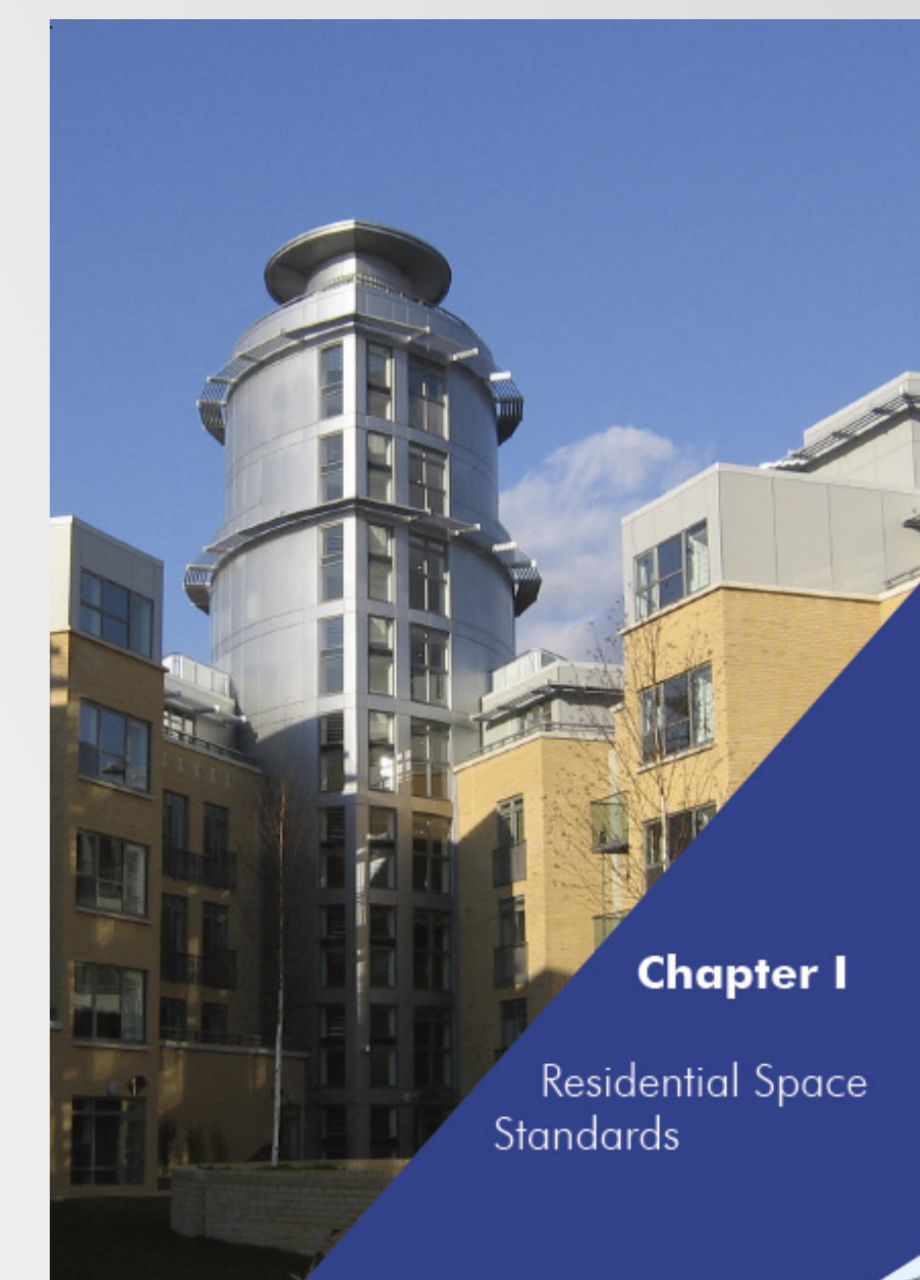


RESIDENTIAL SPACE STANDARDS



RESIDENTIAL SPACE STANDARDS

The provision of sufficient space within new homes is an important element of good residential design and new dwellings should provide sufficient space for basic daily activities and needs. Many new developments are perceived to provide inadequate amounts of both internal and external amenity space.



INTERNAL SPACE STANDARDS

Following research into space standards, it is considered that two main approaches on overall unit sizes require further consultation:

Option I.1 – proposes setting minimum standards for the gross internal floor area of residential units based on the number of bedspaces, including setting minimum sizes for single and double bedrooms;

Option I.2 – proposes minimum standards for the gross internal floor area of residential units based on unit sizes, as developed by the Homes and Community Agency. Again minimum sizes for single and double bedrooms would be set.

The standards are intended to encourage provision of enough space in dwellings to ensure that homes can be used flexibly by residents with various needs, and that sufficient storage can be integrated into units. These standards are expressed as minimum space standards. Housing that exceeds minimum dwelling sizes will always be encouraged, and in order to achieve certain design configurations, work within site constraints, or deliver units to a particular segment of the housing market, designers and developers may be a need to make early allowances to exceed the minimum gross internal area for that dwelling type.

EXTERNAL SPACE STANDARDS

Private amenity space can make an important contribution in improving the quality of life of the city's residents and supporting and enhancing local biodiversity. All new residential units will be expected to have direct access to an area of private amenity space. The form of amenity space will be dependent on the form of housing and could include a private garden, roof garden, balcony, glazed winter garden or ground level patio with defensible space from any shared amenity areas. The Option I.3 for consultation sets out a flexible, criteria based approach to determine adequate provision of external amenity space for houses and flats. The criteria will include those issues considered to be most influential in the development management process.



Image courtesy of Formation Architects and Skanska Residential Development UK

FURTHER INFORMATION

Further information on internal and external residential space standards can be found in Chapter I of the Issues and Options Part 2 Document.

CAR AND CYCLE PARKING STANDARDS

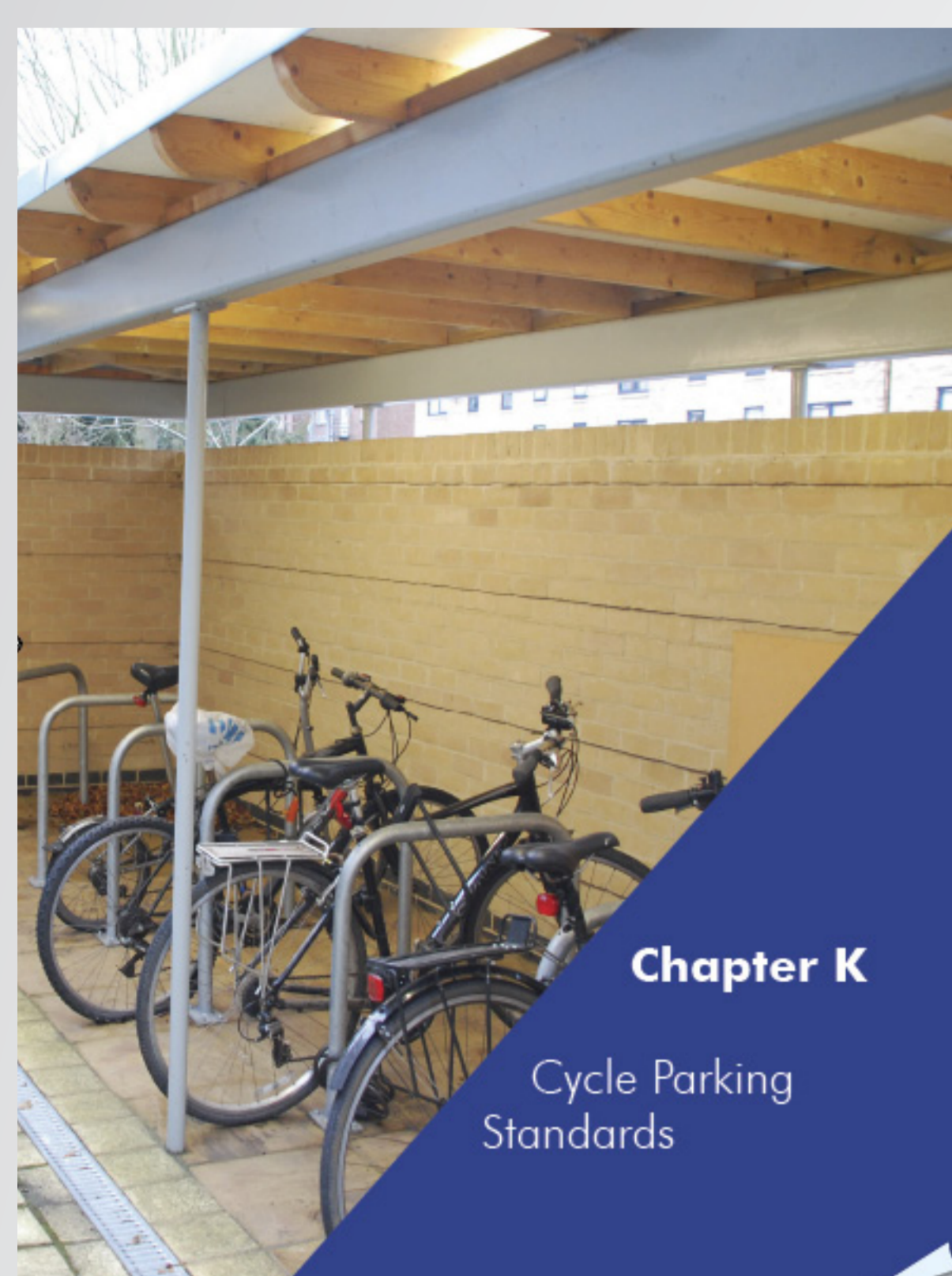


CYCLE PARKING STANDARDS

In order to accommodate and promote high levels of cycling in Cambridge, the appropriate facilities and infrastructure need to be in place, including cycle parking. Provision of cycle parking remains a big issue in Cambridge, and the Local Plan will include a policy and a set of parking standards aimed at ensuring that the best possible cycle parking will be provided at new developments.

The City Council's Cycle Parking Guide for New Residential Developments (2009) was produced in order to address the issues of quality and convenience of cycle parking at new development. This document has been used as a starting point for the development of the options for this consultation.

In addition to this, further changes are proposed that will allow us to account for the current and future modal share of cyclists, and better provide for the differences between, for example, staff and customers of a supermarket. The standards are set out in the document (Part 2, Chapter K).



CAR PARKING STANDARDS

The National Planning Policy Framework (NPPF) and the latest national guidance on car parking standards explains the importance of Local Authorities using a series of key local considerations to help set any parking standards for a development. After considering this guidance and taking into account the responses to the options proposed in the Issues and Options Report, it is proposed to take forward a three part approach:

- Developing criteria for use by applicants when considering the level of parking provision at all new development. These criteria take into account local issues, such as:
 - The location of the development, in terms of its proximity to services accessible by non-car modes of travel;
 - The type of development (fringe site, infill site etc.) and the need for design flexibility;
 - The use of the development (housing, flats, industrial etc.)
 - For major developments and developments that are likely to place significant increased demand for parking in an area, the current parking situation in surrounding area.
- Updating the maximum residential car parking standards currently in Appendix C of the 2006 Local Plan, to account for current and future car ownership levels so that car parking can be adequately planned for and provided in future years; and
- Keeping the current maximum standards for non-residential development as they are in Appendix C of the 2006 Local Plan.

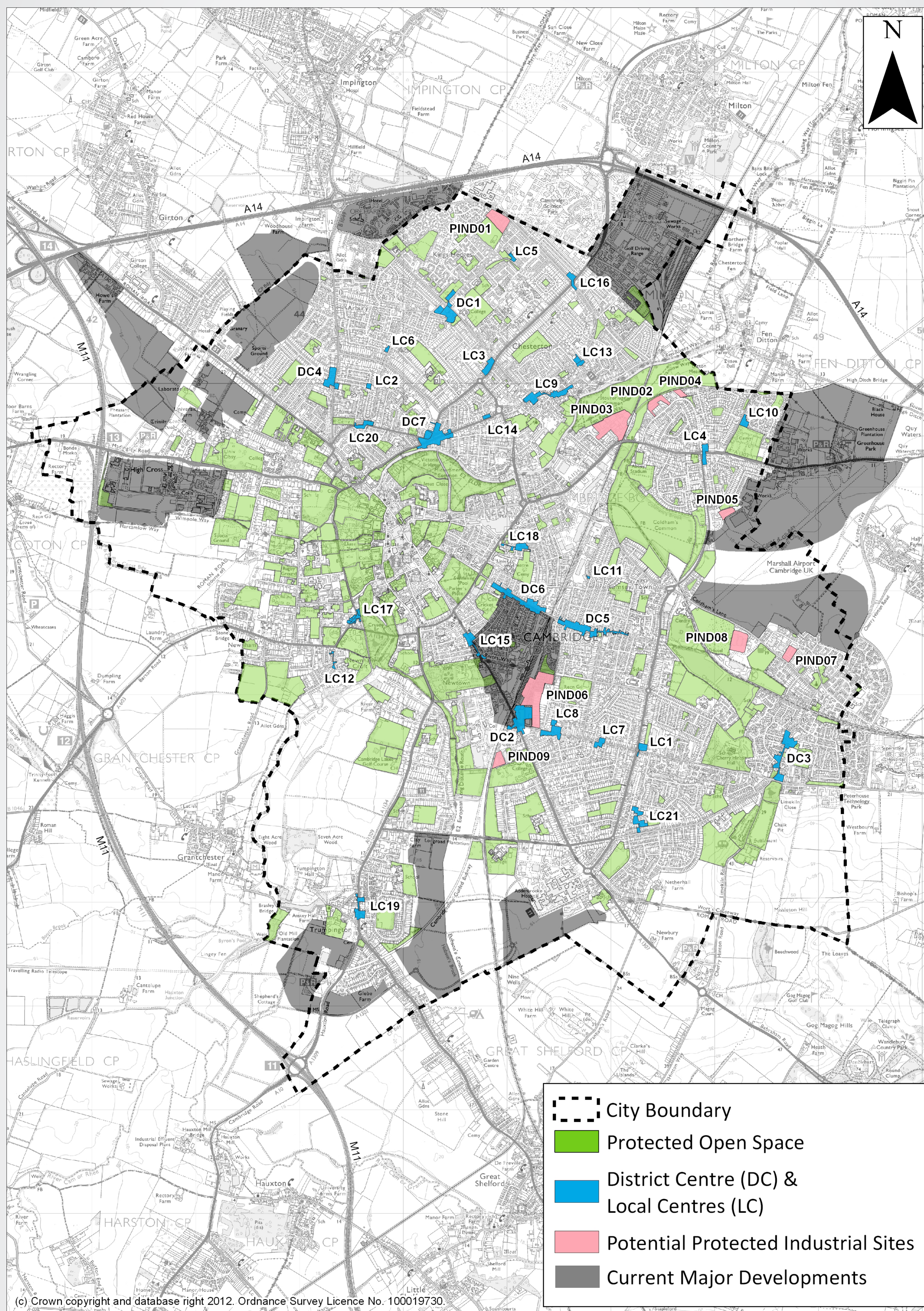
The new residential car parking standards are set out below. The standards are set out in full in Chapter K of the Part 2 document.

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

DESIGNATIONS



The consultation seeks your views on designations that will be included in the new Local Plan and its accompanying Proposals Map. These designations will include areas of protection, such as Protected Open Space, and land-use designations such as local and district centres. Some of these proposed designations are illustrated on the map below.



We are also seeking your views on whether there are any sites in the city that could be designated as a local green space, a new designation created by the National Planning Policy Framework. To be designated a site must meet the following criteria:

- The site is in reasonably close proximity to the community it serves;
- The green area is demonstrably special to the local community and holds a particular local significance, e.g. because of its beauty, historic significance, recreational value, tranquillity or richness of its wildlife; and
- The green area concerned is local in character and it not an extensive tract of land.

If you know of land that could be suitable for designation as a local green space, please let us know through this consultation.

FURTHER INFORMATION

Further information on designations can be found in Chapter L and Annex L1, L2 and L3 of the Issues and Options Part 2 Document available at www.cambridge.gov.uk/options2

NEXT STEPS AND HOW TO RESPOND



What happens next?

- Once consultation has finished, we will consider all of the representations received, along with other evidence, using them to refine the policies that will be included in the Local Plan.
- Following that, the Council will need to finalise a draft Plan. The draft Plan has to be agreed for consultation by all Members of the Council, and will be subject to a further round of public consultation, prior to being submitted to the Secretary of State for examination.

- The stages involved can be seen in the diagram to the right

Who makes the final decision on the new Local Plan?

The Council makes the final decision, but before it can do that, an independent Planning Inspector considers the Plan. It is important that the Council can show that it has prepared the Plan using the proper evidence and applying it in a reasonable way. If it does not do that, the Inspector may either delay the Plan for more evidence to be presented or find the Plan "unsound", in which case it is unlikely that the Plan could be adopted.

When will the new Local Plan come into force?

It is anticipated that the Local Plan will be adopted in 2014. You can keep up to date on the progress of the plan by visiting our social network sites:

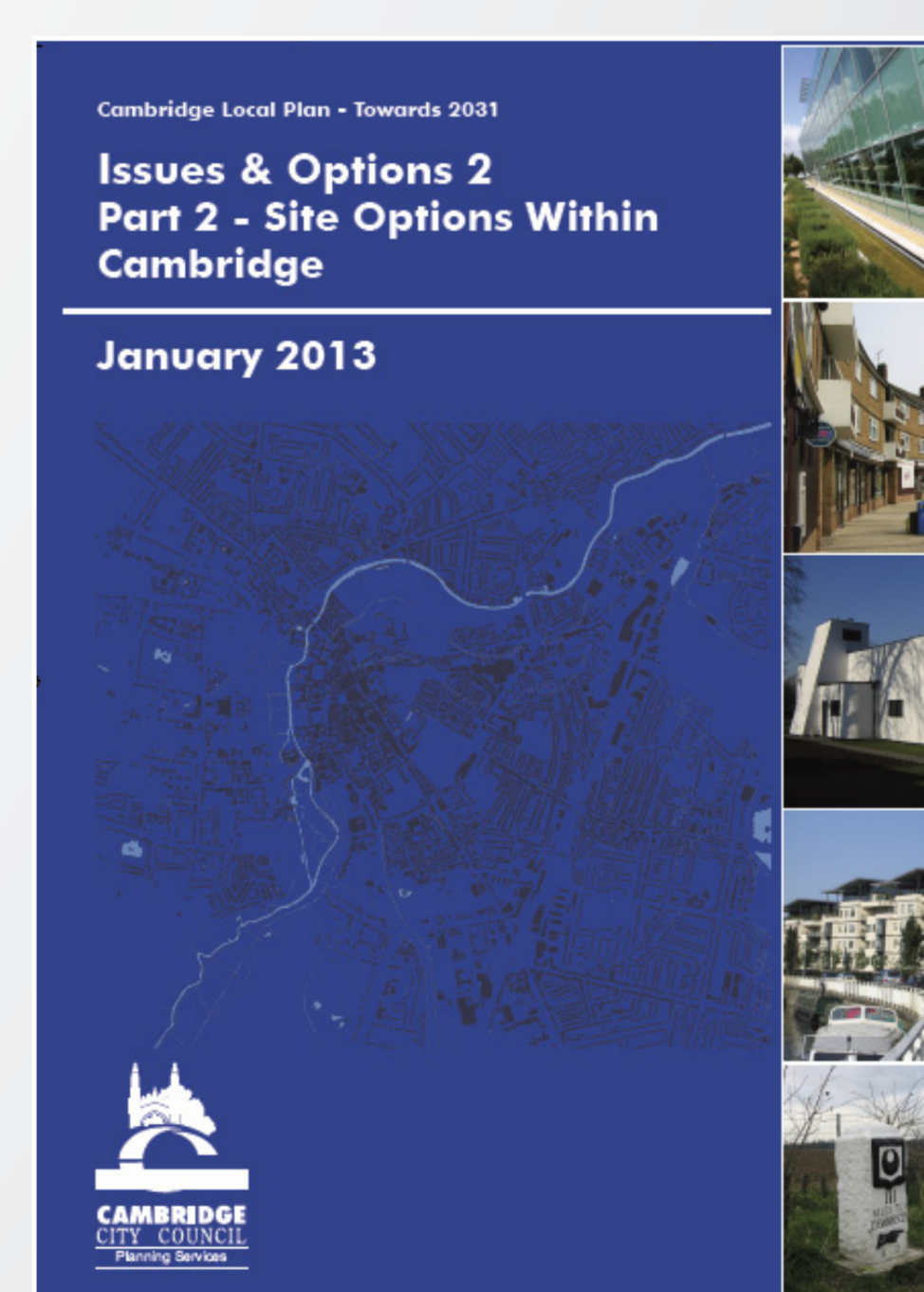
- Follow us on Facebook: [facebook.com/camcitco](https://www.facebook.com/camcitco)
- Tweet us on Twitter: twitter.com/camcitco
- Read our Blog on: cambridgelocalplan.wordpress.com/

How do I respond to the Consultation?

The consultation for the Issues and Options 2 Report runs from:

9am on 7th January to 5pm on 18th February 2013

Response forms are available from the Customer Service Centre, can be downloaded and filled in electronically or you can respond using the online response form. Details are provided below.



Online:

<http://cambridge.jdi-consult.net/ldf>

By email:

policysurveys@cambridge.gov.uk

By hand:

Cambridge City Council Customer Service Centre
4 Regent Street
Cambridge
CB2 1BY

By post:

Issues and Options 2 Consultation
Cambridge City Council
PO Box 700
Cambridge
CB1 0JH