should consider wildlife and landscape factors, so that any adverse impact in this respect is minimised. They should also be in place by first occupation of the development so that sustainable travel patterns can be established at an early stage.

New Roads

New roads should make suitable provision for the needs of pedestrians, cyclists and public transport users. This includes measures that adhere to their safety as a key priority, including measures to discourage speeding. Any potential negative impact on existing pedestrian and cycle routes must be mitigated.

Roads providing a new vehicular through route will generally not be supported, as these are likely to attract car traffic from more major roads. However, controlled through access for buses and cycles is encouraged. Where any new through route for all traffic is proposed, it is important that the potential impacts of this are minimised. The presumption should be that two metre wide uni-directional cycle lanes either at the edge of the carriageway or set back from the carriageway (but with priority over side roads) are provided on any new through-route. A suitable quantitative assessment of the likely effect of the new road will be essential.

How the Policy Came About:

1. Policy 63 (Supporting Sustainable Access To Development) represents a combination of a number of policy options that were consulted on at the Issues and Options stage (2012), notably:
 - Option 183: Promoting non-car modes of travel
 - Option 184: Appropriate Infrastructure
2. New development will only function correctly and successfully if the site is accessible for all, and the transport links in and around the site offer the

opportunity to access key services such as jobs, education and healthcare facilities and the services offered by local and town centres.

3. Cambridge is a small, compact city, which suffers from congestion on most major radial roads at peak times. Increased growth in the area over the next few years will place additional pressure on these roads. Unless the trend in using sustainable modes of travel for work commutes and leisure trips can be continued and improved. It is therefore important that the Local Plan promotes new development that is highly sustainable, and that promotes easy access to and from the site by sustainable modes of travel, such as walking, cycling and public transport.
4. As a consequence of this policy, two of the key Local Plan objectives will be delivered. Firstly, this policy will ensure that the environmental impacts of new development will be reduced, safety for all users will be enhanced and the impact on the existing network, particularly with regards to congestion, will be less. This accords with the objective to minimise adverse effects of transport on people and the environment. Secondly, aspects of this policy will help ensure that appropriate infrastructure is provided in the early stages of new developments.
5. The following evidence base & national guidance documents were used in the development of the car parking aspect of this policy:
 - Cambridgeshire County Council (2011). Cambridgeshire Local Transport Plan 3;
 - Cambridgeshire County Council (2012). Draft Transport Strategy for Cambridge and South Cambridgeshire;
 - Building Sustainable Transport into New Developments (DfT 2008)
 - Manual for Streets (DfT 2007) [Manual for Streets 1 & 2](#);
 - Creating growth, cutting carbon: making sustainable local transport happen (DfT 2011);
 - 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)
6. The National Planning Policy Framework is quite unequivocal in paragraph 29 that *“transport policies have an important role to play in facilitating sustainable development, but also contributing to wider sustainability and health objectives”*. The National Planning Policy Framework states a clear requirement in the same paragraph for the transport system to be balanced in favour of sustainable modes of travel, and for a wide choice to be made available in terms of modes of travel. The policy ‘Supporting Access To New Development’ is considered to be in complete conformity with the National Planning Policy Framework in this respect.
7. This policy promotes walking, cycling and public transport access to developments, ensuring that high quality infrastructure for these modes is in

place from early occupation whilst also protecting current and future expansions to the pedestrian, cycling and public transport network by safeguarding land for its expansion. Furthermore, the policy ensures any new roads maintain the balance in favour of more sustainable modes of travel, by prioritising their movement in a new development.

8. The policy also supports solutions that reduce Greenhouse Gas Emissions, and will tie in with the County Council's Transport Strategy for Cambridge and South Cambridgeshire to develop strategies for the provision of viable infrastructure necessary to support sustainable development. This increases conformity with the National Planning Policy Framework, as it echoes paragraphs 30 and 31.
9. This Sustainability Appraisal (SA) strongly supported the various aspects of this policy, stating that they 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). It also indicated that 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 policy should also 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. The SA concluded that this policy is likely to have positive benefits across the whole city.
10. The Supporting Access to New Development policy was consulted on as two individual options, which included a number of facets promoting non-car modes of travel, during the Issues and Options 1 consultation in summer 2012.
11. Each of these options all received very high levels of support, with many respondents stating the importance of ensuring that good existing levels of cycling in particular are built on further, and not taken for granted. This positive response, as well as the National Planning Policy Framework pushing for a balance towards more sustainable modes of travel meant that the formation of this policy would continue the current approach in the 2006 Local Plan of placing walking, cycling and public transport ahead of car use as the main means of accessibility to and from new developments.
12. A key aspect highlighted during the consultation is the need to ensure the safety of pedestrians and cyclists features at the top of the list of priorities when designing the transport links in and around new developments, for example, for any new roads. This policy will help deal with such concerns by ensuring that any new roads put the needs of pedestrians and cyclists first. The 'new roads' part of the policy will also create the link to the phased citywide 20mph scheme that the City Council will be consulting upon during the life of the plan period. This will help integrate new development with the existing city road network.

13. In terms of safeguarding land, numerous calls were made during the consultation to specifically safeguard the Chisholm Trail. This policy will state that any scheme shown in either the County Council's Transport Strategy for Cambridge and South Cambridgeshire (TSCSC), on the Local Plan Proposals Map or in the City Council document 'Protection and Funding of Routes for the Future Expansion of the City Cycle Network' (which is currently material consideration in the planning process), or its successor documents, will be safeguarded. The Chisholm Trail is a scheme that should be located within the TSCSC, and if so, this policy would provide protection of its route in terms of safeguarded land.
14. Each of the options consulted on during Issues and Options 1 have been combined to form a policy that supports accessibility to new developments, which balances the modal links in favour of sustainable modes. This conforms to the National Planning Policy Framework.

ISSUE: MITIGATING THE TRANSPORT IMPACT OF DEVELOPMENT

Policy 64 – Mitigating the Transport Impact of Development

Development will be permitted where the impact on transport networks is shown to be acceptable in accordance with national and local policy tests. Therefore, new development will require:

- a. sufficient information to be supplied to accompany all development proposals so that the transport impact can be suitably assessed, this should take the form of transport assessments for schemes above the thresholds set in guidance;
- b. a Travel Plan to accompany all major development proposals; and
- c. reasonable and proportionate financial contributions/mitigation measures will be required where necessary to make the transport impact of the development acceptable. This could include investment in infrastructure, services or behavioral change measures.

Such measures should be provided in a timely manner, to meet the first occupation of a site in order to set early travel behaviour.

Supporting Text:

New development often brings with it the need for new transport, with more pressure on the transport network a common consequence of this. Any additional strain on the transport network as a result of new development needs to be appropriately assessed and mitigated against.

The National Planning Policy Framework states that a Transport Assessment or Transport Statement should support all developments that generate significant amounts of movement. This ensures that the full transport impacts of any proposal are assessed and understood, allowing for the appropriate mitigation measures to be implemented.

Transport Assessments

Any proposals must include sufficient information in order for the likely impact to be assessed. A detailed Transport Assessment or a less detailed Transport Statement may be required in accordance with the thresholds in the County Council's current Transport Assessment Guidance.

In areas of the city where traffic congestion and/or pollution from traffic is particularly high, a zero increase or reduction in car traffic generation through any proposed redevelopment will be sought. This includes the city centre and on Newmarket Road.

Travel Plans

It is important that every opportunity is taken to mitigate the negative transport impacts of a development. Therefore, proposals classed as major development and those, which are shown to generate a significant amount of movement, will be required to provide a Travel Plan.

Financial Contributions and Mitigating Measures

Financial contributions will be sought towards schemes approved by the City and County Councils for any necessary improvements required as a result of development. Any increase in demand on the transport network over and above that from the existing use and already on the network will be taken into account.

These measures will be secured through Planning Obligations where there are essential site specific measures required and/or the Community Infrastructure Levy (CIL). The infrastructure resulting from these contributions should be provided in a timely manner, to meet the first occupation of a site in order to influence travel behaviour from the earliest opportunity. For the larger growth area sites, the trigger points may vary according to the development phases.

How this Policy Came About:

15. Policy 64 represents a combination of a number of policy options that were consulted on at the Issues and Options stage, notably:
 - Option 182: Timely provision of infrastructure;
 - Option 193: Development only where the impact on the network is able to be mitigated against;
 - Option 196: Set a travel plan threshold; and
 - Option 197: Do not set a travel plan threshold.

16. It is important that the impact of a new development on the already congested transport network in Cambridge is significantly worsened. This policy will ensure that applicants provide sufficient information so that the impacts on the transport network can be demonstrated as part of any application. In addition, this policy will ensure measures to mitigate any transport impact are forthcoming. It will require Travel Plans for all developments classed as 'major',

and seek developer contributions towards paying for the transport infrastructure needed to mitigate any impacts. This will be vital in ensuring new development in Cambridge is sustainable.

17. As a consequence of this policy, two of the key objectives will be delivered. Firstly, this policy will ensure that the environmental impacts of new development will be less, safety for all users will be enhanced and the impact on the existing network, particularly with regards to congestion, will be less. This accords with the objective to minimise adverse effects of transport on people and the environment. Secondly, aspects of this policy will help ensure that appropriate infrastructure is provided in the early stages of new developments.
18. The following evidence base and national guidance documents were used in the development of the Mitigating the Transport Impact of Development policy:
 - Cambridgeshire Local Transport Plan 3 (Cambridgeshire County Council, 2011);
 - Draft Transport Strategy for Cambridge and South Cambridgeshire (Cambridgeshire County Council, 2012);
 - DfT (2010). The Effects of Smarter Choice Programmes in the Sustainable Travel Towns; and
 - DfT (2011). Creating growth, cutting carbon: making sustainable local transport happen
19. Paragraph 32 of the National Planning Policy Framework states that a Transport Statement or a Transport Assessment should accompany all developments that generate significant amounts of movement. This policy will ensure that this is a requirement for new development in Cambridge. Furthermore, this policy will ensure that the Plan conforms to the National Planning Policy Framework's requirement to undertake improvements to the transport network and mitigating any negative impacts, in order to help make a new development acceptable.
20. The National Planning Policy Framework also calls for Travel Plans to be a key tool in facilitating the use of sustainable modes of travel. This policy requires that any developments over the 'major developments' threshold (this is 10 dwellings for residential or 1,000 square metres of floorspace for non residential) submit a travel plan with their application, thus ensuring that travel plans play a key role in Cambridge's new development promoting sustainable travel. Evidence from the Department for Transport's 2010 study on Sustainable Travel Towns outlines how key travel plans are in bringing about positive changes in travel behaviour towards walking, cycling and public transport.
21. The Sustainability Appraisal (SA) states that this option will help contribute to increasing the modal share of cycling, walking and public transport. However, it also recognises that any new development is likely to place some additional pressure on the transport network. The SA also recognises that the further

promotion of travel plans is likely to have a positive impact on the uptake of sustainable modes of travel.

22. The aspects that make up the Mitigating the Transport Impact of Development policy were consulted on during Issues and Options 1 in summer 2012. 'Option 193: Development only where the impact on the network can be mitigated' covered the requirement to provide adequate information on the likely transport impacts of development along with any planning application. This received high levels of support, and ensures that early interaction between the County Council, as highways authority, the City Council and the applicant takes place.
23. In terms of the mitigation component of the option, this also received significant levels of support. There were also numerous calls for impacts on the network to be improved, and not just negated, in order for development to be supported. It is felt that the increased emphasis on travel plans, as well as continued promotion of non-car modes of travel will help to bring about further positive results in terms of modal share, as seen in the 2011 census.
24. Option 182: Timely provision of infrastructure also inputted into the resultant policy, with Issues and Options 1 discussing the delivery of infrastructure to aid development, as well as influencing planning conditions and planning obligations. The emergence of the Community Infrastructure Levy (CIL) will also impact on this policy, with contributions likely to be sought towards transport infrastructure improvements during the Plan period.
25. The final facet of this policy is the requirement to provide a travel plan for all developments classed as 'major'. This was consulted on at Issues and Options 1 also (options 196 and 197) and having a threshold to require a travel plan proved to be more popular than not having a threshold. It is considered that this provides more certainty for applicants submitting a planning application than simply requiring one where a Transport Assessment states there is a need, as is the current scenario. Indeed, the NPPF has placed much greater significance in the use of travel plans, and it seems sensible therefore to require these on a more certain basis.

ISSUE: PARKING MANAGEMENT

Policy 65: Parking Management

Developments should not breach the Parking Standards set out in Tables 1 and 2. This includes:

- a. providing no more than the car parking standards for new residential and non-residential development set out in Table 1, taking into account the accessibility of the site to public transport and the nature of the use. In Cambridge's city centre, and on streets with overnight parking stress, on and off street (non disabled bay), car parking levels are maintained at current levels for both shoppers, residents and workers;

- b. providing at least the cycle parking levels in Table 2;
- c. providing at least the disabled and inclusive parking requirements in Table 1.

Car free and car capped development is acceptable in the following circumstances:

- d. where there is good, easily walkable and cyclable access to a district centre or the city centre;
- e. where there is a high public transport accessibility; and
- f. where the car-free status of the development can realistically be enforced by planning obligations and on-street parking controls.

Contributions to, and provision for car clubs, where development takes place, is supported to help reduce the need for private car parking. Electric vehicle charging points should be provided within a development where reasonable and proportionate.

Development should also provide adequate provision for servicing and public service vehicles.

On street parking will be managed in partnership with Cambridgeshire County Council to ensure safety, passage of cyclist and pedestrians, emergency service access and to reduce nuisance from residents of commuter and shopper parking.

Supporting Text:

Car Parking

New developments will be favoured where they take a holistic, early and design led approach to the management of parking for motor vehicles and cycles. Car parking standards constitute an important means to managing traffic levels in and around a development, especially when combined with measures to increase access to alternatives to the private car. The City Council continues to promote lower levels of private car parking in order to help achieve modal shift, particularly for non-residential developments where good, more sustainable transport alternatives such as walking, cycling and public transport exist. This will be particularly important in the city centre, where the transport strategy is to increase access without a net increase in overall parking levels (other than disabled parking). In addition on streets with overnight parking stress, the levels of additional parking is capped. In both cases, development will have to be car free or car-capped (see below).

In accordance with national guidance, the level of car parking provided needs to take into account various local circumstances. This includes its proximity to services accessible by non-car modes, the development type and also the impact the development is likely to have on the surrounding network. Table 1 lists the matters developers need to consider when planning for the appropriate levels of car parking to be provided, as well as the levels of parking in terms of 'no more than'.

For residential developments, parking should be provided on-plot or in larger developments in the form of well designed parking courts or designed in on street

parking, with a presumption in favour of some non-allocated parking (see Parking What Works Where – Homes and Communities Agency and Manual for Streets 1 & 2). For residential developments where car parking is to be provided in garages, the dimensions of these must accord with the dimensions in Appendix 2.

Car free and car capped development (where new on street permits are restricted to existing not new residents) is supported by the City Council where the development will not impact negatively on the surrounding area by the displacement of car parking. It is therefore important that where car free development is proposed, the appropriate on-street parking management is in place, and this will involve strong input from Cambridgeshire County Council, as the Local Highways Authority. Suitable, high quality alternatives to the private car must also be available in order for any proposal to be acceptable. Access to shops and services close by is required.

The Council also encourages the provision of car club spaces at new developments, as these are shown to reduce car ownership, especially second car ownership. Similarly, where it is viable to do so, the City Council may seek Low Emission Vehicle Infrastructure at major new developments. This could include, but is not limited to, Electric Vehicle charging / plug in points.

Cycle Parking

The provision of good, high quality and easily accessible cycle parking is important to encourage cycling and also reduce the theft of bikes. Like car parking, cycle parking should be 'designed in' to developments from an early stage.

The City Council's Cycle Parking Guide for New Residential Development (or any subsequent update to this) should be referred to as best practice for providing cycle parking at all new developments. For residential developments where cycle parking is to be provided in garages, the dimensions of these must accord with the dimensions in Appendix 2. Appendix 1 also provides information on what is permissible in terms of types of cycle parking at non-residential development.

Car & Cycle Parking Standards and Appendices:

Table 1 - Car Parking Standards

- A. The standards set here define the maximum levels (referred to as 'no more than') of car parking that Cambridge City Council, as a Local Planning Authority, will permit for various types of development in different areas of the city. These levels should not be exceeded but may be reduced where lower car use can reasonably be expected. The exception is parking for disabled people, which is a minimum standard. Under the Disability Discrimination Act, it is the responsibility of site occupiers to ensure that adequate provision is made for the needs of disabled people.
- B. Car parking standards are defined for most uses. However for some land use types whose transport patterns are difficult to generalise (for instance

hospitals) parking provision will be approved on merit, on the basis of a Transport Assessment.

- C. Some developments may have an exceptional need for vehicle parking in addition to that specified in the standards. Such additional parking may be necessary where there will be shift-working staff, for example.
- D. When a site is redeveloped which has an existing authorised level of car parking much higher than that specified in the following standards, the Planning Authority may consider allowing a level of car parking for the redevelopment that is higher than the standards, on the condition that parking is significantly reduced from the previous level.
- E. Where reference is made to staff numbers, this relates to the typical number of staff working at the same time. Floor area is gross internal floor area as measured in RICS Code of Measures Practice.

F. Local Circumstances

The impact of new development upon the surrounding streets and transport network should be considered. To account for this, this option requires developers to account for the following when proposing the level of car parking for a site:

- the location of the development, in terms of whether the site has convenient walkability and cyclability to the City Centre and local/district centres and whether or not it has public transport accessibility;
- the type of development (fringe site, infill site etc.) – i.e. infill sites are much more likely to be located in areas with existing travel patterns, behaviour and existing controls, and may be less flexible;
- the style of development (housing or flats etc.) – Evidence shows that houses have higher car ownerships than flats, even if they have the same number of habitable rooms; and
- for developments requiring a Transport Assessment*, it should be demonstrated that the level of parking proposed is consistent with the recommendation of this Transport Assessment.

*The need for a Transport Assessment or Transport Statement should accord to the thresholds in the current County Council Transport Assessment Guide and/or the advice of the County Council.

G. Dwellings (C3 class)

In addition to these ratios, provision should be made for visitors at the ratio of one space for every four units. Overall parking should be a mixture of allocated (to specific dwellings) with some parking provided as unallocated - particularly visitor parking and any parking above one space per dwelling (see manual for streets for advice on design). Allocated parking should be marked appropriately.

New developments do not qualify for residents' parking permits within an existing on-street parking scheme - they are 'car capped'.

Dwelling Size	Inside Controlled Parking Zone	Outside Controlled Parking Zone
Up to 2 bedrooms	No more than 1 space per dwelling.	No more than a mean of 1.5 spaces per dwelling.
3 or more bedrooms	No more than 1 space per dwelling.	No more than 2 spaces per dwelling.

H. Hotels and Guesthouses (C1 use class)

Type of Development	Inside Controlled Parking Zone	Outside Controlled Parking Zone
Hotels and Guesthouses	1 space for every 4 bedrooms and 1 space per resident staff.	2 spaces for every 3 bedrooms and 1 space per resident staff.
	Off-street coach parking to be conveniently located in relation to developments of 40 or more bedrooms. Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.	

I. Specialist Housing

Dwelling Size	Inside Controlled Parking Zone	Outside Controlled Parking Zone
Nursing homes	1 space for every 10 residents, 1 space for every 2 members of staff.	1 space for every 8 residents, 1 space for every 2 members of staff.
	Provision must be made for ambulance parking.	
Retirement homes/ sheltered housing	1 space for every 6 units, 1 space for every 2 members of staff.	1 space for every 4 units, 1 space for every 2 members of staff.

J. Student Housing (C2 or C4 Use Class)

It is recognised that there is a functional difference between a development which is entirely or largely for student residential accommodation, and the non-residential elements of Colleges where there may be a variety of other uses including administrative and teaching activities. In these circumstances it may be appropriate to make additional car parking provision commensurate with the relevant standards for such uses as “offices” and “higher and further education”

Type	Inside Controlled Parking Zone	Outside Controlled Parking Zone
Student residential accommodation where proctorial control or alternative control on car parking exists	1 space for every 10 bed spaces. A pickup and drop-off area could also be included if appropriate to the particular proposed development.	1 space for every 10 bed spaces. A pickup and drop-off area could also be included if appropriate to the particular proposed development.
	1 space for every resident warden/ staff.	1 space for every resident warden/ staff.
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each such room should be provided.	
Student residential accommodation where proctorial control does not exist or where control exists but the development will house conference delegates	1 space for every 5 bed spaces.	1 space for every 3 bed spaces.
	1 space for every resident warden/ staff.	1 space for every resident warden/ staff.
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each such room should be provided. Controls will be necessary to limit use of car parking outside conference times.	

K. Other Residential Institutions (C2 Use Class)

Type	Inside Controlled Parking Zone	Outside Controlled Parking Zone
Residential schools, college or training centre	1 space for every 3 non-resident staff plus 1 space per resident warden/staff	On merit
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.	
Hospitals	On merit	On merit

L. Retail, Culture, Leisure and Sports Uses

Limited car parking will be allowed in the Controlled Parking Zone (CPZ) for these types of uses, no net additional parking in the city centre. Access will primarily rely on public transport, cycling and walking. Car journeys will be accommodated through public parking, including Park and Ride.

Outside the Controlled Parking Zone, transport assessments will play a key role in determining the optimal level of car parking, in particular for mixed use developments and retail parks where linked trips might lead to a level of parking below Cambridge Plan standards.

Where reasonable and proportionate picking up and dropping off point for taxis and mini-buses will need to be provided.

Use	Inside Controlled Parking Zone	Outside Controlled Parking Zone
Food retail (A1 Use Class)	Disabled car parking only.	1 space for every 50m ² Gross Floor Area up to 1,400m ² and 1 per 18m ² thereafter, including disabled car parking.
Non-food retail (A1 Use Class)	Disabled car parking only.	1 space for every 50m ² Gross Floor Area, including disabled car parking.
Financial and professional services (A2 Use Class)	1 space for every 100m ² Gross Floor Area to include customer parking, plus disabled car parking.	1 space for every 40m ² Gross Floor Area, including disabled car parking.
Restaurants (A3), Pubs/Bars (A4) and food and drink takeaways (A5).	1 space for proprietor resident.	1 space for every 20m ² drinking/dining area, including disabled car parking. 1 space for proprietor when resident.
Museums, exhibition venues	Disabled only	On merit
Sports and recreational facilities, swimming baths	1 space for every 3 staff plus disabled car parking	2 spaces for every 3 staff, plus 1 space for every 4 seats, including disabled car parking
Cinema	Disabled and 1 space for every 2 staff	1 space for every 5 seats, including disabled car parking
Stadia	Disabled car parking only	1 space for every 15 seats, including disabled car parking
Places of assembly including, theatre, auditoria and concert hall (D2), Night Clubs	Disabled car parking and 1 space for every 2 staff	1 space for every 4 seats, including disabled and staff car parking
Place of worship	1 space per 100m ² floor area, plus disabled car parking	1 space for every 8 seats, including disabled car parking
Public halls/ community centres	1 space per 100m ² floor area, plus disabled car parking	1 space per 20m ² of public space, including disabled car parking

M. Business Uses (B Class Uses)

Limited car parking will be allowed in the Controlled Parking Zone (CPZ) for these types of uses, no net additional parking in the city centre. Access will primarily rely on public transport, cycling and walking. Car journeys will be accommodated through public parking, including Park and Ride.

Use	Inside Controlled Parking Zone	Outside Controlled Parking Zone
Offices, general industry	1 space per 100m ² Gross Floor Area plus disabled car parking	1 space per 40m ² Gross Floor Area, including disabled car parking
Storage	1 space per 300m ² Gross Floor Area plus disabled car parking	1 space per 100m ² Gross Floor Area, including disabled car parking

N. Non-Residential Institutions (D1 Class Uses)

Use	Inside Controlled Parking Zone	Outside Controlled Parking Zone
Clinics and surgeries	1 space for every 2 professional members of staff plus 1 space per consulting room	1 space for every professional member of staff plus 2 spaces per consulting room
Non-residential schools	1 space for every 3 staff	2 spaces for every 3 staff
Non-residential higher and further education	1 space for every 4 staff	2 spaces for every 3 staff
Crèches	1 space for every 3 staff	2 spaces for every 3 staff

O. Parking for Disabled People and those with Mobility Difficulties

Developments should provide at least one accessible on or off-street car parking bay designated for Blue Badge holders, even if no general parking is provided. For any development providing off-street parking, at least two bays designated for Blue Badge holders should be provided. The British Standards Institution, in their document Design of buildings and their approaches to meet the needs of disabled people – Code of practice (BS 8300:2009), provides advice on the numbers of designated Blue Badge bays that should be provided at various developments. This is shown in the table below.

As these standards are based on a percentage of the total number of parking bays careful assessment will be needed where maximum, or 'no more than' parking standards are reached, to ensure that these percentages make adequate provision for disabled people. The appropriate number will vary with the size, nature and location of the development, the levels of on and off street parking and the accessibility of the local area. However, designated parking spaces should be provided for each disabled employee and for other disabled people visiting the building.

The size and dimensions of the bays for Blue Badge holders should accord with those in Manual for Streets 1 and 2.

Designated Blue Badge parking bays, as recommended in BS 8300:2009			
Building Type	Provision from the outset		Future provision
General provision	number of spaces* for each employee who is a disabled motorist	number of spaces* for visiting disabled motorists	number of enlarged standard spaces**
Workplaces	one space	5% of the total capacity	a further 5% of the total capacity
Shopping, recreation and leisure facilities	one space	6% of the total capacity	a further 4% of the total capacity
Railway buildings	one space	5% of the total capacity	a further 5% of the total capacity
Religious buildings and crematoria	two spaces or 6% whichever is the greater.		a further 4% of the total capacity
Sports facilities	determined according to the usage of the sports facility***		
<p>* Parking spaces designated for use by disabled people should be 2.4m wide by 4.8m long with a zone 1.2m wide provided between designated spaces and at the rear outside the traffic zone, to enable a disabled driver or passenger to get in or out of a vehicle and access the boot safely.</p> <p>** Enlarged standard spaces 3.6m wide by 6m long that can be adapted to be parking spaces designated for use by disabled people to reflect changes in local population needs and allow for flexibility of provision in the future, as well as being able to be used by parents with young children.</p> <p>*** Further detailed guidance on parking provision for sports facilities can be found in the Sport England publication Accessible Sports Facilities 2010.</p>			

Table 2 - Cycle Parking Standards

Residential Standards

As well as according with this standard, residential cycle parking should have regard to designs, layouts, drawings and dimensions established in the City Council's Cycle Parking Guide for New Residential Developments and should:

- Be located in a purpose built area at the front of the house or within a garage (appropriate garage dimensions are shown in Appendix 2);
- Only be located within a rear garden if locating it at the front of the house is shown to not be in keeping with the character of the surrounding area, and there is no garage provision; and
- Be at least as convenient as the car parking provided.

Use	Minimum Standard
Residential dwellings	1 space per bedroom up to 3 bedroom dwellings Then 3 spaces for 4 bedroom dwellings, 4 spaces for 5 bedroom dwellings etc Visitor cycle parking next to main entrances to blocks of flats Visitor cycle parking in the form of a wall ring/bar or Sheffield stand at the front of individual houses must be provided where cycle parking provision is located in the back garden
Guesthouses and hotels	2 spaces for every 5 members of staff 2 spaces for every 10 bedrooms (minimum 2 spaces) Outside the city centre, this should include space for cycle hire
Nursing homes	2 spaces for every 5 members of staff 1 visitor space for every 6 residents (minimum 2 spaces)
Retirement homes / sheltered housing	2 spaces for every 5 members of staff 1 space for every 6 residents. 1 visitor space for every 6 residents (minimum 2 spaces)
Student residential accommodation, residential schools, college or training centre	1 space per 2 bedspaces within city centre 2 spaces per 3 bedspaces for the rest of the city 1 space for every 3 members of staff 1 visitor space per 5 bedspaces
Hospitals	2 spaces for every 5 members of staff 2 visitor spaces per consulting/treatment room 1 visitor space for every 6 bedspaces

Non-Residential Standards

As well as according with this standard, the cycle parking for non-residential development should:

- Reflect the design and dimensions for cycle parking established in the City Council's Cycle Parking Guide for New Residential Development (and Appendix 1);
- Accord with the guidelines for use of high capacity or two tier (double stacker/double decker) stands (see Appendix 1);
- Include parking for employees and students in a convenient, secure and covered location. Access to cycle parking should be as close as is practical to staff entrances, and closer than non-disabled staff car parking;

- Avoid being located in the basement if steps with ramps is the only access provided, unless it can be shown to be convenient and easy to use, and that alternatives are provided on the ground floor for less able users and those with tricycles; and
- Reference to staff or students should be taken to mean the peak number expected to be on the site at any one time.

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

Short stay cycle parking, e.g. for visitors or shoppers, should be located as close as possible to the main entrances of buildings (no more than 10 meters) and should be subject to natural surveillance. For larger developments, covered cycle parking should be considered.

In addition to the above, some flexibility is applied to applications of the standards, in the following instances:

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

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

Retail, Culture, Leisure And Sports Uses	
Food retail	2 spaces for every 5 members of staff and 1 short stay space per 25m ² in the city centre or Mill Road district centres. For the rest of the city, 2 spaces for every 5 members of staff and 1 visitor space per 50m ² up to 1500m ² , thereafter 1 space per 100m ²
Non-food retail	As above
Financial and professional services	2 spaces per 5 members of staff and some visitor parking (on merit)
Food and drinks	2 spaces for every 5 members of staff 1 short stay space for every 10m ² of dining area in the historic core area
Museums, exhibition venues	2 space for every 5 members of staff Some visitor parking on merit
Sports and recreational facilities and swimming baths	2 space for every 5 members of staff 1 short stay space for every 25m ² net floor area or 1 short stay space for every 10m ² of pool area and 1 for every 15 seats provided for spectators

Places of assembly, including cinema, theatre, stadia, auditoria and concert halls	2 space for every 5 members of staff 1 short stay space for every 4 seats
Place of worship, public halls and community centres	1 short stay space for every 4 seats

Business Uses

Offices	2 spaces for every 5 members of staff or 1 per 30m ² Gross Floor Area (whichever is greater) Some visitor parking on merit
General Industry	1 space for every 3 members of staff Some visitor parking on merit
Storage and other B class use classes	On merit

Non-residential institutions

Clinics and surgeries	2 spaces for every 5 members of staff 2 short stay spaces per consulting room
Non-residential schools	2 spaces for every 5 members of staff Cycle spaces to be provided for 50% of primary school children to include a scooter parking area, and 75% of secondary school children. Some visitor parking.
Non-residential higher and further education	2 for every 5 members of staff Cycle parking for 70% of students based on anticipated peak number of students on site at any one time
Crèches and nurseries	2 spaces for every 5 members of staff 1 visitor space per 5 children An area to be provided for the parking of cargo bicycles/trailers

Appendix 1 - Non-Residential Cycle Parking Guidance

Sheffield stands are the preferred option for cycle parking, and the dimensions required for these can be found in the City Council's Cycle Parking Guide for New Residential Development and its successor documents.

However, the use of high-low and two tier/double decker/double stacker racks will be considered on a case by case basis for new non-residential developments.

High-low racks should be a minimum of 400mm between centres at 90 degrees and 500-600mm between centres at 45 degrees. Any such stands must allow for cycles fitted with baskets and require as little lifting as possible. They must be of a design that supports the front wheel of cycles and allows the frame of the cycle to be locked to the rack.

Two tier/double decker/double stacker racks must be designed to allow the frame of the cycle to be locked to the rack and accommodate cycles with baskets. An aisle width of 2500mm is required to enable the cycle to be turned and loaded easily.

As with Sheffield Stands, drawings and illustrative dimensions to guide the implementation of high-low and two tier/double decker/double stacker stands can be found in the City Council's Cycle Parking Guide for New Residential Development (and any subsequent update).

In order to allow for cycles with large baskets, folding bikes and those with additional attachments, etc. a minimum of 20% of the cycle parking spaces required should be of a Sheffield type design.

Appendix 2 - Garage Dimensions

Where car and cycle parking (and bin storage) at new residential developments is proposed to be provided in garages, the dimensions of the garages must accord with the dimensions set out in the drawings below:

Note: The single, double and tandem garage dimensions drawings from the Issues and Options 2 consultation will go here in the draft Local Plan for consultation.

How the Policy Came About:

26. The control of parking for motor vehicles and cycles at a new development is vital in Cambridge, as it is in all areas of new development, for a number of reasons.
27. Over providing car parking can lead to use of the car being more convenient than use of more sustainable modes of travel such as walking, cycling and public transport. This inevitably leads to more car trips and fewer trips on public transport and by foot and cycle. The consequence of this is additional congestion on what is often an already strained transport network in Cambridge. There are also associated negative impacts on the environment from too many car trips. Under provision of car parking can also impact negatively on a development, with the dispersal of car parking in an indiscriminate way on the surrounding streets. This can block bus and cycle lanes, and pavement parking can lead to reduced space for pushchairs and wheelchair users, and increase the parking pressures in existing settlements. All of this impacts upon safety as well as causing negative aesthetic effects for a development.

28. Sufficient car parking for disabled drivers is also imperative, in order to allow for access to new development for all. Furthermore, commercial and servicing vehicles also have requirements that need adhering to if they are not to cause blockages to the existing network.
29. Cycle parking needs to be of sufficient quality and quantity, if cycling is to be a more appealing mode of travel than the private car, and the upward trend in cycling as a mode of travel is to continue. Safe, secure cycle parking is essential to reduce the chance of bicycle theft, which is a common problem in Cambridge. Cycle parking also needs to be plentiful and of good, convenient access in order to prevent indiscriminate cycle parking surrounding development, another issue common to Cambridge.
30. The policy on Parking Management will help to ensure new development is delivered in a sustainable way, putting modes such as walking, cycling and public transport before car driving. As a consequence, the environmental impacts of new development will be less, safety for all users will be enhanced and the impact on the existing network, particularly with regards to congestion, will be less. This accords with the objective to minimise adverse effects of transport on people and the environment.

Car Parking

31. The following evidence base & national guidance documents were used in the development of the car parking aspect of this policy:
 - Residential Car Parking Research, Communities and Local Government (2007)
 - Guidance Note: Residential Parking, CIHT (2012)
 - Census, 2001 & Census, 2011
 - Manual for Streets, DfT (2007) [Manual for Streets 1 & 2](#)
 - Car Parking: What works where, Homes & Communities Agency (2006) [Parking What Works Where – Homes and Communities Agency](#)
 - Research into the Use and Effectiveness of Maximum Parking Standards, Department for Transport (June 2008)
 - Creating growth, cutting carbon: making sustainable local transport happen (DfT 2011)
 - Our towns and cities: the future - delivering an urban renaissance (DETR, 2000)
32. In terms of car parking, the National Planning Policy Framework (paragraph 39) and the latest national guidance on car parking standards explains the importance of Local Authorities using a series of key local considerations to help set any parking standards for a development. These local circumstances are listed by the NPPF as car ownership levels, access to public transport, walking and cycling as well as the size, mix and type of development. There is also a need to reduce the use of high-emission vehicles. All of this means that Local Authorities must allow for flexibility within the standards to suit different

locations. This includes the type of parking provided, which should accord with best practice. This best practice is found in Manual for Streets 1 and 2 (Department for Transport) and in Car Parking: What Works Where? (Homes and Communities Agency 2006). Garage parking is also acceptable, and should accord with the dimensions consulted upon in Issues and Options 2.

33. The policy approach put forward for car parking accords well with the National Planning Policy Framework, as the standards, set out as maximums (though referred to in the plan as 'no more than' for ease of understanding) are based on projected future car ownership levels to 2031. In addition to this, a criteria has been developed which helps to ensure that when setting the level of parking within these maximum standards, developers as well as the Local Planning and Highway Authorities can consider the specific local circumstances of a development such as the ease of access to high quality public transport in the location.
34. The policy also ensures the provision of sufficient numbers of disabled car parking, as required by paragraph 35 of the National Planning Policy Framework.

Car Free and The Promotion Of Low Emission Vehicles

35. The car free aspect of the policy, along with promoting low emission vehicle infrastructure accords with paragraphs 35 and 39 of the National Planning Policy Framework. These both have bullet points that state the need to incorporate low emission vehicle infrastructure into development and reduce the overall need to use high-emission vehicles.
36. Car free development all but eradicates the use of private motor vehicles at a new development if delivered successfully. This conforms to many aspects of the National Planning Policy Framework, and is an approach being undertaken in a number of London boroughs, as well as comparative cities to Cambridge such as Oxford. Evidence from Cambridge's Census 2011 results, which show large increases in walking, cycling and public transport use in conjunction with drops in car trips for work purposes, show that there are real, viable options to the private car already in use in the city. This indicates that in some areas of Cambridge, where parking controls are feasible and alternatives to the car are viable, the option of delivering car free development is a good one.
37. The promotion of low emission vehicle infrastructure, such as car club bays and electric vehicle charging points, complement lower parking levels and even car free development, by providing genuine alternatives to the private car. Again, this conforms to the National Planning Policy Framework (paragraph 35).

Commercial and Servicing Vehicles

38. The National Planning Policy Framework's paragraph 35 calls for development to accommodate the need for efficient delivery of goods and supplies. This

policy ensures these needs are considered, and that there will not be subsequent impacts on the network surrounding a development.

Cycle Parking

39. The following evidence base and national guidance documents were used in the development of the cycle parking aspect of this policy:
 - Cambridgeshire County Council Traffic Monitoring reports;
 - Census, 2001 and Census, 2011;
 - Cambridge City Council - Cycle Parking Guide: for New Residential Development (2010);
 - Site visits to retail and residential developments around the city;
 - Danish Bicycle Parking Manual 2008.

40. The National Planning Policy Framework's paragraph 29 states that: "Transport policies have an important role to play in facilitating sustainable transport" and that "the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel". This policy accords with the National Planning Policy Framework in this respect, as the delivery of good quality, easily accessible cycle parking will allow for cycling to be given priority over cars as a mode at new development, facilitating the usage of this mode. The Census 2011 data indicates that this is an approach that has been largely successful in Cambridge, and something that should be continued and further promoted during the plan period. As a result of this, higher levels of cycle parking is being sought at most types of new development than is the case in the 2006 Plan, and in all cases the design, accessibility and quality of the cycle parking provided will be of a high standard.

41. The Sustainability Appraisal has promoted the various aspects of the parking management policy by stating that it should have a positive effects on addressing transport topic issues by encouraging sustainable transport, reducing Greenhouse Gas Emissions, helping climate change mitigation and having health and well being gains.

42. The various aspects to the parking management policy were consulted on as individual policy options at the Issues and Options 1 consultation during the summer of 2012. Further details on proposed car and cycle parking standards were then consulted upon during the Issues and Options 2 consultation in January and February of 2013.

43. In terms of car parking, three options were presented during Issues and Options 1, which asked whether or not the current parking standards in the 2006 Local Plan should remain as they are, or whether they should be partially or completely revised. Support was spread across these three options, with many people suggesting the current standards were about right, and others stating that more of a local consideration was needed in order to get the balance right. In addition, having lower levels of parking in Controlled Parking Zones was proposed for continuation in line with advice in national guidance.

This aspect of the policy has been taken forward as a consequence of the positive consultation results.

44. As a result of the Issues and Options 1 consultation, with a spread of support across the three options put forward, it was decided that the three options could be combined. The upshot of this is that maximum parking standards at 'origin' destinations (i.e. residential development) would be updated to accord with projected car ownership levels, as suggested by the National Planning Policy Framework and a number of other guidance documents, to ensure we weren't under or over providing car parking. In addition to this, the maximum parking standards at destination development were proposed to be kept the same, as these were seen by a number of respondents to the consultation to be around the right levels. This is a notion that was backed up by the 2011 Census results, which showed that the numbers of people driving to work dropped considerably, whilst those using more sustainable modes increased.
45. In order to further conform with national guidance, a local circumstance criteria was developed to ensure that each proposed new development was able to take account of the local issues set out in paragraph 39 of the National Planning Policy Framework when deciding what the level of parking provision (within the maximum levels stated) should be provided. This criteria was consulted on during Issues and Options 2, and received a number of supports.
46. However, one aspect of the criteria has been altered as a result of this consultation. Originally, one of the criteria read:

“For Major developments and developments that are likely to place significant increased demand for parking in an area, the current parking situation in the surrounding area should be considered, including the presence of parking controls; high demand for on-street parking and conflict with commuter parking. This would inform the setting of on-site parking levels within the development.”

47. Some respondents stated that they considered this facet of the criteria to be confusing, and also blurring the line between what are the City Council's and what are the Highways Authority's responsibilities. After discussion with the Transport Assessment team at the County Council, it is proposed that this part of the criteria is simplified to read:

“For developments requiring a Transport Assessment it should be demonstrated that the level of parking proposed is consistent with the recommendation of this Transport Assessment. “

This makes sense as a Transport Assessment would cover the issue of car parking and any dispersal of car parking on to surrounding streets anyway.

48. During Issues and Options 2, the appropriate dimensions for single, double and tandem garages was consulted upon. This was done to ensure that where parking (and bin storage) provision is to be in garages, the space provided is adequate enough to support this use. As a subsequence of this, displacement of parking will be minimised, and the parking provided will be secure. The dimensions for the 3 garage types are based on The City Council's Cycle Parking Guide for New Residential Development (2010).
49. The option to pursue car free development was consulted on during Issues and options 1, and received a good level of 'in principal' support. Some concerns regarding its feasibility in areas of Cambridge were raised, and as a result of this it has been incorporated into the parking management policy with strict criteria about when and where it is appropriate. Although it was not consulted upon specifically during Issues and Options 1 and 2, 'car capping' is a tool used in many areas, particularly in London boroughs (for example Camden) that usefully sits alongside car free policies. Car-capped development is development in which all of the dwellings or units created are not entitled to on-street car parking permits, although some or all of the dwellings or units created may have a parking space on the site in accordance with the off-street parking standards in the Plan (Table 1). Car capping is particularly appropriate with streets suffering from existing overnight parking stress.
50. Similarly, providing for low emission vehicle infrastructure received good levels of 'in principal' support at Issues and Options 1. Concerns regarding its viability in smaller developments were raised, and as a result it was decided to only pursue this as an option where it is viable for a development to do so. This is likely to be large scale or 'major' developments.
51. Providing for commercial and servicing vehicles was also consulted on at Issues and Options 1, and received unanimous support. It is felt that this sits well within the parking management policy, as it helps to take a holistic approach to managing car and vehicle parking at a new development.
52. In terms of cycle parking, Issues and Options 1 asked whether the cycle parking standards should be updated and altered to ensure that the location, design and quality of the cycle parking provided should be of a higher standard. This was strongly supported on the whole, and as a result, further reviews of the cycle parking standards were undertaken ready for consultation in Issues and Options 2.
53. The new standards at Issues and Options 2 used the City Council's 'Cycle Parking Guide for New Residential Development 2010' as a starting point, and this was an approach that was well supported. This document is currently Material Consideration in the Planning Process, and provides great detail on the types and dimensions of cycle parking. These aspects of the Guide were proposed for continuation in the standards for the new Local Plan, and this was well received at consultation.

54. The Issues and Options 2 consultation also proposed that the standards (in terms of the numbers of cycle parking spaces to be provided at new developments) be consistent with those found in the 'Cycle Parking Guide for New Residential Development 2010', with some slight revisions to better reflect the usage levels in the latest travel to work figures. It was proposed at Issues and Options 2 that we should provide cycle parking for 1 in every 3 members of staff in Cambridge, given that previous travel to work figures put the numbers of residents cycling to work at between 25 and 30%, and there is a need to be positive and aspirational to the end of the plan period. This received good levels of support, though some respondents queried whether the standards went far enough, given the already good levels of cycling in Cambridge and the many areas, which have deficient levels of cycle parking available.
55. In light of the responses received calling for further increases in cycle parking and taking into account the 2011 Census results, which became available after Issues and Options 2 consultation had finished, further increases are proposed. The Census 2011 results showed increases in cycle to work in Cambridge from 28.3% in 2001 to 31.9% in 2011. Over the life of the plan period, it can reasonably be expected that these levels of cycle commuting will increase further, so the new levels in the standards reflect this. It is now proposed that 2 cycle parking spaces should be provided for every 5 members of staff.
56. In some cases, such as Addenbrooke's, completely new standards are proposed. The existing Addenbrooke's site has a severe shortage of cycle parking and so any new development on the site must provide good quality and abundant cycle parking. The Addenbrooke's survey shows 29% of staff cycled to work in 2011, with a trend of cycle usage going up steadily over the last 5 yrs. The visitor spaces at the site are the same as for existing clinics and nursing homes. Other cities and towns in the UK with cycle parking standards for hospitals have a requirement to provide 1 space per 10 bedspaces. It is proposed that this standard is too low for Cambridge, due to Cambridge's much higher cycling levels than is found elsewhere, and the existing under provision on the site. Therefore, 1 space per 6 bedspaces is proposed.
57. Another new feature of the cycle parking standards for the Local Plan is the greater differentiation between the needs of staff and visitors/customers (long and short stay cycle parking). This reflects the different needs of the different users. Short term users need provision as near to the main entrance as possible whilst long term users will travel further to park their cycles somewhere more secure and under cover.
58. Some respondents to Issues and Options 2 expressed concern about asking for cycle parking in terms of 'spaces per staff', citing that this created uncertainty. It is acknowledged that in some uses, particularly office uses for example, the number of staff on a site may not be finite. However, this is not the case for all uses and it is considered that where the number of staff is known, expressing

the standards in this way is easier to understand than by asking for numbers in terms of gross floor area (GFA) in metre squared (m²). In order to compromise, for some uses such as office, the standards will now be expressed as “spaces per staff” as well as the current method of spaces per m² of gross floor area, with whichever provides the greatest number of spaces given preference.

Delivery And Monitoring

Policy 63 - Supporting Sustainable Access to Development

- Implemented and monitored through the processing of Planning Applications. The policy usage will be counted in the Council’s Annual Monitoring Report.

Policy 64 - Mitigating the Transport Impact of Development

- Implemented and monitored through the processing of Planning Applications. The policy usage will be counted in the Council’s Annual Monitoring Report.

Policy 65 - Parking Management

- Implemented and monitored through the processing of Planning Applications. The policy usage will be counted in the Council’s Annual Monitoring Report.

18832 Object

O - 18832 - 3098 - J.1 - None

J. Car Parking Standards

J.1

Respondent: Mr Robert Heap [3098]

Agent: N/A

Summary: The allocation of a maximum of 1 car parking space makes no allowance for visitor parking. This leads to local on-street parking congestion. All car parking provision should include 10% in excess of 1 space per dwelling, to be designated for visitor parking.

Full Text: The allocation of a maximum of 1 car parking space makes no allowance for visitor parking. This leads to local on-street parking congestion. All car parking provision should include 10% in excess of 1 space per dwelling, to be designated for visitor parking.

Change To Plan: N/A

Note: The composite reference number in the box at the top of the page is made up of the following information: Object/Support - Representation Number - Respondent Number - Plan Reference - Soundness Tests (if applicable).

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 21184 - 1904 - J.1 - None

21184 Object

J. Car Parking Standards

J.1

Respondent: The I&O Working Group of Windsor Road Residents' Association (The Secretary) [1904]

Agent: N/A

Summary: Line 6 Insert "inevitably" to replace "often", that is, it should read 'Too little parking inevitably resulting in indiscriminate on-street parking....'

Full Text: Line 6 Insert "inevitably" to replace "often", that is, it should read 'Too little parking inevitably resulting in indiscriminate on-street parking....'

Change To Plan: N/A

S - 21653 - 1211 - J.1 - None

21653 Support (W/drawn 2013-02-15)

J. Car Parking Standards

J.1

Respondent: Mr Martin Lucas-Smith [1211]

Agent: N/A

Summary: Car parking in a city like Cambridge only encourages high-levels of car use. Indiscriminate parking can be avoided by proper enforcement and ensuring that developments are adopted quickly before people develop travel habits.

Full Text: Car parking in a city like Cambridge only encourages high-levels of car use. Indiscriminate parking can be avoided by proper enforcement and ensuring that developments are adopted quickly before people develop travel habits.

Change To Plan: N/A

S - 21659 - 1211 - J.1 - None

21659 Support

J. Car Parking Standards

J.1

Respondent: Mr Martin Lucas-Smith [1211]

Agent: N/A

Summary: Allowing more than minimal levels of car parking in new developments in a city like Cambridge only encourages high levels of car use.

Productive use of the land for housing and public amenity is far better use of very limited land, compared to car parking.

Indiscriminate parking can be avoided by proper enforcement and ensuring that developments are adopted quickly before people develop travel habits. People should be made clear about what levels of car parking are available at the point they consider moving into a house.

Full Text: Allowing more than minimal levels of car parking in new developments in a city like Cambridge only encourages high levels of car use.

Productive use of the land for housing and public amenity is far better use of very limited land, compared to car parking.

Indiscriminate parking can be avoided by proper enforcement and ensuring that developments are adopted quickly before people develop travel habits. People should be made clear about what levels of car parking are available at the point they consider moving into a house.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

C - 22325 - 3991 - J.1 - None

22325 Comment

J. Car Parking Standards

J.1

Respondent: Richard Robertson [3991]

Agent: N/A

Summary: Developments of housing and business premises (including university and colleges) in central Cambridge should not be allowed to provide any car parking spaces. Park and ride, cycling and buses provide good alternatives.

Developments further out from the centre need consideration dependant on their location. For instance any housing developments near the existing or Chesterton railway station should not have any car parking provided.

Full Text: Developments of housing and business premises (including university and colleges) in central Cambridge should not be allowed to provide any car parking spaces. Park and ride, cycling and buses provide good alternatives.

Developments further out from the centre need consideration dependant on their location. For instance any housing developments near the existing or Chesterton railway station should not have any car parking provided.

Change To Plan: N/A

O - 22934 - 2667 - J.1 - None

22934 Object

J. Car Parking Standards

J.1

Respondent: Michael Cahn [2667]

Agent: N/A

Summary: The premise ("Continued growth...") should be challenged. Nationally, car ownership and use declines. More importantly, locally, active transportation (cycling) accounts for a large proportion of all trips. This section of the document should begin with reference to high baseline figures for cycling locally. What is missing is a policy statement which connects CAR PARKING STANDARDS and BIKE PARKING STANDARDS in a coherent vision

Full Text: The premise ("Continued growth...") should be challenged. Nationally, car ownership and use declines. More importantly, locally, active transportation (cycling) accounts for a large proportion of all trips. This section of the document should begin with reference to high baseline figures for cycling locally. What is missing is a policy statement which connects CAR PARKING STANDARDS and BIKE PARKING STANDARDS in a coherent vision

Change To Plan: N/A

O - 22959 - 2667 - J.1 - None

22959 Object

J. Car Parking Standards

J.1

Respondent: Michael Cahn [2667]

Agent: N/A

Summary: As a statement of the principles of parking standards, this section should include a reference to the cost of parking. It should contain a principle which affirms that those who use parking pay for it (and those who do not use parking should not cover the expenses of providing it). Parking is not a public benefit, but rather a benefit of those who drive a car. Such principle could lead to policies which require developers make the cost of parking provision fully transparent.

Full Text: As a statement of the principles of parking standards, this section should include a reference to the cost of parking. It should contain a principle which affirms that those who use parking pay for it (and those who do not use parking should not cover the expenses of providing it). Parking is not a public benefit, but rather a benefit of those who drive a car. Such principle could lead to policies which require developers make the cost of parking provision fully transparent.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

S - 21186 - 1904 - J.2 - None

21186 Support

J. Car Parking Standards

J.2

Respondent: The I&O Working Group of Windsor Road Residents' Association (The Secretary) [1904]

Agent: N/A

Summary: We completely support the statement that 'A Local Plan should aim to limit car usage, not car ownership.'

Full Text: We completely support the statement that 'A Local Plan should aim to limit car usage, not car ownership.'

Change To Plan: N/A

S - 22326 - 3991 - J.2 - None

22326 Support

J. Car Parking Standards

J.2

Respondent: Richard Robertson [3991]

Agent: N/A

Summary: Support this objective but in central Cambridge no developments should include any car parking.

Full Text: Support this objective but in central Cambridge no developments should include any car parking.

Change To Plan: N/A

S - 22332 - 3991 - J.3 - None

22332 Support

J. Car Parking Standards

J.3

Respondent: Richard Robertson [3991]

Agent: N/A

Summary: Support this statement as, for instance, it would back up a policy of not allowing car parking on any new development near the city centre.

Full Text: Support this statement as, for instance, it would back up a policy of not allowing car parking on any new development near the city centre.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

C - 21188 - 1904 - J.6 - None

21188 Comment

J. Car Parking Standards

J.6

Respondent: The I&O Working Group of Windsor Road Residents' Association (The Secretary) [1904]

Agent: N/A

Summary: We agree that consideration should be given to local circumstances. However, clarification is needed to ensure that there is sufficient on-site parking to prevent on-street parking in neighbouring areas. At present the emphasis seems to be on squeezing the number of parking spaces on-site to increase residential capacity.

Full Text: We agree that consideration should be given to local circumstances. However, clarification is needed to ensure that there is sufficient on-site parking to prevent on-street parking in neighbouring areas. At present the emphasis seems to be on squeezing the number of parking spaces on-site to increase residential capacity.

Change To Plan: N/A

O - 21660 - 1211 - J.9 - None

21660 Object

J. Car Parking Standards

J.9

Respondent: Mr Martin Lucas-Smith [1211]

Agent: N/A

Summary: There should be a much stronger policy objective of car-free development (other than car-club spaces) in some areas. The Mill Road Depot site, for example, being very close to shopping, employment, etc. really should not require car parking, and the development plan should actively require this.

Full Text: There should be a much stronger policy objective of car-free development (other than car-club spaces) in some areas. The Mill Road Depot site, for example, being very close to shopping, employment, etc. really should not require car parking, and the development plan should actively require this.

Change To Plan: N/A

O - 22439 - 4035 - J.9 - None

22439 Object

J. Car Parking Standards

J.9

Respondent: Dr Anne McConville [4035]

Agent: N/A

Summary: provision of too little parking is detrimental to the environment as it causes on indiscriminate on street parking and difficulty in accessing garages -see Fairsford Place, where the developers plans are ignored by the majority who park in the street rather than their garages. People are getting more obese, choosing bigger cars and often have more than one car. Developers and planners need to recognise how people choose to live their lives and not plan for some unenforceable utopia. Children need separate, safe , play space-in gardens or parks and not in the road.

Full Text: provision of too little parking is detrimental to the environment as it causes on indiscriminate on street parking and difficulty in accessing garages -see Fairsford Place, where the developers plans are ignored by the majority who park in the street rather than their garages. People are getting more obese, choosing bigger cars and often have more than one car. Developers and planners need to recognise how people choose to live their lives and not plan for some unenforceable utopia. Children need separate, safe , play space-in gardens or parks and not in the road.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 21189 - 1904 - J.10 - None

21189 Object

J. Car Parking Standards

J.10

Respondent: The I&O Working Group of Windsor Road Residents' Association (The Secretary) [1904]

Agent: N/A

Summary: We do not agree with the 'maximum' approach to car parking spaces. It is unnecessary as developers will incorporate as few spaces as they can get away with. We believe that a minimum requirement is more helpful and do not agree that 'car free developments' are viable options. Residents will still own cars that they will park elsewhere. The only reasonable 'no parking' sites might be those that accommodate students of Cambridge University where control of car ownership is exercised though, even then, cars are allowed for special circumstances, especially for graduate students (eg field work, teaching practice).

Full Text: We do not agree with the 'maximum' approach to car parking spaces. It is unnecessary as developers will incorporate as few spaces as they can get away with. We believe that a minimum requirement is more helpful and do not agree that 'car free developments' are viable options. Residents will still own cars that they will park elsewhere. The only reasonable 'no parking' sites might be those that accommodate students of Cambridge University where control of car ownership is exercised though, even then, cars are allowed for special circumstances, especially for graduate students (eg field work, teaching practice).

Change To Plan: N/A

S - 22940 - 2667 - J.10 - None

22940 Support

J. Car Parking Standards

J.10

Respondent: Michael Cahn [2667]

Agent: N/A

Summary: Agree with the principle to set parking maximums. This is the principle which has been elaborated by Donald Shoup, author of The High Cost of Free Parking. Shoup is the leading authority on car parking. The economic arguments for parking maximums is overwhelming. As is the argument to better price parking: to secure that those who use it, pay for it.

Full Text: Agree with the principle to set parking maximums. This is the principle which has been elaborated by Donald Shoup, author of The High Cost of Free Parking. Shoup is the leading authority on car parking. The economic arguments for parking maximums is overwhelming. As is the argument to better price parking: to secure that those who use it, pay for it.

Change To Plan: N/A

O - 18660 - 1855 - Option J.1 Residential car parking standards - None

18660 Object

J. Car Parking Standards

Option J.1 Residential car parking standards

Respondent: Dr Roger Sewell [1855]

Agent: N/A

Summary: Reducing car parking doesn't reduce car usage - it just increases the level of nuisance parking in neighbouring areas. If you want to deny people adequate car parking space, you should also deny them ability to keep a car in or near Cambridge at all - as for example is done by the University of Cambridge for almost all students. Therefore I object on principle to any restriction of provision of adequate car parking for the number of cars people are likely to want to keep in Cambridge.

Full Text: Reducing car parking doesn't reduce car usage - it just increases the level of nuisance parking in neighbouring areas. If you want to deny people adequate car parking space, you should also deny them ability to keep a car in or near Cambridge at all - as for example is done by the University of Cambridge for almost all students. Therefore I object on principle to any restriction of provision of adequate car parking for the number of cars people are likely to want to keep in Cambridge.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 18726 - 3056 - Option J.1 Residential car parking standards - None

18726 Object

J. Car Parking Standards

Option J.1 Residential car parking standards

Respondent: Mr Andrew Webb [3056]

Agent: N/A

Summary: Provision of parking on new sites is innadequate.
Provision of visitor parking is innadequate.
Enforcement of visitor parking needs to be made.

Full Text: I object to both councils policy on parking provisions for new developments. Insufficient parking is being provided for new developments which will lead to pavement parking and a decline in standards - you are building the slums of the future. More parking should be provided to match the trend of children living with parents longer leading to 4 car families - yet your policy states 1 to 1.5 car parking spaces per household. Also the provision of visitor parking is woefully lacking and innadequate, While a condition of planning may include the provision of a visitors space and even a restrictive covenant in the deeds or tenancy agreement that residents must not park in the visitors space more should be done to enforce the owner of the land, ie the organisation that holds the restrictive covenant, to enforce by whatever means necessary the terms of the restrictive covenant.

Change To Plan: N/A

S - 21346 - 3809 - Option J.1 Residential car parking standards - None

21346 Support

J. Car Parking Standards

Option J.1 Residential car parking standards

Respondent: Cambridge Past, Present & Future (Mr Terence Gilbert) [3809]

Agent: N/A

Summary: We approve the new standards set out in Option J.1. However, a lesson from Cambourne and Accordia is that it is a mistake to try to restrict car use by limiting provision for parking. If parking is provided round the back of houses or centrally, people will merely park illegally on the curb outside their front-door. The stretch of road outside the front-door is regarded as their private area for parking. The problem is not the size of a car parking space but its siting within the curtilage of the property.

Full Text: We approve the new standards set out in Option J.1. However, a lesson from Cambourne and Accordia is that it is a mistake to try to restrict car use by limiting provision for parking. If parking is provided round the back of houses or centrally, people will merely park illegally on the curb outside their front-door. The stretch of road outside the front-door is regarded as their private area for parking. The problem is not the size of a car parking space but its siting within the curtilage of the property.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 21662 - 1211 - Option J.1 Residential car parking standards - None

21662 Object

J. Car Parking Standards

Option J.1 Residential car parking standards

Respondent: Mr Martin Lucas-Smith [1211]

Agent: N/A

Summary: Disagree with other commenters. This policy does not go far enough.

Allowing space for 1.5 cars per house in central areas is a massive waste of limited space.

Use of yellow-lined areas, enforcement of restrictions, and early adoption of sites, deals with the problem of overflow and would encourage people to look seriously at the (in)appropriateness of multi-car ownership in dense areas.

The fact that people wouldn't be stupid enough to move into, say a terraced street in Romsey and expect to own three cars there, demonstrates that people can, and already do, make such choices.

Full Text: Disagree with other commenters. This policy does not go far enough.

Allowing space for 1.5 cars per house in central areas is a massive waste of limited space.

Use of yellow-lined areas, enforcement of restrictions, and early adoption of sites, deals with the problem of overflow and would encourage people to look seriously at the (in)appropriateness of multi-car ownership in dense areas.

The fact that people wouldn't be stupid enough to move into, say a terraced street in Romsey and expect to own three cars there, demonstrates that people can, and already do, make such choices.

Change To Plan: N/A

O - 22002 - 2244 - Option J.1 Residential car parking standards - None

22002 Object

J. Car Parking Standards

Option J.1 Residential car parking standards

Respondent: Jenny Blackhurst [2244]

Agent: N/A

Summary: I believe that the provision for occupants is probably adequate (particularly as it is fractionally higher than in the 2006 Local Plan) but that the new phrasing of "no more than..." might be taken by developers as justification for providing fewer (i.e inadequate) parking spaces.

I believe that the visitor parking provision of 1 space for every 4 units (and a unit could presumably be anything from a 1-bed flat to a 5-bed house) is completely inadequate unless accompanied by a sophisticated level of parking control, including advance booking of spaces, which should be a requirement of planning consent.

Full Text: I believe that the provision for occupants is probably adequate (particularly as it is fractionally higher than in the 2006 Local Plan) but that the new phrasing of "no more than..." might be taken by developers as justification for providing fewer (i.e inadequate) parking spaces.

I believe that the visitor parking provision of 1 space for every 4 units (and a unit could presumably be anything from a 1-bed flat to a 5-bed house) is completely inadequate unless accompanied by a sophisticated level of parking control, including advance booking of spaces, which should be a requirement of planning consent.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 22442 - 4035 - Option J.1 Residential car parking standards - None

22442 Object

J. Car Parking Standards

Option J.1 Residential car parking standards

Respondent: Dr Anne McConville [4035]

Agent: N/A

Summary: insufficient for three bedroom homes given young people returning to family homes; cohabitation and multiple occupancy through private rentals

Full Text: insufficient for three bedroom homes given young people returning to family homes; cohabitation and multiple occupancy through private rentals

Change To Plan: N/A

C - 22932 - 3755 - Option J.1 Residential car parking standards - None

22932 Comment

J. Car Parking Standards

Option J.1 Residential car parking standards

Respondent: CHS Group (Nigel Howlett) [3755]

Agent: N/A

Summary: Support the proposed standards but would like to see something to prevent affordable housing being provided with no parking and all the parking provision retained for the market housing. This maximises land value to the developer but is socially inequitable and potentially divisive.

Full Text: Support the proposed standards but would like to see something to prevent affordable housing being provided with no parking and all the parking provision retained for the market housing. This maximises land value to the developer but is socially inequitable and potentially divisive.

Change To Plan: N/A

O - 18661 - 1855 - Option J.2 Non-residential car parking standards - None

18661 Object

J. Car Parking Standards

Option J.2 Non-residential car parking standards

Respondent: Dr Roger Sewell [1855]

Agent: N/A

Summary: Failure to provide adequate car parking will not succeed in preventing people using cars to travel to work - it will just increase the amount of nuisance parking that happens (almost the whole of West Cambridge is already affected by such nuisance parking resulting from the excessive fees charged for city centre car parks, and the local paper frequently reports discontent from residents of the de Freville Rd area of Cambridge due to the same cause).
Reducing car travel into Cambridge can only effectively be done by encouraging/forcing/pricing businesses out of Cambridge.

Full Text: Failure to provide adequate car parking will not succeed in preventing people using cars to travel to work - it will just increase the amount of nuisance parking that happens (almost the whole of West Cambridge is already affected by such nuisance parking resulting from the excessive fees charged for city centre car parks, and the local paper frequently reports discontent from residents of the de Freville Rd area of Cambridge due to the same cause).
Reducing car travel into Cambridge can only effectively be done by encouraging/forcing/pricing businesses out of Cambridge.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

S - 21347 - 3809 - Option J.2 Non-residential car parking standards - None

21347 Support

J. Car Parking Standards

Option J.2 Non-residential car parking standards

Respondent: Cambridge Past, Present & Future (Mr Terence Gilbert) [3809] **Agent:** N/A

Summary: The standards in the 2006 Local Plan seem to be appropriate.

Full Text: The standards in the 2006 Local Plan seem to be appropriate.

Change To Plan: N/A

C - 18662 - 1855 - Option J.3 Criteria based approach to addressing local circumstances - None

18662 Comment

J. Car Parking Standards

Option J.3 Criteria based approach to addressing local circumstances

Respondent: Dr Roger Sewell [1855] **Agent:** N/A

Summary: The fourth bullet point needs to be considered always as a potential reason for supplying ****more**** than the restrictive amount of car parking suggested in J1 and J2.

Full Text: The fourth bullet point needs to be considered always as a potential reason for supplying ****more**** than the restrictive amount of car parking suggested in J1 and J2.

Change To Plan: N/A

O - 21063 - 3790 - Option J.3 Criteria based approach to addressing local circumstances - None

21063 Object

J. Car Parking Standards

Option J.3 Criteria based approach to addressing local circumstances

Respondent: Sainsbury's Supermarkets Ltd [3790] **Agent:** Indigo Planning Ltd (Mr Tom Darwall-Smith) [3789]

Summary: The proposed new criteria to calculate parking spaces (Option J.3: to use 'spaces per staff' as opposed to spaces per GFA) should not apply to food stores, as this could skew parking numbers adversely.

Full Text: The proposed new criteria to calculate parking spaces (Option J.3: to use 'spaces per staff' as opposed to spaces per GFA) should not apply to food stores, as this could skew parking numbers adversely.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

C - 21348 - 3809 - Option J.3 Criteria based approach to addressing local circumstances - None

21348 Comment

J. Car Parking Standards

Option J.3 Criteria based approach to addressing local circumstances

Respondent: Cambridge Past, Present & Future (Mr Terence Gilbert) [3809] **Agent:** N/A

Summary: While we understand the desire to encourage use of public transport by restricting parking for non-residential use, a blanket policy has great danger while public transport remains limited in the areas it covers and in the hours and frequency of its services. Businesses need easy access for all their customers. Workers often need to stay beyond normal working hours or may live where public transport is limited or non-existent.

Full Text: While we understand the desire to encourage use of public transport by restricting parking for non-residential use, a blanket policy has great danger while public transport remains limited in the areas it covers and in the hours and frequency of its services. Businesses need easy access for all their customers. Workers often need to stay beyond normal working hours or may live where public transport is limited or non-existent.

Change To Plan: N/A

O - 21663 - 1211 - Option J.3 Criteria based approach to addressing local circumstances - None

21663 Object

J. Car Parking Standards

Option J.3 Criteria based approach to addressing local circumstances

Respondent: Mr Martin Lucas-Smith [1211] **Agent:** N/A

Summary: If a site is not very accessible by non-car modes, then the response should be that the development funds improvements, not that more car parking should be allowed (thereby exacerbating the existing situation).

Full Text: If a site is not very accessible by non-car modes, then the response should be that the development funds improvements, not that more car parking should be allowed (thereby exacerbating the existing situation).

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 22810 - 4125 - Option J.3 Criteria based approach to addressing local circumstances - None

22810 Object

J. Car Parking Standards

Option J.3 Criteria based approach to addressing local circumstances

Respondent: Brookgate CB1 Ltd [4125]

Agent: Savills (Melanie Wykes) [4124]

Summary: We consider that Option J3 does not provide clarity on the required parking standards, indeed, it is contradictory. It will result in confusion with developers having no concise guidance upon which to rely when bringing schemes forward. Specifically, the fourth bullet point gives no justification for the distinction between major and significant development and other types of development with regard to parking standards. In addition, no information is provided on what constitutes "developments that are likely to place significant increased demand for parking in an area" which leaves this definition open to dispute.

Full Text: We consider that Option J3 does not provide clarity on the required parking standards, indeed, it is contradictory. It will result in confusion with developers having no concise guidance upon which to rely when bringing schemes forward. Specifically, the fourth bullet point states:

"For major developments and developments that are likely to place significant increased demand for parking in an area, the current parking situation in the surrounding area should be considered, including the presence of parking controls; high demand for on-street parking and conflict with commuter parking. This would inform the setting of on-site parking levels within the development."

There is no justification given for the distinction between major and significant development and other types of development with regard to parking standards. In addition, no information is provided on what constitutes "developments that are likely to place significant increased demand for parking in an area" which leaves this definition open to dispute.

The natural conclusion of this criteria will be to drive parking numbers up in urban areas well served by public transport. The thrust of policy is to discourage parking at accessible locations, these criteria pushes in the opposite direction. If parking problems exist the policy requirement should be to discourage car numbers not encourage more movements.

In addition, we would like to highlight that major developments are often located on key development sites, which are often within Controlled Parking Zones and Restricted Parking areas. Therefore there are controls already in place for those developments in areas considered sensitive for parking provision.

Change To Plan: N/A

O - 22821 - 4125 - Option J.3 Criteria based approach to addressing local circumstances - None

22821 Object

J. Car Parking Standards

Option J.3 Criteria based approach to addressing local circumstances

Respondent: Brookgate CB1 Ltd [4125]

Agent: Savills (Melanie Wykes) [4124]

Summary: We would query which 'best practise guidance' is referred to within Option J3 with regard to car parking type and style? We consider that car parking for commercial developments should be based on the 'Manual for Streets' for above ground / surface car parking and 'Design recommendations for multi-storey and underground car park' Inst of Str Engineers, for below ground car parks with a minimum car parking size of 2.4m x 4.8m. In this way efficient use is made of available development land.

Full Text: Figure 2 provides clear guidance on the size of parking spaces required within garages, however the text in Option J3 is equivocal with regard to the type and style of car parking, stating 'this will need to comply with best practice guidance and is proposed to include...'. We would query which 'best practise guidance' is referred to within this text? We consider that car parking for commercial developments should be based on the 'Manual for Streets' for above ground / surface car parking and 'Design recommendations for multi-storey and underground car park' Inst of Str Engineers, for below ground car parks with a minimum car parking size of 2.4m x 4.8m. In this way efficient use is made of available development land.

Best use should be made of land; parking areas of this size are unjustified and will drive up the cost of development unnecessarily

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 23876 - 4127 - Option J.3 Criteria based approach to addressing local circumstances - None

23876 Object

J. Car Parking Standards

Option J.3 Criteria based approach to addressing local circumstances

Respondent: Skanska Residential [4127]

Agent: Savills (Melanie Wykes) [4124]

Summary: We would query which 'best practise guidance' is referred to within Option J3 with regard to car parking type and style? We consider that car parking for commercial developments should be based on the 'Manual for Streets' for above ground / surface car parking and 'Design recommendations for multi-storey and underground car park' Inst of Str Engineers, for below ground car parks with a minimum car parking size of 2.4m x 4.8m. In this way efficient use is made of available development land.

Full Text: Question J1:
We would like to object to the proposed parking standards, specifically the supporting text which is unclear, contradictory and contrary to guidance in 154 of the NPPF (2012), which states:

Local Plans should be aspirational but realistic. They should address the spatial implications of economic, social and environmental change. Local Plans should set out the opportunities for development and clear policies on what will or will not be permitted and where. Only policies that provide a clear indication of how a decision maker should react to a development proposal should be included in the plan.

The supporting criteria to the parking standards fail to do this.

We consider that within Section J, the Planning Authority appears to be straying into Highway Authority territory. Issues such as impact on the highway network and 'on street' parking should be covered by a Transport Assessment, reviewed by the Highway Authority and the results considered by the Planning Authority. This is not matter to be covered by policy in the manner drafted.

In paragraph J4 it is stated that there was no consensus on which of the three options should be taken forward from the 'Issues and Options' report and that paragraph J.5 states that a mixture of the three options has been proposed. It is considered that this method of developing options is confusing for those consulted on the original Issues and Options report.

We would request that the benefits of the current parking standards are reviewed in more detail. Paragraph J8 states that the 'current standards are working well by continuing to keep the number of parking spaces low within commercial developments'. It is therefore unclear why criteria are being set out within Option J3 to determine the level and type of parking provision, when para J8 makes it clear the current standards are satisfactory. Indeed, third parties interpretation of these criteria will lead to conflict with major developments in urban areas covered by CPZ's

Option J3:

We would query how it is possible to provide a robust defence of the number of employees for a proposed office development? It is unlikely that this number is fixed at any one time, and question J3 provides no definition of what constitutes staff numbers - is it FTE or peak usage? Is this to take part time staff consideration? The proposed use of staff numbers will create more uncertainty and less guidance for developers.

Parking numbers should be based on floor areas, a fixed quantum.

Option J.3

Figure 2 provides clear guidance on the size of parking spaces required within garages, however the text in Option J3 is equivocal with regard to the type and style of car parking, stating 'this will need to comply with best practice guidance and is proposed to include...'. We would query which 'best practise guidance' is referred to within this text? We consider that car parking for commercial developments should be based on the 'Manual for Streets' for above ground / surface car parking and 'Design recommendations for multi-storey and underground car park' Inst of Str Engineers, for below ground car parks with a minimum car parking size of 2.4m x 4.8m. In this way efficient use is made of available development land.

Best use should be made of land; parking areas of this size are unjustified and will drive up the cost of development unnecessarily

Option K1 states:

"It is proposed that some flexibility could be applied to applications of the standards, in the following instances..."

As with the ambiguous parking standards, this proposed wording creates uncertainty, and does not provide developers with clear guidance on the number of cycle parking spaces required.

In addition, for many developments, cycle parking requirements are set out as 1 space per 3 members of staff, as opposed to 1 space per 30sqm GFA in the existing document. As with the car parking standards, we would query how it is possible to provide a robust defence of the number of employees for a proposed development, as surely there cannot be a finite number of staff per development.

We would also request that the document includes information on the type of cycle parking to be provided. We consider that there is a missed opportunity to discuss the efficiency of the proposed cycle parking - particularly for commercial office buildings, where the use of double stackers would increase efficiency of space. Making the best use of land is a priority of the planning system

Change To Plan: N/A

Note: The composite reference number in the box at the top of the page is made up of the following information: Object/Support - Representation Number - Respondent Number - Plan Reference - Soundness Tests (if applicable).

Issues & Options 2: Part 2 - Site Options Within Cambridge

S - 21097 - 1863 - Figure 2: Garage Dimensions - None

21097 Support

J. Car Parking Standards

Figure 2: Garage Dimensions

Respondent: Heather Coleman [1863]

Agent: N/A

Summary: The idea that garages should be wide enough to fit cycles in as well as cars is excellent. Most residential garages, if the family own bikes cannot fit a car.

Full Text: The idea that garages should be wide enough to fit cycles in as well as cars is excellent. Most residential garages, if the family own bikes cannot fit a car.

Change To Plan: N/A

C - 21146 - 2304 - Figure 2: Garage Dimensions - None

21146 Comment

J. Car Parking Standards

Figure 2: Garage Dimensions

Respondent: PSRA Committee (Cornelis van Rijsbergen) [2304]

Agent: N/A

Summary: Garage Dimensions:
As Councils wish to discourage car use, and as many house owners currently use their garages for general storage/workshop activities, there seems little point in demanding such generous dimensions.

Full Text: Garage Dimensions:
As Councils wish to discourage car use, and as many house owners currently use their garages for general storage/workshop activities, there seems little point in demanding such generous dimensions.

Change To Plan: N/A

S - 21192 - 1904 - Figure 2: Garage Dimensions - None

21192 Support

J. Car Parking Standards

Figure 2: Garage Dimensions

Respondent: The I&O Working Group of Windsor Road Residents' Association (The Secretary) [1904]

Agent: N/A

Summary: We agree with the minimum requirements for garages in order to be usable for modern cars, rather than a token.

Full Text: We agree with the minimum requirements for garages in order to be usable for modern cars, rather than a token.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 21664 - 1211 - Figure 2: Garage Dimensions - None

21664 Object

J. Car Parking Standards

Figure 2: Garage Dimensions

Respondent: Mr Martin Lucas-Smith [1211]

Agent: N/A

Summary: The use of "could be used" for cycle storage basically is an invitation to developers not to bother. The standards should *require* such space to be given for cycle parking. Otherwise developers will continue to suggest garage arrangements that simply do not leave spaces.

Full Text: The use of "could be used" for cycle storage basically is an invitation to developers not to bother. The standards should *require* such space to be given for cycle parking. Otherwise developers will continue to suggest garage arrangements that simply do not leave spaces.

Change To Plan: N/A

O - 18663 - 1855 - Question J.1 - None

18663 Object

J. Car Parking Standards

Question J.1

Respondent: Dr Roger Sewell [1855]

Agent: N/A

Summary: No I do not agree with them, because they will lead to increased nuisance parking in neighbouring areas. If you want to reduce car ownership you need to prohibit ownership, not reduce parking.

Full Text: No I do not agree with them, because they will lead to increased nuisance parking in neighbouring areas. If you want to reduce car ownership you need to prohibit ownership, not reduce parking.

Change To Plan: N/A

O - 18841 - 3106 - Question J.1 - None

18841 Object

J. Car Parking Standards

Question J.1

Respondent: Artek Design House Ltd (Mr Stephen Brown) [3106] Agent: Artek Design House Ltd (Mr Stephen Brown) [3106]

Summary: Cambridge has a major car parking problem. It covers the whole city area and has resulted from a poor parking policy being applied to new developments both residential and commercial over many years. The policy should be reviewed against actual need and all new development should provide sufficient spaces for residents/workers/visitors within the curtilage of the site in question. Pointless for instance providing one car parking space for a house with six bedrooms where at various stages of its life one would expect perhaps four cars owned by the occupiers and perhaps two visiting cars on a regular basis.

Full Text: Cambridge has a major car parking problem. It covers the whole city area and has resulted from a poor parking policy being applied to new developments both residential and commercial over many years. The policy should be reviewed against actual need and all new development should provide sufficient spaces for residents/workers/visitors within the curtilage of the site in question. Pointless for instance providing one car parking space for a house with six bedrooms where at various stages of its life one would expect perhaps four cars owned by the occupiers and perhaps two visiting cars on a regular basis.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 19574 - 1384 - Question J.1 - None

19574 Object

J. Car Parking Standards

Question J.1

Respondent: Rustat Neighborhood Association (Mr Roger Crabtree) [1384]

Agent: N/A

Summary: While the drive to reduce car parking availability is understandable, cars will continue to be the biggest means of transport throughout the plan period and many families will own more than 1 car. Standards that are pitched too low against the reality of car ownership, merely drive the car parking issues to surrounding streets.

Standards suggested should be increased
Outside CPZ 2 bedroomed dwellings - increase to 2 spaces per dwelling
3+ bedroomed dwellings within a CPZ - increase to 2 spaces per dwelling.

More focus should be placed on the criteria based approach so each development is tailored to its particular situation.

Full Text: While the drive to reduce car parking availability is understandable, cars will continue to be the biggest means of transport throughout the plan period and many families will own more than 1 car. Standards that are pitched too low against the reality of car ownership, merely drive the car parking issues to surrounding streets.

Standards suggested should be increased
Outside CPZ 2 bedroomed dwellings - increase to 2 spaces per dwelling.
3+ bedroomed dwellings within a CPZ - increase to 2 spaces per dwelling.

More focus should be placed on the criteria based approach so each development is tailored to its particular situation.

Change To Plan: N/A

O - 21191 - 1904 - Question J.1 - None

21191 Object

J. Car Parking Standards

Question J.1

Respondent: The I&O Working Group of Windsor Road Residents' Association (The Secretary) [1904]

Agent: N/A

Summary: We do not agree with the 'maximum' approach to car parking spaces. It is unnecessary as developers will incorporate as few spaces as they can get away with. We believe that a minimum requirement is more helpful and do not agree that 'car free developments' are viable options. Residents will still own cars that they will park elsewhere. The only reasonable 'no parking' sites might be those that accommodate students of Cambridge University where control of car ownership is exercised though, even then, cars are allowed for special circumstances, especially for graduate students (eg field work, teaching practice).

Full Text: We do not agree with the 'maximum' approach to car parking spaces. It is unnecessary as developers will incorporate as few spaces as they can get away with. We believe that a minimum requirement is more helpful and do not agree that 'car free developments' are viable options. Residents will still own cars that they will park elsewhere. The only reasonable 'no parking' sites might be those that accommodate students of Cambridge University where control of car ownership is exercised though, even then, cars are allowed for special circumstances, especially for graduate students (eg field work, teaching practice).

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 21193 - 1904 - Question J.1 - None

21193 Object

J. Car Parking Standards

Question J.1

Respondent: The I&O Working Group of Windsor Road Residents' Association (The Secretary) [1904]

Agent: N/A

Summary: There is discrepancy between the suggested residential standards and the non-residential standards given at Appendix 2. In the latter it is specified that, for guest houses and hotels, student accommodation and food and drink take-aways, there should be one car parking space for each resident member of staff both within and outside the controlled parking zone. Why is it assumed that these people (who have no journeys to make to work) will own cars, whilst the 'allowance' for residential sites is suggested at considerably less than one space per potential adult occupant?

Full Text: There is discrepancy between the suggested residential standards and the non-residential standards given at Appendix 2. In the latter it is specified that, for guest houses and hotels, student accommodation and food and drink take-aways, there should be one car parking space for each resident member of staff both within and outside the controlled parking zone. Why is it assumed that these people (who have no journeys to make to work) will own cars, whilst the 'allowance' for residential sites is suggested at considerably less than one space per potential adult occupant?

Change To Plan: N/A

O - 21368 - 1380 - Question J.1 - None

21368 Object

J. Car Parking Standards

Question J.1

Respondent: Trumpington Residents Association (Mr Andrew Roberts) [1380]

Agent: N/A

Summary: The Trumpington Residents' Association supports option J.1 for residential parking. However, we object to the level of visitor and service parking in the new developments, where we believe there should be a higher provision. The proposed visitor provision of 1 space per 4 units may be inadequate in new developments where there are no alternative parking areas.

Full Text: The Trumpington Residents' Association supports option J.1 for residential parking. However, we object to the level of visitor and service parking in the new developments, where we believe there should be a higher provision. The proposed visitor provision of 1 space per 4 units may be inadequate in new developments where there are no alternative parking areas.

Change To Plan: N/A

O - 21665 - 1211 - Question J.1 - None

21665 Object

J. Car Parking Standards

Question J.1

Respondent: Mr Martin Lucas-Smith [1211]

Agent: N/A

Summary: No, the standards are too generous. Central sites should be moving towards car-free development with proper enforcement of nearby yellow-lined areas.

Full Text: No, the standards are too generous. Central sites should be moving towards car-free development with proper enforcement of nearby yellow-lined areas.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

S - 21736 - 3775 - Question J.1 - None

21736 Support

J. Car Parking Standards

Question J.1

Respondent: RICHMOND ROAD RESIDENTS' ASSOCIATION (MR RICHARD FOOTITT) [3775] Agent: N/A

Summary: Strike right balance

Full Text: Strike right balance

Change To Plan: N/A

O - 21800 - 3880 - Question J.1 - None

21800 Object

J. Car Parking Standards

Question J.1

Respondent: RAON (Mr Andrew Tucker) [3880] Agent: N/A

Summary: RAON does not agree with the increase in car spaces from 1 to 1.5 for 1-2 bedroom houses outside the Controlled Parking Zone; increasing the spaces will worsen Cambridge's already serious traffic problems. RAON agrees with the criteria based approach and with the standards being expressed as 'no more than'.

Full Text: RAON does not agree with the increase in car spaces from 1 to 1.5 for 1-2 bedroom houses outside the Controlled Parking Zone; increasing the spaces will worsen Cambridge's already serious traffic problems. RAON agrees with the criteria based approach and with the standards being expressed as 'no more than'.

Change To Plan: N/A

S - 22447 - 4035 - Question J.1 - None

22447 Support

J. Car Parking Standards

Question J.1

Respondent: Dr Anne McConville [4035] Agent: N/A

Summary: Garages are better used on -plot and must accommodate three wheelie bins and sufficient bicycles for the size of the dwelling; family houses need double garages and people should be required to use them! Many garages are too small for cars and bikes and used for general storage.

Full Text: Garages are better used on -plot and must accommodate three wheelie bins and sufficient bicycles for the size of the dwelling; family houses need double garages and people should be required to use them! Many garages are too small for cars and bikes and used for general storage.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

S - 22557 - 2670 - Question J.1 - None

22557 Support

J. Car Parking Standards

Question J.1

Respondent: Mr Michel Bond [2670]

Agent: N/A

Summary: Developers will provide the minimum space they can get away with and still get a good price.

Full Text: Developers will provide the minimum space they can get away with and still get a good price.

Change To Plan: N/A

O - 22773 - 4130 - Question J.1 - None

22773 Object

J. Car Parking Standards

Question J.1

Respondent: Dr Isabelle de Wouters [4130]

Agent: N/A

Summary: In areas such as Romsey, limits on the number of parking spaces is resulting in more on street parking and is not limiting the number of cars. Many properties including new build 3 bed 'family homes' are now HMOs.

Full Text: In areas such as Romsey, limits on the number of parking spaces is resulting in more on street parking and is not limiting the number of cars. Many properties including new build 3 bed 'family homes' are now HMOs.

Change To Plan: N/A

O - 22813 - 3991 - Question J.1 - None

22813 Object

J. Car Parking Standards

Question J.1

Respondent: Richard Robertson [3991]

Agent: N/A

Summary: For developments in and near the city centre there should be no parking spaces provided - to keep down traffic. Public transport and buses provide good alternatives.

Full Text: For developments in and near the city centre there should be no parking spaces provided - to keep down traffic. Public transport and buses provide good alternatives.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 22834 - 4125 - Question J.1 - None

22834 Object

J. Car Parking Standards

Question J.1

Respondent: Brookgate CB1 Ltd [4125]

Agent: Savills (Melanie Wykes) [4124]

Summary: In summary, we consider that the current proposals for the Car Parking Standards have not been thoroughly considered, and will not result in clear, concise policy guidance - as required by the NPPF.

We request that the benefits of the current parking standards are reviewed in more detail. Paragraph J8 states the 'current standards are working well by continuing to keep the number of parking spaces low within commercial developments'. It is unclear why criteria are being set out within Option J3 to determine the level and type of parking provision, when para J8 states the current standards are satisfactory.

Full Text: We would like to object to the proposed parking standards, specifically the supporting text which is unclear, contradictory and contrary to guidance in 154 of the NPPF (2012), which states:

Local Plans should be aspirational but realistic. They should address the spatial implications of economic, social and environmental change. Local Plans should set out the opportunities for development and clear policies on what will or will not be permitted and where. Only policies that provide a clear indication of how a decision maker should react to a development proposal should be included in the plan.

The supporting criteria to the parking standards fail to do this.

We consider that within Section J, the Planning Authority appears to be straying into Highway Authority territory. Issues such as impact on the highway network and 'on street' parking should be covered by a Transport Assessment, reviewed by the Highway Authority and the results considered by the Planning Authority. This is not matter to be covered by policy in the manner drafted.

In paragraph J4 it is stated that there was no consensus on which of the three options should be taken forward from the 'Issues and Options' report and that paragraph J.5 states that a mixture of the three options has been proposed. It is considered that this method of developing options is confusing for those consulted on the original Issues and Options report.

We would request that the benefits of the current parking standards are reviewed in more detail. Paragraph J8 states that the 'current standards are working well by continuing to keep the number of parking spaces low within commercial developments'. It is therefore unclear why criteria are being set out within Option J3 to determine the level and type of parking provision, when para J8 makes it clear the current standards are satisfactory. Indeed, third parties interpretation of these criteria will lead to conflict with major developments in urban areas covered by CPZ's

Change To Plan: N/A

C - 23111 - 2531 - Question J.1 - None

23111 Comment

J. Car Parking Standards

Question J.1

Respondent: Mr Joseph Adam [2531]

Agent: N/A

Summary: I agree in principle with the desire to reduce car parking, to prevent areas being car dominated, and reduce car use. However, the likely outcome of reduced car parking is not reduced car ownership, but inconsiderate parking. Some thought should be given to how to manage that situation - will new development have residents parking permit - restricted to the number of spaces provided? How will visitors spaces be maintained for visitors?

Full Text: I agree in principle with the desire to reduce car parking, to prevent areas being car dominated, and reduce car use. However, the likely outcome of reduced car parking is not reduced car ownership, but inconsiderate parking. Some thought should be given to how to manage that situation - will new development have residents parking permit - restricted to the number of spaces provided? How will visitors spaces be maintained for visitors?

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 23485 - 1212 - Question J.1 - None

23485 Object

J. Car Parking Standards

Question J.1

Respondent: Waitrose Limited [1212]

Agent: Barton Willmore (Mr Mark Harris) [4292]

Summary: We note that it is proposed to retain the existing non-residential car parking standards in the adopted Local Plan (2006) Appendix 2. The provision of lower than maximum levels is possible where deemed appropriate and necessary subject to the criteria outlined in Option J.3. Waitrose objects to the absence of criteria which would allow for car parking that is higher than the standards to be considered subject to criteria.

Full Text:

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 23874 - 4127 - Question J.1 - None

23874 Object

J. Car Parking Standards

Question J.1

Respondent: Skanska Residential [4127]

Agent: Savills (Melanie Wykes) [4124]

Summary: In summary, we consider that the current proposals for the Car Parking Standards have not been thoroughly considered, and will not result in clear, concise policy guidance - as required by the NPPF.

We request that the benefits of the current parking standards are reviewed in more detail. Paragraph J8 states the 'current standards are working well by continuing to keep the number of parking spaces low within commercial developments'. It is unclear why criteria are being set out within Option J3 to determine the level and type of parking provision, when para J8 states the current standards are satisfactory.

Full Text: Question J1:
We would like to object to the proposed parking standards, specifically the supporting text which is unclear, contradictory and contrary to guidance in 154 of the NPPF (2012), which states:

Local Plans should be aspirational but realistic. They should address the spatial implications of economic, social and environmental change. Local Plans should set out the opportunities for development and clear policies on what will or will not be permitted and where. Only policies that provide a clear indication of how a decision maker should react to a development proposal should be included in the plan.

The supporting criteria to the parking standards fail to do this.

We consider that within Section J, the Planning Authority appears to be straying into Highway Authority territory. Issues such as impact on the highway network and 'on street' parking should be covered by a Transport Assessment, reviewed by the Highway Authority and the results considered by the Planning Authority. This is not matter to be covered by policy in the manner drafted.

In paragraph J4 it is stated that there was no consensus on which of the three options should be taken forward from the 'Issues and Options' report and that paragraph J.5 states that a mixture of the three options has been proposed. It is considered that this method of developing options is confusing for those consulted on the original Issues and Options report.

We would request that the benefits of the current parking standards are reviewed in more detail. Paragraph J8 states that the 'current standards are working well by continuing to keep the number of parking spaces low within commercial developments'. It is therefore unclear why criteria are being set out within Option J3 to determine the level and type of parking provision, when para J8 makes it clear the current standards are satisfactory. Indeed, third parties interpretation of these criteria will lead to conflict with major developments in urban areas covered by CPZ's

Option J3:

We would query how it is possible to provide a robust defence of the number of employees for a proposed office development? It is unlikely that this number is fixed at any one time, and question J3 provides no definition of what constitutes staff numbers - is it FTE or peak usage? Is this to take part time staff consideration? The proposed use of staff numbers will create more uncertainty and less guidance for developers.

Parking numbers should be based on floor areas, a fixed quantum.

Option J.3

Figure 2 provides clear guidance on the size of parking spaces required within garages, however the text in Option J3 is equivocal with regard to the type and style of car parking, stating 'this will need to comply with best practice guidance and is proposed to include...'. We would query which 'best practise guidance' is referred to within this text? We consider that car parking for commercial developments should be based on the 'Manual for Streets' for above ground / surface car parking and 'Design recommendations for multi-storey and underground car park' Inst of Str Engineers, for below ground car parks with a minimum car parking size of 2.4m x 4.8m. In this way efficient use is made of available development land.

Best use should be made of land; parking areas of this size are unjustified and will drive up the cost of development unnecessarily

Option K1 states:

"It is proposed that some flexibility could be applied to applications of the standards, in the following instances..."

As with the ambiguous parking standards, this proposed wording creates uncertainty, and does not provide developers with clear guidance on the number of cycle parking spaces required.

In addition, for many developments, cycle parking requirements are set out as 1 space per 3 members of staff, as opposed to 1 space per 30sqm GFA in the existing document. As with the car parking standards, we would query how it is possible to provide a robust defence of the number of employees for a proposed development, as surely there cannot be a finite number of staff per development.

We would also request that the document includes information on the type of cycle parking to be provided. We consider that there is a missed opportunity to discuss the efficiency of the proposed cycle parking - particularly for commercial office buildings, where the use of double stackers would increase efficiency of space. Making the best use of land is a priority of the

Issues & Options 2: Part 2 - Site Options Within Cambridge

planning system

Change To Plan: N/A

O - 18664 - 1855 - Question J.2 - None

18664 Object

J. Car Parking Standards

Question J.2

Respondent: Dr Roger Sewell [1855]

Agent: N/A

Summary: No, you need to ensure that adequate car parking is provided for each development, not attempt to modify people's travel behaviour by restriction of parking spaces.

Full Text: No, you need to ensure that adequate car parking is provided for each development, not attempt to modify people's travel behaviour by restriction of parking spaces.

Change To Plan: N/A

O - 18856 - 3106 - Question J.2 - None

18856 Object

J. Car Parking Standards

Question J.2

Respondent: Artek Design House Ltd (Mr Stephen Brown) [3106] Agent: Artek Design House Ltd (Mr Stephen Brown) [3106]

Summary: All commercial sites should provide adequate car parking for all workers and visitors within the site boundaries. Factors such as the percentage of people walking to the site, using cycles or public transport are generally miscalculated to minimise parking provision. The result of this is cars are generally parked along roads and streets in residential areas or simply on the surrounding roads in commercial situations. Examples are Addenbrooks, Hills Road Sixth Form Centre, Science Park the list is endless. Accurate figures should be used based on averages on sites where adequate parking is actually provided. These are few and far between!

Full Text: All commercial sites should provide adequate car parking for all workers and visitors within the site boundaries. Factors such as the percentage of people walking to the site, using cycles or public transport are generally miscalculated to minimise parking provision. The result of this is cars are generally parked along roads and streets in residential areas or simply on the surrounding roads in commercial situations. Examples are Addenbrooks, Hills Road Sixth Form Centre, Science Park the list is endless. Accurate figures should be used based on averages on sites where adequate parking is actually provided. These are few and far between!

Change To Plan: N/A

S - 19575 - 1384 - Question J.2 - None

19575 Support

J. Car Parking Standards

Question J.2

Respondent: Rustat Neighborhood Association (Mr Roger Crabtree) [1384]

Agent: N/A

Summary: Yes

Full Text: Yes

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 21369 - 1380 - Question J.2 - None

21369 Object

J. Car Parking Standards

Question J.2

Respondent: Trumpington Residents Association (Mr Andrew Roberts) [1380] **Agent:** N/A

Summary: The Trumpington Residents' Association is concerned about the standard for car parking spaces for users of local centres and community facilities in the new development areas, where there will be limited access to nearby on-street parking. In this context, the level of provision in the existing standard is inadequate for a number of the categories, including recreational facilities, places of assembly and halls/community centres, surgeries and crèches/nurseries. Our specific concern is the likelihood that there will be limited visitor parking at the local centre in the Trumpington Meadows development and the significant local centre at Clay Farm.

Full Text: The Trumpington Residents' Association is concerned about the standard for car parking spaces for users of local centres and community facilities in the new development areas. Unlike established areas, there will be limited access to nearby on-street parking in residential areas at these local centres. In this context, the level of provision in the existing standard is inadequate for a number of the categories, including recreational facilities, places of assembly and halls/community centres, surgeries and crèches/nurseries. Our specific concern is the likelihood that there will be limited visitor parking at the local centre in the Trumpington Meadows development and the significant local centre at Clay Farm. We consider that it is essential that these areas have adequate parking provision for users, including the large number of users of the community centre at the Trumpington Meadows Primary School and the community facility/health centre at Clay Farm. The provision in the standard of 1 space per 20m² for a community centre or 2 spaces per consulting room for a surgery would be completely inadequate.

Change To Plan: N/A

S - 21737 - 3775 - Question J.2 - None

21737 Support

J. Car Parking Standards

Question J.2

Respondent: RICHMOND ROAD RESIDENTS' ASSOCIATION (MR RICHARD FOOTITT) [3775] **Agent:** N/A

Summary: Provide right degree of flexibility.

Full Text: Provide right degree of flexibility.

Change To Plan: N/A

S - 21801 - 3880 - Question J.2 - None

21801 Support

J. Car Parking Standards

Question J.2

Respondent: RAON (Mr Andrew Tucker) [3880] **Agent:** N/A

Summary: Yes but if the workforce is expected to cycle to work, then the newly built offices and industrial units MUST not only have safe, secure and covered cycle parks, but also lockers for cycling equipment (lights, waterproofs etc) and changing rooms to change from cycling gear into suits/work clothes

Full Text: Yes but if the workforce is expected to cycle to work, then the newly built offices and industrial units MUST not only have safe, secure and covered cycle parks, but also lockers for cycling equipment (lights, waterproofs etc) and changing rooms to change from cycling gear into suits/work clothes

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

S - 22558 - 2670 - Question J.2 - None

22558 Support

J. Car Parking Standards

Question J.2

Respondent: Mr Michel Bond [2670]

Agent: N/A

Summary: Reasonable level for most areas.

Full Text: Reasonable level for most areas.

Change To Plan: N/A

O - 22818 - 3991 - Question J.2 - None

22818 Object

J. Car Parking Standards

Question J.2

Respondent: Richard Robertson [3991]

Agent: N/A

Summary: Developments of businesses in and near the centre should have no off-street parking allowed - to keep down traffic.

Full Text: Developments of businesses in and near the centre should have no off-street parking allowed - to keep down traffic.

Change To Plan: N/A

S - 19576 - 1384 - Question J.3 - None

19576 Support

J. Car Parking Standards

Question J.3

Respondent: Rustat Neighborhood Association (Mr Roger Crabtree) [1384]

Agent: N/A

Summary: This is a much clearer way of expressing car spaces which is immediately understandable to lay people

Full Text: This is a much clearer way of expressing car spaces which is immediately understandable to lay people

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 21194 - 1904 - Question J.3 - None

21194 Object

J. Car Parking Standards

Question J.3

Respondent: The I&O Working Group of Windsor Road Residents' Association (The Secretary) [1904]

Agent: N/A

Summary: We agree that different criteria should be used for certain non-residential uses but there should be some flexibility over the basis for the calculation, depending on the use, including car parking for visitors/clients etc.

Full Text: We agree that different criteria should be used for certain non-residential uses but there should be some flexibility over the basis for the calculation, depending on the use, including car parking for visitors/clients etc.

Change To Plan: N/A

S - 21739 - 3775 - Question J.3 - None

21739 Support

J. Car Parking Standards

Question J.3

Respondent: RICHMOND ROAD RESIDENTS' ASSOCIATION (MR RICHARD FOOTITT) [3775]

Agent: N/A

Summary: Could be a useful option

Full Text: Could be a useful option

Change To Plan: N/A

S - 21802 - 3880 - Question J.3 - None

21802 Support

J. Car Parking Standards

Question J.3

Respondent: RAON (Mr Andrew Tucker) [3880]

Agent: N/A

Summary: Yes but if the workforce is expected to cycle to work, then the newly built offices and industrial units MUST not only have safe, secure and covered cycle parks, but also lockers for cycling equipment (lights, waterproofs etc) and changing rooms to change from cycling gear into suits/work clothes

Full Text: Yes but if the workforce is expected to cycle to work, then the newly built offices and industrial units MUST not only have safe, secure and covered cycle parks, but also lockers for cycling equipment (lights, waterproofs etc) and changing rooms to change from cycling gear into suits/work clothes

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

S - 22565 - 2670 - Question J.3 - None

22565 Support

J. Car Parking Standards

Question J.3

Respondent: Mr Michel Bond [2670]

Agent: N/A

Summary: Yes the measure should be actual need not floor area. The kind of mess we have at Addenbrookes with staff still parking in residential areas and on Babraham Park & Ride site rather than on site will be repeated if there is continuing under provision of parking space for new workspace developments.

Full Text: Yes the measure should be actual need not floor area. The kind of mess we have at Addenbrookes with staff still parking in residential areas and on Babraham Park & Ride site rather than on site will be repeated if there is continuing under provision of parking space for new workspace developments.

Change To Plan: N/A

O - 22823 - 4125 - Question J.3 - None

22823 Object

J. Car Parking Standards

Question J.3

Respondent: Brookgate CB1 Ltd [4125]

Agent: Savills (Melanie Wykes) [4124]

Summary: We would query how it is possible to provide a robust defence of the number of employees for a proposed office development? It is unlikely that this number is fixed at any one time, and question J3 provides no definition of what constitutes staff numbers - is it FTE or peak usage? Is this to take part time staff consideration? The proposed use of staff numbers will create more uncertainty and less guidance for developers.

Parking numbers should be based on floor areas, a fixed quantum.

Full Text: We would query how it is possible to provide a robust defence of the number of employees for a proposed office development? It is unlikely that this number is fixed at any one time, and question J3 provides no definition of what constitutes staff numbers - is it FTE or peak usage? Is this to take part time staff consideration? The proposed use of staff numbers will create more uncertainty and less guidance for developers.

Parking numbers should be based on floor areas, a fixed quantum.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 23875 - 4127 - Question J.3 - None

23875 Object

J. Car Parking Standards

Question J.3

Respondent: Skanska Residential [4127]

Agent: Savills (Melanie Wykes) [4124]

Summary: We would query how it is possible to provide a robust defence of the number of employees for a proposed office development? It is unlikely that this number is fixed at any one time, and question J3 provides no definition of what constitutes staff numbers - is it FTE or peak usage? Is this to take part time staff consideration? The proposed use of staff numbers will create more uncertainty and less guidance for developers.

Parking numbers should be based on floor areas, a fixed quantum.

Full Text: Question J1:
We would like to object to the proposed parking standards, specifically the supporting text which is unclear, contradictory and contrary to guidance in 154 of the NPPF (2012), which states:

Local Plans should be aspirational but realistic. They should address the spatial implications of economic, social and environmental change. Local Plans should set out the opportunities for development and clear policies on what will or will not be permitted and where. Only policies that provide a clear indication of how a decision maker should react to a development proposal should be included in the plan.

The supporting criteria to the parking standards fail to do this.

We consider that within Section J, the Planning Authority appears to be straying into Highway Authority territory. Issues such as impact on the highway network and 'on street' parking should be covered by a Transport Assessment, reviewed by the Highway Authority and the results considered by the Planning Authority. This is not matter to be covered by policy in the manner drafted.

In paragraph J4 it is stated that there was no consensus on which of the three options should be taken forward from the 'Issues and Options' report and that paragraph J.5 states that a mixture of the three options has been proposed. It is considered that this method of developing options is confusing for those consulted on the original Issues and Options report.

We would request that the benefits of the current parking standards are reviewed in more detail. Paragraph J8 states that the 'current standards are working well by continuing to keep the number of parking spaces low within commercial developments'. It is therefore unclear why criteria are being set out within Option J3 to determine the level and type of parking provision, when para J8 makes it clear the current standards are satisfactory. Indeed, third parties interpretation of these criteria will lead to conflict with major developments in urban areas covered by CPZ's

Option J3:

We would query how it is possible to provide a robust defence of the number of employees for a proposed office development? It is unlikely that this number is fixed at any one time, and question J3 provides no definition of what constitutes staff numbers - is it FTE or peak usage? Is this to take part time staff consideration? The proposed use of staff numbers will create more uncertainty and less guidance for developers.

Parking numbers should be based on floor areas, a fixed quantum.

Option J.3

Figure 2 provides clear guidance on the size of parking spaces required within garages, however the text in Option J3 is equivocal with regard to the type and style of car parking, stating 'this will need to comply with best practice guidance and is proposed to include...'. We would query which 'best practise guidance' is referred to within this text? We consider that car parking for commercial developments should be based on the 'Manual for Streets' for above ground / surface car parking and 'Design recommendations for multi-storey and underground car park' Inst of Str Engineers, for below ground car parks with a minimum car parking size of 2.4m x 4.8m. In this way efficient use is made of available development land.

Best use should be made of land; parking areas of this size are unjustified and will drive up the cost of development unnecessarily

Option K1 states:

"It is proposed that some flexibility could be applied to applications of the standards, in the following instances..."

As with the ambiguous parking standards, this proposed wording creates uncertainty, and does not provide developers with clear guidance on the number of cycle parking spaces required.

In addition, for many developments, cycle parking requirements are set out as 1 space per 3 members of staff, as opposed to 1 space per 30sqm GFA in the existing document. As with the car parking standards, we would query how it is possible to provide a robust defence of the number of employees for a proposed development, as surely there cannot be a finite number of staff per development.

We would also request that the document includes information on the type of cycle parking to be provided. We consider that there is a missed opportunity to discuss the efficiency of the proposed cycle parking - particularly for commercial office buildings, where the use of double stackers would increase efficiency of space. Making the best use of land is a priority of the planning system

Issues & Options 2: Part 2 - Site Options Within Cambridge

Change To Plan: N/A

S - 19577 - 1384 - Question J.4 - None

19577 Support

J. Car Parking Standards

Question J.4

Respondent: Rustat Neighborhood Association (Mr Roger Crabtree) [1384]

Agent: N/A

Summary: Criteria seem sound

Full Text: Criteria seem sound

Change To Plan: N/A

O - 21196 - 1904 - Question J.4 - None

21196 Object

J. Car Parking Standards

Question J.4

Respondent: The I&O Working Group of Windsor Road Residents' Association (The Secretary) [1904]

Agent: N/A

Summary: Bullet 1. We agree that car parking levels should consider both the impact of the new development upon the surrounding streets and the transport network. Define high quality public transport as widespread and of high frequency at all times of day and all days in the year. Without this people will want cars when car sharing and taxis are not suitable alternatives (eg for recreation, family transport, out of town shopping, work-related needs such as carrying samples and tools, travelling around as part of job). Therefore, sufficient car parking spaces must be provided.

Full Text: Bullet point 1
We agree that car parking levels should consider the impact of the new development upon the surrounding streets and that the transport network should be considered. However unless the transport is widespread and of high frequency at all times of day and all days in the year (and this should be specified since the phrase "high quality" is not sufficient unless defined precisely), people will need to own cars (for recreation, family transport, out of town shopping, work-related needs such as carrying samples and tools or doing visits, travelling around as part of job). Car sharing and taxis are not suitable alternatives in most cases and therefore sufficient car parking spaces must be provided.

Bullet point 2

What is the specific implication of this in terms of parking provision?

Bullet point 3

Sounds discriminatory to assume flat dwellers will not have cars. Although it may be true that current flat dwellers have a lower level of car ownership than house dwellers, this could well change in the future for two reasons:

1. the economic climate may mean that flat dwellers may be able to afford to and wish to own cars long before they can afford to move into houses; and

2. if the current pattern in the city of more and more apartments being built at the expense of family housing, then there will not be an adequate number of houses for these flat dwellers to move into as their economic situation changes.

Bullet point 4

Under-provision of parking for new residential developments is certain to lead to increased on-street parking locally and there is rarely capacity for this.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

S - 21371 - 1380 - Question J.4 - None

21371 Support

J. Car Parking Standards

Question J.4

Respondent: Trumpington Residents Association (Mr Andrew Roberts) [1380] **Agent:** N/A

Summary: The Trumpington Residents' Association supports the criteria in option J.3.

Full Text: The Trumpington Residents' Association supports the criteria in option J.3.

Change To Plan: N/A

S - 21740 - 3775 - Question J.4 - None

21740 Support

J. Car Parking Standards

Question J.4

Respondent: RICHMOND ROAD RESIDENTS' ASSOCIATION (MR RICHARD FOOTITT) [3775] **Agent:** N/A

Summary: Essential that impact on surrounding streets is considered seriously - major problem in this area and seems to be scarcely considered at the moment with new applications.

Full Text: Essential that impact on surrounding streets is considered seriously - major problem in this area and seems to be scarcely considered at the moment with new applications.

Change To Plan: N/A

S - 21803 - 3880 - Question J.4 - None

21803 Support

J. Car Parking Standards

Question J.4

Respondent: RAON (Mr Andrew Tucker) [3880] **Agent:** N/A

Summary: Yes

Full Text: Yes

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

S - 22569 - 2670 - Question J.4 - None

22569 Support

J. Car Parking Standards

Question J.4

Respondent: Mr Michel Bond [2670]

Agent: N/A

Summary: Support the criteria but would add the need to take proper account of local community views on the potential impact of any new development. Often existing parking surveys are only done during the day rather than also at night when the picture can be very different.

Full Text: Support the criteria but would add the need to take proper account of local community views on the potential impact of any new development. Often existing parking surveys are only done during the day rather than also at night when the picture can be very different.

Change To Plan: N/A

C - 18665 - 1855 - Question J.5 - None

18665 Comment

J. Car Parking Standards

Question J.5

Respondent: Dr Roger Sewell [1855]

Agent: N/A

Summary: If you want to encourage people to use modes of transport other than cars then you need to
1) encourage businesses to move out of Cambridge, and
2) achieve a culture change so that people are not expected to arrive at work or meetings smartly dressed but hot and sweaty from having cycled there, and
3) possibly do something to prohibit car ownership, and not something to reduce available car parking

Full Text: If you want to encourage people to use modes of transport other than cars then you need to
1) encourage businesses to move out of Cambridge, and
2) achieve a culture change so that people are not expected to arrive at work or meetings smartly dressed but hot and sweaty from having cycled there, and
3) possibly do something to prohibit car ownership, and not something to reduce available car parking

Change To Plan: N/A

C - 20523 - 2230 - Question J.5 - None

20523 Comment

J. Car Parking Standards

Question J.5

Respondent: Cherry Hinton Rd and rathmore Rd resident's Association (Mr Christopher Kington) [2230]

Agent: N/A

Summary: All new build -on site - out of sight parking mandatory. All areas special bays for shared / street cars ZIP. All areas safe cycle parking. Secure loops fitted outside existing town houses etc.
Recognise that residents have car(s) cycles, walk, use the bus and train and have visitors / deliveries that come by any mode but often on 4 wheels or more.
Stop parking on pavements (As Romsey Town area) by creating safe cycle hotels in every street. You have to be brave!

Full Text: All new build -on site - out of sight parking mandatory. All areas special bays for shared / street cars ZIP. All areas safe cycle parking. Secure loops fitted outside existing town houses etc.
Recognise that residents have car(s) cycles, walk, use the bus and train and have visitors / deliveries that come by any mode but often on 4 wheels or more.
Stop parking on pavements (As Romsey Town area) by creating safe cycle hotels in every street. You have to be brave!

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

C - 21349 - 3809 - Question J.5 - None

21349 Comment

J. Car Parking Standards

Question J.5

Respondent: Cambridge Past, Present & Future (Mr Terence Gilbert) [3809] **Agent:** N/A

Summary: We welcome the application of a criteria based approach to determine parking levels which will address local circumstances. However, we would encourage explicit consideration to be given to the promotion of car-free developments on sites in the City that are well served by local services and are highly accessible to no-car modes of travel.

Full Text: We welcome the application of a criteria based approach to determine parking levels which will address local circumstances. However, we would encourage explicit consideration to be given to the promotion of car-free developments on sites in the City that are well served by local services and are highly accessible to no-car modes of travel.

Change To Plan: N/A

C - 21804 - 3880 - Question J.5 - None

21804 Comment

J. Car Parking Standards

Question J.5

Respondent: RAON (Mr Andrew Tucker) [3880] **Agent:** N/A

Summary: No

Full Text: No

Change To Plan: N/A

C - 22449 - 4035 - Question J.5 - None

22449 Comment

J. Car Parking Standards

Question J.5

Respondent: Dr Anne McConville [4035] **Agent:** N/A

Summary: The impact on and current situation in existing developments needs to be considered. If parking is restricted in new developments, the same restrictions must apply across the area or the problems are displaced to developments without restrictions-which may have been built to a poorer specification than those now under consultation..

Full Text: The impact on and current situation in existing developments needs to be considered. If parking is restricted in new developments, the same restrictions must apply across the area or the problems are displaced to developments without restrictions-which may have been built to a poorer specification than those now under consultation..

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

C - 22573 - 2670 - Question J.5 - None

22573 Comment

J. Car Parking Standards

Question J.5

Respondent: Mr Michel Bond [2670]

Agent: N/A

Summary: Can we have garages that can accommodate a car and a bicycle and allow space to get in and out of the car with a large bag as a minimum requirement. Car park spaces should also be wide enough to permit easy entry and exit from both sides of a parked family saloon.

Full Text: Can we have garages that can accommodate a car and a bicycle and allow space to get in and out of the car with a large bag as a minimum requirement. Car park spaces should also be wide enough to permit easy entry and exit from both sides of a parked family saloon.

Change To Plan: N/A

C - 22826 - 3991 - K.1 - None

22826 Comment

K. Cycle Parking Standards

K.1

Respondent: Richard Robertson [3991]

Agent: N/A

Summary: It would be more accurate to say that provision of cycle parking is an increasingly big issue in Cambridge.

Full Text: It would be more accurate to say that provision of cycle parking is an increasingly big issue in Cambridge.

Change To Plan: N/A

C - 22450 - 4035 - K.3 - None

22450 Comment

K. Cycle Parking Standards

K.3

Respondent: Dr Anne McConville [4035]

Agent: N/A

Summary: Specific consideration to remedial measures and /or strict enforcement is needed in terraced streets eg Kingston Street, where it is often impossible to walk on the pavement due to cars parked on the kerb side of the pavement, and wheelie bins and bikes left outside on the other.

Full Text: Specific consideration to remedial measures and /or strict enforcement is needed in terraced streets eg Kingston Street, where it is often impossible to walk on the pavement due to cars parked on the kerb side of the pavement, and wheelie bins and bikes left outside on the other.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

C - 21667 - 1211 - K.4 - None

21667 Comment

K. Cycle Parking Standards

K.4

Respondent: Mr Martin Lucas-Smith [1211]

Agent: N/A

Summary: "not always been of the appropriate standard" This is because the City Council have continued to let developers get away with obviously problematic provision such as cycle parking in basements accessible via steep ramps and via traffic lights on access ramps shared with cars. This clearly demonstrates the need for better development control, stronger County Council policy, and the need for two full-time Cycling Officers at the City Council.

Full Text: "not always been of the appropriate standard" This is because the City Council have continued to let developers get away with obviously problematic provision such as cycle parking in basements accessible via steep ramps and via traffic lights on access ramps shared with cars. This clearly demonstrates the need for better development control, stronger County Council policy, and the need for two full-time Cycling Officers at the City Council.

Change To Plan: N/A

C - 21668 - 1211 - K.4 - None

21668 Comment

K. Cycle Parking Standards

K.4

Respondent: Mr Martin Lucas-Smith [1211]

Agent: N/A

Summary: The City Council's Cycle Parking Guide for New Residential Developments basically gives too much emphasis to very secure (e.g. caged) cycle parking, whereas it is clear what people value most, and what will get them cycling more is CONVENIENT parking. The Guide should be changed so that there is a 25%/75% split (25% very secure, 75% on-street front-of-house convenient).

Full Text: The City Council's Cycle Parking Guide for New Residential Developments basically gives too much emphasis to very secure (e.g. caged) cycle parking, whereas it is clear what people value most, and what will get them cycling more is CONVENIENT parking. The Guide should be changed so that there is a 25%/75% split (25% very secure, 75% on-street front-of-house convenient).

Change To Plan: N/A

C - 22843 - 3991 - K.4 - None

22843 Comment

K. Cycle Parking Standards

K.4

Respondent: Richard Robertson [3991]

Agent: N/A

Summary: The emphasis should be to require most cycle parking to be easy to use and adequate as to spaces provided. Too often the opposite has been allowed.

Full Text: The emphasis should be to require most cycle parking to be easy to use and adequate as to spaces provided. Too often the opposite has been allowed.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

S - 21198 - 1904 - K.5 - None

21198 Support

K. Cycle Parking Standards

K.5

Respondent: The I&O Working Group of Windsor Road Residents' Association (The Secretary) [1904]

Agent: N/A

Summary: We strongly agree that standards for cycle parking should distinguish between different areas of the city and different uses of buildings.

Full Text: We strongly agree that standards for cycle parking should distinguish between different areas of the city and different uses of buildings.

Change To Plan: N/A

O - 21350 - 3809 - Option K.1 Cycle Parking Standards - None

21350 Object

K. Cycle Parking Standards

Option K.1 Cycle Parking Standards

Respondent: Cambridge Past, Present & Future (Mr Terence Gilbert) [3809]

Agent: N/A

Summary: The extreme lack of cycle parking in the City is more than a mere irritation - it is an active deterrent to cycling. Cambridge prides itself on being the cycle capital of the UK but the lack of provision in both public places and private sites is chronic and contributes to the hazard of indiscriminate parking. The cycle parking standards should cater for the needs arising from new developments as well as helping to address the legacy of the inadequate provision.

Full Text: The extreme lack of cycle parking in the City is more than a mere irritation - it is an active deterrent to cycling. Cambridge prides itself on being the cycle capital of the UK but the lack of provision in both public places and private sites is chronic and contributes to the hazard of indiscriminate parking. The cycle parking standards should cater for the needs arising from new developments as well as helping to address the legacy of the inadequate provision.

Change To Plan: N/A

O - 21669 - 1211 - Option K.1 Cycle Parking Standards - None

21669 Object

K. Cycle Parking Standards

Option K.1 Cycle Parking Standards

Respondent: Mr Martin Lucas-Smith [1211]

Agent: N/A

Summary: The garage dimension diagram in the car parking section uses "could" make space rather than "must" make space, so is currently useless as it stands.

Full Text: The garage dimension diagram in the car parking section uses "could" make space rather than "must" make space, so is currently useless as it stands.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 21670 - 1211 - Option K.1 Cycle Parking Standards - None

21670 Object

K. Cycle Parking Standards

Option K.1 Cycle Parking Standards

Respondent: Mr Martin Lucas-Smith [1211]

Agent: N/A

Summary: "At least as convenient as the car parking provided." Not good enough. Must be MORE convenient.

Full Text: "At least as convenient as the car parking provided." Not good enough. Must be MORE convenient.

Change To Plan: N/A

O - 22227 - 2376 - Option K.1 Cycle Parking Standards - None

22227 Object

K. Cycle Parking Standards

Option K.1 Cycle Parking Standards

Respondent: Anglia Ruskin University [2376]

Agent: Savills (Mr Colin Campbell) [1299]

Summary: The revised standards are still considered to be too onerous given the location of the University close to the Grafton bus interchange and significant student accommodation within easy walking distance.

regular surveys show that walking is the most popular mode, and around 25% of students cycle. It is suggested that spaces should be provided for 1 in 3 students based on peak number of students on site at any time.

one space per 2 staff is also excessive. Surveys show that 1 in 3 staff cycle to work in Cambridge and this would be an appropriate level of provision.

Full Text: The University welcomes the intention to review the cycle parking standards. Cycling is an important mode of travel to the University, and it fully supports measures to encourage and maximise cycle use. However, the revised standards are still considered to be too onerous given factors such as the location of the University close to the Grafton bus interchange which offers excellent accessibility by public transport, and the location of significant student residential accommodation within easy walking distance.

Surveys of staff and students at the University demonstrate that walking is the most popular form of travel (28.2%) for Cambridge students followed by cycling (25%). The cycle parking standards as proposed would require that for D1 space, cycle provision is made for 70% of students based on peak numbers on site. Given that regular surveys show that walking is the most popular mode, and that around 25% of students cycle, the proposed standards are considered too high. To allow for some growth and capacity, it is suggested that spaces should be provided for 1 in 3 students based on peak number of students on site at any time.

The proposed standard of one space per 2 staff is also excessive. Surveys show that currently 1 in 3 staff cycle to work in Cambridge and this would be an appropriate level of provision.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

S - 22304 - 4016 - Option K.1 Cycle Parking Standards - None

22304 Support

K. Cycle Parking Standards

Option K.1 Cycle Parking Standards

Respondent: Robin Heydon [4016]

Agent: N/A

Summary: Cycle parking can also be provided in Utility rooms if such rooms have sufficient space for bicycle storage. This is used successfully in Holland.

Full Text: Cycle parking can also be provided in Utility rooms if such rooms have sufficient space for bicycle storage. This is used successfully in Holland.

Change To Plan: N/A

S - 22576 - 2670 - Option K.1 Cycle Parking Standards - None

22576 Support

K. Cycle Parking Standards

Option K.1 Cycle Parking Standards

Respondent: Mr Michel Bond [2670]

Agent: N/A

Summary: Proposals seem reasonable.

Full Text: Proposals seem reasonable.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 22852 - 4125 - Option K.1 Cycle Parking Standards - None

22852 Object

K. Cycle Parking Standards

Option K.1 Cycle Parking Standards

Respondent: Brookgate CB1 Ltd [4125]

Agent: Savills (Melanie Wykes) [4124]

Summary: The wording of Option K1 creates uncertainty, and does not provide developers with clear guidance on the number of cycle parking spaces required.

In addition, cycle parking requirements are set out as 1 space per 3 members of staff, as opposed to 1 space per 30sqm GFA in the existing document. We would query how it is possible to provide a robust defence of the number of employees for a proposed development.

We would request that the document includes information on the type of cycle parking. There is a missed opportunity to discuss efficiency of cycle parking.

Full Text: Option K1 states:

"It is proposed that some flexibility could be applied to applications of the standards, in the following instances..."

As with the ambiguous parking standards, this proposed wording creates uncertainty, and does not provide developers with clear guidance on the number of cycle parking spaces required.

In addition, for many developments, cycle parking requirements are set out as 1 space per 3 members of staff, as opposed to 1 space per 30sqm GFA in the existing document. As with the car parking standards, we would query how it is possible to provide a robust defence of the number of employees for a proposed development, as surely there cannot be a finite number of staff per development.

We would also request that the document includes information on the type of cycle parking to be provided. We consider that there is a missed opportunity to discuss the efficiency of the proposed cycle parking - particularly for commercial office buildings, where the use of double stackers would increase efficiency of space. Making the best use of land is a priority of the planning system

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 23877 - 4127 - Option K.1 Cycle Parking Standards - None

23877 Object

K. Cycle Parking Standards

Option K.1 Cycle Parking Standards

Respondent: Skanska Residential [4127]

Agent: Savills (Melanie Wykes) [4124]

Summary: The wording of Option K1 creates uncertainty, and does not provide developers with clear guidance on the number of cycle parking spaces required.

In addition, cycle parking requirements are set out as 1 space per 3 members of staff, as opposed to 1 space per 30sqm GFA in the existing document. We would query how it is possible to provide a robust defence of the number of employees for a proposed development.

We would request that the document includes information on the type of cycle parking. There is a missed opportunity to discuss efficiency of cycle parking.

Full Text: Question J1:
We would like to object to the proposed parking standards, specifically the supporting text which is unclear, contradictory and contrary to guidance in 154 of the NPPF (2012), which states:

Local Plans should be aspirational but realistic. They should address the spatial implications of economic, social and environmental change. Local Plans should set out the opportunities for development and clear policies on what will or will not be permitted and where. Only policies that provide a clear indication of how a decision maker should react to a development proposal should be included in the plan.

The supporting criteria to the parking standards fail to do this.
We consider that within Section J, the Planning Authority appears to be straying into Highway Authority territory. Issues such as impact on the highway network and 'on street' parking should be covered by a Transport Assessment, reviewed by the Highway Authority and the results considered by the Planning Authority. This is not matter to be covered by policy in the manner drafted.

In paragraph J4 it is stated that there was no consensus on which of the three options should be taken forward from the 'Issues and Options' report and that paragraph J.5 states that a mixture of the three options has been proposed. It is considered that this method of developing options is confusing for those consulted on the original Issues and Options report.

We would request that the benefits of the current parking standards are reviewed in more detail. Paragraph J8 states that the 'current standards are working well by continuing to keep the number of parking spaces low within commercial developments'. It is therefore unclear why criteria are being set out within Option J3 to determine the level and type of parking provision, when para J8 makes it clear the current standards are satisfactory. Indeed, third parties interpretation of these criteria will lead to conflict with major developments in urban areas covered by CPZ's

Option J3:
We would query how it is possible to provide a robust defence of the number of employees for a proposed office development? It is unlikely that this number is fixed at any one time, and question J3 provides no definition of what constitutes staff numbers - is it FTE or peak usage? Is this to take part time staff consideration? The proposed use of staff numbers will create more uncertainty and less guidance for developers.

Parking numbers should be based on floor areas, a fixed quantum.

Option J.3
Figure 2 provides clear guidance on the size of parking spaces required within garages, however the text in Option J3 is equivocal with regard to the type and style of car parking, stating 'this will need to comply with best practice guidance and is proposed to include...'. We would query which 'best practise guidance' is referred to within this text? We consider that car parking for commercial developments should be based on the 'Manual for Streets' for above ground / surface car parking and 'Design recommendations for multi-storey and underground car park' Inst of Str Engineers, for below ground car parks with a minimum car parking size of 2.4m x 4.8m. In this way efficient use is made of available development land.

Best use should be made of land; parking areas of this size are unjustified and will drive up the cost of development unnecessarily

Option K1 states:

"It is proposed that some flexibility could be applied to applications of the standards, in the following instances..."

As with the ambiguous parking standards, this proposed wording creates uncertainty, and does not provide developers with clear guidance on the number of cycle parking spaces required.

In addition, for many developments, cycle parking requirements are set out as 1 space per 3 members of staff, as opposed to 1 space per 30sqm GFA in the existing document. As with the car parking standards, we would query how it is possible to provide a robust defence of the number of employees for a proposed development, as surely there cannot be a finite number of staff per development.

We would also request that the document includes information on the type of cycle parking to be provided. We consider that

Issues & Options 2: Part 2 - Site Options Within Cambridge

there is a missed opportunity to discuss the efficiency of the proposed cycle parking - particularly for commercial office buildings, where the use of double stackers would increase efficiency of space. Making the best use of land is a priority of the planning system

Change To Plan: N/A

S - 18666 - 1855 - Question K.1 - None

18666 Support

K. Cycle Parking Standards

Question K.1

Respondent: Dr Roger Sewell [1855]

Agent: N/A

Summary: Cycling is a healthy way of getting from A to B. However, to be maximally useful, a lot needs to change in our culture, which at present places far too much emphasis on personal appearance for cycling to be a useful way of transport for business.

Full Text: Cycling is a healthy way of getting from A to B. However, to be maximally useful, a lot needs to change in our culture, which at present places far too much emphasis on personal appearance for cycling to be a useful way of transport for business.

Change To Plan: N/A

O - 19578 - 1384 - Question K.1 - None

19578 Object

K. Cycle Parking Standards

Question K.1

Respondent: Rustat Neighborhood Association (Mr Roger Crabtree) [1384]

Agent: N/A

Summary: If we are genuinely serious about achieving a radical increase in cycle journeys, the proposed standards are too low. We need over provision rather than under provision and assume virtually everyone will own a bicycle.

So we suggest:-
Residential - at least 1.5 spaces per bedroom, preferably 2 spaces:
Student - 1 space per bed space wherever situated

Full Text: If we are genuinely serious about achieving a radical increase in cycle journeys, the proposed standards are too low. We need over provision rather than under provision and assume virtually everyone will own a bicycle.

So we suggest:-
Residential - at least 1.5 spaces per bedroom, preferably 2 spaces:
Student - 1 space per bed space wherever situated

Change To Plan: N/A

S - 20525 - 2230 - Question K.1 - None

20525 Support

K. Cycle Parking Standards

Question K.1

Respondent: Cherry Hinton Rd and rathmore Rd resident's Association (Mr Christopher Kington) [2230]

Agent: N/A

Summary: But ensure covered cycle parking does not double up as smoking shelter. Ban smoking from cycle parking areas by putting one side on the structure

Full Text: But ensure covered cycle parking does not double up as smoking shelter. Ban smoking from cycle parking areas by putting one side on the structure

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 20576 - 3642 - Question K.1 - None

20576 Object

K. Cycle Parking Standards

Question K.1

Respondent: . Wookey [3642]

Agent: N/A

Summary: The historic core exemption must not allow future developments like Bradwells court to proceed without compliant cycle parking.

Full Text: Broadly the cycle parking standards are very good, but the exception for the historic core is a problem. This has allowed things like the Bradwells court redevelopment which _reduced_ cycle parking in a area of huge shortage, when it would have been possible to adjust the outline to fit in parking. Any exception must be very strict about only allowing reduced provision when it is genuinely impossible to fit it in.

Would that development count as refurbishment and thus potentially be allowed reduced (or no) provision under these new Standards? If so they need tightening. If that would no longer be permitted then I will withdraw my objection.

I support the standards apart from this point.

Change To Plan: N/A

S - 21110 - 1863 - Question K.1 - None

21110 Support

K. Cycle Parking Standards

Question K.1

Respondent: Heather Coleman [1863]

Agent: N/A

Summary: I largely agree with the new cycle parking standards but note that there is an absence to reference to the section in the Cycle Parking Guide for new Development which gives the detail of cycle parking provision. This section must be included in the policy.

Please also see my answer to K3, since there appears to be a serious omission of exact design and layout standards.

Full Text: I largely agree with the new cycle parking standards but note that there is an absence to reference to the section in the Cycle Parking Guide for new Development which gives the detail of cycle parking provision. This section must be included in the policy.

Please also see my answer to K3, since there appears to be a serious omission of exact design and layout standards.

Change To Plan: N/A

O - 21148 - 2304 - Question K.1 - None

21148 Object

K. Cycle Parking Standards

Question K.1

Respondent: PSRA Committee (Cornelis van Rijsbergen) [2304]

Agent: N/A

Summary: There is never enough cycle parking anywhere. To encourage cycle use more cycle parking is needed.

Full Text: There is never enough cycle parking anywhere. To encourage cycle use more cycle parking is needed.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 21199 - 1904 - Question K.1 - None

21199 Object

K. Cycle Parking Standards

Question K.1

Respondent: The I&O Working Group of Windsor Road Residents' Association (The Secretary) [1904]

Agent: N/A

Summary:

Option K1:
Too few cycle parking spaces.
Page 121 Residential cycle parking, point 1, purpose built area need not necessarily be at the front of the house or within a garage if suitable access to rear garden.
Page 121 Non residential development, point 3, add all users/visitors/shoppers/clients etc to mean peak numbers.
Page 121 Sentence at bottom. Change "strongly recommended" to "required unless a strong special case is made otherwise".
Pages 122 -124 more cycle parking spaces needed in all cases, including 100% of bedspaces in student accommodation and 100 % of peak numbers in non-residential. (more details below)

Full Text:

Page 122-124
Residential dwellings. Increase to at least 1 space per bedspace..
Change all "1 space for every 3 members of staff" to "2 spaces for every 3 members of staff" for guesthouses, hotels, nursing homes, hospitals. 1 visitor space for every 5 bedspaces in hospitals.
Student residential accommodation, residential schools, college or training centre, change to 1 space per bed space within the historic core and for the rest of the city; change to 1 space for every 2 members of staff and 1 visitor space per 3 bedspaces.

Page 123
Food retail and non food retail, change to 1 space for every 2 members of staff in City Centre or Mill road District Centres. For rest of city change to 1 space for every 2 members of staff and visitor space per 25m2 up to 1500 and thereafter 1 space per 50 m2.
Sports etc 2 spaces for every 3 members of staff
Places of assembly 2 spaces for every 3 members of staff, 1 visitor space for every 2 seats.
Places of worship 2 visitor spaces per 15 m 2
Business use.
Offices and general industry 1 space per 2 members of staff.
Page 124
All cases listed, 2 spaces for every 3 members of staff.
Higher and further education
Cycle parking for 100% of students based.....

Change To Plan: N/A

O - 21228 - 3803 - Question K.1 - None

21228 Object

K. Cycle Parking Standards

Question K.1

Respondent: Elizabeth Cox [3803]

Agent: N/A

Summary:

I object to the proposed standard for cycle parking. I consider that the level of provision is inadequate in many of the categories listed in the report, including residential dwellings, hospitals, recreational facilities, places of assembly and halls/community centres, surgeries and crèches/nurseries. For example, in my experience, the provision of 1 space per 15m2 in a community centre or 1 space per 5 children for a crèche would be completely inadequate. The standard also needs to take into account the use by families with young children of large-scale buggies rather than conventional bikes.

Full Text:

I object to the proposed standard for cycle parking. I consider that the level of provision is inadequate in many of the categories listed in the report, including residential dwellings, hospitals, recreational facilities, places of assembly and halls/community centres, surgeries and crèches/nurseries. For example, in my experience, the provision of 1 space per 15m2 in a community centre or 1 space per 5 children for a crèche would be completely inadequate. The standard also needs to take into account the use by families with young children of large-scale buggies rather than conventional bikes.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 21372 - 1380 - Question K.1 - None

21372 Object

K. Cycle Parking Standards

Question K.1

Respondent: Trumpington Residents Association (Mr Andrew Roberts) [1380] **Agent:** N/A

Summary: The Trumpington Residents' Association objects to the proposed standard for cycle parking. We consider that the level of provision is inadequate in many of the categories listed in the report, including residential dwellings, hospitals, recreational facilities, places of assembly and halls/community centres, surgeries and crèches/nurseries. For example, in our experience, the provision of 1 space per 15m² in a community centre or 1 space per 5 children for a crèche would be completely inadequate. The standard also needs to take into account the use by families with young children of large-scale buggies rather than conventional bikes.

Full Text: The Trumpington Residents' Association objects to the proposed standard for cycle parking. We consider that the level of provision is inadequate in many of the categories listed in the report, including residential dwellings, hospitals, recreational facilities, places of assembly and halls/community centres, surgeries and crèches/nurseries. For example, in our experience, the provision of 1 space per 15m² in a community centre or 1 space per 5 children for a crèche would be completely inadequate. The standard also needs to take into account the use by families with young children of large-scale buggies rather than conventional bikes.

Change To Plan: N/A

S - 21626 - 3900 - Question K.1 - None

21626 Support

K. Cycle Parking Standards

Question K.1

Respondent: Shirley Fieldhouse (Miss Shirley Fieldhouse) [3900] **Agent:** N/A

Summary: Cambridge Cycling Campaign agrees with the contents of the option. It particularly commends the intention that the standards will reflect the design and dimensions for cycle parking as set out in the excellent comprehensive City Council's Cycle Parking Guide for New Residential Development.

Full Text: Cambridge Cycling Campaign agrees with the contents of the option. It particularly commends the intention that the standards will reflect the design and dimensions for cycle parking as set out in the excellent comprehensive City Council's Cycle Parking Guide for New Residential Development.

Change To Plan: N/A

O - 21674 - 1211 - Question K.1 - None

21674 Object

K. Cycle Parking Standards

Question K.1

Respondent: Mr Martin Lucas-Smith [1211] **Agent:** N/A

Summary: There is a serious omission of exact design and layout standards. These have been ESSENTIAL under the current standards in ensuring that developers ACTUALLY provide the space.

Full Text: There is a serious omission of exact design and layout standards. These have been ESSENTIAL under the current standards in ensuring that developers ACTUALLY provide the space.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

C - 21805 - 3880 - Question K.1 - None

21805 Comment

K. Cycle Parking Standards

Question K.1

Respondent: RAON (Mr Andrew Tucker) [3880]

Agent: N/A

Summary: In part but parking bicycles in front of properties will be a temptation to thieves, no matter how well locked. Need to be out of site, at the back of houses. For cycle parking for non residential developments, see RAON's response to J2 and J3. Adequate storage and changing facilities are essential.

Full Text: In part but parking bicycles in front of properties will be a temptation to thieves, no matter how well locked. Need to be out of site, at the back of houses. For cycle parking for non residential developments, see RAON's response to J2 and J3. Adequate storage and changing facilities are essential.

Change To Plan: N/A

O - 22452 - 4035 - Question K.1 - None

22452 Object

K. Cycle Parking Standards

Question K.1

Respondent: Dr Anne McConville [4035]

Agent: N/A

Summary: insufficient provision for houses and flats-should be one space per BED SPACE (not bedroom) to recognise double rooms, families and having more than one bike per person; similarly for student accommodation-one per bed space

Full Text: insufficient provision for houses and flats-should be one space per BED SPACE (not bedroom) to recognise double rooms, families and having more than one bike per person; similarly for student accommodation-one per bed space

Change To Plan: N/A

O - 22875 - 3991 - Question K.1 - None

22875 Object

K. Cycle Parking Standards

Question K.1

Respondent: Richard Robertson [3991]

Agent: N/A

Summary: These standards will not provide enough cycle parking spaces. Cycling is being taken up increasingly and we need to make sure that there are enough secure spaces at every shop, leisure facility and place of business for both employees and visitors.

Full Text: These standards will not provide enough cycle parking spaces. Cycling is being taken up increasingly and we need to make sure that there are enough secure spaces at every shop, leisure facility and place of business for both employees and visitors.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 23120 - 2531 - Question K.1 - None

23120 Object

K. Cycle Parking Standards

Question K.1

Respondent: Mr Joseph Adam [2531]

Agent: N/A

Summary: I object as I feel the standards are inadequate - especially for offices (my office is 50% cycle commuters already, the cycle parking is normally overflowing)
Student residential - this should be 1 space per bed

In addition I note there is no provision for 'unusual bikes' - cargo bikes etc.

The cycle parking should be MORE convenient than the car parking, to encourage use. Not hard to access, down stairs etc, as often proposed in existing developments.

Full Text: I object as I feel the standards are inadequate - especially for offices (my office is 50% cycle commuters already, the cycle parking is normally overflowing)
Student residential - this should be 1 space per bed

In addition I note there is no provision for 'unusual bikes' - cargo bikes etc.

The cycle parking should be MORE convenient than the car parking, to encourage use. Not hard to access, down stairs etc, as often proposed in existing developments.

Change To Plan: N/A

S - 23457 - 688 - Question K.1 - None

23457 Support

K. Cycle Parking Standards

Question K.1

Respondent: Cambridge Colleges' Bursars' Building and Planning Sub Committee (BBPSC) [688]

Agent: Savills (Mr William Lusty) [257]

Summary: It is important to encourage sustainable means of transport and with Proctorial control of student car ownership in the City, the bicycle is an important means of transport for students. As such, we welcome the continued use of cycle standards through the Local Plan to ensure that sufficient, secure and covered cycle parking is provided as part of new development.

Full Text:

Change To Plan: N/A

C - 19579 - 1384 - Question K.2 - None

19579 Comment

K. Cycle Parking Standards

Question K.2

Respondent: Rustat Neighborhood Association (Mr Roger Crabtree) [1384]

Agent: N/A

Summary: Broadly support a standard for parks and perhaps open spaces but do not see a need for allotments.

Full Text: Broadly support a standard for parks and perhaps open spaces but do not see a need for allotments.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

C - 21111 - 1863 - Question K.2 - None

21111 Comment

K. Cycle Parking Standards

Question K.2

Respondent: Heather Coleman [1863]

Agent: N/A

Summary: No requirement for separate standard.

Full Text: I don't think that a separate standard is required for cycle parking at parks or open spaces, as I believe that people who wish to stop on the Commons to picnic or visit specific features will wish to have their bikes close by (possibly as the picnic will be carried on the bike), even if this means laying them on the grass. I have no opinion about the need at allotments. Again it is likely that the cycle might be parked within sight of the allotment, especially if heavy tools have been transported on the cycle to avoid carrying them from a distant point.

Change To Plan: N/A

C - 21149 - 2304 - Question K.2 - None

21149 Comment

K. Cycle Parking Standards

Question K.2

Respondent: PSRA Committee (Cornelis van Rijsbergen) [2304]

Agent: N/A

Summary: No

Full Text: No

Change To Plan: N/A

S - 21200 - 1904 - Question K.2 - None

21200 Support

K. Cycle Parking Standards

Question K.2

Respondent: The I&O Working Group of Windsor Road Residents' Association (The Secretary) [1904]

Agent: N/A

Summary: We agree this should be introduced

Full Text: We agree this should be introduced

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

S - 21352 - 3809 - Question K.2 - None

21352 Support

K. Cycle Parking Standards

Question K.2

Respondent: Cambridge Past, Present & Future (Mr Terence Gilbert) [3809] **Agent:** N/A

Summary: Such provision should be well designed and managed.

Full Text: Such provision should be well designed and managed.

Change To Plan: N/A

C - 21628 - 3900 - Question K.2 - None

21628 Comment

K. Cycle Parking Standards

Question K.2

Respondent: Shirley Fieldhouse (Miss Shirley Fieldhouse) [3900] **Agent:** N/A

Summary: Cambridge Cycling Campaign believes that no separate standard is required for cycle parking at parks, open spaces, as we think people who wish to stop on the Commons to picnic or visit specific features will wish to have their bikes close by, even if this means laying them on the grass.

Full Text: Cambridge Cycling Campaign believes that no separate standard is required for cycle parking at parks, open spaces, as we think people who wish to stop on the Commons to picnic or visit specific features will wish to have their bikes close by, even if this means laying them on the grass.

Change To Plan: N/A

S - 21807 - 3880 - Question K.2 - None

21807 Support

K. Cycle Parking Standards

Question K.2

Respondent: RAON (Mr Andrew Tucker) [3880] **Agent:** N/A

Summary: Yes: parks should have a good number of proper racks.

Full Text: Yes: parks should have a good number of proper racks.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

C - 21912 - 3900 - Question K.2 - None

21912 Comment

K. Cycle Parking Standards

Question K.2

Respondent: Shirley Fieldhouse (Miss Shirley Fieldhouse) [3900] Agent: N/A

Summary: Cambridge Cycling Campaign has no opinion about the need at allotments.

Full Text: Cambridge Cycling Campaign has no opinion about the need at allotments.

Change To Plan: N/A

C - 22883 - 3991 - Question K.2 - None

22883 Comment

K. Cycle Parking Standards

Question K.2

Respondent: Richard Robertson [3991] Agent: N/A

Summary: If there is a focus at a park or open space (play area with strictures for instance) then some cycle parking should be provided. Otherwise no. Allotments do not need cycle parking as allotment holders invariably cycle to their plot and would not expect to leave a bike near the entrance or site centre.

Full Text: If there is a focus at a park or open space (play area with strictures for instance) then some cycle parking should be provided. Otherwise no. Allotments do not need cycle parking as allotment holders invariably cycle to their plot and would not expect to leave a bike near the entrance or site centre.

Change To Plan: N/A

C - 20529 - 2230 - Question K.3 - None

20529 Comment

K. Cycle Parking Standards

Question K.3

Respondent: Cherry Hinton Rd and rathmore Rd resident's Association (Mr Christopher Kington) [2230] Agent: N/A

Summary: Serious consideration to manned city centre cycle "hotels" with small fee and open 20 hrs per day. Perhaps the rail station could be an example., but given success of far too small cycle park in Corn Exchange St a major 3500 space build is required in city centre (also Grafton area too)

Full Text: Serious consideration to manned city centre cycle "hotels" with small fee and open 20 hrs per day. Perhaps the rail station could be an example., but given success of far too small cycle park in Corn Exchange St a major 3500 space build is required in city centre (also Grafton area too)

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 21109 - 1863 - Question K.3 - None

21109 Object

K. Cycle Parking Standards

Question K.3

Respondent: Heather Coleman [1863]

Agent: N/A

Summary: Lack of exact specifications for design and layout of cycle parking.

Full Text: There are no design standards. These are essential as otherwise a developer will allegedly put in the correct number of spaces, which in practice will be unuseable. The previous local plan (page 146 of Local Plan 2006) has design standards, albeit with spacings which are substandard. The local plan must specify Sheffield-type stands with the below spacing.

See the Department for Transport document 'Cycle Infrastructure Design' Local Transport Note 2/08, October 2008. This states:

"11.4.4 The usual dimensions are: length 700-1000 mm (700 mm recommended); height 750mm (+/- 50 mm); tube diameter 50-90 mm (larger diameter is more secure, since there is less space to lever apart "Dtype" locks); corner radii 100-250 mm. Stands placed 1000-1200 mm apart will accommodate two bicycles on each stand. The ends of stands should be 600 mm clear of walls and kerbs to allow for the bicycle wheels. A stand placed parallel to a wall or kerb should be at least 300 mm from the wall to allow use on one side only, or 900 mm to allow use of both sides. A bikelength of clear space in front of the stand is required to enable cyclists to wheel their bikes into place. "

These specifications must be clearly and explicitly included. It should be stated that exceptions can only be made (reduction of spacing between Sheffield Stands to 0.9m) where the design is trying to optimize cycle parking into an existing space.

Change To Plan: N/A

O - 21229 - 3803 - Question K.3 - None

21229 Object

K. Cycle Parking Standards

Question K.3

Respondent: Elizabeth Cox [3803]

Agent: N/A

Summary: I think it is essential that there is sufficient provision of cycle parking spaces for users of local centres and community facilities in the new development areas. I am aware that there is the likelihood that there will be very limited cycle parking at the local centre in the Trumpington Meadows development and the significant local centre at Clay Farm. I consider that it is essential that these areas have adequate parking provision for users. I am also concerned at the absence of any strategy for significantly increasing the level of secure cycle parking within the city centre.

Full Text: I think it is essential that there is sufficient provision of cycle parking spaces for users of local centres and community facilities in the new development areas. I am aware that there is the likelihood that there will be very limited cycle parking at the local centre in the Trumpington Meadows development and the significant local centre at Clay Farm. I consider that it is essential that these areas have adequate parking provision for users. I am also concerned at the absence of any strategy for significantly increasing the level of secure cycle parking within the city centre.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 21374 - 1380 - Question K.3 - None

21374 Object

K. Cycle Parking Standards

Question K.3

Respondent: Trumpington Residents Association (Mr Andrew Roberts) [1380] **Agent:** N/A

Summary: The Trumpington Residents' Association considers it is essential that there is sufficient provision of cycle parking spaces for users of local centres and community facilities in the new development areas. We are aware that there is the likelihood that there will be very limited cycle parking at the local centre in the Trumpington Meadows development and the significant local centre at Clay Farm. We consider that it is essential that these areas have adequate parking provision for users. We are also concerned at the absence of any strategy for significantly increasing the level of cycle parking within the city centre.

Full Text: As with car parking, the Trumpington Residents' Association considers it is essential that there is sufficient provision of cycle parking spaces for users of local centres and community facilities in the new development areas. We are aware that there is the likelihood that there will be very limited cycle parking at the local centre in the Trumpington Meadows development and the significant local centre at Clay Farm. We consider that it is essential that these areas have adequate parking provision for users, including the large number of users of the community facility/health centre at Clay Farm.

We are also concerned at the absence of any strategy for significantly increasing the level of cycle parking (particularly secure parking) within the city centre. With the expected increase in homes and population in the next 20 years (28% additional homes projected in para. 3.10), the existing inadequate level of provision will be overstretched.

Change To Plan: N/A

C - 21630 - 3900 - Question K.3 - None

21630 Comment

K. Cycle Parking Standards

Question K.3

Respondent: Shirley Fieldhouse (Miss Shirley Fieldhouse) [3900] **Agent:** N/A

Summary: Cambridge Cycling Campaign believes there are no points which have been missed.

Full Text: Cambridge Cycling Campaign believes there are no points which have been missed.

Change To Plan: N/A

O - 21675 - 1211 - Question K.3 - None

21675 Object

K. Cycle Parking Standards

Question K.3

Respondent: Mr Martin Lucas-Smith [1211] **Agent:** N/A

Summary: The absence of exact specifications for design and layout of cycle parking MUST be addressed. These have been critical in the current Local Plan standards.

Full Text: The absence of exact specifications for design and layout of cycle parking MUST be addressed. These have been critical in the current Local Plan standards.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

O - 21684 - 1211 - Question K.3 - None

21684 Object

K. Cycle Parking Standards

Question K.3

Respondent: Mr Martin Lucas-Smith [1211]

Agent: N/A

Summary: The new standards must completely disallow the use of high-capacity stands for all developments (except in the very specific case of minor changes to an existing site in the historic core).

The current standards allowed these stands to be used - without specifying where this would be appropriate, resulting in developments squeezing in cycle parking with inconvenient stands rather than requiring developers to treat cycle parking as a proper, first-class 'citizen' in the development.

The inspector's notes shown at <http://www.camcycle.org.uk/resources/cycleparking/standards/city.html> demonstrate the deficiency that was allowed through.

Full Text: The new standards must completely disallow the use of high-capacity stands for all developments (except in the very specific case of minor changes to an existing site in the historic core).

The current standards allowed these stands to be used - without specifying where this would be appropriate, resulting in developments squeezing in cycle parking with inconvenient stands rather than requiring developers to treat cycle parking as a proper, first-class 'citizen' in the development.

The inspector's notes shown at <http://www.camcycle.org.uk/resources/cycleparking/standards/city.html> demonstrate the deficiency that was allowed through.

Change To Plan: N/A

C - 21809 - 3880 - Question K.3 - None

21809 Comment

K. Cycle Parking Standards

Question K.3

Respondent: RAON (Mr Andrew Tucker) [3880]

Agent: N/A

Summary: Cycle racks need to be well spaced. In order to lock the bicycle to a fixed object (Cyclists may be in cycling gear, in which case they need storage & washing facilities, but equally they may be dressed for work or for socializing. Closely spaced cycle racks and those which grip only the front wheel force the cyclist to get dirty or oily in order to lock the bike.) Hotels: is there really a need to allocate two spaces per ten bedrooms? Who arrives by bicycle to stay in a hotel? Primary schools need scooter parks as well as cycle racks.

Full Text: Cycle racks need to be well spaced. In order to lock the bicycle to a fixed object (Cyclists may be in cycling gear, in which case they need storage & washing facilities, but equally they may be dressed for work or for socializing. Closely spaced cycle racks and those which grip only the front wheel force the cyclist to get dirty or oily in order to lock the bike.) Hotels: is there really a need to allocate two spaces per ten bedrooms? Who arrives by bicycle to stay in a hotel? Primary schools need scooter parks as well as cycle racks.

Change To Plan: N/A

Issues & Options 2: Part 2 - Site Options Within Cambridge

C - 22889 - 3991 - Question K.3 - None

22889 Comment

K. Cycle Parking Standards

Question K.3

Respondent: Richard Robertson [3991]

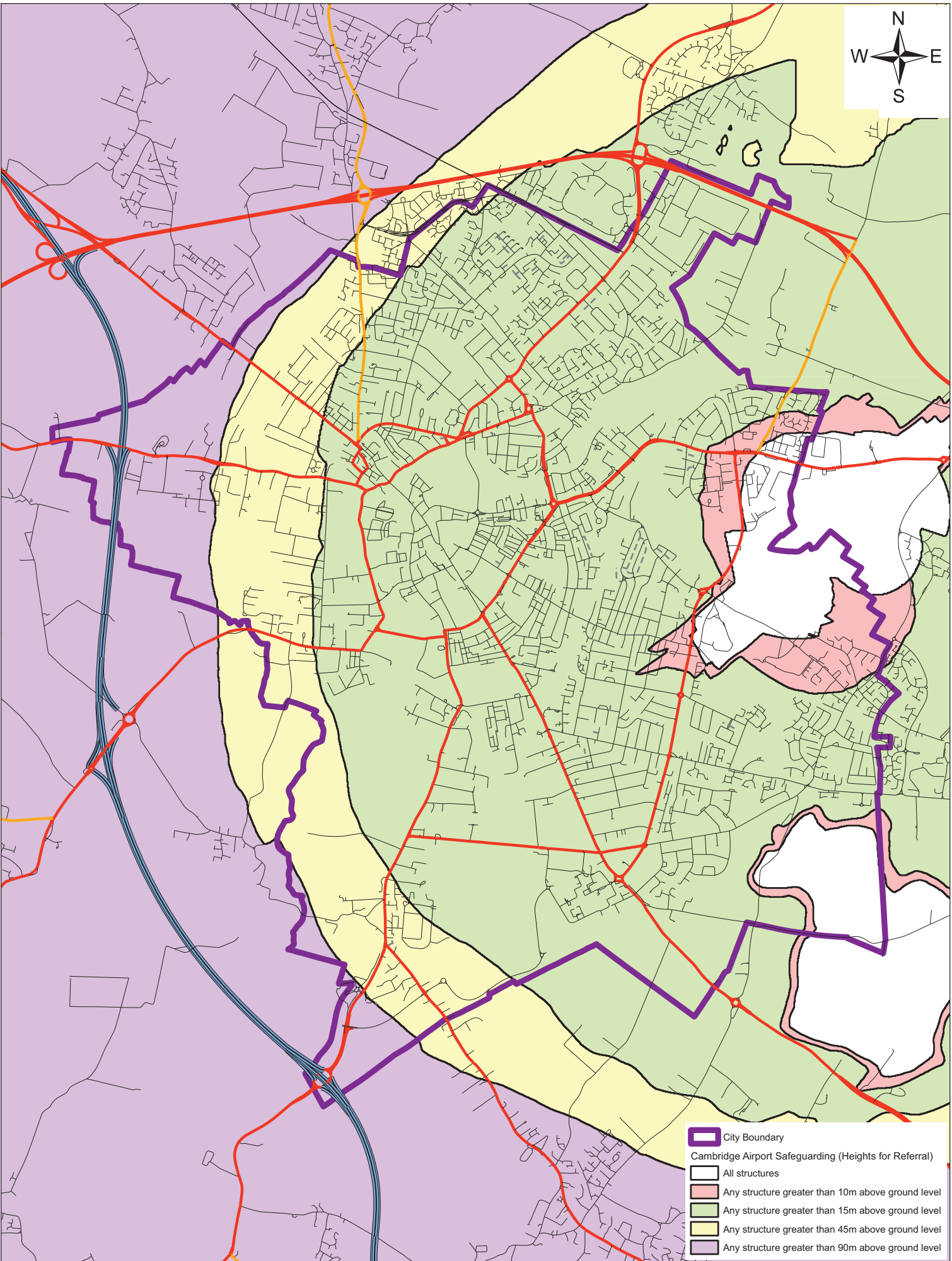
Agent: N/A



Summary: Setting standards is one thing but it is essential that they are then enforced. The failure to require cycle parking in Christs Lane has inevitably lead to bikes being left locked insecurely and in unsuitable places. We want to encourage more cycling, not deter people.

Full Text: Setting standards is one thing but it is essential that they are then enforced. The failure to require cycle parking in Christs Lane has inevitably lead to bikes being left locked insecurely and in unsuitable places. We want to encourage more cycling, not deter people.

Change To Plan: N/A

This page is intentionally left blank



-  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 F: Cambridge Airport Air Safeguarding Zones Map

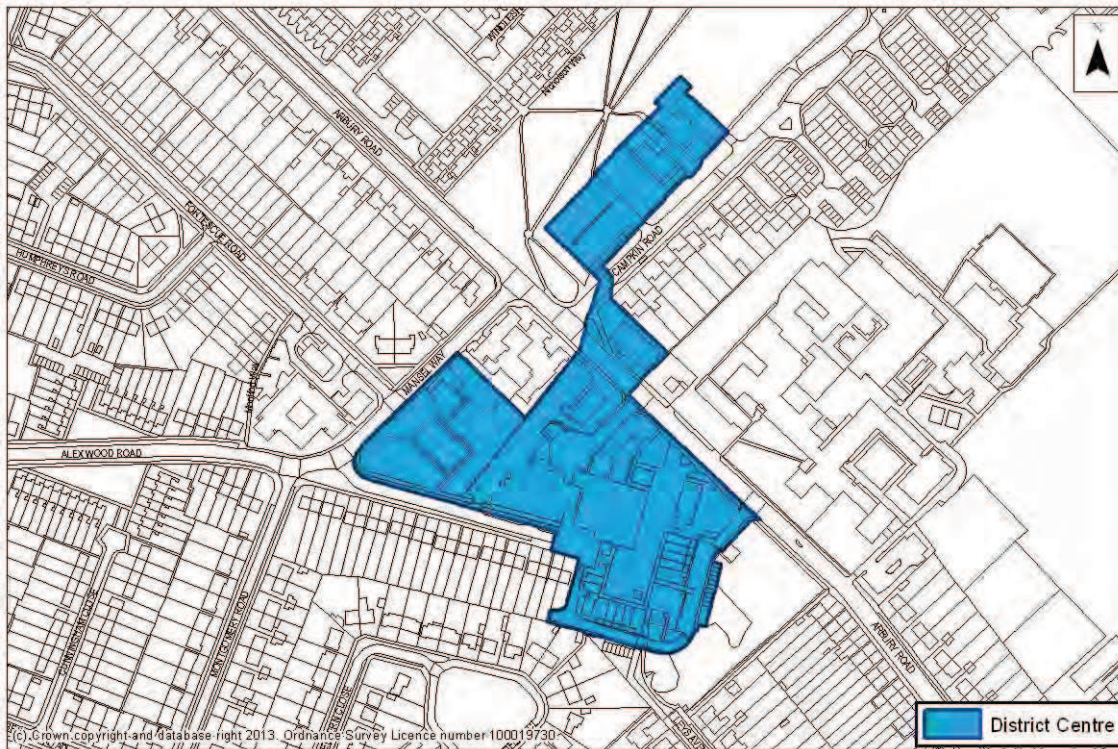
For reference purposes only.
(c) Crown copyright and database right 2012. Ordnance Survey Licence No. 100019730.

Date:	15 November 2012
Produced by:	GIS Team
Section/Department:	Information Systems, Environment Dept
Scale:	1:45,000 @ A4

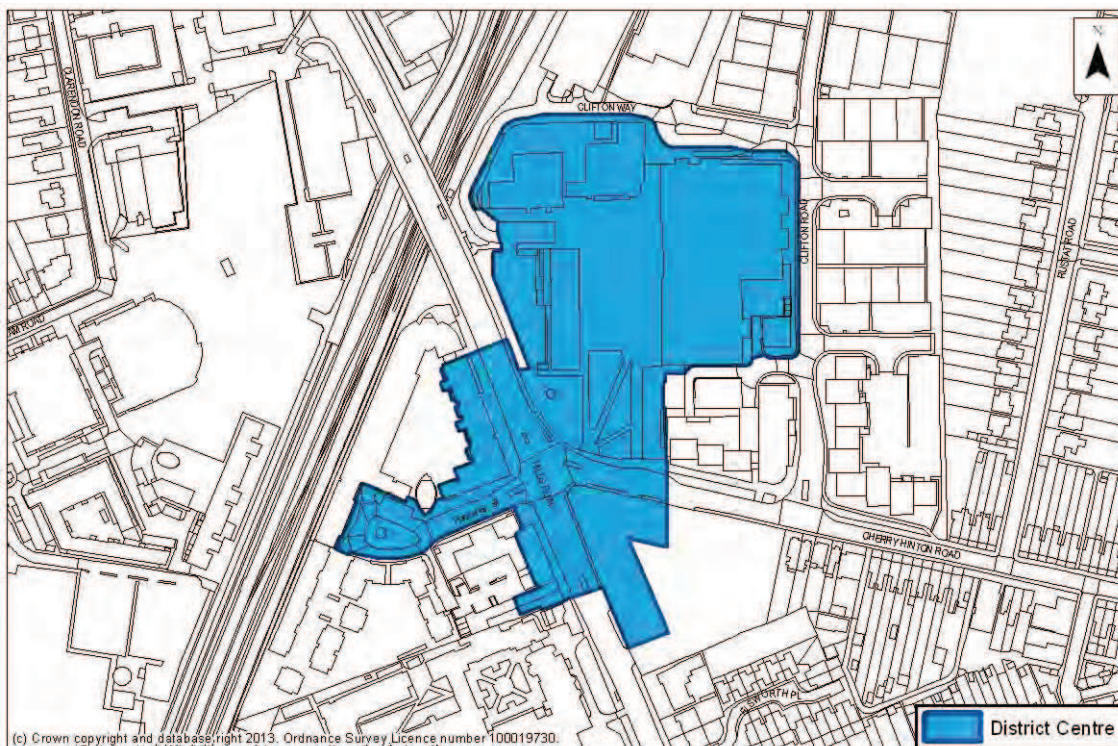
This page is intentionally left blank

Appendix G: Maps of District, Local and Neighbourhood Centres

DC1: Arbury Court

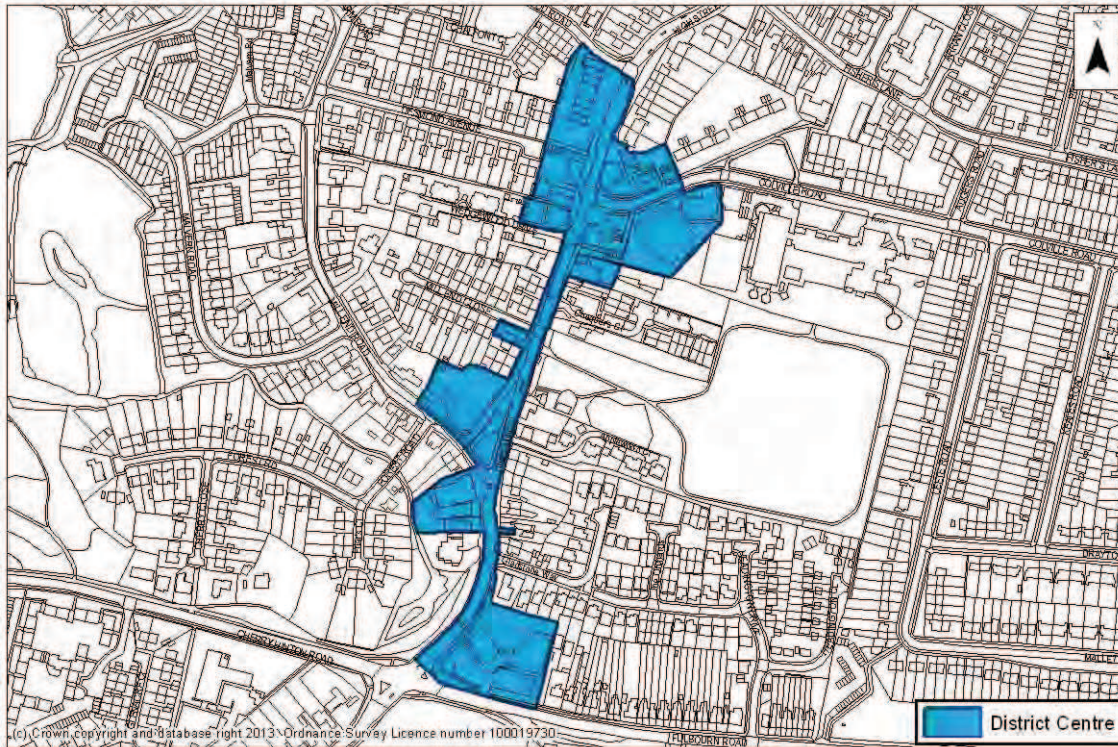


DC2: Cambridge Leisure Park

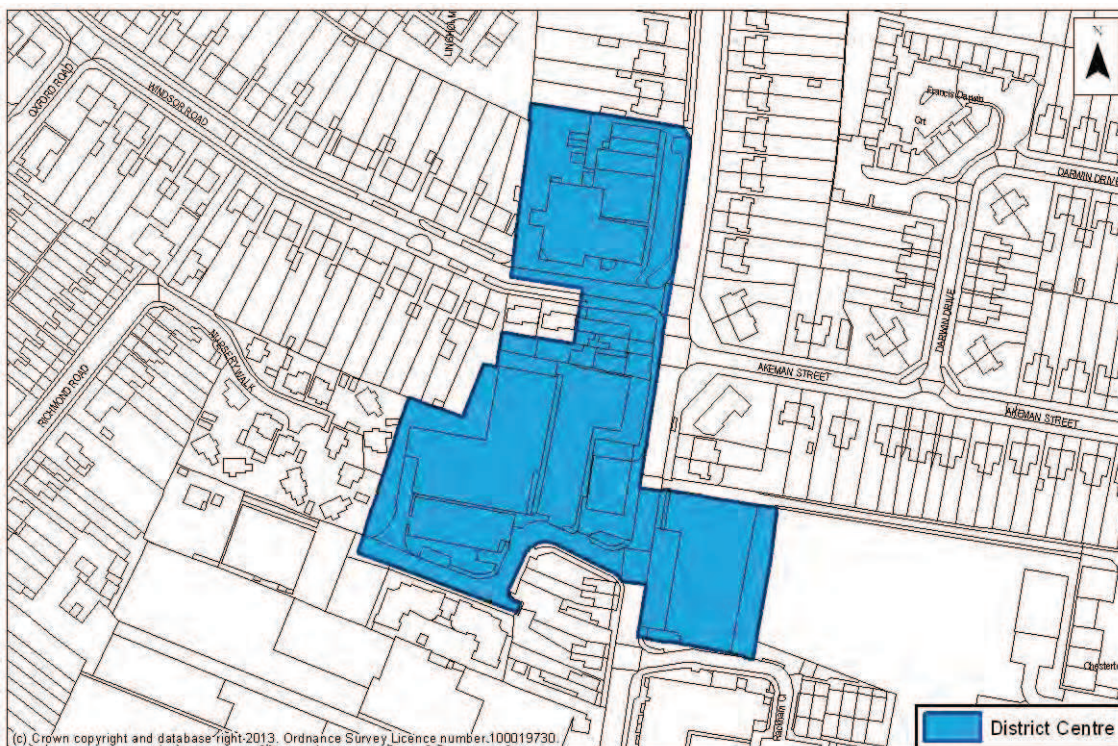


Appendix G: Maps of District, Local and Neighbourhood Centres

DC3: Cherry Hinton High Street



DC4: Histon Road

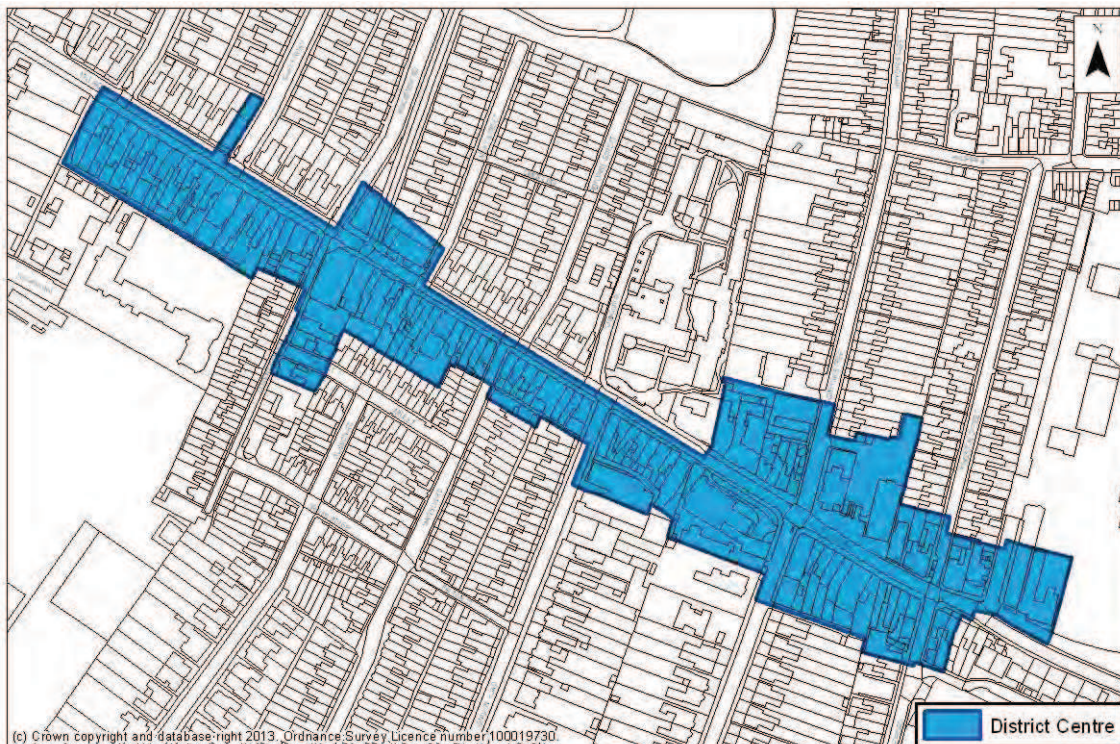


Appendix G: Maps of District, Local and Neighbourhood Centres

DC5: Mill Road East

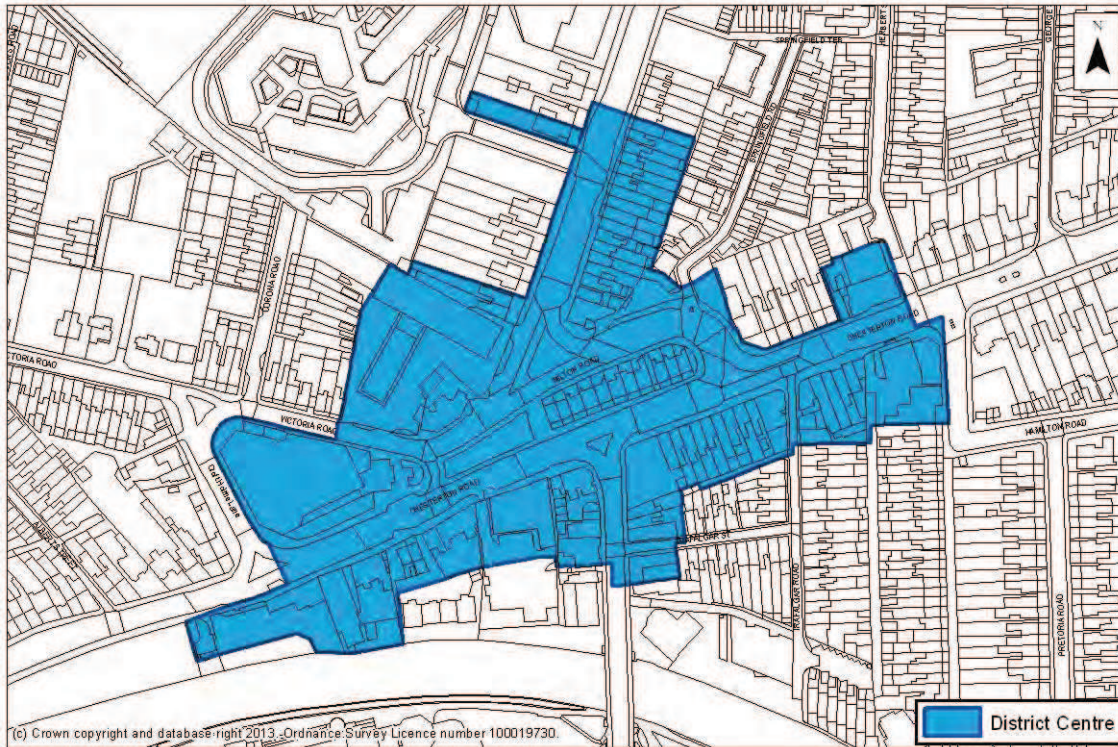


DC6: Mill Road West

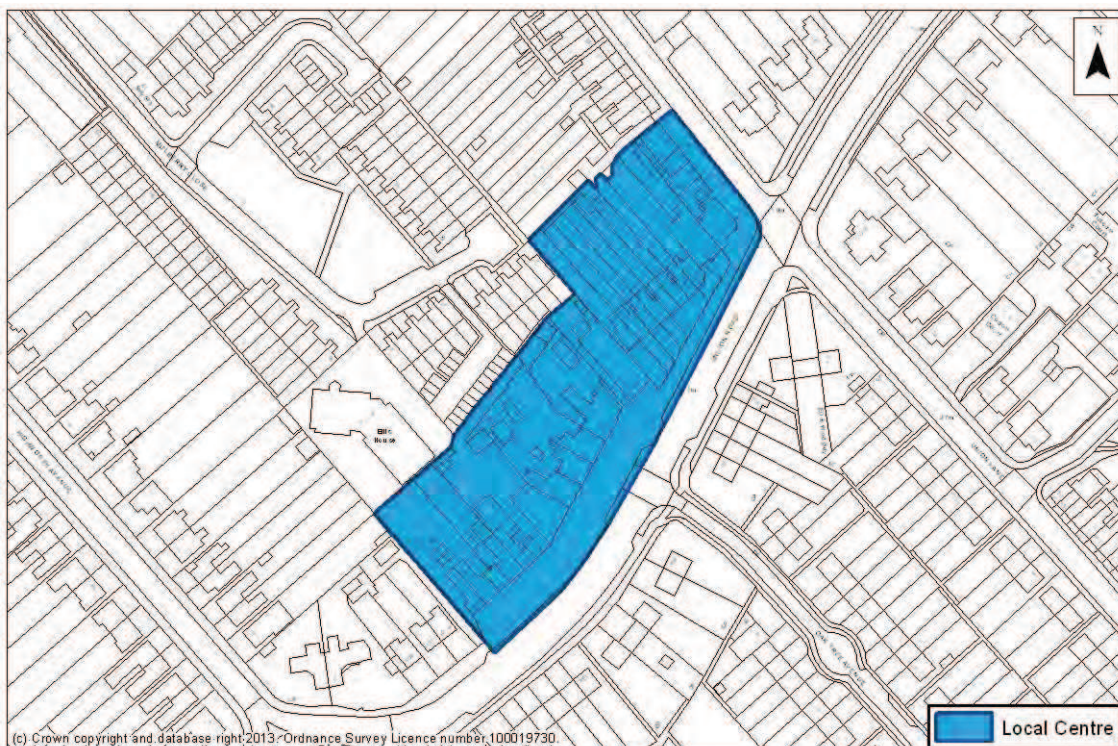


Appendix G: Maps of District, Local and Neighbourhood Centres

DC7: Mitcham's Corner

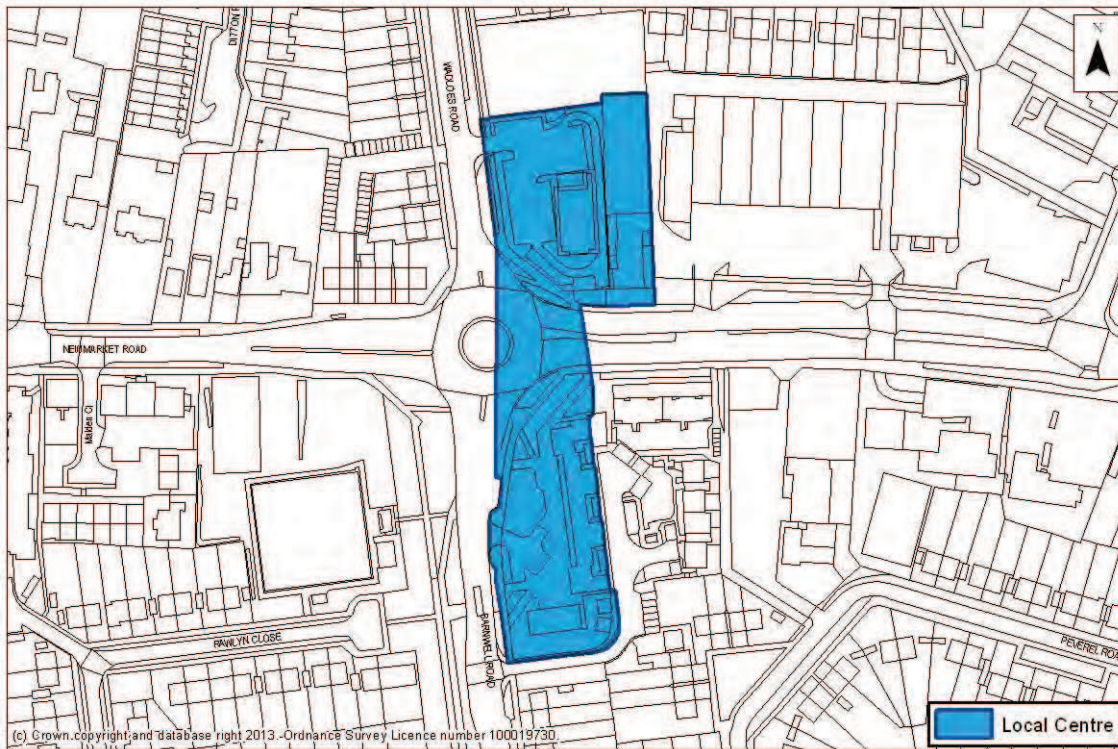


LC1: Arbury Road/Milton Road

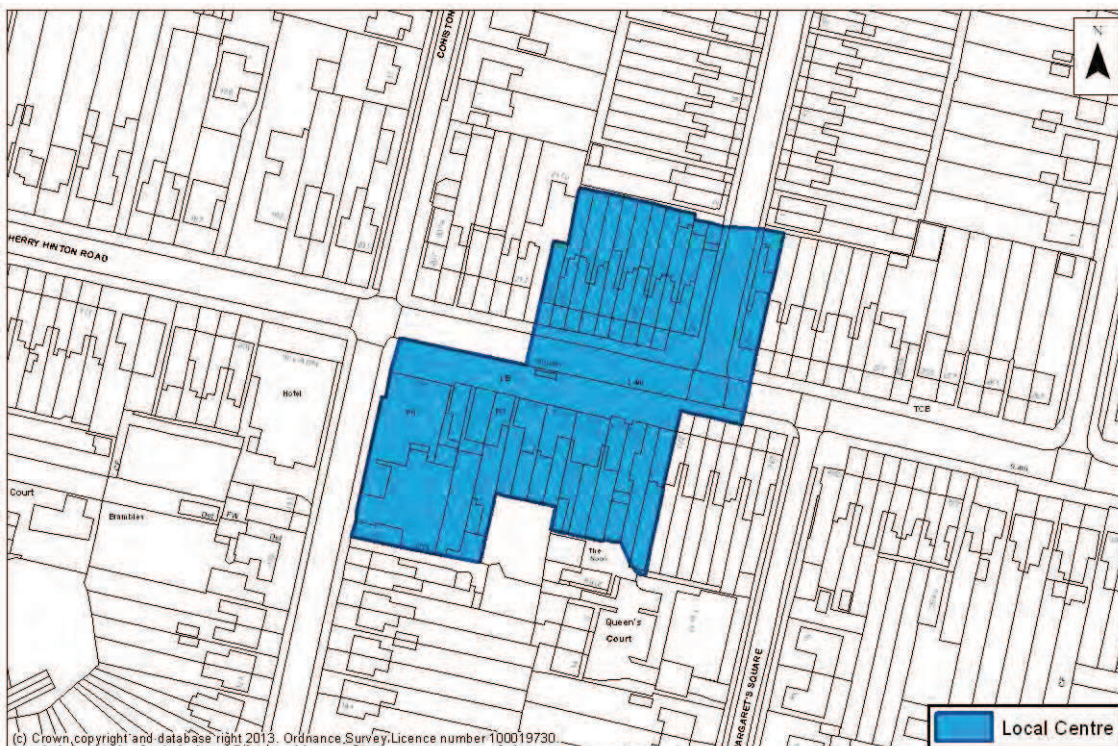


Appendix G: Maps of District, Local and Neighbourhood Centres

LC2: Barnwell Road



LC3: Cherry Hinton Road East

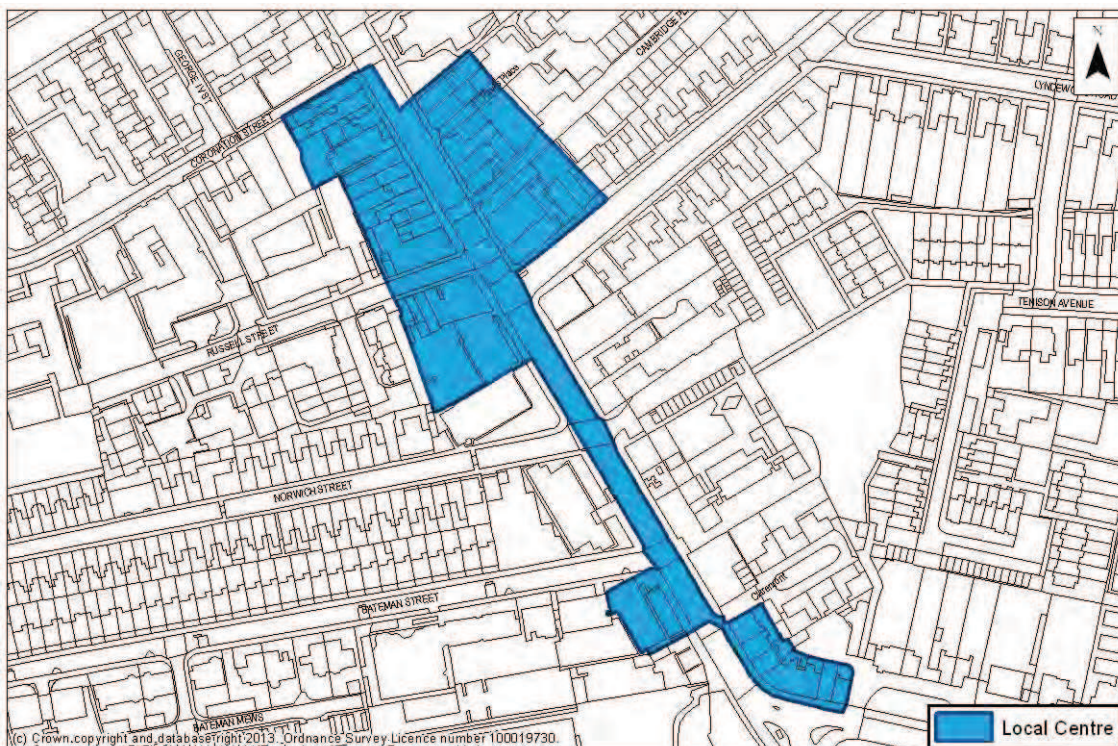


Appendix G: Maps of District, Local and Neighbourhood Centres

LC4: Cherry Hinton Road West

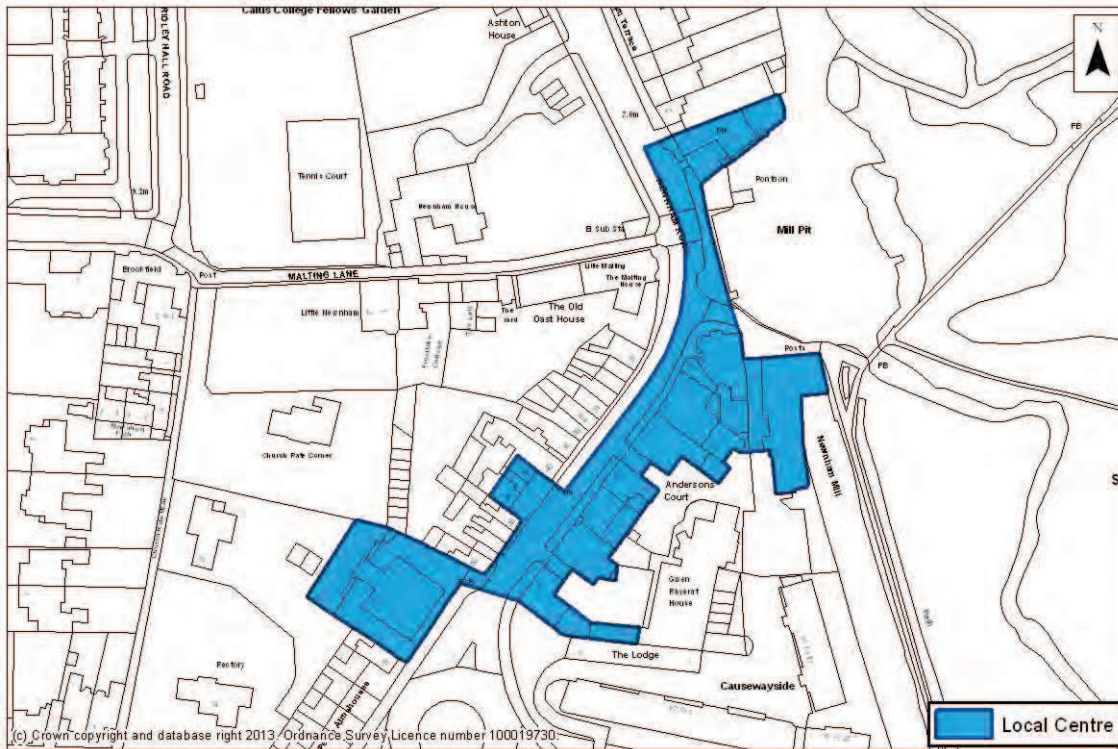


LC5: Hills Road



Appendix G: Maps of District, Local and Neighbourhood Centres

LC6: Newnham Road



LC7: Trumpington

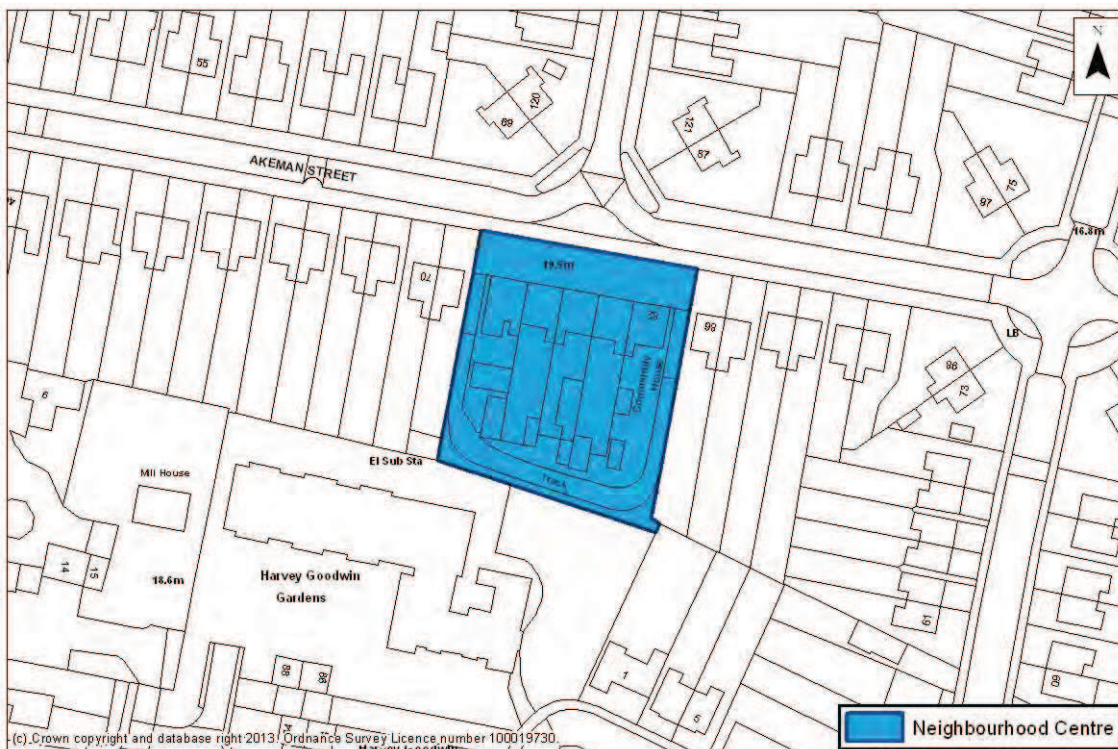


Appendix G: Maps of District, Local and Neighbourhood Centres

NC1: Adkins Corner

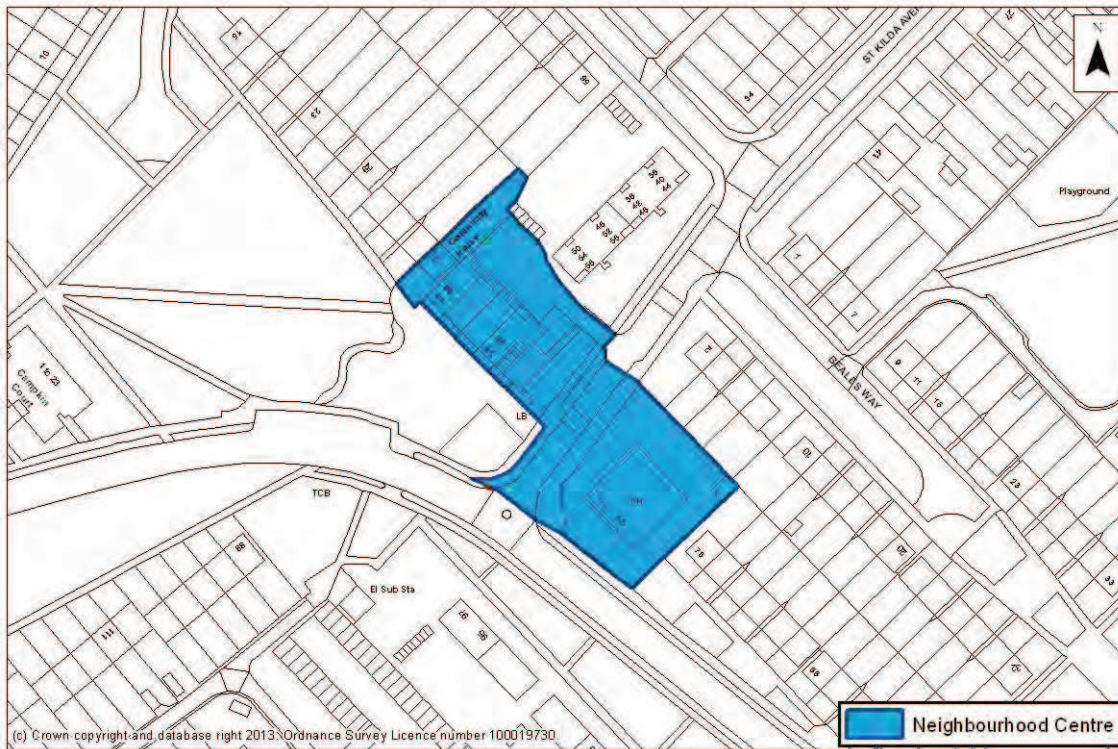


NC2: Akeman Street

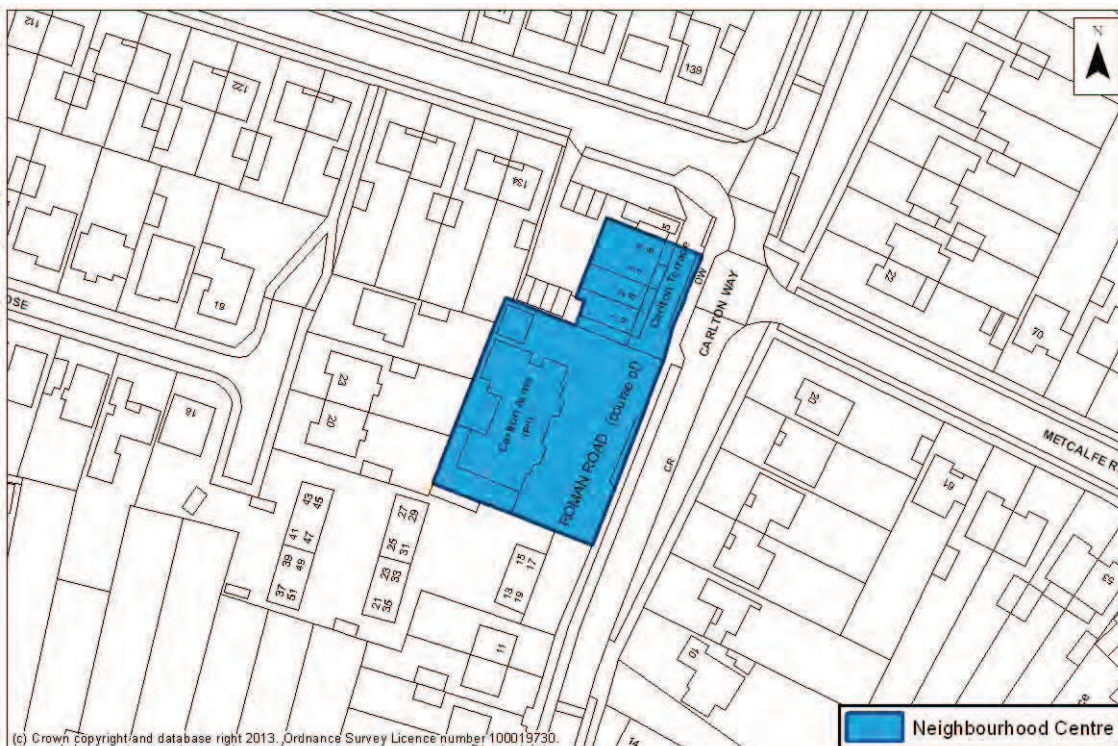


Appendix G: Maps of District, Local and Neighbourhood Centres

NC3: Campkin Road

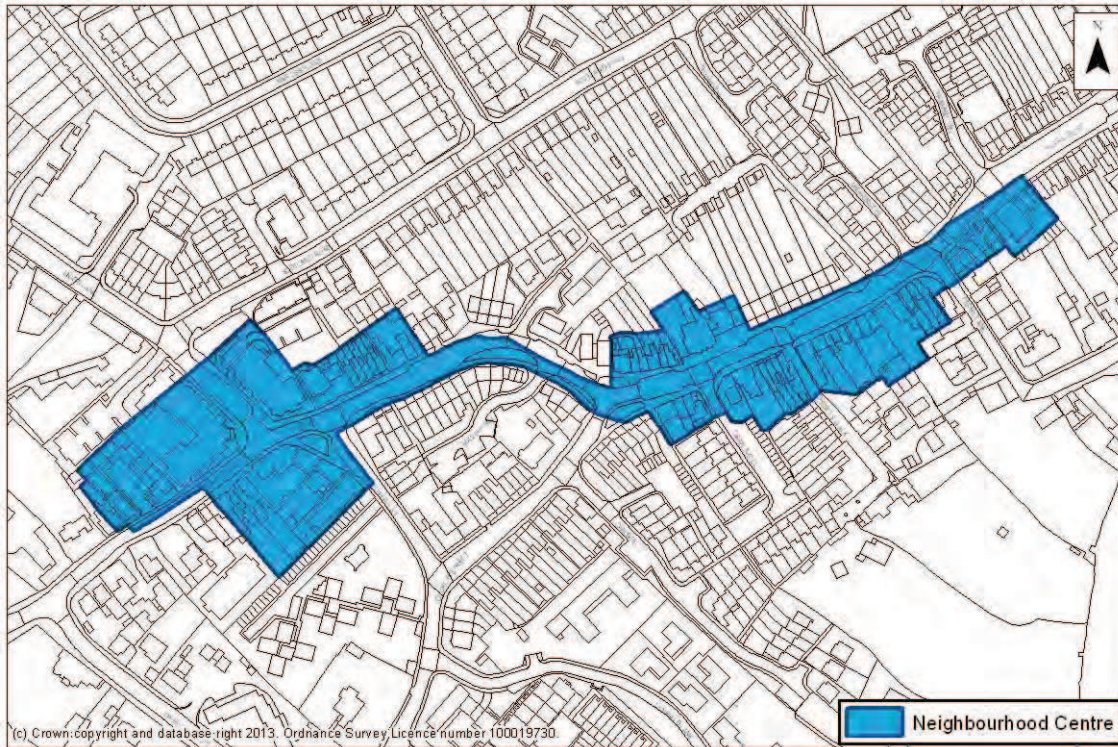


NC4: Carlton Way

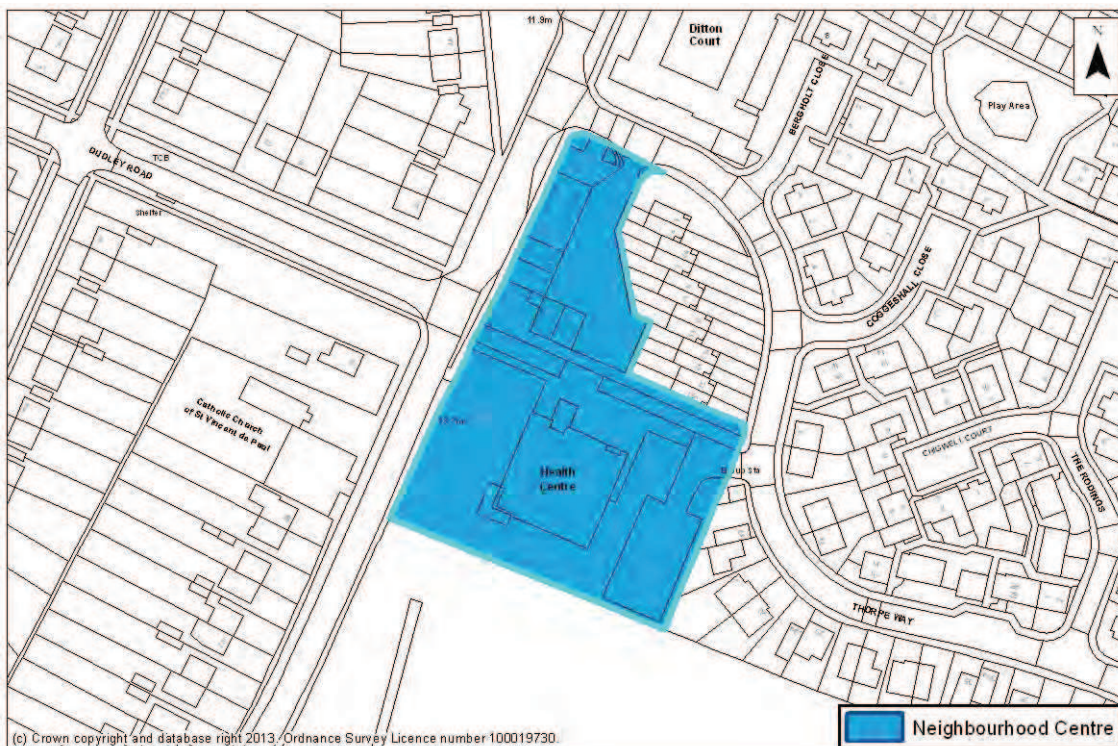


Appendix G: Maps of District, Local and Neighbourhood Centres

NC5: Chesterton High Street

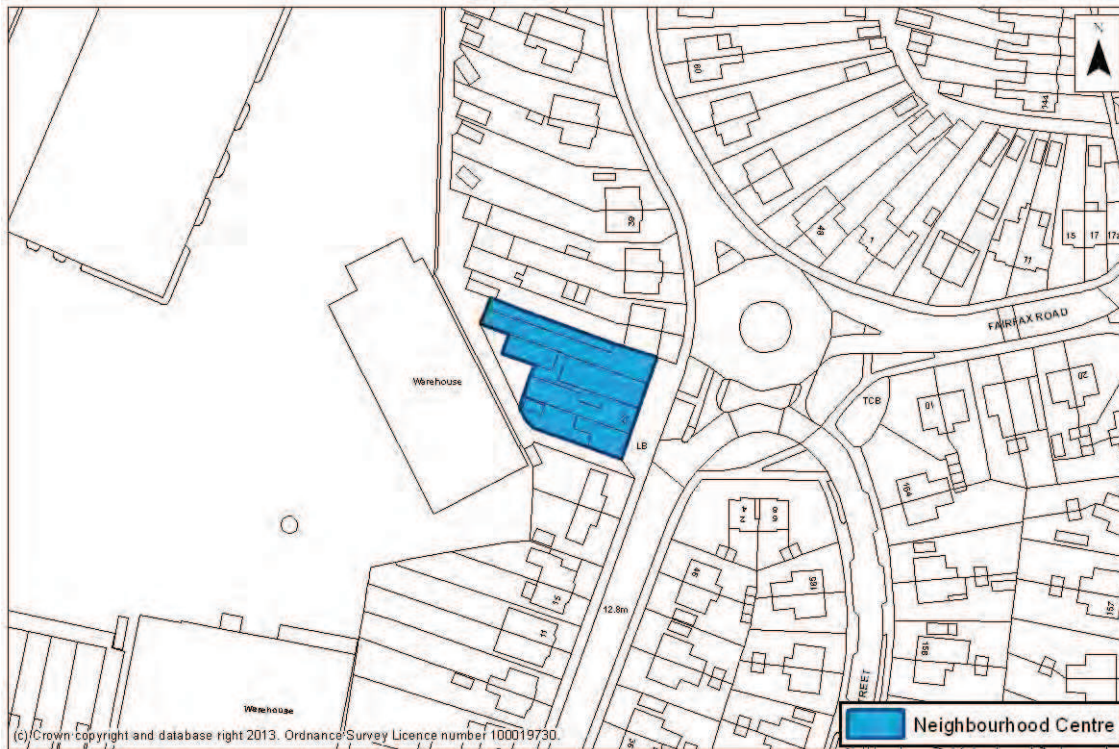


NC6: Ditton Lane

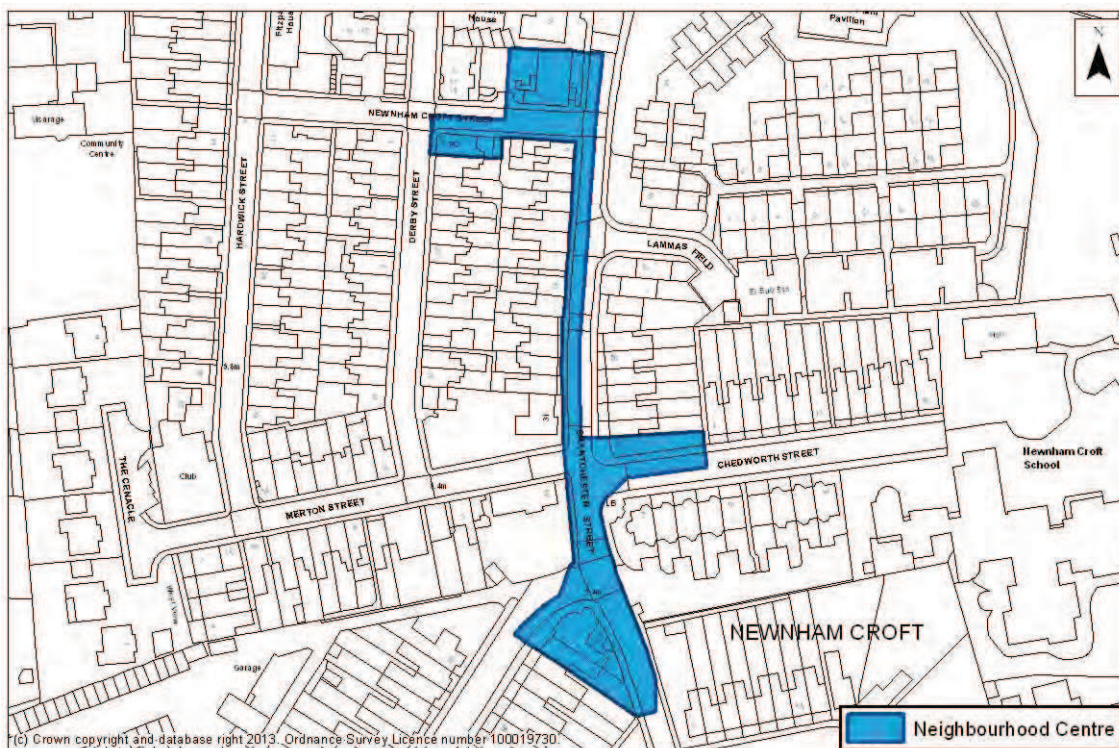


Appendix G: Maps of District, Local and Neighbourhood Centres

NC7: Fairfax Road

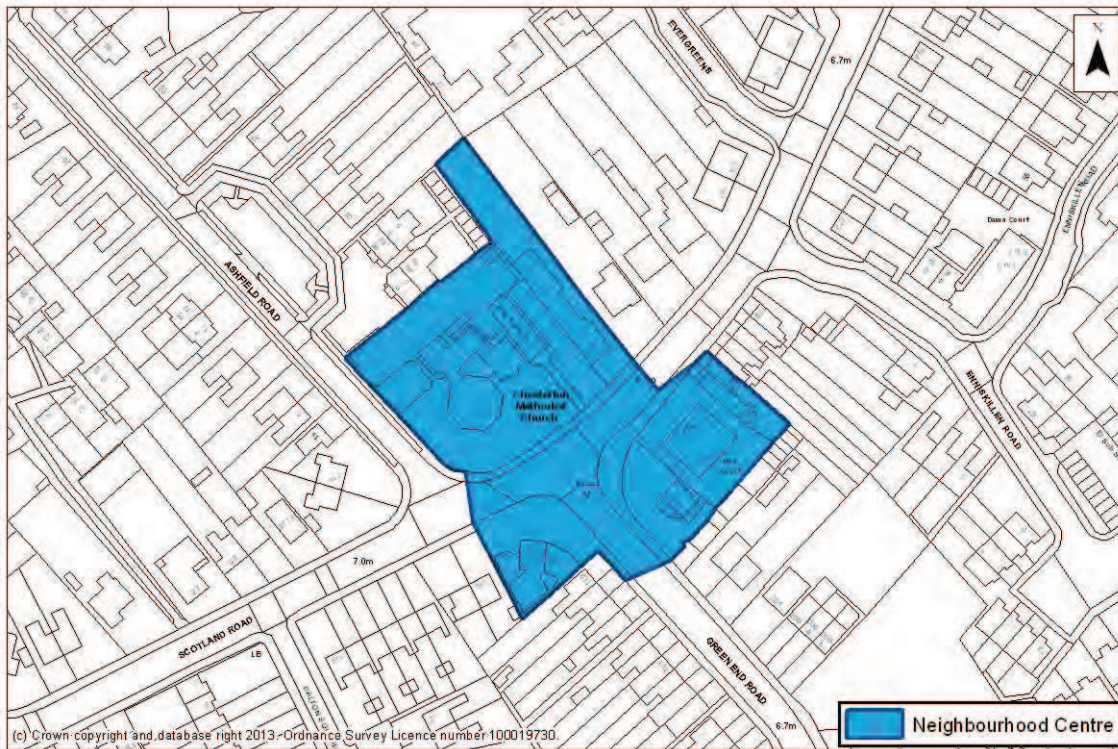


NC8: Grantchester Street (Newnham)



Appendix G: Maps of District, Local and Neighbourhood Centres

NC9: Green End Road

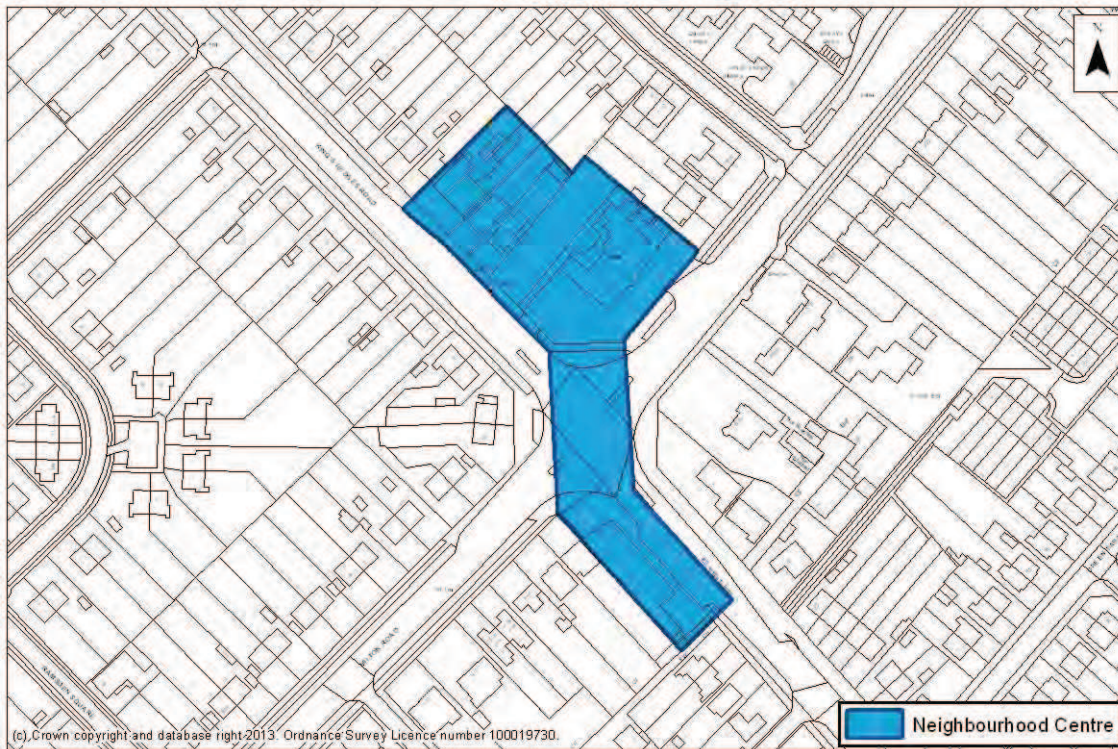


NC10: Hawthorn Way

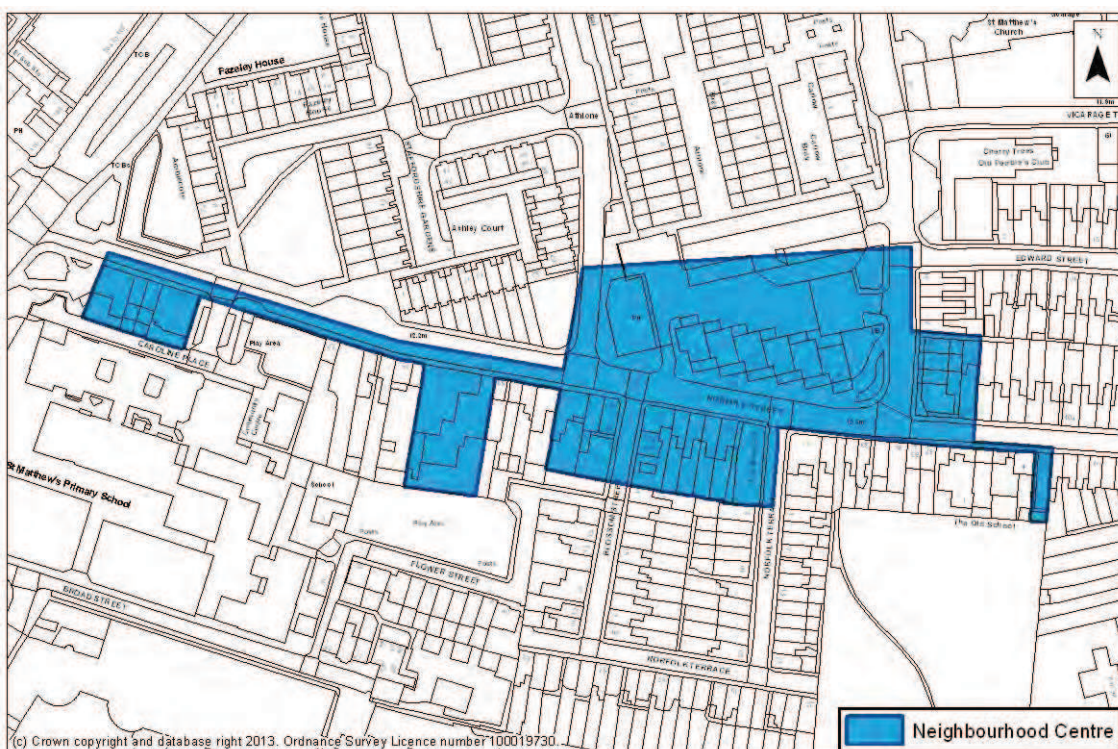


Appendix G: Maps of District, Local and Neighbourhood Centres

NC11: King's Hedges Rd

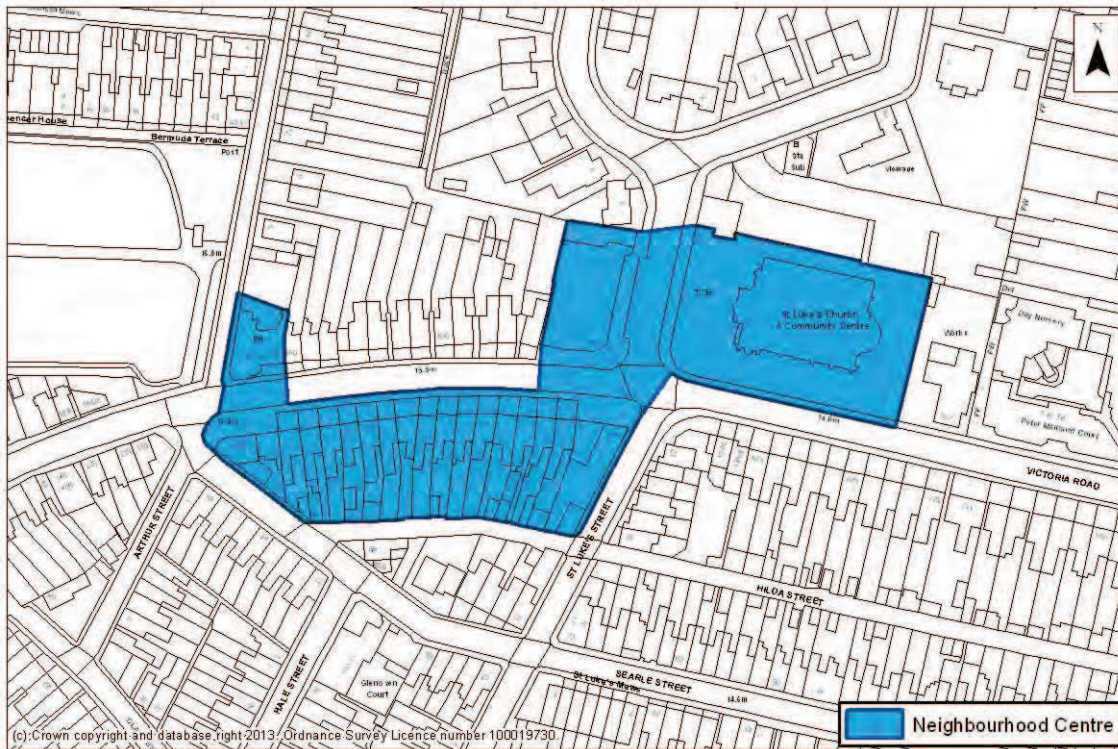


NC12: Norfolk Street



Appendix G: Maps of District, Local and Neighbourhood Centres

NC13: Victoria Road



NC14: Wulfstan Way

