

Cambridge Local Plan - Towards 2031 Issues & Options Report Summary Document

June 2012



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Issues and Options Report June 2012

Summary Document

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Chapter 1:

What is the Local Plan and how does it affect me?

The planning system in England is plan-led. At national level the Government sets out national policies on different aspects of planning and the rules that govern the operation of the planning system. At the local level the development plan, sets out more detailed policies (in accordance with national policy), and provides the essential framework for planning decisions. The Council is currently reviewing the development plan for the area: the Cambridge Local Plan.

The Cambridge Local Plan sets out policies and proposals to guide the future development of Cambridge, including where development should take place, and where land should be protected from development. The Local Plan is the key document used to determine planning applications for new development in the city.

Planning is important because it affects many aspects of our lives, from where we live and work, to where we shop and spend our free time. It helps protect and nurture what makes Cambridge special. It's important that we get the Local Plan right so that Cambridge continues to be a place where people want to live, work, study and visit.

Why do we need a Local Plan?

The current Local Plan was adopted in 2006 and has, for the most part, been very successful at guiding new development. But the planning system has undergone a massive change in recent years.

The Localism Act (2011) set out proposals to shift power away from central government and towards local communities. In terms of the planning system, its aims were to make the system clearer, more democratic and more effective. One of the most significant changes was the introduction of Neighbourhood Planning, designed to give communities a much greater say in the kind of building and development that takes place around them.

It is the Localism Act that also provides the legal framework for the abolition of the Regional Spatial Strategies (RSS). In Cambridgeshire it is the RSS (the *East of England Plan 2008*) which currently (until it is abolished) set targets for housing and employment provision. Now, locally derived and agreed figures will be used to set provision. You can read more about this in chapter 3.

The National Planning Policy Framework and sustainable development

Another part of this streamlining process was the adoption of the National Planning Policy Framework (NPPF) in March 2012. At the heart of this document lies the ‘presumption in favour of sustainable development’, which is rather usefully defined as “meeting the needs of the present without compromising the ability of future generations to meet their own needs”. There are three dimensions to sustainable development: economic, social and environmental. According to the NPPF, these should be sought jointly and simultaneously through the planning system.

For plan making the ‘presumption in favour of sustainable development’ means that planning authorities should seek positive opportunities to meet the development needs of their area. For decision taking it means approving development proposals that accord with the development plan without delay. This is significant as it means that where a development plan is absent, silent or out of date, permission should be granted unless there are significant adverse impacts that outweigh the benefits. This shows the importance of having an up to date Local Plan for Cambridge which balances economic, social and environmental aspects.

In terms of plan making and the review of the Local Plan, the NPPF gives a 12 month transitional period for councils to update their plans to ensure consistency with the policies contained within the NPPF. Emerging plans will also be given weight in the determination of planning applications. Whilst the current Local Plan is considered to be in conformity with the NPPF, it is important that the Council presses ahead with its replacement.

What does the Issues and Options Report Cover?

The Issues and Options Report sets out a possible vision for Cambridge to 2031. It provides a number of possible strategic objectives, strategic priorities and a spatial strategy for development (Chapters 2, 3 and 4) in Cambridge up to 2031. It also provides more details about issues, possible objectives and possible policy options (Chapters 5 – 12) for opportunity areas; sustainable development, climate change, water resource and flooding; design; landscape and the public realm; the historic and built and natural environment; delivering housing; building a strong economy; creating successful communities; and, delivering sustainable transport and infrastructure.

Your Local Plan needs you

We need your help in identifying all of the planning issues facing Cambridge so that we can develop appropriate policies to address them. More information and full details of issues and options can be found in the Issues and Options Report, of which this document is a summary.

South Cambridgeshire District Council is developing a new Local Plan of their own and it's advantageous that theirs is following a similar timetable to ours. These two plans will ensure that the city and its surroundings are planned together.

We are also consulting on the interim Sustainability Appraisal (SA), which assesses the options presented here against a range of social, environmental and economic topics to gauge their impact. We encourage you to look at this document and send us your comments.

How to have your say

We would like to hear from you. Although this document is a summary only, it mirrors the chapters and sections of the main Issues and Options Report, including a number of specific questions. It would be helpful if you could respond to these. You don't need to answer them all. We'd welcome your feedback on any or all sections that interest you, directly affect you, or about which you have a strong opinion. There are a number of ways in which you can respond:

1. Using the Council's online consultation system (the Council's preferred means) at: <http://cambridge.jdi-consult.net/ldf>
2. Using a response form, copies of which are available from the planning policy team. This is a paper form for those without access to a computer. Call 01223 457000 and ask for the planning policy team, or email policysurveys@cambridge.gov.uk

The deadline for all responses is 5pm on Friday 27 July 2012. Responses received after this deadline can only be accepted in exceptional circumstances. If you have any questions or experience any difficulty submitting your representations please contact the planning policy team on 01223 457000 or at policysurveys@cambridge.gov.uk

What happens next?

The main document from which this summary has been taken is just the first phase in developing a new Local Plan for Cambridge. Once consultation on this report has finished we will consider all of the comments and suggestions received, and use them to refine the policy options set out here. We will also hold further consultation in Autumn/Winter 2012 on sites that have been identified as suitable for a particular type of development (such as employment, community facilities and shopping). We'll then draw up the actual Local Plan, which will be the subject of a further round of public consultation between March and April 2013, before being submitted to the Secretary of State for examination in July 2013. The Plan will then be adopted from April 2014.

We're here to help

Your views are important to us, but we recognise that the planning system is not always easy to understand or navigate. That's why we are here to help at every stage of the process. You can contact us using one of the following methods:

- Telephone 01223 457000 and ask to speak to someone in the planning policy team
- Email the planning policy team at policysurveys@cambridge.gov.uk

- Visit the Council's Local Plan website at www.cambridge.gov.uk/localplanreview for details of exhibitions and consultation events where members of the planning policy team will be available to meet face-to-face
- Via regular updates on the Council's Facebook page and Twitter feeds.

Chapter 2:

The vision and strategic objectives for Cambridge as it moves towards 2031

Vision

Our vision sets out our aspirations for the future of Cambridge. It encompasses all of the key elements that should drive the future growth and continued success of the city. Growth presents many challenges and opportunities: the development of Cambridge as a more sustainable low-carbon city; as a city that is both mindful and proud of its past, but that can still embrace the future; and as a city that is dynamic, innovative and thriving.

The main Issues and Options Report (of which this is a summary) lists a number of elements which it is felt should be included in a new vision statement. We'd welcome your thoughts on these. Do they represent your vision of what kind of place Cambridge should be by 2031? Is it a full list, or have we missed anything?

Do you agree that in our 2031 vision Cambridge should be:

- A world class city that is compact, dynamic and has a thriving City Centre;
- A place where new development helps to support the city's transition to a more environmentally sustainable and successful low carbon economy;
- A city that builds on the city's reputation as a leader in higher education and research, recognising the importance of the University of Cambridge, the Colleges and Anglia Ruskin University;
- A city where there is a diverse range of employment which will accommodate the needs of all;
- A city where there is enough good quality housing of different types and sizes including affordable housing, with balanced and integrated communities of all household types;
- A city that encourages innovation and requires design excellence, and which embraces design that contributes positively to Cambridge's distinctive identity;
- A city where green spaces, trees, the River Cam and other water features are protected and enhanced and where new green spaces and trees are established for the benefit of residents and the environment;
- A city that protects its heritage while also reusing its historic buildings in a positive and appropriate way;
- An uncongested and clean city, where travelling primarily by foot, bicycle or public transport is the norm;
- A city that enjoys an enviable quality of life, where residents feel a part of a community in which they have a voice;
- A city that is inclusive for all, combining prosperity, affordability, health, safety and a good social mix; and

- A city served by successful and easily accessible local centres, offering a choice of shopping services and community facilities for all needs and households.

Strategic objectives

In addition to having a vision, our new Local Plan must also include a clear set of strategic objectives. These objectives represent the first stage towards translating concept into reality. Having a set of strategic objectives helps narrow our focus onto the most practical methods of achieving what we've set out to do.

Here are the strategic objectives we propose to include in the new Local Plan. Again, we'd welcome your feedback on any or all of these. All are linked to later sections of this document and to separate chapters in the main Issues and Options Report.

Proposed strategic objectives:

1. To ensure that all new development contributes to the vision of Cambridge as an environmentally sustainable city, where it is easy for people to make the transition to a lifestyle that results in lower carbon dioxide emissions;
2. To ensure that all new developments have a neutral impact on water, contribute to an overall flood risk reduction and help improve the quality of the River Cam and other water features in the city;
3. To ensure that all building development is of the highest quality standard, both in terms of its design and any impact upon its surroundings;
4. To ensure that all new development contributes to the positive management of change in the historic environment, protecting, enhancing and maintaining the unique qualities and character of the city for the future;
5. To protect and, where appropriate, enhance the character and quality of the appearance of the Cambridge skyline;
6. To protect and enhance the landscape setting of the city and the green corridors penetrating the urban area;
7. To protect and enhance the network of green spaces in the city;
8. To provide new housing to meet the needs of the city and contribute towards meeting the needs of the Cambridge Sub-region;
9. To provide an appropriate mix of housing types, sizes and tenures to meet existing and future needs;
10. To assist the creation and maintenance of environmentally sustainable communities, where everyone feels included;
11. To promote and support economic growth in environmentally sustainable and accessible locations;
12. To recognise innovation and enable Cambridge's role as a world leader in higher education, research, and knowledge-based industries;
13. To ensure that Cambridge is a vibrant and thriving city with a varied range of shopping facilities in accessible locations that meet the needs of people living, working and studying in, or visiting, the city;

14. To maintain a high quality of life by maintaining and enhancing provision for open space, sports and recreation as well as ensuring that the city has a broad range of community facilities and leisure activities, including arts and cultural venues that serve Cambridge and the Sub-region;
15. To minimise the distance people need to travel, and to make walking and cycling the first choices of travel;
16. To make it easy for everyone to move around the city, and in particular to be able to access jobs and essential services;
17. To ensure adequate provision of environmentally sustainable forms of infrastructure to support the demands of the city; and
18. To promote a safe and healthy environment, minimising the impacts of development.

Strategic priorities

The Government's *National Planning Policy Framework* (NPPF) requires us to further identify strategic priorities, i.e. what we plan to do first, and to link this to strategic policies (how we'll do it). In this document we identify them where relevant within each section.

Chapter 3: Spatial strategy

Cambridge is a special place, and the future shape and function of the city needs to be carefully considered. This section outlines spatial strategy proposals to guide development in Cambridge over the next 20 years. It sets out what type of development is needed, and where that development should be located.

We would welcome your comments on which of these you prefer and which you dislike, together with any suggestions you may have on how they may be improved upon or replaced with better options. All are covered in more detail in the main Issues and Options Report, of which this is a summary.

The current development strategy for Cambridge stems back as far as the late 1990s, when it was recognised that a significant change in the approach to the planning of the city was required in order to redress the imbalance between homes and jobs, and provide for the long term growth of the University of Cambridge and Addenbrooke's Hospital, whilst minimising increases in congestion on radial routes into the city.

The current Local Plan introduced a step-change in growth unmatched in the previous 60 years, releasing land from the Cambridge Green Belt and allocating a number of urban extensions to the city. Since the adoption of the current Local Plan in 2006 significant progress has been made in developing Cambridge's growth areas. A summary of the progress made in the southern fringe, the land between Madingley Road, Huntingdon Road and Histon Road in the north-west, and the area around the railway station is set out in the document. There is also a summary of the progress on sites at the edge of the City which fall within South Cambridgeshire District Council boundary, such as Orchard Park.

Approach to housing and employment provision

Ensuring Cambridge's current and future success involves many challenges, not least the often competing demands for housing, jobs, retail and leisure facilities, and open spaces. Changes brought about through the *Localism Act* now require local authorities to be responsible for setting their own targets for housing and employment provision, rather than having them imposed at regional level by RSS. This means that alongside establishing where future development should go, the council needs to decide on an appropriate level of housing and employment provision to 2031. The level of provision will have to be justifiable, based on evidence and taking into account any cross-boundary and strategic implications. It must also consider, given the competing demands mentioned above, how this provision can be balanced against environmental and local infrastructure constraints as well, of course, as the quality of life, happiness, and wellbeing of all Cambridge residents.

An issue for the Council along with South Cambridgeshire District Council will be whether the current development strategy remains the most appropriate to 2031 or whether an alternative would be more sustainable. The interrelationship between the two areas means that decisions cannot be taken in isolation and the future approach needs to be joined up.

There are fundamental questions that need to be explored at the issues and options stage in order to ensure that the process of delivering a new plan is robust and comprehensive from the outset. These include key considerations around how many new homes and jobs should be provided to 2031 and where they should go.

These questions need to be worked through and informed by the views of our communities. As the preparation of the Local Plan continues, everything will be brought together in order to ensure that the right approach is developed and agreed. This means that whilst the provision of new homes and jobs is important, a balance needs to be achieved with other objectives. Cambridge is a special place and the future shape and function of the city needs careful consideration. There are constraints on the amount of development that can take place within Cambridge, given its constrained area, historic environment, limited infrastructure, and the importance of protecting the Green Belt and enhancing the unique setting of Cambridge. There will be difficult choices to be made but are decisions that we need to make locally, not have handed down to us. This document is the start of that process.

As a result the following options being put forward as potential ways of meeting Cambridge's needs, setting out different target levels of housing and employment provision to 2031.

Level of housing provision

Strategic priority options 2 to 5 consider the implications of policies based on housing targets ranging from 12,700 to 25,000 new homes built by 2031, and detail the advantages and disadvantages of each. Option 2 'urban growth' is based on 12,700 new homes being provided within the urban area by 2031. It's based on current housing commitments of 10,612, plus capacity of 2,060 identified in the Strategic Housing Land Availability Assessment. Options 3, 4 and 5 ('the current development strategy', 'enhanced levels of urban and Green Belt growth' and 'significantly increased levels of urban and Green Belt growth' respectively) are for up to 14,000, up to 21,000 and up to 25,000 new homes respectively. They are each based on the same commitments and capacity identified in option 2, but would require 1,300, 8,300 and 12,300 new homes respectively to be provided on land released from the Green Belt.

Level of employment provision

Cambridge must also plan appropriately to meet the needs of business, in terms of both land and floorspace, or risk jeopardising potential growth, business and job prospects. The Council's policy proposals must therefore balance employment targets against employment land availability and the desire for continued growth.

Strategic priority options 6 to 8 present three scenarios for planning for new jobs, ranging from 10,000 to 20,000, and again offer advantages and disadvantages for each. They are based on looking at future forecasts of future levels of jobs growth and considering how these will impact on the Cambridge's economy. Option 6 (10,000 new jobs to 2031) is based on a lower number of jobs than is expected to develop in Cambridge to 2031. Option 7 (15,000 new jobs) is based on delivery of the same number of jobs expected to develop in Cambridge to 2031, while option 8 (20,000 new jobs) is based on the delivery of the number of set out in the draft East of England Plan 2010, which is an uplift in the number of jobs that would otherwise be expected.

Broad locations for future development

Alongside exploring what the right level of provision of jobs and homes for Cambridge should be over the next 20 years, it is important to explore where development should be directed. As part of

this, a key issue for consideration at this stage is to explore the principle of whether there should be more development on the edge of Cambridge and whether exceptional circumstances exist to justify the release of further land from the Green Belt to meet the housing and employment needs of the area.

Should there be more development on the edge of Cambridge, and should more land be released from the Green Belt? These are the key questions posed within this section of the main document. It goes on to assess – in some detail – all remaining land in the Green Belt on the edge of Cambridge. Included is: the land to the north and south of Barton Road, the playing fields off Granchester Road Newnham, the land west of Trumpington Road, land west of Hauxton Road, land south of Addenbrooke’s Road, land south of Addenbrooke’s and south of Babraham Road, land between Babraham Road and Fulbourn Road, land east of Gazelle Way, land at Fen Ditton, and land between Huntingdon Road and Histon Road.

Broad Location Options (figure 3.5 in main Issues and Options report)



Chapter 4: **Strategic spatial options**

This chapter looks at strategic spatial issues and options that are additional to the housing and employment options detailed in Chapter 3.

Green Belt

Chapter 3 sets out possible options for accommodating further housing and employment growth, some of which would require land to be released from the Green Belt. Irrespective of which option is taken forward, all land that remains in the Green Belt will need protection. Strategic priority option 20 suggests retaining the current policy approach to the Green Belt, where there is a presumption against inappropriate development.

Setting of the city

Strategic priority policy option 21 would only permit development on sites at the urban edge (including on sites at the edge of green corridors adjacent to Green Belt land, open space and the river corridor) where it enhances the landscape setting, promotes access to the surrounding countryside, and or includes landscape improvement proposals, for example.

Green infrastructure

Green infrastructure is the network of natural and man-made features, such as green corridors, open spaces, woodlands, meadows, footpaths and waterways that surround our city. It is important that new development helps to protect and enhance green infrastructure as this has benefits for amenity, landscape and biodiversity. Strategic priority option 22 would require the comprehensive consideration of green spaces within the city as part of a county-wide network.

River Cam

As well as being a defining feature of Cambridge, the River Cam is rich in wildlife, culturally and historically significant, offers important opportunities for leisure and recreation, and provides a flood risk management function. Strategic option 23 outlines a comprehensive policy relating to all aspects of the river corridor.

City Centre

As the city grows, the challenge will be for the City Centre to cope with the increasing numbers of people, businesses and services that want to locate here, without adversely affecting the environment that makes Cambridge City Centre so attractive in the first place, including the diversity of shopping which adds vibrancy and vitality to the City Centre. Strategic option 24 is for a policy that would aim to enhance the vitality of the City Centre, while managing the wide range of competing uses.

Hierarchy of town centres

National guidelines require that Local Plans define a 'hierarchy' of town centres for activities ranging from socialising to shopping, and creativity to culture. The current Local Plan retail hierarchy consists of the City Centre at the top as the principal centre, followed by three 'district centres' and 22

identified 'local centres'. Strategic priority options 25 and 26 seek to define Cambridge's hierarchy of centres.

Residential communities

Strategic priority option 27 allows for the creation and retention of distinctive residential communities with access to a wide range of local facilities, and which provide a high-quality living environment.

Station Area

The spatial strategy in the current Local Plan allowed for the regeneration of the station area as a mixed use city district. Strategic priority option 28 proposes a continuation of that policy.

Southern Fringe

Strategic priority option 29 covers the development of new communities to the east and south of Trumpington and expansion of Addenbrooke's hospital as a regional hospital and centre of excellence.

Addenbrooke's Hospital

Strategic priority option 30 is to continue to have a specific policy for Addenbrooke's, to ensure that it continues to provide clinical services to meet local, regional and national health care needs, and also continues to develop as a centre for research.

North West Cambridge

Strategy option 31 provides for the development of land to meet the long term needs of the University, including new homes and jobs and a new residential community between Huntingdon Road and Histon Road.

West Cambridge

The development of the West Cambridge site for teaching, academic research, sports, residential and commercial research facilities continues to be a key component of the spatial strategy to 2031. Strategic priority option 32 outlines a case for developing the site more intensively in order to meet future employment needs and provide more jobs.

Northern Fringe East

Strategic priority option 33 suggests that the site identified as 'northern fringe east' be taken forward as a high density mixed employment led development. A new railway station at Chesterton sidings could provide a new gateway to the northern part of the city and enhance existing development opportunities in the area.

Cambridge East

The development of a major new urban quarter in east Cambridge comprising 10,000-12,000 new homes was a key part of the spatial strategy in the current Local Plan and South Cambridgeshire Local Development Framework. A change in circumstances however, has meant that the Councils need to review this. Strategic priority options 34 to 36 propose, respectively: retaining the current allocation, safeguarding the land for future development, or returning the land back to the Green Belt.

Chapter 5: Opportunity areas

This chapter sets out a number of areas in the city that have been identified as having a potential for future change, improvement or development over the plan period. These are areas where this change will need to be managed positively if it happens during the lifetime of the plan. All are covered in more detail in the main Issues and Options Report, of which this is a summary.

We invite your comments on which of these you like – and any you dislike – together with any suggestions you may have as to how they may be improved, and your opinion as to whether we have identified all the ‘opportunity areas’ in the city.

Mill Road

The Mill Road opportunity area is slightly different to the others within this chapter in that it is not an opportunity for further development, but rather it is an opportunity for a new policy approach in order to maintain and enhance the distinctive character of the area. Mill Road has its own character, with a diverse range of shops and a real sense of local community. There are a number of active residents associations and community groups. It is a busy narrow road where there are conflicts between cars, buses and cyclists. Surrounding the centre are terraced residential streets, some of which have a high population of students or shared households living in Houses of Multiple Occupation (HMOs). One of its principal characteristics is its large number and range of independent retail traders, which add to the cosmopolitan feel. Recently, local attention has focused on the issue of whether national retailers should be allowed to locate on the street. However, the planning system cannot be anti-competitive and does not distinguish, in planning policy terms, between small independent and national retailers. In addition, the Use Classes Order and General Permitted Development Order mean that some changes of use can take place without the need for planning permission, which adds to the difficulty in specifying a particular mix of uses.

Option 37 proposes a policy aimed at protecting and enhancing the diversity and character of Mill Road. It could try to control the mix of unit sizes and types of shops while avoiding being too restrictive. The proposed policy would also aim to improve the environmental quality of Mill Road through measures such as traffic calming and improvements to the public realm.

Eastern Gate

The area of the city stretching from the Crown Court and Elizabeth Way Roundabout to the beginning of the Newmarket Road Retail Park is currently undergoing significant change. A variety of outdated and unsympathetic building and traffic management solutions have severed neighbouring communities and eroded the look and feel of the place. For some time now there's been widespread need for improvement. In 2011 the Council adopted the Eastern Gate Development Framework SPD with the aim of regenerating and transforming the area. Option 38 identifies opportunities to improve the public realm for people living, working and travelling through the area based on five key projects identified in the SPD.

Cambridge Railway Station to the City Centre and Hills Road Corridor

Hills Road acts as a key link between Cambridge Railway Station and the City Centre. For first-time visitors to the city however, stepping out of the station can leave an impression of disorientation and confusion. It is simply not clear where, or how far, the City Centre actually is. New development around the station, and the creation of the new transport interchange, will dramatically improve upon that. There may, in addition, be other opportunities for improvements to the streetscape and infrastructure, and development of land and buildings that may become available in the area before 2031. Option 39 sets out a policy framework to improve both the aesthetics and efficiency of this area through highway and streetscape changes in seven key parts of the area.

Land South of Coldham's Lane – Cherry Hinton Lakes

The land to the south of Coldham's Lane has in the past been used to quarry and manufacture cement. When quarrying stopped the two quarry sites were converted to landfill. These have since become large open grassy areas of scrub. Although unkempt and relatively unattractive, the eastern-most site has since been designated as a city wildlife site because of its value to local wildlife. The area between the two quarries is now Norman Way Business Park and houses car showrooms, a hotel and a gym, among others. To the south of these sites are three lakes, also former quarries, to which there is no public access.

Option 40 identifies opportunities to improve this area through the introduction of new uses, the development of some key sites, and improved links through the area and to the city and surrounds.

Chapter 6: Sustainable development, climate change, water and flooding

This section focuses on how the Local Plan will ensure that Cambridge develops in a sustainable way. The vision for Cambridge is for it to become a more environmentally sustainable city with a successful low carbon economy. To achieve this we need from the outset to embed a holistic approach to sustainability in all new development proposals. So this section deals with how we'll attempt to reduce and adapt to the effects of climate change, cut down on water usage, protect the city from flood risk, and help improve the quality of our rivers and streams. It's embodied in strategic priority option 41 in the main Issues and Options Report, of which this is a summary.

We want your feedback on these proposals. Are they necessary? Do they go far enough? Do you wish to suggest alternative ways of tackling these issues? Please contact us with your thoughts and views.

A holistic approach to sustainable development

Option 42 considers the development of a policy on sustainability that sets out the principles that should be embedded in all development proposals in Cambridge. It could include: design considerations, transport and accessibility, carbon/greenhouse gas reduction, recycling and waste facilities, pollution, impact on local biodiversity, ability to adapt to climate change, water management and conservation, building materials and construction waste, and access to open spaces.

Setting targets for sustainable construction

New development should be designed with climate change in mind. Policy option 43 is based on current performance levels across the city, and on what the Council believes is achievable. It suggests targets based on the *Code for Sustainable Homes* (CSH) and Building Research Establishment Environmental Assessment Method (BREEAM) rating systems. Consideration could also be given to setting (much) higher standards depending on the type and scale of development, and to building in enough flexibility to allow standards to be raised in line with future government policy.

Reduction of carbon emissions from new development

Reducing carbon emissions in a city such as Cambridge is about finding a balance. New development offers opportunities for reducing greenhouse gas emissions through measures such as improving energy efficiency and the provision of on-site renewables. Options 44 to 46 examine three strategy alternatives to introduce absolute, or retain percentage, targets for carbon emission reduction.

The role of community energy funds

A government initiative called the Allowable Solutions Framework put forward the idea that developers be allowed to offset surplus carbon emissions by, among other measures, paying in to a community energy fund which would then be used to invest in local energy efficiency, renewable and low-carbon energy projects. The idea is still in its infancy, but to set up a fund would require a new organisation and rules, so we're including it here as option 47 to invite your feedback.

Renewable and low carbon energy development

As well as carbon reduction, there's also a national target for 'green' energy. By 2020 15 per cent of our total energy consumption should come from renewable energy sources. Local studies suggest that the main focus for renewable energy generation in Cambridge should be from new district heat networks and micro-generation sources such as solar panels and heat pumps. Option 48 concerns the development of a policy to promote renewable and low carbon energy generation within Cambridge, as well as identifying parts of the city that might be suitable areas for district heating schemes.

Climate change adaptation

These are measures that help communities adapt to the inevitable future changes in our climate. Option 49 covers the creation of a policy option to address climate change adaptation issues. It would include often very practical solutions, such as the shape and positioning of buildings to maximise natural light and ventilation, and the beneficial effects of landscaping and tree canopy cover.

Role of existing buildings

To play a role in meeting national targets of reducing carbon emissions by 80 per cent by 2050, action needs to be taken now to improve the energy efficiency of existing buildings as well as new. Currently, the principal mechanism for achieving this is Part L of the *Building Regulations*. This only applies to homes over 1,000m², however. Option 50 involves the development of a policy that extends beyond the requirements of Part L, to homes and non-residential buildings where it would not normally apply. It might cover planning applications for extensions or loft conversions, for example, and require the implementation of cost-effective measures aimed at improving the energy and water efficiency of the entire building.

An integrated approach to water management

By law, sustainable drainage systems will soon be required for all developments, but in reality they should be seen as just the start of an integrated approach to water sensitive design. Option 51 considers the water management requirements of a policy that would set out clear principles to be embedded in all development proposals.

Water efficiency

There is already compelling evidence that beyond 2035 demand for water in Cambridge will exceed supply, unless there is change. An ideal scenario would be for all new developments to achieve water neutrality, i.e., for the development to consume no more water than the virgin plot did prior to construction. This could be achieved through water efficiency measures like rainwater harvesting and greywater recycling, among other things, but this is expensive. That's why we would welcome your feedback. The three options (numbered 52 to 54 in the main document) are: water neutrality, 80 litres per head per day, and 105 litres per head per day.

Water consumption in non-residential buildings

This section, which includes two options (numbered 55 and 56 in the main document), covers water efficiency in places like offices, shops, schools and industrial buildings. These buildings can sometimes use large volumes of water and are assessed in different ways to homes.

Flood risk

Option 57 in the main document tackles flood risk reduction, and suggests a policy that would cover such issues as where to build to minimise the risk of flooding, and avoid shifting flood risk to other areas, as well as targets for the discharge of surface water.

Water body quality

The Council has a duty to ensure that there is improvement to water body quality through its policies. The city's water bodies have not achieved 'good' status as a result of canalisation, with a loss of their natural characteristics, and the flow of untreated surface water runoff into the watercourses and the River Cam.

Option 58 considers the development of a policy designed to protect and improve water body quality.

Green roofs

'Green roofs' refers to the practice of actually planting vegetation on a roof surface, the result offering numerous environmental benefits. Option 59 promotes the development of a green roof policy and sets out a variety of options regarding its requirements.

Chapter 7: Delivering high quality places

Cambridge is internationally renowned for the quality of its built and natural environment. This chapter deals with the elements that contribute to that reputation, by drawing them together and looking at them as a whole. It therefore discusses issues such as design, the public realm, landscape and public art.

Once again we would like your feedback, both on our proposed strategic priority (option 60), and on a variety of options specific to each topic, as well as whether you feel that existing design policies have been successful. More detail can be found in the main Issues and Options Report of which this is a summary.

Ensuring that new development responds to its context

As its name suggests, this section puts forward criteria (contained within option 61) for determining the suitability of new developments based on their impact on local surroundings, and on the look and feel of Cambridge as a whole.

The role of good design in high quality places

Continuing on the theme of context this section, and its associated option 62, proposes a criteria-based policy setting out general design quality goals for development within Cambridge. It includes suggestions such as the development of a hierarchy of streets, focus on building frontages, and designing out crime.

High quality design of buildings

Without imposing architectural tastes it is still important that proposed development is considered in terms of things like site location, height, scale, form and materials, among others. Option 63 proposes a criteria-based policy, this time in an attempt to translate ‘good design’ into a series of specific requirements for new and refurbished buildings.

Design of the public realm, landscape and external spaces

Public spaces or the ‘public realm’ is where public life takes place. As such, it’s much more than the space between the boundaries of private properties. It plays a vital role in enhancing the city’s unique character, and is a key component in what makes a successful place.

Option 64 suggests a policy that will protect, enhance, and improve the design of the public realm, landscape and other spaces.

Design coding

Design codes are a set of illustrated design rules that must be applied to any new development within a defined geographical area. Option 65 puts forward a policy that would require the production of a design code for all outline planning applications in growth areas.

The importance of public art provision as part of new development

Public art can have social, economic, environmental and economic benefits and the Council preference is to have it provided on site as part of new development. The importance of public art is underlined by its inclusion in options 62 and 64 on delivering high quality places and the design of the public realm, landscape and external spaces.

Extending and altering buildings

Extensions can be an efficient way of re-using or prolonging the life of buildings. But if poorly designed they can have a hugely detrimental effect upon their surroundings. Option 66 proposes developing a policy that sets out a number of criteria against which proposals for building extensions requiring planning permission would be assessed.

Chapter 8: Protecting and enhancing the historic and natural environment

This chapter addresses all areas involved in protecting Cambridge's historic and natural environment, and covers such topics as protecting and enhancing the city's shop fronts and skyline, nature conservation, biodiversity, noise and light pollution, and air quality. It's linked to strategic option 67 in the main Issues and Options Report.

We would like your feedback on any or all of the following policy options:

Protecting and enhancing the historic environment of a growing city

Option 68 discusses one or several policies aimed at preserving and enhancing the historic environment. It would consider, among other things: the preservation of existing, and designation of new, conservation areas; the protection of listed buildings, historic parks, monuments and views; and the identification and protection of the city's archaeological heritage and historic features.

Effective protection of buildings of local interest

Option 69 deals specifically with buildings of local interest and enhancing their level of protection.

Climate change and heritage assets

This section describes the tricky balance between preserving the city's historic environment and other objectives, such as the vision for Cambridge's as a low carbon city. Option 70 proposes a hierarchical approach to work on heritage assets that clearly sets out the steps that should be taken when carrying out such works.

Shop fronts and signage

Works to shop fronts and signage should promote high quality design and respect the character of the area. Option 71 suggests carrying forward current Local Plan policy regarding shop fronts and signage, which incorporates elements of the Council's *Shop Front Design Guide*.

Tall buildings and the skyline

The relatively flat topography of Cambridge and its surroundings means that all new tall buildings need to be very carefully considered. Three options (numbered 72 to 74 in the main document) are included in this section: in very simple terms, a case-by-case approach based on design or locational criteria; a policy based on identifying specific areas suitable for tall buildings; and a policy that would define a maximum height limit for buildings.

Cambridge Airport Public Safety and Safeguarding Zones

Airport Public Safety Zones are areas of land at the end of runways where development is restricted because of the risk of aircraft crashes. Safeguarding zones place restrictions on building height in areas where aircraft take off and landing could lead to increased risk of aircraft accident over built up areas. Option 75 would be a continuation of current Local Plan policy 8/13 which places restrictions on development within the Cambridge Airport Public Safety Zones and the addition of Safeguarding Zones in order to be transparent about the potential restrictions on development in some parts of the city. .

Hard surfacing of front gardens

Concern that the trend towards hard surfacing front gardens to provide space for parking can have a detrimental effect upon both the appearance of streets and surface water flooding, has led to the need for a firm policy governing such planning applications. Option 76 offers a proposed set of criteria.

Protection of sites of national and local nature conservation importance

Cambridge has a number of defined nature conservation sites, including Sites of Special Scientific Interest (SSSIs) and local nature reserves. Option 77 covers how development proposals affecting such sites might be assessed. This policy could also be applied to similar sites that have potential to be designated.

Protection of priority species and habitats

Option 78 suggests the adoption of a policy preventing any development that may have a direct or indirect adverse affect upon rare or vulnerable habitats and species, as identified by the Secretary of State in what's known as a 'Section 41 List', or in the Local Biodiversity Action Plan.

New development and biodiversity

Options 79, 80 and 81 provide three alternative strategies for the protection and enhancement of local biodiversity. The first would require *all* new developments (regardless of size) to formally take biodiversity into account and provide suitable measures for protection and enhancement to important features of nature conservation. The second would do the same but apply to major developments only. The third option would involve incorporating the biodiversity issue into the policy relating to the design of the public realm, landscape and other external spaces (see heading under chapter 7).

Landscape scale enhancement of biodiversity

Option 82 is an extension of the section above and suggests supporting in principle all proposals where the primary objective is to conserve or enhance biodiversity.

The protection of trees

Option 83 provides for a policy that might be similar to policy 4/4 of the current Local Plan, but that may be expanded to include a presumption in favour of the retention of hedges and older trees, and guidelines covering replacement planting. This policy option would protect existing trees affected by development proposals.

Pollution and protection of environmental quality

While pollution control legislation seeks to limit pollution from different sources, Planning's role in pollution control is to limit pollution within a defined area, and to consider whether proposed development gives rise to pollution. Option 84 addresses this issue by considering criteria which proposals that might cause pollution would need to meet.

Air quality

The primary impacts on air quality in Cambridge are from road transport, and domestic, commercial and industrial heating sources. Option 85 suggests criteria with which development proposals would need to comply in order to address air quality issues.

Noise

Option 86 sets out a policy aimed at reducing the impact of noise from new development and the construction process itself.

Contaminated land

Option 87 deals with development on land that may already have been contaminated, or that may be at risk of contamination from proposed development.

Light pollution

Option 88 proposes developing a policy covering light pollution and light spillage in all proposals involving new lighting or changes to existing lighting.

Visual pollution

Option 89 would allow for the development of a detailed visual pollution policy that would set out the criteria with which development proposals would need to comply and those matters that the Council should take enforcement action against.

Chapter 9: Delivering high quality housing

This section relates to Cambridge's housing issues, and a number of options for addressing those issues, such as making best use of existing housing and providing well-designed and energy efficient new homes.

More detail covering each of the headings below may be found in the main Issues and Options Report, of which this is a summary. We would welcome your feedback on any or all options featured.

Affordable Housing

Affordable Housing is housing provided for people whose income prevents them from buying or renting a property that matches their needs. The low availability of affordable housing within Cambridge is a key issue, and its provision is vital as it has a positive effect on the health and well-being of residents, and on economic growth. The Council currently requires all new residential developments over a certain threshold (0.5ha or 15 dwellings) to include at least 40% Affordable Housing, but evidence suggests that there is a need to provide more. Is the current approach the right one, or is 40% too much or too little?

Options, numbered 90 through to 96 in the main document, set out potential policy alternatives for Affordable Housing and deal with the proportion of affordable housing, the threshold for provision of Affordable Housing and the potential for an affordable housing contribution from new student accommodation. These options also consider the need to ensure that the layout of developments integrates Affordable Housing with the open market housing in order to help minimise social exclusion.

Tenure

Again in relation to Affordable Housing, the Council encourages a mix of tenures to be provided as part of new development. Housing tenure refers to the financial arrangements under which someone has the right to live in a house or apartment. The Council currently aims for 75% of Affordable Housing on qualifying sites to be social rented, with the remaining 25% intermediate housing.

Options 97 and 98 provide a choice of tenure mix, including the new tenure type, affordable rent.

Employment related housing

Around 40% of workers in Cambridge are employed within the public sector and higher education. The availability of Affordable Housing can cause problems with staff recruitment and retention. This section includes option 99, a specific policy which considers the provision of housing for specific institutions in Cambridge.

Housing mix – size and type

The right combination of size and type of dwellings helps to create mixed balanced and inclusive communities. Options 100 and 101 address the question as to whether the Council should have a

general policy requiring a combination of housing types and sizes in new developments, or a policy that specifies the mix of housing sizes and types to be achieved.

Housing density

The number of houses or flats to be developed on a particular site is one of the most contentious areas of planning. National guidance requires Councils to set their own approach to density. Higher densities use land more efficiently but can make delivering high quality development more of a challenge. In Cambridge, the efficient use of land has been actively promoted for years.

Four options (numbered 102 to 105 in the main document) consider potential policy approaches for housing density on new development.

Residential space standards

New homes should provide sufficient space for basic daily activities and needs. Historically there has been limited national guidance on space standards *within* and *around* the home, but this has changed in recent years. Options 106 through 110 set out five different a policy options, from setting a minimum standard based on level of occupancy, to specifying no space requirements beyond existing HCA standards.

Lifetime Homes

The Lifetime Homes Standard (LHS) is a national standard for ensuring that spaces and features in new homes meet the needs of most people, including those with reduced mobility. It is currently applied by the Council to all new affordable homes. Options 111 to 113 outline policy choices that would require all – or a proportion of – new housing to conform to the LHS or the higher Wheelchair Housing Design Standard.

Small scale residential development and infill development in the rear of gardens

Small scale and infill developments in the rear of gardens (sometimes known as ‘garden grabbing’) is another contentious area of planning that requires a careful weighing-up of the pros and cons. Options 114 and 115 consider whether this type of development has a role to play in increasing the housing supply in Cambridge, or whether it should be restricted.

Houses in multiple occupation (HMOs)

HMOs make a valuable contribution to the housing market but come with their own problems, such as increased need for parking provision, inadequate bin storage, and overcrowding. Option 116 considers developing a criteria-based policy that would permit the development of large HMOs (more than six unrelated individuals).

Specialist housing

This is housing for groups requiring additional support, such as the elderly, those with physical, sensory or learning difficulties, or those requiring refuge from harassment and violence. Only one reasonable option (numbered 117) is considered appropriate by the Council, and this and would be measured against criteria such as location in relation to public transport facilities, the provision of amenity and demonstrable need.

Other opportunities to provide new housing

Option 118 suggests developing a series of policies to address outstanding issues inherent in converting larger properties into additional dwellings, plus general loss of housing.

Provision for Gypsies and Travellers

In March 2012 the Government released guidance notes requiring councils to develop policies in relation to Gypsy and Traveller site allocations and planning applications. There are currently no authorised Gypsy and Traveller sites in Cambridge itself, although there are some near its border. Land supply in Cambridge is limited and it is difficult to find land that is suitable for site provision so option 119 provides for a criteria-based policy to guide the location of permanent, transit and emergency stopping provision for Gypsies and Travellers.

Sites for Gypsy and Traveller provision

The Council used the criteria listed in Option 119 to assess potentially appropriate sites across the city. The assessment did not find any appropriate sites. The Council would therefore welcome all views on, and suggestions for, the location of suitable Gypsy and Traveller sites within the built-up area of Cambridge. We would also like to hear your views on whether Green Belt land should be considered for Gypsy and Traveller provision, and on other means by which the needs of Gypsies and Travellers may be met.

Residential moorings

Residential moorings can contribute to the supply of housing in Cambridge. Option 120 considers a criteria-based policy relating to new residential moorings on the River Cam.

Chapter 10: Building a strong and competitive economy

Cambridge has bucked the trend and performed well in the economic downturn. It is a world leader in higher education, research and knowledge-based industries, a regional shopping destination, and national and international tourist destination. The Local Plan should help ensure that Cambridge can continue to thrive.

This chapter presents the issues and options involved in building a strong and competitive economy. Its focus is encapsulated in strategic priority option 121 of the main Issues and Options report, of which this document is a summary. We would welcome your views on all of the options presented here.

Employment

National policy requires all local authorities to set out a clear economic vision for their area. We'd like to know whether you agree with the proposed vision statement (set out in the main document), and whether you feel anything should be added to it.

Selective management of the economy

Cambridge has a long-established policy of 'selective management of the economy', which essentially translates as supporting jobs and businesses that in turn support the local economy or the high tech cluster. There is evidence that this approach can also have unintended negative consequences, however. Options 122 to 125 present arguments for keeping, abandoning and amending the Council's policy of selective management of the economy.

Protection of industrial and storage space

In order to maintain a range of employment opportunities and services in Cambridge the Council operates a policy of protecting industrial and storage space. In some areas of the city, development that might result in the loss of industrial or storage floor space is not allowed. In others it is, but with restrictions. Evidence suggests that there is a shortage of industrial land in Cambridge. Options 125 to 127 again invite comments on the three proposed policy routes for protecting industrial land.

Protection of other employment space

Recent studies have identified a shortage in the medium term of office space in and near the centre of Cambridge. Currently, the Council doesn't protect office space. Options 128 and 129 present the arguments for continuing this policy or for developing a criteria-based policy to protect office floor space from change of use.

Promotion of cluster development

The Council has a policy in place that both sets out uses that it sees as fundamental to the Cambridge Phenomenon and that promotes development that can demonstrate a clear need to cluster in Cambridge. Options 130 and 131 present opposing arguments, in this case for and against continuing to promote cluster development.

Shared social spaces as part of employment areas

The *Cambridge Cluster At 50* study identified that a number of peripheral employment sites are perceived as less accessible and as isolated from the vibrancy of more central locations, making them less attractive to locate to. Options 132 and 133 address the underlying issues.

Densification of existing employment areas

With a shortage of development land and high competition from among its various potential uses (employment, housing and retail) a case could be made for 'densification', or more intensive use of, some employment sites. Options 134 and 135 invite comment on two alternative policy proposals.

Retail

Need for additional retail floor space to 2031

A key issue facing the Council is how much additional retail floor space will be needed to support the anticipated increases in population. A study that assesses Cambridge's retail floor space requirements to 2031 will be undertaken later this summer. As part of this consultation process we are inviting all interested parties to suggest sites that may be considered for additional retail space.

Shopping in town centres

Options 136 and 137 offer an overview of the different approaches that might be taken in relation to the city's shopping centres, including the potential for policies to address retail diversity and change of use from shops to other town centre uses, and whether there should be separate policies to cover city, district and local centres.

Neighbourhood shops outside centres

There are a number of individual and small groups of shops dotted around the city that are not large enough to be classified as local centres. Nevertheless, they often play an important role in providing for local needs. Options 138 and 139 present policy alternatives on whether protection is needed for such shops and facilities.

Convenience shops

The forthcoming review of Cambridge's retail requirements will also consider the need for further convenience shops (food stores). A recent study and consultation with the public showed the need for medium-sized supermarkets (of 2,000m² net floor space) in the proposed new developments in north-west Cambridge at the university and National Institute of Agricultural Botany (NIAB) sites, plus a smaller supermarket in the local centre at Orchard Park. Informal guidance has already been adopted by the City Council and option 140 takes forward this guidance into a potential policy in relation to a new food store (supermarket) within the local centre at the NIAB site. Option 141 proposes a policy in relation to the development of other food stores over the plan period.

Retail warehousing

The NPPF does not recognise existing out-of-centre retail warehouse developments as town centres. Although Cambridge Retail Park and the Beehive Centre are performing well, the Council does not consider this type of development should be considered. Option 142 sets out a policy option in relation to further retail warehouse development and how any proposals would be assessed to prevent harm to other shopping centres in Cambridge.

Higher and further education

Faculty development at the University of Cambridge

The University of Cambridge is a vital driver of the Cambridge economy and the reason why so many high-technology and knowledge-based employers locate to the city. The University's West Cambridge site has been developed in line with an agreed master plan and there are still parts of the site to be built. The university has also submitted an outline planning application for development of its North West Cambridge site. In 2010 the Council adopted a plan covering the redeployment and potential redevelopment of the Old Press Mill Lane site. Continued growth and redevelopment of the university is important to the local economy and in light of this the Council is proposing policy option 143, which would allow further development and redevelopment of University of Cambridge faculty and administrative sites provided they meet certain criteria. The Council is keen to receive feedback on this, however.

University of Cambridge staff and student housing needs

It is important to provide for the residential needs of the University and its Colleges as its student numbers continue to grow. Option 144 focuses on the potential allocation of new sites, and increased provision within existing college sites, for University staff and student housing. Option 145 asks whether space allocated for new colleges at the North West Cambridge site should be refocused towards providing additional student rooms for existing Colleges rather than new colleges.

Anglia Ruskin University faculty development

Anglia Ruskin University (ARU) has also seen continued healthy demand for student places, with no decline in numbers since 2006. Option 146 proposes a policy that would allow the university to continue development of its East Road campus in line with the existing master plan, and also outlines criteria that any development of a satellite campus would have to fulfil.

Anglia Ruskin University student accommodation

The existing Local Plan included a provision that, if residential developments could provide a significant proportion of student accommodation for ARU, they would get an exemption from providing Affordable Housing. However, due to the demand for student hostel accommodation, coupled with that for affordable housing, this policy is becoming unsustainable. Options 147 and 148 present opposing policy options for and against student hostel development with or without the affordable housing exemption.

Speculative student hostel accommodation

Options 149 and 150 cover the issue of whether speculative student hostel accommodation should be restricted to students attending the University of Cambridge or ARU, or whether the policy should be widened to include other established educational institutions.

Specialist schools and colleges

While there are a growing number of specialist schools in Cambridge, ranging from language, secretarial and tutorial to pre-university crammer schools, the existing Local Plan only has a policy dealing with language schools. Option 151 asks whether this should be extended to include secretarial and tutorial colleges, while option 152 suggests relaxing current policy restrictions on permanent language schools.

Tourism

Visitor accommodation / hotel provision

Tourism is a vital part of the city's economy. A recent study identified that, depending on how strongly the economy grows, there will be a need for between 900 and 2,000 new hotel bedrooms over the next 20 years. Options 153 and 154 present options for hotel provision based on high and medium growth scenarios.

What types of new hotel are needed and where should they be located?

The City Centre is the most sustainable location for new hotels. Option 155 outlines a policy identifying potential primary (City Centre) and priority (e.g. CB1, Addenbrooke's) locations for new hotel development.

Upgrade and conversion of suitable City Centre properties to hotels

Option 156 involves developing a policy in support of the conversion and upgrading of existing hotels and other premises for hotel use in the City Centre.

Serviced apartments

A new generation of hotel that combines an element of self-catering with some service is causing a blurring of the boundaries between uses in planning terms. Three options (157-159) have been put forward to either treat serviced apartments as hotels, prevent the change of use of newly built permanent residential accommodation to use for short-term letting or, consider using licensing rather than planning policy to regulate serviced apartments.

Hotel and guest house retention in the City Centre

Option 160 is a policy proposal to prevent the potential loss to other uses of existing hotels and B&Bs located in the City Centre. Option 161 is not to include such a policy.

Visitor attractions

It is the Council's policy to promote the sustainable development of tourism in the city but also recognise the need to protect the quality of life of the people who live here. Option 162 proposes to retain the current Local Plan's policy, which aims to maintain strengthen and diversify visitor attractions.

Chapter 11: Promoting successful communities

The planning system plays an important role in promoting social interaction and creating healthy, inclusive communities. This chapter breaks down that role into its constituent parts. Each of the sections outlined below are covered in more detail in the main Issues and Options report.

We would welcome your feedback on all of the policy proposals put forward in this chapter, including the summarised strategic priority (option number 163) and objectives.

Protection and enhancement of existing open spaces and recreation facilities

An essential part of Cambridge's character stems from the relationship between the city's buildings and its open spaces. The city's network of open spaces plays a vital role in the health and wellbeing of the community and brings wider economic benefits. Option 164 sets out how the city proposes to continue its policy of protecting these important areas.

Provision of new open spaces and recreation facilities

Providing more open space to meet the needs of new development is important if we are to ensure that existing open spaces don't become overused. Options 165 to 167 consider ways in which new open spaces and recreation facilities may be provided as part of new development, including on-site provision.

Protection of existing leisure facilities

Leisure facilities (facilities that provide cultural and sporting activities) help to promote health and wellbeing, as well as contributing to the vibrancy and vitality of the city. Option 168 sets out a criteria-based policy that would protect existing leisure facilities.

New leisure facilities

As the city grows demand for new leisure facilities will increase. Option 169 proposes to build on the existing policy supporting any new leisure facilities that match the Council's objectives.

Community facilities

What are community facilities?

Community facilities are places that support community activities. They can be both residential and non-residential, so include community centres and church halls, medical and childcare centres, nursing and residential homes, court buildings and some educational facilities. Although a lengthier description is provided in the main document we'd like your help in deciding whether this is comprehensive enough.

Protection of existing community facilities

With demand for land so high, it's important that we recognise and protect the vital role that community facilities play in enhancing Cambridge residents' lives. Option 170 addresses the issue of protecting existing community facilities from redevelopment for alternative uses.

Public houses

Public houses (pubs) are also considered community facilities as they contribute to local character and identity. The loss of around 20 public houses in recent years, however, has highlighted the need for a policy that offers them a measure of protection. Options 171-175 set out five possible policy options that could address the issue of how to protect public houses

New community facilities

As Cambridge grows, so will demand for community facilities. Options 176 and 177 suggest how proposals for new and improved community facilities will be supported

Arts and culture

Cambridge is an important sub-regional centre for arts and culture. Option 178 covers the need to promote, protect and enhance Cambridge's arts and cultural facilities, including museums, art galleries, theatres, live music venues and dance performance centres.

Provision for sub regional sporting, cultural and community facilities

Recent studies have identified Cambridge as a possible location for new sub-regional facilities, including a Sub-regional stadium, ice rink and concert hall. There is currently no surplus provision for arts, cultural, recreational or sports facilities in the city, while national guidance requires the Council to plan positively for such provision. On that basis a number of options have been put forward for consideration.

Sub-regional stadium

The concept of a Sub-regional stadium emerged some time ago as a result of a study undertaken for Cambridgeshire Horizons. The Council firstly wishes to explore whether it is felt that there is a need for a Sub-regional stadium and, if there is, what the most appropriate location might be. Option 179 would allow the Local Plan to make provision for a Sub-regional stadium subject to proven need.

The current owners of Abbey Stadium, Grosvenor Estates, are currently exploring the option of redeveloping the existing football ground, home to Cambridge United Football Club (CUFC) for residential use and relocating the stadium to their preferred site, adjacent to the M11. The Council would also welcome your views on whether the Grosvenor Estates' proposals should be supported, among other specific issues relating to these proposals.

Ice rink

The idea of an ice rink was also put forward several years ago. While studies suggest that there is potential demand, to date no firm proposals have been put forward. The Council invites your feedback on whether the city needs and ice rink and on option 180, which would allow the Local Plan to make provision for an ice rink subject to proven need.

Concert hall

A report by Cambridgeshire Horizons concluded that, although there is a wide range of small- and medium-size music venues in and around Cambridge, there is growing interest in testing the case for a large purpose-built auditorium. The Council would like to explore public reaction to this idea. You are therefore invited to comment on whether Cambridge needs such a venue, and on

option 181, which would allow the Local Plan to make provision for a concert hall subject to proven need.

Two appendices and a glossary to the main document *Cambridge Local Plan – Towards 2031*, provide background detail on open space and recreation standards, criteria for protecting open spaces, and the meaning of different words and expressions used.

Chapter 12: Promoting and delivering sustainable transport and infrastructure

Images of Cambridge and students on bicycles are so intertwined as to be almost a cliché. Twenty-two per cent of all journeys within the city are by bike – the highest percentage in the UK. Bus use has more than doubled since 2001, and the proportion of residents travelling to work by car is relatively low (41 per cent compared to the national average of 61 per cent). Despite this, there is still considerable congestion. As the planning authority, the City Council can influence transport conditions through control of development. That is the focus of this chapter.

More detail may be found in the main document *Cambridge Local Plan – Towards 2031*, of which this is a summary. We'd welcome your thoughts and suggestions on all or any of the policy proposals outlined here, including the strategic priority (option number 182): "To support development in Cambridge by ensuring that infrastructure is provided in a sustainable, co-ordinated and timely manner to meet the needs of new development and regeneration."

Transport

A new transport strategy for Cambridge

Cambridgeshire County Council is in the early stages of preparing a new transport strategy for the Cambridge and South Cambridgeshire area. The strategy is being developed and will be consulted upon at similar times to both the Cambridge City Council and South Cambridgeshire District Council Local Plan reviews, so-as to ensure joined-up thinking. There will be an opportunity for you to feed back your views during this consultation.

Accessible, sustainable development

New development should offer realistic, safe and easy access by a range of transport modes, particularly those offering a more sustainable choice of travel. Options 183, 184 and 185 respectively propose policies that favour alternative modes of transport to the private car, or that build infrastructure that actively supports walking, cycling and public transport, or that facilitate the use of low-emission vehicles (e.g., electric cars).

Car parking standards

Despite many transport policies aimed at shifting travel away from private vehicles, car ownership nationally has risen steadily in the last 50 years. The need to provide appropriate levels of car parking therefore remains important. Options 185 to 190 present a range of potential policy solutions for tackling car parking issues.

Cycle parking

With cycling so popular in and around Cambridge, the issue of where to leave one's bike when out and about, and at home or work, takes on even greater significance. Options 191 and 192 address this.

Minimising the transport impact of development

The Council must ensure that development occurs in the 'right places' to prevent an unacceptable impact on Cambridge's transport network. Options 193, 194 and 195 offer several methods of aligning the city's transport policies with national guidance on the subject.

Travel plans

Travel plans are measures to inform and encourage people to use alternative, more sustainable modes of transport where possible. The NPPF states that all development generating significant amounts of traffic movement should be required to provide a travel plan. Options 196 and 197 offer a choice of policy routes regarding the provision of travel plans.

Cambridge Airport

Option 198 is to include a policy that would not permit aviation development at Cambridge Airport where it could have a significantly adverse effect on the environment and residential amenity.

Telecommunications

The Council is aware of public concerns regarding the visual and health impacts of telecommunications development (particularly mobile phone masts). This must be balanced against the need for residents and businesses to have access to new technology. Option 199 sets out a criteria-based policy to support and guide telecommunications development.

Mullard Radio Astronomy Observatory, Lord's Ridge

The Mullard Radio Astronomy Observatory contains radio and optical telescopes that are of international importance. There are two consultation areas associated with the observatory that fall within the city boundary. The current Local Plan includes a policy (8/15) that relates to the safeguarding of the observatory. Option 200 proposes retaining this.

Waste infrastructure

Recent proposals already adopted by the Council identify a need for a new household recycling centre serving Cambridge's south side. A proposed site located south of the Addenbrooke's access road has been judged unsuitable. The Council is now trying to identify other potential sites.

Provision of infrastructure and services

Local authorities are required to plan positively for the infrastructure required in an area. In the case of Cambridge City Council this is an ongoing process, currently enacted through the development of an Infrastructure Delivery Study (IDS) in partnership with other stakeholders. The IDS will form part of the Council's case at submission and examination of the Local Plan.

Funding infrastructure and services

The main source of funding for infrastructure is via council capital programmes, service provider investment programmes and government grants, however contributions from developers can often help address local priorities. Traditionally this has been done through legal agreements known as planning obligations, more recently the Government has introduced the Community Infrastructure Levy (CIL) which is another mechanism for securing funding towards infrastructure from developers.

Option 201 considers a policy that would require new development to be supported by the provision of infrastructure and recommends a continuation of existing policy, which seeks contributions from developers towards the cost of infrastructure changes or improvements necessitated by their plans. This will either be by means of planning obligations and or a CIL.

Cambridge City Council invites your opinions and suggestions on any and all of the options set forth in this document. Details of the various methods available to you to respond are provided in chapter 1 of this and the main document.