



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

## **CAMBRIDGE LOCAL PLAN - TOWARDS 2031**

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

### **Not a Key Decision**

#### **1. Executive summary**

- 1.1 The Local Plan is a key document for Cambridge, and the review of the current Local Plan is currently underway. Following on from consultation on the Issues and Options Report, which took place between June and July 2012, officers are working on the analysis of the comments received to the consultation and developing the preferred approach to take forward into the draft Plan. It has previously been agreed that future reports would be brought to Development Plan Scrutiny Sub Committee to analyse the comments received and options to take forward in more detail in order to seek a steer from Members on the approach to take forward in the draft Plan.
- 1.2 This report considers the approach to be taken forward in relation to the Airport Safety, Higher and Further Education, Tourism, Open Space and Community Facilities, Transport and Infrastructure sections of the Issues and Options Report as part of developing the content of the new Plan.

#### **2. Recommendations**

- 2.1 This report is being submitted to the Development Plan Scrutiny Sub-Committee for prior consideration and comment before decision by the Executive Councillor for Planning and Climate Change.
- 2.2 The Executive Councillor is recommended:
- To consider the key issues related to Airport Safety, Higher and Further Education, Tourism, Open Space and Community

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

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

### **3. Background**

#### **The Issues and Options Report**

- 3.1 The Local Plan is a key document for Cambridge. The current Local Plan was adopted in 2006, and sets out a vision, policies and proposals for future development and land use in Cambridge to 2016.
- 3.2 The Issues and Options Report included a vision, strategic objectives, and specific chapters relating to the future spatial strategy, possible opportunity areas and other topic areas. Over 11,000 representations were received, and the key issues raised were presented to Development Plan Scrutiny Committee on the 16<sup>th</sup> October 2012. For further information, please see the following link:  
<http://www.cambridge.gov.uk/democracy/documents/s13919/Local%20Plan%20Key%20Issues%20and%20Timetable%20Update.pdf>
- 3.3 At this committee, it was agreed that future reports would be brought to committee to analyse the comments received and options to take forward in more detail in order to seek a steer from Members on the approach to take forward in the draft Plan. This report considers the approach to be taken forward in relation to the Airport Safety, Higher and Further Education, Tourism, Open Space and Community Facilities, Transport and Infrastructure sections of the Issues and Options Report as part of developing the content of the new Plan.

#### **Responses and Preferred Approach**

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

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

- 3.5 At this stage, detailed policy wording has not been suggested, but sufficient detail of the evidence behind potential policy options has been provided to give Members a steer as to what would be included in the policy. Following on from this committee, officers will draft the relevant policies, which will be presented to Development Plan Scrutiny Sub Committee at the end of March 2013.
- 3.6 A breakdown of the number of representations received to each of the issues has also been included, including the number of supports and objections raised. For each issue, a tally of all of the representations received to that section of the Issues and Options Report has been taken; this includes representations received to the paragraphs, options and questions contained within each section. In some instances, respondents have chosen to focus their comments on the policy options, while others have focussed on responding to the questions raised. It should be noted that in some instances, objections contain qualified support for an option, i.e. that they support the general principle of an option but feel that it does not go far enough in responding to certain issues. Officers have taken this into account when analysing representations and proposing a preferred approach.

### **Airport Public Safety and Safeguarding (Option 75)**

- 3.7 Chapter 8 of the Issues and Options Report considered the policy approach to airport public safety zones and safeguarding. In addressing the issues of the airport's public safety and air safeguarding zones, discussions have been undertaken with Cambridge Airport in order to understand the need for these constraints to be addressed through policy.
- 3.8 Appendix A contains the officer analysis of the key issues raised for airport public safety zones and air safeguarding zones, as well as summaries of the representations received. Appendix G contains a map showing the air safeguarding zones, which may constrain development.

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

OPTION/OBJECTIVE NUMBER AND DESCRIPTION	PREFERRED APPROACH FOR DRAFT PLAN
Option 75 – Cambridge Airport Public Safety Zone and Safeguarding Zones	<p>The recommendation is to pursue Option 75 to restrict the type of development permitted within the area around the airport, and will require anyone looking to develop within the zone to:</p> <ul style="list-style-type: none"> <li>• Consult with Marshall and the Ministry of Defence; and</li> <li>• Consider the proposed building height of the new development in the context of the safety and safeguarding zones.</li> </ul>

### **Higher and Further Education (Options 143 – 152)**

- 3.9 Chapter 10 of the Issues and Options Report considered the policy approach to higher and further education in Cambridge.
- 3.10 The University of Cambridge continues to be a world leader in education, being ranked in the top three research universities globally based on the two internationally recognised measures. It is a vital driver of the Cambridge economy and is the reason why so many high technology, and knowledge-based employers decide to locate in the city. The University’s esteemed reputation has underpinned the Cambridge Phenomenon and much of the city’s prosperity in recent years. Consideration has been given to the needs of University and its Colleges in relation to faculty development, staff and student housing.
- 3.11 The growth and success of Anglia Ruskin University (ARU) continues to benefit the local economy. It performs a significant role, which is not confined to the needs of the region. It has a growing number of important specialisms including international links and relations. Due to its constrained location on East Road and its wish to continue to increase student numbers, the policy approaches set out in Appendix B seek to address the expansion of the campus and the need to address student housing issues.
- 3.12 Speculative student accommodation, specialist schools and language schools were also considered within the policy approaches in Chapter

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

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

**Table 2: Recommended preferred approach for Higher and Further Education**

OPTION NUMBER AND DESCRIPTION	PREFERRED APPROACH FOR DRAFT PLAN
Option 143 – Continued development and redevelopment of the University of Cambridge’s faculty sites	The recommendation is to continue to pursue option 143 by way of a similar criteria based policy which also identifies the 2 central sites and 3 edge of city key locations subject to including reference to Madingley Rise in the list of faculty sites.
Option 144 – University of Cambridge staff and student housing	The recommendation is to pursue Option 144 to allow for a mixture of new sites, in college refurbishments, and other windfall sites subject to amenity safeguards, and not seek to change the approach towards new colleges at North West Cambridge inherent within Option 145.
Option 145 – Expand existing Colleges rather than plan for new colleges at North West Cambridge	Officers will review any submissions from the Colleges as part of the current joint site options consultation to assess the potential of other sites in catering for the overall identified need.
Option 146 – Anglia Ruskin University – faculty development	The recommendation is to pursue option 146 amended to focus on testing all reasonable alternatives, which cater for long term needs of ARU over the plan period. This may involve drawing up a new/revised masterplan for the East Road Campus as well as exploring opportunities to compliment provision on adjoining sites such as Eastern Gate.

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

## Tourism (Options 153 – 162)

- 3.14 Chapter 10 of the Issues and Options report also considered tourism and the rise in new hotel development in the city as a result of the changing economic climate. There is very strong and continuing market demand for new hotel provision, particularly in the City Centre and on the outskirts of the city.
- 3.15 Appendix C contains the officer analysis of the key issues raised for tourism, as well as summaries of the representations received.

**Table 3: Recommended preferred approach for Tourism**

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

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

### **Open Space and Community Facilities (Options 163 – 181)**

- 3.16 Cambridge has a wide range of leisure, sporting and cultural facilities. Open spaces and community facilities, including public houses, remain important to residents and visitors alike. The response rate to this chapter was very high. Chapter 11 of the Issues and Options report contained a series of options relating to protection and provision of open spaces and community facilities, including public houses.
- 3.17 Appendix D contains the officer analysis of the key issues raised for open space and community facilities, as well as summaries of the representations received.

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

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



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

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

OPTION NUMBER AND DESCRIPTION	PREFERRED APPROACH FOR DRAFT PLAN
Option 176: New community facilities	<p>The recommendation is to pursue option 176 and option 177. Option 176 will not include new and replacement public houses, which will be dealt with under the proposed retail policies concerning ‘vitality and viability’ and ‘environmental considerations’.</p> <p>The proposed policy relating to ‘vitality and viability’ would consider how new and replacement drinking establishments (as well as other retail uses) would support / benefit the vitality and viability of the city centre and local neighbourhoods.</p>
Option 177: The provision of community facilities through new development	<p>The proposed policy relating to ‘environmental considerations’ would consider how new and replacement drinking establishments (as well as other retail uses) would impact their locality in terms of noise, pollution and other environmental considerations. It is also recommend implementing Option 177 using the Community Infrastructure Levy charge or on-site provision which will arise with new housing development.</p>
Option 178: Support for arts and cultural activities	<p>The recommendation is not to pursue option 178 for arts and cultural proposals. Rather it is recommended to consider arts and cultural proposals as an entertainment leisure facility under the broader definition of leisure. Therefore these types of facilities will be protected by the policy created under option 168, Protection of existing leisure facilities. When arts and cultural facilities are proposed to be lost to alternative uses, this option will be applicable. Option 169 on new leisure facilities will be applicable to proposals involving new and replacement arts and cultural facilities.</p>

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

## **Transport and Infrastructure**

- 3.18 Chapter 12 of the Issues and Options report sets out options relating to transport and telecommunications networks and the promotion and delivery of physical and social infrastructure.
- 3.19 In terms of safeguarding land for new routes and schemes for sustainable transport, there remains debate as to whether specific routes/schemes should be referenced within the new Local Plan, e.g. the Chisholm Trail. Whilst this matter may be addressed through the Transport Strategy for Cambridge and South Cambridgeshire, Members' views are sought on the level of detail to be brought forward through the new Local Plan.
- 3.20 Appendix E contains the officer analysis of the key issues raised for transport and infrastructure, as well as summaries of the representations received.

**Table 5: Recommended preferred approach for Transport and Infrastructure**

OPTION NUMBER AND DESCRIPTION	PREFERRED APPROACH FOR DRAFT PLAN
Option 182: Timely provision of infrastructure	The recommendation is to pursue Option 182 setting out a positive strategy for the timely provision of infrastructure that builds on guidance in the National Planning Policy Framework. The policy will not be overly prescriptive.
Option 183: Promote non-car modes of travel	Given the strong support received the recommendation is to pursue option 183, and develop policies on the following: <ul style="list-style-type: none"> <li>• Spatial location of development;</li> <li>• Walking and cycling accessibility;</li> <li>• Safeguarding land for the pedestrian and cycle network;</li> <li>• Public transport accessibility;</li> <li>• Safeguarding land for public transport;</li> <li>• Provision for commercial vehicles and servicing;</li> <li>• New roads.</li> </ul>
Option 184: Appropriate infrastructure	Given the strong support received, the recommendation is to pursue option 184, and develop policies on the following: <ul style="list-style-type: none"> <li>• Walking and cycling accessibility;</li> <li>• Public transport accessibility;</li> <li>• Safeguarding land for the pedestrian and cycle network;</li> <li>• Safeguarding land for public transport.</li> </ul>

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

OPTION NUMBER AND DESCRIPTION	PREFERRED APPROACH FOR DRAFT PLAN
<p>Option 191: Location, design and quality</p> <p>This option will allow for a policy to be developed that ensures that the quality, design and location of cycle parking meets users needs – particularly residents in terms of space, security and convenience.</p>	<p>Considered at Development Plan Scrutiny Sub Committee on 13 December 2012 and forms part of current Issues and Options 2 consultation on cycle parking standards</p>
<p>Option 192: Update the cycle parking standards in the 2006 Local Plan</p>	<p>Considered at Development Plan Scrutiny Sub Committee on 13 December 2012 and forms part of current Issues and Options 2 consultation on cycle parking standards</p>
<p>Option 193: Development only where the impact on the network is able to be mitigated against</p>	<p>The recommendation is to pursue option 193, and develop policies on the following:</p> <ul style="list-style-type: none"> <li>• Transport impact</li> <li>• Mitigation measures.</li> </ul>
<p>Option 194: Modal split targets for new developments</p>	<p>The recommendation is to pursue option 195 – not setting a city-wide modal split target for Cambridge. This is essentially a continuation of the current approach, however it is proposed that as part of a policy on mitigation of transport impacts from a new development, explicit mention of the possibility of setting modal split targets should be made. This mention of targets is proposed to sit alongside the mention of Travel Plans in the policies arising from Option 193.</p>
<p>Option 195: Do not set a city wide modal split target for new development</p>	
<p>Option 196: Set a travel plan threshold</p>	<p>The recommendation is to pursue a combination of options 196 and 197, by</p>

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

### Next steps

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



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

#### **4. Implications**

##### **(a) Financial Implications**

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

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

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

##### **(c) Equal Opportunities Implications**

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

##### **(d) Environmental Implications**

The new Local Plan for Cambridge will assist in the delivery of high quality and sustainable new development along with protecting and enhancing the built and natural environments in the City. This will include measures to help Cambridge adapt to the changing climate as well as measures to reduce carbon emissions from new development, as considered within this committee report. Overall there should be a positive climate change impact.

##### **(e) Procurement**

There are no direct procurement implications arising from this report.

(f) **Consultation and communication**

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

(g) **Community Safety**

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

**5. Background papers**

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

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

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

- National Planning Policy Framework, March 2012

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

**6. Appendices**

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

## 7. Inspection of papers

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

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