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10 December 2018

To: Chairman – Councillor Grenville Chamberlain
Vice-Chairman – Councillor Brian Milnes
Members of the Scrutiny and Overview Committee – Councillors Ruth Betson,
Anna Bradnam, Dr. Martin Cahn, Sarah Cheung Johnson, Gavin Clayton,
Graham Cone, Dr. Claire Daunton, Dr. Douglas de Lacey, Bill Handley,
Steve Hunt, Peter McDonald and Judith Rippeth

Quorum: 5

There is a pre-meeting session at 5pm for members of the Committee only, to plan their lines of enquiry. This will take place in the Monkfield Room.

Dear Councillor

You are invited to attend the next meeting of **SCRUTINY AND OVERVIEW COMMITTEE**, which will be held in the **SWANSLEY ROOM, GROUND FLOOR** on **TUESDAY, 18 DECEMBER 2018** at **6.00 p.m.**

Members are respectfully reminded that when substituting on committees, subcommittees, and outside or joint bodies, Democratic Services must be advised of the substitution *in advance of* the meeting. It is not possible to accept a substitute once the meeting has started. Council Standing Order 4.3 refers.

Yours faithfully
Beverly Agass
Chief Executive

The Council is committed to improving, for all members of the community, access to its agendas and minutes. If you have any specific needs, please let us know, and we will do what we can to help you.

AGENDA

PAGES

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|----|--|-------|
| 1. | Apologies
To receive apologies for absence from committee members. | |
| 2. | Declarations of Interest | |
| 3. | Minutes of Previous Meeting
To authorise the Chairman to sign the Minutes of the meeting held on 22 November 2018 as a correct record. | 1 - 4 |

- 4. Public Questions**
- 5. Greater Cambridge Housing Strategy** **5 - 84**
 To provide the committee with an opportunity to consider and comment on the draft Greater Cambridge Housing Strategy. The report considered by Cabinet on 5th December 2018, is attached for information along with the draft Housing Strategy.
- 6. Cambridge Northern Fringe Area Action Plan - Issues and Options 2** **85 - 196**
 Appendices 2 and 4 are available on the [website](#). The Draft Interim Sustainability Appraisal (Appendix 3) will follow and will also be available online. Hard copies of these documents can be made available on request (please contact Democratic Services).
- 7. Update on ICT issues**
- 8. Work programme** **197 - 210**
 For the committee to consider its work programme. This is attached with the Council's Notice of Key and Non Key Decisions and the Scrutiny Prioritisation Tool.
- 9. Monitoring the Executive**
 Scrutiny monitors are invited to report any updates on issues which may be of interest or relevance to the committee.
- Confidential Items - Members Only**
 The press and public are likely to be excluded from the meeting during consideration of the following item in accordance with the provisions of Section 100(A)(4) of the Local Government Act 1972 (exempt information as defined in paragraph 3 of Schedule 12A of the Act). Paragraph 3 refers to information relating to the financial or business affairs of any particular person (including the authority holding that information).
- 10. Confidential Minute 5 of the Scrutiny and Overview Committee meeting held on 22 November 2018: Cambridge Ice Arena: Loan to Cambridge Leisure and Ice Centre (CLIC) - Confidential** **211 - 214**
- 11. To Note the Dates of Future Meetings**
 To note that the next meeting will take place on Tuesday 22nd January at 6pm.

Exclusion of Press and Public

The law allows Councils to consider a limited range of issues in private session without members of the Press and public being present. Typically, such issues relate to personal details, financial and business affairs, legal privilege and so on. In every case, the public interest in excluding the Press and Public from the meeting room must outweigh the public interest in having the information disclosed to them. The following statement will be proposed, seconded and voted upon.

"I propose that the Press and public be excluded from the meeting during the consideration of the following item number(s) in accordance with Section 100(A) (4) of the Local Government Act 1972 on the grounds that, if present, there would be disclosure to them of exempt information as defined in paragraph(s) of Part 1 of Schedule 12A of the Act."

If exempt (confidential) information has been provided as part of the agenda, the Press and public will not be able to view it. There will be an explanation on the website however as to why the information is exempt.

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Agenda Item 3

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

Minutes of a meeting of the Scrutiny and Overview Committee held on
Thursday, 22 November 2018 at 6.00 p.m.

PRESENT: Councillor Grenville Chamberlain – Chairman
Councillor Brian Milnes – Vice-Chairman

Councillors:	Ruth Betson	Anna Bradnam
	Dr. Martin Cahn	Sarah Cheung Johnson
	Gavin Clayton	Graham Cone
	Dr. Claire Daunton	Dr. Douglas de Lacey
	Bill Handley	Peter McDonald
	Geoff Harvey	

Councillor Neil Gough was in attendance, by invitation.

Officers:	Victoria Wallace	Democratic Services Officer
	Suzy Brandes	Principal Accountant (General Fund & Projects)
	Alex Colyer	Executive Director
	Dawn Graham	Benefits Manager
	Kathrin John	Democratic Services Team Leader

1. APOLOGIES

Apologies for absence were received from Councillor Judith Rippeth. Councillor Geoff Harvey was present as a substitute.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. MINUTES OF PREVIOUS MEETING

The minutes of the meeting held on 18 October 2018, were agreed as a correct record of the meeting.

4. PUBLIC QUESTIONS

No public questions had been received.

5. CAMBRIDGE ICE ARENA: LOAN TO CAMBRIDGE LEISURE AND ICE CENTRE (CLIC)

The press and public were excluded during consideration of this agenda item in accordance with the provisions of Section 100(A)(4) of the Local Government Act 1972 (exempt information as defined in paragraph 3 of Schedule 12A(as amended) of the Act). Paragraph 3 relates to information relating to the financial or business affairs of any particular person (including the authority holding that information).

The committee considered a report seeking the provision from the Council of an additional loan facility to enable the Cambridge Ice Arena development to be completed. A representative from Cool Venues Ltd was present to answer detailed questions from the committee.

Following a detailed discussion, the Scrutiny and Overview Committee, by 13 votes in favour and one abstention (Cllr Betson), **APPROVED** the recommendations to Council, as detailed in the report, and **RECOMMENDED** additional actions.

6. LOCALISED COUNCIL TAX SUPPORT (LCTS) SCHEME 2019-20

The Benefits Manager presented the report which set out the proposed Localised Council Tax Support Scheme (LCTS) for 2019-2020.

The committee was informed that a public consultation had been undertaken, which had followed advice from the Consultation Institute regarding the questions to ask. As well as the consultation being online, 3000 residents had been written to and residents had been spoken to when they visited the Council's reception desk. A good response had been received to the public consultation, with over 300 responses having been received.

Members were informed that the number of council tax bills had increased significantly, however there was a reduction in collection rates. Although 51% of residents who responded to the public consultation expressed that they were happy with the current LCTS, the scheme would be very hard for the Council to manage going forward. Officers had looked at other councils where Universal Credit had been live for a year, to see what they had been doing regarding their LCTS.

The Council's preferred option was an income banded scheme. 49% of residents who responded to the consultation, thought that change to the scheme was needed and of these, the majority thought that an income banded scheme was the best option. Officers had looked at other councils with income banded schemes. The Council was looking at having two bands within the scheme. Officers advised that the preferred option was achievable and had longevity.

Members were informed that:

- The bands would be made more generous, ensuring residents would not be worse off. Cambridgeshire County Council and South Cambridgeshire District Council would share the burden of the cost for this; provision for this had already been made in budgets for this.
- The Council's scheme was much better funded than in other areas of the country.
- Many people claiming the benefit were either disabled or carers.
- The scheme could only be changed once a year so it was important to get it right. Officers used a modelling tool to develop the scheme.

The Scrutiny and Overview Committee, by 13 votes in favour and one abstention (Cllr Gavin Clayton), **SUPPORTED** the recommendation to introduce a banded discount LCTS scheme for 2019-2020.

7. 2018-19 QUARTER 2 POSITION STATEMENT: PERFORMANCE, FINANCE AND RISK

The Scrutiny and Overview committee considered the 2018-19 Quarter Two Position Statement, which provided a statement on the Council's quarter two position with regard to its General Fund, Housing Revenue Account (HRA), capital budgets and performance indicators by exception. The following comments were made:

- The standard deviation was needed for performance against Key Performance

- Indicators (KPIs), to understand the performance against the targets.
- Members requested numbers as well as percentages in relation to performance against KPIs.
 - The Executive Director would liaise with the Scrutiny and Overview Committee Chairman regarding the information the committee wanted to see in these reports.
 - Members were informed that the variances presented compared the original budget for the year 2018-19 set in February 2018, to the latest forecast for the full year.
 - Members were informed that the most important figure was the forecast outturn against the budget.
 - The committee was informed that a report would be presented to the Employment and Staffing Committee, regarding the measures that were proposed to address the problems in recruiting officers to the organisation. Incentives such as housing allowances and a 'golden hello' were among measures being considered.

8. WORK PROGRAMME

The committee was informed that:

- Extra Scrutiny resource was being sought for the Democratic Services Team. Councillor de Lacey thanked Democratic Services officers for their support to the Scrutiny and Overview Committee, given current heavy workloads.
- Councillors Milnes and Handley would be going on an LGA Scrutiny Course in early 2019.
- The Chairman and Vice Chairman were considering whether task and finish groups would be set up to share the workload of agendas, with agenda items being split between groups.

9. MONITORING THE EXECUTIVE

There were no updates from Scrutiny Monitors.

10. TO NOTE THE DATE OF THE NEXT MEETING

The committee noted that the next meeting would take place on Tuesday 18th December 2018 at 6pm.

The Meeting ended at 8.25 p.m.

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Agenda Item 5

REPORT TO: Cabinet

5 December 2018

LEAD OFFICER: Interim Housing & Environmental Health Director

Greater Cambridge Housing Strategy

Purpose

1. To seek agreement for the draft Greater Cambridge Housing Strategy to go out for consultation.
2. This is not a key decision because it is brought before Cabinet as part of the consultation process and will be presented back to Cabinet for final approval once all comments have been considered and fed into the Strategy where appropriate.

Recommendations

3. Cabinet is asked to agree the draft Greater Cambridge Housing Strategy (Appendix A) to go out to wider public consultation.

Reasons for Recommendations

4. This will enable the draft Strategy to go out for wider public consultation.

Background

5. Following the publication of an interim Housing Strategy Statement on 15 March 2017, a joined up Strategy with Cambridge City Council has been developed. The rationale for a joined up 'Greater Cambridge' Housing Strategy was due to the closer working relationships with Cambridge City, such as the commitment for a joint Local Plan, and the key challenges and opportunities that both Councils face, specifically in terms of housing affordability and economic growth.

Considerations

6. In developing the draft Greater Cambridge Housing Strategy, a series of workshops have been held with staff and tenant & leaseholder reps, as well as a SCDC Cabinet briefing held on 30 August 2018 and a subsequent SCDC Members' workshop held on 22 October 2018. This has helped to shape the draft Strategy, with the main points outlined below:
 - In terms of affordable housing, having more choice, especially for the squeezed middle income households.
 - Increasing the number of council new homes we are building, as well as delivering more exception sites that provide a range of homes.
 - Focus on affordable living, acknowledging the impacts of other housing costs as well as the cost of rents/mortgages.
 - Supporting the economy, working with businesses to help meet the housing needs of their workforce.

- Supporting the development of homes for people as they age
 - Good design and future proofing of homes, supporting new technologies and raising building standards.
7. Taking into account feedback from the Cabinet briefing and Members' workshop, a complete rewrite of the draft Strategy has been undertaken.
 8. The Strategy is a high level evidenced based document, setting out a strategic overview of the key issues, challenges and opportunities facing the area, with a specific focus on housing affordability and supply. The document brings together the different strands of housing, such as older people's accommodation, 'essential local worker' housing, existing homes, homelessness and links to health and wellbeing.
 9. A detailed Action Plan will be developed as part of the consultation process.
 10. The expectation is that the draft Greater Cambridge Housing Strategy will go out to consultation week commencing 10 December 2018 for seven weeks. As part of the consultation process, feedback sessions will be held with developers and housing associations, as well as a separate session with South Cambridgeshire District Council's Scrutiny Members.
 11. Following consideration of all feedback, it is anticipated that the Strategy will be approved by Cabinet by the end of March 2019.

Options

12. Cabinet is asked to agree the draft Greater Cambridge Housing Strategy (Appendix A) to go out to wider public consultation.
13. If it is considered that the draft Strategy is not ready to go out to consultation on 10 December, it is likely to delay approval of the Strategy until at least Summer 2019, due to the need to align with Cambridge City's approval process and taking into account their purdah period. This may also impact on the delivery of the Housing SPD.

Implications

14. There are no significant implications.

Consultation responses

15. Initial consultation has been carried out with staff and tenant & leaseholder reps from both councils, as well as wider consultation with South Cambridgeshire District Council Members and Cabinet.

Effect on Strategic Aims

16. The Greater Cambridge Housing Strategy is important for all four of the Council's main strategic aims:
 - (A) Living Well
 - (B) Homes for our Future
 - (C) Connected Communities
 - (D) An Innovative and Dynamic Organisation

Background Papers

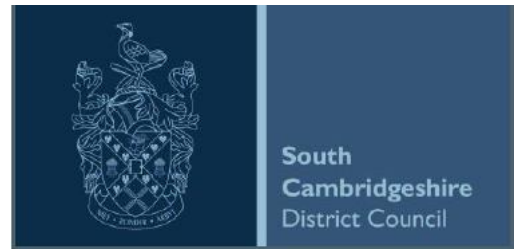
Where [the Local Authorities \(Executive Arrangements\) \(Meetings and Access to Information\) \(England\) Regulations 2012](#) require documents to be open to inspection by members of the public, they must be available for inspection: -

- (a) at all reasonable hours at the offices of South Cambridgeshire District Council;
- (b) on the Council's website; and
- (c) in the case of documents to be available for inspection pursuant to regulation 15, on payment of a reasonable fee required by the Council by the person seeking to inspect the documents at the offices of South Cambridgeshire District Council.

Report Author: Julie Fletcher – Head of Housing Strategy
Telephone: (01954) 713352

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DRAFT



Homes for our Future

Greater Cambridge Housing Strategy 2018-2022



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Foreword from the Cambridge City Council Executive Councillor for Housing

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Add picture

Foreword from South Cambridgeshire District Council



Hazel Smith
Lead Member for Housing

I am pleased that we are launching our new Housing Strategy which is joint with Cambridge City and paves the way to working together in the future to deliver the homes we need that will support our growing economy in Greater Cambridge.

Whilst the strategy focuses on the levers and influence we have in terms of providing new homes and ensuring our existing homes are in good condition, this strategy is really about our people and communities. We want to ensure that our villages remain vibrant places that are sustainable in the future, by building the new homes that are needed, that are well designed and bring benefits to the existing community. Our focus is on 'affordable living' rather than just affordable housing and we want homes to be close to jobs and as energy efficient as possible so that running costs are cheaper and we are doing our bit for the environment.

We know how difficult it is for young people to get a foot on the housing ladder and we are keen to provide a wider choice of housing options. It is also clear that there are some real recruitment challenges for some local businesses where workers can't afford to live in the area and we want to support those companies to provide targeted new homes.

Planning for an ageing population is also a high priority and we need to be building new homes which are future-proofed in design and technology.

This strategy reflects how important housing is to the health and well-being of residents, the role it plays in building and maintaining strong communities and how housing is entwined with the economic prosperity of the district.

We cannot achieve these ambitions alone, and we will continue to build strong relationships with key partners to deliver on our priorities.

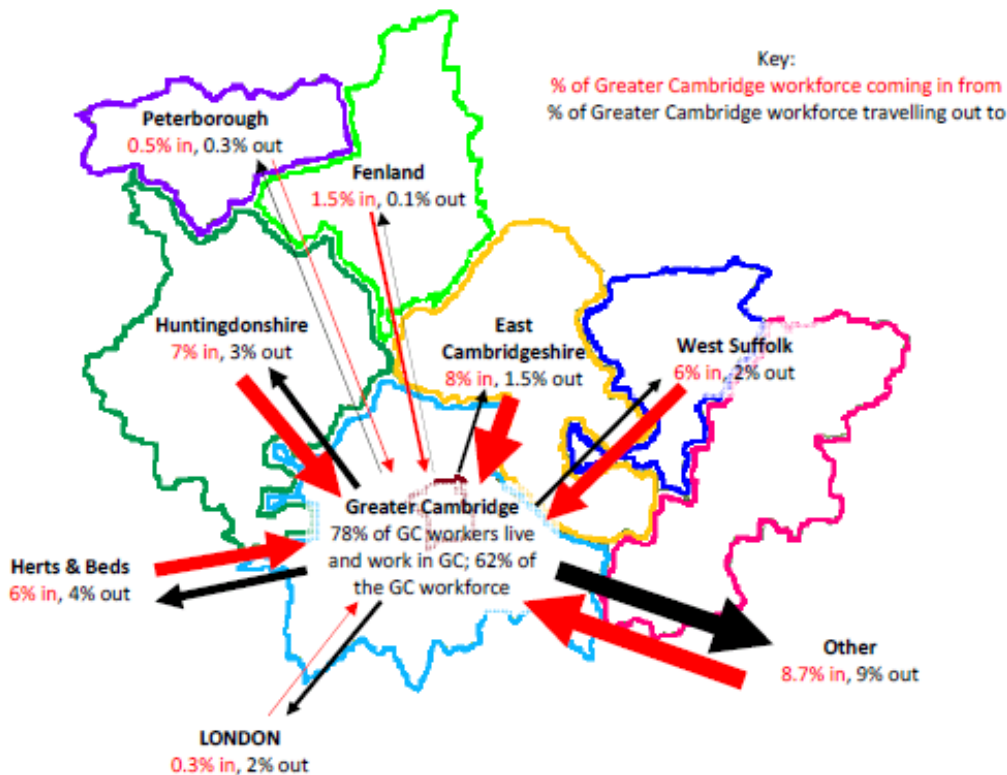
Hazel Smith

Introduction

This Greater Cambridge Housing Strategy brings together the two unique areas of Cambridge and South Cambridgeshire, reflecting their joined-up economy and housing market. Globally renowned for its world-leading scientific research and technology clusters, Cambridge remains top of the UK league for economic growth prospects¹, and the villages in South Cambridgeshire are regularly ranked as one of the best places to live with the highest quality of life in the UK.



Cambridge City and South Cambridge together forms its own unique housing sub-market area, with over three quarters of Greater Cambridge workers both living and working in Greater Cambridge². The councils have already been working together for some years now to bring forward large scale mixed tenure developments on the fringes of the city, and are about to embark on developing a new joint Local Plan.



This Strategy looks to build on this joint work and the success of the area, whilst ensuring that we retain the distinctive character of both areas, including historic Cambridge and the rural nature of the villages within South Cambridgeshire. We want Greater Cambridge to remain a place where people want to live. We want it to be a place that is socially inclusive for everyone, young and old, and provides housing that is affordable to all, from those requiring social housing for rent to those aspiring to home ownership. We know that housing is so much more than just bricks and mortar. The impact on health associated with poor housing is well versed, and the functionality of communities is crucial in terms of social interaction and residents' health and wellbeing.

The costs of buying or renting a home and the shortage of homes available for those on low to middle incomes are the main housing pressures for those living and wanting to live in Greater Cambridge. This Strategy sets out how we will ensure we are building the right homes in the right places that people need and can afford, and that when required support is available so that everyone has the opportunity to live settled, healthy lives.

Meeting our objectives cannot be achieved in isolation and working closely with partners is essential. The Strategy acts as a piece of the

jigsaw to support the ambitions of both Councils through their Corporate Plans and the Local Plans.^{3 4} For new homes, Priorities 1 & 2 and Annex 5 of the Strategy sets out the housing requirements relevant to all development partners in terms of type, size and tenure and will be a material consideration in making planning decisions.

Whilst this is a Strategy developed collaboratively between Cambridge and South Cambridgeshire, acknowledging the acute pressures in terms of affordability and lack of supply and the high level of growth, there are also specific differences against which each local authority will need to prioritise action. In particular, Cambridge, as well as a significant student population, has a larger proportion of private rented homes and faces high levels of rough sleeping. With even higher house prices and private rent levels in the City than in South Cambridgeshire, delivery of social and affordable rented housing is a particularly high priority for the City Council.

For South Cambridgeshire, ensuring its villages remain vibrant and sustainable, and working with local businesses to ensure homes are affordable and available to local workers are high priorities for the District.

A more detailed action plan will be available at Annex 1 following the consultation.

Vision and Objectives

Healthy, Safe, Affordable: Homes & Communities for All

We want Greater Cambridge to be a place where:

- Everyone has access to a suitable home, and residents are able to live as healthily, safely, and independently as possible.
- The housing market functions effectively, providing homes which are affordable to people on all incomes to meet the needs of residents and support the local economy.
- There is a wide and varied choice of good quality, sustainable homes of different sizes, types and tenures, including new provision of council homes, to meet the needs of a wide range of different households.
- Homes are energy and water efficient, with built-in resilience to climate change and fuel poverty.
- Homes are affordable to live in, located in high quality sustainable environments and served by jobs and neighbourhood facilities. They benefit from appropriate green space that enhances natural capital, effective transport links and other necessary infrastructure.
- People from all walks of life live in harmony, within mixed and balanced communities in which homes and communities continue to meet the needs of residents into the future.
- We have strong relationships with residents, developers and partners that enable housing and services to be delivered effectively, and to innovate where appropriate.

Building the right homes that people need and can afford to live in

- **Priority 1:** Increasing the delivery of homes, including affordable housing, to meet housing need
- **Priority 2:** Diversifying the housing market and accelerating delivery
- **Priority 3:** Achieving a high standard of design and quality of new homes and communities

Enabling people to live settled lives

- **Priority 4:** Improving housing conditions and making best use of existing homes
- **Priority 5:** Promoting health and wellbeing through housing
- **Priority 6:** Preventing and tackling homelessness and rough sleeping.

Building strong partnerships

- **Priority 7:** Working with key partners to innovate and maximise resources available

Our Housing Strategy sets out our overarching objectives. It will also help support broader Council objectives:

- Supporting the Economy
- Promoting Health & Wellbeing
- Tackling poverty and Inequality
- Reducing carbon emissions and promoting environmental sustainability

The details of how this strategy links with other strategies and plans is shown at Annex 2.

Local and National Context

Economic Growth

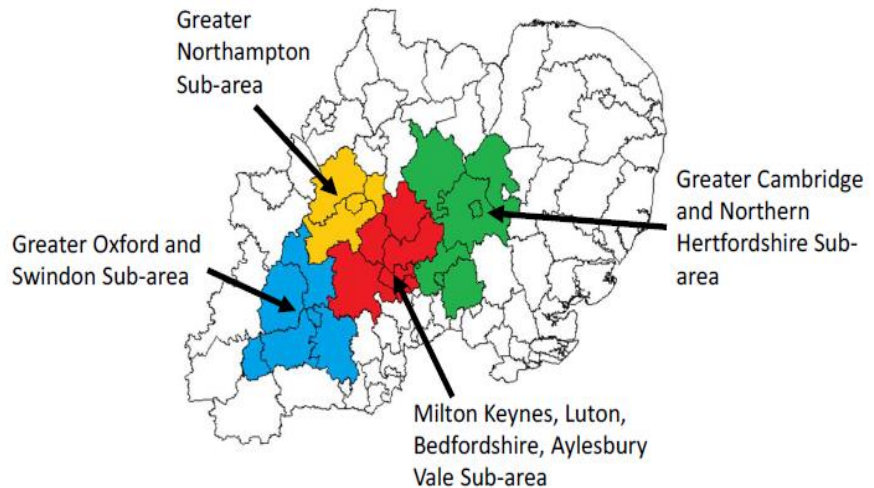
Greater Cambridge is an area of high national and international importance, specialising in science, technology and innovation. It is strategically placed to create co-ordinated growth and investment along the corridors of Cambridge, Milton Keynes & Oxford, London-Stansted-Cambridge and the Cambridge-Norwich agri-tech corridor.

The housing sub-markets of Cambridge and South Cambridgeshire are interdependent in supporting sustainable economic growth, with the close functional relationship between the two areas recognised at a national level through the Greater Cambridge Partnership (GCP).⁵ This is further evidenced through the Cambridge & Peterborough Independent Review (CPIER)⁶ published in September 2018 which identified Greater Cambridge (in their report consisting of Cambridge, South Cambridgeshire and parts of Huntingdonshire and East Cambridge) as being one of three economies within the Cambridge & Peterborough Combined

Authority area.

Whilst strong economic growth brings with it great opportunities for international recognition, investment into the area and local employment, it also creates challenges in terms of high housing costs and the ability to find suitable affordable accommodation within close commuting distance to places of work.

Investment in transport and infrastructure is also critical to securing the delivery of the region's economic and housing growth and to enable those living in more established communities to access jobs and services.



Cambridge-Milton Keynes-Oxford

78% of working households who live in Greater Cambridge also work in the area and make up 62% of the overall workforce for Greater Cambridge.

The 'Affordability' Challenge.

Greater Cambridge is an expensive place to buy or rent a home. High prices are fuelled by high demand fuelled by the strength of the local economy and in-migration of highly skilled workers. For those on low incomes, the housing options are scarce with a reliance on social and affordable rented homes; but even so-called 'affordable rent' at up to 80% of market rents is unaffordable to many. There is also a growing 'affordability gap' where middle income households are being squeezed out of the market; with limited housing options for low cost home ownership or the private rented sector. The demand for housing for these groups far outstrips the current supply.

We have undertaken extensive research into the affordability issues for Greater Cambridge.⁷



Gross household income
Cambridge: £37,200 (median)
£20,900 (lower quartile)



South Cambs: £43,700 (median)
£25,300 (lower quartile)

35% of existing households are on lower incomes of less than £30,000 and **26%** have middle incomes between £30,000 - £50,000 in Greater Cambridge

Average house prices
Cambridge: £523,193
South Cambs:
£433,388



Lower quartile price to income ratio
Cambridge: 16.3
South Cambs: 11.5

Median monthly cost to rent 2 bed house
Cambridge: £1,190
South Cambs: £893



Local Housing Allowance (2 bed house)

£647 per month
For Greater Cambridge



See Annex 3 for more key statistics and data sources.

Population Growth

The population of Greater Cambridge is expected to increase by 28% up to 2031⁸. The demographic profile is also changing, with the proportion of those aged over 65 significantly increasing, especially within South Cambridgeshire. With an ageing population this presents a challenge for housing health and social care in terms of providing the right type of homes and increased need for health and social care services.

National Policy

This Housing Strategy sits within the context of a wide range of national strategies and policies.

Housing issues have risen up the national agenda over the last two or three years, with the main focus around boosting supply to support the economy and meet housing demand as well as increasing home ownership. The Grenfell Tower tragedy triggered a new national debate around the quality and management of social housing, and the poverty and inequality affecting so many of those for whom social housing is their only option. These, combined with major

Resources

Both Councils have strong ambitions, but resources are inevitably limited. We will continue to make the best use of available resources, as well as seeking additional opportunities to harness appropriate investment from other sources.

The work of the Greater Cambridge Partnership and the Cambridgeshire &

At the other end of the spectrum, Cambridge has one of the 'youngest' populations in the country. People aged 24 and under, including students, make up around 40% of the City's population, and their housing needs tend to be quite different compared to other age groups.⁹



welfare reforms such as Universal Credit, more focus on improving management and conditions in the private rented sector, and changes in how health and social care is commissioned, will all have an influence on our Housing Strategy.

Where the opportunity arises, both authorities continue to lobby government over devolution, to support social care and provide further council housing, and on national policy where it appears to conflict with local needs.

Further details on legislative changes can be found in Annex 4.

Peterborough Combined Authority will support the activity identified in this Strategy. Their work to promote delivery of new homes and improve infrastructure and transport links will widen the scope for housing delivery and help to ensure that residents of Greater Cambridge can live in sustainable and accessible locations.

The main resources currently available for delivering our Housing Strategy are summarised at Annex 7.

PRIORITY 1: Increasing the delivery of homes, including affordable housing, to meet housing need

Housing is at the core of our ambitions for growth, for jobs and prosperity, for the health and wellbeing of our residents and to ensure that Greater Cambridge is one of the best places to live.

The CPIER Report¹⁰ identifies a mismatch between growth in employment and the corresponding slower growth in house-building and infrastructure, and the adverse impacts this can have on both people and businesses. It is therefore essential for local economic success that the pace of delivery of new homes is increased and that we can stimulate the housing market in the case of any market failure. But we also need to make sure that we are providing the right types of homes in the right locations, ensuring these are affordable for those that need to live and work in the area, whilst minimising adverse impacts of growth.

Annex 5 to the Strategy provides further detail on our housing provision requirements, especially in terms of affordable and specialist accommodation.

Housing Need

Through our Local Plans we know that we need to deliver an additional 33,500 homes up to 2031; 19,500 in South Cambridgeshire and 14,000 in Cambridge; with the key challenge that the housing provided is affordable to everyone who wants to live in the area. The CPIER report suggests that higher housing target numbers are likely to be needed if the potential for higher growth in employment is to be met

Moving Forward

Both councils will

- ❖ *Develop a joint Housing Supplementary Planning Document (SPD) to supplement our Local Plan housing requirements*
- ❖ *Work together to deliver a joint Greater Cambridge Local Plan*
- ❖ *Establish the number of new homes required as part of the development of the joint Greater Cambridge Local Plan, in collaboration with the Combined Authority*
- ❖ *Assess the housing requirements of groups with specific needs*
- ❖ *Work with registered providers to ensure homes are genuinely affordable to those that need them.*
- ❖ *Prioritise social and affordable rented homes as part of the wider mix of affordable housing*
- ❖ *Provide choice to those aspiring to own their own home by increasing the range of intermediate housing products*
- ❖ *Agree Local Lettings Plans for the affordable housing on larger sites and share those affordable housing allocations between Cambridge and South Cambs.*
- ❖ *Use results of new community surveys and focus groups to improve the design, planning and development of new communities*
- ❖ *Work with partners to identify need and demand for housing for essential local workers*
- ❖ *Ensure new developments provide appropriate housing for older people and other groups with specific needs.*
- ❖ *Require social and affordable rents, including service charges, to be capped at Local Housing Allowance rates.*

In developing the joint Greater Cambridge Local Plan, a review of housing needs will be undertaken in 2019 building on the new national standard method for calculating local housing need. A further assessment will determine the appropriate size, type and tenure of housing needed for different sections of the community.

Moving Forward-

South Cambridgeshire District Council will:

- ✧ *Work with businesses to help themselves to provide homes for their workers*
 - ✧ *Deliver at least 200 council homes over the next 5 years*
 - ✧ *Review what we mean by 'affordable housing' with a focus on 'affordable living'*
 - ✧ *Explore opportunities for direct commissioning of land through local authority investment, joint ventures, etc.*
 - ✧ *Explore the potential for a retirement village*
 - ✧ *Work to identify a site or sites for Gypsy and Travellers and Travelling Showpeople*
-

Cambridge City will:

- ✧ *Deliver at least 500 new council homes funded through the devolution deal including on council owned land*

Increasing the supply of housing that is affordable to those on low to median incomes

The majority of new affordable homes will come from private developments and we will continue to work proactively with developers to secure the provision of affordable housing through our Local Plans. See Annex 5, Housing Requirements , for more detail.

In summary, the affordable housing sought on developments will be:

Cambridge City

25% of homes on sites of 10-14 dwellings and 40% of homes on sites of 15 or more dwellings to be affordable, of which:
75% Social housing for rent*
25% Intermediate*

South Cambridgeshire

40% of all homes on sites of 10 or more dwellings to be affordable, of which:
70% Social housing for rent*
30% Intermediate*

*subject to review as part of the Housing SPD
All Affordable Rented homes to have rents, including service charges, capped at the Local Housing Allowance Rate. Our preference, wherever possible, is for social rather than affordable rent, to maximise affordability.

We are committed to working proactively with developers to help them find ways of making it viable to deliver our affordable housing requirements. Where developers choose not to work with us in this way we will take a robust approach based on the National Planning Policy Framework and Guidance as to how we scrutinise any viability challenges, to ensure we maximise the affordable housing contribution.

We will continue to prioritise social housing for rent to meet the needs of those on low incomes who are unable to afford alternative accommodation.

For those aspiring to own their own home we want to offer choice, and will explore alternative models to shared ownership, such as rent to buy.

We need to ensure that homes are affordable to those who need them. As a rough guide, Shelter suggests that affordability should be assessed on the basis that around 35% of net household income spent on housing costs is considered affordable.¹¹

Both Councils are committed to building new council homes. Over the years we have seen a historic decline in stock numbers – particularly through Right to Buy sales but we are aiming for this trend to be reversed through our new council building programmes. Cambridge City Council has an ambitious programme to deliver at least 500 new council homes over 5 years following £70m funding via the Cambridgeshire & Peterborough Devolution Deal. South Cambridgeshire currently has a programme to build at least 200 new council homes over the next 5 years with ambitions to double this total following the lifting of the HRA borrowing cap.

Building sustainable and cohesive communities

We will continue to enable delivery of significant development on the fringes of Cambridge and larger new communities, such as Northstowe and Waterbeach, to help meet the housing needs of Greater Cambridge, including the need for affordable housing tenures¹². Building new communities requires considerable master-planning to ensure we have the right mix of homes in terms of sizes, types and tenures, as well as the early provision of appropriate infrastructure, facilities, open spaces and links to the natural environment to enable residents to live settled, healthy lives from the outset.

To support well balanced and sustainable communities, Local Letting Plans for the allocation of affordable housing will be used for larger developments.

We know that on previous large sites where the infrastructure and facilities are less established this has led to some residents feeling isolated, often leading or contributing to mental ill health. We are committed to learning lessons from past experience to help improve the design, planning and development of new communities going forwards.

Promoting housing for Essential Local Workers

We are keen to work with local employers and other partners to get a better understanding of the potential need for housing for local workers, to support local services, the local economy and further economic growth.



Shared ownership homes and alternative intermediate models, such as rent to buy, as well as Private Rented Sector models (PRS), can help support the needs of those on middle incomes who come to work in the area but cannot afford to live locally.

Our shared Home-Link choice based letting scheme is also available for low income workers to apply for social housing for rent.

A top priority for South Cambridgeshire District Council is to reduce commuting travel and ensure business growth is sustainable into the future through the provision of homes specifically targeted to essential local workers beyond the 'Essential Local Workers' definition in the NPPF.¹³ As well as public sector employees providing frontline services, we also want to take into account the needs of other workers who provide the support services necessary for the economy. The Council has an 'open door' approach to work with businesses to help themselves in terms of providing exemplar schemes that deliver a range of homes that are provided for and are affordable to their workforce. There may also be potential for needs of essential workers to be met on larger sites close to places of work through local lettings plans to help reduce travel needs.

Building for an Ageing Population

With a rapidly ageing population, both Councils are keen to promote a range of housing options to accommodate people and families throughout their lifetime across all tenures to enable them to live safely and independently for as long as possible. This could be through the provision of ‘downsizer’ accommodation to enable older people to free up family homes and move to more suitable accommodation of their choice in their local community. We know that loneliness and isolation is one of the biggest issues that affect older people, and we will promote homes that are well located to services and facilities and well integrated into the community, where people of all ages can help support each other.

Both councils have a number of sheltered housing schemes for older people, which enable older people to mix more with people of their own age where they choose to do so. Both councils are interested in exploring options for new models of housing specifically for older people going forward. For example, South Cambridgeshire District Council is keen to explore the potential of a retirement village in the District that provides a retirement lifestyle with a real community spirit where people want to live, alongside affordable homes for care workers needed to support older people with more complex needs.

In terms of general housing, both affordable and private, we need to be future-proofing new homes through design so that they can be easily adaptable to enable people to live independently in their own homes as they age. In accordance with our current Local Plans, all homes within Cambridge City should be built to level M4(2) of the adaptable and accessible building standard with 5% of the

affordable housing to be built to wheelchair accessibility standards. For South Cambridgeshire, the current Local Plan seeks 5% of all homes to be built to the accessible and adaptable dwellings M4(2) standard but we will encourage developers to work to this standard where possible.¹⁴

In addition, from local research carried out by Sheffield Hallam¹⁵, based on projected need for specialist accommodation we will look to secure the following types of accommodation for older people on larger development sites.

Approximately 5% of new supply to be age exclusive homes (likely to take the form of mainstream housing built with older people in mind, i.e. meeting Building Regulations Part 4 (2 or 3).

Around 7% of homes to be specialist housing for older people, where the size of development makes this practicable. This could take the form of care ready type accommodation or extra care.

Appropriate provision of additional care beds.

According to the research, the number of care beds in Greater Cambridge is insufficient to meet existing needs. The provision of care beds that can be funded through social care is a particular issue facing the County Council and we will continue to work with them to identify how we can support the provision of care homes, including places available for spot purchasing beds for those funded through social care. With the increase of older people suffering from dementia, providers of any new specialist accommodation should consider how it can help meet this need, as well as the potential to help hospital discharge through the provision of intermediate care.

Promoting specialist and other types of housing

We will continue to develop partnership working with appropriate organisations (see partnership diagram under priority 7 below) to ensure that sufficient support is available for those at greatest risk in our communities, including young people, families with young children, young people leaving care, ex-offenders, those suffering from domestic abuse and asylum seekers. Where purpose built accommodation is required, we will work with both commissioners and developers to secure appropriate accommodation on new developments.

Students form a significant part of Cambridge's population and the two universities make a major contribution to the local economy. New student housing can help to free up housing for the wider market, and can also contribute towards balanced and mixed communities. However, consideration needs to be given to the scale and impact of any such development on local residential amenity. How proposals for new student accommodation will be dealt with is detailed in Cambridge City Council's Local Plan.

Homes for Gypsies & Travellers and Houseboat Dwellers

Everyone should have the right to a decent home, be that in traditional housing or through other cultural or lifestyle choices. Under the Housing & Planning Act 2016, local authorities have a duty to assess the housing needs of both those residing in caravans and on inland waterways where houseboats can be moored.

A key priority for South Cambridgeshire District Council is to identify new sites to accommodate those that wish to live in a caravan. Although a recent assessment did not identify any need for Gypsy & Traveller sites for those meeting the planning definition, it did show a need to provide sites for those residing in caravans who no longer travelled, as well as pitches to accommodate Travelling Showpeople.¹⁶

Across Greater Cambridge there has also been a noticeable increase over the last year or so in the number of temporary unauthorised encampments, particularly involving gypsies and travellers needing to access hospital treatment. As part of the Council's action to identify new sites, we will look to see how we can best accommodate those stopping temporarily in the District.

In terms of houseboat dwellers, one site to the north of the City has been allocated for off-river residential moorings, and the Local Plan supports appropriate delivery of residential moorings where they meet agreed criteria.

As we develop the Joint Local Plan from 2019, a full assessment of need for these groups will be undertaken.

PRIORITY 2: Diversifying the housing market & accelerating housing delivery

Everyone has different needs when it comes to the homes people live in. We want to create a place where people have choice, through ensuring a wide range of different types of housing are available, which at the same time can help accelerate rates of delivery. We also want to provide diversity in how homes are delivered so we are not solely reliant on a handful of developers to build the homes, including the affordable housing that we need.

We are also keen to explore new ways of delivering different types of housing - such as community-led development, including cooperative-housing & Community Land Trusts and self-build homes.

Encouraging investment for purpose-built Private Rented Sector Housing (PRS)

The Councils want to gain a better understanding of the local need and demand for purpose-built private rented sector (PRS) accommodation; and of the relationship between large PRS schemes and the ability to create settled and cohesive communities.

We recognise that PRS can meet the needs of households on a range of incomes, from those who are unlikely to be considered for social housing for rent to those who can afford but do not want to own their own home. We also recognise PRS can help accelerate overall housing build-out rates on large strategic sites. Subject to clear evidence of need, we may consider proposals for new PRS as part of a wider housing mix. Any such homes provided should remain available as PRS for an agreed period. They need to be of high quality, well managed and offer longer term tenancies. Where the need for PRS has been identified, we will seek a range of unit sizes and rents to meet a variety of

Moving Forward

Both councils will:

- ❖ *Carry out further research to identify need and demand for purpose-built private rented sector housing (PRS)*
 - ❖ *Develop a set of local requirements to inform development of PRS schemes that are appropriate to the area*
 - ❖ *Work with developers to accelerate delivery, eg through off-site and modular construction homes and supporting SME builders to bring forward smaller sites*
 - ❖ *Review outstanding planning permissions and work with developers to ensure that schemes are built out in a timely manner*
-

South Cambridgeshire District Council will:

- ❖ *Explore what role development of new HMOs could play locally in providing an affordable housing option for single people*
 - ❖ *Seek opportunities, where viable, for Ermine Street Housing to be an active private sector landlord for new developments in the District, including exploring the potential to deliver and manage HMOs.*
 - ❖ *Deliver self- and custom-build housing plots on new developments to meet identified demand*
 - ❖ *Work with local communities to secure the development they need*
 - ❖ *Implement a programme for delivering homes on exception sites in our villages.*
-

Cambridge City will:

- ❖ *Seek opportunities, where financially viable, to buy back new market homes on our own developments to provide as intermediate tenure homes.*
- ❖ *Review our approach to self- and custom-build housing in line with statutory requirements*

household types and income levels, including appropriate provision of Affordable Private

Houses in Multiple Occupation

Well managed HMOs have an important part to play in meeting housing needs, offering a more affordable housing solution for single low income households. With HMOs predominantly located in Cambridge, the City Council's Local Plan supports provision of good quality, larger HMOs, in appropriate locations. At the same time the Council will seek to avoid over concentration of provision

Promoting self-build & custom build housing

With just under 400 applicants on the self-build register in South Cambridgeshire, there is an expectation that new developments will support this need and we will be seeking around 5% of homes on large sites to be for self or custom build. The Council have also identified over 100 plots of council-owned land to help meet this demand, with the proceeds going towards funding new council homes. This initiative ensures that the Council gets best value from small sites on which it would not be financially viable to build single council houses.

Exploring off-site and modular construction



Rent.

in an area, and to minimise any potential adverse impact on neighbouring occupiers through its registration scheme.

As part of the development of the larger strategic sites we will explore what role new-build HMOs can also play within South Cambridgeshire.

The Councils are currently working together to share best practice and identify ways for a joint approach in terms of the self-build/custom-build registers and the best ways to meet the demand.



Innovative and new ways of developing housing more quickly and cheaply than through more traditional construction methods are emerging. Although this is unlikely to completely replace existing housebuilding methods, at least for now, it does offer opportunities for the Councils to consider more innovative ways of promoting delivery through their own development programmes, and for supporting carbon reduction objectives.

Increasing the role of small & medium size enterprise builders (SMEs)

Both Councils want to promote diversity in the market, to help speed up delivery and provide a wider range of housing options. We are keen to work with SME builders to bring forward smaller sites that provide variety in the market to meet local needs.

The councils will seek to identify land to accommodate at least 10% of our housing requirement on sites no larger than one hectare, in accordance with the National Planning Policy. This will help to ensure that land is available for small to medium sized housebuilders to develop.

Increasing rates of build out

Measures above aimed at diversifying the housing market can also help to accelerate the delivery of housing, which in turn can help us to address affordable housing need more effectively. We await the government's response to recommendations from the recent Letwin review of build out rates, to assess whether there is more we can do to speed up delivery.¹⁷

Supporting our villages to remain vibrant and sustainable for the future

With just over 100 villages within South Cambridgeshire District, a high priority for the Council is to promote vibrancy and sustainability to enable villages to grow and flourish through appropriate development supported by the local community. We want to make sure that we keep our villages alive, where communities thrive and support networks are created. Our villages should be places where people want and can afford to live in, that offer easy access to work and play.

Maintaining the social fabric of our villages is important; helping young people to stay close to family networks through providing homes they can afford to live in, as well as homes for the older generation who want to stay in the village but need more suitable accommodation. In turn, this will help to sustain village facilities, such as local shops, schools and community activities.

South Cambridgeshire District has an excellent track record for promoting rural exception sites, with around 180 new affordable homes built over the last five years. Whilst providing affordable rented housing for local people is still a priority, we want to extend this to cater for a wider range of households through different intermediate products, such as shared ownership and rent to buy. The Local Plan also allows a small proportion of market homes to support sites coming forward which can help to meet local needs in rural areas. Where there are groups of smaller settlements, development in one village may support services in a village nearby and meet housing need within a wider catchment area.

As well as building homes for local people through the exception sites policy, the introduction of entry-level exception sites that provide homes suitable for first time buyers

will support our ambitions in terms of economic development and enabling people to come and live in the District close to places of work. This will also help to reinvigorate villages providing a range of housing opportunities for young families on middle incomes to live in our villages.

For villages that have received large planning permissions for developments whilst the Council did not have a five year land supply, this does offer opportunity for communities to work with us to ensure any new development benefits local people, such as homes for first time buyers, older people's accommodation, etc.

We will continue to work with local communities to help them secure the development they want to see through Neighbourhood Plans, Village Design Statements, community-led housing and the promotion of affordable and entry-level housing through exception sites policies.



PRIORITY 3: Achieving a high standard of design and quality of new homes and communities

It's not just the cost of rents and mortgages which determine whether a home is affordable but also service charges and running costs, including costs associated with heating a home. We want to see homes built that are environmentally sustainable, and to encourage well-designed developments, especially in terms of on-site renewable energy and low carbon technologies

We need to ensure that homes are of good quality, and that communities are well-designed with access to sufficient facilities and open spaces. New communities need to be effectively integrated with existing, more established communities so that everyone can benefit from new developments.

Cambridge City Council has published its Sustainable Housing Design Guide as to the standards expected in its own council new build programme and as a guide for developers to follow.¹⁸ The City Council's Climate Change Strategy 2016-2021 aims to achieve zero carbon status in Cambridge by 2050 and stresses the importance of new developments being designed to both respond to and mitigate against climate change.¹⁹

Whilst South Cambridgeshire District Council has a Design Guide SPD²⁰ and specific policies within its current Local Plan, one of the key priorities for the Council is to do more to drive up standards and make South Cambridgeshire a 'greener' sustainable place to live.

New homes need to be flexible to meet the needs of a range of household types and sizes, and to meet individual households' changing needs over time. All new homes have to meet the nationally described space standards²¹.

Moving Forwards

Both councils will:

- ✧ *Drive up standards for environmental sustainability including onsite renewable energy and low carbon technologies.*
 - ✧ *Develop a joint Sustainable Design and Construction SPD*
 - ✧ *Help shape the planned update of the Cambridgeshire Quality Charter for Growth.*
 - ✧ *Ensure that housing, in particular affordable housing, is developed alongside the provision of community infrastructure*
 - ✧ *Future-proof the design of new homes so that as residents' age, homes can be easily adapted to meet changing needs*
 - ✧ *Ensure all new homes meet the nationally described space standards as a minimum.*
-

South Cambridgeshire District Council will:

- ✧ *Work with communities to develop individual Village Design Statements*
-

Cambridge City will:

- ✧ *Use the Sustainable Housing Design Guide to support good housing design in our own developments and promote amongst other developers*

Having easily adaptable homes as a household's circumstances change also helps support people to live independent lives. An ageing population means we must future-proof the design of our homes now, so that as we age homes can be easily adapted to avoid the need for expensive specialist housing. Whilst the Lifetime Homes Standard has been superseded, we will, wherever possible, build to M4(2) adaptable and accessible standards ourselves and encourage other house builders to do so.

We also need to be delivering homes and wider infrastructure that are designed with a view to new technologies, including the move towards a digital connected future. This will support those that want to work from home, or those for whom assistive technology can reduce the need for care. We are working towards a Joint Sustainable Design & Construction SPD which will set out our approach to new technology.



Hill Farm, Foxton (new council homes)
Finalist – Building Excellence Awards 2018
Best social or affordable new housing development

INSERT MORE PHOTOS OF GOOD
DESIGNED HOMES

PRIORITY 4: Improving housing conditions and making best use of existing homes

Everyone has the right to live in a decent home and whilst we have an ambitious programme for building new homes in future years that are well designed and energy & water efficient, we must not forget that the majority of residents live in existing homes, and as many of the homes are older they are likely to be less insulated and expensive to heat.

Promoting energy and water efficiency

It is estimated that around 40% of UK emissions come from households, with up to 50% coming from heating and electricity.²² As well as the effects on our environment, it can also be damaging to the health and wellbeing of residents where homes cannot be heated properly, with an estimated 11.5% of households in fuel poverty in Cambridge, and 8% in South Cambridgeshire.²³

We therefore have a responsibility to ensure that housing across all tenures meets a high standard for residents and supports our goals to reduce the overall carbon footprint. We will continue to promote greener and energy & water efficient solutions for council tenants and home-owners, and where necessary take enforcement action where private landlords fail to meet the expected standards.

Ensuring our council homes and environments are of high standard

As stock holding authorities, we maintain and manage over 12,200 properties, accounting for 11% of the overall homes in Greater Cambridge.

Having high quality responsive services is something that tenants and leaseholders have identified as particularly important. We know also that the physical appearance of the outside of homes is important to tenants and needs to feature in our investment plans.

Moving Forwards

Both councils will:

- ✧ *Promote greener and energy efficient solutions for home-owners and where necessary take action where private landlords fail to meet expected standards.*
- ✧ *Ensure council homes continue to be well managed and maintained*
- ✧ *Invest in the fabric of our council homes for optimum energy and water efficiency, and ensure they remain good quality homes that people want to live in*
- ✧ *Support tenants through the implementation of Universal Credit.*
- ✧ *Work to ensure HMOs are licensed where required*
- ✧ *Support private landlords in managing their homes, and take enforcement action against the minority of landlords who do not meet required standards*

Cambridge City will:

- ✧ *Continue to be pro-active in bringing empty homes back into use.*

Significant investment has been made in maintaining our homes to a good standard and making them more energy efficient. This will continue to be a priority for us in terms of improving our homes and we will work towards any additional requirements following the government's proposed review of the Decent Homes Standard.

Cambridge City Council has also committed to investing in a five year programme of environmental improvements to our council housing estates.

South Cambridgeshire District Council has an ongoing programme of improving the energy

efficiency of council homes. This includes the installation of solar panels, improving thermal insulation and upgrading heating systems; and actively seeking to use renewable technologies where possible, such as air source heat pumps.

The roll-out of Universal Credit could have a significant impact on our tenants' welfare, including the ability to pay their rent. This in turn could have a knock-on effect in terms of the Councils' rental income, reducing the funding available to invest in homes and services. We will prioritise the support we can give to tenants to ensure they are able to claim and pay their rent on time.

Making sure private rented homes are of good quality and well managed

The number of private rented homes in Greater Cambridge has seen a significant increase, especially in Cambridge. Housing conditions tend to be worse in private rented accommodation, with an estimated 18% of private rented homes in Cambridge and 15.3% in South Cambridgeshire not meeting the required Health & Safety standards.^{24 25}

The Councils have an important role to play in improving management and conditions in the private rented sector. We will actively support landlords in meeting their responsibilities in this area, but will take enforcement action against the minority of landlords who do not meet the expected standard. The government has recently introduced new

requirements for councils to register landlords who do not manage or maintain their properties appropriately, together with new financial penalties that should help drive up the standards in private rented accommodation.

In terms of Houses in Multiple Occupation (HMOs), the classification has been broadened to include smaller HMOs which must be compulsorily licensed. It is estimated that as many as 1,700 additional HMOs may need to be licensed in Greater Cambridge; around 1,000 in Cambridge and 700 in South Cambridgeshire.

Insert pictures

Bringing Empty Homes back into use

Having homes sitting empty when we have such a high demand for housing is a wasted resource. Whilst the number of long term empty homes is low compared to many other parts of the country and represents less than 1% of the total Greater Cambridge housing stock, it is important that we work with owners to try and bring homes back into use.²⁶

Both Councils' Council Tax schemes include elements designed to help dis-incentivise

people from leaving homes empty for long periods.^{27 28} The City Council actively supports owners of long-term empty homes to bring them back into use, and has set up an Empty Homes Loan scheme to enable such homes to be improved for use as affordable housing.²⁹ South Cambridgeshire District Council offers advice and support and refers owner-occupiers to its housing companies Ermine Street Housing and Shire Homes Lettings with a view to increasing the availability of private rented housing.^{30 31}

Insert photo or graphic

PRIORITY 5: Promoting Health & Wellbeing through housing

Poor and/or unsuitable housing, and lack of appropriate community infrastructure, can have a significant effect on people's physical and mental health and wellbeing. In addition, a cold home can lead to respiratory and other diseases, and unsuitable homes can increase trips and falls. Our aim is to help people live safely and independently at home, and encourage residents to be active participants in community life to combat loneliness and isolation.

We will continue to work with partners to improve the integration of housing, health and social care services, including reviewing how we deliver Disabled Facilities Grants (DFGs) and home adaptations, and supporting the county-wide 'Housing Options for Older People' project to help families make informed housing choices as they grow older³².

Improving support to people in their homes

Over the years we have seen a changing tenant profile within our own council homes with an increase in the number of tenants experiencing mental health issues. This has resulted in us moving towards a much more intensive housing management service to help support the needs of our tenants. This is a growing problem generally, with people with complex needs ending up as homeless because there is no where else to turn for support. Often homelessness is a symptom, rather than the cause of mental ill health. We will continue to work with partners to ensure that there is appropriate support and provision available to meet increasing demand.

With continuing reductions in health and social care budgets, it is essential that we work together to ensure that our support services are sustainable for the future. Early intervention and prevention is crucial in helping to reduce costs and provide a better quality of life for residents.

Moving Forwards

Both councils will:

- ✧ *Work with partners to improve the integration of housing, health and social care and support service transformation.*
- ✧ *Work with partners to ensure that there is appropriate support and provision available to meet increasing demand from those suffering with complex health issues.*
- ✧ *Implement the proposed Cambridgeshire-wide repairs and adaptations policy to help improve housing conditions and deliver health and social care outcomes.*
- ✧ *Support the new Housing Options for Older People scheme and monitor the impact on existing services.*
- ✧ *Promote digital inclusion through training up 'champions' to help others get online.*
- ✧ *Work with partners to help tackle loneliness.*
- ✧ *Explore opportunities for joint inter-generational work, particularly across the Councils' sheltered housing schemes.*
- ✧ *Work with health and social care partners to develop a sustainable approach to revenue funding for our shared Home Improvement Agency.*
- ✧ *Continue to engage with the Cambridgeshire Community Safety Partnership in tackling crime and anti-social behaviour*

Tackling poverty and inequality

Welfare reforms are impacting on residents across all tenures. For example, low Local Housing Allowance (LHA) rates compared with local private rents make it increasingly difficult for benefit claimants to rent privately in Greater Cambridge, and the overall benefit cap is already affecting a number of local families. The full local roll out of Universal Credit from 2018 onwards will also have an impact. Both Councils are working on a number of projects in this area.

Cambridge, in a recent study, was identified as the most unequal city in the UK.³³ The City Council's work is co-ordinated through its Anti-Poverty Strategy, which includes actions around debt advice, supporting people into work and training.

As part of South Cambridgeshire's Financial Inclusion Strategy, the District Council supports the local credit union to provide access to banking for its tenants.³⁴ Working in partnership with Mears a specialist support worker is also employed to provide help and advice to tenants who are struggling financially.

Promoting Digital Inclusion

Supporting people to develop digital skills and get online is important for a number of reasons. It can help people to access benefits and financial and other services which are increasingly only readily available online, and can help to tackle social isolation. Both Councils are actively working to train up 'champions' who can then help others to get online.

Combating Loneliness

The issue of loneliness is rising up the national agenda, particularly in relation to older people, with an estimated 1.2 million chronically lonely older people in the UK.³⁵ Both Councils are working with partners on initiatives to tackle loneliness. As part of this we want to explore opportunities for joint inter-generational work, particularly across the Councils' sheltered housing schemes.

Tackling Crime and Anti Social Behaviour

The Councils treat anti-social behaviour and hate crime seriously, engaging proactively with partners and the wider community in terms of both prevention and in dealing with complaints and issues as they arise.

INSERT SOME INFO GRAPHICS

PRIORITY 6: Preventing and Tackling Homelessness and Rough Sleeping

Both Councils are signed up to making homelessness ‘the unacceptable outcome’ as part of a wider multi-agency partnership across Cambridgeshire and Peterborough. Our number one priority is to help prevent homelessness occurring in the first place, helping people to help themselves before they hit crisis point.

Cuts in welfare funding, combined with high housing costs, and low LHA rates, mean that people on low incomes are becoming increasingly vulnerable to homelessness. This is evidenced by the number of homeless people coming through our doors, which have significantly increased over the last five years; with the main reasons being the loss of a private tenancy, eviction by friends / family and relationship breakdown. Through our prevention work, the number of people we have successfully helped to prevent or relieve homelessness has increased over the years, with nearly 1,500 households supported in 2017/18.

To date we have been able to use Discretionary Housing Payments to help some households to deal with the welfare changes, however this will not be enough going forwards to cover the loss of benefits which some households will experience as they move over to Universal Credit.

The mismatch between the Local Housing Allowance rate for Greater Cambridge based on the Broad Rental Market Area and the actual costs of private rents in the area, make it extremely difficult for those on benefits to secure private rented accommodation. We will continue to lobby government at every opportunity to align the BRMA with actual rents.

Moving Forwards

Both councils will:

- ✧ *Work with partners to help prevent homelessness*
 - ✧ *Continue to lobby government around impact of welfare policy on affordability in the private rented sector*
 - ✧ *Review the impact of the Homelessness Reduction Act on our lettings policies.*
 - ✧ *Prepare for the roll out of Universal Credit and assess what further actions may be needed to help prevent people from becoming homeless following implementation.*
 - ✧ *Help shape the county-wide review of housing related support, to ensure that the districts can continue to effectively meet their homelessness prevention obligations.*
 - ✧ *Improve our understanding of the issues faced by people discharged from prison, and our approach to preventing homelessness amongst ex-offenders.*
-

South Cambridgeshire District Council will:

- ✧ *Review existing information available to those facing homelessness.*
 - ✧ *Review the Rent Deposit Guarantee Scheme*
 - ✧ *Increase the number of homes available to rent through the Council's private sector leasing scheme - Shire Homes Lettings*
 - ✧ *Publish a Homelessness Strategy in 2019.*
-

Cambridge City will:

- ✧ *Keep our strategic approach to homelessness and our homelessness strategy action plan under ongoing review*
- ✧ *Extend the Housing First training flats scheme by sourcing additional homes with live-in support, including through our own housing development programme*

Single homelessness is on the rise across Greater Cambridge, with rough sleeping a particular problem in the City. Both Councils are involved in a number of initiatives with partners to help prevent single people from becoming homeless especially in terms of supporting those with mental health problems. We know that ex-offenders being discharged from prison is one of the groups

particularly at risk of becoming homeless and we will continue to work with partners to improve the support available.

For those that we do have to find temporary accommodation for, the use of Bed & Breakfast has been kept to a minimum and we will only use this form of temporary housing as a last resort.

Increasing the supply of private rented housing for those on low incomes.

To help tackle the difficulties experienced by people on low incomes, Cambridge City Council's social lettings agency Town Hall Lettings (THL) works to secure private rented housing for single people. More recently, some market homes provided on our own new developments have been bought back by

our arms length housing company (CCHC Ltd) and let out through THL at sub-market rents. <https://townhallettings.com/>

South Cambridgeshire District Council have also set up Shire Homes Lettings, to take forward the management of the private sector leasing scheme which provides affordable, good quality private rented accommodation in the District to help prevent homelessness.

Funding for housing related support

The County Council's review of housing related support is likely to see a reduction in funding available. Many of the homelessness services provided in Greater Cambridge are run by local charities and organisations and are reliant on long term funding security in order for them to operate viable services. In the context of shrinking resources there are

likely to be significant challenges for the county and district councils in terms of the support available, and we will continue to work in partnership with the County Council to enable us to continue supporting those who are homeless or threatened with homelessness.

Homelessness Strategies

Preventing and tackling homelessness requires a co-ordinated and strategic response. In Cambridge, issues and approaches to homelessness and rough sleeping are reviewed on an ongoing basis in partnership with a range of agencies through its Housing Strategy Improvement Partnership and Homelessness & Rough Sleeping Action Plan.³⁶ A Homelessness Summit, with a particular focus on rough sleeping, also took place with a range of partners in 2017.

In South Cambridgeshire a full review of homelessness was undertaken in early 2018 which informs a separate Homelessness Strategy for the District. Both councils have worked together to review their approaches to dealing with homelessness in preparation for the new Homelessness Reduction Act.

Further details as to how we tackle homelessness and rough sleeping can be found at Annex 6.

PRIORITY 7: Working with key partners to innovate and maximise resources available

In the context of national policy and reduced national funding available for local government, the Councils face challenging times in terms of meeting our statutory obligations and our wider objectives. Forming strong investment partnerships can help to strengthen our position in terms of financial capacity and applying for available funding, and we will work with partners to innovate and maximise the resources available.

The success of this strategy and the economic growth of Greater Cambridge can only be achieved through strong partnership working and collaboration with both private and public sectors.

Developers and Registered Providers

By far the largest investors in new housing are private developers, through direct provision of new homes and through s106 contributions to affordable housing and other facilities and infrastructure. Both authorities are keen to strengthen relationships with existing and potential developers of all sizes, to help ensure that the right homes are delivered in the right places together with timely provision of infrastructure.

Registered housing providers (housing associations) also have an important role to play in the growth of Greater Cambridge, providing the majority of new affordable homes. Their commitment to invest in the area is critical to delivering the affordable homes that we need. It is estimated that for every £1 of public funding received, registered providers will invest a further £6 to deliver affordable housing in the area.³⁷

Cambridge Investment Partnership (CIP) has been set up as a joint venture between Cambridge City Council and Hill Investment Partnerships to develop sites to meet the need for housing, and in particular high quality affordable housing in Cambridge.

Moving Forwards

Both councils will:

- ✧ *Work proactively to build on existing and new relationships with key organisations, housing associations and developers.*
- ✧ *Work closely with the Greater Cambridge Partnership and the Cambridge & Peterborough Combined Authority to secure investment into the area to support infrastructure and affordable housing.*
- ✧ *Explore investment opportunities with the Greater Cambridge Partnership to directly commission housing development that will specifically help address the affordability challenges facing essential local workers.*
- ✧ *Actively engage with partners through the Housing Board and other key forums*
- ✧ *Support the Combined Authority in the development and delivery of their new housing strategy*

South Cambridgeshire District Council will:

- ✧ *Work with the Combined Authority to ensure that schemes are identified for the £100m Housing Fund.*

Cambridge City Council will:

- ✧ *Continue to work through Cambridge Investment Partnership to deliver new affordable homes on some of the council's own sites*

Greater Cambridge Partnership³⁸

The Greater Cambridge Partnership is the local delivery body for a City Deal with central Government, bringing powers and investment worth up to £1 billion over 15 years to help secure sustainable economic growth and quality of life for the people of Greater Cambridge.

The partnership is working with the Councils and the business community to sustain the economic growth taking place within Cambridge, and helping to deliver on our aspirations for the Greater Cambridge area, including accelerating delivery of the 33,500 new homes required and supporting the 44,000 new jobs coming to the area.

In terms of housing investment, given the affordability challenges facing local workers,

the Councils are keen to work with the Greater Cambridge Partnership to explore investment opportunities to directly commission housing development that will specifically help address these challenges and support economic growth.



Cambridgeshire & Peterborough Combined Authority³⁹

The Cambridgeshire & Peterborough Combined Authority was established in 2017, following a devolution deal with central government. Powers and funding devolved to the Combined Authority are being used to facilitate delivery of new homes, economic growth, local infrastructure, and jobs across the area.⁴⁰ As part of the 'housing offer' the Combined Authority secured funding of £100m towards the acceleration of the delivery of affordable housing across Cambridgeshire and Peterborough by 2022, with a further £70m allocated to Cambridge City for the delivery of 500 new council homes.

Both councils are keen to work with the Combined Authority to support the development and delivery of their new Housing Strategy, to help them to achieve the best housing outcomes for our areas.

South Cambridgeshire District Council will work closely with the Combined Authority to ensure that the District is supported in terms of the investment needed to support the economic growth and affordability issues facing the area.

The Housing Board

We work closely with partners through the Housing Board covering Cambridgeshire, Peterborough and West Suffolk; including the local councils, registered providers and public health. The Board works collaboratively on strategic housing issues, and has been responsible for commissioning a number of major projects, including our sub-regional Choice Based Lettings System (Home-Link) and sub-regional Strategic Housing Market Assessment; and securing funding for partnership projects.⁴¹



Health and social care partners

We as districts have an important role to play in supporting physical and mental health and wellbeing, and enabling people to live safely and independently at home. We also provide and/or fund a number of services which can help prevent hospital or care home admission, and speed up transfers of care from hospitals.

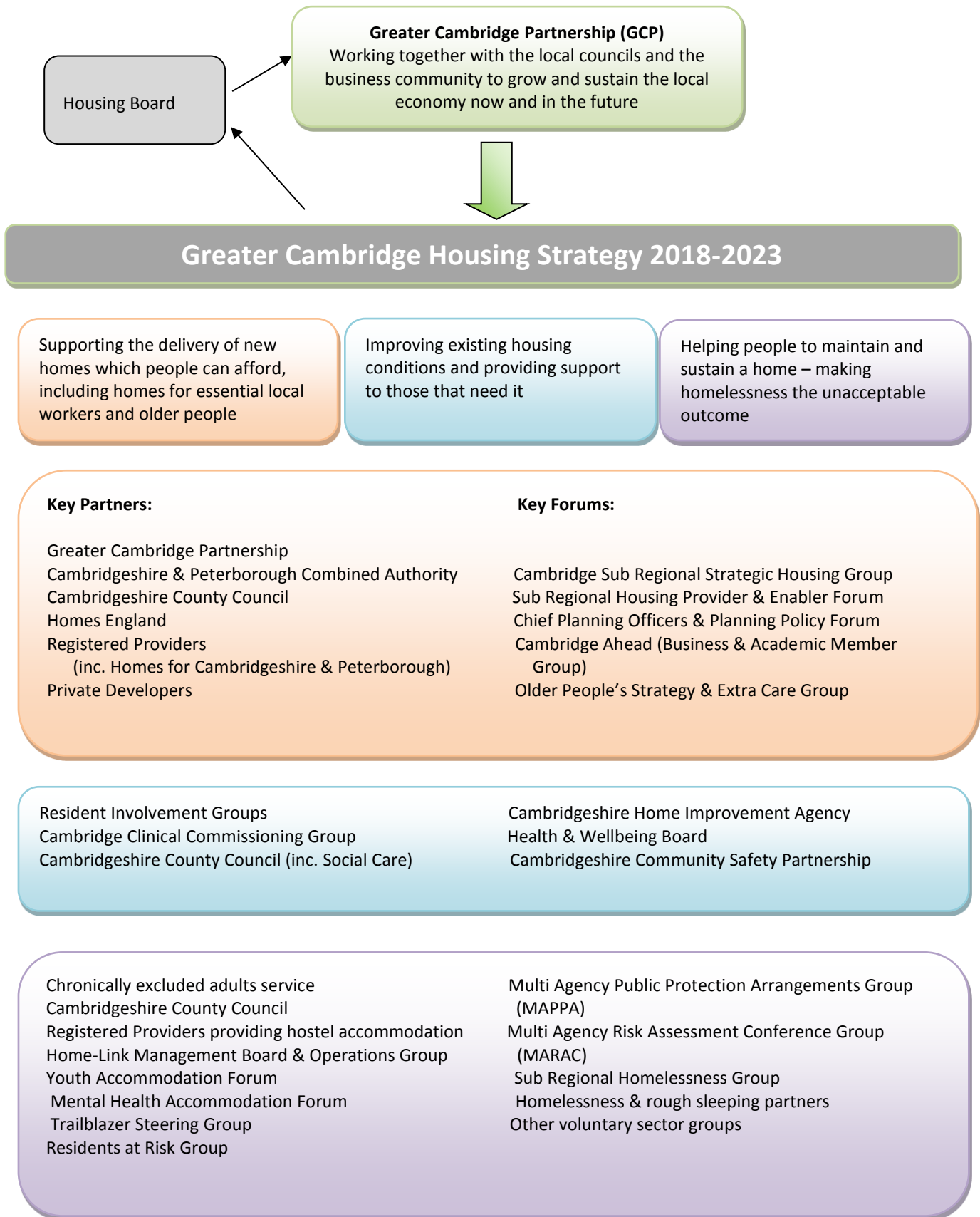
In turn, many of our services can help reduce health and social care system expenditure. For example, it is estimated that fixing Category 1

hazards in England could generate an NHS cost saving of around £1.4bn per annum in first year treatment costs.⁴² It is also suggested that every £1 spent on handyperson services could generate £4.28 in savings to health and social care services.

We are committed to strengthening partnership working in this area, to support service transformation and achieve improved outcomes for local residents.

Other partners

The diagram overleaf demonstrates the main inter-linkages and partnerships that support the ambitions for Greater Cambridge. We will continue to work with a whole host of other partners linking the many activities associated with good housing, health and wellbeing, and economic growth.



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Links to Strategies and Plans [DRAFT]

Evidence Base

The following documents have helped to inform the Greater Cambridge Housing Strategy.

Sub Regional Strategic Housing Market Assessment	Cambridge & South Cambridgeshire Objectively Assessed Housing Need – Further Evidence 2015	Quarterly Housing Market Bulletins
Savills detailed Affordability Analysis for Cambridge & South Cambridgeshire – June 2017	Diamond Affordability Analysis for the Cambridge Sub Region – June 2018	Older People’s housing, care and support needs in Greater Cambridge – November 2017
Gypsy & Traveller Accommodation Needs Assessment – October 2016		

External Context

The Greater Cambridge Housing Strategy supports the development and delivery of the Cambridgeshire & Peterborough Combined Authority Housing Strategy and is also aligned to the ambitions of the Greater Cambridge Partnership.

Local Context

The Greater Cambridge Housing Strategy supports the overriding aims and objectives of both councils as set out in the following documents:

Cambridge City Council Corporate Vision	South Cambridgeshire: Your Place, Our Plan 2018-2019
Cambridge City Annual Statement	South Cambridgeshire Business Plan 2019-2024 [currently out to consultation]
Cambridge City Local Plan 2018	South Cambridgeshire Local Plan 2018

The Strategy will also support the development of the new Joint Local Plan, setting out the strategic approach and direction for housing in Greater Cambridge.

Supporting Strategies and Plans

The delivery of the Greater Cambridge Housing Strategy will be supported and will help to contribute towards a wide-ranging suite of existing and new strategies, policies and plans. The table below sets out the current and planned council documents which will help to implement the strategy.

Reference	Existing	To be reviewed	To be developed
Cambridge City		South Cambridgeshire District Council	Joint
Affordable Housing SPD 2006 (to be replaced)		Affordable Housing SPD 2010 (to be replaced)	Joint Housing SPD [to be developed 2019]
Sustainable Design and Construction SPD 2006		District Design Guide SPD 2010	Joint Sustainable Design and Construction SPD [to be developed 2019]
Cambridge Sustainable Housing Design Guide		Health & Wellbeing Strategy [to be developed 2019]	
Climate Change Strategy 2016-2021 Carbon Management Plan 2016-2021 Fuel & Water Poverty Action Plan		Economic Development Strategy [to be developed 2019]	
Tenancy Strategy 2012 (to be reviewed)		Tenancy Strategy 2012 (to be reviewed 2019)	
Anti Poverty Strategy 2017-2020		Financial Inclusion Strategy 2015-2017 (to be reviewed 2019)	
Empty Homes Policy 2017		Empty Homes Strategy 2016-2016 (to be reviewed 2019)	
Homelessness Strategy Action Plan 2016-2019 (kept under ongoing review)		Homelessness Strategy 2019 (draft)	
Home-Link Lettings Policy 2018		Lettings Policy – February 2018	
Anti Social Behaviour Policy 2018 Community Safety Plan 2018-19 (to be reviewed)		Anti Social Behaviour Policy Tenancy Fraud Policy Domestic Abuse Policy (to be developed 2019)	
Digital Access Strategy 2018-20		Digital Inclusion Strategy 2015-17 (to be reviewed 2019)	
HRA Business Plan 2012-2042		HRA Business Plan 2012-2042	
HRA Asset Management Plan 2012-2042		HRA Asset Management Strategy (to be reviewed 2019)	
		Housing Revenue Account Medium Term Financial Strategy November 2018/19 to 2047/48 (to be published February 2019)	
		HRA Asset Sustainability Policy (Acquisitions & Disposals) (to be reviewed 2019)	
		New Build Strategy for council homes 2012-2016 (to be updated)	
		Resident Involvement Strategy 2016 -2018 (to be reviewed 2019)	

Reference Links

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SCDC Resident Involvement Strategy 2016 -2018
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KEY STATISTICS [DRAFT]

Housing Need and Affordability Analysis

	Greater Cambridge	Cambridge City	South Cambs	Source
Housing Need				
Overall Objectively Assessed Housing Need up to 2031	33,500	14,000	19,500	Local Plans
Numbers on Housing Register for rented accommodation	2,393	2,301	2418	Home Link Register (August/September 2018)
Number of 'all' homes completed over the last 5 years up to March 2017	7,856	4,580	3,276	Annual Monitoring Report
Of which Affordable Homes completed over last 5 years up to March 2017	2,554 (Ave 511 p.a.)	1,629 (Ave 326 p.a.)	925 (Ave 185 p.a.)	Annual Monitoring Report
Number of social and affordable rent homes relet 2011-2017	6,282	2,968	3,314	Home-Link data
Affordability				
Gross household income	Not available	£37,200 (median) £20,900 (lower quartile)	£43,700 (median) £25,300 (lower quartile)	CACI 2017
Median house price to income ratio	Not available	11.8	8.6	Hometrack, based on sales & valuations: Housing Market Bulletin June 2018
Average house price	Not available	£523,193	£433,388	
Annual Income required for average sale price	Not available	£134,535 (£52,319 deposit)	£111,442 (£43,338 deposit)	Based on 3.5 x income and 10% deposit
Lower quartile price to income ratio	Not available	16.3	11.5	Hometrack: Housing Market Bulletin June 2018
Lower quartile house price	Not available	£340,000	£285,000	
Annual Income required for lower quartile sale price	Not available	£87,428 (£34,000 deposit)	£73,285 (£28,500 deposit)	Based on 3.5 x income and 10% deposit
Median weekly cost of a private rented property (2 bed house)	Not available	£275	£206	Hometrack; Housing Market Bulletin June 2018
Local Housing Allowance for 2 bed house (weekly)	£149.31	£149.31	£149.31	Valuation office

Existing homes and communities

% Tenure breakdown (Source: 2011 Census)	Greater Cambridge	Cambridge City	South Cambridgeshire
Owner occupied	61.9%	48.6%	72.4%
Local authority rented	11.8%	15.2%	9.1%
Social rented (eg housing association)	6.6%	8.4%	5.1%
Privately rented	18.2%	26.2%	12.0%
Other	1.5%	1.6%	1.4%
Number of council homes in the district (local data) at April 2018	Greater Cambridge	Cambridge City	South Cambridgeshire
General housing	10,658	6,481	4,177
Sheltered/extra care housing	1,578	511	1,067
Supported housing	19	19	0
Total rented (excl. temporary housing & miscellaneous leases)	12,255	7,011	5,244
Shared ownership	139	87	52
Leasehold	1,290	1,167	123
Shared equity	293	0	293
Total	13,977	8,265	5,712
Long-term activity limiting illness (Census 2011)	Greater Cambridge	Cambridge City	South Cambridgeshire
% of population with a long-term activity limiting illness	N/A	13.0%	13.9%

Homelessness

	2013/14	2014/15	2015/16	2016/17	2017/18	Source
Number of homeless applications where a decision is made						Table 784, MHCLG
Greater Cambridge	357	383	586	611	617	
Cambridge City	189	262	418	393	374	
South Cambridgeshire District	168	121	168	218	243	
Number accepted as being homeless and in priority need						Table 784, MHCLG
Greater Cambridge	254	380	293	297	270	
Cambridge City	127	146	172	130	112	
South Cambridgeshire District	127	86	121	167	158	
Snapshot of total households in temporary accommodation as of 31 March each year						Table 784, MHCLG
Greater Cambridge	134	135	134	135	98	
Cambridge City	81	91	79	75	52	
South Cambridgeshire District	53	44	55	60	46	
... of which were accommodated in Bed & Breakfast (snapshot)						Table 784, MHCLG
Greater Cambridge	0	12	0	0	12	
Cambridge City	0	12	0	26?	12	
South Cambridgeshire District	0	0	0	0	0	
Estimated Number of Rough Sleepers (Autumn snapshot 2010-2017)						Table 1 MHCL

						G
Greater Cambridge	11	11	18	40	30	
Cambridge City	9	10	18	40	26	
South Cambridgeshire District	2	1	0	0	4	
Total number of cases where positive action was successful in preventing or relieving homelessness						Table 792
Greater Cambridge	551	701	868	1,123	1,447	
Cambridge City	404	483	718	997	1,270	
South Cambridgeshire District	147	218	150	126	207	
Supply of rented homes let through Home-Link housing register						Home-Link data
Greater Cambridge	1,240	1,149	1,115	956	1,227	
Cambridge City	704	601	634	519	661	
South Cambridgeshire	536	548	481	437	566	

Legislative Changes [DRAFT]

Homelessness Reduction Act 2017 and Rough Sleeping

The Homelessness Reduction Act 2017 has introduced new duties around preventing and relieving homelessness. This includes extending the period within which an applicant is considered to be threatened with homelessness, and new requirements around provision of advice.¹

Homelessness and rough sleeping levels continue to increase both nationally and locally, and the government has been making more funding available for dealing with homelessness. For example, both councils, were part of a successful sub-regional bid for Homelessness Prevention Trailblazer grant funding, which is being used to develop a more effective and innovative multi-agency approach to preventing homelessness. The government has also committed to halve rough sleeping by 2022 and eliminate it by 2027; and consultation is due on identifying the barriers to landlords in making longer, more secure tenancies available.

Although both councils are already engaged in a range of prevention work, the Homelessness Prevention Act will introduce new pressures on both councils in implementing the new statutory requirements. This has meant that both councils have needed to increase their staff capacity following the implementation of the Act.

Fixing the Broken Housing Market – Government’s White Paper

In February 2017 the Government published a White Paper ‘Fixing our Broken Housing Market’. This sets out the Government’s plans to boost new housing supply; speed up the delivery of new homes; help aspiring home owners; tackle the shortage of affordable housing; widen the definition of affordable housing; boosting delivery of infrastructure; and increasing skills and capacity in the construction industry^{2 3}. Consultation has since been carried out on some of the key elements, and a review of planning is currently under way. With a sharp focus on the delivery of new housing, Government expects local authorities to be ambitious and innovative in seeking to meet their objectively assessed need for housing. A national target to build 300,000 new homes a year was subsequently set in the Budget 2017.

¹ Homelessness Reduction Act 2017: <https://services.parliament.uk/bills/2016-17/homelessnessreduction.html>

² <https://www.gov.uk/government/collections/housing-white-paper>

³ <https://www.gov.uk/government/consultations/draft-revised-national-planning-policy-framework>

Changes to National Planning Policy Framework (NPPF)

In July 2018 Government released a revised version of the NPPF. Changes include updates to national planning guidance, proposals for reforming developer contributions, and proposed changes to the assessment methodology for housing needs. The new methodology should include an assessment of the size, type and tenure of housing needed for different groups in the community (including, but not limited to, those who require affordable housing, families with children, older people, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own home).

The definition of affordable housing has been broadened to include starter homes, discounted market sale and other affordable routes to home ownership, such as other low cost homes for sale and rent to buy. Whilst we are supportive in principle to provide alternative options to diversify the local market, this will need to be balanced against affordability in the area to ensure we are meeting the needs of those who most need affordable housing.

Housing and Planning Act 2016

This Act contained numerous legislative changes to housing policy including:

- **Introduction of Starter Homes** – a new product for people aged under 40 years with an income of less than £80,000 will be able to purchase a Starter Home at 80% of the market level capped at £250k for Greater Cambridge. The intention in the Act was for a proportion of new affordable homes to be ‘starter homes’ and the NPPF sets out how this should be interpreted.
- **Extension of Right to Buy** - The Right to Buy is due to be extended to housing association tenants. Housing associations will be required to replace homes on a ‘one for one’ basis. Providers would be required to replace any units sold through Right to Buy and we will encourage those to be replaced as close as possible to where the disposal occurred. This is particularly important in rural areas where there is less affordable housing. At the time of writing the detail on how this Policy will be implemented is yet to be released but a national pilot is underway.
- **Tackling Rogue Landlords** – the Act introduced various measures to improve standards in the private rented sector by tackling rogue landlords. These include introducing civil penalties of up to £30,000; rent repayment orders; banning orders and a database of rogue landlords. Other recent changes in the sector include a draft Tenant Fees Bill (November 2017) banning letting agents’ fees and capping deposits, and the extension of mandatory HMO licensing to a wider range of properties together with requiring minimum room sizes and a specification of the maximum number of people the HMO should house.
- **Self-build and custom built housing** – The government aims to increase the provision of self-build and custom built housing. Local authorities are required to hold a register of applicants who are interested in self and custom build housing and to allocate appropriate sites through the planning system.

Government Changes to Delivery Agencies

In 2017 Government changed the main delivery agencies for housing. The Government department was renamed 'Ministry of Housing, Communities and Local Government' raising the profile of housing delivery. A new Minister for Homelessness was also created. The Homes and Communities Agency (HCA) was disbanded and 'Homes England' was established to oversee housing growth and infrastructure, and the regulation of social housing. These changes emphasise the national priority being given to housing growth.

HRA Debt Cap – Delivering More Council Housing

Rent cuts have had a significant impact on the councils' Housing Revenue Accounts, reducing the amount available for providing services to tenants and for investing in new homes. However, the announcements that the proposed Higher Value Asset Levy (whereby councils would have been required to sell some of their higher value empty homes when they became empty) is not to be introduced, and that councils will be able to start increasing social rents again from 2020 is welcome in terms of managing and maintaining and improving council homes.

The lifting of the HRA borrowing cap is also welcome, but we await further detail before we are able to commit to increasing our borrowing powers.

Welfare Reform

The implementation of a major national programme of welfare reforms aimed mainly at working age people is well under way. Key aims are to cut the overall welfare bill and encourage people into work.⁴

A key driver of the welfare changes is to make it financially worthwhile for people to take on paid employment rather than claim benefits. This, combined with advice and support around seeking employment, education and/or training should lead to improved opportunities for some people who would previously have been caught in the 'benefit trap'.

However, with severe cuts to the national welfare budget happening at the same time, many claimants are finding their benefits reduced, and struggling to make ends meet; including those who are already in work. This is compounded by the size of the local Broad Rental Market area (BRMA) which does not reflect local rents within Greater Cambridge. This means that Local Housing Allowance rates are insufficient to cover even the cheapest rents in Greater Cambridge, making it extremely difficult for those on benefits to access or remain in private rented housing.

⁴ CLG Welfare Reform web pages: <https://www.gov.uk/government/policies/welfare-reform>

Some more recent announcements have been welcomed, including: the scrapping of plans for housing benefit for social housing tenants to be capped at Local Housing Allowance rates; and some changes to Universal Credit including removing delays before those eligible can claim and making it easier for claimants to have the housing element of their award paid direct to their landlord.

Nationally the risk of Universal Credit claimants falling into rent arrears has been found to be high, and both councils as landlords will need to find ways of managing this risk going forwards.

Care Act 2016 and Better Care Fund

The Care Act 2016 requires local social services authorities to carry out a needs assessment in order to determine whether an adult has needs for care and support, it also supports closer working between health, housing and social care services. From 2015/16 onwards the Disabled Facilities Grant (DFG) allocation has been included within the Better Care Fund (BCF). The BCF created a pooled budget in each local authority area to encourage health, social care and other related services to work more closely together. The inclusion of the DFG allocation is intended to recognise the vital role that the home plays in helping people to remain healthy and independent. Central Government has increased the amount given to local authorities significantly over the last few years with the expectation that local areas will be more flexible in how the money is spent. Wider health and social care priority health outcomes such as delayed transfers of care and readmission to hospital can be supported using some of the DFG capital allocation.

A new deal for social housing Green Paper 2018

The government issued a social housing green paper in August 2018, 'A New Deal for Social Housing', plans for which were announced following the 2017 Grenfell Tower disaster.

As well as announcing that enforced sale of higher value assets and compulsory fixed term tenancies for local authorities would no longer go ahead, key proposals, around five core themes, include:

- **Safe and decent homes:** Legislation to improve building regulations and fire safety; measures to support improved social resident and landlord engagement; and reviewing the Decent Homes standard.
- **Improving complaints resolution:** eg improving resident awareness of how complaints can be made and escalated, and speeding up & simplifying complaint systems.
- **Empowering residents and strengthening regulation** – eg through social landlord performance league tables, taking performance into account when allocating –including grant for new homes; improvements to resident engagement; and considering a new stock transfer programme to promote transfer of local authority housing, particularly to community-based housing associations.

- **‘Tackling stigma and celebrating thriving communities’** eg through: introducing a ‘best neighbourhood’ competition; measures to improve design of social housing; and considering how residents can be better involved in planning and design of new developments.
- **Expanding supply and supporting home ownership**, building on the Housing White Paper ‘Fixing the Broken Housing Market: eg, considering changes to how local authorities can use Right to Buy receipts to build new homes; overcoming barriers to delivering new community owned homes; reviewing how homes are allocated & ensuring social housing is going to those who need it most; and Investigating introduction of new shared ownership products that enable purchasers to build up more equity in their homes.

At the time of writing the Green Paper is out to consultation, to which both councils have responded.

Funding of Supported Housing

In 2017, government consulted on possible alternative funding options for supported housing. Both councils expressed concern, alongside many other national and local organisations, of the potential impact on the long term security of supported accommodation if the current funding through the welfare system was abolished. On 9 August 2018, government announced that, having listened to views from providers, stakeholders and councils, the current system would remain in place. In addition, a review of housing related support will be undertaken to better understand how housing and support currently fit together.

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Housing Requirements [DRAFT]

1. Housing Design Standards

- 1.1 In developing this Strategy, workshops were held with key officers and tenant & leaseholder representatives. It was clear from discussions that design and quality were of high importance in new developments, as well as the importance of engaging with existing communities at an early stage and having the right transport options, community facilities, and other infrastructure in place.
- 1.2 New homes need to be flexible to meet the needs of a range of household types and sizes, and to meet individual households' changing needs over time. All new homes have to meet the nationally described space standards¹.
- 1.3 Having easily adaptable homes as families' circumstances change also helps enable people to live independent lives. An ageing population over the next 20 years means we need to be future-proofing the design of our homes now, so that residents can age independently at home without the need for expensive specialist housing. Whilst the Lifetime Homes Standard has been superseded, we will, wherever possible, build to to M4(2) adaptable and accessible standards ourselves and encourage other house builders to do so.
- 1.4 Our current Local Plans seeks:
- **Cambridge** – All homes should be built to level M4(2) of the adaptable and accessible building standard with 5% of the affordable housing to be built to wheelchair accessibility standards.²
 - **South Cambridgeshire** - 5% of all homes to be built to the accessible and adaptable dwellings M4(2) standard, and in response to identified need the inclusion of Wheelchair Housing Design standards as part of the affordable housing contribution.
- 1.5 Mitigating against climate change must also be at the heart of any new development to ensure we are building a sustainable future. For all new dwellings in South Cambridgeshire there will be a requirement to reduce carbon emissions by a minimum of 10% through the use of on-site renewable energy and low carbon technologies. In Cambridge, all new dwellings will be required to reduce carbon emissions by 44% compared to Part L 2006 (or 19% compared to Part L 2010 (2013 edition)).

¹ <https://www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard>

² Accessible Housing in Cambridge- A study into accessible housing requirements in Cambridge for the emerging Local Plan: <https://www.cambridge.gov.uk/public/ldf/coredocs/RD-CFM/rd-cfm-040.pdf>

- 1.6 We want to drive standards up above our current minimum requirements in terms of well designed homes to meet future needs of an ageing population and ensuring our homes are environmentally sustainable and we will work closely with developers to do so wherever possible.
- 1.7 As part of developing the next Local Plan we will review best practice and guidance to support future requirements for sustainable housing design.

2. Affordable housing requirements and tenure mix

- 2.1 The policy, as set out in the councils' adopted Local Plans^{3 4} for affordable housing is:
- **Cambridge** – 25% of homes on sites of 11-14 units should be affordable, with 40% on sites of 15 or more.
 - **South Cambridgeshire** – 40% affordable homes on all sites of 11 or more dwellings.

Note that in the application of these Local Plan policies significant weight will be given to the affordable housing threshold set out in the NPPF which allows for a lower threshold of 10 or more dwellings or where the site area is 0.5 hectares or more.

- 2.2 Until the review of the Housing Supplementary Planning Document (SPD), our tenure mix policy will continue to be:
- **Cambridge** - A 75% : 25% split of rented (social or affordable rent capped at LHA rates) : intermediate (other forms of affordable housing set out in the NPPF)
 - **South Cambridgeshire** - A 70% : 30% split of rented (social or affordable rent capped at LHA rates) : intermediate(other forms of affordable housing set out in the NPPF)

Our preference, wherever possible, will be for social rent rather than affordable rent, to maximise affordability.

3. Affordable housing for Rent

- 3.1 There are two tenure types that sit under the banner for affordable housing for rent:
- Social rented housing is the most affordable tenure type, typically around 60% of an open market rent.

³ South Cambridgeshire District Council Local Plan, Chapter 7, Policy H/10: Affordable Housing - <http://www.scams.gov.uk/media/12533/8-chapter-7-housing.pdf>

⁴ Cambridge City Council Local Plan, Section 6, policy 45: [link to follow](#)

- Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent, inclusive of service charges. To ensure homes are affordable, we will cap rents at the LHA rate, currently typically around 60-70% of an open market rent.

- 3.2 The greatest need is for social rented housing for those on low incomes and all new affordable housing for rent will be required to be made available to those on the Home-Link Housing Register⁵ through the sub-regional choice based lettings scheme, unless otherwise agreed with the relevant council. We will also continue to share allocations on larger strategic sites to allow those on the housing register to secure an affordable home either in South Cambridgeshire or Cambridge.
- 3.3 In terms of the affordable housing provision, there is an acknowledgement that a high proportion of affordable rented housing can run the risk of concentrations of households with high priority needs in relatively small areas. To help mitigate potential imbalances we will ensure well designed Local Lettings Plans, setting out specific criteria are put in place to help address some of these issues where it is considered necessary. Delivery of any supported housing should be considered as part of later phases when transport infrastructure and facilities are in place.

4. Intermediate Housing (Other forms of Affordable Housing)

- 4.1 Generally, shared ownership has been the traditional route for other forms of affordable housing for those on middle incomes, and we will continue to support this as an affordable tenure where it is sufficiently affordable to meet the needs of those who cannot access suitable market housing. All shared ownership sales should be sold in line with Homes England criteria, and available to those registered on the Help to Buy register.⁶
- 4.2 New models of intermediate housing are emerging and we are keen to consider wider options for middle income households. For example: homes available at sub-market rents; and Rent to Buy schemes which enable tenants paying a sub-market rent to buy their home after a period of time, can provide an alternative affordable housing offer for those who either don't want to buy, or who would find it difficult to save for a deposit if paying market rents. Other examples include equity share and 'Do It Yourself' shared ownership.
- 4.3 We encourage both developers and registered providers to talk to the housing strategy teams at an early stage, preferably as part of the pre- planning application stage, to ascertain the right affordable housing mix for that area.

⁵ <https://www.helptobuyese.org.uk/>

⁶ <https://www.helptobuyese.org.uk/>

- 4.4 Although interested in widening the choice of intermediate tenures, both councils have raised concerns as to the affordability of the national Starter Homes model and the ultimate loss of affordable housing upon resale. South Cambridgeshire District Council are working with Homes England on a bespoke equity model for starter homes at Northstowe. In addition to this, , we would like to work with interested providers to establish a local approach to using starter homes to ensure that it meets identified needs.
- 4.5 Discounted market sales housing is a new model of affordable housing under the NPPF where homes are sold at a discount of at least 20% below local market value. The evidence provided in the ‘affordability analysis’⁷ identifies a gap in the market for those earning between £30,000 - £50,000. Discounted market homes should therefore be set at a level that will help to meet this need and are likely to comprise mainly one and two bedroom homes suitable for those on middle incomes.
- 4.6 We urge providers to ensure that affordable housing remains available as affordable housing for future eligible households. Where capital receipts are generated from shared ownership, Rent to Buy or any other forms of intermediate tenure sales, the councils would urge registered providers to recycle these to provide new affordable housing in the Greater Cambridge area, to meet the high levels of need identified locally.

5. *Affordable housing sizes*

- 5.1 The greatest need for social housing for rent across Greater Cambridge over recent years has been for one bedroom properties, followed by two bedrooms. When agreeing the dwelling mix on new development sites it is important that provision broadly reflects this balance of need, whilst also giving consideration to providing some larger properties where appropriate.
- 5.2 The number of bedspaces required per property and the proportion of sizes is as follows:

Size of property	Bedspaces	Proportion of need from the Home-Link Register (2017)	
		Cambridge	South Cambridgeshire
One bedroom	Two person	64%	56%
Two bedroom	Four person	27%	30%
Three bedroom	Five person	7%	11%
Four bedroom	Six person	2%	3%

⁷ Cambridgeshire Insight – Affordability Analysis: <https://cambridgeshireinsight.org.uk/housing/local-housing-knowledge/our-housing-market/affordability-analysis/>

- 5.3 For smaller village schemes, the property sizes will be based on localised housing needs which may identify a different mix.

6. Viability of delivering affordable housing

- 6.1 The new NPPF states that where up to date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. However, if there are particular site specific circumstances that justify the need for a viability assessment at the application stage, assessments should reflect the recommended approach in national planning guidance, including standardised inputs, and should be made publicly available.
- 6.2 Where appropriate, consideration will be given to positive changes so that the site may come forward for development. All options will be explored to support the scheme to be viable, such as;
- supporting bids for grant funding for the delivery of affordable housing/upfront infrastructure costs,
 - review mechanisms, including claw-back arrangements
 - re-negotiation of tenure mix and alternative affordable models.

7. Providing different types of homes to meet specific need

Promoting housing for Essential Local Workers

- 7.1.1 Both councils are keen to work with local employers and other partners to get a better understanding of the potential need for housing for local workers to support local services, the local economy and further economic growth.
- 7.1.2 The National Planning Policy Framework (NPPF) defines 'essential local workers' as certain groups of public sector employees who provide frontline services in areas including health, education and community safety. However, we do not believe there is a 'one size fits all' definition. As well as public sector employees providing frontline services, we also want to take into account the needs of other workers who provide the support services necessary for the economy. It is important that housing provision, in particular a range of affordable housing options, supports the local economy and helps to reduce long commuting distances to work.
- 7.1.3 Any development for essential local workers will need to be evidenced based in terms of how it supports economic growth and housing need. Analysis of income levels, household type, etc. will inform the type and size of development.

7.1.4 Whether such housing should be provided on a particular development is also likely to be dependent on issues such as location of the development, the particular needs of the employer(s) concerned, and the need to create mixed communities that support the needs of the wider population.

7.1.5 South Cambridgeshire in particular is interested in working with businesses to help themselves to deliver a range of homes that are provided for and are affordable to their workforce. The aim would be to provide additional homes specifically to address the housing needs of their workforce without impacting on the delivery of housing, including affordable housing, more generally.

7.2 Providing Student Accommodation

7.2.1 Students form a significant part of Cambridge's population and the two universities make a major contribution to the local economy. Purpose built student accommodation can help to free up existing housing, but the need for it must be balanced with that of other forms of housing.

7.2.2 Any new student accommodation in Cambridge will, through Policy 46 of the City Council Local Plan, be required to meet the identified needs of an existing educational institution within Cambridge for students attending full time courses. The council also supports the growth of specialist and language colleges, but requires that when they seek to grow, appropriate accommodation and facilities are provided to mitigate the impact of that growth.

7.3 Providing for an Ageing Population

7.3.1 With a rapidly ageing population, both councils are keen to promote a range of housing options for older people across all tenures to enable them to live safely and independently for as long as possible. Ensuring a range of housing options is available for older people can also help to free up family housing for households who need it.

7.3.2 Using NHS Healthy Towns funding we have worked with Sheffield Hallam University to develop a tool to appraise the amount of housing that is required for older people into the future. The tool is now available nationally.⁸

7.3.3 The research has projected that, if current levels of provision were to be projected forward, future supply would need to be:

⁸ <https://cambridgeshireinsight.org.uk/wp-content/uploads/2018/07/older-peoples-housing-care-support-greater-cambridge.pdf>

Projections of future recommended supply in Greater Cambridge based on current provision

	Current supply	Recomm- ended supply 2016	Difference (shortfall)	Recommended future supply			
				2020	2025	2030	2035
Age exclusive	239	1,145	-906	1,321	1,619	1,835	2,062
Specialist housing	3,280	3,422	-142	3,950	4,839	5,485	6,163
Care beds	1,825	2,152	-327	2,484	3,043	3,449	3,876

Source: Older People’s housing, care and support needs in Greater Cambridge 2017 – 2036 [Tables 4.3 & 4.6 combined]: Sheffield Hallam University [November 2017]

- 7.3.4 However, this provides only a starting point. Any decisions on future supply requirements need to take into account wider strategic direction and policy decisions. For example, prioritising ‘upstream’ support for older people to enable them to remain living independently in their own homes for longer may reduce the need for specialist housing. Similarly, a move away from the traditional forms of sheltered housing to floating support services can reduce the need for purpose built sheltered housing but may increase the need for more age exclusive and extra care properties.
- 7.3.5 As well as more traditional models, we are also keen to explore wider options for older people’s housing. South Cambridgeshire in particular is interested in exploring the potential for a retirement village or intergenerational living arrangements.
- 7.3.6 In terms of suggested tenure splits for age exclusive and specialist housing, the above research suggests that ownership forms of specialist and age-exclusive housing will need to increase significantly in percentage terms, but that rental options will remain predominant. This reflects findings using the more established SHOP@ model, which suggests that in affluent areas such as Greater Cambridge, around two thirds of sheltered and extra care housing should be for ownership.⁹ This is significantly at odds with current provision in the area.
- 7.3.7 Assessing housing needs, and any new provision, also needs to take into account people’s aspirations. With most older people reluctant to move until it becomes a necessity, and a general lack of understanding on the options available, a significant shift is needed in the way the next generation of older people view their housing situation if they are to consider moving to more appropriate housing at an earlier stage, and if social care costs incurred when a crisis hits are to be reduced in favour of ‘up stream’ preventative provision.
- 7.3.8 To get a clearer picture of need going forwards we will continue to work with Cambridgeshire County Council to support further development of the Cambridgeshire Older

⁹ SHOP@ model, produced by the Housing LIN (Strategic Housing for Older People Analysis Tool)

People’s Accommodation Strategy, together with an Extra Care Statement to demonstrate to partners the county’s approach to extra care provision going forwards¹⁰. As in interim position, we will look to secure cross-tenure older people’s accommodation on new developments on larger sites across Greater Cambridge, based on the Sheffield Hallam Research, as follows:

Approximately 5% of new supply to be age exclusive homes (likely to take the form of mainstream housing built with older people in mind, i.e. meeting Building Regulations Part M4 (2 or 3))

Around 7% of homes to be specialist housing for older people, where the size of the development makes this practicable. This could take the form of care ready type accommodation or extra care, dependent on availability of revenue funding from the County Council.

Appropriate provision of additional care beds, consisting of residential and/or nursing care taking into account health and social care policy requirements.

- 7.3.9 Housing for older people needs to be well located to services and facilities and well integrated. Proposals are expected to comply with the amenity standards set out in the policies of the Local Plan for general needs housing. Any departure from these standards would need to be robustly justified.

7.4 Gypsies & Travellers

- 7.4.1 The 2011 census identified 0.1% of the population as a white Gypsy/Irish Traveller in Cambridge and 0.3% in South Cambridgeshire, equating to an overall figure of just under 600 Gypsies & Travellers recorded as residing in Greater Cambridge.
- 7.4.2 In 2016 a sub-regional Gypsy & Traveller Accommodation Needs Assessment was undertaken to provide an evidence base to the Local Plans.¹¹ The study was carried out based on the more recent national planning definition of a Gypsy, Traveller or Travelling Showperson which meant that persons who ceased to travel permanently would no longer be considered under the definition of a Gypsy & Traveller. The findings of the survey

¹⁰ Cambridgeshire Older People’s Accommodation Programme Board: Draft Older People’s Accommodation Strategy [Version 0.9. April 2016]

¹¹ Cambridgeshire, Kings Lynn & West Norfolk, Peterborough & West Suffolk Gypsy & Traveller Accommodation Needs Assessment 2016: https://cambridgeshireinsight.org.uk/wp-content/uploads/2017/10/2016_10_05_cambridgshire_gtaa_final_report_0.pdf

identified that there was no requirement to provide additional Gypsy and Traveller pitches, either public or private, in Greater Cambridge.

- 7.4.3 For Travelling Showpeople, 12 additional pitches were identified to be provided over the plan up to 2036 for South Cambridgeshire. The District Council has been in discussions with the Showmen’s Guild and with neighbouring authorities to try to identify a site close to the strategic highway network that is sufficient to meet this modest need.
- 7.4.4 Although no requirement for new Gypsy & Traveller pitches was identified, the study suggested that there could potentially be additional need from existing households with whom it had not been possible to engage through the survey following at least three attempts. This could mean a requirement of anything between 0 and 68 additional pitches in South Cambridgeshire, although based on national average figures it is likely that approximately 10% of those not contacted may meet the new definition.
- 7.4.5 There has been a noticeable increase over the last year in the number of temporary unauthorised encampments across Greater Cambridge, particularly Gypsies and Travellers needing to access hospital treatment. Over recent years the councils have tried to identify an appropriate location for a transit and/or emergency stopping place site in the area but have been unable to find anything suitable. We will need to reconsider how we can meet these needs going forward.

7.5 Non-Travelling Gypsies & Travellers and Houseboat Dwellers

- 7.5.1 The Gypsy & Traveller Accommodation Needs Assessment 2016, identified 61 Gypsy & Traveller households in South Cambridgeshire who no longer meet the planning definition but have a housing need. Consideration will need to be given in the new joint Local Plan as to how this need can be met.
- 7.5.2 Both councils need to assess the housing needs of people needing or wanting to live in caravans and houseboats. Ideally, due to the integrated nature of local waterways this needs to be carried out in conjunction with other sub-regional authorities.

7.5.3 In terms of houseboat dwellers, there is currently space for 70 residential boats, plus 8 for visitors to moor on the River Cam within Cambridge. One site in Cambridge City has been allocated for off-river residential moorings, and Policy 54 of Cambridge City Local plan supports appropriate delivery of residential moorings where they meet agreed criteria.

7.6 Private Rented Sector Housing (PRS)

7.6.1 The councils are interested in considering proposals for new PRS schemes. In particular PRS housing can help to diversify the housing mix on strategic development sites, accelerating build out rates. In addition, PRS can provide for a wide range of housing need, including affordable housing at below market rents (known as Affordable Private Rent), as well as for those that can afford home ownership but choose to rent.

7.6.2 Recognising the different financial model involved in delivering PRS, consideration may be given to part of the affordable housing requirement on a strategic site being met through provision of Affordable Private Rent as part of a PRS scheme (rents set at least 20% below local market rents). For any new PRS scheme we will seek a range of rent levels to meet a variety of income levels. Rent levels in any scheme would need to be agreed with the relevant council, based on robust evidence around needs and income levels. As a guide, it is considered that 35% of net household income is reasonable to spend on housing costs, including rent and any service charges.

7.6.3 Prior to the review of the local housing needs assessment, as a benchmark for the level of affordable private rent homes on PRS schemes, the local authorities will seek at least 20%.

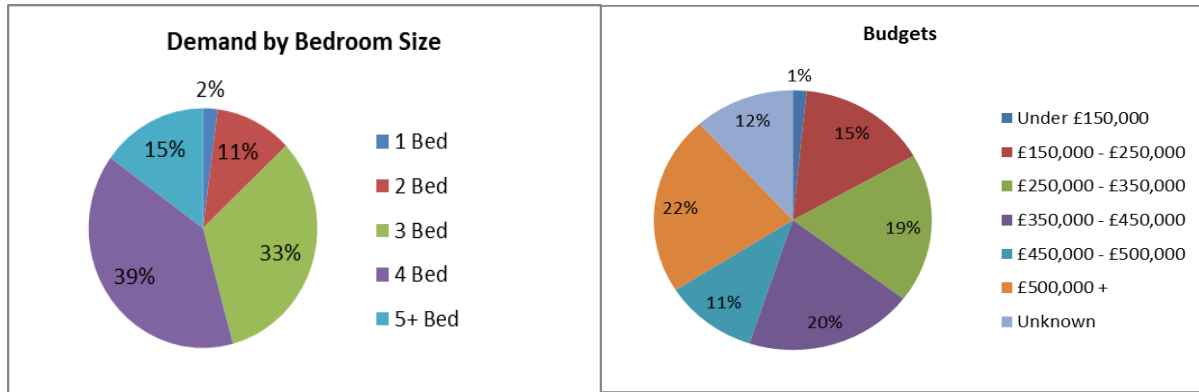
7.6.4 Proposals for PRS will only be considered acceptable where they form part of the housing mix to be provided through the development; are in single ownership and management; are held under covenant as PRS for a period of a minimum of 15 years; are self-contained; provide for long-term tenancies; and provide acceptable management and maintenance arrangements.

7.6.5 As this is a relatively new concept for the area, further work will be undertaken in terms of understanding the relationship between large PRS schemes and the ability to create settled and cohesive communities.

7.7 Self-Build and Custom Build Housing

7.7.1 The Local Plan for South Cambridgeshire identifies that on all sites of 20 or more dwellings, and in each phase of strategic sites, developers will supply dwelling plots for sale to self and custom builders. Although no particular percentage has been set, it is suggested that provision seeking around 5% custom/self-build would be necessary to address evidence of current demand.

7.7.2 There are currently 379 people on the self build register (as of September 2018), with around 72% wanting to self build individual plots as part of a larger site and 28% interested in customised homes. The breakdown of demand is set out below:



7.8 Rural Exception Site Housing

7.8.1 Delivering homes that are affordable to local people is a top priority for South Cambridgeshire District Council and through its rural exception site policy it has enabled around 180 new affordable homes to be built over the last five years. Through this policy a small proportion of market homes is permitted and it is hoped that this will support more sites coming forward, providing a range of homes including self build and 'downsizer' type accommodation to meet local need in rural areas. Where there are groups of smaller settlements, development in one village may support services in a village nearby and meet housing need within a wider catchment area.

7.9 Entry Level Exception Sites

7.9.1 Given the affordability issues in Greater Cambridge, we will support the development of entry-level exception sites that are suitable for first time buyers or those looking to rent their first home. Entry Level Exception Sites must provide 100% affordable housing and largely comprise of one and two bedroom homes suitable for first time renters or buyers based on low to middle income households.

7.10 Community led housing

7.10.1 Community led development enables local groups to provide affordable homes for local people through public support and community ownership. Government grant through the Community Housing Fund has enabled the councils to work together to promote community led housing across Greater Cambridge, including offering set-up grants to groups to help develop their plans. So far, 16 communities have shown an interest, with three community groups successfully bidding for funding to help bring a scheme forward. We will continue to offer grants whilst grant funding remains available. Any schemes coming forward will need to accord with the general housing policies within the Local Plans and be aligned to

Neighbourhood Plans where relevant. Where development is outside of the village framework within South Cambridgeshire, schemes will be considered under the existing Exception Sites policy.

- 7.10.2 The NPPF states that the landlord for affordable housing for rent (other than build to rent schemes) should be a registered provider. Whilst we support this view, we will consider exceptions where community led groups, such as charitable trusts, community land trusts, etc. come forward with an affordable housing scheme for local people; and can provide assurances that the homes will be properly managed and maintained.
- 7.10.3 The allocations of any community led housing will need to be agreed on a scheme by scheme basis with the relevant local authority.

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Homelessness [DRAFT]

Homelessness and rough sleeping – the scale of the problem

In the five years between 2013/14 and 2017/18.

- *The number of homeless applications where a decision was made has risen considerably in both Councils with over 600 applications in 2017/18.*
- *The number of households accepted as homeless and in priority need has increased slightly with 270 households being accepted in 2017/18.*
- *The number of households in temporary accommodation at any one time has been reduced considerably, particularly over the last year. The number in Bed & Breakfast has fluctuated from year to year.*
- *The number of rough sleepers has tripled with 30 recorded street sleepers in 2017/18.*
- The number of households preventing from becoming homeless has risen three-fold from around 550 to almost 1500 in 2017/18.
- The number of social housing lettings available has remained constant over that period.
- The main causes of homelessness in both districts is the loss of private tenancy, eviction by friends / family and relationship breakdown.

Preventing Homelessness in Greater Cambridge

The councils have numerous approaches to help prevent homelessness including the following:

- Cambridge City's financial advice and support, and home visiting services- providing conciliation and advocacy to prevent evictions from the homes of family and friends.
- South Cambridgeshire District Council's work with Cambridge Citizens Advice Bureau to provide a money advice outreach service from the Council's offices. A Spend to Save scheme gives officers discretion to provide one-off loan solutions up to a maximum of £2,000 per applicant to prevent homelessness.
- Improved approaches to tackling domestic abuse. It is estimated that 1 in 4 women experience domestic abuse, with the number one barrier to women leaving abusive situations being access to appropriate housing. To improve the support and advice available the councils are working towards formal accreditation through the Domestic Abuse Housing Alliance.¹ And CIH 'Make a Stand' pledge².

¹ Domestic Abuse Housing Alliance: <https://www.dahalliance.org.uk/>

- A successful bid for Government funding as a 'Homelessness Trailblazer' resulting in a wider partnership across Cambridgeshire and Peterborough Multi-agency working to make homelessness 'the unacceptable outcome' is a key objective of the project.
- Social housing lettings policies which include priority given to people who are homeless or at risk of homelessness.^{3 4} However, with limited supply of social housing, improving access to the private rented sector for those at risk of homelessness, will continue to be a major priority for both councils, through a variety of initiatives.
- Supporting access to the private rented sector including payment of rent deposits.
- Cambridge City's social lettings agency - Town Hall Lettings, and South Cambridgeshire's new Shire Homes Ltd private sector leasing scheme. Both are aimed at enabling homeowners to let out their homes at an affordable rate with guaranteed rental payments.^{5 6}
- Cambridge City's Housing Benefit Plus and Housing Benefit Family Plus schemes which provide top-up payments for those whose housing benefit is insufficient to cover the rent, and offers employment advice and financial support to help people to improve their financial circumstances.
- The City's tenancy sustainment service, which provides support to residents whose tenancies may be at risk due to such issues as mental ill health, anti-social behaviour, and/or history of homelessness
- Encouraging the use of empty homes for use by homeless households including via Town Hall Lettings.⁷ South Cambridgeshire District have invested around £2million since 2012 on purchasing 15 empty homes to utilise as temporary accommodation.
- Both councils provide grant aid to a number of organisations that offer housing advice and other support to homeless and potentially homeless households.

Temporary and emergency accommodation

- Both Councils use temporary and emergency accommodation, which sometimes includes bed and breakfast. The City Council in particular is increasingly having to look for housing outside the district to be able to meet its statutory requirements around rehousing homeless households. This is far from ideal for those wanting to remain close to family, schools, existing social and support networks, but the shortage of housing available locally which is affordable to those on low incomes often leaves the Council with little choice. For South Cambridgeshire, whilst it has managed to accommodate homeless households mostly

² <http://www.cih.org/makeastand>

³ SCDC Lettings policy: <https://www.scambs.gov.uk/sites/default/files/documents/Lettings%20Policy.pdf>

⁴ CCC Lettings policy: <https://www.cambridge.gov.uk/sites/default/files/lettings-policy.pdf>

⁵ SCDC Shire Homes web page: <https://www.scambs.gov.uk/ShireHomes>

⁶ CCC Town Hall Lettings web page: <https://www.cambridge.gov.uk/town-hall-lettings>

⁷ CCC Empty homes web page: <https://www.cambridge.gov.uk/empty-homes>

within the District, given its rurality it is often difficult to find accommodation close to support networks, etc.

- Where households require rehousing on a temporary basis, use of temporary, Bed and Breakfast (B&B) and other emergency accommodation for households to whom the councils owe a statutory interim or permanent duty, is expensive - and for households it is far from ideal. Where households are reliant on housing benefit, the councils can only recover about one third of the cost of B&B provision. In addition, because of the difficulty in securing B&B from hoteliers, homeless households in Cambridge often have to be placed in B&B outside of Cambridge. This is also the case occasionally for South Cambridgeshire, although less so here because of the lower number of placements.
- Both councils' use of Bed & Breakfast has been reduced over recent years, with the councils maintaining a supply of hostel and other temporary accommodation for households awaiting a homelessness decision or waiting for permanent accommodation. This is kept under regular review to ensure that it continues to meet local needs.

The Homelessness Reduction Act 2018

Duties under the new Act include:

- an enhanced prevention duty extending the period during which a household is threatened with homelessness from 28 days to 56 days, meaning that housing authorities are required to work with people to prevent homelessness at an earlier stage; and
- a new duty for housing authorities in relation to those who are already homeless, requiring them to support households for 56 days to relieve their homelessness by helping them to secure accommodation.

With a good track record around homelessness prevention, both councils welcome the principles of the Act. However, together with housing authorities nationally, we have concerns about the increase in capacity and resources likely to be required to successfully implement the Act's requirements.

A workshop held with housing advice & homelessness officers from both local authorities, in developing this Strategy in the context of the new Act, identified three key areas of concern:

- The need to increase the supply of accommodation that is genuinely affordable and the growing gap in provision of sub market and other affordable private rented sector accommodation.
- The challenges presented by both councils needing to implement the requirements of the new Act and ensure compliance with the new duties and responsibilities, at a time of local government spending pressures and the need to make significant financial savings.
- Potential impact on lettings through Home-Link following the implementation of the Act. A further review of the lettings policy is likely to be required once the implications become clearer.

Single homelessness & rough sleeping

Single homelessness is on the rise across Greater Cambridge, with rough sleeping an increasing problem in Cambridge. Both councils are involved in a number of initiatives to help prevent single people from becoming homeless:

- Cambridge City Council's Single Homelessness service helps single people with low support needs who are threatened with homelessness to find somewhere to live and to settle into their new home, with access to private sector housing available through the council's social lettings agency, Town Hall Lettings.
- Initiatives to support those with mental health problems – including an Accommodation Forum for specialist mental health accommodation. We also work with the Riverside Floating Support service and the Chronically Excluded Adults service to find suitable support for those who need it.
- In Cambridge a 'training flats' model is used to provide housing for rough sleepers with complex needs who have a history of repeat homelessness and failure to progress through the hostel and established supported housing pathways. This offers accommodation together with training on how to manage a tenancy; a type of 'Housing First' approach.
- A dual diagnosis street outreach service is also being piloted in Cambridge, to support rough sleepers with mental health problems who also have drug or alcohol dependency issues.

The City Council has, over recent years, been shifting focus from provision of short term accommodation for single people towards supporting partner agencies in providing one to one support and reablement services, including development of skills and employment.

Ex-offenders being discharged from prison are one of the groups particularly at risk of becoming homeless. They may end up 'sofa-surfing' (staying with friends/ relatives), therefore not showing up in official homelessness figures, and end up sleeping rough further down the line. We need to improve our understanding of this issue and work with partners to improve our approach to preventing homelessness amongst ex-offenders.

We know that some rough sleepers engage in street based anti-social behaviour and begging. In addition we know that not all rough sleepers are homeless but already have tenancies, and such behaviours can put individuals' tenancies at risk. The Cambridge Street Aid initiative aims to discourage the direct giving of financial donations to people on the streets, instead enabling them to donate through the scheme. Donations are used to provide grants to individuals to help them to get back on their feet.

See South Cambridgeshire District Council's Homelessness Strategy 2018 and Cambridge City Council's Homelessness and Single Homelessness & Rough Sleeping action plans for more detail and for further actions being taken forward.⁸

⁸ Cambridge City Council Homelessness Strategy Action Plan:
<https://www.cambridge.gov.uk/media/6092/homelessness-strategy-action-plan.pdf>

Resources [DRAFT]

This chapter summarises the main sources of funding available to meet Greater Cambridge’s strategic housing objectives.

Council funding	<ul style="list-style-type: none"> ➤ Housing Revenue Accounts – funded by rents and used to pay for management and maintenance of the Councils’ housing. Directed by HRA Business Plans. ➤ Money from the council’s General Fund to fund expenditure on private sector housing
New Homes	<ul style="list-style-type: none"> ➤ Investment by private Developers and Registered Providers ➤ Contributions including s106 for affordable housing and in-lieu contributions (in exceptional circumstances). ➤ Combined Authority Funding – Devolution deal includes £100m for 2,000 new additional affordable homes across Cambridgeshire and Peterborough, plus a further £70m to deliver 500 new council homes in Cambridge City: all homes to have been started on site by 2022. ➤ New Council Homes Funded by: Right to Buy receipts, Housing Revenue Account borrowing, s106 developer contributions, affordable housing grant, and provision of land. In addition, South Cambridgeshire is supplementing funding through the sale of self-build housing plots ➤ Government Grant – via Homes England for infrastructure or housing. Also for community led housing schemes.
Private sector housing adaptations and repairs funding	<ul style="list-style-type: none"> ➤ Disabled Facilities Grant via Better Care Fund ➤ Discretionary Housing grants – to repair and improve homes
Homelessness and support Services	<ul style="list-style-type: none"> ➤ Annual prevention grant from Government ➤ Trailblazer innovation grant ➤ Flexible Homelessness Support Grant – funds temporary accommodation ➤ New Burdens Funding – to implement Homelessness Reduction Act ➤ Housing related support funding to providers of sheltered and supported accommodation

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Glossary [DRAFT]

Term	Definition
<p>Affordable Housing / Social Housing</p>	<p>NPPF definition: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one of the following</p> <ul style="list-style-type: none"> • Affordable housing for rent • Starter Homes • Discounted market sales housing • Other affordable routes to home ownership <p>Affordable Housing (aka social housing) includes social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Affordable Housing should:</p> <ul style="list-style-type: none"> • Meet the needs of eligible households including availability at a cost low enough for them to afford, determined with regard to local incomes and local house prices • Include provision for the home to remain at an affordable price for future eligible households or, if these restrictions are lifted, for the subsidy to be recycled for alternative Affordable Housing provision. <p>(See National Planning Policy Framework for full definition)</p>
<p>Affordable Rent</p>	<p>One of the two forms of ‘affordable housing for rent’ (the other being social rented)</p> <p>Rented housing provided by Local Authorities and Private Registered Providers of social housing to households that are eligible for Social Rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).</p> <p>In Greater Cambridge we require all Affordable Rent homes to be let at or below Local Housing Allowance rates.</p> <p>Some existing Social Rent homes may be converted to Affordable Rents in agreement with the Homes England.</p> <p>Affordable Rent at LHA levels is typically around 70% of an open market rent.</p>

Affordable Housing Supplementary Planning Document (SPD)	<p>Provides guidance to partners on the council’s expectations around the delivery of new Affordable Housing, including the type and mix of housing required, how Affordable Housing should be located on sites, the council’s approach to viability, etc.</p> <p>The SPD will be reviewed in 2019, following the adoption of the Local Plans.</p>
Broad Rental Market Area (BRMA)	<p>A geographical area defined by government for the purposes of setting Local Housing Allowance rates. The Cambridge BRMA covers a wide area, including Ely & Littleport, Newmarket, Haverhill, Huntingdon, St Neots, etc and surrounding areas. The result is that Local Housing Allowance rates for Cambridge are significantly lower than private rents in the City.</p>
Cambridgeshire Home Improvement Agency	<p>The Cambridgeshire Home Improvement Agency set up as a shared service, currently covering Cambridge City, South Cambs and Huntingdonshire district councils. The Agency provide advice, support and assistance to elderly, disabled and vulnerable people who own and live in their own property, or those in privately rented or housing association accommodation. The purpose of the service is to help people to remain independent, warm, safe and secure in their own homes.</p>
Choice Based Lettings (CBL)	<p>The scheme under which Council and Housing Association homes for rent are let. Applicants (including existing tenants who want a transfer) are able to bid for properties which become available. The Councils are part of a sub-regional CBL scheme – Home Link.</p>
Disabled Facilities Grants (DFGs)	<p>Grants provided by the Council for adaptation works in the home for disabled people. The government allocates a sum to each local authority each year, but Councils may choose to top up the amount payable.</p>
Extra care	<p>Specialist accommodation designed to maximise the independence of older people, in which residents live in their own home with their own front door, but can benefit from around the clock social care and housing support.</p> <p>Some of the services provided in extra care housing can also be extended to people living in non-specialist accommodation in the wider community.</p>

Fuel Poverty	<p>A person is regarded to be living in fuel poverty if they are a member of a household living on a lower income in a home which cannot be kept warm at reasonable cost.</p> <p>Under this ‘Low Income High Costs’ definition of fuel poverty, used nationally, households are considered fuel poor if they have:</p> <ul style="list-style-type: none"> • an income below the poverty line(including if meeting its required energy bill would push it below the poverty line); and, • higher than typical energy costs.
Home Improvement Agency	<p>An agency which provides disabled adaptations and home improvements for vulnerable people living in private homes, and signposts people to other services. Cambs HIA is the agency provided as a joint service across Cambridge City, South Cambridgeshire and Huntingdonshire District Councils.</p>
Home Link	<p>Home Link is the choice based lettings scheme (see above) through which Council and Housing Association homes are let across the Cambridge sub-region.</p>
Homes England	<p>Homes England (previously the Homes & Communities Agency) is the Ministry of Housing, Communities and Local Government’s non-departmental public body. Replaced</p> <p>Its remit is to bring together land, money, expertise, and planning and compulsory purchase powers, to facilitate delivery of sufficient new homes, where they are most needed, to deliver a sustained improvement in affordability. It is also responsible for social housing regulation through the Regulator of Social Housing.</p>
Housing Associations	<p>Independent societies, bodies of trustees or companies established for the purpose of providing low-cost social housing for people in housing need on a non-profit-making basis. Any trading surplus is used to maintain existing homes and to help finance new ones.</p>
Housing Revenue Account (HRA)	<p>The account which deals with the rent and service charge money paid by council tenants and leaseholders, and pays for management, maintenance and improvement of the council’s homes and surrounding areas.</p>

House in Multiple Occupation (HMO)	A property rented out by at least three people who are not from one 'household' (eg a family) but share facilities like the bathroom and kitchen. Sometimes called a 'house share'.
Intermediate Housing	Homes for sale and rent (excluding Social and Affordable Rent) provided at a cost above Social Rent, but below market levels, and which meet the criteria for Affordable Housing (above). Can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent (including Rent to Buy).
Local Housing Allowance (LHA) rates	LHA rates are set by government, and used to assess the level of housing benefit (or housing element of Universal Credit) to be paid to tenants renting from private landlords, depending on the area in which they live and the size of their household. LHA rates are set at the 30 th percentile of rents in the local Broad Market Rental Area (BRMA) – see above.
Local Plan	Local Planning Authorities, including District Councils, must provide a Local Plan which sets planning policies in the local authority area. Both councils have recently adopted their Local Plan but will be working towards a joint Local Plan from 2019.
Local Lettings Plan	Local Lettings plans are agreed local plans for the allocation and letting of homes within an agreed area to help create balanced and mixed communities.
Mandatory licensing of HMOs	Large HMOs must be licensed by the local authority. Up until recently these have been HMOs which are: rented to five or more people who form more than one household; are at least three storeys high; and tenants share toilet, bathroom or kitchen facilities. From October 2018 HMOs, mandatory licensing will apply to: any property occupied by five or more people forming two or more separate households; or any purpose-built flat in a block of up to two flats, occupied as an HMO by five or more people
National Planning Policy Framework (NPPF)	The national framework which sets out the government's policies around new developments, including the development of Affordable Housing. It was originally published in 2012, and updated most recently in 2018.
Registered Providers	Providers of social housing registered with the Homes England
Rent to Buy	Homes are let to eligible households at an intermediate rent/Affordable Rent with a view to purchasing the property at a later date.

Right to Buy (RTB)	Right to Buy: Scheme introduced by the Housing Act 1980 which enables secure Local Authority tenants (and some assured Housing Association tenants) to buy their rented home at a discount.
Section 106 Agreement	Section 106 of the Town & Country Planning Act 1990 allows a local planning authority to enter into a legally binding agreement with a developer. Such agreements can be used to require developers to provide Affordable Housing and/or community facilities on a site. Alternatively, financial contributions (commuted sums) can be agreed in place of delivering new homes on site. The Greater Cambridge councils will normally only accept financial contributions in place of Affordable Housing in exceptional circumstances.
Shared Ownership	A form of Intermediate Tenure Low Cost Home Ownership housing. Homes in which the occupier owns a share of the equity and pays rent on the remaining share.
Social Housing	See 'Affordable Housing' above.
Social Rented Housing	Rented housing owned by local authorities and Registered Providers, for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes England.
Social Rent	The rent charged for social rented housing. (Differs from Affordable Rent). Typically around 60% of an open market rent.
Starter Homes	<p>Introduced by the Housing & Planning Act 2016. Starter homes are aimed at first time buyers aged over 23 and under 40. Properties to be sold to purchasers at a discount of at least 20% of market value, with a discounted price cap of £250k (£450k in London).</p> <p>The NPPF provides for Starter Homes to count as Affordable Housing. Secondary legislation may be made, such as limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income.</p> <p>At the time of publication, secondary legislation has not been implemented.</p>

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Agenda Item 6



REPORT TO: Scrutiny and Overview Committee

18 December 2018

LEAD OFFICER: Joint Director of Planning and Economic Development for Cambridge and South Cambridgeshire

Cambridge Northern Fringe Area Action Plan - Issues and Options 2

Purpose

1. The purpose of this report is to seek agreement for the joint Cambridge Northern Fringe Area Action Plan Issues and Options 2 and supporting documents to be published for consultation. It will be reported to Cabinet on 9 January 2019.
2. This is a key decision, and it was first published in the November 2018 Forward Plan.
3. NOTE: The Issues and Options Report and supporting documents for the South Cambridgeshire Scrutiny and Overview Committee are in a draft form. Further work will be undertaken before they are published for the Cabinet agenda, in particular on the structure and flow of the document, simplifying language, and providing further examples, photos and maps.
4. The Area Action Plan is being produced jointly with Cambridge City Council. It will also be considered by the Cambridge Planning and Transport Scrutiny Committee on 15th January 2019.

Recommendations

5. It is recommended that the Scrutiny and Overview Committee recommends to Cabinet that it:
 - (a) Approves the Cambridge Northern Fringe Issues and Options 2 for Regulation 18 public consultation in accordance with the Town and Country Planning (Local Planning) (England) Regulations 2012 for a period of six weeks jointly with Cambridge City Council (Appendix 1);
 - (b) Approves the Statement of Consultation (Appendix 2)
 - (c) Notes the findings of the Interim Sustainability Appraisal and Equalities Impact Assessment (Appendices 3 and 4)
 - (d) Delegates authority to the Deputy Leader to consider and agree, as is consistent with this Council's Corporate Objectives, any changes proposed by Cambridge City Council.
 - (e) Delegates authority to the Joint Director of Planning and Economic Development in liaison with the Deputy Leader, to make editorial changes to the Issues and Options Report and supporting documents prior to the commencement of the consultation period (to comprise minor amendments and factual updates and clarifications).

Reasons for Recommendations

6. The Cambridge Northern Fringe represents a major brownfield development opportunity which can make a significant contribution to the future development needs of the Greater Cambridge area. Cambridge City Council and South Cambridgeshire District Council have committed to producing a joint Area Action Plan in their respective Local Plans 2018, and in their recently adopted Local Development Schemes (LDS). The Issues and Options 2 consultation represents the next stage in preparation of the plan. The draft report responds to the changing circumstances in the area, in particular the Housing Infrastructure Bid and the opportunities it could provide for the relocation of the Water Recycling Centre, and the Ely to Cambridge Transport Study's evidence of the need to seek a more balanced mix of uses, and focus on transport means other than the car.

Executive Summary

7. The Cambridge and South Cambridgeshire Local Plans identify Cambridge Northern Fringe East as an area for regeneration, and propose the production of a joint Area Action Plan (AAP). An Issues & Options Report was published for consultation in December 2014, and the consultation results were reported to members in 2015. Following consultation, work on the AAP was paused at this point to consider the way forward, and whilst the Councils' Local Plans were progressed.
8. Since the close of consultation on the Issues & Options 1 document, there have been a number of significant developments that both affect and inform the preparation of the AAP. In particular, submission of a Housing Infrastructure Fund bid to relocate the Water Recycling Centre off-site, and completion of the Ely to Cambridge Transport Study.
9. It is now proposed to carry out an Issues and Options 2 consultation, which provides a revised vision for the site, reflecting the more comprehensive regeneration that could be achieved if the HIF bid is successful and the Water Recycling Centre is relocated off site. In addition, the LDS proposes to include the Cambridge Science Park within the AAP area, to ensure best use is made of land, to manage the constraints of the current transport network, and to seek opportunities to support travel by means other than by car. To reflect the change in boundary area, the AAP has been renamed as Cambridge Northern Fringe (CNF). The Councils will make a decision on the AAP boundary following consultation.

Background

10. The Cambridge Northern Fringe East area is designated in the new local plans for both Cambridge and South Cambridgeshire as an area for regeneration. The area extent, and the quantum and phasing of development, is proposed to be established through the production of a joint Area Action Plan (AAP).
11. In the current local plans, the Councils have so far placed no reliance on any levels of development in this area in meeting the growth needs of the Greater Cambridge area. Therefore, the Area Action Plan is particularly significant as it will feed into meeting development needs that will be identified in the wider joint Greater Cambridge Local Plan that the Councils have committed to start work on in 2019.

12. Work on preparing the joint AAP initially commenced in early 2014. An Issues & Options Report was published for consultation in December 2014. Recognising the challenges involved in relocating the Water Recycling Centre (WRC), this set out four potential options for the future development potential of the area. The first three options focused on development opportunities that could coexist with the WRC remaining on site as is currently or in a consolidated form. Due to adverse odour constraint issues associated with the WRC, these options significantly constrain the potential development in the vicinity to primarily employment uses. The fourth option proposed relocation of the WRC, enabling a greater mix of development. The consultation also proposed the potential of expanding the AAP boundary beyond the Local Plan site allocation to include the Cambridge Science Park, to ensure development across the area was coordinated.
13. The results from the consultation were reported to members in 2015 (Joint Strategic Transport and Spatial Planning Group - 16 November 2015; South Cambridgeshire District Council's Planning Portfolio Holder Meeting - 17 November 2015; Cambridge City Council's Development Plan Scrutiny Sub-Committee – 17 November 2015). Previous representations are also available to view in full on the Councils' websites.
14. While the results from the consultation indicated a strong preference for variations of Options 2 and 4, City Cambridge City Council members considered the cost and challenge of relocating the WRC under Option 4 was unfeasible at that time, rendering the option a non-starter. Work on the AAP was paused at this point to consider the way forward, and whilst the Councils' Local Plans were progressed through the examinations.

Considerations

15. Since the close of consultation on the Issues & Options document, there have been a number of significant developments that both affect and inform the preparation of the AAP. These are:

The new North Cambridge Station and extension of the Guided Busway

16. These key elements of public transport infrastructure were still proposals or under development when the last Issues & Options consultation was undertaken. Now operational, and with increasing patronage, there is a need to maximise the investment in these new public transport facilities and ensure they become part of the sustainable transport network for the city.

The Ely to Cambridge Transport Study (ECTS)

17. The ECTS was commissioned by the Greater Cambridge Partnership (GCP) to consider the transport needs of the Ely to Cambridge corridor as a whole, in addition to the specific needs of the major developments included in the Local Plans of the new town north of Waterbeach and on the CNF.
18. The transport modelling considered the previous employment led options from Issues and Options in 2014 and suggested that a more residential-led development mix for the comprehensive approach to the site, which reduces external trips, would provide better transport outcomes. Therefore, plans for the area would need to minimise car use to the site, maximise the take-up of non-car modes including walking, cycling, bus and rail use, and promote land uses that encourage trips to be retained on-site where possible. This suggests it will be important to review the policies in the Local Plans which are for employment led development with supporting uses including

residential, and consider whether a more balanced development is now appropriate, and if so what the balance should be.

19. The ECTS identified significant transport constraints to the realisation of further growth across CNF. In accordance with the findings of the ECTS, it recommends the application of a highway 'trip budget' approach, which essentially identifies the level of vehicular trips that can be made to and from the areas east and west of Milton Road without leading to a severe further impact on the strategic road network. It is therefore based on the number of trips generated and not any particular level of development. The highway trip budget, alongside further mitigation through innovative transport policy measures and other transport infrastructure improvements, will inform the different levels and mixes of development that could be considered on CNF through the AAP.
20. The ECTS has also confirmed the importance of the Science Park to the transport issues of in the vicinity of CNF. If further growth in the CNF is to be enabled there is a need to bring this development forward in a very different way so as to significantly reduce the mode share of trips made to the site by car, and enable access by other means. Links to the Railway Station, busway, and other transport improvements will be key to this.

Government's Housing Infrastructure Fund

21. In July 2017, the government announced a new funding initiative – the Housing Infrastructure Fund (HIF) – which funds the unlocking of challenging sites for the delivery of significant housing. In September 2017, with the endorsement of the Cambridgeshire and Peterborough Combined Authority, Cambridge City Council and Anglian Water submitted a bid to cover the cost of relocating the WRC. This separate but parallel process, if successful, could release the site for comprehensive regeneration.
22. The Government announced in March 2018 that the HIF bid had been shortlisted and was advancing to the detailed business case stage. A formal announcement on the HIF is due in early 2019 and will inform future stages in the preparation of the AAP.
23. The planning process for the future location of the Water Recycling Centre is outside the scope of this Area Action Plan. The County Council is the Local Planning Authority for waste matters.

The Cambridge Northern Fringe AAP Area

24. New transport evidence identifies significant capacity issues in the network in the vicinity of Cambridge Northern Fringe East such that it will be necessary to consider such that a comprehensive approach to managing the future of the Cambridge Science Park together with the CNF East area identified in the Local Plans is required to ensure best use is made of land in this area having regard to the constraints of the current transport network. It is therefore proposed in the Issues and Options Report 2 that the Area Action Plan will be prepared which includes both the CNF East area and the Cambridge Science Park. A decision can then be made taking account of the results of consultation. In order to make clear that the Area Action Plan comprises a wider area than the Cambridge Northern Fringe East policies in the Local Plans, and to simplify the title, it is proposed to update the name of the Area Action Plan to Cambridge Northern Fringe.

Issues and Options 2

25. The Issues and Options 2 report responds to the changing circumstances, and is the starting point for reconsidering how the CNF could be developed in the future.
26. The Issues & Options 2 Report identifies the key issues, challenges and opportunities facing the CNF area and sets out the different ways (options) these could be responded to. It invites public and stakeholder views and comments on these but also offers the opportunity for people to offer up further information of relevance to the development of the Plan.
27. The draft Issues and Options 2 Report is included as appendix 1 of this report. It includes an Executive Summary, which details what the issues and options covers. Members are directed to that for a more complete summary, but in brief the draft Issues and Options 2 report includes:
 - The broader planning policy context that the AAP must be developed within;
 - What the area is like today, and the opportunities and constraints it presents. This includes consideration of the different land uses currently within the area;
 - A new vision is proposed for the AAP area: ‘Cambridge Northern Fringe - A thriving low carbon place for innovative living and working; inherently walkable where everything is on your doorstep’;
 - A number of objectives are proposed for the area around three headings:
 - A place with a strong identity that successfully integrates into Cambridge
 - A high quality, healthy, biodiverse place
 - An adaptable knowledge district.
 - Principles for place making, exploring how to make best use of the land available and to maximise the possibility of creating a self-supporting high quality new City District. A Concept Diagram is included, as a basis for indicating the kind of place that could be created, and as a hook for a series of issues regarding how the area could come forward;
 - Transport issues, seeking views on ways to make travel to and within the area focus on means other than the car. Given the existing constraints on the road network this will be key to making this new district a success;
 - Employment development issues explore the types of space that should be provided in CNF, and what is needed to support those uses;
 - Housing issues seek views on the types and mix of housing that should be sought;
 - Retail, Leisure and Community Services & Facilities, and what sort of facilities will be needed to support this new City District;
 - Climate Change and Sustainability, proposing options regarding sustainable design and construction standards that should be applied. This section responds to both Councils aim towards zero carbon by 2050;

- Implementation, delivery, variability and phasing, including issues regarding how infrastructure delivery and funding will be taken forward. It also sets out how the Council's will address planning applications that come forward ahead of the AAP reaching a more final stage.

Consultation

28. It is proposed to carry out consultation on Issues and Options 2 in Spring 2019, with dates to be confirmed but anticipated to be in February/March.
29. The Issues and Options report 2 would be accompanied by a number of supporting documents (these are also currently in draft form):
 - Consultation Statement (appendix 2): Sets out the consultation process for plan making, including how the Issues and Options 2 consultation will be carried out. It includes a summary of representations received in 2014, and how those issues have been considered and taken into account in preparing Issues and Options 2.
 - Interim Sustainability Appraisal (appendix 3): An appraisal of the sustainability effects of the issues and options 2 2018. This is an interim stage of the sustainability appraisal that must accompany the draft plan itself at the next stage.
 - Equalities Impact Assessment (appendix 4): Considers the impact of proposals on people that live in, work in or visit the area.

Next Steps

30. The next stage of the AAP's preparation will be to consider the responses received to consultation, as well as responses received to the first consultation, alongside the emerging evidence base, to inform an appropriate development strategy to be progressed in a draft of the AAP. This will start to set out the types and quantity of development to be provided within CNF as well as the policies and site allocations needed to give effect to the vision and strategic objectives for CNF as a whole as well as its constituent parts.
31. Both Councils have recently updated their Local Development Schemes, which include an updated timetable for production of the AAP. Key future stages include Consultation on Draft Area Action Plan - Spring 2020; Proposed Submission Consultation - Spring 2021; Submission to the Secretary of State - Summer 2021; AAP Adoption Summer 2022.

Options

32. Members may decide to:
 - Approve the Issues and Options Report and consultation statement for public consultation without amendments;
 - Approve the Issues and Options Report and consultation statement for public consultation with amendments;
 - Not agree to publish the Issues and Options Report and consultation statement for public consultation.

Implications

33. In the writing of this report, taking into account financial, legal, staffing, risk management, equality and diversity, climate change, community safety and any other key issues, the following implications have been considered: -

Risk Management

34. The results of the Housing Infrastructure Fund bid for the relocation of the Water Recycling Centre is yet to be determined. It is due to be determined in the Spring. If the bid is unsuccessful, it would impact on the delivery of the vision identified. The approach to the AAP would be reviewed if the HIF bid were unsuccessful.

Equality and Diversity

35. The Issues and Options 2 report has been subject to an Equalities Impact Assessment, which is included as an appendix to this report.

Climate Change

36. The Issues and Options 2 Report responds to climate change, proposing a series of options regarding the nature and form of development, which have the potential to provide climate change adaptation and mitigation.

Consultation responses

37. The drafting of the report has been informed by consultation responses received from the Issues and Options 1 consultation in 2014. A series of forums have also been established, to provide a mechanism to discuss the AAP with stakeholders. Details are included with the Statement of Consultation, which is included as an appendix to this report. It also sets out the consultation arrangements that will be applied to the Issues and Options 2 consultation.

Effect on Strategic Aims

Aim 1 – Living Well

38. The AAP will provide the opportunity to guide development to provide a high quality built and natural environment and the potential to pursue healthy towns objectives is included in the consultation document.

Aim 2 – Homes for our Future

39. The Cambridge Northern Fringe has the potential to make a significant contribution to the delivery of new homes.

Aim 3 – Connected Communities

40. The vision proposed for the Cambridge Northern Fringe seeks to deliver a community where services facilities and employment are available without the need to travel on a day to day basis, and with sustainable transport opportunities.

Background Papers

Where [the Local Authorities \(Executive Arrangements\) \(Meetings and Access to Information\) \(England\) Regulations 2012](#) require documents to be open to inspection by members of the public, they must be available for inspection: -

- (a) at all reasonable hours at the offices of South Cambridgeshire District Council;
- (b) on the Council's website; and
- (c) in the case of documents to be available for inspection pursuant to regulation 15, on payment of a reasonable fee required by the Council by the person seeking to inspect the documents at the offices of South Cambridgeshire District Council.

Background documents:

Cambridge Local Plan 2018 - <https://www.cambridge.gov.uk/about-the-local-plan-review>

South Cambridgeshire Local Plan 2018 - <http://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/>

Cambridge Northern Fringe Issues and Options 1 (2014), including background documents and representations received:

<https://www.cambridge.gov.uk/cambridge-northern-fringe-east-area-action-plan>

Responses to Issues and Options 1 were reported to the following meetings:

- Joint Strategic Transport and Spatial Planning Group - 16 November 2015 - <http://democracy.cambridge.gov.uk/ieListMeetings.aspx?CId=415&Year=0>
- South Cambridgeshire District Council's Planning Portfolio Holder Meeting - 17 November 2015 - <http://scambs.moderngov.co.uk/mgCommitteeDetails.aspx?ID=1059>
- Cambridge City Council's Development Plan Scrutiny Sub-Committee – 17 November 2015 - <http://democracy.cambridge.gov.uk/ieListMeetings.aspx?CId=184&Year=0>

Appendices

Appendix 1 – Draft Issues and Options 2 Report

Appendix 2 – Draft Statement of Consultation

Appendix 3 – Draft Interim Sustainability Appraisal

Appendix 4 – Draft Equalities Impact Assessment

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Cambridge Northern Fringe Area Action Plan Issues and Options 2

Draft for Scrutiny and Overview Committee

18 December 2018

Foreword

We are delighted to introduce this document, which forms an important early stage in developing the joint Area Action Plan, which will set out the blueprint for the comprehensive and co-ordinated regeneration of the Cambridge Northern Fringe area.

The principle of regeneration for this area is established in the recently adopted Local Plans. In a parallel but separate process, Cambridge City Council has been working with Homes England on their business case for Housing Investment Funding that will facilitate the relocation of the Cambridge Water Recycling Centre.

This significant initiative if ultimately successful, provides the opportunity for the Councils, as local planning authorities, to reconsider what role this site and the surrounding area will play in meeting Greater Cambridge's future growth needs.

New transport evidence has also shown the importance of planning for this area comprehensively. We are therefore proposing to include the Science Park within the Area Action Plan.

We were encouraged by the positive comments received to an earlier round of consultation on issues and options held in 2014, in particular, the desire to see comprehensive regeneration of the area east of Milton Road to the railway line.

We are excited about the enormous potential of the Cambridge Northern Fringe and are pleased to see the intent of landowners to bringing forward new development within the area. However, we recognise there are some significant challenges that need addressing and some key choices that need to be made that will ultimately determine the future of this area. It remains the view of both Cambridge City and South Cambridgeshire Councils that such matters are best made through the making of the Area Action Plan in consultation with the community rather than through individual planning applications.

Having taken account of the comments received to the previous consultation in 2014, the main purpose of this document is to set out our draft vision of what the future Cambridge Northern Fringe might look like and the challenges that need to be addressed in delivering that vision.

Our aspiration is to have a joint Area Action Plan that is more than just a policy tool. It is important to us, and our delivery partners, that the local community and key stakeholders can give their support to the final Plan and can work with us to deliver it over both the short and long-term. The comments we received at this early stage will significantly influence the approach we take to planning for the future development of the area.

We therefore strongly encourage you to continue to engage with us in the preparation of this important Plan for the Greater Cambridge as a whole.

[Insert photo, signature and title for both portfolio holders]

Contents Page

Executive Summary

Introduction

1. The Cambridge Northern Fringe provides a major opportunity to deliver sustainable development to help support the continued success of Greater Cambridge in a new and innovative way, particularly reflecting the accessibility of the area by public transport, cycling and walking. The area includes a major brownfield site within the urban area of Cambridge and successful business parks for knowledge-based businesses.
2. The principle of development in this cross-boundary area is now established in the recently adopted Cambridge and South Cambridgeshire Local Plans 2018, but the nature, balance and quantity of development still needs to be considered through production of a joint Area Action Plan (AAP).

A changing context

3. In a separate but parallel process to the AAP, a bid to the Government's Housing Investment Fund has been made to support the relocation of the Cambridge Water Recycling Centre, and a decision is expected in early 2019. If successful, the removal of this constraint would provide the catalyst for an ambitious regeneration of the area, and the Issues and Options document is predicated on this being the case. The planning process for the future location of the Water Recycling Centre is outside the scope of this Area Action Plan. The County Council is the Local Planning Authority for waste matters.
4. New transport evidence identifies significant capacity issues in the network in the vicinity of Cambridge Northern Fringe East (the area east of Milton Road allocated in the Local Plans). It suggested that a more residential-led development mix for the site, which reduces external trips, and would provide better transport outcomes. Therefore, plans for the area would need to seek to minimise car use to the site, maximise the take-up of non-car modes including walking, cycling, bus and rail use, and promote land uses that encourage trips to be retained on-site where possible.
5. Cambridge Science Park also has growth plans, and intensification of uses in this area is supported by the South Cambridgeshire Local Plan. The transport evidence shows that there needs to be a comprehensive approach to managing the future development of the Cambridge Northern Fringe, and it is proposed that the AAP now include both areas, and be called the Cambridge Northern Fringe (CNF) AAP. It needs a new approach in terms of the way people travel to and around the area, which is forward thinking, to ensure best use is made of land in this area having regard to the constraints of the current transport network. The area provides a real opportunity for low carbon living and working.

6. The CNF area is already recognised as a location that can accommodate change and has capacity to do so. However, such change must be managed in a clear and comprehensive manner. In particular, the successful regeneration of the CNF area is not just about providing for new development and physical growth, it is also about the realisation of the social benefits and improvements to the overall quality of place that new development can deliver. Such quality of place could draw on the principles that underpin successful Innovation Districts around the world and reflect the global nature of businesses that currently occupy this high-tech cluster.
7. In the current local plans, the Councils have so far placed no reliance on any levels of development in this area in meeting the growth needs of the Greater Cambridge area. Therefore, the Area Action Plan is particularly significant, as it will feed into the wider joint Greater Cambridge Local Plan that the Councils have committed to start work on in 2019.

Issues and Options 2 process

8. The Issues and Options stage is an early part of plan making where ideas about the broad land use principles for the future development of the area are tested. It invites the community and stakeholders to give their views to ensure we fully understand and appreciate the characteristics of the area as well as the significant opportunities it presents.
9. We first carried out an issues and options consultation for this area in 2014, and we have considered that feedback. Responding to the changing circumstances, we have drawn up a new vision and objectives for the plan and identified a range of issues and options, the response to which will influence the strategy to be taken forward as the plan is prepared.
10. To assist respondents, we have included a series of questions covering a range of themes. These are summarised below with examples of some of the questions being asked. However, for a comprehensive understanding please look at the main consultation document and questions.

Area Action Plan Boundary

11. The Issues and Option 2 document explains that the proposed AAP boundary is to include the CNF East area allocated in the Local Plans and the Cambridge Science Park. This reflects the need for a comprehensive approach to managing transport movements across the area to enable significant further development. We need to make sure the northern fringe area works as a whole if we are to achieve our vision. The councils' preferred approach is therefore that the Science Park is included within the AAP boundary, and subsequent chapters of this Issues and Options Report reflect

this. The consultation therefore asks whether this is the most appropriate boundary for the AAP and the Councils will make a decision following the consultation.

Vision

12. New vision is proposed for the AAP area:

‘Cambridge Northern Fringe - A thriving low carbon place for innovative living and working; inherently walkable where everything is on your doorstep’

Overarching Objectives

13. A number of objectives are proposed for the area around three headings:
- A place with a strong identity that successfully integrates into Cambridge.
 - A high quality, healthy, biodiverse place.
 - An adaptable knowledge district.

Place making

14. Cambridge Northern Fringe has the potential to create a new City District that sustains the current Research & Development Businesses that are an essential ingredient in the ‘Cambridge Phenomenon’. However to make best use of the land available and to maximise the possibility of creating a self-supporting new neighbourhood, Cambridge Northern Fringe needs to provide a mix of uses and at a density that creates the best conditions for this to happen and that creates an excellent and improved knowledge gateway to the City.
15. A design led approach is needed to maximise the opportunities provided by the area and to successfully integrate it into the surrounding existing residential and business areas to create a cohesive community. ‘Placemaking’ best defines this approach, with the Area Action Plan forming the first layer in the establishment of an overall framework to guide the successful and high quality redevelopment of the area.
16. A Concept Plan is included that begins to indicate the kind of place that could be created with the successful regeneration of the area. The ability to move around easily on foot, by bike or on public transport is central to making the area a well-connected place that reduces the need to travel by car. A high quality green route that supports sustainable transport modes will improve connections from the Cambridge North Station to the Science Park, and reduces the barrier that is Milton Road.

17. The concept of creating a walkable neighbourhood helps guide where new centres of activity should be placed, providing local services and amenities. These present opportunities to optimise accessibility in relation to the movement network and to create the kind of vitality and footfall needed to support a range of uses and activities that a self-sustaining new City District needs.
18. The area is not just about regeneration. The intensification and potential diversification of the range of uses on the Science Park can create a genuine opportunity to bring additional businesses to the area and strengthen the Cambridge Phenomenon. Development in areas to the east of Milton Road is proposed to be predominately residential led with land allocated to support business uses including the relocation of existing industrial use where these are suitable for co-location.
19. Green infrastructure can capitalise on the network of existing trees and landscape but could also extend this to create an overall framework for improving biodiversity and linkages to the wider countryside. It is proposed that the water management network be embedded into this framework, improving the amenity of the First Drain and adding richness to the landscape. This could include a new green space at a district scale – akin to Parker’s Piece - that would enrich the heart of this new place and provide the kind of multifunctional space that is so typical of Cambridge and central to public life.
20. Questions elsewhere in this chapter ask for views on each of the individual elements shown on the concept plan, including the nature of mixed-use that should be considered in different parts of the AAP area; how we create a new district for Cambridge with its own identity; and how we create an innovation district that makes best use of the neighbouring Cambridge Regional College.
21. It also explores the appropriate approach to building heights and skyline in this area. The recent additions of Cambridge North railway station and the Guided Busway create the potential to optimise development in proximity to this infrastructure. There are opportunities for development to be at a scale and height that would usually reflect a city centre location, and this brownfield site on the edge of Cambridge provides opportunities that may not be available in the historic city centre. Clusters of taller buildings around areas of high accessibility including district and local centres and transport interchanges could form part of the design of this new city district, with heights and massing carefully modelled to create varied and well-articulated forms appropriate to their location within the area, including being sensitive to surrounding areas.
22. As a city edge location, development will also need to maintain and enhance the overall character and qualities of the skyline, including demonstration of how they have taken account of the prevailing context and more distant views. Appropriate

building heights, including the consideration of taller buildings, will be informed by the findings of the further studies that the Councils have commissioned.

23. At the local level, and intrinsically linked into the placemaking led approach, are decisions around movement and connectivity within CNF and linkages to the surrounding area:
- Improvements which establish new or upgraded walking, cycling and public transport connections between Cambridge North Station, the employment areas, Cambridge Regional College, and the surrounding neighbourhoods.
 - Leisure and active routes for walking, cycling and equestrian that integrate with the wider countryside beyond.
 - Measures to reduce the dominance of Milton Road from creating one or more green bridges over the road, putting it in a cutting to limit its visual impact, to changing the nature of the road itself by prioritising non car modes and rationalising junctions.
 - Regeneration of areas fronting Milton Road, to create a high quality frontage that helps create a new urban character.
 - A high quality internal movement network that seamlessly links with existing and proposed external sustainable transport modes, helping people access and move around the area, reduce car parking provision significantly as part of new development proposals and to enable a reduction or redistribution in the existing number of car parking spaces found in the employment areas across the entire CNF area.
 - Radically rethinking of car use patterns creates opportunities to think creatively about how and where private cars should be stored and help to reduce the visual and practical impact of car parking on the area. It is referred to as car storage, as cars would not be needed for day-to-day use. Developments in Freiburg show how using 'car barns' on the periphery of development areas allows streets and spaces to be rebalanced in favour of walking and cycling.

Transport

24. The Ely to Cambridge Transport Study (January 2018) considered the transport needs of the Ely to Cambridge corridor as a whole, including the needs of the major developments on the corridor such as the new town north of Waterbeach, and CNF. Currently around 76% of work trips to the northern fringe area are made by car. This is significantly higher than many other areas in and around Cambridge, such as the Biomedical Campus or CB1. The opening of the railway station, public transport, and cycling and walking improvements means there is a real opportunity to improve this situation.
25. New infrastructure will be needed to enable people to get to the area by means other than the car, and a mix of uses provided within the site so that people can

access a range of services and facilities reducing their need to travel. It will also need to consider how to move within the CNF, between the Station and the Science Park for example. The potential for new technologies, such as autonomous vehicles, should be explored.

26. There are a range of transport schemes which have potential to support development in the CNF area, many of which are being undertaken by other bodies such as Highways England, Greater Cambridge Partnership or the Cambridgeshire & Peterborough Combined Authority. These include the Cambridge North Station opened in 2017, Guided Busway, Milton Road public transport improvements, and improvements in the wider Greater Cambridge public transport network that will provide better connectivity to jobs and homes elsewhere such as the northern public transport orbital. Cycling improvements will also be key and the area will link into existing proposals such as the Chisholm Trail and the cross-city cycling improvements project.
27. In view of the evidence, the emphasis is on seeking a very low share of journeys by the car to, from and within the area. A trip budget approach is proposed for car trips, based on the number of journeys the network can accommodate, rather than any particular level of development. The emphasis also needs to be on designing and planning for a place that makes the best of current technologies and is also future proofed to respond to changing technologies over time and we ask how that can be achieved.

Employment

28. The Cambridge Northern Fringe will need to meet the needs of a range of users. Cambridge firms come in a range of sizes, from start-ups with a few individuals, to major firms with hundreds of employees. Many high technology firms carry out research and development (R&D) in office-like buildings. However, there is also demand for specialist laboratory space, alongside office uses. We therefore explore the types of employment spaces we should be seeking to support in this area.
29. There are a number of industrial uses currently within the area. These provide an important function for Cambridge, and there is a limited supply of industrial land currently in the City. However, much of the land in the area is under-utilised in terms of development density. Examples from around the country have shown that there are ways to accommodate some industrial uses within higher density urban environments using innovative solutions. Careful consideration would need to be given to the compatibility with adjoining uses such as residential development. Alternatively, provision could be made to relocate these uses elsewhere, which may be necessary for those uses deemed 'bad neighbours', such as the concrete batching plant.

Housing

30. CNF provides an opportunity to make a significant contribution to addressing the future housing needs of the Greater Cambridge area. Given the number of new homes that could be delivered in the area, it is proposed that the AAP seeks a wide range of housing types, sizes and tenures. This would include a variety of affordable housing tenures, such as social housing for rent and other affordable routes to home ownership, purpose built private rented sector housing (PRS) and open market housing, including custom and self-build. There is also an opportunity to plan and deliver a range of housing products aimed at specific groups, for example essential local workers, as well as housing tethered to employment use within the area.

Retail, Leisure and Community Services and Facilities

31. New development and growth will drive a need for new local retail services, but will also require investment in community and physical infrastructure to meet needs. This will include services such as education, healthcare, recreation and open space. During the next stage of the AAP's preparation, once the type and quantum of the development planned is better known, the size and number of each type of infrastructure required can be determined and the sites suitable to host these services and facilities identified.

Climate Change and Sustainability

32. The Councils plans need to respond to the challenge of mitigating and adapting to our changing climate. CNF should be an exemplar in sustainable living, supporting the transition to a zero carbon society in the face of a changing climate. Cambridge City Council has set an aspiration in its Climate Change Strategy¹ for Cambridge to achieve zero carbon status by 2050. South Cambridgeshire District Council has also resolved² to support the transition to "Zero Carbon by 2050" in the next Local Plan. There are options around the approach to the standards the Councils could seek in the AAP, to use one or other Local Plan's approach, combine the two, or include a new higher standard and develop further evidence alongside the new joint Local Plan. It is also important to ensure appropriate sustainable drainage systems and networks are incorporated. A key principle will be to achieve net gains in biodiversity, notwithstanding the higher density approach proposed for this area.

¹ Zero Carbon Cambridge <https://www.cambridge.gov.uk/climate-change>

² South Cambridgeshire District Council: Full Council Meeting 29 November 2018
<http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=410&MId=7252>

Implementation and Delivery

33. The success of the AAP will be measured based on the delivery of development outcomes within the Plan's timeframe. The Councils are therefore proposing to prioritise land within the AAP that can feasibly be developed early, whilst being conscious of not preventing other development sites from coming forward if market conditions allow for this. The report asks whether a relocation strategy should be prepared in preference to leaving this to the market to resolve.
34. The intention through the AAP is to put in place a Section 106 regime, specific to CNF, to ensure all proposed developments across CNF contributes equitably to the provision and/or funding of all appropriate infrastructure requirements. Once the mix and quantum of land use has been established, the mechanism for ensuring an appropriate apportionment of costs of supporting infrastructure to the land use types and by development distribution and phasing will need to be established. Views are sought on this approach, and what is the most appropriate basis to apportion the cost of infrastructure between different land uses to ensure an equitable outcome.
35. As we move to the draft plan the Councils will also need to test the viability of the draft allocations and policy requirements, including the provision of the range of physical and social infrastructure needed, ensuring these do not inhibit development coming forward. Flexibility will need to be included to account for changes affecting viability over the build out of CNF but it is equally important that this does not compromise the certainty the AAP is intended to provide. The report asks how this should be approached.
36. To achieve the comprehensive regeneration of CNF and/or to optimise the development potential of land parcels to be realised, land assembly may be required. Views are sought on how this should be done, including whether the Councils should use their Compulsory Purchase powers.
37. While the Councils welcome the significant developer interest being shown in the regeneration of CNF, the Councils consider that the future development context of the CNF should be plan-led and not determined through planning applications for individual sites ahead of the AAP. Applications for development ahead of the adoption of the AAP will therefore be determined in accordance with the extant policies of the relevant local plan(s). It will also be necessary to demonstrate that the proposed development would not prejudice development within the CNF area or the achievement of the comprehensive vision for the area as a whole as set out in the Local Plans.

38. Recognising the lengthy building out period for CNF, the Councils are proposing to support and encourage temporary uses, known as 'meanwhile use'. Views are thought on how this should be done.

Next steps

39. It is proposed to carry out a six-week consultation on Issues and Options 2 to take place xxxx to xxxx 2019. Following the consultation, the representations received will be considered and will help inform the preparation of a draft AAP, with a view to undertaking a further public consultation in Spring 2020 before moving to the formal stages of Proposed Submission plan and examination.

1. Introduction

- 1.1 Sustaining Greater Cambridge's³ success and growth comes with the significant challenge of identifying further suitable locations for sustainable development. The northern fringe of Cambridge, shown in Figure 1.1, contains one of the last remaining substantial brownfield sites within the City. The principle of regenerating this area has been established in the recently adopted Cambridge and South Cambridgeshire Local Plans 2018, but the nature, balance and quantum of development still needs to be considered through a joint Area Action Plan (AAP).
- 1.2 New transport evidence identifies significant capacity issues within the network serving Cambridge Northern Fringe East. Cambridge Science Park also has growth plans, and intensification of uses in this area is supported by the South Cambridgeshire Local Plan. The transport evidence shows that there needs to be a comprehensive approach to managing the future development of the Cambridge Northern Fringe, and it is proposed that the AAP now include both areas, and be called the Cambridge Northern Fringe (CNF) AAP. It needs a new approach in terms of the way people travel to and around the area, which is forward thinking, to ensure best use is made of land in this area having regard to the constraints of the current transport network.
- 1.3 Options for the area's regeneration have been put forward in the past, including an earlier Issues & Options report published in 2014. However, the nature of existing uses on site, in particular Anglian Water's Water Recycling Centre, has curtailed proposals for comprehensive redevelopment, including the introduction of a wider range of land uses.

Figure 1.1 Location of Cambridge Northern Fringe

- 1.4 In autumn 2017, the Government invited bids from local authorities to help unlock challenging sites such as CNF. In September 2017, with the endorsement of the Cambridgeshire and Peterborough Combined Authority, in a separate but parallel process to this AAP, Cambridge City Council and Anglian Water submitted a bid to cover the cost of relocating the Water Recycling Centre. The partners have been working with Homes England on their business case for the funding, and it is anticipated that a decision on this will be received in early 2019. The removal of this constraint would provide the catalyst required to realise a more ambitious regeneration of the CNF area. It also necessitates a revisiting of the emerging policy framework being progressed for the area through the joint AAP. In particular, a reconsideration of the development potential and role of CNF in addressing Greater Cambridge's future growth needs.

³ Greater Cambridge is Cambridge and South Cambridgeshire

- 1.5 The planning process for the future location of the Water Recycling Centre is outside the scope of this AAP. The County Council is the Local Planning Authority for waste matters and there will be a separate process put in place that will allow interested parties to engage in the Water Recycling Centre's relocation.
- 1.6 The Local Plans for both Cambridge and South Cambridgeshire recognise CNF as being a location that can accommodate change and has capacity to do so. However, such change must be managed in a clear and comprehensive manner. In particular, the successful regeneration of the CNF area is not just about providing for new development and physical growth, it is also about the realisation of the social and economic benefits and improvements to the overall quality of place that new development can deliver. Such place could draw on the principles that underpin successful Innovation Districts around the world and reflect the global nature of businesses that currently occupy this high-tech cluster.
- 1.7 As stated above, the existing local plans placed no reliance on the development in this area in contributing to the current growth needs of Greater Cambridge. Subsequently, the strategic development planned for through the CNF AAP will feed into the wider joint Greater Cambridge Local Plan that the Councils have committed to start work on in 2019.

Why prepare an Area Action Plan?

- 1.8 Over the past decade, there has been much discussion about the future of CNF, its poor environmental quality, the incremental intensification of development on the Cambridge Science Park, as well as proposals for and around the new train station. Various studies have been commissioned, and infrastructure projects undertaken to respond to particular issues or concerns, but to date no clear comprehensive and deliverable overall plan has emerged or been prepared for the area or its constituent parts. As a result, development and investment in infrastructure has taken place on an ad-hoc basis in the absence of an understanding of how these schemes might contribute to the delivery of a shared vision for how the area, and the places within it, could look and feel in the future.
- 1.9 While the Local Plans allocate the Cambridge Northern Fringe East for regeneration, and the Cambridge Science Park for employment intensification, they do not set out any details about the amount of development to be provided, its distribution, phasing, resultant form and function, or how wider community and sustainability outcomes will be co-ordinated and their delivery secured. The preparation of an AAP is intended to provide a detailed and pro-active planning policy framework to guide development, regeneration and investment decisions across the area over the next ten years and beyond.
- 1.10 Further, an AAP will provide the opportunity to engage the community and stakeholders in the consideration of such matters in a formal and structured process.

It is expected that, through consultation on issues and options and then a draft AAP, the final AAP will establish a more definitive shared vision and objectives for the area as a whole as well as its constituent parts, and will set out the policies, proposals and site allocations required to ensure growth and development is promoted, coordinated and managed to deliver that vision and the social, environmental and economic outcomes sought.

Previous Issues & Options Consultation in December 2014

1.11 Work on preparing a joint AAP initially commenced in early 2014, with an Issues & Options report published in December 2014 for consultation. Recognising the challenges involved in relocating the Water Recycling Centre, this set out four potential options for the future development potential of the area. The first three options focused on development opportunities that could coexist with the Water Recycling Centre remaining on site as it is currently or in a consolidated form. Due to adverse odour constraint issues associated with the facility, these options significantly constrain the potential development in the vicinity to primarily employment uses. The fourth option proposed relocation of the Water Recycling Centre, enabling a greater mix of development.

What you told us previously

We asked for your views on four different levels of development.

You told us:

- Option 1 Lower Level of Redevelopment (Water Recycling Centre remains on site) - Limits development potential released by infrastructure, but it was deliverable. However, inconsistent with vision and development objectives.
- Option 2 Medium Level of Redevelopment (Water Recycling Centre remains on site) - Offered a better balance between delivery and ambition. Leaves significant area of under-used land.
- Option 3 Medium Level of Redevelopment (reconfiguration of the Water Recycling Centre onto a smaller site) - Benefits from reduction of Water Recycling Centre, but concerns over deliverability. Support for a mixed use approach, but imbalance between residential and employment.
- Option 4 Maximum Level of Redevelopment (Water Recycling Centre relocated off site) – A more comprehensive approach. Concerned about viability and deliverability. Imbalance between homes and jobs provision.

1.12 While the results from the consultation indicated a strong preference for variations of Options 2 and 4, Cambridge City Council members considered the cost and challenge of relocating the Water Recycling Centre under Option 4 was unfeasible, rendering the option a non-starter. Work on preparing the AAP was paused at this point to consider the way forward, and whilst the Councils Local Plans were progressed.

What has happened since?

- 1.13 Since consultation closed on the Issues and Options document, there have been a number of significant developments that both affect and inform the preparation of the AAP. These are:

Opening of the new North Cambridge Station and extension of the Guided Busway

- 1.14 These were still proposals or under development when the last Issues & Options consultation was undertaken. Now operational, and with increasing patronage, there is a need to maximise the investment in these new public transport facilities and ensure they become part of the sustainable transport network for the city.

The Ely to Cambridge Transport Study (ECTS)

- 1.15 The ECTS was commissioned by the Greater Cambridge Partnership (GCP) to consider the transport needs of the Ely to Cambridge corridor as a whole, in addition to the specific needs of the major developments included in the local plans for the new town north of Waterbeach and at CNF. Published in January 2018, the work produced a Preliminary Strategic Outline Business Case for the corridor as a whole, as well as separate transport studies for the two main constituent parts of CNF (i.e. east and west of Milton Road) as well as for the new town north of Waterbeach.
- 1.16 The existing (baseline) transport situation across the CNF area was explored in this work, and was informed by modelling undertaken using the Cambridge Sub Regional Model (CSRM2), which considered the previous employment led options from the Issues and Options in 2014. This suggested that a more residential-led development mix for the site, which reduces external trips, and would provide better transport outcomes. Therefore, plans for the area would need to seek to minimise car use to the site, maximise the take-up of non-car modes including walking, cycling, bus and rail use, and promote land uses that encourage trips to be retained on-site where possible. This suggests it will be important to review the policies in the Local Plans which are for employment led development with supporting uses including residential, and consider whether a more balanced development is now appropriate, and if so what the balance should be.
- 1.17 The Transport Study identified significant transport constraints to the realisation of further growth across CNF. In accordance with the findings of the ECTS, it recommends the application of a 'highway trip budget' approach. This essentially identifies the level of vehicular trips that can be made to and from the areas east and west of Milton Road without leading to a severe further impact on the strategic road network. It is therefore based on the number of trips generated and not any particular level of development. The highway trip budget, alongside further mitigation through innovative transport policy measures and other transport

infrastructure improvements, will inform the different types and amount of development that could be considered on CNF through the AAP.

The Government's Housing Infrastructure Fund

- 1.18 In July 2017, the government announced a new funding initiative – the Housing Infrastructure Fund (HIF) – which funds the unlocking of challenging sites for the delivery of significant housing. In September 2017, with the endorsement of the Cambridgeshire and Peterborough Combined Authority, Cambridge City Council and Anglian Water submitted a bid to cover the cost of relocating the Water Recycling Centre. This separate but parallel process if successful could release the site for comprehensive regeneration.
- 1.19 The Government announced in March 2018 that Cambridge's HIF bid had been shortlisted and was advancing to the detailed business case stage. Securing the HIF will provide certainty that the Water Recycling Centre can be relocated off the CNF site. This is the context within which the AAP is being progressed, and the basis on which this Issues and Options consultation has been prepared. It also prompts the need to revisit the development potential of CNF and, in particular, the balance of the land use mix to be delivered from that previously proposed under the 2014 Issue & Options consultation. It is therefore necessary to assess a new set of development options for the future of CNF through the AAP. A formal announcement on the HIF is due in early 2019, with the decision informing future stages in the preparation of the AAP.

What has happened to the responses to the 2014 consultation?

- 1.20 The Councils have prepared a summary of the comments received and our response to these. This is available to view in the Statement of Consultation that accompanies this report. Previous representations are also available to view in full on the Councils' websites. While the HIF significantly changes the future potential development opportunities and options for the area, the vast majority of comments received remain valid and have been taken into account in preparing this Issues & Options document.
- 1.21 When drafting the next iteration of the AAP, the Councils will take into account all comments received to both Issues & Options consultations.

Purpose of the Area Action Plan

- 1.22 Overall, the aim of preparing the AAP is to provide clarity, guidance and certainty to landowners, developers, service providers and the community about how places and sites within the CNF area will develop, and against which investment decisions can be made and development proposals can be assessed.
- 1.23 The aims for the AAP are therefore:

- To contribute to meeting the future strategic development and land use needs of Greater Cambridge for employment, housing and infrastructure;
- To agree a shared, ambitious and innovative vision and strategic objectives for the regeneration of the CNF area;
- To provide clarity and increased certainty through the AAP about how CNF, and the strategic sites within it, are to develop, including the scale, form and distribution of new development and land use expected across the CNF area;
- To test various development scenarios, informed by evidence and consultation, to arrive at the optimum development potential of the area and sites within it, with respect to the mix and scale of uses, with environmental impacts minimised, mitigated or, where appropriate, enhanced;
- To identify and secure the coordinated delivery of the necessary social and physical infrastructure and service improvements required to support the new development;
- To determine the appropriate phasing of development, taking into account the need to ensure regeneration occurs in a coordinated manner across the whole CNF area, including on sites with greater constraints than others; and
- To provide a sound basis upon which to assess and direct decisions on planning applications.

The purpose and scope of the Issues and Options Consultation document

1.24 The Issues & Options stage represents an early stage in the AAP's production. It identifies the key issues, challenges and opportunities facing the CNF area and sets out the different ways (options) we can deal with these. It invites public and stakeholder views and comments on these but also offers the opportunity for people to suggest alternatives or provide further information of relevance to the development of the Plan.

1.25 The publication of this document is also accompanied by a Sustainability Appraisal, published in a separate document, which forms part of evidence base and will help inform the preparation of the strategic development options through identifying potential positive and negative social, economic and environmental impacts. Comments on the Sustainability Appraisal are also invited. This and other supporting documents are made available for inspection at the same locations as the AAP. All consultees are recommended to read these alongside the Issues & Options document to ensure you have all the information necessary to make informed comments.

Status of this document and its relationship to other Local Plan documents

1.26 The final adopted AAP will be a development plan document that will form part of the statutory development plan for both Cambridge and South Cambridgeshire.

- 1.27 However, at this early and informal stage of the AAP's preparation, the Issues & Options document cannot carry any commitment or weight in the determination of planning applications.

Have Your Say

- 1.28 We are interested to hear your views on the CNF area. What do you like and dislike about the area? What needs to change or should be retained or improved? Are there any issues or challenges you think we have overlooked? What would you like to see provided through redevelopment of the area? What wouldn't you like to see provided? Are there lessons, both good and bad, we can learn from other recent developments in and around Greater Cambridge? Or from further afield?
- 1.29 To help with responding to the consultation, we have proposed a number of questions that we would like your views on. You may comment on one, some, or all the questions, as well as offering up other comments and ideas you want us to consider.
- 1.30 This document and all supporting documentation can be found on the Councils websites. Hard copies of the Issues & Options Consultation document are available for inspection at the Councils offices and at selected public libraries. A response form containing all the questions posed can also be obtained at the above locations and can be downloaded from the Councils websites.
- 1.31 During the six-week consultation period, a series of exhibition events are planned. The times and locations of the drop in events are set out in the public notice and on the council websites. These events will be informal and offer the opportunity for the public to come in and discuss the issues and options outlined, and any other matters you consider of relevance to the AAP, with officers.
- 1.32 For more information, including the accompanying documents, go to the Councils websites:
- www.cambridge.gov.uk/cambridge-northern-fringe-east-area-action-plan
 - www.scambs.gov.uk/cnfeaap

How you can make your comments

- 1.33 Comments on the document can be made in the following ways:
- Electronically by filling in the response form online on Councils' websites or through the Councils' consultation portal at <https://cambridge.jdi-consult.net/localplan/>;
 - By email to **xxx** or **xxx**;
 - Filling in the response form and sending it back to us at the addresses below;
 - In writing to either:

Cambridge City Council:

Address: Planning Policy Team
Planning Services
Cambridge City Council
PO Box 700
Cambridge
CB1 0JH
Tel: 01223 457384

South Cambridgeshire District Council:

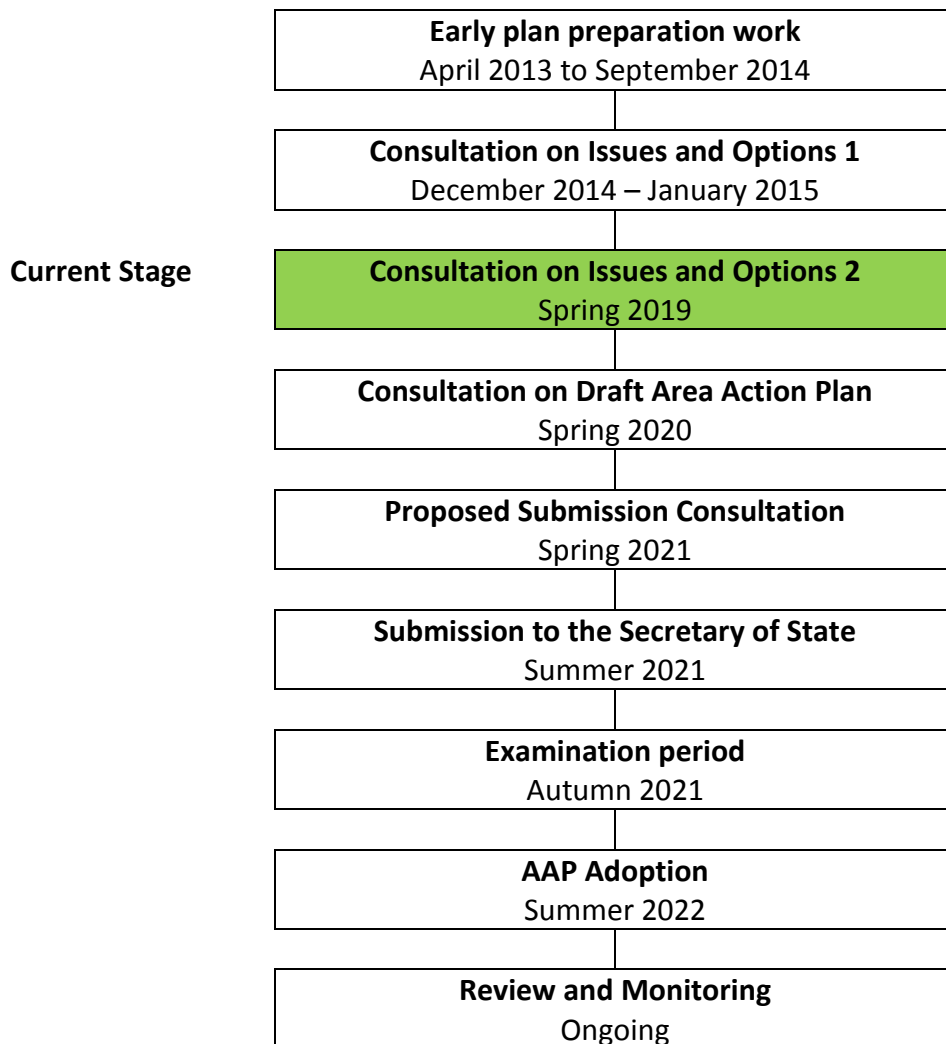
Address: Planning Policy Team
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA
Tel: 01954 713183

- 1.34 The closing date for receipt of comments is the **xxx 2019**. All duly made comments received will be taken into account in deciding the way forward for the CNF area.

What happens next?

- 1.35 The next stage of the AAP's preparation will be to consider the responses received to consultation, alongside the emerging evidence base, to inform an appropriate development strategy to be progressed in a draft of the Plan. This will involve the consideration of spatial development options, including proposals for identified development sites, urban design guidance, and infrastructure and public realm proposals that will help deliver the vision for the area.
- 1.36 The draft Plan will also be published for further public consultation, programmed for Spring 2020. The plan-making stages following this are set out in Figure 1.2 along with an indicative timetable.

Figure 1.2 Stages of preparation of the Cambridge Northern Fringe AAP



Supporting Evidence Base	
Document	Description
Cambridge Local Plan 2018	Adopted Local Plan for Cambridge. Includes Policy 15 – Cambridge Northern Fringe East and new railway station Area of Major Change.
South Cambridgeshire Local Plan 2018	Adopted Local Plan for South Cambridgeshire. Includes Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station
Cambridgeshire and Peterborough Minerals and Waste Local Plan	Cambridgeshire County Council is the Minerals and Waste Local Planning Authority for this area. The adopted Minerals and Waste Plan comprises a Core Strategy 2011 and Site Specific Proposals Plan 2012. These plans are under review. The County Council consulted on the Preliminary Draft Local Plan , the first of three rounds of consultation in May to early June 2018.
Cambridge Northern Fringe AAP Issues and Options 1 2014	Prepared in 2014, set out issues and a series of options for future development of the area. Was subject to consultation between December 2014 and February 2015.
Cambridge Northern Fringe AAP Sustainability Appraisal Scoping Report 2014	This Scoping Report informs the SA process by outlining the scope of the assessment in terms of relevant plans, programmes and policies; key environmental, social and economic evidence base and sustainability issues, opportunities and problems. This information has been used to create an SA framework of objectives to be used to identify the significant sustainability effects of implementing the AAP and the effects of its alternatives.
Cambridge Northern Fringe AAP Issues and Options 1 Interim Sustainability Appraisal 2014	An appraisal of the sustainability effects of the first issues and options. An interim stage of the sustainability appraisal, which must accompany the draft plan.
Cambridge Northern Fringe AAP – Consultation and Engagement Strategy 2014	Sets out Cambridge City Council and South Cambridgeshire District Council joint approach to consulting and engaging the community on the Cambridge Northern Fringe East AAP. Note: The Councils are also preparing a Joint Statement of Community Involvement for consultation in 2019 (see below)
Cambridge Northern Fringe AAP – Statement of Consultation 2018	Sets out the Councils consultation process for plan making. It includes a summary of representations received in 2014, and how those issues have been considered. A Statement of Consultation was published in 2014 and has been updated in 2018.
Cambridge Northern Fringe AAP Issues and Options 2 Interim Sustainability Appraisal 2018	An appraisal of the sustainability effects of the issues and options 2 2018. An interim stage of the sustainability appraisal, which must accompany the draft plan.
Equalities Impact Assessment (EQIA) 2018	Considers the impact of proposals on people that live in, work in or visit the area. An EQIA has been carried out on the Issues and Options 2 document.

	A Cambridge version and a South Cambridgeshire version of EQIA was published to accompany the 2014 consultation.
Cambridge Statement of Community Involvement 2013	Sets out the Council's general approach to public consultation. Currently being reviewed towards production of a Joint Statement of Community Involvement. This will be subject to consultation in 2019.
South Cambridgeshire Statement of Community Involvement 2010	Sets out the Council's general approach to public consultation. Currently being reviewed towards production of a Joint Statement of Community Involvement. This will be subject to consultation in 2019.

2. Policy Context

2.1 This section provides a brief summary of the broader policy context within which the AAP is to be prepared.

National Policy

2.2 The AAP, whilst reflecting local needs and circumstances, must be consistent with national policy prepared by the Government in the [National Planning Policy Framework](#) (NPPF 2018) and [National Planning Policy Guidance](#) (NPPG), which identify a range of environmental, social and economic policies that will need to be considered. In preparing this Issues and Options document, account has been had to the published national planning policies as well as other matters at the national level that might affect the context and content of the AAP. This includes proposed further changes to the regime around development contributions, the introduction of further permitted development rights, proposals for the Cambridge - Milton Keynes - Oxford corridor, and East-West Rail.

2.3 Given that the AAP is at an early stage of preparation, it is expected that any proposals or developments regarding reforms affecting the planning system, as well as development viability, will be able to be taken into account as the Plan is progressed.

Cambridgeshire and Peterborough Combined Authority

2.4 The devolution deal agreed with the formation of the Cambridgeshire and Peterborough Combined Authority (CPCA) included a vision to increase economic output by nearly 100% over the next 25 years, and accelerate the delivery of the mix of new homes and sustainable communities. The CPCA will be producing a Non-Statutory Spatial Plan (NSSP) for its area.

2.5 To support the NSSP, the Cambridgeshire & Peterborough Independent Economic Review (CPIER) was completed in September 2018. This identified that the rate of new homes being built in the county needs to increase to support the number of jobs being created and to tackle the high cost of housing – and that Greater

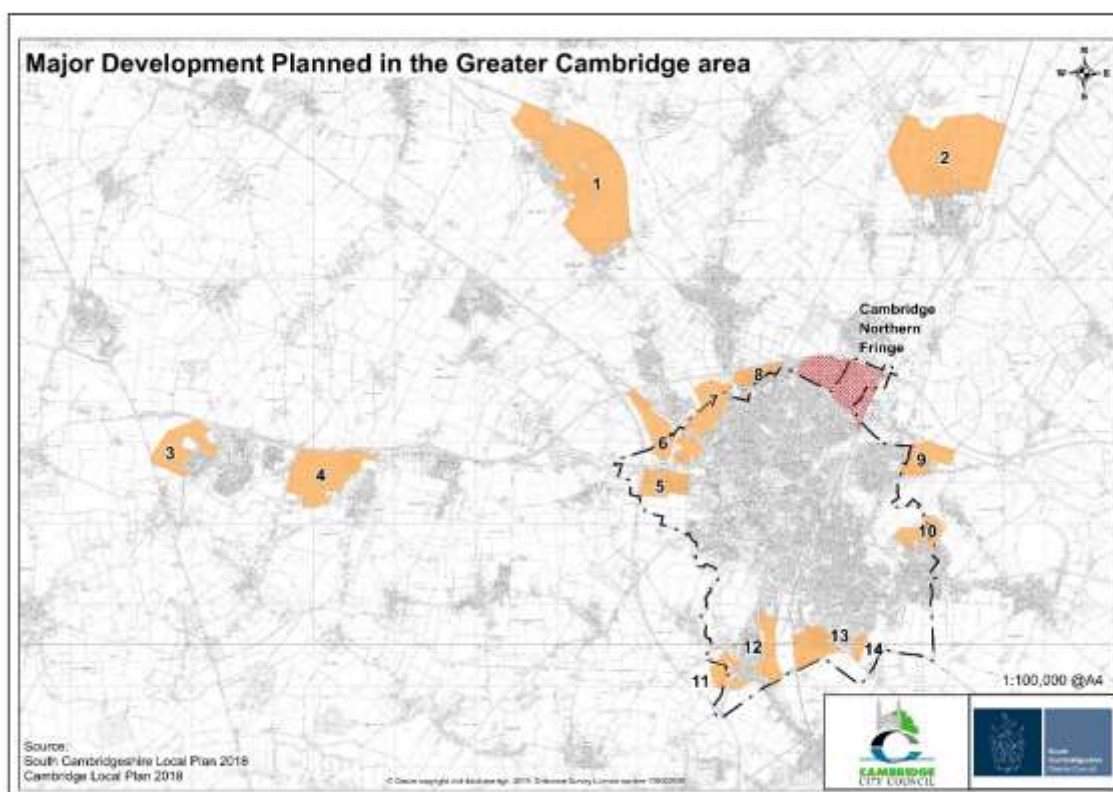
Cambridge must play the pivotal role in generating economic growth across Cambridgeshire and Peterborough.

- 2.6 The CPCA are also developing a new Local Transport Plan for Cambridgeshire and Peterborough. When adopted this will provide the strategic transport planning framework within which the CNF sites will need to be brought forward. In the meantime, the Mayor’s Interim Transport Strategy Statement (May 2018) provides an indication of the direction of travel of strategic transport planning across the CPCA area.
- 2.7 The CNF area can play an important role in delivering both housing and jobs in the years ahead.

Local Plans

- 2.8 Both Councils adopted new Local Plans in 2018. These allocate a range of major development sites in the Greater Cambridge area (see Figure 2.1).

Figure 2.1: Major Sites allocated in the Adopted District Local Plans



Key.

1	Northstowe	8	Orchard Park
2	New Town north of Waterbeach	9	Cambridge East – North of Newmarket Road
3	Cambourne West	10	Cambridge East – North of Cherry Hinton
4	Bourn Airfield New Village	11	Trumpington Meadows

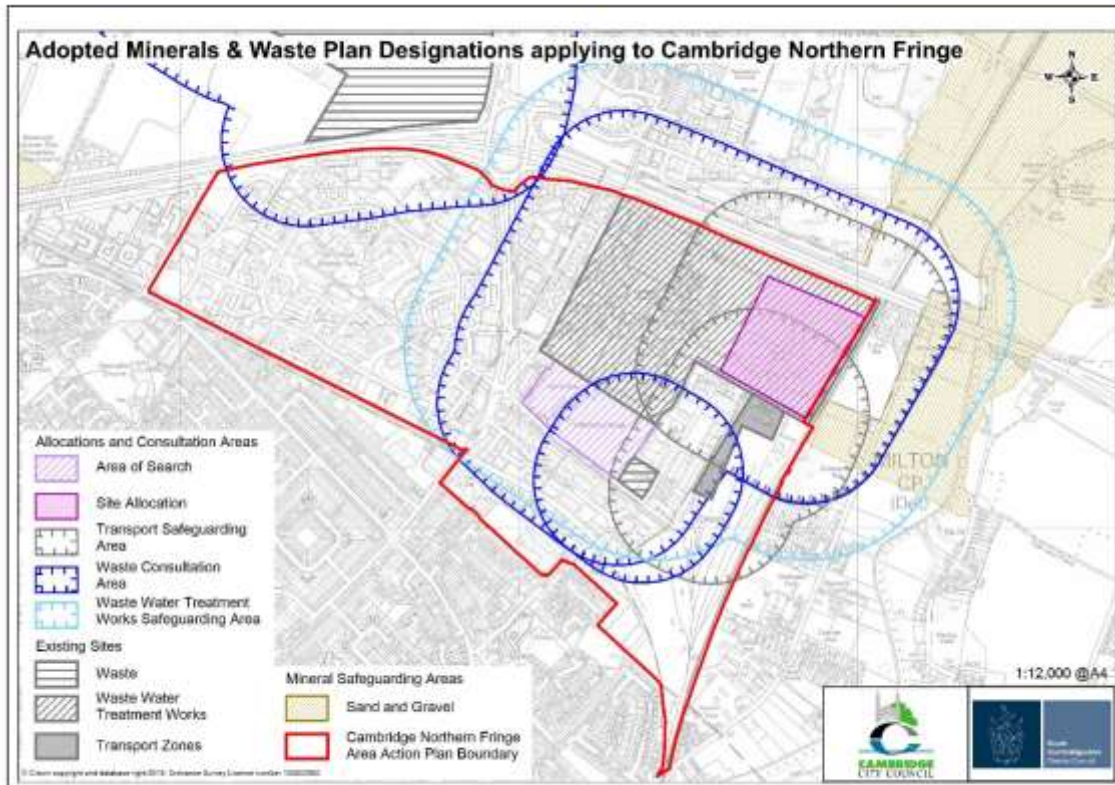
5	West Cambridge	12	Clay Farm
6	North West Cambridge	13	Cambridge Biomedical Campus
7	Darwin Green	14	Land at Worts Causeway

- 2.9 The CNF area crosses the administrative boundary of Cambridge City Council and South Cambridgeshire District Council. As a result, the planning policies of each Council will apply within their district for those matters not covered with the AAP.
- 2.10 Both Councils have included a policy on the CNF area within their Local Plans; Cambridge City Council (Policy 15) and South Cambridgeshire District Council (Policy SS/4). Cambridge City Council’s policy identifies an ‘Area of Major Change’ and South Cambridgeshire District Council’s policy a ‘Major Development Site’.
- 2.11 The policies allocate the area for a high quality mixed-use development with a range of supporting uses, and state that the jointly prepared AAP will determine site capacities, and the viability, phasing and timescales of development. Both site allocation policies are set out in full in **Appendix 1**.
- 2.12 The Councils will be starting an early review of their Local Plans in 2019, and will be preparing a joint Local Plan for the Greater Cambridge area.

Minerals and waste management and transport

- 2.13 Cambridgeshire County Council is the Minerals and Waste planning authority for the area. The county-wide planning policies that form the context for the AAP are set out in the adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (July 2011) and Site Specific Proposals Plans (February 2012).
- 2.14 Parts of CNF and its immediate surroundings are the subject of several adopted County minerals, waste management, and transport planning policies. The extents of the County planning designations are shown on the map at Figure 2.2.

Figure 2.2: Minerals & Waste Planning Designations applying to Cambridge Northern Fringe and the surrounding area



2.15 The waste management designations and safeguarding areas relate to the protection of existing waste facilities (Anglian Water’s Water Recycling Centre and Veolia’s Waste Transfer site). These seek to ensure that the future operation of these essential facilities is not prejudiced by future development, which therefore must be compatible with the existing waste management uses. They also relate to finding sites for additional and/or replacement waste facilities in the area i.e. Household Waste Recycling Centre, Inert Waste Recycling and suitable new waste management technologies. The transport designations in the County’s Minerals and Waste Plan focus on the retention and safeguarding of the strategic railhead and associated aggregates operations on the Chesterton Rail Sidings.

2.16 The Minerals and Waste plans are currently under review. The County Council consulted on the Preliminary Draft Local Plan, the first of three rounds of consultation in May to early June 2018. A consultation on the draft plan will take place in spring 2019. More information can be found on the County Council’s website: <https://www.cambridgeshire.gov.uk/business/planning-and-development/planning-policy/emerging-minerals-and-waste-local-plan/>

Evidence Base Studies		
Supporting Study	Description	Status
Supporting Technical Statement	Identifies the key constraints currently facing the CNF and wider area. Produced in 2014	Completed
Area Flood Risk Assessment	Assessment of the flood risk to the area. Produced in 2014, will be updated to accompany the draft plan.	Completed
Odour Studies	A study on the impact of odour from the existing Water Recycling Centre facility on current development opportunities for CNF.	Completed
Air Quality and Noise Assessment	Further assessments related to the impact of constraints on development including the A14 trunk road, railway station/line, and existing industrial sources of noise. Impacts generated by and associated with development itself will also be assessed.	To be completed
Habitats Surveys	Ecology surveys to identify habitats and species of value and importance that need to be taken into account in determining constraints and opportunities.	To be completed
Community Audit	A detailed assessment of existing facilities and support to inform service delivery and infrastructure provision.	To be completed

3. The Cambridge Northern Fringe Area Today

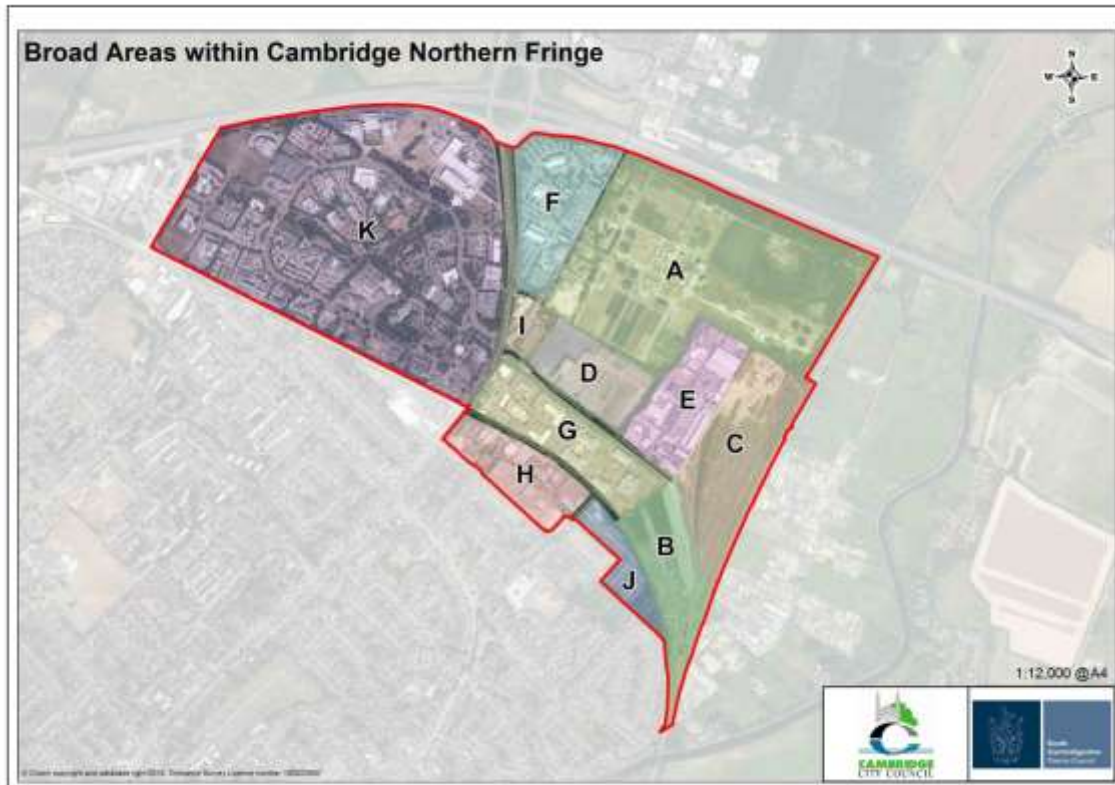
3.1 This section provides a summary of what the CNF area is like now, and issues that need to be considered when preparing the development plan for the area. The area is subject to a number of constraints, but the area's physical size and strategic location within the City also presents a unique development opportunity for Cambridge.

3.2 The physical characteristics of the CNF area include:

Existing Land Use

3.3 Land uses within this large area are diverse, but can be summarised broadly into a number of areas as set out in Figure 3.1.

Figure 3.1: Map Showing Broad Areas within the Cambridge Northern Fringe



Key.

	Name	Land Use & Characteristics
A	Anglian Water's Water Recycling Centre (38.36 Ha)	Provides a key facility serving the Cambridge area, but also places a major constraint to development in the wider area. A successful HIF bid would allow the existing facility to be relocated off site.
B	Cambridge North Station (8.36 Ha)	Cambridge North Station was opened in 2017, and there is consent for a hotel to be built next to the station.
C	Chesterton Rail Sidings (13.19 Ha)	This large area has been largely unused for many years. Much of the site has been freed up for development by reconfiguring the aggregates railway transfer siding and railhead to operate closer to the main rail line.
D	Former park and ride site and Golf driving range north of Cowley Road (6.45 Ha)	The park and ride site became vacant when a new site was created north of the A14 at Milton. The golf driving range is still operational.
E	Cambridge Commercial Park /Cowley Road Industrial Estate (7.80 Ha)	Includes a range of low-density industrial and commercial uses, and a bus depot. The frontage of Cowley Road is on the main route to the new station, but is home to industrial uses like a concrete batching plant.
F	St. John's Innovation Centre (9.53 Ha)	Provides serviced office space, fostering an innovative clusters. It is currently occupied by over 80 companies.
G	Cambridge Business Park (9.43 Ha)	Home to 12 office / technology buildings, fronting into Cowley Park Road. The site is gated and currently

		provides no pedestrian/cycle or vehicle through routes to link Cowley Road with the Nuffield Road area.
H	Nuffield Road Industrial Estate and Trinity Hall Farm Industrial Estate (6.36 Ha)	An industrial estate with vehicular access solely through residential areas off Green End Road. The majority of users are industrial/manufacturing businesses or those undertaking open storage/car repair activities.
I	Orwell Furlong (1.84 Ha)	Consists of small office and industrial units on Merlin Place and office building south of St. Johns Innovation Centre.
J	Open space alongside the Cambridgeshire Guided Busway (3.25 Ha)	Includes the Bramblefields Local Nature Reserve and Nuffield Road allotments.
K	Cambridge Science Park (61.89 Ha)	Located to the west of Milton Road, it has been a successful part of the Cambridge economy since the 1970s. It provides a home for a range of science and technology based industries, with a range of supporting facilities, set within a managed landscape with significant areas of surface level car parking. Planning permission has already been granted for some buildings to be demolished and replaced with new more intensive commercial buildings.
	Circa 166.46 Ha in Total	

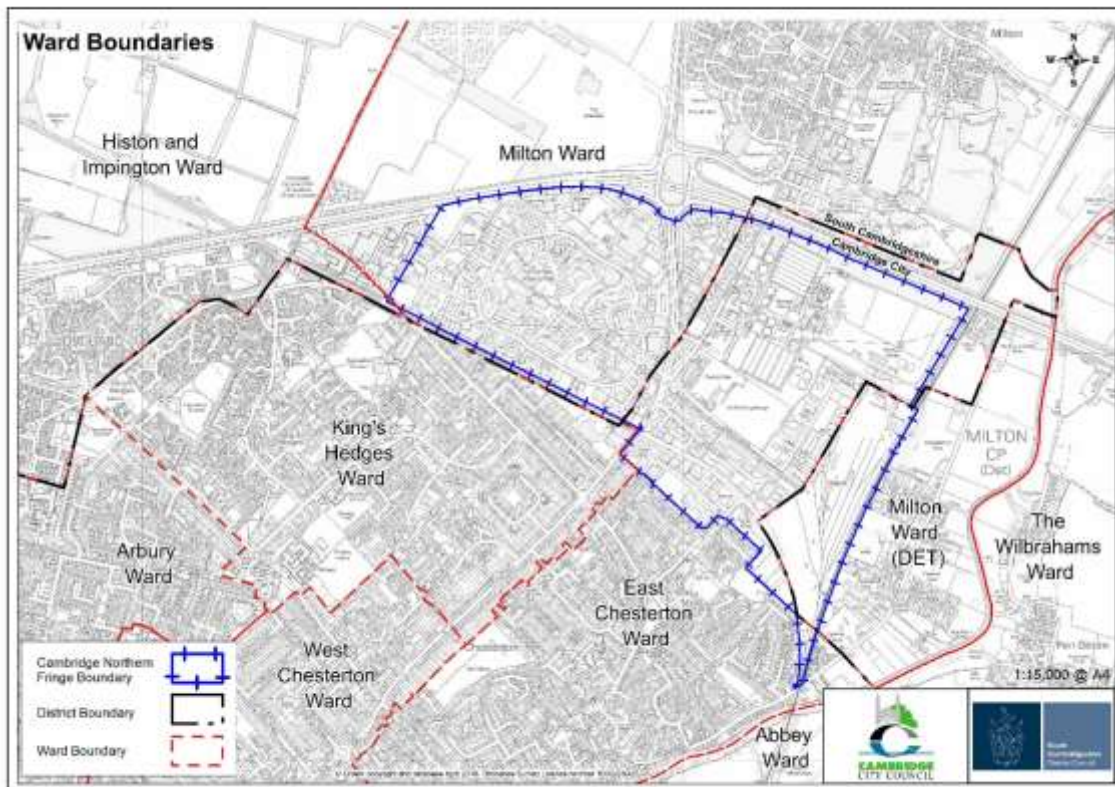
Locational context

- 3.4 CNF is situated between the A14 to the north, the Cambridge to King's Lynn railway line to the east, and the Chesterton residential area to the south. It is bisected by Milton Road, which then continues north to the A10.
- 3.5 It is approximately 3km from Cambridge City Centre. To the north of the A14 lies the village of Milton, 0.8km from CNF. The planned new town north of Waterbeach lies around 5.5km to the north.
- 3.6 Milton Country Park, which provides access to woodlands and lakes, as well as a visitor centre and children's play areas, is located across the A14 to the north. The River Cam corridor, to the east of CNF, includes walking and cycling opportunities.

Neighbouring communities

- 3.7 The areas adjoining the CNF area are largely residential. To the east of the railway line, there are a number of Gypsy and Traveller sites located along Fen Road.
- 3.8 Of the three wards adjoining the site, two fall within the 20 most deprived wards in Cambridgeshire in terms of indices of multiple deprivation, namely the King's Hedges and East Chesterton wards.

Figure 3.2 Map of Surrounding Wards



Transport & Movement

3.9 CNF benefits from a range of existing walking & cycling, public transport and road connections.

Figure 3.3: Cambridge Northern Fringe Existing Transport Connections **[NB: This image is to be re-provided at a higher resolution]**



Source: Ely to Cambridge Study Strand 3 (Mott MacDonald for Greater Cambridge Partnership, 2018)

Cycling and walking

3.10 There are a range of routes available from the area towards destinations in Cambridge. The area is also connected to the north via the Jane Coston Bridge, and the Guided Busway. The quality of existing routes is mixed. There are severance issues in a range of places, which make moving within and beyond the CNF area more challenging, such as difficulties in crossing Milton Road, the boundaries of business parks and their lack of permeability, and the railway line.

Public Transport

3.11 The Cambridge North Station opened in May 2017, providing services to London, Ely, King's Lynn and Norwich. The Cambridgeshire Guided Busway provides access to the Science Park and links to the Cambridge North station. There are also other existing local bus connections that focus on providing north-south connections on Milton

Road. North of the A14, west of the A10 and South of Butt Lane in Milton, a bus-based park and ride site is provided.

Road Transport

3.12 The CNF area has close connections to the A14 trunk road, and the A10, also part of the Primary Route Network. Highway access to the site is mainly served via local junctions off Milton Road. Nuffield Road Industrial Estate is served from Green End Road. Parts of the highway network frequently operate at or near capacity, particularly in the morning and evening peaks with queuing and delays prevalent on Milton Road, as well as the A10 and A14, particularly at the Milton Interchange to the north of the site.

Issue: The physical characteristics of CNF

Question 1: Have we correctly identified the physical characteristics of CNF and its surroundings?

Site Constraints

Areas of ecological value

3.13 The area contains three notable areas of ecological value that will need to be protected and enhanced: Bramblefields Local Nature Reserve (LNR) (shown as area J on Figure 3.1); the protected hedgerow on the east side of Cowley Road opposite St. John's Innovation Centre, which is a City Wildlife Site; and the First Public Drain, which is a Wildlife Corridor.

Townscape and Landscape

3.14 There is a need to maintain and, where appropriate, enhance the overall character and qualities of the townscape and skyline of Cambridge, as the city continues to grow and develop into the future. Views into and out of CNF, and the wider landscape context, will be important considerations.

Flooding

3.15 An Area Flood Risk Assessment was completed for the 2014 Issues & Options document that covered the area to the east of Milton Road. This showed that the risk of fluvial (river) flooding was low but identified a risk of surface water (pluvial) flooding, although this is confined to small areas. Levels of groundwater in the area are known to be high, although there are no recorded instances of groundwater flooding within CNF. Development proposals will need to take this level of risk into consideration, providing mitigation through carefully designed sustainable drainage systems, and other design measures.

Odour

3.16 The Water Recycling Centre treats used water from customers in Cambridge and surrounding villages and is a source of odour generation that acts as a significant constraint to developing the surrounding area whilst it remains on site and in

operation. An independent Odour Impact Assessment Study, commissioned by the Councils, has been undertaken to model and map the levels of odour exposure emanating in zones from the Water Recycling Centre. If this facility is relocated off the CNF site, this odour constraint will be removed.

Noise

- 3.17 Areas adjacent to noise sources including the A14 trunk road, Milton Road, Cambridge Guide Busway, the railway line and Cambridge North Station, and railway sidings may be unsuitable for some forms of development or will require careful acoustic design and mitigation due to adverse noise impact issues.

Air Quality

- 3.18 As the area is immediately adjacent to the A14, local air quality impacts will be an important consideration. Sources of air pollutants can have an impact on public health, and for transport, sources such as trunk roads particulate matter (PM₁₀ and PM_{2.5}) and nitrogen dioxide (NO₂) are most relevant. There is a current Air Quality Management Area designated along the A14 corridor from the A14 Milton Junction to Barhill.
- 3.19 Careful consideration will be required of the layout and design of new development across CNF, such as new homes, workplaces or other land uses where these may be affected by poor air quality. It will also be important to ensure that new development does not add unacceptable risks to local air quality.

Contamination

- 3.20 There has been a range of historical uses across the CNF, including the Water Recycling Centre and various industrial uses that may have resulted in land contamination. Where further investigations identify contamination, depending on the nature of contaminants found, this will require remediation and may influence the suitability of the land for specific land uses, including the layout and design of any future development proposals.

Minerals and Waste

- 3.21 The area east of Milton Road is the subject of several adopted County minerals and waste management planning policies. These are shown on the Planning Policy Designations Map at Figure 2.2. The designations relate to the potential for new waste management uses in an area of search; and the protection of existing facilities, which seek to ensure that the continued operation is not prejudiced by future development. This includes the aggregates railway siding and railhead that have been relocated within the site and contributes to Heavy Commercial Vehicle movements on Cowley Road.

Other Environmental Impacts

- 3.22 Consideration will need to be given to dust and particulate matter from the minerals and waste operations; and vibration close to the railway line and sidings.

Consultation will be required with Cambridge airport regarding the safeguarding consultation zone on building heights. Measures to reduce light pollution from new development will also be required. Existing sources of lighting may also have an impact on any proposed residential development and will need assessment on a case-by-case basis. There is a 132Kv overhead power line running east to west across the area. Options to realign and bury this line should be explored so that it would not constrain development.

Issue: Existing Constraints

Question 2: Have we identified all relevant constraints present on, or affecting the CNF area?

The AAP Boundary

What you told us previously

We asked you about the area that should be covered by the AAP, and whether we should include the Cambridge Science Park.

Views mainly supported the proposed area. Some considered that the area should be expanded to include land east of the railway line up to the river. The response to including the Science Park was mixed, with views for and against, including that it would help achieve comprehensive development of the area. It was recognised there was a need to integrate the Science Park with the wider area, and there was potential to enhance connections. On the other hand, it was not considered necessary for the Science Park to be within the AAP area, as the Park was already successful, and additional policy guidance was not required.

- 3.23 The boundary for the Cambridge Northern Fringe East allocation, established in the Local Plans, took account of the characteristics of the area, the boundaries created by infrastructure like the A14 and the railway line, and the brownfield development opportunities present in the area.
- 3.24 The 2014 Issues & Options consultation sought views on whether the Cambridge Science Park should be included in the AAP area. The South Cambridgeshire Local Plan includes a policy that supports intensification of employment uses on the site. Some of the existing building stock is dated, and there is an opportunity for the site to evolve to continue to make a significant contribution to the employment needs of Greater Cambridge.
- 3.25 The Ely to Cambridge Transport Study has confirmed the importance of the Science Park to the transport issues in the vicinity of CNF. If further growth in the CNF is to be enabled, there is a need to bring this development forward in a very different way so as to significantly reduce the mode share of trips made to the site by car, and enable access by other means. Links to the Railway Station, Guided Busway, and other transport improvements will be key to this. In addition the development of

the area will need to secure significantly higher levels of internalisation, than have traditionally been achieved in Cambridgeshire, where the mix of facilities provided within the area enable residents and employees to satisfy daily needs within the area, will also be key as will measures to discourage car use where feasible.

- 3.26 We need to make sure the northern fringe area works as a whole if we are to achieve our vision. The Councils preferred approach is for the Science Park to be included within the AAP boundary, and subsequent chapters of this Issues and Options Report reflect this.
- 3.27 The proposed boundary extends to the Cambridge Regional College, but does not include it, as the College is not intended to undergoing major change in the way the other sites across CNF are. However, elsewhere in this document we do consider linkages to this important education site, including opportunities to enhance sustainable transport serving the College.
- 3.28 In addition, the proposed boundary of the AAP does not include land east of the railway or north of the A14. To include land to the north or east of the proposed area would include land that does not reflect the characteristics of the northern fringe area. These areas are largely Green Belt. Much of the land near the river is also at flood risk. The area to the east contains Gypsy and Traveller site provision. Existing Gypsy and Traveller sites are safeguarded in the South Cambridgeshire Local Plan.
- 3.29 Figure 3.4 below shows the boundary of Cambridge Northern Fringe East included in the Cambridge and South Cambridgeshire Local Plans, and the area covered by the Science Park policy in the South Cambridgeshire Local Plan. Figure 3.5 identifies the proposed new boundary for the CNF AAP.

Figure 3.4: Cambridge Northern Fringe East Local Plan and Science Park

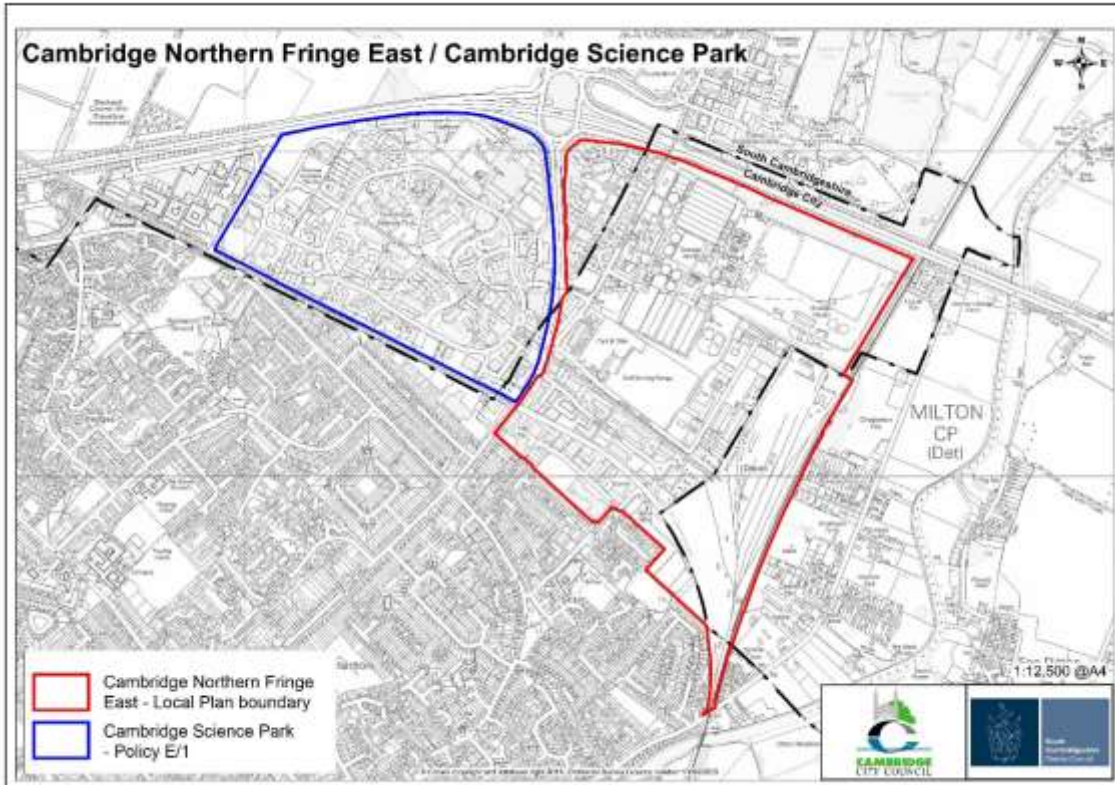
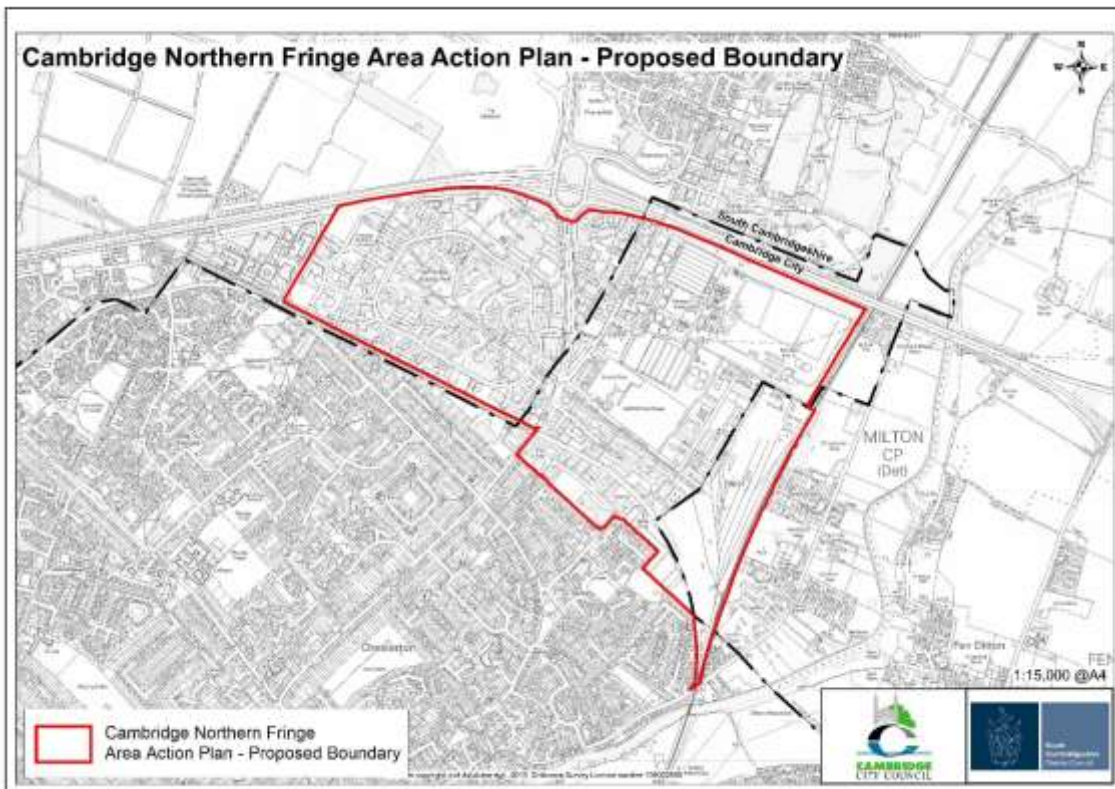


Figure 3.5: Proposed Cambridge Northern Fringe Area Action Plan boundary



Issue: CNF AAP Boundary

Question 3: Is the proposed boundary the most appropriate for the AAP?

4. Vision & Strategic Objectives

What you told us previously

We proposed a vision and objectives for the AAP.

A wide variety of opinions were expressed. There was support for achieving a comprehensive and masterplanned development of the area around the new railway station. There were mixed views on whether the Water Recycling Centre should be relocated. Some considered the vision should be focused more on housing development. Others were concerned about the impact on existing uses and businesses. Infrastructure needs were highlighted, both in terms of services and facilities on the site, and transport connections off the site. We also received a number of comments on the existing constraints of the site, and future opportunities.

- 4.1 In 2014, we consulted on an employment led vision for Cambridge Northern Fringe East, reflecting the allocations of the Local Plans and the significant constraint of the Water Recycling Centre. There was overall support for this from the comments received but also support for a more ambitious comprehensive and masterplanned regeneration of the area, recognising this is the last major brownfield site in Cambridge and the potential that could be realised by provision of the new railway station and extension to the Guided Busway.
- 4.2 However, with Cambridge City Council and Anglian Water's HIF bid receiving positive support from Homes England, the extent and ambition for the regeneration has grown with the ability, through HIF funding, for the relocation of the Water Recycling Centre. Subject to this funding, this strategic move removes this significant constraint on the site that previously limited development to compatible employment and industrial uses and a small amount of residential.
- 4.3 In addition significant new transport infrastructure has been delivered serving CNF which radically changes the accessibility model for the area and makes sustainable modes a realistic and viable reality to support an innovative low carbon way of living.
- 4.4 The 2014 approach made best use of the land at that time but did not allow for the creation of a balanced and mixed community that creates the real possibility of a self-sustaining new City District, that responds to the transport challenges and opportunities facing the area. Accordingly a new vision for Cambridge Northern Fringe is now proposed that captures the ambition for the area and puts innovation and a sense of community at its heart. Such a vision captures the spirit of enterprise and technological excellence to create a knowledge gateway to Cambridge and which also reflects the inherent qualities of the Cambridge area. Centre for Cities provides a helpful definition of what great Innovation Districts are all about bringing together 'leading research institutions such as universities and R&D companies with

large firms and small start-ups in well connected, mixed-use, urban locations that are attractive places to live, work and play.⁴

Area Action Plan Vision

‘Cambridge Northern Fringe - A thriving low carbon place for innovative living and working; inherently walkable where everything is on your doorstep’

Issue: Future Vision for CNF

Question 4: Do you agree with the proposed Vision for the future of the CNF? If not, what might you change?

Overarching Objectives

4.5 The following AAP objectives are key to realising the broad strategic vision for CNF:

A place with a strong identity that successfully integrates into Cambridge

- CNF will be design-led to create a true ‘place making’ approach to fostering an identity rooted in the essence of Cambridge and which promotes a sense of belonging and liveability, bringing together a diverse range of business and employment opportunities, education and training, living options, retail and recreation in a vibrant, safe and integrated mixed use district.
- CNF will be demonstrably resource efficient, supporting the transition to zero carbon living that successfully combines low-tech green solutions with high-tech smart city technology to respond positively to the challenges of climate change.
- CNF will be a new walkable district for Cambridge that promotes easy navigation and transition between sustainable transport modes using density and critical mass to support and sustain uses.
- CNF will provide a new model for low car dependency living, through maximising the use of and integrating with public transport, walking and cycling infrastructure.
- CNF will integrate with surrounding communities, spreading the benefits it delivers to surrounding areas.

A high quality, healthy, biodiverse place

- High quality spaces and buildings will be multi-functional to create a richer, fine grain and more vibrant place that makes efficient and effective use of the land and allows imaginative rethinking of existing buildings and spaces.
- Green spaces will be a core part of the place structure extending, connecting and improving biodiversity to achieve a net gain and integrating Sustainable Drainage Systems within the development.

⁴ <https://www.centreforcities.org/reader/making-it-the-advanced-manufacturing-economy-in-sheffield-and-rotherham/what-is-an-innovation-district-and-how-does-advanced-manufacturing-fit-in/>

- Microclimate will be understood at all scales and development forms designed to maximise positive orientation.
- Individual neighbourhoods will be attractive, human in scale and have their own recognisable and legible identity.
- CNF will be a healthy place, with a focus on creating a new community with good health and wellbeing.
- Seamless links between adjacent land uses will ensure a workable and consistent approach that ensures the quality of place is maintained at a high level over the longer term.

An adaptable knowledge district

- CNF will be a welcoming and inclusive district that supports the knowledge economy of Cambridge with a local and global reach
- Innovative and adaptable, so that it is resilient and able to evolve and adapt over time.
- CNF will provide a layered economy that includes large, small and start-ups businesses, integrated with opportunities to facilitate collaboration between educational institutions and businesses and supported by business uses such as cafés, hotels, leisure facilities and service providers that help create community.
- CNF will be an inherently legible place centred round identifiable new centres of activity and focussed on a new green space network and sustainable transport infrastructure.
- Density will not mean ‘town cramming’ but will respond positively to the uses and accessibility of the site to create a critical mass capable of creating a self-sustaining place.
- CNF will consider its role in meeting the strategic needs of the city, for example enabling the continued use of the minerals railhead.

Issue: Overarching Objectives

Question 5: Do you agree with the overarching Objectives? If not, what might you change?

Supporting Study	Description	Status
Landscape Character & Visual Impact Assessment	An assessment of the impact of development on the landscape and key view points, and potential mitigation measures.	To be completed
Development Capacity Study	An assessment of the capacity of the relevant land parcels within CNF to accommodate development (including employment activities, residential and other uses) including the quantum of floorspace and assumed typologies.	To be completed

5. Place Making

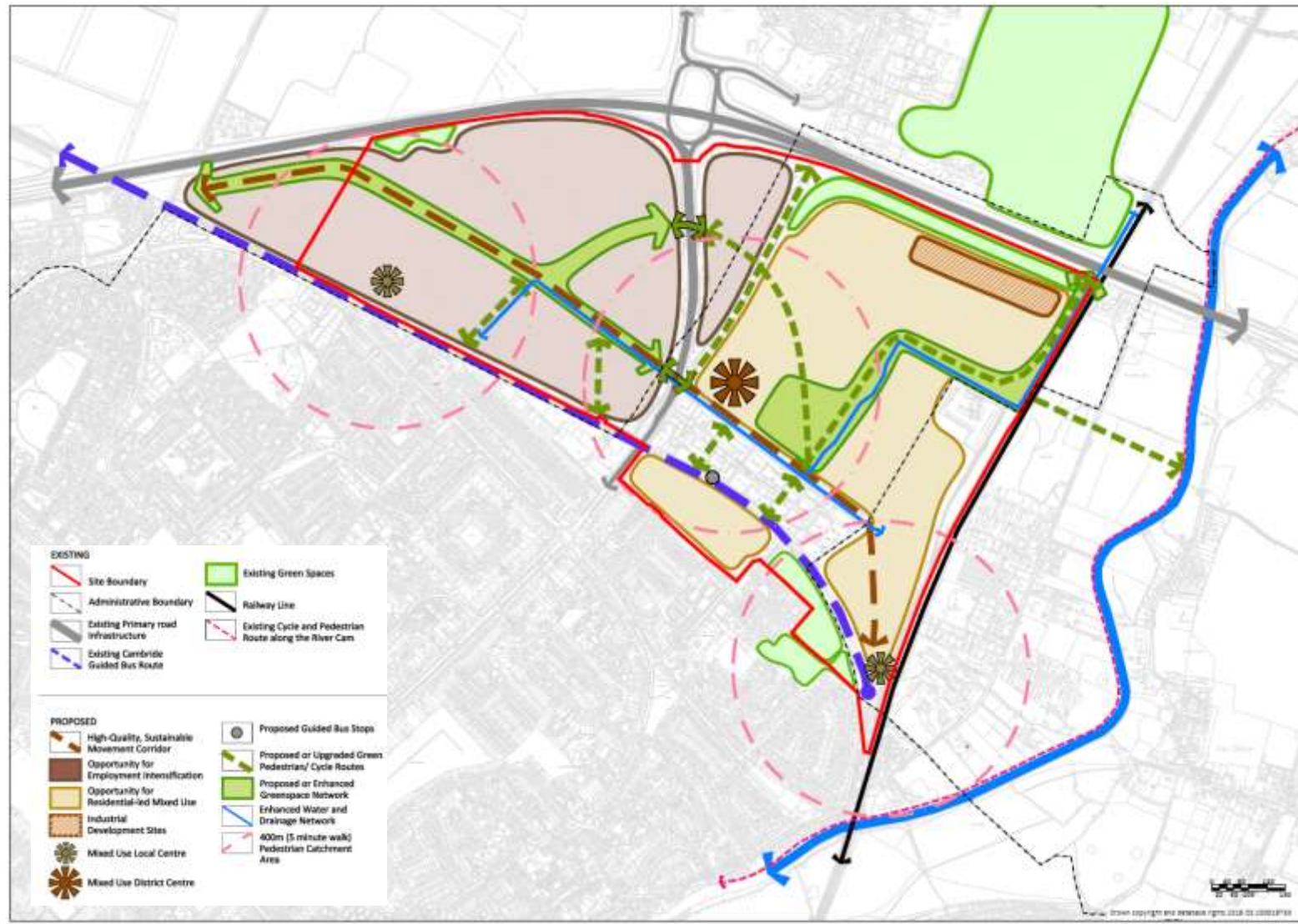
What you told us previously

We asked you about whether we should apply a design led approach to the development, and whether density should reflect the sustainability of the location, particularly near the railway station.

You told us there was support for a higher density approach, in particular around transport interchanges, but this needed to consider context, and be accompanied by open space. Tall buildings needed to consider impact on Cambridge and the surrounding area, and there was range of views on building heights that would be appropriate to the area.

- 5.1 CNF has the potential to create a new City District that sustains the current Research & Development Businesses that are an essential ingredient in the ‘Cambridge Phenomenon’. However to make best use of the land available and to maximise the possibility of creating a self-supporting new neighbourhood, Cambridge Northern Fringe needs to be at a density that creates the best conditions for this to happen and that creates an excellent and improved knowledge gateway to the City.
- 5.2 A design led approach is needed to maximise the opportunities provided by the area and to successfully integrate it into the surrounding existing residential and business areas to create a cohesive community. ‘Placemaking’ best defines this approach, with the AAP forming the first layer in the establishment of an overall framework to guide the successful and high quality redevelopment of the area.

Figure 5.1 Concept Plan



CNF Concept Plan

- 5.3 The CNF Concept Plan (at Figure 5.1) begins to describe the kind of place that could be created with the successful regeneration of the area. Movement and the ability to do so easily on foot, by bike or on public transport is central to making the area a well-connected place that reduces the need to travel by car. A high quality green route that supports sustainable transport modes will improve connections from the Cambridge North Station to the Science Park, and reduces the barrier that is Milton Road.
- 5.4 The concept of creating a walkable neighbourhood helps to define the number and location of the district centre and two ancillary local centres. These present opportunities to optimise accessibility in relation to the movement network and to create the kind of vitality and footfall needed to support a range of uses and activities that a self-sustaining new City District needs.
- 5.5 The area is not just about regeneration. The intensification and potential diversification of the range of uses on the Science Park creates a genuine opportunity to bring additional businesses to the area and strengthen the Cambridge Phenomenon. Development in areas to the east of Milton Road will be predominately residential led with land allocated to support the relocation of existing industrial sites.
- 5.6 Green infrastructure capitalises on the network of existing trees and landscape but also extends this to create an overall framework to improve biodiversity and linkages to the wider countryside. Embedded into this framework will be the water management network that improves the First Drain and adds richness to the landscape. A new green space at a district scale will enrich the heart of this new place and provide the kind of multifunctional space that is so typical of Cambridge and central to public life.
- 5.7 Questions elsewhere in this chapter ask for your views on each of the individual elements shown on the concept plan. However, we would like your views on the high level concept presented below.

Issue: Concept Plan

Question 6: Do you support the overall approach shown in the Concept Diagram? Do you have any high level comments or suggestions to make?

Mixed Use City District

- 5.8 The transport constraints and opportunities in this area mean that we need to take an innovative approach to future development. We need to deliver a place where people can live work and play locally, and travel to, from and within the site without

the need for a car. The plan needs to deliver the right mix of uses where people working in the area have more opportunities to live nearby, and those living and working in the area have access to the right mix of services and facilities. This is referred to as an 'internalisation', where people's day to day needs can be met within an area without having to travel. This will significantly influence the optimum land use mix to be achieved across CNF.

- 5.9 The existing employment areas such as Cambridge Science Park and St John's Innovation Park have and will continue to play a pivotal role in the 'Cambridge Phenomenon'. The existing office and Research & Development buildings are home to over 100 companies from multi-national organisations to start-up companies. However, the potential to intensify and diversify these existing areas needs to be explored through the AAP to help deliver the comprehensive development of the area and make best use of the significant brownfield regeneration opportunity afforded by the relocation of the WRC. The South Cambridgeshire Local Plan already includes a policy supporting intensification of uses on the Science Park.
- 5.10 The AAP area should continue to be a focus for development related to high technology and innovation. This well established and world renowned cluster will need to be carefully supported to ensure that increasing demand for employment floorspace is met over future decades.
- 5.11 Both the Cambridge and South Cambridgeshire Local Plans support economic growth in these industries and a number of new office buildings have recently been granted planning permission/redeveloped within Cambridge Science Park and St John's Innovation Park.
- 5.12 Whilst the predominant land use within Cambridge Science Park will continue to be office and research premises, there is the opportunity to introduce other land uses that would be of benefit to existing and future employees within the science park.

Issue: Creating a Mixed Use City District

Question 7: Do you agree that outside of the existing business areas, the eastern part of the Cambridge Northern Fringe (i.e. the area east of Milton Road) should provide a higher density mixed use residential led area with intensified employment, relocation of existing industrial uses and other supporting uses?

Question 8: Should Nuffield Road Industrial Estate be redeveloped for residential mixed use development?

Question 9: Do you agree that opportunities should be explored to intensify and diversify existing business areas? If so, what sort of uses?

Question 10: Are there any particular land uses that should be accommodated in the

Cambridge Northern Fringe area?

Creating a City District with a unique identity

- 5.13 This new city district needs activity and vibrancy to support the existing and establishing communities. The cultural offer to enrich lives is a key component of creating successful places and will be needed for residents, workers and visitors alike. Embedding creativity and culture into the scheme is a vital aspect to the success of CNF as a new city district with its own identity. A cultural strategy along with a public art strategy will be needed early in the process to support the overall masterplanning and decision making for the regeneration of CNF.

Issue: District Identity

Question 11: What uses or activities should be included within CNF which will create a district of culture, creativity and interest that will help create a successful community where people will choose to live and work and play. Please state:

Creating a Healthy Community

- 5.14 Cambridgeshire County Council has produced a Housing Developments and the Built Environment Joint Strategic Needs Assessment, which emphasises the relationship between planning and health and wellbeing of new communities. The draft AAP will need to include health related policies. A range of issues addressed in this issues and options report would contribute to making the CNF a healthy place.
- 5.15 Recently the new town of Northstowe has been part of the NHS Healthy Towns Initiative. This considered how health, and the delivery of healthy communities, could be a key driver in the planning and design process for a new community. It provided an opportunity to explore innovation and best practice. Principles it explored included promoting inclusive communities, good access to health services, walkable neighbourhoods, high quality public transport and cycling links, and opportunities for physical activity. There are opportunities to apply similar principles in the Cambridge Northern Fringe.

Issue: Creating a healthy community

Question 12: Should the AAP require Cambridge Northern Fringe to apply Healthy Towns principles?

Cambridge Regional College

- 5.16 As an innovation district, CNF needs to capitalise on great links to education facilities in the area to improve links to the businesses. Cambridge Regional College (CRC) is a major higher education facility with a catchment, which includes wider

Cambridgeshire, Essex, Hertfordshire and Suffolk. The existing CRC site supports 3,000 full-time higher education students. Due to its close proximity to the CNF site and the role that the college plays within the immediate and wider area, we need to consider how the areas function together.

Issue: Cambridge Regional College

Question 13: How should the AAP recognise and make best use of the existing a potential links to the AAP area and the CRC?

Building Heights and Skyline

- 5.17 CNF provides an excellent opportunity to create a new mixed use city district with its own unique character. With this in mind, as well as the recent additions of Cambridge North railway station and the Guided Busway that create the potential to optimise proximity to this infrastructure, there are opportunities for development to be at a scale and height that would usually reflect a city centre location, and this brownfield site on the edge of Cambridge provides opportunities that may not be available in the historic city centre. Nevertheless in order to create a city district of architectural interest, development at CNF would be expected to provide a range of building heights across the site and deliver sensitively designed and well-articulated built form along with meaningful open spaces, trees and other green infrastructure. As a city edge location, development will also need to maintain and enhance the overall character and qualities of the skyline, including demonstration of how they have taken account of the prevailing context and more distant views.
- 5.18 It is critical that CNF is of the highest design quality and the AAP will set out design principles which relate specifically to the site and Question 11 would require further policy guidance to establish a clear framework for proposals in relation to layout, scale, height, massing and the relationship between buildings and the streets. The guidance should provide a clear steer which reduces uncertainty and supports consistency with the overall vision and will be informed by evidence such as the Landscape Character and Visual Impact Appraisal.
- 5.19 In recent years the scale of development in the AAP area has started to change with the development of the Bradfield Centre on the Cambridge Science Park and the currently unimplemented planning permission for an 8 storey office building adjacent to Cambridge North railway storey (overall maximum height including plant is circa 30m). Many of the existing R&D buildings are equivalent to 5-6 residential storeys.
- 5.20 In order to use land effectively and efficiently, development can be at a scale that is greater in terms of height and density than its immediate lower rise surrounding context to the south of the AAP area. Clusters of taller buildings around areas of high accessibility including district and local centres and transport stops could form

part of the design of this new city district, with heights and massing carefully modelled to create varied and well-articulated forms appropriate to their location within the area, including being sensitive to surrounding areas. Appropriate building heights, including the consideration of taller buildings, will be informed by the findings of the evidence base studies, including Landscape and Visual Impact Appraisal, Transport Study and along with the Urban Design response to be taken forward in the draft AAP.

Issue: Building Heights and Skyline

Question 14: Should clusters of taller buildings around areas of high accessibility including district and local centres and transport stops form part of the design-led approach to this new city district?

Local movement and connectivity

- 5.21 Chapter 6 of this Issues & Options report considers the wider transport implications of the regeneration of the CNF. At the local level, and intrinsically linked into the placemaking led approach, are decisions around movement and connectivity within CNF and linkages to the surrounding area. Improvements which establish new or upgraded walking, cycling and public transport connections between Cambridge North Station, the employment areas, Cambridge Regional College, and the surrounding neighbourhoods. In addition, leisure and active routes for walking, cycling and equestrian will integrate with the wider countryside beyond, are crucial in achieving a modal shift from private car dependent forms of development to that of a 'walkable district' that allows and encourages easy change between sustainable modes and influences the way that the place will work and meet the needs of those that live and work in the area.
- 5.22 A number of projects will help to establish improved connectivity including the Chisholm Trail, Waterbeach Greenways etc. This route will be delivered as part of a separate project and will connect Cambridge North Station with Cambridge Station, Cambridge Biomedical Campus and Addenbrooke's Hospital.
- 5.23 The development of CNF presents a fantastic opportunity to create a new network of streets and open spaces that will support and improve movement of people throughout the area. To achieve this, new streets, open spaces and green routes will form a comprehensive urban structure and be at the centre of the design of this new city district.
- 5.24 There are a number of potential options that can achieve this, which could include all or a combination of the options below.

Issue: Local movement and connectivity

Question 15: Should the AAP include any or a combination of the options below to improve pedestrian and cycling connectivity through the site and to the surrounding area?

A – A strong east-west axis which to unite Cambridge North Station with Cambridge Science Park across Milton Road. This pedestrian and cycle corridor would be integrated into the wider green infrastructure strategy to create a pleasant and enjoyable route for people to travel through and around the site. The route could also allow other sustainable modes to connect across Milton Road.

B – Encourage north-south movement between the Cowley Road part of the site and Nuffield Road. Through the redevelopment of the Nuffield Road area of CNF, it will be important that new and existing residents have convenient and safe pedestrian and cycle access to the services and facilities that will be provided as part of the wider CNF proposals.

C – Upgrade connections to Milton Country Park by both foot and cycle. This would include upgrading access to the Jane Coston Bridge over the A14, the Waterbeach Greenway project including a new access under the A14 (see Transport Chapter), as well as the existing underpass along the river towpath.

D – Provide another CGB stop to serve a new District Centre located to the east side of Milton Road.

E - Increasing ease of movement across the sites by opening up opportunities to walk and cycle through areas where this is currently difficult, for example Cambridge business park and the Science Park.

Crossing the railway line

5.25 Providing cycling and pedestrian access across the railway could have benefits to CNF users to access the river corridor and its recreation opportunities. It would also help neighbouring communities access the new services, facilities and employment that will be delivered in this area.

Issue: Crossing the railway line

Question 16: Should we explore delivery of a cycling and pedestrian crossing of the railway line to link into the River Cam towpath?

Milton Road connectivity

5.26 There is a desire to reduce the dominance of Milton Road to create a better environment, enhance the area as a gateway to both the City of Cambridge and the Innovation/High-Tech cluster as well as form better connections for pedestrians and cyclists to enhance accessibility of the site by foot and cycle more widely, but in

particular to better link the Science Park and CNFE and create an improved environment for interaction between the two.

- 5.27 Milton Road currently acts as a barrier to pedestrian and cycling movement across the area, and in particular between the Cambridge Northern Station and the Science Park. If we are to make the area more attractive for access by means other than the car, and to create a well-connected and coherent city district, significant improvements will be required.
- 5.28 There are a range of ways this could be done, from bridging over the road, to changing the nature of the road itself. The ambition is to create a better environment and enhance the approach to the City of Cambridge and the gateway to the Innovation/High-Tech cluster.

Issue: Milton Road connectivity

Question 17: Which of the following options would improve connectivity across Milton Road between Cambridge North Station and Cambridge Science Park?

- a) One or more new 'green bridges' for pedestrians and cycles could be provided over Milton Road. The bridges could form part of the proposed green infrastructure strategy for CNF, creating a substantial green/ecological link(s) over the road.**
- b) Subject to viability and feasibility testing, Milton Road should be 'cut-in' or tunnelled below ground in order to create a pedestrian and cycle friendly environment at street level. This option would allow for significant improvements to the street which would be more pleasurable for people to walk and cycle through.**
- c) Milton Road should be significantly altered to rebalance the road in a way that reduces the dominance of the road, including rationalising the number of junctions between the Guided Busway and the A14 as well as prioritising walking, cycling and public transport users.**
- d) Connectivity across Milton Road could be improved through other measures. We would welcome any other suggestions that would improve the east-west connectivity through the site.**

Development fronting Milton Road

- 5.29 Milton Road has the potential to form an important linking area within the wider CNF area. Currently the development to either side of the road is relatively hidden and inward facing and allows the junction and 'highway' to dominate. Regeneration of the area creates the opportunity to revisit how development on each side of

Milton Road might interface with this key route. The role of Milton Road as part of the knowledge gateway to Cambridge is therefore a key consideration.

Issue: Development fronting Milton Road

Question 18: Should development within CNF be visible from Milton Road, and provide a high quality frontage to help create a new urban character for this area?

Managing car parking and servicing

- 5.30 Cambridge North Station and the Guided Busway (including the adjacent maintenance track/cycleway) have radically altered the accessibility of the area and make sustainable modes a realistic and attractive option. There is also limited scope to increase the number of motorised vehicles using Milton Road. Car parking and traffic generation are inextricably linked. Whilst some parking will be needed, there is a recognition that car parking provision will need to be below the standards set out in the Local Plans and provided in different ways. This needs have a key impact on how the site operates in transport terms in order to reduce levels of car use and support travel by means other than the car. The level of car parking provided, and the management of both on and off-site car parking and car use, will be needed. In placemaking terms reducing the impact of vehicles through the district, either moving or stationary, is a key aim of rebalancing spaces in favour of pedestrians and cyclists and supporting sustainable transport modes.
- 5.31 There is also a need to differentiate between car ownership and car use. Vehicles using the network 'off peak' are unlikely to create the same issues that peak time movements will bring, but seeking to minimise car use, at any time of the day, is an important consideration. However, such an understanding will be vital to managing servicing and deliveries too with consideration of last mile delivery strategies, consolidated deliveries and delivery/collection hubs required to ensure that this new place 'works' to meet the day to day needs of people living and working in the area. The use of car clubs could provide for infrequent car based trips when other more sustainable modes are not possible.
- 5.32 In order to address this, there will be a need to reduce car parking provision significantly as part of new development proposals and to consider whether the existing number of car parking spaces found in the employment areas across the entire CNF area could be reduced or redistributed. The latter would require further discussions with the relevant businesses and landowners but would ensure that there is a minimal net increase in the number of additional car parking spaces as a result of development and potentially allow further development within the overall proposed area-wide highway trip budget. Measures to manage on-street parking may also be required.

Issue: Managing car parking and servicing

Question 19: Do you agree with proposals to include low levels of parking as part of creating a sustainable district focusing on non-car transport?

Question 20a: In order to minimise the number of private motor vehicles using Milton Road, should Cambridge Science Park as well as other existing employment areas in this area have a reduction in car parking provision from current levels?

20b: Should this be extended to introduce the idea of a reduction and a more equitable distribution of car parking across both parts of the AAP area?

Question 21: Should the AAP require innovative measures to address management of servicing and deliveries, such as consolidated deliveries and delivery/collection hubs?

Car and other motor vehicle storage

5.33 Radically rethinking car use patterns creates opportunities to think creatively about how and where private cars should be stored and help reduce the visual and practical impact of car parking on the area. It is referred to as car storage, as cars would not be needed for day to day use. Developments in Freiburg show how using 'car barns' on the periphery of development areas allows streets and spaces to be rebalanced in favour of walking and cycling. CNF could adopt this approach along with more conventional basement car parking to provide 'car storage' and make more efficient use of the land available. Car parking structures should be designed so that they complement their local environment, for example wrapping them in other uses and being designed to allow their future conversion to meet other needs such as for increased cycle parking or alternative uses such as commercial or residential.

Issue: Car and other motor vehicle storage

Question 22: Should development within CNF utilise a car barn approach across the development area?

Green Space

5.34 The site is in close proximity to Milton Country Park and the River Cam Corridor. There will be a requirement for development in CNF to improve pedestrian and cycle connectivity to these well used spaces. As part of this strategy, a strong green infrastructure network will be introduced through the site which will connect north towards Waterbeach new town, west through the Science park and into Cambridge Regional College, and east to the River Cam and the fenland landscape (see Transport Chapter).

- 5.35 If CNF is to make a significant contribution to Greater Cambridge's employment and housing needs, and maximising the benefits to be realised from the new rail station and Guided Busway, it will be critical that the AAP requires enhanced pedestrian and cycle connectivity to Milton Country Park and the River Cam corridor.
- 5.36 Green Infrastructure provision will help to structure and soften this new city district. It has a key role in providing space for sustainable drainage systems (SUDS), which will be important in this area. They also provide social spaces which support community activities and healthy activities.
- 5.37 There are two possible options of how this can be delivered and both options would link to the proposed wider green infrastructure/biodiversity strategy.

Issue: Green Space provision

Question 23: Within the site itself green space can be provided in a number of forms including the following options. Which of the following would you support?

A - Green space within the site could be predominately provided through the introduction of a large multi-functional district scale green space. Taking inspiration from Parker's Piece in Cambridge, a new large space will provide open space that can be used throughout the year for a wide range of sport, recreation and leisure activities and include a sustainable drainage function. The sustainable drainage element would link into a system developed around the existing First Public Drain and the drainage system in the Science Park. The green space could be further supported by a number of smaller neighbourhood block scale open spaces dispersed across the site.

B – Green spaces within the site could be provided through a series of green spaces of a neighbourhood scale that will be distributed across the residential areas. These green spaces will also be connected to the green infrastructure network to further encourage walking and cycling. Again these spaces will include a sustainable drainage function and link into the existing First Public Drain and the Science Park drainage system.

C – Connections and corridors within and beyond the site to improve the biodiversity and ecological value as well as capturing the essential Cambridge character of green fingers extending into urban areas. These corridors would also be focussed around the green space network and sustainable drainage and would reflect the NPPF net environmental gain requirement.

D– Need to unite both sides of Milton Road and capitalise on the existing green networks.

E – Consideration of the site edges – enhancement of the existing structural edge landscape and creating new structural landscape at strategic points within and on the edge of CNF. This would also enhance the setting to the City on approaches into the City.

F - Create enhanced pedestrian and cycle connectivity to Milton Country Park and the River Cam corridor

Supporting Study	Description	Status
Ely to Cambridge Transport Study	A wide-ranging multi modal study commissioned by Greater Cambridge Partnership on the transport schemes needed to accommodate the major development planned at a new town north of Waterbeach, Cambridge Northern Fringe and the Cambridge Science Park. Completed in January 2018.	Completed
Cambridge Northern Fringe Transport Assessment	Building on the recommendations of the Ely to Cambridge Study, it will explore measures required to enable development in the area, and inform preparation of the AAP.	To be completed

6. Transport

What you told us previously

We asked you to comment on some key transport principles for the area, which would be to promote walking, cycling and public transport, make the area safe and permeable.

You told us you generally supported these principles, and that a comprehensive approach was needed to transport to make connections both within the site and to the surrounding area. Road access, public transport, cycling and walking were raised in individual comments.

- 6.1 Since we consulted in 2014 we have gathered new evidence of transport issues facing the area. The Greater Cambridge Partnership completed an Ely to Cambridge Transport Study in January 2018. The study considered the transport needs of the Ely to Cambridge corridor as a whole, including the needs of the major developments on the corridor such as the new town north of Waterbeach, and the Cambridge Northern Fringe.
- 6.2 Currently around 76% of work trips to the northern fringe area are made by car. This is significantly higher than many other areas in and around Cambridge, such as the Biomedical Campus or CB1. The opening of the railway station, public transport, and cycling and walking improvements means there is a real opportunity to improve this situation.
- 6.3 By finding ways to make this area more accessible and attractive to travel to by other means, there is potential to unlock the significant development potential of the area, and make a major contribution to delivering the homes and jobs that the Greater Cambridge area needs in a sustainable manner.
- 6.4 New infrastructure will be needed to enable people to get to the area by means other than the car, and a mix of uses provided within the site so that people can access a range of services and facilities reducing their need to travel. It will also need to consider how to move within the Cambridge Northern Fringe, between the station and the science park for example. The potential for new technologies, such as autonomous vehicles, should be explored.

6.7 The AAP will need to consider how to make the best use of the station, and we will be working with our partners to explore opportunities to enhance services to accommodate growth needs.

Other Public Transport

6.8 The Cambridge North station is already served by a bus only link to the Guided Busway. There are also busway stops serving the Science Park. We will still need to explore how to improve public transport access to the area, and how routes within the Northern Fringe can be improved.

6.9 There is potential for the Cambridge Northern Fringe to be supported by a range of improvements currently planned in the Cambridge area, including:

- A suite of measures to improve conditions for public transport in the city more widely.
- Milton Road and Histon Road projects aimed at improving public transport, cycle and walking infrastructure. Milton Road improvements are planned between the Guided Busway intersection and Mitchams Corner. Include objective to deliver comprehensive priority for buses in both directions wherever practicable
- Segregated public transport links between the new town north of Waterbeach and Cambridge, and park and ride capacity
- M11 Park and Ride provision, to increase capacity and improve services in the Trumpington Area
- The Cambourne to Cambridge Scheme, which will provide public transport and park & ride improvements west of the city.
- A northern orbital public transport route via North West Cambridge and Darwin Green, linking Cambridge Northern Fringe with West Cambridge.
- Public transport improvements on the A1307 corridor between Haverhill serving the Biomedical Campus, Babraham Research Park, Granta Park, and various local settlements with Cambridge Park and Ride and public transport improvements to the east of Cambridge

6.10 The Mayor and the Combined Authority's ambition is to deliver world-class public transport across Cambridgeshire and Peterborough, the city region and future growth centres as well as into neighbouring counties. The Cambridgeshire & Peterborough Combined Authority is exploring the potential of a Cambridgeshire Autonomous Metro (CAM), an advanced Mass Rapid Transit system based on innovative tram like vehicles, but without rails. A Strategic Outline Business Case is being prepared.

6.11 Through the AAP we will need to consider how these schemes can support development on the Northern Fringe, and what other public transport measures are required.

Cycling & Pedestrian Routes

What you told us previously

We asked you what was needed to improve pedestrian and cycling links in the area.

You gave us a wide range of ideas, supporting connections in all directions, including across the railway, and to the north towards the Country Park and Waterbeach New Town. The quality of provision was also highlighted, with separation from motor traffic sought.

- 6.12 Comprehensive high quality pedestrian and cycle networks should permeate the area and link to the surrounding area. There are a range of connectivity issues within the northern fringe area that will need to be addressed.
- 6.13 CNF is well placed to link into the cycle network that crosses the city, as well as routes that serve destinations beyond the city, such as towards Northstowe. Improvements are already planned which will improve access to the area further.
- The Chisholm Trail, creating a mostly off-road and traffic-free route between Cambridge Station and the new Cambridge North Station
 - Waterbeach Greenway. The
 - Greenways will provide cycling, walking and equestrian routes into Cambridge from the larger villages surrounding the city. Route options for Waterbeach Greenway cross through the CNF site
 - Milton & Histon Road improvements include objective to deliver safer and more convenient routes for cycling and walking, segregated where practical and possible;
 - Cross City Cycling Improvements Project
 - A suite of measures to improve conditions for walking and cycling in the city more widely.
- 6.14 Movement networks within the area will need to be designed around people rather than cars, and the development should take advantage of the opportunities provided by Cambridge North Station and the busway to take people to and from the area.

Issue: Non Car Access

Question 24: There are a range of public transport, cycling and walking schemes planned which will improve access to Cambridge Northern Fringe. What other measures should be explored to improve access to this area?

Car Travel

What you told us previously

We asked you whether we should set a low target for car usage for travelling to and from, and within the site.

You told us that whilst many thought we should set challenging targets, we needed to do more to understand whether it was achievable, and what infrastructure would be required to support it. A range of ideas were put forward regarding specific transport measures that should be included in the site.

- 6.15 While the Cambridge Northern Fringe is well located with respect to the strategic and local highway networks, this advantage is constrained at peak times by significant levels of congestion and delay on these routes.
- 6.16 Improvements to the A10, including junction improvements and dualling, are being explored by the Cambridgeshire & Peterborough Combined Authority. Whilst this will assist delivery of development, analysis suggests that the largest movements associated with the Northern Fringe would be from the east and west on the A14 and from the south on the M11. Even with the improvements currently taking place, growth at the northern fringe has potential to displace traffic onto less appropriate routes if not planned appropriately.
- 6.17 The main road access into the area is from Milton Road. We are exploring what we can make to rationalise or improve the current access arrangements. However, there are limited opportunities to make major access improvements to this already congested route and, even if significant improvements could be made, they could potentially further encourage more car trips into this already congested area. The Cambridge to Ely study indicates that a new road junction to serve the area directly from the A14 is not a practical or viable option. Even if it were, this too it could potentially also encourage further car-dependent develop and increase congestion levels.
- 6.18 The area is well placed to take advantage of existing and planned transport solutions which do not rely on the car. The challenge for achieving development at the Cambridge Northern Fringe is to deliver growth without also delivering a significant overall increase in car use to the sites and resulting traffic congestion.
- 6.19 From a technical perspective, the Ely to Cambridge Study proposed that a highway ‘trip budget’ approach is used. This approach would require finding ways to accommodate development with a constrained number of car trips by supporting means other than the car, rather than planning for unconstrained car trip growth.

Issue: Car usage in Cambridge Northern Fringe

Question 25: Do you agree that the plan should be seeking a very low share of journeys to be made by car compared to other more sustainable means like walking and cycling to and from, and within the area?

Question 26: Do you have any comments on the highway ‘trip budget’ approach, and how we can reduce the need for people to travel to and within the area by car?

Car Parking and Cycle Parking Levels

What you told us previously

We asked you whether we should set low car parking standards for all or part of the area, given the alternatives available to the car for getting to the site. We also asked you whether we should also have higher cycle parking standards than normal in this area.

You told us that views were mixed. There was benefit in restricting car parking for discouraging car use, but concern about the impact on the area if car parking was not sufficient. We also needed to consider the impact on businesses. Most respondents considered that high levels of cycle parking were needed in this area.

- 6.20 Existing employment sites in CNF currently have high levels of car parking provision, and this provision is in many cases very significantly underutilised. Further, these employment sites generally have higher levels of car use than other large employment areas in the city. While good progress has been made in reducing this in recent years, the proportion of workers at these sites who drive to work is almost double that of the Cambridge Biomedical Campus, and five times that planned at CB1 (56% on northern fringe, 31% car driver mode share for staff at the Biomedical Campus, 11% car driver mode share agreed through transport assessments for CB1)⁵.
- 6.21 One of the key recommendations from the Ely to Cambridge Transport Study is that a policy of stringent parking constraints should be applied in the area. This would need to apply to existing sites in the area as well as new developments, and be accompanied by measures to manage on-street parking. We will be carrying out more work on this to inform the draft plan.
- 6.22 Cycle provision will need to support the level of mode shift required and therefore must be designed to accommodate high levels of cycling provision, including the implications of this on cycle storage and parking. This should be considered innovative solutions that increase capacity without resulting in masses or unsightly cycle racks.

Issue: Car Parking

Question 27: Do you agree that car parking associated with new developments should be low, and we should take the opportunity to reduce car parking in existing developments (alongside the other measures to improve access by means other than the car)?

Issue: Cycle Parking

Question 28: Do you agree that we should require high levels of cycle parking from new developments?

Question 29: Should we look at innovative solutions to high volume cycle storage both within private development as well as the public realm?

Question 30: What additional factors should we also be considering to encourage cycling use (e.g. requiring new office buildings to include secure cycle parking, shower facilities and lockers)?

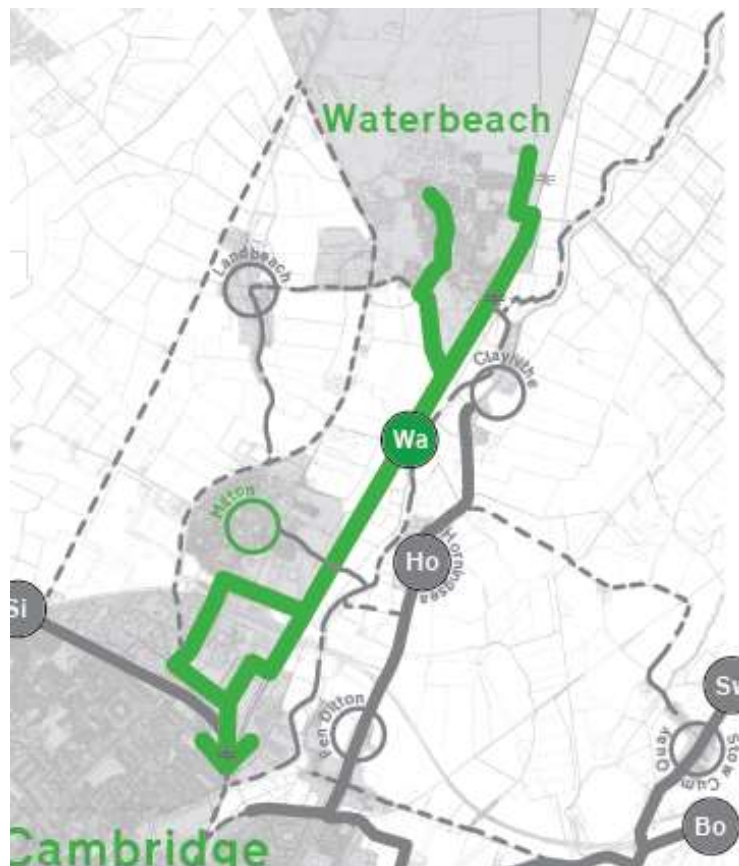
⁵ Ely to Cambridge Transport Study Strand 3 page 50, table19

Innovative approaches to Movement

6.23 CNF will be developed over a long period, and the transport technologies available in that time will also evolve. It will be important that CNF is capable of responding to those changes.

Issue: Innovative approaches to Movement

Question 31: How do we design and plan for a place that makes the best of current technologies and is also future proofed to respond to changing technologies over time?



Project Information: The Waterbeach Greenway

The Waterbeach Greenway would enable cyclists, walkers and equestrians to travel

Movement within the Cambridge Northern Fringe - Last Mile Trips

6.24 In the Place Making Chapter of this Report, we considered what kind of place this area should be, and what it should be used for. Mixed use development, with a diverse range of residential, employment, education, retail and local amenities would provide the opportunity for those living and working in the area to access many services without using a car.

- 6.25 Movement networks in the area will need to be designed around people rather than cars. Comprehensive high quality pedestrian and cycle networks should permeate the area and link to the surrounding area.
- 6.26 Effective 'last mile' links from the station and from the busway stops to destinations like the Science Park will be key to the area's success. This potentially could use innovative solutions like autonomous vehicles.

Issue: Linking the Station to the Science Park

Question 32: Do you agree we should seek opportunities to improve links between the Cambridge North Station and destinations like the Science Park?

Question 33: What sort of measures are needed?

Supporting Study	Description	Status
Cambridge Northern Fringe Employment Sector Profile	Completed in 2014, provides an overview of sector strengths and likely sources of demand for employment space in the Cambridge Northern Fringe East AAP area.	Completed
Cambridge Northern Fringe Employment Options Study	Completed in 2014, considered the employment development opportunities of the Cambridge Northern Fringe area.	Completed
Cambridge and Peterborough Independent Economic Review	Commissioned by the Cambridgeshire and Peterborough Combined Authority and Cambridge Ahead. To inform the development of the Local Industrial Strategy and associated investments. Final report published in September 2018.	Completed
Employment Land Review	Studies which review the demand and supply of employment land. A new study has been commissioned to inform the Local Plan Review, and will also consider Cambridge Northern Fringe.	To be completed

7. Employment

Employment Development Opportunities

What you told us previously

We asked whether the plan should encourage a range of employment opportunities to meet the needs of different businesses and to maximise the potential of successful clusters in the area. We also proposed that it should include social facilities to make it an attractive area to work.

You told us you would like to see a mixed use development that integrates with the surrounding area. Flexibility was important, and providing a range of uses, although a range of views were expressed on the types of business that should be supported.

- 7.1 Cambridge Northern Fringe has a significant role to play in meeting the future employment needs of the Greater Cambridge area.
- 7.2 Success of the Greater Cambridge area is of national importance. Evidence that informed our current Local Plans highlighted that the northern fringe was an area of high demand for employment space in Cambridge. The highly accessible location, combined with the presence of a range of successful businesses, including at the Science Park and St. Johns Innovation Park, make the area attractive to business. The area presents a significant opportunity to support the clustering of related businesses in high technology sectors and related businesses that have developed in Greater Cambridge.

- 7.3 Employment will form an important part of the mix to create a vibrant new district for Cambridge, where there are opportunities to live and work in the area, and which responds to the transport constraints and opportunities in the area.

Types of employment space

- 7.4 The Cambridge Northern Fringe will need to meet the needs of a range of users. Cambridge firms come in a range of sizes, from start-ups with a few individuals, to major firms with hundreds of employees. Many high technology firms carry out research and development (R&D) in office-like buildings. However, there is also demand for specialist laboratory space, alongside office uses. Our evidence has also suggested the need for grow on space for firms in the area, or space for large firms.

Issue: Types of Employment Space

Question 34: Are there specific types of employment spaces that we should seek to support in this area?

Question 35: In particular, should the plan require delivery of:

- a) a flexible range of unit types and sizes, including for start-ups, and Small and Medium Sized Enterprises (SMEs);**
- b) Specialist uses like commercial laboratory space;**
- c) hybrid buildings capable of a mix of uses, incorporating offices and manufacturing uses.**
- d) shared social spaces, for example central hubs, cafes.**

Industrial and other employment uses

What you told us previously

The redevelopment options we consulted on previously showed different ways of reconfiguring the current uses on the eastern area. We also asked about the future of the Nuffield Road industrial estate.

You told us we should make the most of this area, and give more consideration to other uses like residential, but there was still a need for industrial uses in the City. Some existing site users expressed concern, and that alternative sites would be required if they were to be relocated. With regard to Nuffield Road, environmental benefits of alternative uses for the area like residential were expressed.

- 7.5 There are a number of industrial uses currently within the area. These provide an important function for Cambridge, and there is a limited supply of industrial land currently in the City. Areas like Cambridge Commercial Park (sometimes referred to as Cowley Road Industrial Estate) accommodate a range of functions which are important to the Cambridge economy.
- 7.6 However, much of the land in the area is under-utilised in terms of development density. In order to make best use of the opportunities provided by Cambridge

Northern Fringe, and the potential unlocked by relocating the water recycling centre, the area will need to change.

- 7.7 Examples from around the country have shown that there are ways to accommodate some industrial uses within high density urban environments using innovative solutions. Careful consideration would need to be given to the compatibility with adjoining uses such as residential development.
- 7.8 Alternatively, provision could be made elsewhere for these uses, in order to maximise the development potential of the area, providing the alternative locations meet the needs of current occupiers. This may be necessary for some uses, which cannot be delivered in a way compatible with a new district.

Issue: Approach industrial uses

Question 36: Should the plan seek to generally relocate industrial uses away from the northern fringe site?

Or:

Should it seek innovative approaches to supporting uses on site as part of a mixed use urban quarter?

Question 37: Are there particular uses that should be retained in the area or moved elsewhere?

Supporting Study	Description	Status
Greater Cambridge Housing Strategy	Cambridge and South Cambridgeshire Councils are jointly preparing a new housing strategy, which will be published in 2019.	To be completed
Objectively Assessed Housing Need	The Council's adopted Local Plans include housing targets for the period to 2031. Housing need will be reviewed through the Local Plan Review which commences in 2019. A new evidence base will be prepared to inform the review.	To be completed
Gypsy and Traveller Accommodation Needs Assessment	Identifies the specific housing needs of the Gypsy and Travellers community. The Councils current assessment was completed in 2016, and it will be reviewed to inform the Local Plan review.	Completed / to be updated
Cambridge Northern Fringe Development Viability Assessment	A Viability Assessment will be prepared to accompany the AAP.	To be completed
Evidence for Residential Space Standards	Evidence prepared by South Cambridgeshire District Council in September 2016, to demonstrate the need to apply the national residential space standards in South Cambridgeshire. Cambridge City Council considered issues in an Examination Hearing Statement: https://www.cambridge.gov.uk/media/2210/cc6-ccc.pdf	Completed

8. Housing

What you told us previously

We asked you whether the plan should seek a balanced mix of dwellings, and whether there were any particular types of housing that should be included in the area. You told us we should deliver a mix of dwelling sizes, types and tenures, and a put forward range of ideas on the types of housing that should be delivered.

We asked you whether Cambridge Local Plan affordable housing requirements should apply across the AAP area. You mainly supported this approach, although it was noted that viability should be a consideration given the nature of the site.

We asked you about Private Rented Sector (PRS) housing, and whether the AAP should include guidance. Some said detailed guidance was not required, and the market should be allowed to deliver. Others expressed concern if it would result in properties being left empty.

We asked you about student housing, whether the site should exclude student housing, set a limit, allow it if justified, or make specific provision. Mixed opinions were expressed, with

some arguing it was too far from the educational institutions, others said if there was demand, it should be accommodated, and the plan should be flexible.

- 8.1 The Cambridge Northern Fringe provides an opportunity to make a significant contribution to meeting the future housing needs of the Greater Cambridge area.
- 8.2 Cambridge and South Cambridgeshire are currently preparing a Housing Strategy for the two districts. This will help to inform the drafting of the AAP, but there are many issues that we will need to consider regarding the form of housing development that should be sought in the Northern Fringe.

Housing mix

- 8.3 Given the number of new homes that could be delivered in the area, it is proposed that the AAP seeks a wide range of housing types and tenures. This would include a variety of affordable housing tenures, such as social housing for rent and other affordable routes to home ownership, purpose built private rented sector housing (PRS) and open market housing, including custom and self-build. There is also an opportunity to plan and deliver a range of housing products aimed at specific groups, for example essential local workers, as well as housing tethered to employment use within the area.
- 8.4 Households have varying needs regarding a 'home' and requirements can often change over time. Therefore, a wide choice of housing sizes and tenures broadens the appeal of an area to new residents and creates more sustainable communities. However, the provision of family sized housing also generates a need for more community facilities. It can also be a challenge to secure appropriate levels of well-designed family accommodation as part of higher-density development if this is not carefully planned and located from the outset.

Issue: Housing Mix

Question 38: Should the AAP include a policy aimed at achieving a mix of unit sizes and in particular, family sized housing?

Question 39: Should the AAP seek provision for housing for essential local workers and/or specific housing provided by employers (i.e. tethered accommodation outside of any affordable housing contribution)?

Affordable housing

- 8.5 There are around 4,500 applicants on the social housing register across the two districts. Affordability analysis referenced above suggests that 35% of existing households across Cambridge and South Cambridgeshire are on lower incomes of less than £30,000, and 26% have middle incomes between £30,000 - £50,000. Social

housing for rent is particularly important for supporting lower income households, and other affordable tenures can support those on middle incomes.

- 8.6 Both Councils Local Plans include a requirement for 40% of housing to be affordable on larger development schemes, subject to viability. It is proposed to maintain this approach in the Cambridge Northern Fringe.

Issue: Affordable Housing

Question 40: Should the AAP require 40% of housing to be affordable, including a mix of affordable housing tenures, subject to viability?

Question 41: Should an element of the affordable housing provision be targeted at essential local workers?

Custom and Self Build Housing

- 8.7 Custom and self build housing is housing built or commissioned by individuals (or groups of individuals) for their own occupation. This can help local residents develop their own lower cost market housing, support the local economy by providing work for local builders and tradesmen, increase the diversity of housing supply, and facilitate innovative designs.
- 8.8 The vision for the Northern Fringe district does not lend itself to provision of self build plots, but there may still be opportunities to support custom build. There are national and international examples⁶ where developers deliver the shell of a building, and then private individuals can finish the building and interior as they wish. The AAP could require a proportion of dwellings to be made available for this type of development.

Issue: Custom Build Housing

Question 42: Should the AAP require a proportion of development to provide custom build opportunities?

Houses in Multiple Occupation (HMO)

- 8.9 Houses in Multiple Occupation (HMO) are flats or houses permanently occupied by more than one household, where each household does not have exclusive access to all cooking, washing and toilet facilities behind a locked front door.
- 8.10 HMO's contribute to the overall supply of housing and have an important role in helping to meet an area's housing need for lower cost housing especially for young

⁶ <http://righttobuildtoolkit.org.uk/case-studies/#>

people and those new to Cambridge. A proportion of the new housing in the area could take the form of purpose-built HMOs. However, they can also adversely impact the amenity of neighbouring properties, especially if clustered, and need appropriate management arrangements to be in place.

Issue: Houses in Multiple Occupation (HMO)

Question 43: Should the AAP allow a proportion of purpose built HMOs and include policy controls on the clustering of HMOs?

Private Rented Sector (PRS) housing

8.11 Central government has introduced reforms to the National Planning Policy Framework to speed up delivery of new homes. One of these changes has been to introduce 'Build to Rent' as a tenure option, which can form part of a wider multi tenure development. Homes in such developments are typically 100% rented. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed with a single ownership and management control of all the homes on a site. We need to consider to what extent is there a role for PRS in the Cambridge Northern Fringe.

Issue: Private Rented Sector Housing

Question 44: Should the AAP include PRS as a potential housing option as part of a wider housing mix across CNF?

Question 45: if PRS is to be supported, what specific policy requirements should we consider putting in place to manage its provision and contributes towards creating a mixed and sustainable community?

Question 46: Should PRS provide an affordable housing contribution?

Question 47: What 'clawback' mechanisms should be included to secure the value of the affordable housing to meet local needs if the homes are converted to another tenure?

Question 48: What would be a suitable period to require the retention of private rented homes in that tenure and what compensation mechanisms are needed if such homes are sold into a different tenure before the end of the period?

Question 49: What type of management strategy is necessary to ensure high standards of ongoing management of PRS premises is achieved?

Specialist Housing

- 8.12 The AAP will need to consider whether there are any other forms of specialist forms of housing provision that should be made in the Cambridge Northern Fringe area, as required by the NPPF, having regard to the Greater Cambridge Housing Strategy and to evidence of need. This could include for older people, students, and travellers
- 8.13 The Cambridge Local Plan states that there is no identified need for further student accommodation provision before 2026. As such, the Councils are not proposing to identify specific provision for student housing in the Cambridge Northern Fringe, rather any proposals would need to be considered on their merits.
- 8.14 The Joint Local Plan Review that the Councils will be starting in 2019 will consider the accommodation needs of travellers, including those who no longer travel. The current South Cambridgeshire Local Plan refers to seeking opportunities to deliver new traveller sites through major developments. However, Gypsy and Traveller provision is unlikely to represent the best use of land within CNF, especially in context of delivering higher densities and optimising the development potential of the area.

Issue: Other forms of specialist housing, including for older people, students & travellers

Question 50: Should the area provide for other forms of specialist housing, either on-site or through seeking contributions for off-site provision?

Quality and Accessibility

- 8.15 Both Councils' Local Plans apply the national internal residential space standards. These set minimum sizes in terms of floorspace, and for the size of key rooms. It is important that high quality new homes are delivered, and there is public health evidence of the need for space standards. It is proposed to maintain this approach in the Cambridge Northern Fringe.
- 8.16 The Cambridge Local Plan also sets external residential space standards. This requires all new residential units 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.
- 8.17 The Local Plans set different standards regarding the minimum portion of new homes that have to meet the standards on accessibility introduced by the Government through Part M of Building Regulations in 2015. The Cambridge Local Plan sets a higher standard than the South Cambridgeshire Local Plan, requiring the design of all new homes to be delivered as 'accessible and adaptable dwellings' (Building Regulation M4(2)) and 5% of new housing as 'wheelchair user dwellings' (Building Regulation M4(3)) across all tenures. It is proposed that this approach is applied for CNF.

Issue: Quality and Accessibility of Housing

Question 51: Should the AAP apply the national internal residential space standards?

Question 52: Should the AAP develop space standards for new purpose built HMOs?

Question 53: Should the AAP apply External Space Standards, and expect all dwellings to have direct access to an area of private amenity space?

Question 54: Should the AAP apply the Cambridge Local Plan accessibility standards?

Supporting Study	Description	Status
Retail Study	A Cambridge Retail and Leisure Study was completed in 2013. A new Retail Needs Assessment will be commissioned to inform the Local Plan Review.	To be completed
Cambridge Northern Fringe Community Facilities Audit	A detailed assessment of existing facilities to inform service provision	To be completed
CNF Infrastructure Delivery Plan	A broad assessment of the social and physical infrastructure needed to support the planned development and regeneration of CNF and how these requirements could be met.	To be completed
Cambridge and South Cambridgeshire Playing Pitch Strategy	Prepared in consultation with Sport England to guide future provision and management of sports pitches to serve existing and new communities in the City and South Cambridgeshire.	Complete
Cambridge and South Cambridgeshire Indoor Facilities Strategy	Prepared in consultation with Sport England to guide future provision and management of built facilities and community use services to serve existing and new communities in the City and South Cambridgeshire.	Complete
Cambridgeshire County Council Supporting New Communities Strategy	Sets out how the County Council supports people moving into new communities across the county. The focus of this strategy is how we will work to ensure new communities have a network of people-centred support.	Complete
New Developments & Built Environment Joint Strategic Needs Assessment	Produced by Cambridgeshire County Council, considers the relationship between planning and health and well being of new communities, and includes a number of recommendations	Complete

9. Retail, Leisure and Community Services & Facilities

What you told us previously

We asked you about the approach to services and facilities for the area, and what a new local centre for the area should be like.

You told us you were supportive of services being provided in the area, to help create a vibrant community. Early provision was needed due to pressure on existing facilities. A new local centre should complement other nearby centres. There was some support for provision of a hotel in the area.

We asked you whether we should use Cambridge Local Plan's open space standards rather than the South Cambs standards.

You told us there was general support for this approach. Open space was an important way of making places pleasant to live and work. We should also consider how the site links up to green infrastructure in the wider area. We also needed to consider the need for formal sports.

Retail and Leisure

- 9.1 Being primarily an employment area, the current CNF has little by way of existing retail or local services. The intensification of employment use and substantial new housing will drive a need for new provision. The form and function of this requires careful consideration. The quantum and type of retail and leisure provision should fully meet local needs (residents, businesses and visitors) but should seek to not compete with the City Centre, which will continue to provide higher order services and facilities for this new community.
- 9.2 As centres of activity, they should provide the centre of community, cultural and civic life. To fulfil this function they will need to be welcoming, attractive, vibrant and inclusive, adding to the character and appreciation of CNF, rather than becoming another indistinguishable generic local centre or shopping parade. In this respect, a mix of unit sizes should be provided to cater for both national as well as independent traders and should enable a diverse range of retail and leisure uses, including shops, local small supermarkets, bars, cafes, and restaurants, as well as public and private sector services (e.g. doctors surgery, dentist, bank etc.). Consideration should also be given to extending activity into the evening.

Issue: Retail and Leisure

Question 55: Do you agree with the range of considerations that the AAP will need to have regard to in planning for new retail and town centre provision on CNF? Are there other important factors we should be considering?

Question 56: Should the Councils be proposing a more multi-dimensional interpretation of the role of a town centre or high street for CNF, where retail is a key but not solely dominant element?

Community Facilities

- 9.3 A range of community facilities will be required to meet the needs generated by the site. This will require either new provision on site, or improvements to existing facilities. The Councils are in discussion with service providers on what these needs are, and this will continue as the draft AAP is developed.

Issue: Community Facilities

Question 57: Do you agree with the range of considerations that the AAP will need to have regard to in planning for new retail and town centre provision on CNF? Are there other important factors we should be considering?

Open Space

- 9.4 Open spaces can provide for a variety of uses including amenity, recreation, education, biodiversity, drainage & flooding management, sustainable transport, and to help mitigate climate change and air quality. Open space also delivers a range of health benefits⁷. For many, their primary function is to serve the recreational needs of the community. Active open space often requires facilities and structures to support and promote this use, such as toilets, walkways, run routes, interpretation material, seating, tables, playgrounds and sports fields. There is also a need for such areas to be located and designed to meet the needs of the community. There may be opportunities to seek innovative approaches in this area, such as use of roof space for sport or play use. As we move forward a sports strategy will be needed, to consider how the needs to the new development will be met, building on the findings of the Councils existing Playing Pitch Strategy and Indoor Facilities Strategy.
- 9.5 Well designed and managed spaces can help bring communities together, provide a place to meet and recreate. Poor maintenance and management of park spaces on the other hand, can deter people from visiting and using and appreciating these spaces. Barriers to participation can include fear of crime / feeling unsafe, lack of facilities / things to do, mess (e.g. dog mess, rubbish) and accessibility for disabled. Spaces also need to be appropriately located so that they can be enjoyed as intended and is suitable for use.
- 9.6 Opportunities exist to enhance access to the existing open space serving the area, and to improve the quality of these spaces to increase their use and their contribution to the amenity of the area.
- 9.7 In order to make best use of this highly accessible urban area, it may not be practicable to meet all the needs for sport and open space on site. It could rely in part on connections to enhanced facilities and open spaces beyond the development.

Issue: Open Space

⁷ See New Housing Developments and the Built Environment JSNA 2015/16

Question 58: It is recognised that maximising the development potential of CNF may require a different approach to meeting the sport and open space needs of the new community. How might this be achieved?

Question 59: Should open space provision within CNF prioritise quality and functionality over quantity?

Question 60: Should open space provision within CNF seek to provide for the widest variety of everyday structured and unstructured recreational opportunities, including walking, jogging, picnics, formal and informal play, casual sports, games, dog walking and youth recreation?

Question 61: Where specific uses are required to provide of open space as part of the development, should the AAP allow for these to be met through multiple use (for example school playing fields & playing pitches for the general public)?

Supporting Study	Description	Status
Cambridgeshire Flood & Water SPD	Provides guidance on the approach that should be taken to manage flood risk and the water environment as part of new development proposals.	Completed
Cambridge and Milton Surface Water Management Plan	Outlines the preferred strategy for the management of surface water in the area. Prepared by Cambridgeshire Flood Risk Management Partnership in 2011.	Completed
Decarbonising Cambridge	Evidence base to inform setting targets for the CO2 performance of new developments in Cambridge. Prepared in 2010 to support the Cambridge Local Plan. This study provides an assessment of the feasibility of sustainable design and construction standards for new development in Cambridge, and provides useful background for suggested approaches to carbon reduction.	Completed
Cambridge Sustainable Drainage Design and Adoption Guide	This guide is primarily intended for use by developers and their consultants where they are seeking adoption of SUDS by Cambridge City Council within the public open space of new developments. It sets out the design and adoption requirements that the City Council will be looking for, in order to ensure a smooth and satisfactory adoption process.	Completed
Cambridge Tree Strategy 2016 to 2016	Sets out Cambridge City Council policies for managing the city's trees to maximise their benefits. Approved in 2015.	Completed

10. Climate Change and Sustainability

Sustainable design and construction standards

What you told us previously

We asked you about the approach to sustainable design and construction standards for the area.

You told us that views were mixed. Some said we should seek high standards, and others that we should rely on existing local plan policies and apply on a site by site basis. There was concern from some developers about setting more onerous standards for this area compared to the rest of Greater Cambridge.

- 10.1 The Council's plans need to respond to the challenge of mitigating and adapting to our changing climate. The Cambridge Northern Fringe should be an exemplar in sustainable living, supporting the transition to a zero carbon society in the face of a changing climate.

- 10.2 Cambridge City Council has set an aspiration in its Climate Change Strategy⁸ for Cambridge to achieve zero carbon status by 2050. South Cambridgeshire District Council has also resolved⁹ to support the transition to "Zero Carbon by 2050" in the next Local Plan.
- 10.3 Climate change mitigation focuses on designing new communities, infrastructure and buildings to be energy and resource efficient, using renewable and low carbon energy generation and promoting patterns of development that reduce the need to travel by less environmentally friendly modes of transport. Climate change adaptation focuses on ensuring that new developments, including infrastructure, and the wider community are adaptable to our changing climate, including issues such as flood risk and designing buildings and homes using the cooling hierarchy so that they can cope with a warming environment without the need to resort to energy intensive means of cooling. Development should take the available opportunities to integrate the principles of sustainable design and construction into the design of proposals.
- 10.4 The adopted Local Plans include a range of policies related to climate change adaptation and mitigation for residential and non-residential uses, including approaches to sustainable building design, renewable and low carbon energy, and sustainable drainage systems. There are many similarities, but the two local plans have different approaches on some issues. However, for this cross-boundary site, a single approach for the area covered by this AAP needs to be identified. One way to do this is by combining the standards in each of the adopted Local Plans, or to develop new higher standards reflecting the Councils commitments towards zero carbon. This could be explored further through new evidence that will inform the new joint Local Plan, including consideration of viability implications.

Residential Development:

- Carbon reduction. Given the difference between policy in the adopted Local Plans, it is considered that there are three options that should be explored in relation to carbon reduction from residential development:
 - A) a 19% improvement on 2013 Building Regulations (the current Cambridge Local Plan standard); or
 - B) a requirement for carbon emissions to be reduced by a further 10% through the use of on-site renewable energy (the current South Cambridgeshire Local Plan standard); or
 - C) a 19% improvement on 2013 Building Regulations plus an additional 10% reduction through the use of on-site renewable energy.

⁸ Zero Carbon Cambridge <https://www.cambridge.gov.uk/climate-change>

⁹ South Cambridgeshire District Council: Full Council Meeting 29 November 2018
<http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=410&MIId=7252>

10.5 Whilst both options A and B seek improvements above standard development requirements, the advantage of option A over option B is that it promotes an approach to carbon reduction that would focus on making improvements to baseline fabric and energy efficiency requirements, for example through higher performing insulation, before consideration is given to energy generation, an approach that is known as 'fabric first'. While renewable and/or low carbon energy is likely to still play a role in meeting the requirements of this option, it will only be applied once measures to enhance fabric performance and energy efficiency have been considered and applied following the energy hierarchy of Be Lean, Be Clean and Be Green. A further option would be to require a combination of the two, as shown in option C.

- Water efficiency – a maximum of 110 litres/person/day (the current standard in both Local Plans).

Non-residential development:

- Minimum requirement for achievement of BREEAM 'excellent' with full credits achieved for category Wat 01 of BREEAM. Carbon reduction would be dealt with via the mandatory requirements associated with category Ene 01 of BREEAM.

All development:

- A requirement for all flat roofs to be biodiverse roofs (green or brown) or roof gardens (where roof spaces are proposed to be utilised for amenity space);
- Requirements related to electric vehicle charging infrastructure to support the transition to low emissions vehicles;
- In order to minimise the risk of overheating, all development must apply the cooling hierarchy as follows:
 - Reducing internal heat generation through energy-efficient design;
 - Reducing the amount of heat entering a building in summer through measures such as orientation, shading, albedo, fenestration, insulation and green roofs;
 - Managing heat within the building, e.g. through use of thermal mass and consideration of window sizes;
 - Passive ventilation;
 - Mechanical ventilation;
 - Only then considering cooling systems (using low carbon options).

Overheating analysis should be undertaken using the latest CIBSE (Chartered Institute of Building Services Engineers) overheating standards, with consideration given to the impact of future climate scenarios.

10.6 In order to demonstrate how the principles of sustainable design and construction have been integrated with proposals, sustainability statements will need to be submitted with planning applications, including a site wide Sustainability Statement at the outline planning application stage, which should set overarching targets for the development.

- 10.7 Consideration should also be given to how sustainability targets could be reviewed over time in light of the transition to a zero carbon society. In light of the recent [Intergovernmental Panel on Climate Change \(IPCC\)](#) report on the impacts of global warming of 1.5 degrees above pre-industrial levels, government have asked the Committee on Climate Change to provide advice in relation to the UK's long term carbon reduction targets¹⁰. This includes options for the date by which the UK should achieve a) a net zero greenhouse gas target and/or b) a net zero carbon target in order to contribute to the global ambitions set out in the Paris Agreement.
- 10.8 Given the lengthy timescales for development at Cambridge Northern Fringe, it is important to ensure that development in the area supports the road to zero carbon development and for the AAP to be clear that review mechanisms could be built into any planning permissions in order to reflect changes in national policy.

Issue: Sustainable design and construction standards

Question 62: Do you support the overall approach to sustainable design and construction standards suggested for the action plan area?

Question 63: Within this overall approach, in particular, which option do you prefer in relation to carbon reduction standards for residential development?

- A) a 19% improvement on 2013 Building Regulations (the current Cambridge Local Plan standard); or
- B) a requirement for carbon emissions to be reduced by a further 10% through the use of on-site renewable energy (the current South Cambridgeshire Local Plan standard); or
- C) a 19% improvement on 2013 Building Regulations plus an additional 10% reduction through the use of on-site renewable energy (combining the current standards in the Local Plans); or
- D) consider a higher standard and develop further evidence alongside the new joint Local Plan.

Question 64: Do you support the proposal for the AAP to be clear that review mechanisms should be built into any planning permissions in order to reflect changes in national policy? What other mechanisms could be used?

Site wide approaches to sustainable design and construction.

- 10.9 The redevelopment of Cambridge Northern Fringe should deliver an exemplar of sustainable living. There are many ways in which this requirement can be demonstrated. Development at the scale being considered for the area provides an opportunity for site wide approaches to be taken in the following key areas:

¹⁰

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/748489/CCC_commission_for_Paris_Advice_-_Scot_UK.pdf

- Energy provision, through the development of decentralised energy systems and innovative approaches to energy infrastructure such as smart energy grids;
- Community scale approaches to water, taking an integrated approach to water management, which gives consideration not just to reducing flood risk but also considers opportunities for water re-use and the wider benefits of managing water close to the surface.
- Application of the BREEAM Communities International Technical Standard to the masterplanning of the site.

10.10 The infrastructure necessary for decentralised energy would need to be explored at a very early stage in consultation with utilities providers, including local authorities, and designed in at the front end of development in order to minimise costs and to appropriately phase the installation with the build out of the development. Consideration should be given to a range of technologies and options for decentralised energy, taking account of future carbon intensity of different energy sources and the decarbonisation of heat, in order that reduction of carbon emissions is secured over the long term. Any proposals for district heat networks should comply with current best practice for district energy by following the guidance set out in the CIBSE/ADE guide [“CP1 : Heat Networks: Code of Practice for the UK”](#), in order to ensure that the heat network operates effectively and meets client and customer expectations.

Issue: Site wide approaches to sustainable design and construction

Question 65: Do you support the plan requiring delivery of site wide approaches to issues such as energy and water, as well as the use of BREEAM communities at the masterplanning stage?

Question 66: Are there additional issues we should consider in developing the approach to deliver an exemplar development?

Drainage / SUDS

- 10.11 The AAP will need to incorporate policy requirements to achieve appropriate sustainable drainage. The Councils have adopted guidance regarding sustainable drainage design that includes long-term management and maintenance.
- 10.12 Policies could seek to integrate a SUDs network into the Fen edge landscape that could help to enhance opportunities for specified species as well as providing a sense of place.

Biodiversity

10.13 National planning guidance requires that plans should seek to achieve net gains in biodiversity. The Government started a consultation on 2 December 2018 which proposes that developers could be required to deliver a mandatory ‘biodiversity net gain’ when building new housing or commercial development – meaning habitats for

wildlife must be enhanced and left in a measurably better state than they were pre-development.

10.14 The urban area will require innovative solutions, which preserve and enhance the green infrastructure network, including enhancing existing assets like the first public drain. There are opportunities to drive a coordinated approach to extensive biodiverse green roof provision to provide a mosaic of different roof top accessible and inaccessible roof top habitats. It may also be possible to target specific species early on in the design process to help create a sense of place and deliver measurable net gains in a dense urban development. Tree cover also has benefits for urban cooling, as identified in the Cambridge Tree Strategy 2016 to 2016..

10.15 If net gain cannot be achieved fully on site, off site improvements may be required.

Issue: Biodiversity

Question 67: What approach should the AAP take to ensure delivery of a net gain in biodiversity?

SMART Technology

10.16 Finding smart ways to solve City problems. The Connecting Cambridgeshire Partnership is exploring Smart Cambridge, and ways to improve digital infrastructure. It is exploring transport related programmes on how make better use of data, utilise emerging technology and collaborate with businesses and the community.

10.17 Part of making a sustainable new city district will be ensuring that opportunities are taken to integrate smart technologies from the outset. This could allow city managers of the future to understand in real time transport, energy, air quality and other liveability factors.

Issue: SMART technology

Question 68: Should the AAP seek for developments in the area to integrate SMART technologies from the outset?

Supporting Study	Description	Status
CNF Infrastructure Delivery Plan	A broad assessment of the social and physical infrastructure needed to support the planned development and regeneration of CNF and how these requirements could be met.	To be completed
Development Capacity Study	An assessment of the capacity of the relevant land parcels within CNF to accommodate development (including employment activities, residential and other uses) including the quantum of floorspace and assumed typologies.	To be completed
Health Impact Assessment	An assessment of the health impacts of the proposed policies and proposals of the CNF AAP.	Underway
CNF Transport Assessment – mitigation measures	An assessment of the effectiveness and cost/benefit of potential mitigation measures for implementation within CNF.	To be completed

11. Implementation & Delivery

What you told us previously

We asked you about infrastructure, delivery, and phasing, and different approaches the AAP could take regarding masterplanning.

You told us that we needed to clearly set out infrastructure requirements and costs and funding requirements, and we needed a clear approach to the relocation of the Water Recycling Centre. Opinions were mixed regarding the approach to masterplanning, but there was support for achieving a comprehensive approach to development.

Phasing and relocations

11.1 The suggested phasing of development and necessary infrastructure requirements is not within the scope of this early stage of the AAP process. Nevertheless, the success of the AAP will be measured based on the delivery of development outcomes within the Plan’s timeframe. The Councils are therefore proposing to prioritise land within the AAP that can feasibly be developed early, whilst being conscious of not preventing other development sites from coming forward if market conditions allow for this.

11.2 As set out in Section 7, there is potential to retain existing industrial uses that are compatible with the new proposed development. This could take a number of forms, including replacement as part of the redevelopment of an existing site or relocation to another part of CNF. It could also be left entirely for the market to determine and resolve. For incompatible uses, a requirement to facilitate relocation elsewhere off-site could aid in bringing development forward more quickly.

Issue: Phasing and relocations

Question 69: Do you agree that the AAP should prioritise land that can feasibly be developed early? Are there any risks associated with this proposed approach?

Question 70: Should the AAP include a relocation strategy in preference of leaving this to the market to resolve?

Funding and delivering the required infrastructure

- 11.3 The Government has recently announced the relaxation of pooling restrictions on the use of planning obligations (Section 106 Agreements) to secure infrastructure delivery on large strategic sites in multiple ownership, such as CNF.
- 11.4 The intention through the AAP is to put in place a Section 106 regime, specific to CNF, to ensure all proposed developments across CNF contributes equitably to the provision and/or funding of all appropriate infrastructure requirements. Once the mix and quantum of land use has been established, the mechanism for ensuring an appropriate apportionment of costs of supporting infrastructure to the land use types and by development distribution and phasing will need to be established.
- 11.5 The chosen approach should ensure the first phases of development do not benefit from spare capacities or are not unduly burdened with a disproportionate infrastructure requirement.
- 11.6 Given the lengthy build out period, it will be necessary to keep the schedule and phasing of infrastructure requirements under review. This may necessitate the setting aside of appropriate land in latter phases as a contingency until further monitoring and assessment is undertaken.

Issue: Funding & Delivery of infrastructure

Question 71: Do you agree with an approach of devising a Section 106 regime specifically for CNF? If not, what alternative approach should we consider?

Question 72: What approach do you consider the most appropriate basis on which to apportion the cost of the infrastructure requirements arising from different land uses to ensure an equitable outcome?

Development viability

- 11.7 The results of the development viability assessments, undertaken to support the extant Local Plan policies of both the City and South Cambridgeshire, indicate a strong residential and employment market with no obvious barriers to delivery and no evidence of market failure in Greater Cambridge.
- 11.8 A managed pace of delivery and a diverse residential product including a range of houses and flats is required for a sustainable long-term market over the plan period.

However, private market values are not limitless, and there are a significant number of variables that can influence, both positively and negatively, residual land values. When drafting the AAP, more detailed consideration will need to be had to ensure policy requirements strike the right balance between attracting development investment, maximising the amount of affordable housing and achieving sufficient levels of developer contributions to fund the infrastructure needed to create sustainable communities. Flexibility will therefore need to be included to account for changes affecting viability over the build out of CNF but it is equally important that this does not compromise the certainty the AAP is intended to provide.

Issue: Development viability

Question 73: How should the AAP take into account potential changes over time, both positive and negative, that might affect development viability?

Land assembly & Compulsory Purchase Orders

- 11.9 To achieve the comprehensive regeneration of CNF and/or to optimise the development potential of land parcels to be realised, land assembly may be required.
- 11.10 It is possible that the AAP will allocate sub-areas to manage the development planned. While such sub-areas will have regard to land ownership, there could be instances where these include land in multiple ownership. The AAP could allow development within sub-areas to come forward incrementally, however, the constraints posed by site boundaries, neighbouring development or uses, and below-ground services all have potentially limiting consequences for scale, layout and viability. The Councils therefore propose to include requirements for land assembly to achieve the proper planning of development and the ability of development to support the achievement of wider regeneration initiatives or objectives.
- 11.11 Although a tool of last resort, where compulsory purchase is necessary, the Councils do have the ability to use their powers to compulsory purchase orders when necessary to facilitate development that is in the public interest and which is consistent with the vision and strategic objectives of the AAP.

Issue: Land assembly and Compulsory Purchase Orders

Question 74: Do you agree with the proposal to require land assembly where it can be demonstrated that this is necessary for delivering the agreed masterplan for CNF and/or the proper planning of development?

Question 75: Should the AAP state that the Councils will use their Compulsory Purchase powers? If so, should the AAP also set out the circumstances under which this would be appropriate?

Joint Working

11.12 The Councils consider there is significant potential for joint working on a range of matters between the landowners/developers of the various landholdings across CNF. In particular, this could include the masterplanning of individual development sites but also in respect of preparing detailed studies in support of planning applications through to construction logistics and post implementation monitoring.

Issue: Joint Working

Question 76: Should the Councils actively seek to facilitate joint working between the various landowners/developers within CNF? If so, what specific matters could we target for joint working?

Development ahead of the AAP

11.13 While the Councils welcome the significant developer interest being shown in the regeneration of CNF, the Councils consider that the future development context of the CNF should be plan-led and not determined through planning applications for individual sites ahead of the AAP.

11.14 Applications for development ahead of the adoption of the AAP will therefore be determined in accordance with the extant policies of the relevant local plan(s). In this context, regard will also need to be had to existing site and surrounding circumstances including the impacts of odour from the Water Recycling Centre and the capacity constraints on Milton Road. It will also be necessary to demonstrate that the proposed development would not prejudice development within the CNF area or the achievement of the comprehensive vision for the area as a whole as set out in the Local Plans.

Issue: Pre-AAP Planning Applications

Question 77: Do you agree with the Councils proposed approach to dealing with planning applications made ahead of the AAP reaching a more formal stage of preparation?

Meanwhile (Temporary) Use

11.15 Meanwhile use can provide for a range of temporary uses and activities, making efficient use of land that would otherwise be left vacant during large-scale phased development, and providing the opportunity to quickly bring life and activity to an area before permanent development begins.

11.16 Meanwhile uses can also act as a prototype of the character that regeneration might provide, ensuring early understanding of the future place. It can also have the added benefit of providing an interim income stream while also enhancing the attractiveness of a place to potential future tenants. What's more, businesses may

also flourish and provide readymade tenants that can migrate into permanent space over time.

11.17 However, it may be appropriate to introduce some requirements over meanwhile use. This could take the form of a light touch, limiting the consideration of acceptability to the type of use proposed, its scale and how long they should be allowed to operate for. Alternatively, proposals could have to demonstrate how they contribute to the vibrancy of the immediate area and/or support the delivery of the development outcomes and vision for CNF.

Issue: Meanwhile (Temporary) Use

Question 78: What types of meanwhile uses should the AAP support for CNF?

Question 79: Should there be any limit on the scale of a proposed meanwhile use?

Question 80: Do you think it appropriate to set a maximum period for how long a meanwhile use could be in operation?

Question 81: Should the AAP also include a requirement for Meanwhile uses to demonstrate how they will add vibrancy and interest and/or deliver on the wider development outcomes and vision for CNF?

Equalities Impacts

11.18 The Issues and Options Report has been subject to an Equalities Impact Assessment. This identified neutral or positive impacts on protected characteristics. We will continue to use the EQIA process to inform the AAP as it moves through the plan making process.

Issue: Equalities Impacts

Question 82: What negative or positive impacts might the proposed plans have on residents or visitors to Cambridge with low incomes or who have particular characteristics protected under the Equality Act 2010? (The protected characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.)

Any other comments

11.19 This is your opportunity to tell us what you want CNFE to be like in 2031 and beyond, and other issues related to the AAP that we have not already covered.

Issue: Any other comments

Question 83: Do you have any other comments about the CNF area and/or AAP? If you wish to make suggestions, please provide your comments.

Appendix 1: Adopted Local Plan Policies for Cambridge Northern Fringe

South Cambridgeshire Local Plan 2018 (Extract) *Cambridge Northern Fringe East*

Policy SS/4: Cambridge Northern Fringe East and Cambridge North railway station

1. The Cambridge Northern Fringe East and Cambridge North railway station will enable the creation of a revitalised, employment focussed area centred on a new transport interchange.
2. The area, shown on the Policies Map, and illustrated in Figure 6, is allocated for high quality mixed-use development, primarily for employment within Use Classes B1, B2 and B8 as well as a range of supporting uses, commercial, retail, leisure and residential uses (subject to acceptable environmental conditions).
3. The amount of development, site capacity, viability, time scales and phasing of development will be established through the preparation of an Area Action Plan (AAP) for the site. The AAP will be developed jointly between South Cambridgeshire District Council and Cambridge City Council, and will involve close collaborative working with Cambridgeshire County Council, Anglian Water and other stakeholders in the area. The final boundaries of land that the joint AAP will consider will be determined by the AAP.
4. All proposals should:
 - a. Take into account existing site conditions and environmental and safety constraints;
 - b. Demonstrate that environmental and health impacts (including odour) from the Cambridge Water Recycling Centre can be acceptably mitigated for occupants;
 - c. Ensure that appropriate access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner;
 - d. Recognise the existing local nature reserve at Bramblefields, the protected hedgerow on the east side of Cowley Road which is a City Wildlife Site, the First Public Drain, which is a wildlife corridor, and other ecological features, and where development is proposed provide for appropriate ecological mitigation, compensation, and enhancement

3.29 Cambridge Northern Fringe East (CNFE) is located within the Cambridge City Council and South Cambridgeshire District Council authority boundaries. The majority of the area is within Cambridge with Chesterton Sidings and part of the St John's innovation Park within South Cambridgeshire. An early review of the site through a jointly-prepared Area Action Plan (AAP) will ensure a coordinated approach is taken. This will enable the feasibility of development and its viability to be properly investigated and will ensure a comprehensive

approach to redevelopment.

- 3.30 The railway station, on the sidings in South Cambridgeshire, will be served by the Cambridgeshire Guided Busway and will include cycle parking facilities and car parking. The station will significantly improve the accessibility of the site and surrounding area including access to and from the Cambridge Business Park, St John's Innovation Park and Cambridge Science Park making the area a highly attractive business destination.
- 3.31 Cambridge North railway station will provide a catalyst for regeneration of this area. Early development around Cambridge North station could help create a vibrant area around this key infrastructure to meet the needs of users of the station and bring forward further phased delivery elsewhere within the CNFE area. Planning applications submitted before the adoption of the AAP will be considered on their own merits and subject to ensuring that they would not prejudice the outcome of the AAP process and the achievement of the comprehensive vision for the area as a whole that will be established by the AAP.
- 3.32 The adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and Site Specific Proposals Plan (2012) designates a safeguarding area for the existing Cambridge Water Recycling Centre and another for an existing aggregates railhead; as well as a Waste Consultation Area for an existing waste management facility. In addition, it identifies an area of search for a household (waste) recycling centre to serve the north of Cambridge and an inert waste recycling facility. Any development proposals will need to be assessed against the above minerals and waste policies and specifically will need to prove they are compatible to ensure the existing safeguarded aggregates railhead and waste operations can continue without conflict.
- 3.33 The sidings, in South Cambridgeshire, currently have a number of businesses importing aggregate using the railway that is used for construction and road maintenance in the wider Cambridge area. This provides an important source of building materials for the wider area.
- 3.34 Exploration of the viability and feasibility of redevelopment of the Cambridge Water Recycling Centre within Cambridge City to provide a new treatment works facility either elsewhere or on the current site subject to its scale will be undertaken as part of the feasibility investigations in drawing up the AAP. If a reduced footprint were to be achieved on the current site this could release valuable land to enable a wider range of uses. Residential development could be an option subject to appropriate ground conditions, contamination issues, amenity and air quality.
- 3.35 The development of Cambridge Northern Fringe East will require partnership working between landowners and developers as well as the two local authorities and Cambridgeshire County Council. Highways England will also be engaged with in relation to strategic road network issues.



Policy E/1: New Employment Provision near Cambridge – Cambridge Science Park

Appropriate proposals for employment development and redevelopment on Cambridge Science Park (as defined on the Policies Map) will be supported, where they enable the continued development of the Cambridge Cluster of high technology research and development companies.

New Employment Provision near Cambridge

8.13 South Cambridgeshire has a good supply and range of existing employment sites. Additionally existing commitments with planning permission provide a wide variety and types of employment development, including significant opportunities at research parks for high technology and R&D, including at Granta Park, Babraham Institute, Wellcome Trust Genome Campus and Cambridge Research Park. At March 2012 planning permission had been granted for 238,298m² (80.3 hectares) of employment. In addition, there are opportunities for significant further provision at Northstowe, and Cambridge University's North West Cambridge development.

8.14 The Employment Land Review (2012) identified a particular need for office space in or on the edge of Cambridge. Opportunities have been identified on the northern fringe of Cambridge for additional employment development, taking advantage of the increased accessibility of the area as a result of by the Guided Busway and the planned Cambridge Science Park railway station. Cambridge Science Park has played a crucial role in establishing and supporting the research and development and high tech sectors since the 1970's. Some of the early phases were built at low densities and are forty years old, and there is scope for intensification or even redevelopment. Proposals will need to demonstrate they are compliant with other policies in the Local Plan, particularly in relation to design and transport.

8.15 The area around the Cambridge North Station itself has been identified for a high density mixed employment led development, providing a new gateway to the northern part of Cambridge (Policy SS/4).

Cambridge Science Park – Map to add

Cambridge Local Plan 2018 (Extract)
Cambridge Northern Fringe East

Policy 15: Cambridge Northern Fringe East and new railway station Area of Major Change

The Cambridge Northern Fringe East and the new railway station will enable the creation of a revitalised, employment focussed area centred on a new transport interchange.

The area, shown on the Policies Map, and illustrated in Figure 3.3, is allocated for high quality mixed-use development, primarily for employment uses such as B1, B2 and B8, as well as a range of supporting commercial, retail, leisure and residential uses (subject to acceptable environmental conditions).

The amount of development, site capacity, viability, timescales and phasing of development will be established through the preparation of an Area Action Plan (AAP) for the site. The AAP will be developed jointly between Cambridge City Council and South Cambridgeshire District Council, and will involve close collaborative working with Cambridgeshire County Council, Anglian Water and other stakeholders in the area. The final boundaries of land that the joint AAP will consider will be determined by the AAP.

All proposals should:

- a. take into account existing site conditions and environmental and safety constraints;
- b. demonstrate that environmental and health impacts (including odour) from the Cambridge Water Recycling Centre can be acceptably mitigated for occupants;
- c. ensure that appropriate access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner;
- d. recognise the existing local nature reserve at Bramblefields, the protected hedgerow on the east side of Cowley Road which is a City Wildlife Site, the First Public Drain, which is a wildlife corridor, and other ecological features, and where development is proposed, provide for appropriate ecological mitigation, compensation and enhancement measures either on- or off-site; and
- e. ensure that due consideration has been given to safeguarding the appropriate future development of the wider site.

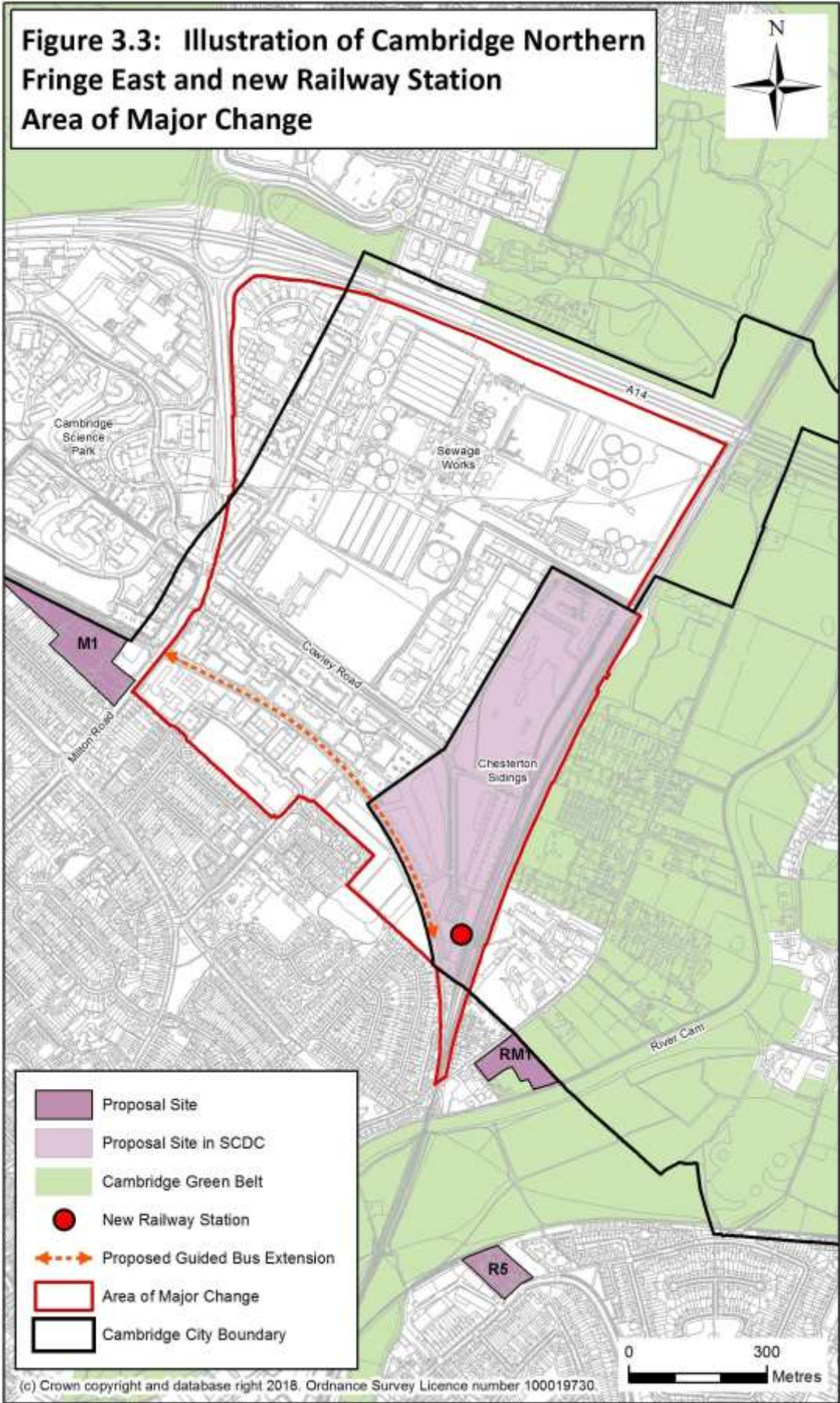
Supporting text:

3.30 Cambridge Northern Fringe East (CNFE) is within the Cambridge City Council and South Cambridgeshire District Council authority boundaries. The majority of the area is within Cambridge with Chesterton Sidings and part of the St. John's Innovation Park within South Cambridgeshire. An early review of the site through a jointly-prepared Area Action Plan will ensure a coordinated approach is taken. This will enable the feasibility of development and its viability to be properly investigated and will ensure a comprehensive approach to redevelopment.

3.31 The new railway station on the sidings in South Cambridgeshire will be served by the Cambridgeshire Busway and will include cycle parking facilities and car parking. The station will significantly improve the accessibility of the site and surrounding area, including access to and from the Cambridge Business Park, St

John's Innovation Park and Cambridge Science Park, making the area a highly attractive business location.

- 3.32 The new railway station will provide a catalyst for regeneration of this area. Early development around the new station could help create a vibrant area around this key infrastructure to meet the needs of users of the station and bring forward further phased delivery elsewhere within the CNFE area. Planning applications will be considered on their own merits before the AAP has been adopted and subject to ensuring that they would not unduly prejudice the outcome of the AAP process and the achievement of the comprehensive vision for the area as a whole that will be established by the AAP.
- 3.33 The adopted Cambridgeshire and Peterborough Minerals and Waste Core Strategy (2011) and Site Specific Proposals Plan (2012) designate a safeguarding area for the existing Cambridge Water Recycling Centre and another for an existing aggregates railhead; as well as a Waste Consultation Area for an existing waste management facility. In addition, an area of search is identified for a household (waste) recycling centre to serve the north of Cambridge and an inert waste recycling facility. Any development proposals will need to be assessed against the above minerals and waste policies and specifically will need to prove they are compatible to ensure the existing safeguarded aggregates railhead and waste operations can continue without conflict.
- 3.34 The sidings, in South Cambridgeshire, currently have a number of businesses importing aggregate using the railway that is used for construction and road maintenance in the wider Cambridge area. This provides an important source of building materials for the wider area.
- 3.35 Exploration in respect of the viability and feasibility of redevelopment of the Cambridge Water Recycling Centre to provide a new treatment works facility either elsewhere or on the current site, subject to its scale will be undertaken as part of the feasibility investigations in drawing up the AAP. If a reduced footprint were to be achieved on the current site, this could release valuable land to enable a wider range of uses. Residential development could be an option, subject to appropriate ground conditions, contamination issues and amenity and air quality.
- 3.36 The development of Cambridge Northern Fringe East will require partnership working between landowners and developers, as well as the two local authorities and Cambridgeshire County Council. Highways England will also be engaged with on strategic road network issues.



Appendix 2 – Acronyms and Glossary of Terms

Acronyms

Term	Definition
AAP	Area Action Plan
CGB	Cambridge Guided Bus
CNF	Cambridge Northern Fringe
CPCA	Cambridge and Peterborough Combined Authority
CRC	Cambridge Regional College
ECTS	Ely to Cambridge Transport Study
HIF	Housing Infrastructure Fund
HMO	Houses in Multiple Occupation
LPA	Local Planning Authority
NPPG	National Planning Practice Guidance
PRS	Private Rented Sector
R&D	Research and Development
WRC	Waste Water Recycling Centre

Glossary of Terms

Term	Definition
Aggregates	Aggregates take a number of different forms. Primary Aggregates include naturally occurring sand, gravel and crushed rock typically used for a variety of construction and manufacturing purposes. Recycled Aggregates are typically produced from construction and demolition wastes. Secondary Aggregates are aggregates typically derived from a range of industrial and mineral wastes such as power station ash, glass, and mineral site spoils.
Area action plan (AAP)	A local plan document setting out policy and proposals for a specific area.
Affordable housing	Affordable housing: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions: a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government’s rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an

	<p>affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).</p> <p>b) Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household’s eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.</p> <p>c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.</p> <p>d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.</p> <p>Source: NPPF 2018</p>
BREEAM Communities International Technical Standard	A simple and flexible route to improving, measuring and certifying the sustainability of large-scale development plans, and the masterplanning of new communities or regeneration projects.
Building Research Establishment Environmental Assessment Method (BREEAM)	BREEAM is a set of standards for measuring the environmental performance of a range of new and existing building types. It covers energy and water performance, construction materials, waste, ecology, pollution and health. Under this scheme, buildings that meet the standards are rated either ‘pass’, ‘good’, ‘very good’, ‘excellent’ or ‘outstanding’.
Cambridge Cluster	Refers to the 1,400+ technology, biotechnology, services providers and support companies and organisations comprising

	more than 40,000 people employed by these in the Cambridge region.
Cambridge Sub Regional Model (CSRM2)	Used to forecast the demand for travel between origin and destination 'zones' by different modes of transport. The CSRM outputs are fed into a road traffic model, which is used to forecast the routes that traffic will take between each pair of origin and destination zones.
Cambridgeshire & Peterborough Combined Authority	Made up of representatives from eight organisations. These are Cambridge City Council, Cambridgeshire County Council, East Cambridgeshire District Council, Fenland District Council, Huntingdonshire District Council, Peterborough City Council, South Cambridgeshire District Council and The Business Board. The Combined Authority is held to account by several committees made up of representatives from partner local authorities. The Authority is led by Mayor, James Palmer, who was elected on 5th May 2017. http://cambridgeshirepeterborough-ca.gov.uk/
Cambridgeshire and Peterborough Minerals and Waste Plan	Comprises a suite of documents including the Core Strategy and Site Specific Proposals Plan adopted by Cambridgeshire County and Peterborough City Councils. There is also an adopted Proposals Map, which shows allocated sites and areas of search for future minerals and waste facilities, and safeguarding areas for existing and future facilities.
Car Club	Car club is a membership scheme that offers people use of a car on a pay-as-you-go basis.
City wildlife site (CWS)	A non-statutory designation for sites of nature conservation interest within an urban environment.
Climate change adaptation	Adjustments made to natural or human systems in response to the actual or anticipated impacts of climate change, to mitigate harm or exploit beneficial opportunities.
Climate change mitigation	Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
Cluster	Concentrations of companies in related activities, recognisable suppliers, service providers and institutions, which are cooperating, competing and collaborating to build competitive advantage, often across traditional sector boundaries. Such concentrations often depend on access to specialist skills and infrastructure within a specific area.
Decentralised Energy	Local renewable and local low-carbon energy sources.
Design Code	A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.
District centre	A group of shops, separate from the town centre, usually containing at least one food supermarket or superstore, and

	non-retail services such as banks, building societies and restaurants; boundaries are defined on the Cambridge policies map.
District heat networks	District heating is a system for distributing heat generated in a centralised location for residential and commercial heating requirements. The heat is often obtained from a co-generation plant burning fossil fuels but increasingly biomass, although heat-only boiler stations, geothermal heating and central solar heating are also used, as well as nuclear power.
Greater Cambridge Partnership	Local delivery body for a City Deal with central Government, bringing powers and investment, worth up to £1 billion over 15 years. www.greatercambridge.org.uk
Green Belt	A statutory designation made for the purposes of: checking the unrestricted sprawl of large built-up areas; preventing neighbouring towns from merging into each other; assisting in safeguarding the countryside from encroachment; preserving the setting and special character of historic towns and assisting in urban regeneration by encouraging the recycling of derelict and other urban land. Specific Green Belt purposes have been set out for Cambridge.
Green infrastructure	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
Health impact assessment (HIA)	A health impact assessment is a tool to appraise both positive (e.g. creation of new jobs) and negative (e.g. generation of pollution) impacts on the different affected subgroups of the population that might result from the development. Public participation is considered a major component of the process. It usually assesses a policy or proposal that does not have health improvement as a primary objective. The implementation of the development may result in intended objectives being met but may also result in consequences that are unintended and unanticipated. These unintended effects may be good or bad for people's health. An HIA is usually forward-looking (prospective) and done at a time when it is possible to change the proposed development if necessary, e.g. at the masterplanning stage.
Hi-tech or high technology industry	Activities including production in fields which include biotechnology, chemicals, consultancy research and development, computer components and hardware, computer software, electronic systems and products, information technology, instrumentation, new materials technology, telecommunications, other forms of new manufacturing process or fields of research and other development which may be regarded as high technology uses.
Historic	All aspects of the environment resulting from the interaction

environment	between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora. (Source: NPPF)
Houses in multiple occupation (HMO)	An HMO, depending on the number of occupants, is classed as either: <ul style="list-style-type: none"> • a. small HMO – this is a shared dwelling house which is occupied by between three and six unrelated individuals who share basic amenities such as a kitchen or bathroom. This falls into use class C4 under the Town and Country Planning (Use Classes) Order 2010; or • b. larger HMO – This is when there are more than six unrelated individuals sharing basic amenities such as a kitchen or bathroom. This falls into the sui generis class under the Town and Country Planning (Use Classes) Order 2010.
Housing Infrastructure Fund (HIF)	A government capital grant programme to deliver new physical infrastructure to support new and existing communities and make more land available for housing in high demand areas, resulting in new additional homes that otherwise would not have been built.
Local centre	A cluster of shops and other community facilities that satisfy local needs and are accessible on foot. Usually comprising a newsagent, a general grocery store, a sub-post office and occasionally other facilities such as a pharmacy, a public house and a hairdresser. Boundaries indicated on the policies map.
Local plan	A plan for the future development of a local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.
Local Planning Authority (LPA)	The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority include the district council, London borough council, county council, Broads Authority, National Park Authority, the Mayor of London and a development corporation, to the extent appropriate to their responsibilities.
Local nature reserve (LNR)	Reserves with wildlife or geological features that are of special interest locally.
Masterplan	A masterplan describes how proposals for a site will be implemented. The level of detail required in a masterplan will vary according to the scale at which the masterplan is produced.
Mixed use developments	Development comprising two or more uses as part of the same scheme (e.g. shops on the ground floor and residential flats above). This could apply at a variety of scales from individual

	buildings, to a street, to a new neighbourhood or urban extension.
National Planning Policy Framework (NPPF)	This document sets out national planning policies for England and the Government's requirements for the Planning System. The policies in the NPPF must be taken into account when preparing Local Plans. https://www.gov.uk/government/publications/national-planning-policy-framework--2
National Planning Practice Guidance (NPPG)	The Government's Planning practice guidance to support the NPPF. https://www.gov.uk/government/collections/planning-practice-guidance
Older People	People over or approaching retirement age, including the active, newly-retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.
Open space	Areas of land not built on and water bodies such as rivers and lakes, regardless of ownership and access. These areas include parks and gardens; natural and semi-natural green spaces; green corridors; outdoor sports facilities; amenity green space; teenagers' and children's play areas; allotments and community gardens; cemeteries and churchyards; accessible countryside in urban fringe areas and civic spaces.
Outline Planning Permission / Approval	Are planning applications that seek to establish the development principles of a site, such as the type, scale and nature of land uses considered acceptable, before a fully detailed planning application is put forward.
Reserved Matters Planning Permission / Approval	Applies to Outline Planning Permissions that have been granted, where the applicant is required to submit and get approval from the LPA on specific details ("reserved matters") of the proposed development before work can start.
Planning Condition	A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.
Planning Obligation	A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.
Private Rented Sector (PRS) housing	Build to Rent: Purpose built housing that is typically 100% rented out. It can form part of a wider multi-tenure development comprising either flats or houses, but should be on the same site and/or contiguous with the main development. Schemes will usually offer longer tenancy agreements of three years or more, and will typically be professionally managed stock in single ownership and management control.

Public open spaces	Any land laid out as a public garden or used for the purposes of public recreation. This means space which has unimpeded public access, and which is of a suitable size and nature for sport, active or passive recreation or children and teenagers' play. Private or shared amenity areas, for example in a development of flats, or buffer landscaped areas are not included as public open space. This definition relates to both open space provided within a development, and when considering the provision of existing open space.
Public realm	Public realm relates to all those parts of the built environment where the public has free access. It encompasses: all streets, squares, and other rights of way, whether predominantly in residential, commercial or community/civic uses; the open spaces and parks; and the 'public/private' spaces where public access is unrestricted (at least during daylight hours). It includes the interfaces with key internal and private spaces to which the public normally has free access. (Source: ODPM in Living Places: Caring for Quality (January 2004))
Railhead	A point on a railway from which roads and other transport routes begin. Railheads can act as reception points for aggregates moved in bulk by rail for onward distribution, normally by road. Railheads normally comprise a railway siding, off-loading and storage facilities, and sometimes including mineral processing and other plant.
Renewable and low carbon energy	Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).
Research and Development (R&D)	Sector within industry specialising in researching new ideas and developing these products towards being made.
Section 106 (S106)	A binding legal agreement requiring a developer or landowner to provide or contribute towards facilities, infrastructure or other measures, in order for planning permission to be granted. Planning obligations are normally secured under Section 106 of the Town and Country Planning Act 1990.
Skyline	An outline of land and buildings defined against the sky: the skyline of the city.
Smart energy grid	A smart grid is a modernised electricity grid that uses information and communications technology to monitor and actively control generation and demand in near real-time, which provides a more reliable and cost effective system for transporting electricity from generators to homes, business and industry.

Sustainability Appraisal	Prepared alongside the draft plan to appraise the social, environmental and economic effects of a plan and alternative approaches to help ensure that decisions made will contribute to achieving sustainable development.
Sustainable Development	Resolution 42/187 of the United Nations General Assembly defined sustainable development as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The UK Sustainable Development Strategy Securing the Future set out five 'guiding principles' of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.
Sustainable drainage systems (SuDs)	Development normally reduces the amount of water that can infiltrate into the ground and increases surface water run-off due to the amount of hard surfacing used. Sustainable drainage systems control surface water run-off by mimicking natural drainage processes through the use of surface water storage areas, flow limiting devices and the use of infiltration areas or soakaways.
Sustainable modes of transport	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.
Use classes order	<p>The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as use classes. More detail on what types of uses fall within each use class is set out below.</p> <p>Planning permission is not needed when both the present and proposed uses fall within the same class. For example, a greengrocer's shop could be changed to a shoe shop without permission as these uses both fall within use class A1. However any physical changes associated with a development may still require planning permission.</p> <p>The General Permitted Development Order also allows some changes from one use class to another without the need for planning permission. For example, a restaurant (class A3) could be changed to a shop (A1) or an estate agent (A2) as the use classes order allows this type of change to occur without requiring planning permission.</p>
Walkable (neighbourhood)	Areas typically based on 400m (five-minute walking time) catchments. The Urban Design Compendium (2000) Paragraph 3.1.2 describes the principles of 'The Walkable Neighbourhood', describing what facilities should be within a five- and ten-minute walk from home.

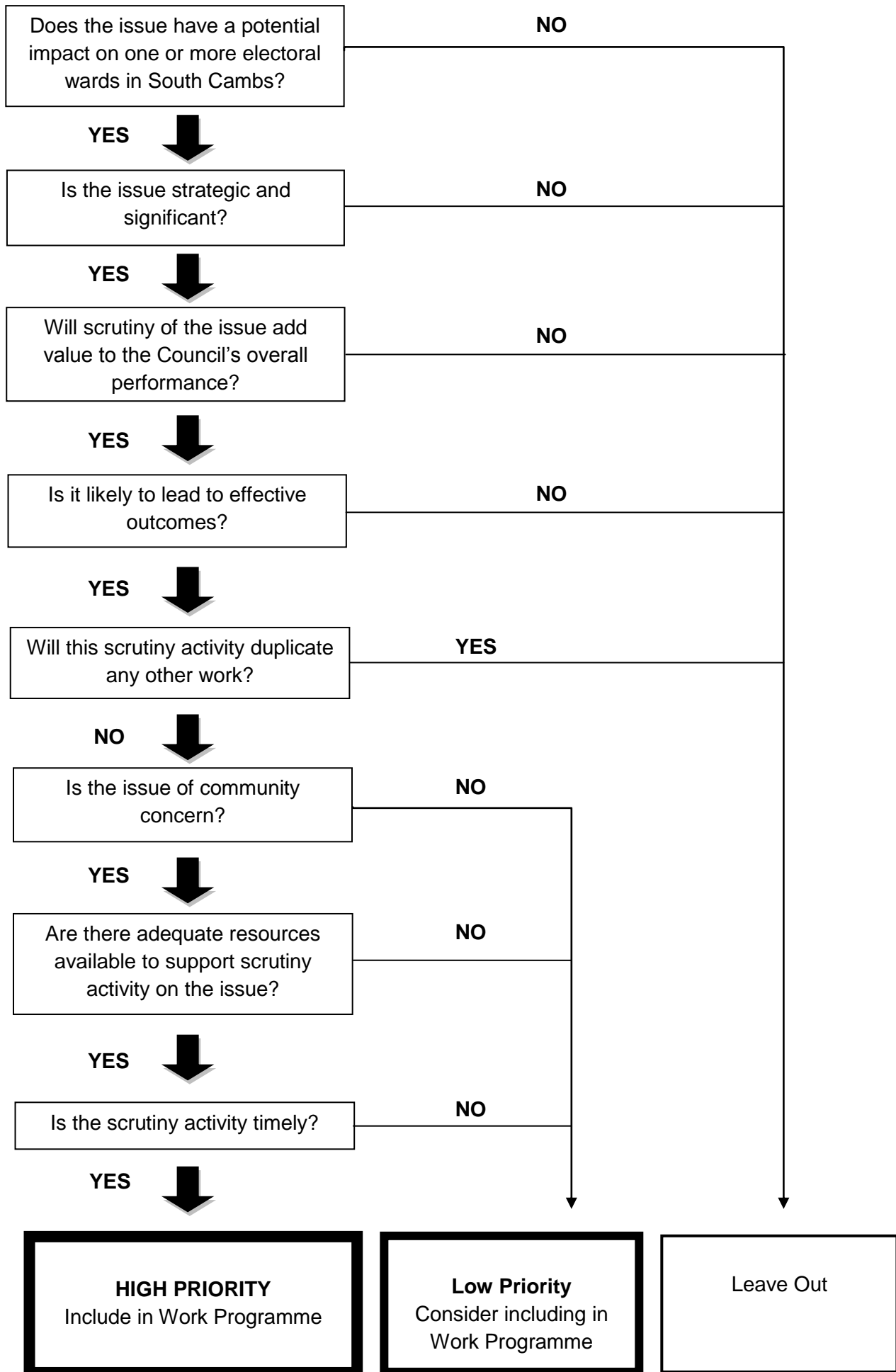
Zero carbon development	Zero carbon development is development that results in no net emissions of carbon dioxide into the atmosphere.
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Scrutiny and Overview Committee Work Programme 2018/19

Meeting date	Agenda item	Task and Finish Groups (ongoing)
Every meeting	All Key Decision items prior to Cabinet Selected Non-Key Decision items prior to Cabinet Work programme Feedback from task and finish groups	<ul style="list-style-type: none"> • Barriers to Council procurement from SMEs • Crime in rural areas • Gypsy and Traveller needs and issues
January 2019	Items scheduled for February Cabinet Decision: <ul style="list-style-type: none"> • Budget report: update on Government funding, draft Medium Term Financial Strategy and Corporate Plan priorities (Key) • Business Plan 2019-2024 (Key) • Waterbeach SPD Adoption (Key) 	
February 2019	Items scheduled for March Cabinet Decision: <ul style="list-style-type: none"> • Countywide disabled adaptations policy (Key) • Homeless Strategy (Key) 	
March 2019	Items scheduled for April Cabinet Decision: <ul style="list-style-type: none"> • Greater Cambridge Housing Strategy (Key) 	

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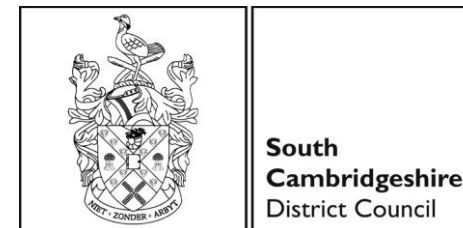
Scrutiny Work Programme Prioritisation Tool



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NOTICE OF KEY DECISIONS

To be taken under the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 from 5 December 2018



Notice is hereby given of:

- Key decisions that will be taken by Cabinet, individual Portfolio Holders or Officers
- Confidential or exempt executive decisions that will be taken in a meeting from which the public will be excluded (for whole or part)

A Key Decision is a decision, which is likely:

(1) (a) to result in the authority incurring expenditure which is, or the making of savings which are, significant having regard to the Council's budget for the service or function to which the decision relates; or

b) to be significant in terms of its effects on communities living or working in an area comprising two or more wards

(2) On determining the meaning of 'significant' for the purposes of the above, the Council must have regard to any guidance for the time being issued by the Secretary of State in accordance with section 9Q of the 2000 Act (guidance).

A notice / agenda, together with reports and supporting documents for each meeting will be published at least five working days before the date of the meeting. In order to enquire about the availability of documents and subject to any restriction on their disclosure, copies may be requested from Democratic Services, South Cambridgeshire District Council, South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA. Agenda and documents may be accessed electronically at www.scambs.gov.uk

Formal notice is hereby given under the above Regulations that, where indicated (in column 4), part of the meetings listed in this notice may be held in private because the agenda and reports for the meeting will contain confidential or exempt information under Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 (as amended) and that the public interest in withholding the information outweighs the public interest in disclosing it. See overleaf for the relevant paragraphs.

*If you have any queries relating to this Notice, please contact
Victoria Wallace on 01954 713026 or by e-mailing Victoria.Wallace@scambs.gov.uk*

**Paragraphs of Part 1 of Schedule 12A to the Local Government (Access to Information) Act 1985 (as amended)
(Reason for a report to be considered in private)**

1. Information relating to any individual
2. Information which is likely to reveal the identity of an individual
3. Information relating to the financial or business affairs of any particular person (including the authority holding that information)
4. Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings
6. Information which reveals that the authority proposes:
 - (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
 - (b) to make an Order or Direction under any enactment
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime

The Decision Makers referred to in this document are as follows:

Cabinet

Councillor Bridget Smith
Councillor Aidan Van der Weyer
Councillor Tumi Hawkins
Councillor Hazel Smith
Councillor Philippa Hart
Councillor Neil Gough
Councillor John Williams

Leader of the Council
Deputy Leader
Planning
Housing
Customer Services and Business Improvement
Environmental Services and licensing
Finance

Key and non-key decisions expected to be made from 5 December 2018

Decision to be made	Description of Decision	Decision Maker	Date of Meeting	Reason for Report to be considered in Private	Portfolio Holder and Contact Officer	Documents submitted to the decision maker
Quarterly Position Report Non-Key Page 203	To provide a statement on the Council's position with regard to its General Fund, Housing Revenue Account (HRA) and capital budgets, corporate objectives, performance indicators and strategic risks.	Cabinet Cabinet	05 December 2018 03 April 2019		Lead Cabinet member for Customer Service and Business Improvement, Lead Cabinet member for Finance Suzy Brandes, Principal Accountant (General Fund & Projects)	Report (publication expected 27 November 2018) Report (publication expected 26 March 2019)
Localised Council Tax Support Scheme Non-Key		Cabinet Council	05 December 2018 21 February 2019		Lead Cabinet member for Finance Dawn Graham, Benefits Manager	Report (publication expected 27 November 2018) Report (publication expected 13 February 2019)
Draft Greater Cambridge Housing Strategy Non-Key	To agree that the draft Greater Cambridge Housing Strategy can go out to external consultation. This is a joint strategy with	Cabinet	05 December 2018		Lead Cabinet member for Housing Julie Fletcher, Head of Housing Strategy	Report (publication expected 27 November 2018)

Key and non-key decisions expected to be made from 5 December 2018

Decision to be made	Description of Decision	Decision Maker	Date of Meeting	Reason for Report to be considered in Private	Portfolio Holder and Contact Officer	Documents submitted to the decision maker
	Cambridge City Council.					
Local Plan and Housing Monitoring Update Non-Key Page 204	To agree a new approach to the decision making processes for the preparation, consultation, publication and submission of monitoring documents, such as the Authority Monitoring Report and housing trajectory.	Cabinet	09 January 2019		Lead Cabinet member for Planning Caroline Hunt, Planning Policy Manager	Report (publication expected 31 December 2018)
Northern Fringe Area Action Plan Issues and Options Key		Cabinet	09 January 2019		Lead Cabinet member for Planning Caroline Hunt, Planning Policy Manager	Report (publication expected 31 December 2018)
Statement of Community Involvement Key	To agree a Statement of Community Involvement for the preparation of the new Local Plan for Greater Cambridge.	Cabinet	09 January 2019		Lead Cabinet member for Planning Caroline Hunt, Planning Policy Manager	Report (publication expected 31 December 2018)

Key and non-key decisions expected to be made from 5 December 2018

Decision to be made	Description of Decision	Decision Maker	Date of Meeting	Reason for Report to be considered in Private	Portfolio Holder and Contact Officer	Documents submitted to the decision maker
Elite Athletes Grant Scheme Non-Key	To consider changes to the Elite Athletes Grant Scheme as recommended by the Grants Advisory Committee.	Cabinet	09 January 2019		Lead Cabinet member for Finance Gemma Barron, Head of Sustainable Communities and Wellbeing	Report (publication expected 31 December 2018)
Canbourne High Street Key		Cabinet	06 February 2019	Part or all of the report may be exempt by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972	Lead Cabinet member for Finance Alex Colyer, Executive Director, David Ousby, Housing Development Officer (Growth)	Report (publication expected 29 January 2019)
Waterbeach Supplementary Planning Documents Adoption Key		Cabinet	06 February 2019		Lead Cabinet member for Planning Caroline Hunt, Planning Policy Manager	Report (publication expected 29 January 2019)
Budget Report		Cabinet	06 February 2019		Lead Cabinet member for Finance	Report (publication expected 29

Key and non-key decisions expected to be made from 5 December 2018

Decision to be made	Description of Decision	Decision Maker	Date of Meeting	Reason for Report to be considered in Private	Portfolio Holder and Contact Officer	Documents submitted to the decision maker
Key		Council	21 February 2019		Caroline Ryba, Head of Finance	January 2019) Report (publication expected 13 February 2019)
Business Plan 2019-2024 Key		Cabinet	06 February 2019		Leader of Council Chief Executive	Report (publication expected 29 January 2019)
Council Tax Empty Homes Premium Key	To consider increasing the council tax premium charged for long term empty homes.	Cabinet	06 February 2019		Lead Cabinet member for Finance Katie Kelly, Revenues Manager	Report (publication expected 29 January 2019) Report (publication expected 13 February 2019)
Compulsory Purchase Order of The Tree, Stapleford Non-Key	To consider the use of Compulsory Purchase Order powers with regard to The Tree, Stapleford and decide whether to make a recommendation to Council.	Cabinet	06 February 2019	Part or all of the report may be exempt by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972	Lead Cabinet member for Planning Kathryn Hawkes, Partnerships Officer	Report (publication expected 29 January 2019)
Barriers to Council Procurement from	To present findings of the Scrutiny and	Cabinet	06 February 2019		Cllr Grenville Chamberlain	Report (publication expected 29

Key and non-key decisions expected to be made from 5 December 2018

Decision to be made	Description of Decision	Decision Maker	Date of Meeting	Reason for Report to be considered in Private	Portfolio Holder and Contact Officer	Documents submitted to the decision maker
SMEs Task and Finish Group findings Non-Key	Overview Committee's task and finish group regarding the barriers to Council procurement from small and medium sized businesses.				Johanna Davies, Economic Development Officer	January 2019)
Finance shared service business case Non-Key		Cabinet	06 February 2019		Caroline Ryba, Head of Finance	Report (publication expected 29 January 2019)
Non-Domestic Rates Discretionary Relief Policy Review Key	Annual Review of the Discretionary Rates Policy, to ensure any amendments arising from the Spring Budget are updated in a timely manner.	Cabinet	06 February 2019		Lead Cabinet member for Finance Katie Kelly, Revenues Manager	Report (publication expected 29 January 2019)
Great Abington former LSA Estate Neighbourhood Plan Non-Key	To adopt ('make') the Neighbourhood Plan, subject to the Neighbourhood Plan successfully progressing through the preceding plan making stages.	Council, Lead Cabinet member for Planning	21 February 2019		Lead Cabinet member for Planning Jennifer Nuttycombe, Senior Planning Policy Officer	Report (publication expected 13 February 2019)

Key and non-key decisions expected to be made from 5 December 2018

Decision to be made	Description of Decision	Decision Maker	Date of Meeting	Reason for Report to be considered in Private	Portfolio Holder and Contact Officer	Documents submitted to the decision maker
Homeless Strategy Key	To approve a homeless strategy for South Cambridgeshire.	Cabinet	06 March 2019		Susan Carter, Housing Advice and Options Manager, Heather Wood, Interim Assistant Director of Housing (Statutory and Strategic Services)	Report (publication expected 28 February 2019)
Decision Making/Governance for New Build Development Schemes Key	For Cabinet decision around a streamlined decision making process for new build development schemes.	Cabinet	06 March 2019		Lead Cabinet member for Housing Gill Anderton, Head of Housing (New Build)	Report (publication expected 28 February 2019)
Countywide Disabled Adaptations Policy Key	To approve the Countywide Disabled Adaptations Policy. This will provide a joint county-wide approach as to how the Disabled Facility Grants can be spent.	Cabinet	06 March 2019		Lead Cabinet member for Housing Julie Fletcher, Head of Housing Strategy	Report (publication expected 28 February 2019)

Key and non-key decisions expected to be made from 5 December 2018

Decision to be made	Description of Decision	Decision Maker	Date of Meeting	Reason for Report to be considered in Private	Portfolio Holder and Contact Officer	Documents submitted to the decision maker
Draft Resident Involvement Strategy Non-Key	To agree that the Draft Resident Involvement Strategy can go out to external consultation.	Cabinet	03 April 2019		Lead Cabinet member for Housing Peter Moston, Resident Involvement Team Leader	Report (publication expected 26 March 2019)
Greater Cambridge Housing Strategy Key	To approve the adoption of the Greater Cambridge Housing Strategy	Cabinet	03 April 2019		Lead Cabinet member for Housing Julie Fletcher, Head of Housing Strategy	Report (publication expected 26 March 2019)
Resident Involvement Strategy Key	To approve the final Resident Involvement Strategy.	Cabinet	Date to be confirmed in 2019		Lead Cabinet member for Housing Peter Moston, Resident Involvement Team Leader	Report (publication date tbc)

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