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29 October 2019

To: The Leader – Councillor Bridget Smith
Deputy Leader (Statutory) – Councillor Dr. Aidan Van de Weyer
Members of the Cabinet – Councillors Bridget Smith, Dr. Aidan Van de Weyer,
Neil Gough, Bill Handley, Dr. Tumi Hawkins, Hazel Smith and John Williams
Quorum: Majority of the Cabinet including the Leader or Deputy Leader (Statutory)

Dear Councillor

You are invited to attend the next meeting of **CABINET**, which will be held in the **COUNCIL CHAMBER - SOUTH CAMBRIDGESHIRE HALL** on **WEDNESDAY, 6 NOVEMBER 2019** at **9.30 a.m.**

Yours faithfully
Liz Watts
Chief Executive

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AGENDA

	PAGES
1. Apologies for Absence To receive Apologies for Absence from Cabinet members.	
2. Declarations of Interest	
3. Minutes of Previous Meeting To authorise the Leader to sign the Minutes of the meeting held on ... as a correct record.	1 - 8
4. Announcements	
5. Public Questions	
6. Issues arising from the Scrutiny and Overview Committee	9 - 12
7. Greater Cambridge Local Plan Issues and Options (Key)	13 - 292

The following Appendices are only available online:

- Appendix F: Sustainability Appraisal Scoping Report
- Appendix G: Sustainability Appraisal of Issues & Options

- document
- Appendix H: Habitats Regulations Scoping Report

Those reading a hard copy of the agenda can view them by typing the following short link (case sensitive) into a web browser, pressing Enter and scrolling down to the relevant item:

<https://bit.ly/2Jlhmzl>

- | | | |
|------------|--|------------------|
| 8. | General Fund Capital Programme Update and New Bids | 293 - 316 |
| 9. | 2019-20 Revenue and Capital Budget Monitoring report | |
| 10. | Public Space Protection Order - Proposed gating of Setchel Drove, Cottenham | 317 - 360 |
| 11. | Exclusion of Press and Public | |

Agenda items 12 and 13 contain exempt information.

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"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 3 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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|------------|--|------------------|
| 12. | Potential property acquisition decision - Cambridge Science Park | 361 - 376 |
| 13. | Potential property acquisition decision - Colmworth Trading Estate, St. Neots | 377 - 388 |

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Agenda Item 3

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

Minutes of a meeting of the Cabinet held on
Wednesday, 2 October 2019 at 9.30 a.m.

PRESENT: Councillor Bridget Smith (Leader of Council)
Councillor Dr. Aidan Van de Weyer (Deputy Leader of Council (Statutory))

Councillors:	Neil Gough	Deputy Leader
	Dr. Tumi Hawkins	Lead Cabinet member for Planning
	Hazel Smith	Lead Cabinet member for Housing
	John Williams	Lead Cabinet member for Finance

Officers in attendance for all or part of the meeting:

Susan Gardner Craig	Interim Director of Corporate Services
Mike Hill	Director of Housing and Environmental Services
Caroline Hunt	Strategy and Economy Manager
Stephen Kelly	Joint Director of Planning and Economic Development
Rory McKenna	Deputy Head of Legal Practice
David Roberts	Principal Planning Policy Officer
Ian Senior	Democratic Services Officer
Liz Watts	Chief Executive

Councillors Anna Bradnam, Dr. Douglas de Lacey, Jose Hales, Brian Milnes and Peter Topping were in attendance, by invitation.

1. APOLOGIES FOR ABSENCE

Councillor Bill Handley sent Apologies for Absence.

2. DECLARATIONS OF INTEREST

Councillor Dr. Tumi Hawkins declared a non-pecuniary interest in Minute 11 (Bourn Airfield Supplementary Planning Document) as the elected Member for Caldecote Ward, in which the site of the proposed new village was located. Councillor Hawkins also declared that she lives on West Drive in Highfields Caldecote, which lies directly east of, and next to, the new village, meaning that her property is one of those closest to the boundary of the new village. Following concerns raised by Bourn Airfield site developers, arising because of Councillor Hawkins' previous participation in the campaign to stop the inclusion of the airfield in the Local Plan, and having sought and received legal advice from South Cambridgeshire District Council's Monitoring Officer, Councillor Hawkins stated that she would make a statement as the Ward Member to represent the views of her residents in both Highfields Caldecote and Bourn, because such was her duty to do so in their best interests. Having done so, Councillor Hawkins said that she would withdraw to the public gallery, take no part in the debate and would not vote.

3. MINUTES OF PREVIOUS MEETING

Cabinet authorised the Leader to sign, as a correct record, the minutes of the meeting held on 4 September 2019.

4. ANNOUNCEMENTS

There were no announcements.

5. PUBLIC QUESTIONS

There were no public questions.

6. ISSUES ARISING FROM THE SCRUTINY AND OVERVIEW COMMITTEE

Cabinet received and noted a report on the discussions and recommendations agreed by the Scrutiny and Overview Committee at its meeting on 10 September 2019.

The report related to

- Bourn Airfield New Village Supplementary Planning Document
- Corporate Asset Plan
- Investment Strategy Update

Councillor Brian Milnes (Vice-Chairman of the Scrutiny and Overview Committee) commended the report to Cabinet and said that he would make further comments, where deemed necessary, when Cabinet considered the three issues previously reviewed by the Scrutiny and Overview Committee.

7. CORPORATE ASSET PLAN

Cabinet considered a report on the Corporate Asset Plan for non-Housing Revenue Account assets in pursuance of key Business Plan priorities.

The Leader reminded those present that the Corporate Asset Plan was a national requirement.

Councillor Brian Milnes said that the Scrutiny and Overview Committee had welcomed the report and its potential benefit for Small and Medium Enterprises.

Cabinet approved and adopted the Corporate Asset Plan 2020-2024 attached as Appendix A attached to the report from the Interim Director of Finance.

8. INVESTMENT STRATEGY

Cabinet considered a report on the Investment Strategy.

The Leader paid tribute to those officers who had been involved in its development.

Councillor Brian Milnes reported that the Scrutiny and Overview Committee had welcomed the commitment to observing ethical standards. The Scrutiny and Overview Committee had also seen some merit in recognising that the value of the Council's investments could go down as well as up. Councillor John Williams (Lead Cabinet Member for Finance) referred those present to the Investment Criteria Definitions, saying that the Strategy itself could impose new ones. On the point about fluctuating value, this should largely be mitigated by the practice of investing in the medium and long term rather than short term.

Councillor Peter Topping emphasised the importance of putting in place a system of checks and balances. To this end he welcomed the procurement of external advisers. The Leader assured him that she was confident that the Strategy was robust, and

reminded those present that it had been scrutinised by the Chartered Institute of Public Finance and Accountancy (CIPFA). Councillor John Williams commended this latest Strategy saying that the first version had been put together quickly in order to facilitate the purchase of property on Cambridge Science Park.

Officers undertook to review paragraph 6.4 of the Investment Strategy to address the risk of misinterpretation.

Cabinet recommended to Full Council:

- (a) The updated Investment Strategy attached at Appendix A to the report from the Interim Director of Finance, which includes
 - (i) a range of investment indicators to comply with the Statutory Guidance on Local Government Investments and
 - (ii) the governance arrangements that enable the Council to seek approval for priority investments in a timely manner in response to market conditions.
- (b) The consequent changes to the Scheme of Delegation to enable the Head of Commercial Development & Investment to progress investment opportunities, including due diligence checks, and to authorise the Section 151 Officer to submit non-binding offers in line with market practice.

9. GENERAL FUND REVENUE AND CAPITAL BUDGET PROVISIONAL OUTTURN 2018/19

Cabinet considered a report detailing the General Fund and Capital outturn position for the financial year 2018-2019 with Reserve balances as at 31 March 2019, and proposed changes to the Capital Programme.

Councillor Peter Topping referred to the underspend of the grant of £130,000 from the Ministry of Housing, Communities and Local Government (MHCLG) in respect of Built and Natural Environment Village Design. The Joint Director of Planning and Economic Development reported that good progress was being made with the project, and that he was confident that the MHCLG would not seek refund of the unused balance.

Cabinet

- (a) **Acknowledged** the 2018/2019 General Fund revenue outturn position and the net overspend on day to day services in the year of £0.541 million and the explanations provided for the variances compared to the approved 2018/2019 revenue budget;
- (b) **Acknowledged** the additional surplus primarily from Business Rates and related Grants of £6.519 million and how this has occurred;
- (c) Acknowledged the consequent increase in the General Fund Balance as at 31 March 2019 of £5.978 million to £17.446 million;
- (d) **Recommended** to Council that the Business Efficiency Reserve be re-designated to the Transformation Reserve and that the sum of £3 million be appropriated from unallocated General Fund Reserve to enable the service transformation and organisational change programme to be resourced, noting that the General Fund unallocated reserve would then

be £14.446 million;

- (e) **Recommended to Council** the General Fund Revenue Carry Forwards in the sum of £1.227 million as outlined in Appendix A;
- (f) In relation to the Capital Programme:
 - (i) **Noted** the 2018/2019 capital budget outturn of £27,190 million;
 - (ii) **Recommended to Council** the carry forwards of £6.464 million in relation to General Fund capital projects due mainly to slippage as outlined in the report;
 - (iii) **Noted** that a full review of the Capital Programme will be submitted to Cabinet at its November 2019 meeting to include re-phasing of the existing programme and new Capital bids for the next budget cycle.

10. HOUSING REVENUE ACCOUNT (HRA) REVENUE AND CAPITAL PROVISIONAL OUTTURN 2018/19

Cabinet considered a report detailing the Housing Revenue Account (HRA) Revenue and Capital outturn position for the financial year 2018-2019 with Reserve balances as at 31 March 2019, and proposed changes to the Capital Programme.

The Leader thanked the Deputy Head of Finance for his role in finalising the accounts.

Cabinet

- (a) **Acknowledged** the 2018/2019 revenue outturn position and the net underspend in the year of £2.042 million, and the explanations provided for the variances compared to the approved 2018/2019 revenue budget;
- (b) **Acknowledged** the consequent increase in the Housing Revenue Account balance as at 31 March 2019 of £1.051million to £11.148 million;
- (c) **Recommended** to Council the Housing Revenue Account Revenue Budget Carry Forwards in the sum of £0.739 million, identified at Appendix A;
- (d) In relation to the Capital Programme:
 - (i) **Noted** the 2018/2019 capital budget outturn of £15,625 million;
 - (ii) **Recommended** to Council the carry forwards of £1.124 million in relation to HRA capital projects due mainly to slippage.
 - (iii) **Noted** that a full review of the Capital Programme will be submitted to Cabinet at its November 2019 meeting to include re-phasing of the existing programme and new Capital bids for the next budget cycle.

11. BOURN AIRFIELD SUPPLEMENTARY PLANNING DOCUMENT

Councillor Dr. Tumi Hawkins addressed Cabinet as the local Ward Member for

Caldecote. She acknowledged the work undertaken by officers since the meeting in June 2019. However, some issues remained outstanding. These included

- Access to and from the A428:
- Traffic calming in local villages
- Noise
- Land use

Councillor Hawkins expressed frustration with the view that a vehicular access from the A428 dual carriageway to the Bourn Airfield site was inconsistent with Highways England policy. Traffic calming in nearby villages was an acknowledgement that rat-running was a serious possibility. Councillor Hawkins said that sites like Bourn Airfield were not necessarily going to be self-sufficient: people would still need to travel, including by private cars. Vehicular access to the Broadway was of concern to the residents of Bourn village: that road was simply not capable of carrying the anticipated amount of extra traffic. There was ongoing concern about the extent of the separation between Bourn Airfield and Caldecote, which should be enough to dispel fears about coalescence. Councillor Hawkins concluded by saying that the preservation or enhancement of the quality of life must be of paramount importance. Following her statement, Councillor Hawkins withdrew to the public gallery, took no part in the debate and did not vote.

The Deputy Leader (Statutory) introduced the debate.

Councillor Brian Milnes (Vice-Chairman of the Scrutiny and Overview Committee) said that South Cambridgeshire District Council had to accept that there was no prospect of an A428 access for the foreseeable future. Accordingly, he said, it was crucial that a high-quality public transport system be in place from the outset. Councillor Milnes drew attention to the summary of the Scrutiny and Overview Committee's deliberation forming part of the report at agenda item 6. The Leader endorsed the need for public transport.

Referring to the issue of direct access to the A428, the Joint Director of Planning and Economic Development said that the two principal considerations were safety and capacity. While the Supplementary Planning Document was constrained by policies contained within the Local Plan, he told those present that our consideration of the planning application for the new village will be informed by a dedicated transport assessment, which will test the access assumptions in much more detail and which will be carefully scrutinised by officers including by Cambridgeshire County Council and Highways England.

The Strategy and Economy Manager said that the Local Plan process had been very robust in relation to transport. The Supplementary Planning Document had been consistent in establishing mitigation measures to address the danger of rat-running as it was required to do by Local Plan policy.

The Leader commended efforts being made by South Cambridgeshire District Council in partnership with other stakeholders, including the Greater Cambridge Partnership and the Cambridge and Peterborough Combined Authority.

Councillor Peter Topping said that South Cambridgeshire District Council should be more proactive in demanding direct access from Bourn Airfield to the A428. This would help to buy goodwill from local villages otherwise threatened with rat-running.

Regarding rat-running the Joint Director of Planning and Economic Development said that an appropriate Design Scheme should help to shape driving behaviour.

The Deputy Leader (Statutory) concluded that there was no realistic possibility of a junction but said that the delivery of a high quality public transport system was essential to make the new village as sustainable as possible.

The Leader thanked local groups and residents for their engagement with the planning of the new village at Bourn Airfield, and emphasised that transport would be a key consideration for testing through the planning application process. Public safety would be very important in this work. This Council would continue to work with the Combined Authority and the Greater Cambridge Partnership on the delivery of high quality public transport to serve the new village.

Cabinet:

- (a) **considered** the main issues raised in the public consultation, and the comments of Scrutiny and Overview Committee;
- (b) **agreed** responses to the representations received and agreed consequential proposed changes to the SPD as set out in the Consultation Statement and Schedule of SPD Changes (attached as Appendices A and B to the report from the Joint Director of Planning and Economic Development);
- (c) subject to (a), **adopted** the amended Bourn Airfield New Village SPD; and
- (d) **delegated** to the Joint Director of Planning and Economic Development in liaison with the Deputy Leader, the authority to make any necessary editing changes to the SPD prior to publication including to the figures and spatial framework diagram to ensure consistency with the agreed text of the SPD.

12. **COUNCILLOR APPOINTMENT TO THE A505 ROYSTON TO GRANTA PARK STRATEGIC GROWTH AND TRANSPORT STUDY STEERING GROUP**

Cabinet considered a report on the recommendation that Cambridgeshire County Council establishes an A505 Royston to Granta Park Study Member Steering Group and the recommendation that South Cambridgeshire District Council appoints to that Group three District Councillors.

The Joint Director of Planning and Economic Development reported that Hertfordshire County Council was also being invited to appoint a Member.

Councillor Peter Topping expressed disappointment that Cambridgeshire County Council had decided that the Steering Group should be politically proportionate. He said that it ought instead to consist of Members whose wards were directly affected by the A505. Councillor Topping concluded by saying that, while he himself would serve as a member, the South Cambridgeshire District Council Conservative Group would not be appointing a substitute: if for any reason Councillor Topping could not attend a meeting, he would liaise with Councillor Jose Hales, who represented Melbourn.

Councillor Hales reminded officers that Terms of Reference would be needed.

Cabinet:

- a. appointed Councillors Peter McDonald (Liberal Democrat), Peter Topping (Conservative) and Aidan Van de Weyer (Liberal Democrat) to the A505

Royston to Granta Park Strategic Growth and Transport Study Member Steering Group and:

- b. appointed Councillors Henry Batchelor and Brian Milnes (both Liberal Democrats) as substitutes;
- c. at Councillor Peter Topping's request, declined to appoint a Conservative substitute; and
- d. requested that officers ask Cambridgeshire County Council whether meetings of the Steering Group would be held in public, and to remind lead officers to present draft Terms of Reference to the inaugural meeting.

13. DATE OF NEXT MEETING

Those present noted that the next scheduled meeting of Cabinet would be on 6 November 2019 starting at 9.30am.

**The Meeting ended at 10.35
a.m.**

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Agenda Item 6



REPORT TO:

Cabinet

4 November 2019

LEAD MEMBER:

Councillor Grenville Chamberlain, Chairman, Scrutiny and Overview Committee and Councillor Brian Milnes, Vice Chairman, Scrutiny and Overview Committee

Update from Scrutiny and Overview Committee

Purpose

1. This report is to inform Cabinet of the discussions and recommendations agreed by the Scrutiny and Overview Committee at its meeting of 17 October 2019, which Cabinet may wish to take into account in its decision making.

Public Space Protection Order (PSPO) : Proposed gating of Setchel Drove, Cottenham

2. The committee heard representations from two representatives of Cottenham Parish Council, the local member for Cottenham and three local residents including the largest landowner and farmer whose land was accessed from Setchel Drove.
3. Parish Council representatives and the local member for Cottenham spoke in support of a PSPO being introduced to restrict access to Setchel Drove by means of a gate in order to disrupt and prevent fly-tipping. They made the following points:
 - Fly tipping was a widespread problem and local people had lost confidence in reporting it to the Council as they felt that fly tips were not cleared quickly enough.
 - Gating the road was part of the solution and care was needed regarding where to situate the gate, so that those needing to access the drove were not made vulnerable when opening or closing the gate. The parish council was willing to manage a gate code for an automated gate.
 - The Drainage Board supported the gating of Setchel Drove as it felt this would prevent rubbish from blocking culverts, which would prevent flooding.
 - A physical barrier and surveillance cameras should be trialled.

The local residents spoke against this proposal and made the following points against it:

- They raised concern about the safety of the farmers who had to use Setchel Grove. Farmers had experienced physical intimidation and they felt that a gate would put them in danger by having to leave their vehicles in order to open and close the gate. It was pointed out that farmers had to access the drove throughout the winter, including in the dark.
- There was concern over veterinary access in the event of an emergency during which farmers could not leave their animals in order to open the gate.

- There was concern regarding access at harvest time, with contractors needing to access Setchel Drove constantly at this time.
 - A gate would not stop the fly tipping and would displace it elsewhere, potentially in front of the gate, which would make access to Setchel Drove more difficult and impact farming operations more negatively than the fly tipping currently did.
 - A gate would be vandalised, as had happened with CCTV shortly after it had been installed.
 - A gate would take away freedom of access by the village to Setchel Drove.
4. The committee discussed the proposals in light of the comments made by the public speakers. Members were keen that options for more covert CCTV that transmitted images immediately, be investigated. Committee members expressed concern that those who used the drove most frequently did not want a gate to be installed and would find this more of an inconvenience than the fly tipping. It was felt that a gate created a conflict between preventing fly tipping and the legitimate use of and public access to Setchel Drove.
 5. Some committee members felt that the Police were not doing enough to tackle the problem and that the Police and Crime Commissioner's response to the Council, which had been included in the agenda papers, was inadequate. The committee nominated Cllr Douglas de Lacey to write to the PCC regarding this.
 6. The committee did not reach a conclusion on whether or not it supported the installation of a gate at Setchel Drove. Due to the complexity of the issue and the public interest in it, the committee supported the final decision on this issue being taken by Cabinet.

General Fund Capital Programme Update and new bids

7. The committee considered and commented on the performance of the Capital Programme 2018/19 and considered the new Capital Programme bids from 2020/21.
8. The committee suggested that Shared Service priorities and projects, such as the Data Centre Generator listed under IT Investment projects, should reflect the Council's objective of being green to the core.
9. The committee indicated its support for the recommendations to Cabinet.

Property Acquisition – 270 Science Park

10. The committee's feedback in respect of the above report is included separately as the report to Cabinet contains exempt information by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

Property Acquisition: Colmworth Trading Estate, St Neots

11. The committee's feedback in respect of the above report is included separately as the report to Cabinet contains exempt information by virtue of paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

Greater Cambridge Local Plan: Issues and Options consultation

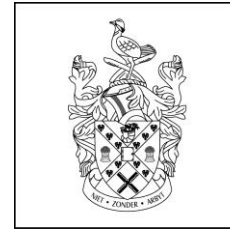
12. The committee received and noted the Lessons Learned and Good Practice review, the Statement of Consultation and provided comments on the report and supporting documents:
- Comments were provided on the formatting of the document, which some members found difficult to read; appendices needed to be labelled and the use of colour on colour needed to be avoided.
 - The importance of using plain English, avoiding acronyms and explaining these, as well as the need for a larger glossary, was highlighted.
 - Reassurance was sought that the Local Plan website would be fully accessible.
 - Concern was raised regarding water resilience and confidence on this issue needed to be provided to communities.
 - Consideration should be given in the Local Plan to future changes in society, about which there is uncertainty, such as the heating and cooling of houses, as well as ensuring there was enough electricity to meet future power demands.
 - The committee was keen to see that people from further afield geographically, who came to the district to work, were also consulted.
13. Cllr Heylings attended the meeting to provide comments as Chairman of the Climate and Environment Advisory Committee (CEAC):
- The CEAC was positive about the issues and options document, including its focus on climate change and biodiversity issues.
 - Cllr Heylings requested a workshop be held to bring together bodies, including the Environment Agency, to look at the water cycle strategy. The idea of water neutrality should be discussed at this workshop and the environmental consequences of spatial choices made in the plan should also be looked at.
 - Thought needed to be given to what we were trying to get out of the questions being asked in the document and whether they generated useful information.
 - Water efficiency should be addressed in the housing quality section, as well as in the climate change section.
14. The committee considered the proposed timing and length of public consultation. The committee favoured the consultation starting in January 2020 to avoid the Christmas period. If consultation started in January, the committee suggested that pre-consultation engagement should be undertaken. It was also suggested that the consultation document and questions be made available as far in advance as possible of the consultation start date. This would enable parish councils which may only meet once every two months, to start considering their consultation responses.

Report Author:

Victoria Wallace – Scrutiny and Governance Adviser
Telephone: (01954) 713026

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Agenda Item 7



**South
Cambridgeshire**
District Council

REPORT TO: Cabinet

6 November 2019

**LEAD CABINET
MEMBER:** Cllr Tumi Hawkins, Lead Cabinet
Member for Planning

LEAD OFFICER: Joint Director for Planning and Economic Development

Greater Cambridge Local Plan: Issues & Options consultation

Executive Summary

1. This report seeks the views of Cabinet on the proposed content of, and the participation and communication strategy for, the first formal round of consultation for the Greater Cambridge Local Plan, known as the Issues & Options consultation. This forms part of the early stages in preparing the next Local Plan being prepared jointly by Cambridge City Council and South Cambridgeshire District Council.
2. To provide a context for this discussion, the report sets out:
 - an overview of the Local Plan process
 - the member governance process ahead of the Issues & Options consultation
 - the findings of an independent Lessons Learned and Good Practice review of the adopted local plans
 - conclusions of initial stakeholder engagement workshops for the Local Plan
 - the draft Issues & Options format and text for consultation
 - supporting evidence documents
 - the proposed participation and communication strategy for the Issues & Options consultation
3. The recommendations to Cambridge City Council and South Cambridgeshire District Council's separate democratic processes from the Joint Local Planning Advisory Group, together with the views of South Cambridgeshire Scrutiny & Overview Committee, on the same papers are explored in sections II, VI and VIII below.

Key Decision

4. This is a key decision and it was first published in the September 2019 Forward Plan.

Recommendations

5. (i) That Cabinet:
 - a. Notes the Lessons Learned and Good Practice review (Appendix A)
 - b. Notes the Statement of Consultation – Report on Local Plan Workshops (Appendix B – chapters 2-5);
 - c. Notes the feedback from the Joint Local Plan Advisory Group (Appendix I)
 - d. Approves the Local Plan Issues & Options report text (at Appendix E), supporting documents (at Appendices F, G and H) and consultation process (at Section VIII and Appendix B, chapter 6).
 - e. Delegates to the Lead Cabinet Member for Planning, in liaison with Cambridge City Council Executive Councillor for Planning Policy and Open Spaces, and in consultation with members of the Joint Local Planning Advisory Group, to consider and agree, as is consistent with this Council’s corporate objectives, any material changes to the Local Plan Issues & Options report text (at Appendix E) and supporting documents (at Appendices A, B (chapter 6), F, G and H) prior to the commencement of the consultation period, including any proposed by Cambridge City Council.
 - f. Delegates authority to the Joint Director of Planning and Economic Development, in liaison with the Lead Cabinet Member for Planning and Cambridge City Council Executive Councillor for Planning Policy and Open Spaces, and in consultation with members of the Joint Local Planning Advisory Group, to make editorial changes to the Local Plan Issues & Options report text (at Appendix E) and supporting documents (at Appendices A, B (chapter 6), F, G and H) prior to the commencement of the consultation period (to comprise minor amendments and factual updates and clarifications).
 - g. Delegates authority to the Joint Director of Planning and Economic Development, in liaison with the Lead Cabinet Member for Planning and Cambridge City Council Executive Councillor for Planning Policy and Open Spaces, to update the

Local Development Scheme to reflect the amended consultation period.

Reasons for Recommendations

6. Cambridge City Council and South Cambridgeshire District Council are committed to preparing a joint Greater Cambridge Local Plan. The Issues & Options consultation is part of the first stage towards preparing the new Local Plan, but is not the actual plan.
7. The Joint Local Planning Advisory Group (JLPAG) considered these papers on 1 October, and identified recommendations, addressed at sections II, VI and VIII. South Cambridgeshire Scrutiny & Overview Committee in turn, considered these papers in the light of the JLPAG recommendations on 17 October. Cabinet is asked to consider these papers in the light of recommendations from both JLPAG and South Cambridgeshire Scrutiny & Overview Committee.

Details

(I) Background: overview of Greater Cambridge Local Plan

8. Through the City Deal with Government in June 2014, Cambridge City Council and South Cambridgeshire District Council committed to develop a joint Local Plan for the Greater Cambridge area.
9. Both councils adopted their current Local Plans in 2018. Both plans include a shared policy commitment to produce a joint Local Plan via an early review of those plans, in particular to update the assessment of housing needs, review the progress of delivering planned developments (in particular the new settlements at Waterbeach and Bourn Airfield), and consider the needs of caravan dwellers and government changes to the approach to planning for Gypsies and Travellers.

Local Plan outline process

10. The adopted Local Plans set out that production of the new Greater Cambridge Local Plan will commence before the end of 2019, with submission to the Secretary of State for examination anticipated by the end of Summer 2022. The adopted Greater Cambridge Local Development Scheme 2018 states that the first formal consultation on issues and options for the joint plan will take place in Autumn 2019, with submission of the plan in summer 2022 and an anticipated date of adoption being around summer 2023 (note:

updating of the Local Development Scheme is addressed in paragraph 59 to 61 of this report).

11. The Issues & Options consultation is an early stage towards preparing the new Local Plan, but it is not the actual plan. In legal terms, it forms parts of the Regulation 18 stage of the Town and Country Planning (Local Planning) (England) Regulations 2012. It is intended to explore important issues that will influence how the plan is developed, giving people the opportunity to inform and shape the direction of the plan before it is drafted.
12. Future consultation stages of the Local Plan, including the draft local plan consultation will include a preferred strategy, site allocations, and development management policies. The draft plan will be supported by a full suite of evidence, which is currently being commissioned and prepared.

Preparation for Issues & Options consultation

13. Officers have progressed a number of workstreams to start the Local Plan process, and in particular to inform the Issues & Options consultation. These are set out below and are explored in the following sections:
 - Section II: Governance
 - Section IV: Lessons learned and good practice review
 - Section V: Initial stakeholder engagement via workshops held in summer and autumn 2019
 - Section VI: Drafting the Issues & Options
 - Section VII: Supporting evidence
 - Section VIII: Participation and Communications Strategy

(II) Governance

14. Preparing a new joint Local Plan requires a clear governance structure.
15. A Joint Local Planning Advisory Group (JLPAG) has been established by Cambridge City Council and South Cambridgeshire District Council as the local planning authorities to facilitate a shared policy position. This Member Group reports its recommendations to the respective Local Planning Authorities, for decision-making to be completed through each Council's existing democratic processes. This will allow the timely development of the new Greater Cambridge Local Plan.
16. An officer board has been established, comprising representatives of both councils, Greater Cambridge Partnership, Cambridgeshire County Council and the Combined Authority. The role of this group is to steer the development of the plan from an officer perspective and ensure alignment between the relevant organisations. The Board meets on a monthly basis.

Recommendations of JLPAG on Governance

17. The JLPAG met for the first time on 1 October 2019, to discuss this report and appendices. Their main recommendation (see Appendix I) was that further work was required on the text of the Issues and Options document and on the questions included within it. In order to allow time to accommodate the revisions to the document proposed by JLPAG before the decision making meetings of each Council, JLPAG recommended that the Cambridge Planning & Transport Scrutiny Committee be delayed, so that it takes place around the same time as South Cambridgeshire Cabinet in November.
18. In addition to this, if further changes are required to the documents after these respective meetings, JLPAG recommended delegation to lead members to agree such changes and that this should require consultation with members of JLPAG.

Officer response to JLPAG recommendations

19. The Chair of the Cambridge Planning Transport Scrutiny Committee has agreed to the proposal of JLPAG to defer the date of the meeting, and the meeting previously planned for 14 October has been cancelled and is taking place on 7 November.
20. The revised governance process to enable the Issues and Options consultation documents to be agreed for public consultation is set out below, reflecting the above points raised by JLPAG.
 - a. 17 October - South Cambridgeshire Scrutiny & Overview Committee:
The recommendations of the committee are included in this report.
 - b. 6 November - South Cambridgeshire Cabinet:
This report.
 - c. 7 November - Cambridge Planning & Transport Scrutiny Committee:
The report will mirror this report.
 - d. Following South Cambridgeshire Cabinet and Cambridge Planning & Transport Scrutiny Committee:
Any further changes necessary will be made under delegations approved at (e) and (f)
 - e. Issues & Options consultation starts (see section VIII below):
Subject to agreement via processes set out above. If agreement were not reached by both Councils, consideration would need to be given to next steps and further consideration through the democratic process.

(III) Local Plan early engagement

21. The plan making process does not start with the issues and options consultation. An independent Lessons Learned and Good Practice review has been carried out, engaging with key stakeholders via structured discussions looking back at the previous Cambridge and South Cambridgeshire Local Plans in terms of processes and outcomes. In addition, in July and September 2019, Greater Cambridge Shared Planning Service held eight Local Plan workshops across both districts of South Cambridgeshire and Cambridge.
22. Both of these processes have informed the development of the draft issues and options report, and the communications plan. This report now explains each of these in more detail.

(IV) Lessons Learned and Good Practice review (Appendix A)

23. To support a reflective approach to the new Local Plan, an independent local planning expert was commissioned to undertake a Lessons Learned and Good Practice review. This involved engaging with key stakeholders via structured discussions to look back at the previous Cambridge and South Cambridgeshire Local Plans in terms of processes and outcomes. It also included considering examples of good practice nationally, to understand in which areas, and how, improvements might be made to the approach to plan-making, consistent with current national planning policy. The Lessons Learned and Good Practice review forms Appendix A to this report.
24. The headline findings of the Lessons Learned report, representing areas of broad consensus among those who contributed, are listed below:
 - the extent and type of stakeholder engagement before public consultation is important, particularly as this can have a positive bearing on defining the key issues and options for the plan;
 - the length of the plan and the extent of supporting evidence should be kept proportionate, including through a rigorous review of plan policies;
 - the plan's policy content should include a central focus on climate change and biodiversity, while travellers' accommodation needs remains a challenging issue to address;
 - ensuring effective information management and co-ordination of evidence production and presentation, particularly given increased organisational complexity; and
 - the examination, where it is important to attempt to reduce the number of objections through a clearer approach to on-going engagement with stakeholders, and a proactive and assertive approach should be taken through early engagement with the Planning Inspectorate.

25. While some of the report's findings relate to later stages in the plan process, the early stakeholder workshops and Issues & Options report discussed below respond to the first and third bullets identified above, and a review of existing plan policies has been started. Further reflection on the Lessons Learned report findings will be required as the plan progresses.

(V) Statement of Consultation: Report on Local Plan Workshops, Summer / Autumn 2019

26. In July and September 2019, Greater Cambridge Shared Planning Service organised eight Local Plan workshops across both districts of South Cambridgeshire and Cambridge, for the following representatives and groups:

- Ward members of both Councils
- statutory consultees, service providers and other interest groups
- landowners, developers and agents
- Resident's Associations and Parish Councils
- Internal council officers
- Businesses

27. The purpose of these events was to ask stakeholders to identify the key issues facing Greater Cambridge over the next twenty years or so, informing the Issues & Options consultation in particular. These workshops also offered an opportunity to gather feedback on the previous Local Plan process, and explain about the forthcoming Local Plan process.

28. The Report of the Workshops is at Appendix B Statement of Consultation. At the workshops attendees were given a presentation indicating that the plan would explore the need for jobs, homes and infrastructure, but that there would be cross cutting themes that would influence how these would be shaped and the issues it needed to address. Stakeholders provided a very wide range of feedback on issues that were important to them, and ideas on measures the new local plan could take. The outputs have helped to shape the draft Issues and Options, which includes broad 'big themes' to help structure the issues and questions to seek feedback on.

29. Reflections shared on the previous Local Plan process will inform the preparation of the plan as it progresses, both in terms of plan content and process. The Greater Cambridge Local Plan Lessons Learned & Good Practice document cross-refers to the notes of the workshops to inform and reinforce the conclusions made within the report.

30. The Statement of Consultation also includes coverage of a further event that was held in September organised by Cambridge Past Present and Future in conjunction with Greater Cambridge Shared Planning, called Keeping Cambridge Special. This event followed a different structure to the workshops and asked different questions. A summary of the questions and answers is provided in Appendix B.

31. Feedback on the workshops and other events held will inform how workshops and other engagement later on in the plan process are planned and run.

(VI) Issues & Options consultation format and draft text

32. The purpose of the Issues & Options consultation is to begin a wider conversation about the kind of place we want the Greater Cambridge area to be in the future in a way that is accessible to everyone, including engaging with those that wouldn't normally be aware of and engage with the Local Plan. At the same time, the consultation needs to provide enough context and detail to enable responses to inform future, more technical stages, of the Local Plan.
33. To achieve the intended accessibility, the consultation content must be visually appealing and easy to navigate in both online and print forms. A dedicated website is being set up, and is intended to be the primary way people will access the consultation. This is being designed to be visually engaging, and to enable users to navigate the content easily in a way that suits them – moving around between issues of particular interest. It will also introduce the ability to 'quick comment' on the questions directly, as an alternative to submitting a more time-consuming and detailed response via our standard online response system, JDi. A 'wire-frame' of the website can be seen at Appendix C. The print document is also intended to be visually led and easy to navigate; a mock-up of what this may look like is provided at Appendix D. These are intended to be illustrative at this stage and may be subject to further change.
34. Before the full consultation website and print materials can be completed, officers are seeking Cabinet's views on the draft proposed text for the Issues and Options Report (included at Appendix E to this report). The reason for not providing a fully designed draft at this point is to enable changes to be made. Following approval of the report's text and diagrams by the respective councils, the online content and the final document production process will be completed.
35. The draft text has been written with the intention of being accessible to all. It is intended to be relatively concise while covering the main issues we need to seek views on at this stage, including clear simple language and using a repeated content structure as set out below.
36. This draft text puts forward some overarching themes for comment and sets out the conceptual spatial choices available for the development strategy. The overarching themes, set out below, have drawn on feedback from the workshops, and also address the key objectives of the Councils, including climate change, and biodiversity:
- Climate change
 - Biodiversity and green spaces
 - Wellbeing and social inclusion
 - Great places
 - Jobs
 - Homes

- Infrastructure

37. Each theme is set out as follows:

- Infographic of key facts, headline text and an overarching question
- *What we are required to do in the plan* - for example by National Planning Policy.
- *What we are doing already* - as the councils' existing plans and other strategies mean the Councils are already doing a lot under each of these themes.
- *Key Issues* - issues are then explored that need to be considered through the new local plan
- *Questions* - seeking in some areas to understand how much of a priority should be given to specific issues, and seeking feedback on ideas for what the new Local Plan should do to respond to them.

38. The text does not set out any firm proposals for land use or policy as this will be done at the draft plan stage, when we will prepare a draft Local Plan informed by the comments we receive to this consultation, evidence we are gathering, and testing of options for the plan. It does however highlight the potential scale of growth in homes and jobs to plan for based on existing information, from the nationally set standard method and from the conclusions of the Cambridgeshire and Peterborough Independent Economic Review.

Recommendations of JLPAG and Scrutiny & Overview on Issues and Options format and text

39. JLPAG (as set out at Appendix I) considered that further work was required on the text of the Issues and Options document and on the questions included within it, in particular to make the document and web pages more accessible to a range of audiences and to encourage greater participation. These points are expanded upon below:

Further work was required on the text of the document:

- Structure of the document – this needed reviewing, taking into consideration its web and print forms, in order to attract and maintain the attention of readers
- Big themes – potential conflicts between these themes needed spelling out more clearly
- Growth – there should be explicit explanation of why no growth is not an option, given existing council commitments and government policy requirements.
- Spatial choices – these should be explained more fully
- Language – this should be reviewed to ensure it is more engaging and less technical

Further work was required on the questions included within the document:

- Questions - should be framed consistently, allowing open responses on each issue

- Quantitative prioritising questions - for all themes these should be brought together as prioritisation of themes (top priority/high priority/low priority) is a relative issue
 - Question 19 (of the draft considered by LPAG) regarding spatial choices should be reviewed to allow those responding to provide answers involving a blend of options or percentage preference.
40. Further to the comments of JLPAG, South Cambridgeshire Scrutiny and Overview Committee members made comments on the following issues in relation to the wording and format of document:
- Concern was raised regarding water resilience and confidence on this issue needed to be provided to communities.
 - Consideration should be given in the Local Plan to future changes in society, about which there is uncertainty; such as the heating and cooling of houses, as well as ensuring there was enough electricity to meet future power demands.
 - The need to ensure that the document and website would be accessible in terms of wording, colouring, maps and diagrams
 - The need to use plain English, define acronyms and enhance the glossary
41. Within discussion at the South Cambridgeshire Scrutiny & Overview Committee, Cllr Heylings raised the following points as Chairman of the South Cambridgeshire Climate and Environment Advisory Committee (CEAC):
- The CEAC was positive about the issues and options document, including its focus on climate change and biodiversity issues
 - Cllr Heylings requested a workshop be held to bring together bodies, including the Environment Agency, to look at the water cycle strategy. The idea of water neutrality should be discussed at this workshop and the environmental consequences of spatial choices made in the plan should also be looked at.
 - Water efficiency should be addressed in the housing quality section, as well as in the climate change section.
 - Thought needed to be given to what we were trying to get out of the questions being asked in the document and whether they generated useful information.

Officer response to recommendations of JLPAG and Scrutiny & Overview

42. The version of the Issues & Options draft text included at Appendix E seeks to address the points raised by JLPAG and Scrutiny & Overview Committee. Officers have considered and addressed the points on the Issues and Options consultation documents identified above. The main changes to the document from that discussed by JLPAG and Scrutiny & Overview include:
- Reviewing language to remove jargon and simplify wording
 - Adding some words to the glossary. Links to the glossary will be included in the web version, although full functionality of hovering over words to get a definition will not be available at this point.

- Bringing together quantitative prioritisation questions to allow relative prioritisation of all themes
- Spatial choices question was amended to allow those responding to provide their preference by allocating a number of points across the locations which will help inform the strength of views for each. Technical issues around this approach are being explored.

43. In addition to responding to the changes suggested by members, a number of further changes have been made to the version considered by the JLPAG addressing two main issues:

- The locational option of development of the edge of Cambridge includes both the option of developing land in the green belt, and land outside the green belt. The land outside the green belt is Cambridge Airport, removed from the green belt and safeguarded for development should it become available. In planning policy terms there is a significant difference between land within and outside the Green Belt and in asking for views on the principle of building in different locations, it is important to make this distinction clear and provide the opportunity to provide comments on them separately. Therefore the revised document includes two options for the edge of Cambridge, land outside the green belt, and land within the green belt.
- Amendments to the text regarding the housing need, and the relationship between the standard method of calculating housing need, and the consideration of making additional provision for homes that would provide flexibility to support the potential levels of continued economic growth.

44. Cabinet is invited to consider and approve the Issues & Options document text, having regard to the comments from JLPAG and Scrutiny & Overview, and the changes identified above.

(VII) Supporting evidence

45. Each stage of the plan making process will be accompanied by a Sustainability Appraisal. Sustainability Appraisal (SA) is an assessment process designed to consider and report upon the significant sustainability issues and effects of emerging plans and policies. SA informs the plan-making through an iterative process by helping to refine the plan's contents, ensuring we understand the sustainability impacts of potential options and then helping to refine the emerging draft plan itself.

Sustainability Appraisal Scoping Report (Appendix F)

46. The Sustainability Appraisal Scoping Report is Appendix F to this report. Its purpose is to provide the context for and determine the scope of the SA of the Local Plan and to set out an assessment framework of SA objectives, for undertaking the later stages of the SA. This will be published for consultation alongside the issues and options report, to allow stakeholders to comment on the scope of the SA at this early stage.

Sustainability Appraisal of Issues & Options (Appendix G)

47. Using the SA objectives identified in the Scoping Report, the SA of the draft Issues & Options text provides a high-level commentary on the sustainability implications of issues raised within each big themes. The main focus of the Appraisal for this stage of the plan process is a broad assessment of the sustainability implications of each spatial option. Please note that the Sustainability Appraisal of Issues & Options at Appendix G has been updated from the version considered by JLPAG and Scrutiny & Overview, to account for changes made to the draft Issues & Options text arising through member processes. Given paper publication deadlines, Cambridge Planning & Transport Scrutiny Committee received this updated version as a supplementary paper.

Habitat Regulations Assessment Scoping Report (Appendix H)

48. Habitat Regulations Assessment will determine whether the Local Plan site allocations and policies may affect the protected features of wildlife habitat sites that have international designations. Given that no development sites or policies are identified in the Issues & Options consultation, it is not possible to assess the impacts on designated habitats at this stage in the plan process. Instead the Habitat Regulations Assessment Scoping Report identifies the habitats that may be affected by the plan.

(VIII) Statement of Consultation: Local Plan Participation and Communication Strategy

Background

49. Previous experience of Local Plan consultations in Greater Cambridge has shown that a good level of responses were received, but engagement was not fully representative of our communities. Statutory consultees, active community organisers/campaigners, major landowners and planning agents, and certain other groups do engage actively in shaping the Plan. However, the wider community, including residents from diverse backgrounds and geographical locations, small businesses, and even internal officers within local authorities who do not work within planning or related services, have little understanding that a Local Plan is being developed, let alone how it will shape their lives in the future and therefore why their involvement is important.
50. In the Greater Cambridge area, there is a clear political priority to put community engagement at the heart of the Local Plan development process. A Participation and Communication Strategy has therefore been developed to support the Local Plan process (included at Appendix 7 of the Statement of Consultation in Appendix B of this report).

Participation and Communication Strategy

51. The aims of the strategy are as follows:
- Spreading the word
 - Encouraging participation and engagement – explaining why the Local Plan is important and how it affects people’s lives on the ground.
 - Demystifying the process of creating a Local Plan and managing expectations of what a Plan can and can’t do.
 - Communicating the ‘big ideas’ and a positive vision of the future – contributing to creating a sense of identity and inclusion.
 - Ensure there is accurate and timely information accessible to all.
 - Explain why difficult decisions have been made.
 - ‘No surprises’ – no excuse for stakeholders to be surprised by the content of the draft Local Plan when published.
52. Co-creating the Plan
- Thinking outside the box – gathering ideas we might not think of otherwise – from internal and external sources.
 - Testing ideas – ‘kicking the tyres’ – is it fit for purpose, what kind of challenges are we likely to face in the formal consultation and inspection stages?

- Testing the detail – benefitting from wider knowledge in the community and specialist stakeholders on specific theme/policy and sites, ensuring policy detail is well drafted and effective.
- Ensuring key stakeholders buy into the policy wording and therefore support it effectively in implementation

53. Building the evidence base

- Providing evidence for why the draft Local Plan emerges in the form it eventually takes.
- Justifying options and the selection of options.
- Evidencing wide community and stakeholder participation
- Providing the material for the Statement of Consultation.

Proposed Issues & Options consultation and participatory activities

54. The Issues & Options consultation is the time to spark the interest in our communities as well as setting out the challenges and managing expectations for the next stages.

55. The focus will be on:

- Reaching out widely and hearing ideas from all quarters, specifically the hard to reach groups through extensive roadshow events and use of video, social media and traditional media during the consultation period
- Ensuring that the format and content of the material presented is highly accessible and visual
- Capturing feedback in ways that create compelling and interesting content – allowing people to hear each other’s voices where possible
- More ‘questions’ than ‘answers’ to avoid any perception that the plan has already been drafted – needs to be genuinely open ended
- Explaining the existing ‘fixed issues’ – both national policy that we are obliged to implement, and also major sites within the Local Plan area that will be built out into the new Local Plan period.

56. Drawing on the Participation and Communication Strategy principles, the activities proposed to be included within the Issues & Options consultation are set out in the Statement of Consultation (included at Chapter 7 of the Statement of Consultation, Appendix B of this report).

Recommendations of JLPAG and Scrutiny & Overview on communications strategy

57. The main comment raised by JLPAG in relation to consultation activities was to recommend that consultation starts in January and runs for 6 weeks, rather than have a longer consultation starting at the end of November and running across the festive period. Points raised included that:

- The Christmas period should not be part of the consultation period as it would disrupt consultation communications.
- The consultation period should include a reasonable amount of time within the university term, as many members of the Cambridge community work to this calendar.

58. Scrutiny & Overview made the following comments regarding consultation activities:

- favoured the consultation starting in January 2020 to avoid the Christmas period.
- suggested that pre-consultation engagement should be undertaken.
- suggested that the consultation document and questions be made available as far in advance as possible of the consultation start date. This would enable parish councils, which may only meet once every two months, to start considering their consultation responses.

Officer response to recommendations of JLPAG and Scrutiny & Overview

59. The overall impact on the plan-making timetable would be limited, as a consultation starting in January would still end in February, 6 weeks later. Starting consultation in January would however mean a slight delay in the programme against the adopted Local Development Scheme, which states that the issues and options consultation would take place in Autumn 2019. Whilst the live timetable on the Councils' websites can be updated it would be prudent to also update the Local Development Scheme if this change is made. Delegation to the Joint Director of Planning and Economic Development carry out this update is sought in recommendation (g) of this report.
60. The Councils made a commitment to commence the local plan review before the end of 2019, and this is established in policy in the adopted Local Plans. The commitment was also made in the City Deal with Government. As set out in the Statement of Consultation (Appendix B), the review has very much commenced, with a significant amount of engagement already taking place and many elements of the evidence base preparation also underway.
61. Further to addressing the points raised about consultation timings, the Communications team are finalising the detailed consultation plan which will include some warm-up engagement in December. The proposed consultation period is from 13 January to 24 February 2020.

Options

62. Members may decide to:
- Agree to issue the Local Plan Issues & Options documents for consultation as proposed, without making any further amendments;
 - Agree to issue the Local Plan Issues & Options documents for consultation, making any further amendments; or
 - Not agree to issue the Local Plan Issues & Options documents.

Implications

63. 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: -

Financial

64. A budget for the preparation of the Joint Local Plan has been agreed with the Council. Assumptions made surrounding the preparation of evidence documents, planned engagement and participation, and development of the Local Plan content will be monitored regularly and kept under review – having regard to the objective of ensuring effective and inclusive engagement with the community and members on key issues, and meeting key timelines for delivery.

Legal

65. The legal implications of preparing the statutory Local Plan have been considered in the writing of this report.

Staffing

66. Currently anticipated to be delivered within our existing budgets. This will be kept under review alongside other work priorities.

Risks/Opportunities

67. The Local Plan is a key corporate priority and will be monitored against the timetable set out in the Local Development Scheme.

Equality and Diversity

68. The plan provides an opportunity to address aspects of equality and poverty that can be influenced by the physical environment. The Local Plan will require an Equalities Assessment to be undertaken as part of its preparation. The Sustainability Appraisal process that will accompany each stage of the plan incorporates consideration of equalities issues.

Climate Change

69. The plan provides an opportunity to address the aspects of the environment, including climate change, that can be influenced by the planning system. These aspects will be considered by a range of evidence including via a Sustainability Appraisal.

Effect on Council Priority Areas

70. The Greater Cambridge Local Plan Issues & Options consultation draft text seeks to address and raises questions about all of the below priority areas, alongside Cambridge City Council's corporate priorities.

- Growing local businesses and economies
- Housing that is truly affordable for everyone to live in
- Being green to our core

A modern and caring Council

71. The proposed approach to engagement and participation in the Local Plan, set out at Section VIII above, supports the Council's priority of being a modern and caring Council. As noted above, the aim is to put community engagement at the heart of the Local Plan development process, reaching all parts of the community within Greater Cambridge. Linked to this, a web first approach is intended to be used for the Issues & Options consultation, with the wording and format of the document intended to be accessible to all.

Background Papers

Background papers used in the preparation of this report:

Cambridge Planning & Transport Scrutiny Committee meeting papers, 7th November 2019

<https://democracy.cambridge.gov.uk/ieListDocuments.aspx?CId=475&MId=3769&Ver=4>

South Cambridgeshire Scrutiny & Overview meeting papers, 17th October 2019

<https://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=417&MId=7655&Ver=4>

Joint Local Planning Advisory Group meeting papers, 1st October 2019

<https://democracy.cambridge.gov.uk/ieListMeetings.aspx?CId=492&Year=0>

South Cambridgeshire Leader's Decision approving the final Joint Local Planning Advisory Group terms of reference

<https://scambs.moderngov.co.uk/ieDecisionDetails.aspx?ID=11133>

Papers of Cambridge City Council Planning & Transport Scrutiny Committee, 16th July 2019

<https://democracy.cambridge.gov.uk/ieListDocuments.aspx?CId=475&MId=3740&Ver=4>

Draft minutes of the South Cambridgeshire District Council Cabinet meeting, 1st July 2019

<https://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=293&MId=7532&Ver=4>

Papers relating to Cabinet meeting 3 October 2018, where it was agreed to set up a joint member group in principle

<http://scambs.moderngov.co.uk/ieListDocuments.aspx?CId=293&MId=7345&Ver=4>

Papers relating to Cambridge Planning & Transport Scrutiny meeting 3 October 2018, where it was agreed to set up a joint member group in principle

<https://democracy.cambridge.gov.uk/ieListDocuments.aspx?CId=475&MId=3558&Ver=4>

Adopted Cambridge Local Plan 2018

<https://www.cambridge.gov.uk/local-plan-2018>

Adopted South Cambridgeshire Local Plan 2018

<https://www.scambs.gov.uk/planning/local-plan-and-neighbourhood-planning/the-adopted-development-plan/south-cambridgeshire-local-plan-2018/>

[Greater Cambridge Local Development Scheme 2018](https://www.scambs.gov.uk/media/12805/greater-cambridge-lds-for-website-oct-2018.pdf)

<https://www.scambs.gov.uk/media/12805/greater-cambridge-lds-for-website-oct-2018.pdf>

Appendices

The Councils have prepared these documents to be compliant with the website accessibility requirements where possible; however some sections of individual documents may not be fully website accessibility compliant. If you would have problems accessing any sections of the appended documents, please contact the Planning Policy, Strategy and Economy Team by email: ldf@scambs.gov.uk or phone: 01954 713183.

Appendix A: The Greater Cambridge Local Plan: Lessons Learned and Good Practice

Appendix B: Greater Cambridge Local Plan: Statement of Consultation

Appendix C: Issues & Options website 'wire-frame'

Appendix D: Issues & Options print document example layout

Appendix E: Issues & Options consultation draft text

Appendix F: Sustainability Appraisal Scoping Report

Appendix G: Sustainability Appraisal of Issues & Options document

Appendix H: Habitats Regulations Scoping Report

Appendix I: Local Planning Advisory Group recommendations to Cambridge and South Cambridgeshire democratic processes

Report Author

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

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The Greater Cambridge Local Plan: Lessons Learned and Good Practice



A Report of Stakeholder Experience of Local Planning in Greater Cambridge and Wider Good Practice in Plan-Making, and the Implications for the new Greater Cambridge Local Plan

September 2019

Report prepared by John Williamson MA MRTPI, Director, Cambridge Planning Services, an independent planning consultancy

September 2019

Contents

Executive Summary	4
1. Introduction	7
2. Lessons Learned	8
3. Good Practice	32
4. Conclusions	41
Annexe A: Stakeholders invited to participate in a structured interview and discussion	43
Annexe B: Greater Cambridge Local Plan: Project Brief	44

Executive Summary

This report is commissioned by Cambridge City Council and South Cambridgeshire District Council, working jointly as the Greater Cambridge Shared Planning service. Its purpose is to help the authorities learn from the experience of preparing their recently adopted Local Plans, to inform the new joint Greater Cambridge Local Plan.

The views of a range of stakeholders with an interest in the adopted plans and new joint plan have been sought to gain an in-depth understanding of the lessons that can be learned.

The report also draws together good practice and guidance that exists with regard to Local Plan preparation and reaches overall conclusions, which could have a bearing on the preparation of the new joint Greater Cambridge Local Plan.

Lessons Learned

28 individuals from 18 stakeholder organisations representing a range of interests were invited to participate. 14 individuals were able to take part. Engagement was through structured interviews and discussion covering the plans' content and preparation.

There are acknowledged limitations to this type of research: the number of respondents, often with specific interests, means that the views expressed are not necessarily widely representative. However, this is a qualitative study and the nature of engagement allows for in-depth discussion and probing of views expressed. The findings represent stakeholders' genuinely-held views on the opportunities and challenges to carry forward into new plan, based on recent experience.

Participating stakeholders' views are recorded and analysed in the report. The findings also take account of the outcomes of recent stakeholder workshops run by the local authorities, which included a brief discussion of the lessons that might be learned from the preparation and content of the adopted plans.

The principal findings that are drawn from the interviews focus initially on those areas where there was some degree of consensus between stakeholders. The lessons highlighted in the report are:

- Most if not all stakeholders are generally supportive of the approach to and outcomes of the last round of plan-making, acknowledging the complexity and challenging nature of the issues, with acute development pressures and public scrutiny.
- The extent and type of engagement is important to most stakeholders, particularly where this can have a positive bearing on defining the key issues and options. This should occur before more formal consultation and should utilise a range of formats, reflecting the needs of different stakeholders.

- Consultation questions should focus on *how* key issues should be addressed, as this has a direct bearing on spatial and policy options, rather than questions where the answer may reasonably be considered to be self-evident.
- The plan's policy content should include a central focus on climate change and biodiversity, while travellers' accommodation needs remains a challenging issue that requires a strategic, corporate approach.
- Topic-based strategy documents could help bridge the gap between the technical evidence and the content of the plan itself; and could inform an iterative narrative to support the rationale for the plan's strategy.
- The length of the plan and the extent of supporting evidence should be more proportionate. These ambitions should be informed by a rigorous review of existing plan policies to ensure that only useful and effective policies are carried forward into the new plan.
- Ensuring effective information management and co-ordination of evidence production and presentation is critical, particularly given increased organisational complexity.
- For the examination, it is important to attempt to reduce the number of objections through a clearer approach to engagement with stakeholders throughout the plan preparation process. A proactive and assertive approach should be taken through early engagement with the Planning Inspectorate, to ensure key messages and lessons from the last, lengthy examination are conveyed and heard.

Good Practice

This section of the report considers good practice in plan-making in terms of national guidance and specific examples of joint Local Plans that might help inform the Greater Cambridge Local Plan.

Despite engagement for the project with practitioners and professional planning bodies, examples of good practice in plan-making are not easily to be found. New policy challenges and stringent soundness tests introduced with the publication of the National Planning Policy Framework (NPPF) in 2012 are a contributory factor.

In addition, with publication of the NPPF there has been a significant reduction in the amount and scope of national policy; and government has a diminished role in providing practical planning guidance, including good practice case studies.

The Planning Advisory Service has filled this breach to some extent. Its 2014 guidance on good plan-making remains the most comprehensive recent guidance of its type. It includes principles against which to measure effective plan preparation and outcomes, a number of which reflect the experience and lessons referred to by stakeholders engaged in this project.

Other aspects of good plan-making can be found in topic-based practical guides published by the Town and Country Planning Association.

The report of the Local Plans Expert Group to government provides guidance on proportionate approaches to Local Plan evidence and the style and content of plans.

The most positive experiences of joint planning on a scale and geography not dissimilar to that of Greater Cambridge can be found in the joint plans for Central Lincolnshire and Greater Norwich. Both of these groupings of three authorities have adopted and are now reviewing statutory joint plans. As such, both areas may have valuable experience and lessons to share.

Finally, the award-winning approach to stakeholder and public engagement in plan-making in the Lake District National Park, and the work of the Leeds Climate Commission provide examples of effective practice covering two topics that were highlighted by stakeholders as being of particular significance.

Conclusions

One of reason for scrutinising the last round of plan-making is to gain a better understanding of why the process lasted seven years, with more than half of this taken up by the post-submission examination stage. Some stakeholders suggested that this is largely down to the approach of the Inspectors who examined the plans, while others point to the nature of the strategy, the extent of objections and the weight of supporting evidence.

An important question for the authorities this time around is, despite the timetabling pressures already in place, could investment of more time at the front end of the overall plan process reap some benefits in the latter stages, particularly at examination.

1. Introduction

This report is commissioned by Cambridge City Council and South Cambridgeshire District Council, working jointly as the Greater Cambridge Shared Planning service. The two authorities adopted separate Local Plans towards the end of 2018¹ and have now embarked on the preparation of a statutory joint Greater Cambridge Local Plan. It is understood that this will involve a full review of the two adopted plans, which will extend the existing development strategy from its current end date of 2031, to at least 2040.

The authorities wish to learn from the experience of preparing the two adopted Local Plans to inform the new joint Local Plan. Work to develop the two plans to full submission draft versions took place between 2011 and 2014. The plans were submitted to the Secretary of State for examination in March 2014. In August 2018, the Inspectors conducting the examination issued their final report and concluded that the plans are sound, subject to a number of main modifications.

One of the main reasons for scrutinising the last round of plan-making is to gain a better understanding of why the process lasted seven years. The longest phase of the overall process was from submission to adoption, over four years. Much of this was taken up by the hearing sessions and the Inspectors' reporting time. These matters were, and are likely to remain in future, largely outside the control of the local planning authorities. However, the authorities consider it important to scrutinise critically and objectively the plan-making approach and process as a whole to understand the influence of different issues on intended outcomes and timescales.

The authorities consider that gathering the views of a range of stakeholders with an interest in the adopted plans and new joint plan is essential to gain a wider understanding of the lessons that can be learned than would be the case from a purely internal exercise. Consequently, the views of a range of interested stakeholders were sought on these matters, which are reported with accompanying analysis.

The report also draws together good practice and guidance that exists with regard to Local Plan preparation and draws overall conclusions, which could have a bearing on the preparation of the new joint Greater Cambridge Local Plan.

¹ The Cambridge Local Plan was adopted in October 2018 and the South Cambridgeshire Local Plan in September 2018.

2. Lessons Learned

2.1 Introduction

A range of stakeholders with an interest in the adopted Local Plans and the new joint Greater Cambridge Plan were invited to participate in the 'Lessons Learned' project. Their participation involved a structured interview, typically lasting between 45 minutes and an hour. Questions were open and non-technical, with the aim being to gain the respondent's views on both the approach taken to the last Local Plans and how these reflections might influence thinking about the new Local Plan. The intention is that this will help to ensure that the preparation, process and outcomes are as effective as possible.

The topics covered in the structured interviews were as follows:

- the scope, content and structure of the Local Plans;
- programme and project management;
- the evidence base;
- the approach to issues and options;
- consultation and stakeholder engagement;
- policy development; and
- examination of the plans.

Around 28 individuals from 18 stakeholder organisations representing a range of interests were invited to participate. 14 individuals were able to take part. These included councillors, council officers and representatives of government agencies, higher education institutions and campaign groups. A response rate of 50% for a survey of this kind is positive, particularly as a good variety of interests participated, representing the general breadth of those invited as a whole. Invitees are listed in Annexe A, with those taking part marked with an asterisk.

The main points made during the interviews are provided below, with views summarised under the relevant topic heading. Views are provided anonymously rather than being attributed to specific stakeholders. This was agreed at the outset of each interview as it is considered that non-attributable comments are more likely to reflect an open and potentially less guarded view.

The section that follows the interview summaries draws out the main lessons from the stakeholders' views on the preparation and content of the adopted Local Plans. The implications of these findings for the Greater Cambridge Local Plan are then explored.

2.2 The Main Points made during Stakeholder Interviews

The headings set out below reflect the questions that were asked during the interviews, although in a number of cases several questions have been merged to provide a single heading.

In broad terms what was considered good or not so good about the content and/or preparation process of the adopted plans.

A number of stakeholders saw the plans as a clear progression from the previous 2006/7 plans (one respondent singled out various standards required by plan policies, such as internal and amenity space standards and mobility standards, as providing greater certainty of outcome from new development). One comment was that the most recent plans were an ‘extension’ of the strategy in the 2006/7 plans, which were more challenging plans to prepare as they were implementing a new development strategy first included in the 2003 Structure Plan.

Some acknowledged that both plans, but particularly the Cambridge Local Plan, are quite long. However, this could be seen as a positive response to a range of strategic and community-based local issues that needed to be addressed, including in response to matters raised through early engagement. On the other hand, some respondents commented that the plans were too long and should be more focused in terms of their content, including not repeating elements of national planning policy.

One stakeholder who had wider experience of plan-making considered the plans to be amongst the best in a national context, recognising the complexity and controversial nature of the issues. The strategy is inevitably the most challenging element, while the development management policies generally flow from the issues identified. The policies are considered to be comprehensive and well-expressed. More generally, there was recognition of effective collaboration and joint working between the two Councils. Another respondent referred to the development of a coherent strategy across the two areas.

Respondents recognised that the plans follow a largely standard format, but some considered that the content could better reflect the uniqueness of Greater Cambridge. This is captured to a large extent in the plans’ visions, but is not so clearly followed through in the strategy or policies. One example given in this regard is the lack of a clear strategy to ensure that the area continues to thrive as a global research centre, with the implications of this ‘translated on the ground’. Also, the plans do not go far enough for some respondents in utilising the area’s particular intellectual resources and ability to respond locally to global challenges, for example with regard to being innovative in the use of renewable energy.

The view was also expressed that the plans do not strike a sufficient balance between what makes the area special and the impact on this of potentially unsustainable levels of growth. The implications of different levels of growth should

be assessed for their impact on quality of life and the environment. In particular, Cambridge is not just of national economic significance, it is also an internationally-recognised historic city. Consequently, the impact of development on the historic city should have been better understood through the Local Plans and the evidence to support them.

Some respondents commented on the challenges of joining-up spatial planning with transport strategy; and that some subsequent funding initiatives, particularly the City Deal, were essential to enable delivery of the plans' strategies.

A number of respondents highlighted the problems of establishing clear and agreed evidence of the level of housing need, including how this relates to and supports economic growth. Others commented on the length of time taken from inception to adoption and that the wider policy agenda had in the meantime moved on. It was felt in this regard that climate change and biodiversity are not adequately addressed, and that the approach to affordable housing is not up-to-date (national policy now requires viability to be assessed at a plan rather than individual site level). More generally, the danger of such a long preparation process is that the evidence as a whole, or key parts of it, might be out of date soon after a plan is adopted; for example, the 10% renewables target, which is based on old evidence and not sufficiently ambitious.

Member participation and engagement in the plans could have been more effective, particularly early in the process. All members of a council need to understand and have 'buy-in' to a plan, particularly to be able to explain it to local communities. Furthermore, the strategy and choices of development locations needed a stronger narrative to support them and to provide justification for the choices made and evidence underpinning this. In some instances, it appeared that the least preferred, or middle ranking, option for a development location was chosen and it was not clear why this was the case.

Concern was also expressed about an apparent lack of integration between the upper and lower tier authorities, where the more highways-focused approach of the county council does not always facilitate effective realisation of district councils' policies, including those dealing with urban design and climate change. More generally, there is a need for greater ambition in terms of achieving a greater modal split in favour of sustainable transport. District and county council officers considered that generally there was good engagement between the different local government tiers, with evidence of strong partnership working.

On a technical level, it was noted that the need to update the Cambridge Sub-Region Transport Model part way through the Local Plans process was not helpful. This raised consistency issues with the available evidence and caused some delay. There is now a much stronger base case and the modelling approach is in a more steady state, which will provide greater certainty for the new plan.

Supplementary Planning Documents have some limitations in their ability to deliver required outcomes on the ground. SPDs should be used sparingly, with more direction on development proposals in the plans themselves, or Area Actions Plans if these are required to provide more detail for implementation of strategic developments.

Reference was made to the dispersed nature of policies and that it would be better if policies are grouped together to reflect a particular policy approach or topic. One example cited was water management policies where the approach should be to present these as a single topic, integrated with other key issues such as biodiversity. It was felt that the Cambridge Local Plan provides the better model to follow in this regard for the new joint plan.

How effective was the approach to engagement in enabling views to be put forward; and were local communities with a stake in the plan(s) sufficiently well engaged?

A number of respondents were concerned about the clear distinction, as they saw it, between consultation and engagement. They felt that the plans tended to focus more on consultation where strategy and policies were already in place, or the Councils' thinking was well-advanced, and there was limited opportunity to influence outcomes. Most respondents wanted more and earlier stakeholder engagement, before issues and options consultation and/or throughout the plan preparation process to submission. One respondent linked this to the importance of the Councils bringing communities with them and explaining the purpose and outcomes of the plan.

Reference was made by a couple of respondents to the fact that the adopted plans did involve quite extensive early engagement with different approaches, including use of local media, exhibitions, parish forums, etc. A significant challenge, however, is engaging with those who typically don't participate (so called 'hard to reach' groups). For the new plan, the local authorities need to reflect on the resources and skills required to do this effectively.

One respondent referred to a 'missing stage' at the beginning of the process, a first stage which should pose very broad questions to try and achieve a degree of consensus about the direction of the plan and key issues. Workshops are welcome in this regard, but these should not be a one-off event but part of a wider approach to engagement before consultation takes place. Most people are trying through engagement to address the underlying objectives of the plan, but the approach to issues and options did not allow sufficient scope to do this. Some respondents considered that the second issues and options consultation on the plans should have been done earlier in the process and more time allowed to reflect on the implications for the strategy and policies.

It was noted that the approach to front-loading a plan's preparation and adequacy of engagement is an internal decision for the Councils and one that needs to be

proportionate in the overall plan process. However, the importance of engagement should not be under-estimated as it can help to achieve substantive outcomes as well as avoid concerns later in the process that inadequate engagement took place. On the same theme, another respondent noted that there is a difficult balance to achieve with early engagement, particularly given the range of different interests involved and the need to ensure that the plan's progress is not overly-prolonged.

The manner in which people and organisations are engaged is important. Government agencies welcomed one-to-one meetings with Council officers, while workshop-type meetings are more likely to be appropriate for groups of residents' associations or parish councils.

A number of respondents referred to the extent and depth of stakeholders' knowledge and experience, which could genuinely help deliver important objectives, for example around affordable housing or innovative measures to address climate change. An important consideration is achieving as much consensus as possible through engagement on the relevant issues and how they might be addressed *before* moving to issues and options consultation.

It was noted that engagement and consultation needs to be actively promoted in relation to both the plan and key related documents. For example, there were limited responses to consultation on the Sub-Regional Transport Strategy prepared alongside the Local Plans, but this is of significant importance to the plans and development strategy.

A representative of community interests commented that the quality of consultation documents was good, including the clarity of presentation, which was easily understood by the lay person. On the other hand, another stakeholder took the opposite view: the stages and nature of consultation was largely impenetrable and unmanageable for the average person.

One respondent considered that there had been positive engagement work between the Councils and residents' forums, capturing key issues and reflecting them back in the plans. Even if stakeholders didn't agree with the substance of the Councils' response, there is clear evidence of positive engagement. Positive and on-going engagement could help to manage down the number of objections to the next plan.

Another respondent noted that sharing draft policy wording before formal consultation, where it is specifically relevant to a particular government agency's interests, is helpful and enables potential objections to be addressed. However, it was less helpful not to be informed that an Area Action Plan for a strategic development location was to be downgraded to a Supplementary Planning Document, as this resulted in challenging delivery and policy issues.

Do the plans define a clear and locally relevant vision and objectives?

The majority of respondents felt that the visions in the two plans were strong and locally-focused. The greatest challenge, however, is relating the visions and objectives to the strategy and policies that should flow from them, as well as actually delivering clear outcomes supported by the necessary infrastructure. Some respondents felt that the visions had limited influence on the outcomes in terms of the strategy and policies.

In this regard, one respondent wanted to see more elaboration in the plans of how to maintain Cambridge as a compact city, i.e. the practical implications of this related to the spatial growth options presented. Another said that the plans felt like they were all about numbers - homes and jobs - rather than building communities.

Another respondent felt that the vision and objectives struck an appropriate balance between the needs of a growing population and city, and protection of what makes the area special, including the historic environment. Reference was also made to national policy concepts and issues that have arisen since the last plans that need to feature in the new vision, particularly the idea of natural capital, which is a cohesive concept bringing together elements of biodiversity, climate change, etc.

Another commented that the authorities had some challenges at the start of the plan-making process as they were operating in effect in a 'policy vacuum' with the introduction of the National Planning Policy Framework (NPPF) and loss of the topic-based national policy documents that it replaced.

Were the critical issues for the area set out clearly in the plans, particularly at the issues and options stage?

Some respondents felt that the issues and options consultation was too focused on spatial options in terms of housing numbers and development locations, rather than starting with the nature of the spatial strategy and the different broad options available. These could include, for example, a dispersed or more compact form of development, recognising the importance of public transport, infrastructure, growth corridors etc (reference was made to the Cambridge Futures type approach to options).

There was a general acknowledgement that issues and options is a critical stage for establishing key issues and engaging with stakeholders. However, some respondents felt that some questions asked in consultation documents were anodyne and often resulted in an answer that was easily anticipated or should be taken as a given; for example, most respondents are likely to agree that congestion is a key issue for Cambridge. The question that should be asked is *how* it should be addressed, as this has a direct bearing on policies and spatial options. One respondent noted that it took time to achieve consensus (where possible) and that this needs to be recognised in the overall timetable; and that the issues and options

engagement could have gone further in addressing particular issues, notably air quality.

One respondent observed that a joint issues and options stage on strategic issues, covering both plans would have been useful. Separate consultations on the two plans, which were intended to be closely aligned made it more difficult for some stakeholders to navigate their way through. This should be overcome through preparation of a single joint plan.

Several respondents considered that climate change was not sufficiently well addressed in the plans. This will need to be remedied in the new plan, where it will be important to look at what others are doing, particularly in the light of UK legislation for zero carbon by 2050.

Another respondent mentioned the need to co-ordinate the new plan with other relevant plans, notably the county-wide Minerals and Waste Local Plan. Neither this plan nor the current Local Plans have adequately addressed challenging issues that affect both plans, particularly the relocation of the Cambridge Water Recycling Centre to ensure that comprehensive development of the area can be undertaken. There needs to be a coherent and integrated approach between the Minerals and Waste Plan and the new joint plan.

Do the development strategy and policies respond effectively to the relevant issues?

Some respondents did not feel that this was the case. It was suggested that the relevant issues for the new plan should be considered at a strategic level initially, linked to in-depth stakeholder engagement. This could inform a series of topic-based strategies derived from the vision and objectives (for examples, with regard to climate change, sustainable energy use, transport, research capability). These would then be important drivers behind the spatial options and ultimate spatial strategy included in the plan (one respondent said that topic-based strategy documents could help bridge the gap between the technical evidence and the content of the plan itself; and could inform an iterative narrative to support the rationale for the plan's strategy).

Mention was made in this respect of the Cambridge and South Cambridgeshire Transport Strategy and the county-wide Long Term Transport Strategy, which were considered good examples of focused strategy documents that bridged the gap between the statutory Local Transport Plan (LTP) and the spatial strategy and policies in the Local Plans. More generally, a couple of respondents mentioned the significance of the Mayoral Combined Authority, particularly given its role as the Strategic Highway Authority. It is important in this regard that there is clarity about how and by whom transport strategy work on the new joint plan will be undertaken, particularly as the CA does not yet have a fully formed transport role.

Other respondents felt that there is a clear link between the evidence, strategy, sites and policies. On a specific policy area, mention was made of the need to ensure a more coherent approach to parking policy in the new plan, in the context of meeting overall transport objectives.

It was felt by some that housing numbers were the driving force and that this approach was not sufficiently responsive to some of the issues, particularly how to address affordability and mixed communities in villages. Mention was also made of the restrictions placed on more ambitious locally-based policies by national planning policy and regulations.

Reference was made to an apparent lack of integration in the plans with broader strategic issues, such as the relationship with the wider Cambridge sub-region (the ring of market towns previously defined in the 2003 Structure Plan) and with strategic transport links.

One respondent noted the need to monitor and review implementation of adopted policies to inform a new plan: the real test of a policy's effectiveness is through its application and use for development management purposes.

Is the evidence to support the plans relevant and robust?²

One of the main issues raised, perhaps unsurprisingly, is the approach to housing need. For the adopted plans this was disputed and controversial; some respondents were not clear that the government's standard methodology would overcome all the concerns in this regard, largely because the uplift needed to support the Greater Cambridge economy would remain divisive and controversial. The observation was made that it was difficult for residents and other representative groups to participate effectively in what was a highly technical and acrimonious debate.

Some respondents commented that sometimes it appeared that the evidence had been provided to support the chosen strategy, rather than the strategy being derived from the evidence. For example, it is not clear that the evidence was sufficiently justified or available to support the anticipated use of public transport required for some strategic development locations, ie the modal shift promoted was not realistically achievable given past history.

Rather than move to a sites-based strategy too quickly, it would be preferable to consider spatial options (for example, transport corridors or urban concentration, etc). Similarly, it is important to have topic-based strategies, such as climate change or transport, that have been developed through engagement and which can be used as a central part of the evidence to inform the spatial strategy and relevant policies.

² This and the three topics that follow were qualified during the stakeholder interviews by recognising that the independent Inspectors who examined the plans had found them sound with regard to these matters. However, the purpose of the questions is to see where, in the view of respondents, improvements might be made in developing the new joint plan.

There is recognition by a number of respondents of the burden on the authorities of the amount of evidence required to support the plan and putting it in place relatively quickly. One respondent noted the Inspectors' concerns raised at the hearings about navigating the *amount* of evidence that was produced to support the plans. This raises questions about whether the evidence was proportionate and the need to better manage the outputs of consultants to ensure that they are concise and manageable. Some respondents suggested that the evidence should be more focused and proportionate for the new joint plan. Despite this, respondents also noted that the evidence was generally robust and defensible; substantive deficiencies were only apparent in some of the evidence on housing need, justifying the approach to the development sequence and assessing the effect of development on the Green Belt.

One respondent suggested that there was more technical evidence and work on transport matters than was ideal. This was partly as a result of the authorities needing to respond to omission sites that were put forward by well-resourced objectors. It was noted, however, that this issue largely occurred as a result of the Inspectors allowing considerable debate on these sites, which isn't necessarily the experience at plan examinations elsewhere in the country. There is a challenge, however, for the new plan in deciding how much evidence an Inspector might wish to see, which involves an element of second-guessing, particularly because of the most recently challenging experience.

The authorities need to have the time and opportunity to stand back from the work and get a better understanding and objective view of the evidence and its relationship to the plans. Having a barrister in an advisory role early in the plan process should help with this, as their experience will enable them to help steer and present the evidence in the most effective way.

Another respondent noted the previous challenges related to making provision for travellers is likely to be carried forward into the new plan. This is partly due to inherent problems in assessing need arising from current government guidance, plus the need for a clearer strategy and vision for how to address the issue in Greater Cambridge. This should be a wider, corporate matter for members and senior officers rather than just a purely plan-making issue.

Mention was also made of the need for the plan to reference the requirement for Heritage Impact Assessments to be provided for strategic developments as early as possible.

The infrastructure delivery plan is important. It needs to strike a balance between certainty of what is required, at least at a strategic level, to deliver the strategy and some flexibility, recognising that costs can change.

One respondent noted the challenges of aligning evidence from a range of different partners, which will be more challenging for the new plan due to increased organisational complexity (the Combined Authority, Greater Cambridge Partnership,

Cambridge Ahead, etc). This requires a rigorous approach to programme and project management, and effective engagement between organisations.

Is the topic coverage and content of policies in the plans appropriate and effective?

It is important to learn from practical use of the policies for development management and enforcement purposes. What works and what doesn't, how should policies be changed, which policies should be carried forward into a new plan, and are some policies needed at all? This applies to other organisations that use the plan for development management purposes, notably the county council as highways and education authority and in its other regulatory roles.

Undertaking a rigorous policy review is essential to 'pruning' the existing plans and carrying forward only policies that are used and are effective. As a result, the new plan might be made more concise as well as reordering some sections and achieving a more effective integration of policies/topics (for example, climate change might be a thread that runs through a range of policies or it could be an 'umbrella' section in its own right which could include a number of relevant policy topics, such as green infrastructure, energy use, elements of sustainable transport, etc.). Given that the Councils have declared a climate emergency, it is reasonable to assume that this will be a central policy theme of the new plan.

There is a need for the overall approach to policies to achieve a balance between the national policy requirements of the NPPF and local circumstances.

At least one respondent referred to the need to consider reintroducing selective employment policies to protect land where it will contribute to effective clustering or use by the greatest GVA-generating uses.

Concern was expressed by one respondent that the Cambridge Local Plan did not appear to include a historic environment strategy for the city and, therefore, is not compliant in this regard with the NPPF.

Do the plans include sufficient information to demonstrate the viability and deliverability of the strategy?

Respondents noted the particular challenges associated with providing sufficient evidence on the deliverability of transport infrastructure to support new settlements.

Future-proofing the costs of infrastructure delivery has proved difficult; for example, the costs of delivering public transport outcomes in the A428 corridor appears to have increased significantly during the development of the plans. There is a need, therefore, to have a better understanding of long-term costs and their impact on the viability of strategic development locations. It is also important that partner organisations with funding responsibilities, for example through City Deal funding, are sufficiently well-rehearsed and joined-up with the Councils' narrative to provide a

credible funding picture (one respondent described this as a ‘moveable feast’). One respondent commented that improvements could be made to the approach to assessing viability between the local planning authorities and county council, particularly through earlier engagement on the issue.

However, it was also noted that with so much government funding support for large parts of the development strategy (for example, promoting Waterbeach, City Deal and devolved funding), it is difficult to see what more the authorities could do in this respect. Also, given the extent of the overall shortfall in infrastructure funding that afflicts nearly all plans, this is a common issue which cannot result in all plans being found unsound. However, the Mayor needs to be a more willing partner and engage in supporting enabling infrastructure to deliver growth. More generally, attempts need to be made to break the vicious circle of development coming forward with insufficient certainty about supporting infrastructure. For example, with regard to new utilities upgrades, the need for which often aren’t known until very late in the development process.

It was also important to challenge promoters’ of alternative sites claims that their sites are more viable and deliverable than those in the draft plans, which in many cases was patently incorrect. This issue is likely to arise with the new plan and so the authorities should be prepared.

One respondent supported the 40% affordable housing requirement but questioned its realism given that the requirement is usually challenged on viability grounds. In this regard, the requirement in national policy to assess viability at plan rather than site level is supported. However, it is important that stronger links are made between the overall viability of a strategy and its deliverability.

How might the examination stage of the plan process be made more efficient than for the adopted plans? Could the Councils do anything differently in this regard?

Strong views were expressed by nearly all respondents that the examination stage was too long and had a detrimental effect on the Councils’ ability to adopt and start implementing the plans in an efficient and effective manner. It was recognised in this respect that there is a limited amount the authorities can do where the approach of the individual Inspector largely dictates the progress of the hearings (although it was also noted that the need to produce expanded or updated evidence during the hearings contributed to the delays).

A couple of respondents talked about the importance of reducing, as far as possible, the number of objections to the plan, which would have a beneficial effect at examination. A better narrative and communications strategy supporting the plan, and justification/explanation of the development strategy could have helped in this regard. Another respondent referred to the need for a more concise plan, possibly with ‘daughter’ documents that wouldn’t need to be examined. It is important also to

structure the plan so that it is clearly expressed and presented, with strategic policies differentiated from those that are more local in nature.

Several respondents stressed the importance of early engagement with the Planning Inspectorate (PINS) on the new joint plan. Reference was made to PINS' standard practice some years ago of informal visits to local authorities to discuss the nature of the plan and implications for the examination, *before* the formal examination process begins. This would be undertaken by an Inspector who would not be involved in the examination of the plan but allowed for communication with PINS on broader, practical issues without compromising the independent testing of the plan's soundness.

More generally, some respondents suggested that the Councils need to be assertive in this regard and ensure early engagement with PINS to stress the need for more effective management of the examination process (for example, the programming of hearing sessions) to avoid a repeat of the lengthy process for the now adopted plans. Clearly, the sort of delays that occurred last time have real world implications, for example, in maintaining a five year housing supply, and PINS should be made aware of this.

One respondent commented that better engagement with partners, such as the county council, could help avoid delays. Early briefing on issues and single points of contact should avoid miscommunication or delays to producing evidence.

It would be helpful and more proportionate to inform stakeholders only about the issues they have raised, rather than notify all stakeholders about all the hearing sessions. The hearings should not be an opportunity to revisit some of the principles and fundamentals of the plans, which should have been resolved earlier (this stems from the need for investment of time up front in meaningful engagement).

At least one respondent voiced concerns about the lack of diversity of representation at the plans' hearing sessions. It was felt that residents' groups were under-represented compared to development interests who often seemed to dominate sessions. Reference was made to the importance of the pre-examination meeting to ensure a balanced representation of different interests.

Any other lessons or experience from involvement in the preparation of the adopted plans to comment on?

One respondent noted that the cycle of plan-making can be debilitating for both Council officers and stakeholders. Concerns were expressed about the Councils' capacity and resources to prepare the joint plan across a larger area and the extent of the necessary evidence. Reference was also made to the challenges of managing a complex backdrop of national and sub-national initiatives (such as the Cambridge-Oxford arc) and organisations (including the relationship with the Combined Authority).

A challenge for the new joint plan will be to ensure sufficient flexibility is built-in so that the plan and strategy can respond to external influences, or elements can be reviewed easily. On a positive note, one respondent considered that the county council would be in a better position with regard to preparing and presenting transport evidence as a result of the challenging experience of the last plans. Officers had learnt from this experience, which was evident at the more recent hearing sessions for the Huntingdonshire Local Plan.

It was suggested that the Councils should consider an innovative format for the next plan, utilising technology to provide a virtual and/or interactive plan that is easily accessible in digital formats. More generally, some respondents commented that the plans should be made as accessible to the public as possible, utilising a range of formats (technology and social media has moved on considerably since the adopted plans started their preparation). Also, it needs to be made clear at the beginning what the role and scope of the plan is, both the opportunities and limitations. It is important for the Councils to take people with them through genuine engagement using plain language.

One respondent observed that timescales for preparation of the submission draft plans was too tight; there was not enough time for officers to stand back and take a critical, objective view of how the plans were progressing, produce a good communications strategy and accompanying narrative, etc. It is also important to engage all members of the Councils to ensure that there is a good understanding of and support for the plans. This is particularly important if the administration changes part-way through a plan's preparation.

A representative of a government agency mentioned the opportunity for training-type sessions with the Councils, as part of early engagement, to understand the necessary issues and policy content of the new plan.

One respondent referred to the need for sufficiently responsive governance arrangements to oversee approval of inputs to the Local Plans; particularly with regard to county council governance. It would also have been helpful if there was more interaction between and briefing of county officers by districts. A single point of contact for different workstreams or topics needs to be identified in relevant organisations to ensure effective information management and clear, consistent messages. Discussions with a range of different people in a single organisation doesn't help in this regard.

2.3 Analysis of Stakeholders' Comments and Key Findings

It is important at the outset to note the limitations of this type of research project. With a relatively small number of respondents it is inevitable that not all comments will be representative of a wider view. Indeed, in many cases the nature of the respondents' specific and vested interests mean that their comments on particular issues are singular. Furthermore, the different interests and perspectives represented means that some opposing or contradictory views were expressed across the interviews. Clearly, where such comments are made these are not conducive to drawing broad conclusions.

However, this is a qualitative study and the nature of engagement with individual stakeholders compared to a workshop or other format, enabled an in-depth discussion and some probing of the views expressed. This is helpful to understand some of the issues in greater depth than may be possible through other forms of engagement. It also means that some ideas were articulated that, while only expressed by one or two stakeholders, could nonetheless be helpful to the local authorities in thinking about the approach to the joint Local Plan. Moreover, as noted in the Introduction, the response rate for a survey of this kind is positive, particularly as a good variety of interests took part, representing the general breadth of those invited as a whole.

The principal findings that are drawn from the interviews, in terms of lessons learned and implications for the new Local Plan, focus initially on those areas where there was some consensus between stakeholders. Individual ideas or comments that are of relevance are then considered.

A number of stakeholder workshops on the new joint Local Plan were undertaken by the local authorities recently. These included a brief discussion by stakeholders of the lessons that might be learned from the preparation and content of the adopted plans. Given that these findings are relevant to this project, regard has been had to this aspect of the workshops, and the report of the workshops is referred to where appropriate.

It is also important to recognise that most if not all stakeholders were generally supportive of the approach to and outcomes of the last round of plan-making. In particular, respondents acknowledged the complexity and challenging nature of producing plans for Greater Cambridge, where development pressures and public scrutiny are acute.

The main points where there was some consensus amongst respondents, or provide practical ideas to carry forward into preparation of the new plan, are set out under each of the topic headings in the following section. These are, essentially, the core lessons drawn out by stakeholders which, it is judged, could have a practical effect on the new plan's preparation and content. Each section includes a commentary and analysis, which is then drawn together into overall conclusions.

Overview of the Content and Preparation of the Adopted Plans

- The visions of both plans captured the uniqueness of Greater Cambridge as a place, but this was not so clearly followed through in the strategy or policies.
- Both plans, particularly the Cambridge Local Plan, are quite long and possibly could be more concise.
- The plans did not go far enough in utilising the area's intellectual capital and ability to respond locally to global challenges.
- Climate change and biodiversity were not adequately addressed.
- Supplementary Planning Documents should be used sparingly, with more direction on development proposals in the plans themselves or, where necessary, Area Actions Plans.
- Some policies on the same topic were dispersed; policies should be grouped together to reflect a particular policy approach or topic, eg water management policies.
- Standards required by plan policies provide greater certainty of outcome from new development, such as internal and amenity space standards and mobility standards.

These main points cover the full breadth of the plans' preparation and content. They can, however, be grouped into the following themes: the cohesiveness, structure and length of the plans; policy content and use of separate, supplementary documents; and ensuring effective opportunities for engagement and utilising the outcomes from this, wherever possible.

The authorities may, of course, feel that some or most of these comments (and others below) are not fully justified and that the plans do respond to these issues as effectively as possible, given the circumstances. Furthermore, it may be self-evident that some of the issues raised will need to be addressed in pursuing a new plan; the more fundamental question might be *how* this is to be done in the most effective way. However, it is important to acknowledge the points made at face value, given that they represent the genuinely-held views of a range of stakeholders. As such, even if they reiterate matters which the authorities are already well aware of, they can be considered as helpful in raising awareness of the views of external partners who are likely to be influential in the plan's successful development.

In terms of carrying these matters forward, there will be additional opportunities and challenges arising from the preparation of a joint statutory plan, compared to two separate plans as previously. For example, the vision for the growth of Greater Cambridge will have to be more than the two separate visions stitched together. Furthermore, the wider point made by stakeholders about the need for a cohesive relationship between the vision, strategy and policies is one that needs to be borne in mind.

Thinking of the plan in this holistic way could help to respond to other issues raised by stakeholders. For example, if climate change or natural capital are significant

issues that the authorities are going to address³ then these are likely to be reflected in the vision and/or objectives. Their significance in this regard could then influence both elements of the spatial options that arise to respond to development needs, and the nature and presentation of policies. On this latter point, the coverage of two former plan areas by a single plan provides the opportunity for a rigorous policy review, taking the best and most effective from the two plans while also thinking critically about the nature, grouping and integration of policies as a whole across the new plan.

Early and on-going engagement in plan preparation is a major theme that is raised through the study as a whole. This, together with the other issues raised under this first broad topic, are considered in more detail below.

The Approach to Engagement

- There should be more and earlier stakeholder engagement, before issues and options consultation.
- An important consideration is achieving as much consensus as possible through engagement on the relevant issues and how they might be addressed *before* moving to issues and options consultation.
- Workshops are welcome but these should not be a one-off event, but part of a wider approach to engagement before consultation takes place.
- The manner in which people and organisations are engaged is important.
- Where appropriate, sharing draft policy wording before formal consultation is helpful and enables potential objections to be addressed.

This is the area of plan-making which garnered the most consistent comments across all stakeholders. Respondents were keen to emphasise the difference between engagement and consultation as they saw it with regard to the last round of plan-making. The comments made can be summarised as relating to the amount and timing of engagement, the type of engagement, and the desire for some informal as well as formal consultation.

This was also an issue raised by most groups involved in the recent stakeholder workshops run by the authorities, notably by parish councils, residents' associations and other community groups. While the workshops were welcomed as an example of early engagement, from the comments recorded there appears to be a desire and expectation that more engagement will take place before formal consultation.

There is also a clear desire amongst stakeholders from this study for more engagement before (and possibly after) formal issues and options consultations take

³ Addressing climate change is one of the core land use planning principles which the National Planning Policy Framework expects to underpin both plan-making and decision-taking. In addition, there is a statutory duty on local planning authorities to include policies in their Local Plan designed to tackle climate change and its impacts.

place, compared to the approach taken for the now adopted plans. On one level, this is unsurprising as it reflects one of the main opportunities for stakeholders to seek to influence the plan; on the other, it also highlights some of the perceived shortcomings of consultation compared to more in-depth stakeholder engagement.

Strong messages about the importance of front-loading plan preparation, with investment in appropriate stakeholder engagement, have been a feature of government and other guidance in recent years. However, this has to be placed in the context of overall plan timetables and imperatives to make progress with a plan review. Much of this now derives from the expectation that plans will be reviewed regularly, not least to ensure an adequate housing supply position, with increasingly punitive penalties for not achieving this.

Clearly, the authorities will be alive to the significant tension in these elements of plan-making: the need for effective stakeholder engagement and the investment of time and other resources this is likely to take, against the need to review the plans in a timely manner. However, the importance of stakeholder engagement should not be under-estimated in terms of its ability to draw out significant issues for the plan and, wherever possible, to achieve a broad(er) consensus of views and to gain stakeholder 'buy-in' that can be beneficial later in the plan process. Any such engagement needs careful planning and resourcing to be most effective, utilising a range of approaches best-suited to the type of stakeholder targeted.

Plan Content – Vision and Objectives

- The visions had limited influence on the outcomes in terms of the strategy and policies.
- National policy concepts and issues that have arisen since the last plans need to feature in the new vision, particularly the idea of natural capital.

There was a general view amongst stakeholders that the vision in each plan is specific to the area and reflects the issues and outcomes that need to be addressed. It is clearly challenging to satisfy all stakeholders that the plans as a whole fully reflect the vision. Different stakeholders may place different emphases on aspects of a vision according to their particular interests. However, the comments above in respect of the overview of the plan by stakeholders are relevant here, particularly thinking about the plan holistically from the outset to try and achieve a cohesive relationship between the vision, strategy and policies.

With regard to the second bullet point above, the authorities will no doubt reflect on the matters they are required by national policy to address in the new plan. However, broad concepts such as climate change and natural capital provide an opportunity to integrate these across a plan as well as, more generally, to organise and integrate policies in an effective manner.

Defining the Issues and Options

- The issues and options consultation was too focused on housing numbers and spatial options in terms of development locations, rather than starting with the nature of the spatial strategy and the different broad options available, for example a dispersed or more compact form of development, recognising the importance of public transport, infrastructure, growth corridors etc.
- Questions should focus on *how* key issues should be addressed, as this has a direct bearing on policies and spatial options.
- There is a need for co-ordination with other relevant plans, notably the county-wide Minerals and Waste Local Plan.

A number of stakeholders felt that the issues and options stage for the adopted plans was not sufficiently broadly-based in terms of considering the options for the type of strategy that would be most appropriate. This point might reasonably be linked to the desire for further early engagement before consultation, which could help to address or further define some of these issues. The last plans were informed by a Sustainable Development Strategy, and one of the possible approaches to the new plan could be similarly to define, including through stakeholder engagement, what are the main elements of sustainable development as it pertains to Greater Cambridge.

A Statement of Common Ground across the two councils' areas might take established facts and areas of consensus as a basis for developing thinking on this, including through stakeholder engagement. For example, it is understood that both Councils have declared a climate emergency and this fact, combined with the statutory duty to take account of climate change in plan preparation, means that this issue would be expected to be a central driver of the spatial strategy and policies of the new plan.

This would also enable some input from stakeholders to the *how* element referred to in the second bullet point. An important overall point in this regard is to achieve an appropriate balance between the amount of time invested in effective stakeholder engagement before issues and options consultation so that the consultation stage is as effective as possible in presenting well-grounded ideas to a wider audience.

In this regard, stakeholder engagement combined with issues and options consultation provides the basis for flushing out some of the hard choices and compromises that the plan may need to make⁴. For example, if transport emissions is one of the main contributors to climate change then a strategy of urban densification and concentration rather than dispersal might be a favourable option. However, there is likely to be a need to balance this against the effects on views of the city's historic centre and potential loss of Green Belt land. Other options may enable a more dispersed strategy if sites are connected to services and facilities by

⁴ Depending on the levels of development that are identified and need to be accommodated in substantive new development locations and sites.

low emissions public transport, thereby reducing any climate change impacts. But this may in turn present potential challenges around viability and deliverability.

It is unclear whether concerns about the relationship of the Local Plans to other plans, particularly the Minerals and Waste Local Plan, are well-founded. However, the wider lesson is to ensure that, at the very least, it is explicit that regard has been had to other relevant plans and strategies, even if they have not subsequently had a direct influence on the Local Plan under preparation.

Plan Content – Development Strategy and Policies

- Relevant issues should be considered at a strategic level initially, linked to in-depth stakeholder engagement. This could inform a series of topic-based strategies derived from the vision and objectives (for example, with regard to climate change, sustainable energy use, transport, research capability). These would then be important drivers behind the spatial options and ultimate spatial strategy included in the plan.
- Topic-based strategy documents could help bridge the gap between the technical evidence and the content of the plan itself; and could inform an iterative narrative to support the rationale for the plan's strategy.
- There is a need for integration with broader strategic issues, such as the relationship with the wider Cambridge sub-region (the ring of market towns previously defined in the 2003 Structure Plan) and with strategic transport links.
- Monitoring and review of implementation of adopted policies is important as the real test of a policy's effectiveness is through its application and use for development management purposes.
- Undertaking a rigorous policy review is essential to 'pruning' the existing plans and carrying forward only policies that are used and are effective. As a result, the plans might be made more concise as well as reordering some sections and achieving a more effective integration of policies/topics.
- There is a need for the overall approach to policies to achieve a balance between the national policy requirements of the NPPF and local circumstances.

The first two bullet points further reflect on stakeholders' experience, based on the last plans, about how the strategy and policies might be developed. Topic-based strategy documents were used effectively for the last local plans, particularly with regard to the sub-regional transport strategy, and the idea is that this approach could be expanded to cover other areas.

The point made about the need for wider integration with the former Cambridge sub-region plays into the role of the Combined Authority and the Mayor's ambitions for a strategic spatial strategy. The transport corridor studies commissioned by the CA are likely to have a bearing here as well as other initiatives, such as the market town

strategies. The Duty to Co-operate with neighbouring authorities also provides an important driver for these matters.

A theme that runs through a number of the issues raised by stakeholders, and also from the recent workshops, is the need for effective policy review. A rigorous and comprehensive review of the use and effectiveness of the policies from both plans would appear to be a common sense pre-requisite for deciding whether policies are carried forward to the new Local Plan.

Supporting Evidence

- Housing need evidence was disputed and controversial; it is not clear that the government's standard methodology will overcome all the concerns in this regard.
- It was difficult for residents and other representative groups to participate effectively in what was a highly technical and acrimonious debate.
- It is important to have topic-based strategies, such as climate change or transport, that have been developed through engagement and which can be used as a central part of the evidence to inform the spatial strategy and relevant policies.
- If possible, the evidence should be more focused and proportionate, with a need to better manage the outputs of consultants to ensure that they are concise and manageable.
- The authorities need to have the time and opportunity to stand back from the work and get a better understanding and objective view of the evidence and its relationship to the plans. Having a barrister in an advisory role early in the plan process should help.
- Previous challenges related to making provision for travellers are likely to be carried forward into the new plan. This is partly due to inherent problems in current government guidance, plus the need for a clearer strategy and vision for how to address the issue in Greater Cambridge.
- The infrastructure delivery plan needs to strike a balance between certainty of what is required, at least at a strategic level, to deliver the strategy and some flexibility, recognising that costs can change.
- Aligning evidence from a range of different partners will be challenging due to increased organisational complexity. This requires a rigorous approach to programme and project management, and effective engagement between organisations.

Concerns remain for some stakeholders, both through this project and at the workshops, that the prolonged and challenging housing debate at the last examination will be repeated. Confidence in the government's standard methodology is limited in this regard. With little experience of the new method being tested in practice, it remains to be seen whether these concerns will be realised and, therefore, there are limited lessons that can be drawn from this matter. Also, it is

likely that the approach to the debate will depend to a great extent on the appointed Inspector(s).

More generally, there is a recognition that the last plans had significant amounts of supporting evidence and it is not clear that this could reasonably be seen as proportionate. The lessons in this regard relate to the need for effective management of consultants involved in producing evidence, the value of having legal advice earlier in the process and the need for clarity from the outset about the role of partner organisations in providing evidence to inform and support the plan.

Reference was also made to the challenges presented by the approach to travellers in the plan. Part of this stemmed from the inherent problems in government guidance, but also from the lack of a clear strategy or narrative to explain the Councils' approach to this issue. Consideration needs to be given to whether and how this issue can be addressed more effectively in the new plan.

Demonstrating Deliverability and Viability

- There is a need to have a better understanding of long-term costs and their impact on viability of strategic development locations.
- Partner organisations with funding responsibilities, for example through City Deal funding, need to be sufficiently well-rehearsed and joined-up with the Councils' narrative to provide a credible funding picture.
- Improvements could be made to the approach to assessing viability between the local planning authorities and county council, particularly through earlier engagement on the issue.

Demonstrating soundness in plan-making in relation to these matters has been difficult for many authorities. There appears to be no consistent benchmark for what is proportionate evidence in this regard. As one respondent noted, the extent to which the Inspectors allowed detailed consideration of omission sites resulted in greater challenges with regard to this issue. This might not occur in the same way again, although the authorities need to take the experience of the last round of plan-making and use it as effectively as possible with regard to the new plan. This includes ensuring that partner organisations involved in funding co-ordinate their evidence and input to the plan-making process and particularly the hearing sessions.

The Examination

- The examination stage was too long and had a detrimental effect on the Councils' ability to adopt and start implementing the plans in an efficient and effective manner.
- It is important to reduce, as far as possible, the number of objections to the plan as this would have a beneficial effect at examination. A better narrative

and communications strategy supporting the plan, and justification/explanation of the development strategy could help.

- There needs to be early engagement with the Planning Inspectorate (PINS) on the new joint plan. The Councils need to be assertive in this regard and ensure early engagement with PINS to stress the need for more effective management of the examination process (for example, the programming of hearing sessions).
- Better engagement with partners could help avoid delays. Early briefing on issues and single points of contact should avoid miscommunication or delays to producing evidence.
- There was a lack of diversity of representation at the plans' hearing sessions, with residents' groups under-represented compared to development interests who often seemed to dominate sessions.

There is consensus amongst stakeholders that the examination phase was far too long and onerous for all parties. Participants in the recent workshops concurred with this view. Stakeholders recognised some of the limitations in the Councils' ability to shape the examination and hearing sessions, as this is largely for the appointed Inspector(s), although better engagement throughout the plan process could help to reduce the number of objections to the plan. There is also a strong view that the authorities should seek early engagement with PINS, if possible, to ensure that the Inspectorate is at least aware of the need to avoid similar issues relating to the programming and overall length of the hearing sessions.

Ensuring a proportionate approach to the evidence to support the plan, early engagement of a barrister to provide advice, a communications strategy and strong narrative around what the plan is seeking to achieve, as well as ensuring partner organisations are well-rehearsed and consistent in their approach, should all help.

Other Issues

- An innovative format for the next plan should be considered, utilising technology to provide a virtual and/or interactive plan that is easily accessible in digital formats. More generally, plans should be made as accessible to the public as possible, utilising a range of formats.
- Timescales for preparation of the submission draft plans was too tight; there was not enough time for officers to stand back and take a critical, objective view of how the plans were progressing, produce a good communications strategy and accompanying narrative, etc.
- It is important to engage all members of the Councils to ensure that there is a good understanding of and support for the plans.
- It would have been helpful if there was more interaction between and briefing of county officers by districts.

- A single point of contact for different workstreams or topics needs to be identified in relevant organisations to ensure effective information management and clear, consistent messages.

Stakeholders participating in this project and those involved in the workshops were keen to see the plans available in innovative and accessible formats, although cost must be a consideration in this regard. The question of overall timescales for the plan's preparation is critical and relates in part to the extent of stakeholder engagement and issues and options consultation, as well as the number of representations received during the various consultation stages.

It is likely that, based on previous experience, the Councils will also have substantive concerns about the length of the examination, although it is to be hoped that the same exceptional experience will not occur again. The more general point here is to ensure that the plan is managed effectively as a project with the purpose and timescale for each stage carefully mapped out. Similarly, on a practical level, organisational complexity can lead to challenges for this sort of project so it is important that there is clarity of roles and main points of contact for specific issues.

2.4 Conclusions

This is a qualitative study that has elicited a range of views from different stakeholders on their experience of the last round of Greater Cambridge plan-making. Unsurprisingly, some views narrowly reflect the respondent's particular interest and some contradict the views of other stakeholders. Nonetheless, a range of issues and lessons have emerged which are likely to be of significance for the new plan. The local authorities will be aware of many or most of these, but they are helpful in confirming the key issues that stakeholders consider will have a bearing on preparation of the new plan.

Consensus emerged from this project and the recent workshops around a number of issues. The **extent and type of engagement** is important to many stakeholders, particularly where, it is felt, this can have a positive bearing on defining the key issues and options. In their view, this should occur before more formal consultation and should utilise a range of formats, reflecting the needs of different stakeholders.

Consultation questions should focus on *how* key issues should be addressed, as this has a direct bearing on spatial and policy options, rather than questions where the answer may reasonably be considered to be self-evident.

Topic-based strategy documents could help bridge the gap between the technical evidence and the content of the plan itself; and could inform an iterative narrative to support the rationale for the plan's strategy.

The **length of the plan** and the **extent of supporting evidence** should be more proportionate. These ambitions should be informed by a rigorous **review of plan policies** to ensure that only useful and effective policies are carried forward.

The plan's **policy content** should include a central focus on climate change and biodiversity, while travellers' accommodation needs remains a challenging issue that requires a strategic, corporate approach.

Ensuring **effective information management** and **co-ordination of evidence** production and presentation is critical, particularly given increased organisational complexity. The role of the Combined Authority needs to be clarified in this regard.

Finally, with regard to **the examination**, it is important to attempt to reduce the number of objections through a clearer approach to engagement with stakeholders throughout the plan preparation process. In addition, a proactive and assertive approach should be taken through early engagement with the Planning Inspectorate, to ensure key messages and lessons from the last, lengthy examination are conveyed and heard.

3. Good Practice

3.1 Introduction

An intentional distinction is made in this section between ‘good’ as opposed to ‘best’ practice. As one stakeholder commented, in his experience there are no Local Plans that have not faced some challenges during their route to adoption. Consequently, there are no obvious examples of recent Local Plans, taken as a whole, that can be highlighted as ‘best practice’ in plan-making.

Furthermore, discussion for this project with practitioners and professional bodies has elicited very few specific examples of particularly effective practice in plan-making. This is likely to be, in part, because of reluctance to draw attention to any particular plans due to concerns that these, in whole or part, might be copied slavishly or that they do not live up to expectations of what good practice is envisaged to be by different practitioners.

This reluctance or inability to point to examples of good practice in plan-making is also likely to stem from the shifting backdrop of national policy and guidance in recent years. Some of the national policy requirements introduced since 2012 have proved challenging in practice. These include the requirement to assess objectively the level of housing need and the duty to co-operate with neighbouring authorities and other bodies. A number of plans have been found unsound as a result of these requirements, while others have only just made it over what is generally considered to be a ‘high bar’ for plan-making and soundness.

Against a backdrop of these challenging requirements for Local Plans it is perhaps unsurprising that it is difficult to find recent examples of good practice.

Since the radical reduction of topic-based national guidance, from some 7000 pages to just 50 in the form of the National Planning Policy Framework, the amount of national guidance on plan-making, amongst other issues, has diminished significantly.

The national guidance that is now available, in the Plan-Making section of the Planning Practice Guidance, is limited in its content and scope compared to previous documents such as Planning Practice Guidance Note (PPG) and Planning Policy Statement (PPS) 12: *Local Plans*. Moreover, in the past government actively commissioned companion or supplementary guidance documents to PPGs and PPSs that included case studies and which, therefore, effectively amounted to good practice at a national level advocated by government⁵.

Consequently, given this paucity of good practice guidance and practical examples of Local Plans, this section of the report is of necessity relatively limited in its scope. It focuses initially on guidance on good plan-making issued since the publication of

⁵ For example, *Making Plans, a Practical Guide: Good Practice in Plan Preparation and Management of the Development Plan Process*. Office of the Deputy Prime Minister, 2002.

the NPPF, which is considered to be of some relevance to plans being prepared now. It then goes on to consider any examples of practical significance for the Greater Cambridge Local Plan in recently adopted plans or plans currently in preparation.

3.2 Good Practice Guidance

National planning organisations, such as the Royal Town Planning Institute (RTPI), Town and Country Planning Association (TCPA) and Planning Officers' Society (POS), have not produced any comprehensive good practice guidance on plan-making of note since 2012 when the first version of the National Planning Policy Framework was published.

The TCPA, however, regularly publishes good practice guidance and other practical guides on a range of planning topics, a number of which have a bearing on aspects of good plan-making. For example, its series of 'TCPA Practical Guides' includes *Guide 11, People Planning and Power*⁶. This is described as a practical guide which provides an overview of the policy requirements, background principles and practices for securing effective public participation.

The most comprehensive and recent guidance, which is most likely to be of relevance is the Planning Advisory Service's (PAS) *Good Plan Making Guide, Plan Making Principles for Practitioners*⁷. This was published in September 2014 and, therefore, post-dates publication of the National Planning Policy Framework. While updates to the NPPF have been published since, these do not fundamentally change the principles included in the PAS guidance.

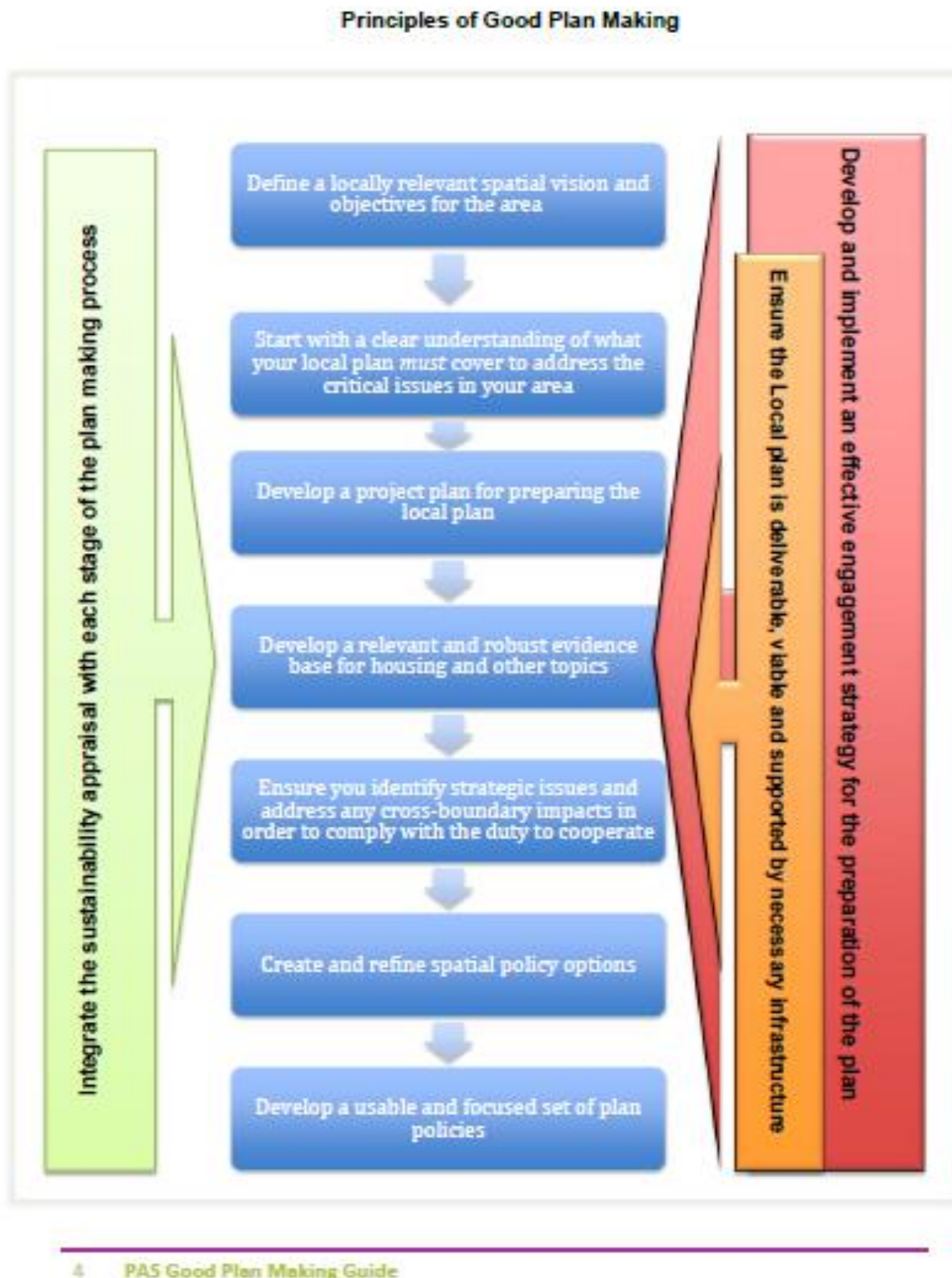
The purpose of the guidance is to identify key principles for successful plan making and to highlight some of the core tasks that will need to be undertaken to develop a Local Plan. The guidance is based on ten good practice principles, which reflect the requirements of the NPPF and the soundness tests against which a plan is assessed at examination. Separate sections of the guidance cover each of the principles, which are as follows:

- Define a locally relevant spatial vision and objectives for the area.
- Start with a clear understanding of what your local plan must cover to address the critical issues in your area.
- Develop a realistic project plan for preparing the local plan.
- Integrate the sustainability appraisal with each stage of the plan making process.
- Develop and implement an effective engagement strategy for the preparation of the plan.
- Develop a relevant and robust evidence base for housing and other topics.
- Ensure you identify strategic issues and address any cross-boundary impacts. This will help you demonstrate how you have met the duty to cooperate.
- Create and refine realistic spatial policy options.
- Develop a usable and focused set of plan policies.
- Ensure the local plan is deliverable, viable and supported by necessary infrastructure.

⁶ TCPA Practice Guide 11: <https://www.tcpa.org.uk/tcpa-practical-guides-guide-11-people-planning-and-power>

⁷ PAS Good Plan Making Guide: <https://www.local.gov.uk/sites/default/files/documents/entire-guide-4c0.pdf>

The guidance advises that in practice the tasks associated with each principle will often be undertaken in parallel and iteratively as illustrated in the diagram below.



These principles cover a number of the issues and lessons raised by stakeholders through this project and, therefore, the Councils may find it helpful to (re)consider the guidance in respect of the new Local Plan.

Other noteworthy documents produced in recent years include the report of the Local Plans Expert Group, published in March 2016⁸. This was commissioned by the government with a remit to consider how local plan making can be made more efficient and effective. As such, it does not deal with good practice directly but principally makes recommendations for changes to the plan-making system, some of which have been incorporated into revised versions of the NPPF or legislation.

One of its proposals in this regard resulted from the finding that local communities feel excluded from the plan-making process. One response was to recommend that the first stage of engagement (Regulation 18) should principally enable the community to express their views about their vision for the area and their views on all relevant issues. It was considered by the expert group that this and other changes would substantially improve community engagement, whilst speeding up plan-making.

This recommendation, which was implemented by government, does not chime fully with the experience of stakeholders from this project. Many made a distinction between consultation and engagement, with a clear view of the benefits of early engagement rather than one-off consultation as recommended and implemented through the report. This does, as recognised by the expert group, add to the timescale of plan-making, but clearly there is a balance to be achieved.

Other areas of interest and relevance are that the report's appendices draw together a list of requirements for a Local Plan and a list of the necessary evidence base, to assist plan makers. The report identifies the scope for a proportionate approach to both; and also provides guidance and recommendations for the style of Local Plans. All these matters were raised by stakeholders who participated in this project and, therefore, are worth further consideration.

The final publication that has some bearing on the experiences and lessons found from this project is the letter published by the then Secretary of State for Housing, Communities and Local Government in June 2019 to the Chief Executive of the Planning Inspectorate⁹. This concerns, amongst other matters, the role of the Inspectorate in examining Local Plans. It includes a clear message that the Secretary of State expects Inspectors to be pragmatic in getting plans in place that, in line with paragraph 35 of the NPPF, represent a sound plan and that Inspectors should be consistent in how they deal with different authorities. This is helpful with regard to the examination of the new joint plan, particularly set against the experience from the last round of plan-making.

⁸ LPEG Report: <http://lpeg.org/wp-content/uploads/2016/02/Local-plans-report-to-governement.pdf>

⁹ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/813180/Local_Plan_examinations_letter_to_the_Chief_Executive_of_the_Planning_Inspectorate.pdf

3.3 Examples of Good Practice in Plan-Making

The profile of joint planning nationally is currently focused on sub-regional, strategic scale plans, typically involving four or more local authorities working together. These are vehicles for addressing geographies and issues that in the past would have been dealt with through statutory strategic plans (structure plans and the sub-regional chapters of regional spatial strategies). Current examples include joint plans in the West of England (four authorities focused on Greater Bristol), south Essex (six authorities in the Essex Thames Gateway) and south-west Hertfordshire (five authorities).

Some groups of authorities are working on non-statutory spatial strategies to provide high-level guidance for the preparation of Local Plans. However, the particular examples referred to above all involve statutory joint plans and, therefore, in terms of the preparation process and the need to address some issues at a larger than single plan scale, they bear some similarities to the joint Greater Cambridge Plan. However, there are good reasons why these joint plans do not represent examples of effective practice that provide useful lessons for Greater Cambridge.

Firstly, the scale and ambition of these plans has often led to a lack of visible progress and outputs, certainly in the case of Essex and Hertfordshire. Furthermore, the current local plans system does not lend itself particularly well to joint plans on this scale, which are ultimately filling a vacuum left by former strategic-scale statutory plans.

The most advanced plan is that for Greater Bristol, which has been submitted for examination with initial hearing sessions taking place earlier this year. However, serious concerns have been expressed by the examining Inspectors about the joint plan's soundness. This is largely because it is not clear that the authorities considered properly the reasonable alternatives and options that might exist to accommodate development across the large area covered by the plan. Instead, it appears that the approach taken is to stitch together the four separate administrative areas on the basis that they each accommodate a broadly equitable amount of development. Some commentators have noted that this is to avoid difficult political decisions about the implications of Bristol's growth for the green belt surrounding the city.

While this is clearly not good practice, more the opposite, it will be instructive for the Greater Cambridge authorities to be aware of the reasons for the Inspectors' concerns as there are likely to be broader lessons for joint planning that are likely to be of relevance.

There are examples of statutory joint plans on a smaller scale, involving fewer authorities that have been found sound and subsequently adopted. As such, while it is not possible in the scope of this project to point to specific issues or details of their preparation and/or content as good practice, it is probably worth the Greater Cambridge authorities investigating them further.

The first is the Central Lincolnshire Local Plan, adopted in April 2017¹⁰. This is a joint statutory plan involving three local authorities and covering the administrative areas of the City of Lincoln, West Lindsey and North Kesteven. Overarching governance is provided by the Central Lincolnshire Joint Strategic Planning Committee. The plan is currently subject of an early review.

The adopted plan follows a largely standard format, with a settlement hierarchy and development needs accommodated in accordance with this. Development is focused on the city of Lincoln, then surrounding market towns and villages. Therefore, the geography of the wider area is not dissimilar to Greater Cambridge, although the development pressures and issues are clearly not the same. However, the plan does make provision for significant growth, with some 37,000 new homes to be accommodated over the plan period.

The other example is the Greater Norwich Local Plan, currently in preparation (although this follows the earlier adopted Greater Norwich Joint Core Strategy). This also involves three authorities – Broadland District Council, Norwich City Council and South Norfolk Council – working together to produce a joint statutory Local Plan. Governance of the joint plan is provided by the Greater Norwich Development Partnership Board. Work on the plan started in mid-2106 with adoption anticipated in September 2021.

Again, the geography is similar with the focus of growth on the city of Norwich surrounded by a largely rural hinterland with some market towns and a range of different sized villages. Information about the evidence base for the plan, the approach to consultation and growth options is provided on the joint plan website¹¹.

These two plans provide perhaps the best recent comparable examples to the Greater Cambridge situation in terms of preparing a joint plan. The Cambridge authorities may, therefore, find it helpful to compare experiences and consider if there are lessons to take from preparation of either or both plans. This could include speaking to officers involved in the preparation of the plans.

As noted, the scope of this project does not allow for a wide-ranging examination of possible good practice in terms of individual topics in Local Plans. Indeed, the lack of any obvious recommendations of good practice from practitioners, professional bodies and government means that this would involve a wide-ranging search.

There are, however, a couple of examples that are worth examining because they have a bearing on significant issues raised by stakeholders for this project. The first concerns the recent RTP1 award-winning project undertaken by the Lake District National Park Authority, *Attracting a high level of participation for the Lake District National Park local plan consultation*¹². The award stemmed from the extent of

¹⁰ Central Lincolnshire Local Plan: <https://www.n-kesteven.gov.uk/central-lincolnshire/local-plan/>

¹¹ Greater Norwich Local Plan: <http://www.greaternorwichgrowth.org.uk/planning/greater-norwich-local-plan/>

¹² Lake District National Park Authority: <https://www.lakedistrict.gov.uk/planning/local-plan-review/local-plan-past-consultation>

engagement on the issues to inform the plan. The lessons learned include the need to invest time in engagement before formal consultation takes place, the use of technology in consultation and effective use of a communications strategy or plan. These are all matters raised by stakeholders through this project and, therefore, the approach taken by the National Park Authority is worth further consideration by the Greater Cambridge authorities.

Given that the authorities, in common with others in the UK, have declared a climate emergency, climate change is likely to be central to the new plan. In this regard one stakeholder referred to the value of considering an approach like the Leeds Climate Commission¹³. The commission has mapped out what the city council and partners need to do in five year bands lifetime to address climate change to meet the 2050 requirement.

These sort of practical considerations and approach to a high profile subject for the joint plan appears to reflect the suggestion of some stakeholders for topic-based strategies that can inform the development of issues and options, which in turn will shape the development strategy and plan policies.

¹³ Leeds Climate Commission: <https://www.leedsclimate.org.uk/about-leeds-climate-commission>

3.4 Conclusions

Examples of good practice in plan-making are not easily to be found.

National policy and practical guidance to support plan-making, and other aspects of the planning system, underwent a radical shift in 2012 with replacement of topic-based policy guidance by a single, shorter document, the National Planning Policy Framework. At the same time, government's former role in providing practical planning guidance, including case studies, diminished.

The Planning Advisory Service, as a government-funded body, has filled this breach to some extent. Its 2014 guidance on good plan-making remains the most comprehensive recent guidance of its type. The principles it espouses are valuable as a checklist against which to measure effective plan preparation and outcomes. A number of these principles chime with the experience and lessons referred to by stakeholders engaged in this project.

Other aspects of good plan-making can be found in topic-based practical guides published by the Town and Country Planning Association.

The report of the Local Plans Expert Group to government similarly provides guidance on proportionate approaches to Local Plan evidence and the style and content of plans.

Much of the interest and focus for joint planning nationally is on strategic-scale plans, typically involving at least four local authorities. Despite their larger scale than the Greater Cambridge Local Plan, these plans might still throw up some relevant good practice. However, on closer analysis this type of plan does not provide a good basis for learning lessons: they have either made limited progress, or in the one case where substantive progress has been made, the plan has fundamental soundness issues. Despite there being no obvious examples of good practice here, lessons of how to avoid the same outcome for a joint plan can be drawn from this unfortunate experience.

More positive experiences of joint planning on a scale and geography closer to that of Greater Cambridge can be found in the joint plans for Central Lincolnshire and Greater Norwich. Both of these groupings of three authorities have adopted and are now reviewing statutory joint plans. As such, both areas may have valuable experience and lessons to share.

Finally, the award-winning approach to stakeholder and public engagement in plan-making in the Lake District, and the Leeds Climate Commission provide examples of effective practice covering two topics that were highlighted by stakeholders as being of particular significance for the Greater Cambridge Local Plan.

4. Conclusions

This qualitative research project has provided a range of stakeholders' views on their experience of recent plan-making in Greater Cambridge. It has also examined good practice, such as it exists, in national plan-making guidance and practical examples of joint planning elsewhere in England.

All stakeholders participating in the project acknowledge the challenges of producing the now adopted plans, not least because of the extent of development pressures and public scrutiny; and all have identified strengths and challenges where lessons can be learned for the preparation and content of the new joint Greater Cambridge Local Plan.

It is inevitable in a project of this type that some views will be specific to a stakeholder's role and interests and, therefore, are not more widely representative. However, it has been possible to identify a number of areas where there is some broad consensus amongst stakeholders, which is also borne out by comments from the recent stakeholder workshops. It is these areas which, it is suggested, should be the main point of focus for the authorities in considering the lessons learned from the last round of plan-making and the implications for the Greater Cambridge Local Plan.

These areas include:

- the extent and type of stakeholder engagement before public consultation, particularly as this can have a positive bearing on defining the key issues and options for the plan;
- the length of the plan and the extent of supporting evidence, which should be kept proportionate, including through a rigorous review of plan policies;
- the plan's policy content should include a central focus on climate change and biodiversity, while travellers' accommodation needs remains a challenging issue;
- ensuring effective information management and co-ordination of evidence production and presentation, particularly given increased organisational complexity; and
- the examination, where it is important to attempt to reduce the number of objections through a clearer approach to on-going engagement with stakeholders, while a proactive and assertive approach should be taken through early engagement with the Planning Inspectorate.

It is noted in the introduction to this report that one of the main reasons for scrutinising the last round of plan-making is to gain a better understanding of why the process lasted seven years, with more than half of this taken up by the post-submission examination stage. Some stakeholders have suggested that this is largely down to the approach of the Inspectors who examined the plans, while others point to the nature of the strategy, the extent of objections and the weight of supporting evidence.

An important question for the authorities this time around is, despite the timetabling pressures already in place, could investment of more time at the front end of the overall plan process reap some benefits in the latter stages, particularly at examination.

Annexe A: Stakeholders invited to participate in a structured interview and discussion

Previous planning portfolio holder/leader - Cambridge City Council (CC)*

Previous planning portfolio holder/leader - South Cambridgeshire District Council (SCDC)

Executive Councillor for Planning Policy and Open Spaces – CC*

Lead Cabinet member for Planning – SCDC*

Former Local Plan Manager – Cambridge*

Local Plan officers - Cambridge

Local Plan Manager – SCDC*

Local Plan officers - SCDC

Development Management Officers

Cambridgeshire County Council*

GCP

Local Plan Examination Barrister*

Environment Agency*

Natural England

Historic England*

Highways England

Anglian Water

Cambridge Water

Cambridge Past, Present and Future*

FECRA

Cambridge Cycling Campaign*

Cam Conservators

Visit Cambridge

University of Cambridge*

Anglia Ruskin University

Annexe B: Greater Cambridge Local Plan: Project Brief

Greater Cambridge Local Plan: Lessons Learned and Good Practice

1.0 Purpose

- 1.1 In 2018 Cambridge City Council and South Cambridgeshire District Council adopted separate but closely aligned Local Plans and are now embarking on the preparation of a new joint plan, the Greater Cambridge Local Plan. This point in the plan review cycle presents an opportunity to reflect on the experience of preparing the now adopted plans, to inform the approach to the new joint Local Plan.
- 1.2 The 'lessons learned' element of this project will focus on identifying which areas of the plans' preparation went well and those areas where improvements might be made (recognising that some areas will be more in the Councils' control than others). The ultimate purpose of the project, therefore, is to understand in which areas, and how, improvements might be made to the approach to plan-making - to create greater certainty in terms of outcomes, delivering the plan in a timely manner and achieving more effective use of resources.
- 1.3 The findings will be benchmarked against best practice drawn from current national guidance and, where possible, examples of plans prepared elsewhere in England. Together with the 'lessons learned' element and work focusing on the development strategy, this will contribute to a proactive as well as a reflective approach to preparing the new Local Plan.

2.0 Background

- 2.1 Preparation of the Cambridge City Local Plan 2018 and South Cambridgeshire Local Plan 2018 took place between 2011 and 2014. This included evidence gathering, an issues and options consultation, drafting the full plans and consultation on the proposed submission Local Plans. The plans were submitted to the Secretary of State for examination in March 2014. In August 2018, the Inspectors conducting the examination issued their final report and concluded that the plans are sound, subject to a number of main modifications. The Cambridge Local Plan was adopted in October 2018 and the South Cambridgeshire Local Plan in September 2018.
- 2.2 Clearly, one of the fundamental drivers for scrutinising the last round of plan-making is to gain a better understanding of why the process lasted seven years. There are a range of consequences which arise from the length of time it took to prepare the plans: additional public expense and resource demand, achieving an up-to-date and adequate housing land supply, updating other important areas of planning policy and, ultimately, creating greater certainty for all stakeholders about the future growth of the area.
- 2.3 The longest phase of the overall process was from submission to adoption, over four years. Much of this was taken up by the hearing sessions and the Inspectors' reporting time. These matters were, and are likely to remain in future, largely outside

Cambridge Planning Services

the control of the local planning authorities. However, it is important for the authorities to scrutinise critically and objectively the plan-making approach and process as a whole to understand the influence of different issues on intended outcomes and timescales.

3.0 Issues

- 3.1 A number of themes have been identified by officers involved in preparing the adopted Local Plans. These provide a valuable basis for structuring the approach to understanding the influence and importance of particular issues within these themes for the plans' preparation.
- 3.2 At this stage the identified themes are not an exhaustive list; others may arise during the course of the project. However, they are an important starting point in thinking about the areas of plan-making that are likely to be significant for the Greater Cambridge Local Plan. These themes are:
- the scope, content and structure of the Local Plans;
 - programme and project management;
 - governance;
 - the evidence base;
 - the approach to issues and options;
 - consultation and stakeholder engagement;
 - policy development; and
 - examination of the plans.
- 3.3 Since the current plans were adopted the national policy context for plan-making has been updated. The National Planning Policy Framework (the Framework) has been republished twice with a number of changes that have a bearing on the approach to preparing plans. These include important elements of the evidence base, most notably the introduction of a standard method for calculating housing need; and structural issues with regard to the content of Local Plans, particularly the distinction between strategic and local policies. In addition, more detailed guidance has been published through updated sections of the Planning Practice Guidance.
- 3.4 It will be important to consider the interaction of this updated policy and guidance with the lessons learned from the last round of plan-making. It may be that some of the changes to the national context will help address issues identified through this project.
- 3.5 More generally, since the most recent plans were developed and submitted for examination in 2014, there has been considerable change to the context for the new plan's development. This includes at the national, sub-national and local levels, in terms of new political drivers, new strategic initiatives and policy changes, and structural and organisational change. These influence of these matters will need to be considered carefully with regard to the approach to the new Local Plan.

4.0 Approach

- 4.1 The most direct approach to understanding the issues and lessons arising from preparation of the adopted plans is to engage with those involved in their development and with a stake in the outcome. This will provide a comprehensive and informed appreciation of those areas of the process that are viewed positively and those less so. Particular areas of focus can be drawn from the analysis of the collated views, which should be valuable to inform the development and progression of the Greater Cambridge Local Plan.
- 4.2 The proposed method for engagement with relevant stakeholders is a structured discussion, either in groups or more likely on a one-to-one basis. A framework and questions to guide the discussion will be developed around the themes identified in paragraph 3.2 above. This will be tailored according to the role and interests of the particular stakeholder.
- 4.3 The stakeholders who should be involved in this central part of the project will be agreed with Council officers who are overseeing the project. However, for the purposes of this Brief, an initial idea of those who could be asked to participate is as follows:
- Members of both Councils, particularly the relevant Portfolio Holders for planning at the time of the plans' preparation and now;
 - Local Plan Team Leaders and Officers;
 - Development Management Officers (to understand the outcomes of policy development against the intended objectives);
 - relevant County Council Officers;
 - those engaged in advising the Councils, particularly the relevant Barrister;
 - national agencies with an interest in development and infrastructure, particularly the Environment Agency, Highways England, Anglian and Cambridge Water, Natural England;
 - local organisations such as Cambridge Past, Present and Future and other identified community groups; and
 - possibly development interests, particularly through agents that are active in the Greater Cambridge Area.
- 1.4 Collating best practice will largely be a desk-based exercise, drawing on the latest published guidance from government, other national agencies (for example, the Planning Inspectorate and the Planning Advisory Service) and professional bodies (the Royal Town Planning Institute, the Town and Country Planning Association and the Planning Officers' Society). Engagement will also take place with the consultant's contacts in the planning profession to consider any examples of best practice in plan-making that might exist in other parts of the country.

5.0 Outputs

- 5.1 The main output will be a written report setting out the results of the stakeholder engagement and gathering of best practice. This will identify the main issues arising from these two main aspects of the work, will analyse their relevance to the development of the Greater Cambridge Plan, and will draw clear conclusions and recommendations to inform development of the new plan.

6.0 Timescale

- 6.1 This Brief and particularly the approach to the project, including which stakeholders to engage, will be considered by Council officers in the first half of June. Once approved, the intention is that, subject to practical considerations of access and availability, the bulk of the stakeholder engagement will be undertaken during June and the first half of July. Subject to completion of the engagement with stakeholders, the final draft report will be completed by mid/late August.

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Greater Cambridge Local Plan Statement of Consultation

Issues & Options Stage 2019

October 2019

Contents

Chapter 1: Introduction.....	3
Chapter 2: Report on Local Plan Workshops (Summer / Autumn 2019).....	5
Chapter 3: Workshop Structure	6
Chapter 4: Summary of Discussions	9
Chapter 6: Conclusion of the Workshops	13
Chapter 7: Other Local Plan Related Events.....	13
Chapter 8: Issues & Options 2019: Approach to Consultation	16
Appendix 1: Summary Report on Local Plan Workshops (Summer / Autumn 2019)	18
Appendix 2: Detailed Report on Local Plan Workshops (Summer / Autumn 2019) - attendance and comments.....	25
Appendix 3: Report on Local Plan Workshops (Summer / Autumn 2019) - Sample Agenda.....	75
Appendix 4: Report on Local Plan Workshops (Summer / Autumn 2019) - Presentation slides	76
Appendix 5: Report on Local Plan Workshops (Summer / Autumn 2019) - Feedback summary	80
Appendix 6: Other Local Plan Related Events	82
Keeping Cambridge Special.....	83
Appendix 7: Local Plan Participation and Communications Strategy.....	92

Chapter 1: Introduction

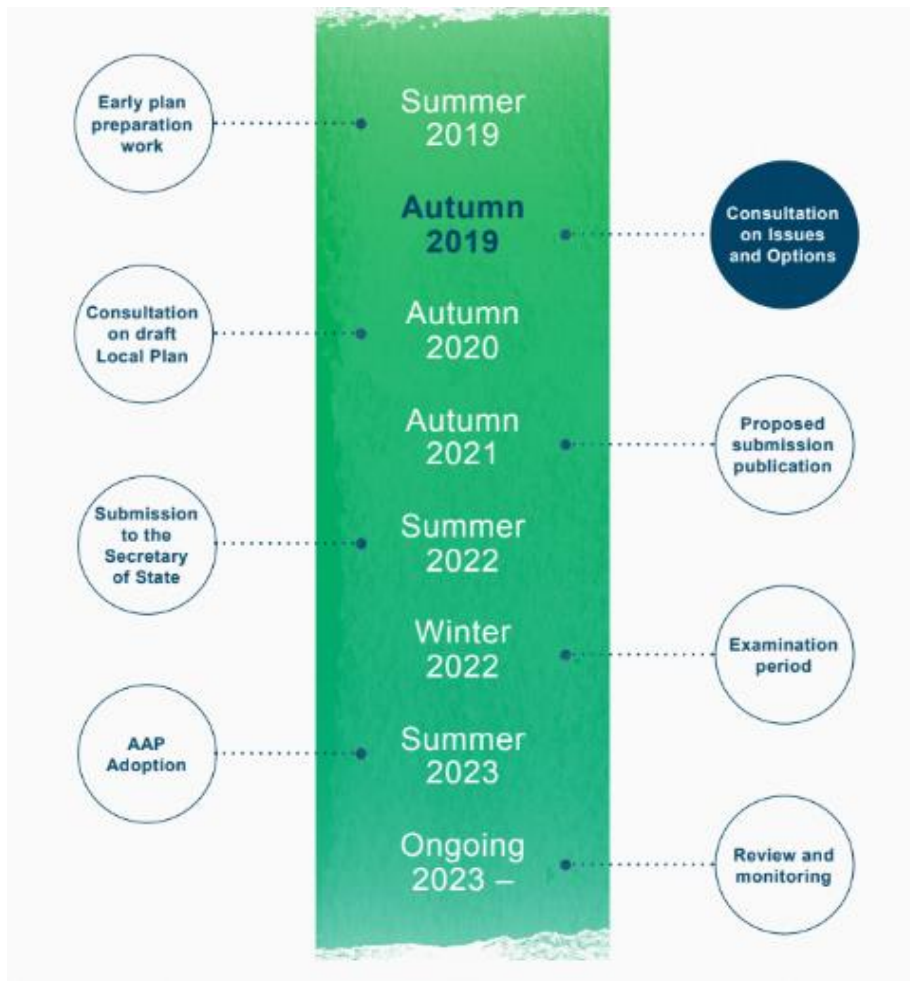
This Statement of Consultation document sets out how Cambridge City Council and South Cambridgeshire District Council have undertaken consultation, and propose to undertake consultation, in preparing the Greater Cambridge Local Plan.

This document provides an overview of the following:

- Report on the local plan workshops held in summer/autumn 2019, including a summary of the main issues raised by the attendees and how these have informed the Local Plan process; and
- Our approach to the Issues and Options consultation

This Statement of Consultation complies with the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended) and the Councils' Statements of Community Involvement (SCI).

This Statement will be updated at each stage of the plan making process. This version of the Statement of Consultation supports the first consultation stage of Issues & Options. The diagram below sets out future programmed stages in the plan-making process.



The Councils have jointly adopted the Greater Cambridge Statement of Community Involvement 2019, which can be viewed here: [Statement of Community Involvement](#)

The Statement of Community Involvement sets out how and when we will involve the community and key stakeholders in preparing, altering and reviewing our plans and guidance to guide future development in the city. It also explains how we will involve the community in planning applications.

At each stage of the plan-making process we will check to ensure that our actions taken for consultation meet the standards set out in the Statement of Community Involvement.

Chapter 2: Report on Local Plan Workshops (Summer / Autumn 2019)

Purpose of the Workshops

In summer and autumn of 2019, Greater Cambridge Shared Planning Service organised and held a series of Local Plan workshops across both districts of South Cambridgeshire and Cambridge. These events were facilitated by Greater Cambridge Shared Planning Service team.

The purpose of these events was to involve various stakeholder groups to inform preparation of the Greater Cambridge Local Plan via open and explorative engagement in line with Greater Cambridge Shared Planning Statement of Community Involvement (2019).

These workshops provided an opportunity to explain what a Local Plan was, describe the Local Plan process and understand key aspirations for each interest group through identification of challenges and opportunities. The workshops also encouraged attendees to give feedback on the previous Local Plan process.

Workshop Venues and Invitees

Each workshop focussed on engaging with different key interest groups from Greater Cambridge to enable a wide variety of thoughts and ideas to be heard:

- Workshop 1 and 2 consisted of Ward Members from both Councils and was held in South Cambridge District Hall Council Chamber and The Guildhall's Council Chamber;
- Workshop 3 brought together statutory consultees, service providers and other interest groups and was held in South Cambridge District Hall Council Chamber;
- Workshop 4 was attended by landowners, developers and agents and was held at South Cambridge District Hall Council Chamber;
- Workshop 5 involved representatives from Residents' Associations and Parish Councils and was held at Shelford Rugby Club, and
- Workshop 6 was attended by internal officers from both councils and was held at South Cambridge District Hall Council Chamber.
- Workshop 7 was a re-run of the Members workshops 1 and 2 and was held in The Guildhall's Members Room.
- Workshop 8 was attended by Businesses and was held at the Aurora Innovation Centre, British Antarctic Survey.

A list of representatives or organisations attending each workshop can be found in Appendix 2, which also includes Greater Cambridge Shared Planning staff attendance and roles.

Chapter 3: Workshop Structure

The workshops were generally structured as follows:

Welcome and introductions:

The workshop began with Lead Cabinet Member for Planning, Councillor Tumi Hawkins and Executive Councillor for Planning Policy & Open Spaces, Cllr. Katie Thornburrow, who after welcoming the attendees, explained that one role for the new joint Local Plan will be to help meet Greater Cambridge's aim to respond to climate change and manage the transition to net zero carbon.

Both Cllr. Hawkins and Thornburrow stated that the workshops were an exciting starting point to collaboratively explore how to achieve a balanced Local Plan while also addressing various competing issues that affect Greater Cambridge. These Local Plan challenges and opportunities are not just limited to housing, jobs, infrastructure and climate change, but also recreation, the rise of digital infrastructure, health and wellbeing needs and deepening inequality. In other words, the Local Plan affects the lives of everybody who lives, works and plays in the area so is an important document which needs wide input from across our communities.

With this in mind, Cllr Hawkins and Cllr Thornburrow encouraged attendees to freely discuss and debate all aspects of the Local Plan and put forward their ideas. Following this, the workshop agenda was introduced, highlighting the importance of a collaborative high-level approach at this early stage. An example agenda that accompanied each workshop can be found in Appendix 3.

Key Issues for Greater Cambridge over the next 20 years:

Using presentation slides, attendees were invited to consider what the future of Greater Cambridge could look like in 20-30 years and how we could respond to the challenges and opportunities these present. Information provided included a map showing the current development strategy and future planned growth. Information was then provided on the policy context the next plan will need to take account of. This included changes at the national planning policy level, but also activities taking place at the regional level. Some broad spatial choices for future growth were then presented.

The final slide highlighted that the role of the plan was to deliver homes, jobs and infrastructure, but there would be overarching themes regarding how the plan could go about this. The slides accompanying this presentation can be found in Appendix 4.

Attendees were then invited to discuss these key challenges and opportunities within three separate break-out sessions, facilitated by a member of the Greater Cambridge Shared Planning Team. The first two break-out discussions explored the following topics:

1. Key issues: challenges and opportunities:

Attendees were encouraged to discuss and write on post-it-notes a few words that described key issues for Greater Cambridge over the next 20 years and place these notes onto a group flipchart divided into 'challenges' and opportunity' columns.

This was followed by a 10-minute feedback session where each facilitator summarised the key points arising from the table discussion and opened up conversation with the rest of the workshop.

2. What do we need to do to respond to these issues? (How radical do we need to be?):

Groups were challenged to explore potential solutions to the challenges and opportunities identified in first discussion exercise. Thoughts and ideas were captured on the group's flipchart.

As before, a summary was fed back to the whole workshop in a 10-minute session by the table facilitator which was opened up for discussion to capture wider thoughts on each topic.

3. Reflections of the previous Local Plan Process:

In the final table discussion, groups were given the opportunity to provide honest feedback on the previous Local plan process. Responses were recorded on the table flipchart.

Again, a summary of the discussion was given to the room by the table facilitator and a brief discussion was had on what could be improved for the forthcoming Local Plan process. A summary is provided in Chapter 4.

How will the Local Plan process engage with the key issues?

The workshops closed with a brief presentation about the Local Plan content and process. Attendees were reminded that although the Plan period will likely extend to 2040, the effect of the choices the plan makes will extend far beyond this date. Attendees were thanked for putting forward their thoughts and suggestions as they were valuable information to begin fully exploring the key issues and options facing Greater Cambridge.

Engagement was recognised as being key to delivering the new Local Plan, with Members, Residents Associations, Parish Councils, Neighbouring authorities, Businesses, Landowners, Agents, Landowners, Statutory consultees, workers, Service Providers, Residents and Infrastructure providers all playing an active role in collaborative plan-making.

It was acknowledged that as digital technology develops, so does the ability to engage with harder to reach groups, providing the opportunity to reach people more digitally via social media and in having a strong web presence. It was noted that the more people that are involved in the plan-making process, the more likely we are to create a place that benefits us all.

Finally, attendees were shown the Local Plan timeline included in the adopted Local Development Scheme. The presentation slides are at Appendix 4.

Before leaving attendees were invited to complete workshop feedback forms. These are summarised in Appendix 5.

Chapter 4: Summary of Discussions

Attendees were encouraged to put forward and discuss current and future challenges and opportunities, as well as consider how the Local Plan could meet these needs. The comments have been summarised into key themes discussed in more detail below drawing from the summary of comments at Appendix 1.

Housing

In identifying the challenges and opportunities of the Greater Cambridge area, attendees focussed on issues of affordability and the relationship with employment opportunities and housing quality. If people cannot afford to live in the area, they argued, workers would be forced into settling outside of the region, or resist living here altogether, and this would have significant impacts on the wider community. Individuals would commute more, inequality would widen as people are forced into cheaper, low quality, often inaccessible housing and developers would have a preference for smaller homes marketed for those able to afford living in the region, i.e. professionals and students rather than families or lifetime homes.

Attendees felt there was the opportunity for the Local Plan to address these issues. Ideas were put forward for different housing types and tenures, for example, keyworker homes, co-housing developments (like at Marmalade Lane), self-build opportunities and lifetime homes. Equally the dispersal of affordable homes was key, with some demand being expressed for developers to have less control over where affordable homes were sited. There were also many comments calling for the Local Plan to acknowledge the rise in home working and shared working spaces and the need to provide homes that allow for this, i.e. calling for homes to be flexible and more accessible with good digital infrastructure.

Jobs / Employment

A high proportion of comments were related to jobs in the Greater Cambridge area, with over 100 comments in the challenges and opportunities section alone. A key question centred around whether to encourage more innovation, including in the biomedical and technology sectors or dilute them to allow for a more inclusive employment offer to emerge which may help to rebalance inequality and affordability issues. However, there was also a feeling that the Local Plan should not 'kill the golden goose' that makes Greater Cambridge such an economic success, and therefore we should plan to build on this success. Another common comment was that increasing jobs in the area would result in significant challenges regarding infrastructure capacity. Additionally, there was also a challenge over whether the Local Plan could respond to the challenge to the High Street and the rise in online shopping, and how the Local Plan could manage the rise in demand for distribution and delivery options that accompanied this.

Some considered that the Local Plan should adopt a flexible approach and enable multiple use of spaces which enable small enterprises to flourish alongside larger corporations and allow repurposing of buildings and spaces to facilitate a more vibrant High Street. Homeworking and shared space hubs could be encouraged for networking, as well as partnerships between education and businesses to ensure the local workforce have the skills that employers are looking for. The relationship between the location of new homes and new jobs was expressed as being important by many with regard to encouraging sustainable transport.

Environment and Infrastructure

In terms of the environment, there was a general discussion regarding how much sustainable development Greater Cambridge could realistically handle whilst protecting its unique and distinctive character, and the character of its settlements. The biggest infrastructure challenge highlighted in the comments was transport, with over 100 comments raising issues including accessibility, cost and reliability as being important. Many considered that the Local Plan needed to enable better access to public and non-motorised methods of transport, for example, better connected and safe pedestrian, equestrian and cycle routes. Additionally, delivering widespread digital infrastructure was viewed by many as a Local Plan priority.

Protecting the character of the wider area while delivering innovative sustainable development is a clear opportunity for the Local Plan. Comments suggested a more controlled approach to developers delivering and funding public infrastructure was needed, alongside clear, concise and enforceable Supplementary Planning Documents. The Local Plan was also considered an opportunity to release brownfield land for development and review the appropriateness of the existing village hierarchies and boundaries. Innovative transport infrastructure was also highlighted, with the focus on being interconnected and green, as well as being cheap and efficient. It was recognised that a behavioural step-change may be needed, such as through a car-free City centre or a congestion charge, but again, this relied on an adequate public transport infrastructure becoming available.

Climate Change

With the declaration of a climate emergency in both Councils, there was extensive discussion about how to meet the target of being zero-carbon by 2050. The identified challenges were energy infrastructure in terms of capacity, availability, and storage, as well as how to manage the finite water sources in the region.

There was discussion that the Local Plan should aim high and attempt to deliver zero carbon ahead of the 2050 goal date. The mechanisms suggested included: new developments to be net zero, existing homes retrofitted to be net zero, funding more greentech and carbon-neutral infrastructure, such as electric cars, and further embracing renewable energy generation.

Biodiversity and Green Spaces

Many attendees commented that one of the things that make Greater Cambridge so special is its abundance of green spaces. However, attendees to the workshops recognised that growth impacts upon green spaces, and there were equal comments on both sides that the Green Belt should either be protected or reassessed. On the one hand, green spaces and the Green Belt maintains separation, gives health and wellbeing benefits and tackles pollution. However, on the other hand, green space provision, especially the Green Belt, prevents sustainable growth. Attendees also pointed out that densification, especially when incremental, also impacts upon biodiversity, creating both a challenge and an opportunity for the Local Plan to address.

It was put forward that the Local Plan could balance these arguments by providing more green spaces in new developments, connecting green corridors to create biodiverse 'green lungs' and increase woodlands for canopy cover and climate change mitigation. To allow for flexibility and growth, the Local Plan could relax or assign less green space protections and employ metrics to measure carbon and biodiversity aims and review these regularly, in line with the National Planning Policy Framework. Flexibility could also be given to unused agricultural land to make it a site for occasional leisure use and some could be given over for community use, such as allotments, wildlife gardens and general recreation.

Wellbeing and Equality

Although wellbeing and equality are influenced by jobs, homes, infrastructure and green spaces, many comments from the workshop indicated that the Local Plan was an opportunity to improve wellbeing and equality for many of our residents.

Attendees suggested that one of the biggest challenges for the Local Plan was to encourage and maintain growth and success while ensuring that all residents benefit from this prosperity. Many people recognised that due to the region's reputation as a world-class innovation and technology centre, high levels of wealth in Greater Cambridge were contrasted with areas of deprivation. Access to healthcare, cheap or free leisure, cultural opportunities, meeting the needs of an ageing population, educational attainment and providing for employment choices were discussed as Local Plan opportunities.

Other Issues

Some pointed out that it may be difficult to produce a joint Local Plan that meets the needs of both an urban city centre and a rural region. However, many attendees discussed the opportunity for the Local Plan to have degrees of flexibility so that sustainable growth could be delivered responsively. Many comments also asked if the Local Plan could be easier to read and understand with clear wording, so

avoiding ambiguity. The Local Plan would benefit from being properly funded and resourced, which could result in more public engagement.

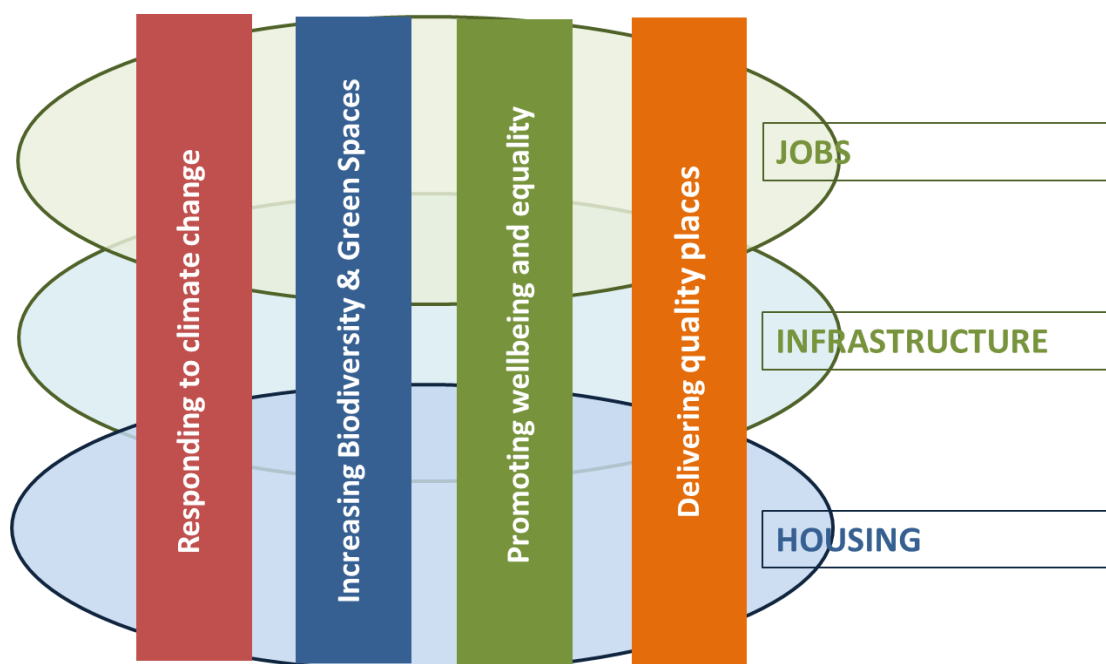
Despite many challenges ahead, there was a clear enthusiasm for the next Local Plan. Attendees claimed it could be a 'beacon of change' and urged the planning team to 'think big' and look beyond 2040 where possible.

Linking the Workshops to the Issues and Options Consultation

The Issues and Options consultation will continue the engagement process started by these workshops, identifying important issues that need to be considered by the Local Plan, seeking feedback on the approaches the next Local Plan should take, and providing an opportunity to raise any other issues and ideas people think should be addressed.

The Issues and Options consultation has been structured around seven big themes. Delivery of homes, jobs and infrastructure are the three key deliverables, but four cross-cutting themes have also been identified. These broad themes capture and develop the range of issues raised at the workshops. Under each of these themes the issues and options consultation explores what the plan needs to do, and the issues that the plan needs to address. Many of the points raised in the workshop discussions have been incorporated into the Issues and Options consultation material.

The Seven Big Themes



Chapter 6: Conclusion of the Workshops

The summary of the workshop comments above demonstrates the large volume and diversity of views shared on a wide range of topics. While the comments show some consensus as to the key challenges facing the area, diverging views were shared on a number of potential solutions and the implications of different priorities. In particular, issues around the growth and strategy choices highlight the need to discuss many issues in greater detail as the plan progresses.

The outputs from the workshops held in the summer and autumn 2019 have already, and will, inform the development of the Local Plan in the following ways:

- Group tasks 1 and 2 on key challenges, opportunities and solutions have helped inform the preparation of the Issues & Options consultation, in terms of ensuring that it covers the big issues raised in the workshops. Beyond this, the issues raised will shape further engagement on key topics through the Issues & Options consultation and beyond.
- Reflections on the previous Local Plan process have and will help inform the preparation of the plan as it progresses, both in terms of plan content and plan process. The Greater Cambridge Local Plan Lessons Learned & Good Practice document cross-refers to the notes of the workshop to inform and reinforce conclusions made within it.
- Feedback on the workshops (details provided in Appendix 5) will help inform how future workshops and other engagement events are run, and the topics which are chosen.

Chapter 7: Other Local Plan Related Events

A further workshop was organised by Cambridge Past Present and Future in conjunction with Greater Cambridge Shared Planning, called Keeping Cambridge Special. This followed a different structure to the workshops and asked different questions, while also learning the processes, timeframes and key issues of the Greater Cambridge Local Plan. A summary of the questions and answers is provided below with a fuller analysis, attendance and the agenda provided in Appendix 6.

Keeping Cambridge Special

28th September 2019 - Centre for Mathematical Sciences, Cambridge CB3 0WA

Question 1: What might a zero-carbon future mean for how the city will relate to its green hinterland?

The biggest topic for attendees in considering a zero-carbon future was around development and growth. Some questioned whether growth was always a good thing and whether a joint local plan could realistically meet the development needs of

contrasting rural and urban areas. Some suggested a policy preference that allowed for the retrofitting of existing housing and infrastructure with zero carbon technology. Many preferred a Local Plan that retained the separation between the city and the surrounding rural villages. Growth should focus on limiting travel associated with it and should only be allowed when supported by solid evidence that it is needed. This should help prevent undesirable growth and support an approach towards zero carbon.

Attendees highlighted the need for efficient, cheap and reliable public transport from the rural hinterland into the City centre as being key for a zero-carbon future. The Local Plan should also be flexible enough to allow for the development of future sustainable transport technology and limit congestion by using higher parking prices and better transportation links, such as a comprehensive, safe and segregated cycle and walking routes.

Green spaces, and the Green Belt in particular, were popular issues of discussion. Some called for the Green Belt to be released for development, probably incrementally, to allow for exceptional zero-carbon only development, while some stated that Green Belt should still be preserved for nature, recreation and biodiversity. There was some suggestion for more urban greenspaces to allow for local food production and rewilding and some asking for brownfield land to be released before building on open spaces.

Climate change was also discussed. It was felt that an evidence-based approach to mitigation was needed and more tree planting, redistribution of energy supply and local food production could be reasonable remedies for climate change.

Question 2: How can the Local Plan help us to achieve the target to double the amount of species rich habitats by 2050?

Establishing the city as a nucleus with an enhanced network of interconnected open green corridors and woodland areas would be a good approach to adopt, as well as a specific green infrastructure policy that shows preference for habitat-rich provision. Some comments indicated that diverse habitats could be achieved in part by building upon some non-species rich green spaces such as some farmland. Similarly, small-scale community greenspace schemes, such as shared spaces, gardens, composting, birdboxes, trees, hedges and allotments were important areas that could improve species-rich habitats.

It was mentioned that rigorous studies by experts should be conducted to provide a full picture of existing habitats and effective mitigation and encouragement schemes to determine best-practice metrics and a suitable approach. Biodiversity targets should be exceeded, and attention should also be given to how to get landowners and farmers to contribute to species rich habitats. Developer contributions could fund species and habitat creation via the Section 106 and Community Infrastructure Levy mechanisms and a priority hierarchy should be established.

Question 3: How can the Local Plan better provide for the housing needs of key workers and older people?

The greatest focus of discussion was on how to ensure development created mixed communities where older people, families and keyworkers could live in the same area together, rather than separate areas specifically for high earners and temporary students, for example. However, it was noted that the Local Plan cannot affect tenure directly and it was suggested that perhaps another approach could be adopted, such as market intervention to rebalance affordability via developer subsidies and contributions.

It was also recognised that there was a need for adaptability of accommodation to meet needs of a range of residents. Older people, for example, should be able to downsize easily while families should have a wide array of options to stay in an area. There was the opinion that developers currently prefer to concentrate on small dwellings marketed for profit and often use viability when deciding on housing types and levels of affordable housing. Attendees thought that there may be capacity to have a planning mechanism that has a presumption in favour of lifelong standards, so that development would be steered towards bungalows, lifetime homes and co-housing for example. This would allow for an intergenerational housing mix and a local community that resists isolation. However, there was also a recognition that the Local Plan is limited in its influence regarding populations and that defining terms such as 'local' or 'keyworker' can be difficult.

Access to facilities was also a common theme of discussion to try and reduce commuting levels into the city, and to plan for jobs close to homes. This would perhaps influence the need to travel outside of the local area. Again, there was commonality of thought that all policies concerning groups such as older people, keyworkers and those on low incomes should be longer term, and have a thorough evidence base to support the needs of these groups and how they should be addressed in the Local Plan.

Chapter 8: Issues & Options 2019: Approach to Consultation

Introduction

A key aim of both Councils is to ensure wide and inclusive participation and feedback from across Greater Cambridge's communities. To achieve this, a communications and participation strategy has been prepared to support the Local Plan process to ensure that the consultation process reaches all parts of the Greater Cambridge community, including those who wouldn't normally be aware of and engage with the Local Plan - young people, people from diverse backgrounds, people from less prosperous parts of the area, and those who usually find it difficult to get involved for different reasons. The full Participation and Communications Strategy can be found at Appendix 7.

Issues & Options consultation and participatory activities

Drawing on the participation and communications strategy aims and objectives, the following consultation activities are planned for the Issues & Options stage of the Local Plan.

Consultation

A six week public consultation period is planned for the following dates:

9am on Monday 13th January 2020 to 9am on Monday 24th February 2020

This Issues and Options consultation, and all the supporting documentation will be available for inspection:

- on a dedicated Local Plan website including a mobile friendly version
- at the Cambridge City Council's Customer Service Centre: Mandela House, 4 Regent Street, Cambridge, CB2 1BY from 8am-5.15 pm Monday and 9am-5.15pm Tuesday to Friday;
- at South Cambridgeshire District Council Reception: South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6EA open Monday to Friday from 8am to 5.30pm;
- and at selected public libraries.

A range of methods will be used to enable feedback on the Issues & Options content, including:

- Comments will be able to be made online, both:
 - informally on the dedicated Local Plan website
 - more formally and in greater depth via the Councils' consultation portal
- Comments will also be able to be sent in via a printed response form, which can be posted or emailed to the Councils:

- Planning Policy, Cambridge City Council, PO Box 700, Cambridge, CB1 0JH or;
 - Planning Policy Team South Cambridgeshire District Council, Planning & New Communities, South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridge, CB23 6E
 - Planningpolicy@scambs.gov.uk / planningpolicy@cambridge.gov.uk
- Roadshow: The Councils will take a pop-up exhibition to community hubs around the area such as shopping centres, schools, community centres and other places. These events will be informal and offer the opportunity for the public to find out about the Local Plan, and to discuss the issues and options with officers and to provide feedback. The times and locations of the drop-in events will be chosen to maximise our outreach to diverse communities and will be set out in the public notice and on the Councils' websites.

Respondents can request to be notified of future stages of plan making, including consultations, and the receipt of inspection report at the end of the Examination, and adoption of the document.

Notification

A range of methods of notification will be used to inform the public about the consultation including:

- public notice in the Cambridge Independent;
- joint Cambridge City Council and South Cambridgeshire District Council news releases;
- Articles in Cambridge Matters & South Cambs Magazine, and wider local media engagement
- social media and video

Use of data

Representations, including names, will be available to view on the Councils' websites. Full representations including addresses will also be available to view on request. Our privacy notice for planning policy consultations and notifications sets out how your personal data will be used and by whom. You can view our privacy statements here:

- [South Cambridgeshire District Council privacy statement](#)
- [Cambridge City Council privacy statement](#)

Appendix 1: Summary Report on Local Plan Workshops (Summer / Autumn 2019)

The workshop discussions have been grouped under eight broad headings. Where some do not fit these groups, they have been placed under the heading of 'other issues'. Some issues that come under more than one heading but have been allocated to the one which feels most appropriate. Please note that the numbers in brackets indicate the number of comments received for that summary point.

These headings are:

- Housing
- Climate Change
- Biodiversity and Green Spaces
- Jobs and Employment
- Environment and Infrastructure
- Transport
- Other Issues
- Wellbeing and Equality

Group Task 1: Key Issues: Challenges and Opportunities

Housing

Challenges

- Affordability (20)
- Reconciling work / services with housing and inequality (9)
- Delivering better housing: retaining varied character, less density, more space, balanced distribution (7)
- Meeting 5-year land supply and delivery dates (6)
- Housing Inequality: Rate and balance of development / Age of housing / tenure changes (8)

Opportunities

- Include ability for different housing types and prices, tenure changes and meeting supply (10)
- Future of employment: Tethered homes, flexible uses, working from home rise, integrated housing and employment offer (8)
- Affordability. Could need alternative products (4)
- Flexible co-housing schemes that enable old / young to live together (3)
- Building sustainable, zero carbon homes that use less energy (3)

Wellbeing and Equality

Challenges

- Challenge of delivering growth (buildings, infrastructure and populations) while improving quality of life / inequality and ensuring all benefit from prosperity (15)
- Healthcare / wellbeing demands (5)
- Planning for an ageing population (5)
- Community integration / maintaining diversity (5)
- Education facilities / school pressures (2)
- Retaining tourism and leisure for all, not just visitors (2)

Opportunities

- Meeting the health and wellbeing lifestyle needs of all, especially elderly and young people by improving the local environment. Making Cambridge more inclusive (11)
- Distributed spaces for art, culture, faith and maintaining tourism (6)
- More educational opportunities (6)
- Create / foster real communities – employ an assigned person to manage this and ask people what they want (4)

Jobs and Employment

Challenges

- Maintaining / encouraging science, agriculture and health sectors (growth and workforce) and keeping employers happy (11)
- Changing employment landscape needs – concentrated or distributed, working from home or connecting outlying villages to City for example. Land availability is problematic (11)
- Challenge of focussing on reviving local High Street or accepting trend in online shopping. What do we want it to look like in 20 years? (7)
- Managing rise in vehicular distribution to homes from businesses (3)
- Economic growth that does not end in infrastructure gridlock / dispersed employment to address concentration of jobs / residential (3)

Opportunities

- Flexible employment space for growth – from small ‘spare room’ enterprises to large corporations including click and collect opportunities (9)
- Housing that is close to work and enables work / life balance (homeworking options including digital / remote infrastructure) (7)
- Ensuring workforce meets employers need but not restricted to health / tech sector (6)
- Ensure health, innovation and science sector grows massively. There are lots of opportunities to capitalise on Greater Cambridge USP (6)
- Dispersed / repurposed / reduced retail in City (more in South Cambridgeshire) to make space for other uses (music events, picnics) (5)

Environment and Infrastructure

Challenges

- Sustainable development: Is growth appropriate / inevitable? Infrastructure / facilities squeezed / unbalanced already - danger South Cambridgeshire will just become a car park for City. Who will fund the infrastructure needed? (20)
- Keep Greater Cambridge's unique and distinctive character (while protecting the boundaries between city / village) (16)
- Need a streamlined planning process with balanced and flexible spatial approach (10)
- How to deliver sustainable density, digital infrastructure and technological advances when developing areas (8)

Opportunities

- Capturing and reinforcing the distinctive characteristics of villages and city centre while promoting sustainable growth (14)
- Opportunity for enhancing and developing use of technology infrastructure in built environment and on local scale (7)
- 100% infrastructure target. Developers to deliver and fund this (3)
- Opportunity to review village hierarchies / boundaries (3)
- More effective land management (availability, value, brownfield release) (3)
- Modern, sustainable distinct design that uses innovative building materials in future development of building and green spaces (4)

Transport

Challenges

- Affordability, accessibility and reliability of public transport. (20)
- Putting high quality active public travel options at the heart of communities to link villages to City (10)
- Accommodating sustainable future travel options in Greater Cambridge (Autonomous vehicles Metro East/West rail rise of electric cars) (7)
- Congestion. Leads to difficulties in recruiting impacts on air quality. (7)
- Future mobility: How to go car-free in City, how to prevent primacy of driving (5)

Opportunities

- Embrace innovative transport options including distribution hubs, transport as a service, road networks, car parks (23)
- Provide radical extended green public / sustainable interconnected transport network that connects home to work, leisure and facilities between villages and City. Make sure this aligns with growth (12)
- Connectivity between Oxford and London needs improvement: Open / relocate stations (10)
- Encourage communities to promote walking and cycling, including e-bikes, cycle routes (7)
- Provide facilities that do not need travel and introduce congestion charge (6)

- Address cycling issues: current shared pedestrian/cycle routes are unsafe. Electric cycles and sport cycling speeds excessive

Climate Change

Challenges

- How to provide sufficient energy infrastructure (availability sources, security, grid capacity, storage constraints) (16)
- Delivering the 2050 zero carbon target. How? Can we do this early? (15)
- Water supply including potable water provision – finite resources in Greater Cambridge, Environment agency pressures to reduce supply. Whole region water stressed (9)

Opportunities

- Carbon neutrality (or better). New developments must offset environmental impact at net zero (4)
- Need to retrofit existing housing stock and ensure new development has low carbon tools and address overheating (4)
- Zero carbon homes and commercial buildings opportunity (2)

Biodiversity and Green Spaces

Challenges

- Green Belt needs clarity / review as can be an obstacle to growth but does maintain separation (12)
- How to increase growth / density while increasing greenspace / natural capital needs (9)
- Densification: incremental, lots of Green space and Biodiversity loss (6)
- Restoring and protecting biodiversity via meeting NPPF measurable biodiversity net gain: 10% - 20% - 25%? (2)

Opportunities

- Provide more / prevent loss of local green spaces, vistas, views, cherished places, not necessarily covered by protections (12)
- Green Belt: Releasing green belt on the edge of settlements. It should not be sacrosanct, should be reassessed / It should be protected (8)
- Changing land from agriculture to amenity use, preventing ill health (3)

Other Spatial Issues

Challenges

- Creating a joint Local Plan may be more complex and take longer than a single local plan (8)
- Simple, flexible policy wording. Avoid repeating NPPF / NPPG (4)
- How to manage Government demands (3)
- Setting a high goal (3)
- Getting people to accept growth (3)
- Make process properly funded and resourced using up to date evidence (5)
- Join up competing Local Authorities for a better outcome (4)

- Look further than minimum Local Plan period (2)
- Regain confidence of developers / promoters / agents (2)
- Local Plan can be a beacon of change (2)

Group Task 2: What do we need to do to respond to these issues? (How radical do we need to be?)

Housing

- Less dispersed, denser living (like Eddington). Co-housing (like Marmalade Lane) (6)
- More keyworker accommodation, custom / self-build in every site not just through market housing (5)
- Lifetime homes: Building adaptations for older people into housing from the start, community environments, centralised and accessible (5)
- Be firmer with developers on affordable housing and have more control over development – too much allowance on developers to choose. i.e. Affordable housing should be shared equally. We need innovative ways of delivering affordable homes e.g. build to rent, self-build etc, need a blend of options (4)

Wellbeing and Equality

- More multi-generation spaces / family-friendly spaces for healthy recreation / wellbeing (8)
- Need higher level of engagement with communities. Some communities felt not listened to in last Local Plan process. Take bottom up approach (4)
- Encourage food growth. Employ a full-time sustainability officer (3)
- Reduce inequality, but how? Look to other Local Authorities to see how it is done (3)

Jobs and Employment

- Community office/co-working space/better Wi-Fi/broadband to enable remote working in villages and City. Smarter distribution between breakout centres and hubs (7)
- Need robust evidence base to defend more jobs and homes to satisfy economic needs and challenge viability arguments. Growth is not always a good thing but appreciate that Cambridge is a key location for growth (7)
- More support for local small businesses / employment live-work opportunities (4)
- Need to tackle the demise of the High Street and permit one-stop type places with pharmacy, Post Office, Banks etc. (3)

Environment including Infrastructure

- Better infrastructure, access, permeability, diversity – delivered by enforceable design codes (7)

- Need to accept increased density: 8 storeys in City, 3 to 4 storeys in villages, but balance density with green spaces (5)
- Growth in fringe (7-8 miles from centre). City is like a concrete jungle (4)

Transport

- Excellent rapid transport and affordable public transport with joined-up cycling and walking connections to force behaviour change (21)
- Encourage no one to use a car – subsidise buses, reduce car spaces, mass pedestrianisation, cycling, better train connections (12)
- Developers and business rates to contribute to transport infrastructure (3)
- Define purpose of Green Belt / redistribute and recategorize for biodiversity and green infrastructure gain (4)

Climate Change

- More funding for Greentech / Carbon neutral infrastructure and get providers on board to deliver (5)
- Establish renewable energy mechanisms / local and cooperative energy generation (5)
- Embrace new transport technology, i.e. electric car provision (3)

Biodiversity and Green Spaces

- More protected 'green lungs' public open spaces: agreed at the outset of development; Community woodland / commercial woodland, allotments; greenways connecting villages (8)
- Establish metrics for measuring success on carbon / biodiversity aims (2)
- Tree planting at significant scale – air quality, even around existing development, plant semi-mature trees (2)

Other Spatial Issues

- Engagement: Informed Members and GCSP to play an active key role in positively promoting vision and process of Local Plan to all: e.g. review more effective methods of communication, visit local events, schools to enhance involvement with hard to reach groups, welcome difficult conversation, embrace digital media. Not just listen to who shouts the loudest. Regular steering groups comprised of Local groups (25)
- Planning documents (Local Plan / Village Design Guides / Neighbourhood Plans) need to have more weight be clear, simplified and flexible: react to and welcome change that does not inhibit progress (11)
- Local Plan should cover a longer period with regular reviews and have a dedicated team to prepare and implement (8)

Group Task 3: Reflections on previous Local Plan Process

Engagement

- Most people not aware of Local Plan, process, limitations or benefits, i.e. co-housing, growth. Need to educate and promote to people (12)
- Role of everyone to reach out to whole community using a robust strategy. Consult directly within schools, supermarkets, medical centres, libraries, community centres, parish councils – not just the ‘usual’ people (15)
- Get people involved from the early stage and allow them to informally comment in good time. Implement their responses - not just lip service (8)
- Very long – difficult to communicate about this. Need to bear this in mind when communicating this time around. Danger of burnout (7)
- Engage through apps, social media, online, local television, radio, magazines (6)
- Need more workshops and fewer exhibitions. Provide timetables and consultation process more freely (5)

Content and Evidence

- Need a visual local plan. User friendly, clear. Short and simple. Include a summary. Not too technical (7)
- 5-year supply created lack of confidence, did not meet needs for old / young demographics, was included too late (7)
- More flexibility: housing land supply, Call for Sites (5)
- Need more biodiversity, zero carbon and climate change policies, i.e. drought protection (5)
- Protect Green Belt, landscape and village / City identity and boundaries. Some were overruled by inspector (5)
- Engagement needs to start early and continue through examination once plan is fixed. Did not happen last time (4)
- More transparency, especially through examination (3)
- Actually listen to people and take on board input. E.g. Parish Councils and Residents associations were ignored/overruled last time (3)

Process

- Too long, created disenfranchisement. Need to limit time taken to get through examination
- Be more collaborative (3)
- Mistake to have joint examination. SCDC / CC have different local needs (2)
- Cost of plan process (2)

Appendix 2: Detailed Report on Local Plan Workshops (Summer / Autumn 2019) - attendance and comments

Joint Members' Local Plan Workshops

4 July 2019:

2:00pm – 4:00pm

Council Chamber, South Cambridgeshire Hall, Cambourne Business Park,
Cambourne, CB23 6EA

And:

6:00pm – 8:00pm

Council Chamber, Guildhall, Market Square, Cambridge, CB2 3QJ

4 September 2019:

5:45pm – 8:00pm

Members Room next to Committee Rooms, Guildhall, Market Square, Cambridge,
CB2 3QJ

Personnel:

Welcome and Introductions: Cllr Tumi Hawkins, South Cambridgeshire District Council (SCDC) and Cllr Katie Thornburrow, Cambridge City Council (CCC)

Presentation Chair: Stephen Kelly

How the Local Plan process will engage with this? Philip Bylo

Conclusions and next steps: Stephen Kelly; Cllr Tumi Hawkins, SCDC; Cllr Katie Thornburrow, CCC

Facilitators: Jon Dixon, David Roberts; Stuart Morris; Bruce Waller; Stephen Kelly; Nancy Kimberley Paul Frainer & Philip Bylo.

Scribe: Marie Roseaman

Attendance

Cllr John Batchelor (Linton)

Cllr Anna Bradnam (Milton & Waterbeach)

Cllr Claire Daunton (Fen Ditton & Fulbourn)

Cllr Brian Milnes (Sawston)

Cllr Katie Thornburrow (Trumpington)

Cllr Eileen Wilson (Cottenham)

Cllr Martin Cahn (Histon and Impington)

Cllr Peter Fane (Shelford)

Cllr Tumi Hawkins (Caldecote)

Cllr Peter Lord (Trumpington)

Cllr Carla McQueen (East Chesterton)

Cllr Hazel Smith (Milton)

Cllr Jose Hales (Melbourn)

Cllr Shrobona Bhattacharya (Cambourne)
Cllr Alex Collis (Kings Hedges)
Cllr Lewis Herbert (Coleridge)
Cllr Katie Porrer (Market)
Cllr Tim Bick (Market)
Cllr Nick Sample (Shelford)
Cllr Cheney Payne (Castle)
Cllr Sophie Barnett (Romsey)
Cllr Mike Davey (Petersfield)
Cllr Josh Matthews (Newnham)
Cllr Mike Sargeant (West Chesterton)
Cllr Sarah Cheung (Longstanton)
Cllr Graham Cone (Fen Ditton & Fulbourn)
Cllr Richard Robertson (Petersfield)
Cllr Haf Davies (Abbey)
Cllr Pippa Heylings (Histon & Impington)
Cllr Judith Rippeth (Milton & Waterbeach)
Cllr John Williams (Fen Ditton & Fulbourn)
Cllr Nigel Cathcart (Bassingbourn)
Cllr Douglas De Lacy (Girton)
Cllr Bill Handley (Over and Willingham)
Cllr Phillipa Hart (Meldreth)
Cllr Nick Wright (Caxton & Papworth)
Cllr Peter Topping (Whittlesford)
Cllr Grenville Chamberlain (Hardwick)
Cllr Van de Weyer (Barrington)
Cllr Claire Delderfield (Sawston)
Cllr Rod Cantrill (Newnham)
Cllr Neil Gough (Cottenham)
Cllr Kelley Green (Petersfield)
Cllr Dave Baigent (Romsey)
Cllr Colin McGerty (Queen Edith's)
Cllr Grace Hadley (Coleridge)
Cllr Greg Chadwick (Castle)
Cllr Steven Hunt (Histon and Impington)
Cllr Geoff Harvey (Balsham)
Cllr Peter McDonald (Duxford)
Cllr John Williams (Fen Ditton & Fulbourn)
Cllr Heather Williams (The Mordens)
Cllr Alex Malyon (Longstanton)
Cllr Dave Baigent (Romsey)
Cllr Martin Smart (Kings Hedges)
Mike Hill Interim Chief Executive of South Cambridgeshire District Council
South Cambridgeshire District Council Housing Officer

Group Task 1: Key Issues: Challenges and Opportunities:

Housing

Challenges

Wellbeing and Equality (4)

- Ensuring young residents can afford to continue living here
- Housing security
- Addressing housing inequality
- Lifetime homes

Jobs and Employment (6)

- Enabling people to live close to where they work / services (3)
- How to ensure affordable housing for keyworkers / low income workers / young professionals (2)
- Home/work units

Environment including Infrastructure (4)

- Resisting clone housing estates and retaining local character (2)
- Delivering good housing and mix of tenure (types of building)
- What will visitor accommodation look like in 20 years' time?

Transport (3)

- Housing which also lessens need to own a car (2)
- Homes near to good / cheap transport facilities to workers

Climate Change (1)

- House comfort in climate change

Total comments: 18

Opportunities

Wellbeing and Equality (6)

- Allow for truly affordable housing (3)
- Promotion of co-housing / lifetime homes where old and young can live together (2)
- 20% of the housing delivery to be Council housing

Jobs and Employment (4)

- Integrate employment sites and new homes (2)
- Include more homes tethered to jobs
- Allow for rise in working from home trends

Environment including Infrastructure (2)

- Raise quality of housing

- Think beyond delivering just a housing estate

Climate Change (1)

- Sustainable zero carbon homes

Total comments: 13

Wellbeing and Equality

Challenges

Wellbeing and Equality (11)

- Delivering sustainable growth while improving quality of life (2)
- Proper funding of education
- Delivering primary healthcare
- Maintaining diverse communities and cultural activity
- An aging population
- Isolation
- Addressing inequalities effectively
- Changing composition of family unit
- Integration with existing community
- Spreading benefits of economic growth

Environment including Infrastructure (2)

- Maintaining vitality in small villages
- Digital connectivity

Transport (2)

- Improving accessibility (2)

Other Spatial Issues (2)

- The planning system has not caught up with the way demography and society has changed
- Getting it right – communication vs coordination (between different bodies and with local communities)

Total comments: 17

Opportunities

Wellbeing and Equality (14)

- Educational Opportunities: (4):
 - More pre-school provision that creates aspiration from an early age
 - Link people to skills needed in wider area
 - More 6th form provision

- Introduce a 'Duke of Cambridge' award programme in this region, similar to 'Duke of Edinburgh' for young people
- Designing places for elderly / young people (2)
- Ensure everyone benefits from growth and success
- Provision for the Gypsy / Traveller community
- Health and Wellbeing
- Safe areas for all to live a healthy lifestyle
- Reduce healthcare costs by improving environment and sense of wellbeing
- Create / foster real communities not just developers promoting this
- Spaces for Art
- Integration with existing community

Jobs and Employment (3)

- Encourage local food supply
- Exciting and innovative shared spaces e.g. Piazzas that can be used for outside (arts, plays, markets etc.)
- Spreading economic growth

Environment including Infrastructure (4)

- Broadband infrastructure (2)
- Opportunity for building cultural centres – outside of the city
- Allow for modern technology to connect people on a local basis

Total comments: 21

Jobs and Employment

Challenges

- Do we try to deliver a thriving local high street or accept rising trend of online shopping? (3)
- Managing employment change (2)
- How to manage vehicular deliveries to homes (2)
- Need to agree on how we want employment to look across Greater Cambridge – Concentrated / distributed etc.
- How to accommodate growth of health and science sector
- What will retail look like in 20 years?
- Explaining to the existing population the benefits of economic growth
- How to manage economic growth which does not end in infrastructure gridlock
- Need to acknowledge that we need to keep employers happy to ensure they stay in area (and provide lower paid employees)
- Appears that large companies can bypass local planning system

Total comments: 14

Opportunities

- Flexible employment space for growth – from small, medium to large and including click and collect opportunities (4)
- Digital infrastructure that supports remote working in co-shared community and shared spaces by reducing commuting (4)
- Partnership between big employers and communities and schools to promote employment Opportunities
- Making sure that local people have the skills that employers need
- Out of town (Cambridge) shopping centre in South Cambs?
- Reduce retail space – make space for gatherings / music / picnics
- Space for small businesses to grow beyond the spare bedroom / shared space activities
- Enable growth of health and science sector
- Opportunity for job creation in housing, planning and building professions
- Jobs should be planned near houses
- Maintain link between university & businesses
- Maintain & promote economic growth

Total comments: 18

Environment and Infrastructure

Challenges

- Keep Greater Cambridge's unique and distinctive character (while protecting the boundaries between city / village) (6)
- More innovative ways of achieving higher densities sustainably while extending urban areas (3)
- Not destroying smaller villages / Cambridge's famous reputation as successful academic / innovation city (2)
- Local build and natural diversity
- Attractiveness
- Viability
- Land supply
- Infrastructure
- Facilities
- Keeping up with technological advances

Total comments: 18

Opportunities

- Capturing and reinforcing the distinctive characteristics of villages and city centre while promoting sustainable growth (3)
- More promotion of the USP of Cambridge

- Modern, sustainable distinct design that uses innovative building materials in future development of building and green spaces
- Developers to deliver infrastructure
- Raise the density in new developments
- Opportunity to review village hierarchies
- Opportunity for enhancing and developing use of technology in built environment
- More effective land value management

Total comments: 10

Transport

Challenges

- Putting high quality active public travel options at the heart of communities (4)
- Accommodating future travel options and uncertainty in Greater Cambridge (Autonomous vehicles; Metro; East/West rail; rise of electric cars). (2)
- How to discourage transport options that have little or no impact on air quality (mass rapid transport vs. personal transport) (2)
- Congestion (2)

Total comments: 10

Opportunities

- Provide facilities that do not need travel (5)
- Provide radical green public / sustainable interconnected transport network that connects home to work, leisure and facilities (3)
- Encourage communities to promote walking and cycling (2)
- Eliminate private vehicles to reduce fossil fuel use (2)
- Make available charging points for electric vehicles and cycles which will accelerate electric vehicle uptake on and off-road (2)
- Address cycling issues: current shared pedestrian/cycle routes are unsafe. Electric cycles and sport cycling speeds excessive
- Enact the 'last mile' principle in commuting
- Keeping cars on the outside of development

Total comments: 17

Climate Change

Challenges

Climate Change: (12)

- Delivering the 2050 zero carbon target (5)
- Providing land for carbon offsetting and environment banking / carbon offsetting (2)

- Air quality
- Sea level rising
- Flood risk – changing share of flood zones
- Reduce air pollution
- Climate change

Energy: (6)

- How to provide sufficient energy infrastructure (security, capacity, storage constraints) (5)
- Replacing fossil fuels as a source of energy

Water (7)

- Water supply including potable water provision (4)
- Drainage
- Addressing the water issue. We will need to do it eventually!
- Biodiversity

Total comments: 25

Opportunities

Climate change:

- Carbon neutrality (or better)

Energy: (2)

- Clean, green hi-tech data servers vs carbon-heavy 'streaming'
- Sustainability / energy efficiency to fuel costs in existing housing

Biodiversity: (2)

- Going green in a practical way
- Delivering more biodiversity in every new development

Total comments: 5

Biodiversity and Green Spaces

Challenges

Biodiversity (5)

- Identifying offsite land for biodiversity / carbon offset and its relationship with space standards and how it impacts quality of life (2)
- Restoring biodiversity
- Protecting biodiversity
- Leading (not lagging) on climate action.

Green Spaces: (9)

- How to increase density while increasing greenspace / natural capital needs (3)
- Encouraging access to the outdoors (2)
- Green natural capital provision accounting for transport
- Management of green spaces
- Growth vs green space
- Tree cover growth

Total comments: 14

Opportunities

Biodiversity: (2)

- Going green in a practical way
- Delivering more biodiversity in every new development

Green Spaces: (10)

- The reform of land from agriculture to amenity use (2)
- Prioritising local food sources (2)
- More local green spaces, vistas, views, cherished places, not necessarily covered by protections (2)
- More access to Green Infrastructure (2)
- Identify land for large scale tree planting
- Enable off-grid / zero carbon communities

Total comments: 12

Other Spatial Issues

Challenges

- Funding (2)
- Ability to set a high goal for sustainable growth in buildings, transportation
- How to mitigate Government interference
- Impacts from Brexit
- Planner resource
- Better public engagement How to get people to accept growth

Total comments: 7

Opportunities

- Using Brexit to allow changes in land uses

Total comments: 1

Group Task 2: What do we need to do to respond to these issues? (How radical do we need to be?)

Housing

- Accommodation for key workers
- Marmalade Lane type housing could be replicated (co-housing development)
- Building adaptations for older people into housing from the start
- Lifetime housing

Wellbeing and Equality

- More facilities for older children; alcohol free social spaces, recreation, ball games allowed, prepare spaces for ball games. (3)
- Reduce inequality, but how? Look at the evidence for how other Local Authorities have tackled equality in other areas (2)
- Full time sustainable food officer – education on how to grow own food. Community officers to support education for food growth? (2)
- Multi – generational living (lifetime homes / flexible living units)
- Understanding what levers are available to influence and shape positive behaviours
- Reinforce culture
- Virtual community acknowledgement
- Village hub / networking

Jobs and Employment

- Community office/co-working space/better Wi-Fi/broadband to enable remote working. Smarter distribution between breakout centres and hubs (2)
- Upskilling local people to get jobs in the local economy
- Incentivise businesses to move to certain locations (not just planning)
- Recognise and provide for home working in villages
- More farmers markets

Environment and Infrastructure

- Reconsider Opportunities: for increasing density
- Appreciate diversity between villages and have a subjective approach
- High density orientation: 8 storeys guideline (City) 3/4 storeys in villages (flats)
- Defining priorities that land must achieve to gain permission
- Ensuring all development has good access
- Max permeability of new developments

Transport

- Circular routes around Cambridge
- Excellent public transport and cycling and walking connections (2)
- Encourage reduction in use of the car – subsidise buses, reduce car spaces, mass pedestrianisation (3)
- Rapid transit with parking or stops – See European examples

- Electric car provision
- Good, public transport orientated developments

Climate Change

- Local food opportunities: Have a farming section in the local plan (3)
- Establish renewable energy mechanisms (2)
- Consider moving all cladding
- Reduce water usage
- Flood resilient homes: Raise infrastructure to protect homes?
- Stop plastic bags in superstores / Plastic packaging
- Co-operative energy
- Re-use of water / grey water
- Local energy generation
- Centralised heating system
- No gas boilers in new developments
- Require carbon offsetting for existing housing

Biodiversity and Green Spaces

- Don't build in the Fens – cost of monitoring drainage and sea level rise
- Afforestation
- Establish metrics for measuring success on carbon / biodiversity aims
- Define purpose of Green Belt
- Public open spaces
- Community woodland / commercial woodland
- Greenways connecting villages
- Build green spaces into development from the start - allotments should not come last

Other Spatial Issues

- Acting together [Cambridge City and South Cambs planning depts] - Use language such as “us and our” not “you and your” (2)
- Allow more localised thinking
- Engagement:
 - Local Members have a key role to play:
 - Mail drops
 - Gather Parishes to say their ideas
 - Need to stress the key time to input
 - Neighbourhood Plans and Village Design Guides
 - Have a specific officer to support and focus
 - Profile is not diverse - we need to engage different groups
 - Neighbourhood Plans not intended for change
- Data-driven decision making: Individual datasets i.e. per village to identify subjective issues
- Simplification in publications avoid limiting conversation. Clear communication – articulating a vision for why the change will help & what it will look like
- Attend Primary schools (fetes/fairs)

- Engage with difficult conversation
- How we communicate – better reach, hard to reach groups, competitions
- Policies – reduce number of executive summaries in digits format

Group Task 3: Reflections on previous Local Plan Process:

Engagement:

- People don't know about it
- More workshops – fewer exhibitions
- Reach whole community
- Consult with schools, supermarkets, medical centres, libraries, community centres – not just the 'usual' people (2)
- Routes to help young people feel involved – go to them
- Education on what local plan is and how it affects them
- Communications – taking residents along on each stage
- Avoid feeling of being 'done to'
- Available as an app as well as online – accessible to everyone
- Need to be more open and provide information during examination
- Co-housing. Tell people about it!
- Direct district Council engagement with parishes
- Facebook engagement with greater / general population
- Capture the views of young people
- All information on a parish should be presented to residents in draft form (Info may later be dispersed around the Local Plan)
- Parish based Local Plan groups would be useful in addition to parish councils
- Community Whatsapp groups (256 residents can fit into one group)
- Community workshops along the same lines as this event
- Communicate through Members
- School newsletters to age 18 (A Levels)
- Parish magazine engagement
- Local TV, radio for publicising Local Plan
 - Consultations:
 - Call for Sites Consultation
 - Provide more information
 - Timetable
 - How sites are tested

Content / Evidence:

- Check robustness of data at each stage of Plan preparation
- Understand housing land supply / delivery test issues
 - Be more flexible in accommodating these

Process:

- Locus of decision-making was very unclear
- Myth-busting / positivity approach
- Members need much more training in the Local Plan process than I had.
Everyone seemed to be talking in incomprehensible acronyms
- Lack of joined up thinking between authorities
- Consult using questions that help root the local plan in real situations/real life

Statutory Consultees, Interest Groups and Service Providers Local Plan Workshop

16 July 2019

10.30am-12.45pm

Council Chamber, South Cambridgeshire Hall, Cambourne Business Park,
Cambourne, CB23 6EA

Personnel:

Welcome and Introductions: Cllr Tumi Hawkins, SCDC; Cllr Katie Thornburrow, CCC

Presentation Chair: Paul Frainer

How the Local Plan process will engage with this? Philip Bylo

Conclusions and next steps: Paul Frainer, Caroline Hunt, Philip Bylo; Cllr Tumi Hawkins, SCDC; Cllr Katie Thornburrow, CCC

Facilitators: Jon Dixon, David Roberts; Stuart Morris; Nancy Kimberley, Caroline Hunt & Philip Bylo.

Scribe: Marie Roseaman

Attendance

Cambridge University

IWM Duxford

Carbon Neutral Cambridge

Cambridgeshire Fire and Rescue Service

Conservators of the River Cam

Forestry Commission England

British Horse Society

Cambridge and District Citizens Advice

Cambridgeshire and Peterborough Combined Authority

Greater Cambridge Partnership

Cambridge Area Bus Users

The Wildlife Trust

Cambridgeshire County Council

North Cambridge Academy
Camcycle
Cambridge Sustainable Food
Cambridge Area Bus Users x2 delegates
Swavesey & District Bridleways Association x2 delegates
Cambridge County Council x4 delegates
National Trust
Cambridge Past, Present and Future
Campaign to Protect Rural England (CPRE)
Cambridge Commons
Cambridge Water
Environmental Agency
Natural England
Stagecoach East
Openreach x2 delegates

Group Task 1: Key Issues: Challenges and Opportunities:

Challenges:

Housing

- Affordability (2)
- Overcrowding
- Housing and Jobs and growth need to be co-located

Total comments: 4

Wellbeing and Equality

- Reducing obesity and improving health and wellbeing: Providing Opportunities: for sport & physical activity, managing biodiversity impacts (3)
- Ageing population (2)
- Health: Changing models of NHS long term planning (2)
- Provision of spaces for market gardens. Resilience in local food system (2)
- Supporting new & existing communities and infrastructure impacts of growth (2)
- Access to healthy and sustainable food
- Community buy-in to the growth agenda
- Funding new sites for education infrastructure
- Reducing inequality
- Impact of London overspill

Total comments: 16

Jobs and Employment

- Rate/rent/rebate for sustainable businesses
- Future of farming

Total comments: 2

Environment and Infrastructure

- Renewable & fabric first inclusion/approach to new builds (domestic and commercial)
- Is the level of growth appropriate?
- Engineering of buildings. E.g. sprinkles, density of population, build-up of construction material
- Building quality – lack of understanding on five requirements
- Fast growth, new developments appearing without evaluating the impact on the area/settlements already there
- Funding major infrastructures
- Privacy of developers
- Regional context; how does GC respond to regional drivers
- 'Don't Kill the Golden Goose' keeping what makes Cambridge special

Total comments: 9

Transport

- Mass sustainability transport (congestion can be a barrier sustainable to growth and general movement) (5)
- Increased vehicle movements (albeit on many newly engineered roads)
- Improving Opportunities: for walking and cycling
- Transport connectivity – reconnecting settlement / villages / towns which have become isolated
- Long term implications of transport provision

Total comments: 9

Climate Change

Green Infrastructure (1)

- How does policy for 'Doubling Local Nature' endorsed by Nat Cons & Combined Council tally with Arc/Express

Climate Change (9)

- All new buildings/housing to be carbon zero earlier than 2050 (2)
- Environmental degradation from the ox-cam arc including express way
- Loss of countryside and greenfield

- Green/blue infrastructure
- Transmitting climate pledges into action
- Choosing between drastic carbon aims or growth agenda
- Good design in housing, transport
- Net zero carbon vs lifestyle habits

Energy (3)

- Availability of energy infrastructure in the local area, including green infrastructure (2)
- Electrification – Grid capacity. Transport, Housing, Renewable Generation, Electric Vehicles, No Gas

Water (6)

- Water supply – finite resources in South East (2)
- Water supply and electricity for new developments
- Availability of sewerage & sewerage treatment infrastructure
- Pressures from Environment Agency to reduce abstractions for water supply
- Future – proof for better use of utilities in new homes (i.e. allow for water recycling in future, if no new)

Total comments: 19

Other spatial issues

- Governance between councils and other organisations

Total comments: 1

Opportunities:

Housing

- Deliver 1 million homes

Total comments: 1

Wellbeing and Equality

- Community food growing spaces for all new housing development
- Opportunities: for better communities – How to build real communities (addressing transience) (2)

Total comments: 2

Jobs and Employment

- Massive expansion/development of clean tech sector

- New, skilled workforce
- Growth benefitting only R&D level jobs (high skill)
- Flexible work life patterns – designing homes to be multi-functional

Total comments: 4

Environment and Infrastructure

- Opportunities: for integration of urban and rural areas whilst protecting both, creating holistic developments that attract people to live and work (5)
- Work Closely with central government on growth agenda
- Implications of wider site development
- To provide digital, Broadband & Mobile infrastructure
- New building technologies

Total comments: 9

Transport

- Cycling and e-bikes (2)
- Better transport
- Creating more walking and cycling offers

Total comments: 4

Climate Change

Green Infrastructure (5)

- Cambridge Green New Deal
- Building locally & naturally.
- Tree cover – not enough. How to find land for this?
- Integrating green infrastructure in planning new plan
- Using the environmental to prevent ill health

Climate Change (3)

- Utilising the river as a green corridor when looking to offset environmental impact of population growth
- New developments must offset environmental impact @ net zero
- Issues of over-heating – land / house / natural.

Water (5)

- High quality and effective SUD's, water re-use (2)
- Water stressed region, river & stream dying, not enough water, sewage big issue
- Development scale water re-use/recycling schemes (i.e. Eddington)

- Compulsory features such as domestic sprinklers

Biodiversity (2)

- Biodiversity Net Gain vs Growth ambition. Where is the compromise?
- Doubling nature/nature recovery

Total comments: 15

Other spatial issues

- Citizens assembly for the local plan
- Issue and options Paper – How to make the best use of space available
- Governance

Total comments: 3

Group Task 2: What do we need to do to respond to these issues? (How radical do we need to be?)

Housing:

- Less dispersed, denser living
- This Local Plan is so quick after previous adoption. We are yet to understand impacts of housing mix
- Jobs/Location not same as houses
- More housing developments like Eddington. (Higher density development – don't be afraid of this.)
- Tackle affordability – provide land for self-build in every site & role of local authorities as landowners

Wellbeing and Equality:

- Some communities felt not listened to in both City & SCDC
- Welcome the idea of garden communities – mixed generations / housing / density
- Design of communities – key issue
- Well-being of residents – what is successful – feedback e.g. Marmalade Lane
- Rural areas – less travel. Still need facilities – doctors etc.
- Address - to provide more communities benefits (communicate the challenges)
- Supporting local/rural communities.
- Need integrated new urban & rural developments with houses, jobs, retail & services.

Jobs and Employment:

- Some doubts about basic evidence about jobs and homes needed to satisfy economic needs.
- Support small businesses

- More employment in villages – small workshops
- Challenge the viability argument in valuable areas
- Local jobs also important to balance high tech
- Viability – don't compromise & get lower provision

Environment including infrastructure:

- balance taller buildings with green spaces
- Strategy – question dispersed pattern of development more
- Location of developments require more thought.
- Better spatial approach
- Sustainable construction pattern.
- Enable more mixed land uses

Transport:

- Excellent & affordable public transport
- Joined up transport – e.g. cycle, parking, bus stops
- Travel hubs featured more in Local Plan

Climate Change:

- Net zero carbon – Require developers to provide exemplar developments.
- Water – capacity of natural environment
- Biodiversity; protect, link and expand existing sites
- Protect the natural environment – importance of natural spaces for the health and well-being as well as managed spaces
- Green lungs – Green Infrastructure led spatial patterns

Other Spatial Issues:

- Engagement:
- Better engagement with local communities
- Not enough effort made to explain policy choices
- Better methods needed for engagement, such as Citizens Advice
- How to encourage our younger residents to get involved
- Joined up assumptions/at different levels of governments – CPCA/County District

Group Task 3: Reflections on previous Local Plan process

Engagement:

- More workshops please
- Get together a group of related interest groups – so can input into policies from the start
- Involve public more at early stage,
- Use clearer, and less jargon in policy wording
- Wider consultation – lots of people don't even know what a local plan is so tell them

- Outreach – Need a robust communications strategy to reach hard to reach groups
- Include a greater proportion of community and keep them engaged (need to bring the Local Plan to life)
- Streaming ads – Facebook, YouTube?
- Examination: advice/training per community groups to know how to represent
- Consultees provide opportunity to comment informally on early draft policies
- Innovative engagement with hard to reach groups
- Need to communicate associated implications of growth sites
- Allow time for experts to input to the process
- Ensure Cambridge and Peterborough Combined Authority input as new key producing relevant strategies

Content / Evidence:

- Not enough inclusion of biodiversity net gain
- Objectively Assessed Need for housing / standard methodology was OK
- Housing need / shelter? Important issues that need attention in this Local Plan
- Rural developments/allocations need to have alongside them the necessary range of infrastructure
- Climate changing - increased drought risk to already dry land
- Irrigated agriculture – appropriate crops in dry region
- Urban sprawl and SW run-off taking rainfall away from the rivers/groundwater
- New developments to have water consumption lower
- Need to include more up to date evidence on the three strands

Process:

- Process took too long. Will there be similar problems with a combined plan?
- Disenfranchisement due to length taken in creating and examining the plan
- Collaborative approach to sports
- Provision should be made for equestrians at the outset
- Transport authority should be informed at an early stage in intensifying growth sites – need an integrated process
- Set clear policy targets e.g. % sustainable transport & developments
- Contributions should be on an area basis – not individual sites
- Put the right policy requirements in the Local Plan and don't leave important requirements to an SPD – how to make sure it has right DM process
- Consistency throughout Local Plan

Landowners, Developers and Agents Local Plan Workshop

17 July 2019:
10:30am - 1:00pm

Council Chamber, South Cambridgeshire Hall, Cambourne Business Park,
Cambourne, CB23 6EA

Personnel:

Welcome and Introductions: Cllr Tumi Hawkins, South Cambridgeshire District Council (SCDC) and Cllr Katie Thornburrow, Cambridge City Council (CCC)

Presentation Chair: Paul Frainer

How the Local Plan process will engage with this? Philip Bylo

Conclusions and next steps: Paul Frainer, Caroline Hunt, Philip Bylo; Cllr Tumi Hawkins, SCDC; Cllr Katie Thornburrow, CCC

Facilitators: Jon Dixon, David Roberts; Stuart Morris; Nancy Kimberley; Caroline Hunt & Philip Bylo.

Scribe: Marie Roseaman

Attendance:

Infinity Architects

Barton Willmore x2 delegates

Hallam Land Management Ltd.

Grosvenor

Deloitte x2 delegates

Scott Properties

Sherwood Architects

Strutt and Parker

Quod x2 delegates

Axis Land Partnerships

Bidwells

Cheffins

Pelham Structures

Turley

Barker Storey Matthews

Bloomhall

Axis Land Partnerships

Carter Jonas x2 delegates

Endurance Estates

Rapleys

Orchestra Land

Brown and Co.

Kings Gate Management Company (Cambridge) Ltd.

Sphere 25

Savills

Bryant Land and Property

Lichfields

Orchestra Land

Gladman

Eclipse Planning Services

Planning and Architecture
CHS Group
Taylor Wimpey East Anglia
University of Cambridge
Durman Stearn (Civil Engineering Limited)
Pegasus Planning
Heydon Grange x2 delegates
Heydon Grange
Landowner at Papworth Everard/A1198
Countryside
Developers x2

Group Task 1: Key Issues: Challenges and Opportunities:

Housing

Challenges

- Addressing the housing crisis: Providing a choice of houses, not just for tech sector but for home working etc while at the same time supporting innovation reputation (4)
- Increase housing supply in time to meet needs and housing delivery dates (5)
- Housing tenure models – are attitude to rentals changing? (2)
- Affordability compared to commuting costs / time (4)
- Too much reliance on new settlements.
- Question delivery dates and 5-year Land supply.
- A more balanced distribution – less reliance on large new settlements

Total comments: 18

Opportunities

- Meeting changing housing tenure models and housing market supply better (3)
- Being creative on housing types on sites such as custom and self-build and give preference to promoters doing this (2)
- Focus housing near employment and vice versa
- Recognising housing models beyond housing standards can deliver high quality
- Building houses in a way that they consume less energy, make efficient use of energy and use renewable energy

Total comments: 8

Wellbeing and Equality

Challenges

- Ageing population; how do we plan for this?

- Urban centres diversification away from retail to social interaction centre
- Population growth
- Delivering the growth needed but which impacts positively on transport, environment, design, wellbeing and the needs of the community
- Keeping residential amenity

Total comments: 5

Opportunities

- Delivering the growth needed but which impacts positively on transport, environment, design, wellbeing and the needs of the community (2)
- Grow small villages as they already have the start of a settlement
- Urban centres: diversification away from retail to social interaction centre
Well-designed new neighbourhoods

Total comments: 4

Jobs and Employment

Challenges

- Meeting need for skills / trades / workforce
- Land value/Development cost
- Supplying the rural economy
- Flexible labour market.
- Travel to work
- Future of manufacturing and distribution
- Equitable and flexible employment offer
- Difficulties recruiting and retaining staff due to high cost of living
- Employment: need sites for business relocations from Cambridge (and NE Cambridge for example). Small scale, affordable – B1/B2. NOT just large-scale Science Parks.
- High land value – provides Opportunities: in Cambridge
Cambridge economic success is spatially concentrated on the City – does not readily disperse

Total comments: 10

Opportunities

- Promote flexible R&D employment space – especially zero carbon industry and reinforce tech development (2)
- Land value: set out realistic expectations. Plan meeting stage to ensure that landowners have realistic expectation of value if allocated (2)
- Embrace technology in job growth: Home working/flexible hours
- Marshall relocation – lots of potential on land but may lose major employer

- Re-purposing town centres to return to a thriving economy
- Use the plan to support national and regional objectives for Cambridgeshire to be an 'engine' for growth – post Brexit
- Supporting innovation with a flexibility in policy
- Unique knowledge economy with huge potential

Total comments: 10

Employment and Infrastructure

Challenges

- Deliverable and realistic timescales, managing growth successfully, ie: delays in discharging planning conditions. No encouragement for pre-apps given huge delays, Committee referrals, streamlined planning process (5)
- Balanced spatial approach needed. Need planned undispersed village growth as well as urban growth – more deliverable, village vitality. For example, overcoming small village nimbyism, but keeping villages as villages (4)
- Making more sustainable development
- Increase planning resources
- Problem of success – how do we keep it up?
- Macro growth vs micro impacts
- Infrastructure, especially making timely decisions on preferred options so not to impact on delivery
- Off-site infrastructure
- cost/options.
- Resilience testing, flexibility testing -robustness clarity / certainty

Total comments: 16

Opportunities

- "Improve" Greater Cambs
- Looser boundaries
- Deliver better digital networks
- Attractive environment
- Drafting succinct planning policies which are positively worded yet enable flexibility and options in the delivery of appropriate development
- Willingness and ability to embrace technology and new approaches to living / working / moving

Total comments: 6

Transport

Challenges

- Delivering sufficient transport infrastructure to achieve sustainability objectives as technology improves (4)
- Transport too expensive and unreliable (3)
- Congestion. Leads to difficulties in recruiting; impacts on air quality. We need better links (2)
- Rural transport with Greater Cambridge. Support rural communities
- Green belt transport
- Connecting homes and jobs

Total comments: 12

Opportunities

- Last mile infrastructure - coordinate delivery
- Aligning transport and growth
- Changing transport technologies
- Rural transport with Greater Cambridge. Support rural communities
- Have more distribution hubs
- Transport development into eco-friendly modes of movement
- Cycle culture
- Connectivity – between Oxford and London needs improvement

Total comments: 7

Climate Change

Challenges

Green Infrastructure (8)

- Green belt does it need a review? (7)
- Getting greener infrastructure into design from outset, not as bolt on

Climate Change (3)

- Implementation of net gain. How will this be achieved?
- Costs of net zero Carbon Dioxide
- Balancing carbon agenda with heritage concerns

Energy (3)

- More coordinated district energy scheme
- Electricity grid – electric cars
- Utilities infrastructure capacity

Total comments: 14

Opportunities

Green Infrastructure (3)

- Releasing green belt on the edge of settlements. It should not be sacrosanct, should be reassessed (3)

Climate Change (2)

- Encourage greater sustainability
- Using innovative technology in planning

Energy (2)

- Try to encourage car clubs/charging points. Brighton has over 200
- More coordinated district energy scheme

Biodiversity (3)

- Embed net biodiversity gain into all developments
- Enhance biodiversity
- Make greenbelt work for biodiversity. Net gain/Carbon dioxide

Total comments: 10

Other Spatial Issues

Challenges

- Joined up thinking – SCDC/CCC - resolving 'overall process' (2)
- Drafting succinct planning policies which are positively worded yet enable flexibility and options in the delivery of appropriate development (2)
- Competent personnel Council side
- Community opposition
- Big issues first
- National policy is too blunt
- Governance issues: GCP, CA, LPAs, CCC not joined up. Confusion and delays
- Heritage Assets – move away from focus on preserve to enhance

Total comments: 10

Opportunities

- Longer planning horizon. Don't just plan for the minimum Local Plan period (2)
- 'Giving the LPA a chance by being properly funded and resourced' (2)
- Establish new set up (Greater Cambridge)
- Regain confidence of developers/promoters/Agents

- “Correct” process and speculative successful applications
- Planning Services resourcing and experience.
- Working partnership between Local Authority and the development market to be established. Meeting regularly during plan process

Total comments: 9

Group Task 2: What do we need to do to respond to these issues? (How radical do we need to be?)

Housing:

- Support custom build, housing models and self-build, plus different affordable models
- Provide target numbers for housing in more sustainable villages
- Densification in housing: Height/mansion blocks. More accessibility
- Wider scope for affordable housing provision – not just through market housing

Wellbeing and Equality:

- Higher level of engagement with communities throughout the process (2)
- Schools provision: needs to look further ahead – positively plan – early investment and timely provision
 - community use of schools
 - need to identify land early and get money early
- Grow small villages – Community led housing
- LAs to take greater role in influencing national policy to capture key local objectives

Jobs and Employment:

- CAM-OX corridor essential for Cambridge
- Employment – qualitative and location more important than quantitative.
- Give serious consideration to private sector business needs and recommendations from Cambridge Ahead and CPIER
- Land value capture/CIL/will affect land availability

Environment including Infrastructure:

- Allocate specific sites / Over allocate sites to improve delivery/including more smaller sites in the villages (2)
- Implement Design Codes
- Better digital infrastructure
- Reserved sites should be prioritised over allocations
- Growth in new settlements; urban but also villages
- Settlement boundaries: be more flexible to allow determining inspectors to acknowledge sustainability
- Cambridge fringes are the best locations for sustainable development

Transport:

- Think strategically with transport infrastructure
- Improve public transport and consider new transport technology
- Also consider transport in light of Ox-Cam corridor
- Transport from Park & Ride – city centre – key area to improve
- Incentives for getting out of cars, e.g. free Park & Ride buses
- Need Green Belt review around transport nodes
- East – West rail transport hubs – but what will the needs be in 15 – 20 years' time?
- Developers contribute to major new transport infrastructure

Climate Change:

- Energy Company for Greater Cambridge – robust and affordable – boosting solar PV including energy storage
- Greentech
- Carbon neutral – cost burden, viability
- Redistribute GB – off set carbon – areas for trees and net gain for biodiversity
- Get infrastructure providers on-board in Local Plan process to understand how impacts on development strategy and costs, e.g. water, power, including new technologies. Potential role for Cambridge Peterborough Combined Authority? Local infrastructure forum? Role for connecting Cambridgeshire.
- Local energy generation on strategic sites
- Categorise Greenbelt status
- Opportunities: to fund low carbon infrastructure
- Roll back Green Belt – or redistribute to allow development closer to Cambridge

Other Spatial Issues:

- Engagement: engage with wider cross-section of community (include young people) and how to meet their needs (not just those who shout loudest) (4)
 - more digital
 - commitment from members and Parish Councils to be community leaders and not just blockers – education required
 - building a community conversation (does not work up commuter dormitories?)
 - connect into primary schools (key part of community) and engage with their needs
- Neighbourhood plans: look at wider area? – i.e. masterplan for villages?
 - be more positive. What do they want from development?
 - delivery of homes?
- Local Plan
 - more core strategy and CDF type approach = more flexible and supported by more detailed evidence
- Greater role for Neighbourhood plans
- Local Plan should provide more certainty
- Planning decisions more policy led and not political. Committee members need to endorse officers' recommendations more
- Dedicated team to implement the plan

- Plan should cover 50 years
- Longer term strategy with policies reviewed regularly to deliver the strategy
- Flexible policies
- Empowerment of Planning Officers
- Buy in from the public
- More informed members
- Members to trust Officers
- Raise profile of Planning within the Council (s)
- Increased resources in Planning Department
- Early infrastructure funding and delivery
- Dedicated steering groups set up as soon as site draft allocations – Parish Councillor, Developer, LPA
- More joined up and effective governance (GCP/CA/LPAs, etc)
- Encourage more Neighbourhood Plans
- Simplified planning zones (or similar – Bicester ex)
- Longer term planning – 2050/60
- Shame that we do not have regional plans
- Consider annual review of specific policies to help keep up with fast changing world and national policy/guidance
- Focus on local policies needed – rely on national policy where appropriate to help achieve streamlined plan

Group Task 3: Reflections on previous Local Plan process:

Engagement:

- Local plan engagement – needs to continue through examination once plan is fixed
- Difficult to communicate why Plan took so long. Need a better strategy this time around (2)
- Be positive about the good things
- Consultation with all areas/groups listening to people
- Understanding of strategic process? Getting to key local organisations
- Refusal to listen to local knowledge in allocations – agents need to be prioritised

Evidence / Content:

- Documents – visual local plan. User friendly with clarity, summary/technical, not too heavy / technical. Perhaps include a concise summary? (4)
- Evidence – focus by priorities discussed not just generic
- Need to state what a Local Plan is and what's in an SPD? To give more flexibility in going forward
- 5-year supply created a lack of confidence
- Are we checking we are making the most of permissions – are we monitoring all conditions? Are some key assets being lost? What does that mean for local plan?
- Influence developers to create a playing pitch strategy / indoors sport

- Flexible plan needed
- Overall objectives – happy/healthy communities
- Conversation in Local Plan about realities of economic growth (international nature of tech sector reinforces economy but also limits opportunity for low income groups) (3)
- Retrofit of existing homes – can we fund this through developer contributions
- Not enough land for housing
- Need more thorough evidence
- Protect our green belt & village identity
- Need new plan that meets anticipated needs of area & stick to it
- More landscape strategy
- Undermined by 5-year supply issues. Standard method should help (2)
- Transport evidence: Not integrated, too late (2)
- Challenges through delay and examination as most policies were focussed on delivering the minimum (2)
- Did not meet housing needs to older/younger people
- Numbers driven – too focused on targets
- Inconsistencies between City and SCDC evidence documents, e.g. green belt study update
- Greater range of sites would be good
- Late integration, e.g. housing trajectory
- Infrastructure reliance on large sites
- Need to look further ahead
- Lack of consideration of walking trail in previous Local Plan
- More certain policies – do not want to be able to read in different ways
- Shorter and simpler – fewer options which conflict less with other policies in the Plan
- Too wordy, especially Cambridge City Local Plan
- Need more opportunity Areas in Cambridge
- Consider carefully any DPD/SPDs after Local Plan as they slow down delivery
- Proportionate/timing of evidence

Process:

- Objections to development thrown out by inspector who has little local knowledge
- Mistake to have joint examination. SCDC / CC have different local needs (2)
- Should East Cambs have been linked through the Cambridge/SCDC examination?
- Rank sites according to suitability, so you can add sites if needed
- High cost of plan process (2)
- Sensible development commencement needed
- Development search – had not genuinely followed a sequential approach
- Need enough clarity in Local Plan policies for land value purposes, but not too much detail

Cambridge Residents' Associations and South Cambridgeshire Parish Councils Local Plan Workshop

17 July 2019:

6:30pm – 9:00pm

Shelford Rugby Club, The Davey Field, Great Shelford, Cambridge, CB22 5JJ

Personnel:

Welcome and Introductions: Cllr Tumi Hawkins, South Cambridgeshire District Council (SCDC) and Cllr Katie Thornburrow, Cambridge City Council (CCC)

Presentation Chair: Caroline Hunt

How the Local Plan process will engage with this? Philip Bylo

Conclusions and next steps: Caroline Hunt, Philip Bylo; Cllr Tumi Hawkins, SCDC; Cllr Katie Thornburrow, CCC

Facilitators: Jon Dixon, David Roberts; Stuart Morris; Caroline Hunt; Hana Loftus, Philip Bylo & Marie Roseaman

Scribe: Marie Roseaman

Attendance:

Gt Abingdon PC

Abingdon Piggots PC

Hills Rd Area RA x2 delegates

Queen Edith's RA

Cambridge PPF

Haslingfield PC

Duxford PC

Linton PC

Fowlmere PC

North Newnam RA

Whittlesford PC

Balsham PC x2 delegates

Cottenham PC

Swavesey PC

Grantchester RA

Trumpington RA

Barton Parish Council x2 delegates

Lt Gransden PC

Teversham PC

Milton PC

Cambourne Town Council

Cambridge Commons

Caldecote Parish Council

Willingham PC

Sawston PC x2 delegates
Hardwick PC x2 delegates
Foxton PC
Weston Coville PC
Hinxtton PC
Little Abington PC x2 delegates
Histon Rd RA
Little Shelford PC
Hurst Park Estate RA
Pampisford PC
Harston PC

Group Task 1: Key Issues: Challenges and Opportunities:

Housing

Challenges

- Lack of real affordable housing (5)
- Better housing – bigger inside, gardens, less density (2)
- National policy (remove Right to Buy)
- Is there a limit to the rate of increase of housing?
- More village housing
- Age of village housing
- Lack of trust regarding unwanted housing development
- Social housing

Total comments: 13

Opportunities

- Design: Build more houses with gardens, more bungalows, retirement villages (3)
- Better housing standards that are zero carbon
- Making new housing developments look less like student flat boxes

Total comments: 5

Wellbeing and Equality

Challenges

- Distribution of population profiles: Lack of children in some villages = school pressures (2)
- Sustainability for future – needs to be suitable for aging population (2)
- Better village health: Schools & health provision lag behind
- Individual local communities should be preserved; some villages would struggle to maintain a local community with continued rate of development

Total comments: 6

Opportunities

- More Opportunities: for smaller families not just executive / professionals / students (2)
- Maintain and strengthen communities
- Planning for an ageing population
- Villages are not appealing for young people (prefer city Life)

Total comments: 5

Jobs and Employment

Challenges

- University/colleges too strong influence
- Is there a limit to the rate of increase of employment?
- non-tech employment needs consideration
- Boost local tech employment

Total comments: 4

Opportunities

- Enable people to live close to where they work by establishing digital infrastructure and village hub space

Total comments: 1

Employment including Infrastructure

Challenges

- Imbalance about where growth is loaded at present – do we need to restrain rate of growth? (3)
- No infrastructure for current growth (2)
- Feels like we are just London overspill
- Need to maintain identify & character
- Developers do not deliver on their promise's example: NIAB vs Trumpington Meadows. Can we do better?
- Cambridge should remain a low-density city, even at North East Cambridge
- Keep the rural areas rural
- Encouraging group villages to thrive
- Stopping villages becoming car parks for the City

Total comments: 12

Opportunities

- Village and City character and design – needs understanding and respecting (2)
- Re-asses village envelopes (settlement areas)

Total comments: 3

Transport

Challenges

- High cost of public transport (2)
- Rural transport to Cambridge: unreliable and too dispersed (2)
- People living in areas of cheaper housing leads to wider congestion
- Develop junction 9 on the M11 to relieve pressure on the A505
- Delivering effective public transport

Total comments: 7

Opportunities

- Public transport improvements:
- Rail: Build or re-open railway stations and relocate some to do better – Whittlesford or a new South Cambridge Station for example. Electrify railway lines (to Peterborough) (5)
- Embrace transport technology: better sustainable transport links, hubs, use the UBER type model for personal mobility (5)
- Better cycle, bus and train routes to link housing & employment (2)
- Develop restricted road system to link up the various research establishments to provide public transport
- Behavioural changes needed to boost public transport and cycling. Get them by offering high quality speedy and reliable cycle routes

Total comments: 14

Climate Change

Challenges

Green Infrastructure (9)

- Green belt: Retain or release, is it worth reassessing? It should be preserved to maintain village separation (5)
- Not enough green spaces (4)

Climate Change (5)

- The need to be carbon neutral by 2050 (5)

Water (4)

- Sewerage – infrastructure is ageing (2)
- Whole region water stressed. River Cam lowest flow since 1949
- Water companies' growth may not be appropriate to water availability

Total comments: 18

Opportunities

Green Infrastructure (7)

- Provide more / prevent loss of green spaces in the city (4)
- Establish and reinforce green linkages
- Biodiversity
- Greenbelt review?

Climate Change (2)

- Sustainability & Carbon Neutral – Greater Cambridge & City
- Need to retrofit existing housing stock with low carbon tools

Total comments: 9

Other Spatial Issues

Challenges

- Speedier process needed – two Local Plans may delay events
- Simpler local plan could speed things up
- Avoid repeating NPPF/NPPG
- Do not use out of date evidence
- Central government figures/targets need to be considered

Total comments: 5

Opportunities

- Governance: Competing between Cambridge City & South Cambridgeshire;
Need for more Duty to Cooperate with neighbouring District and County Councils
(3)
- Need for close & co-ordinating working by members as well as officers

Total comments: 4

Group Task 2: What do we need to do to respond to these issues? (How radical do we need to be?)

Housing:

- Affordable housing that STAYS affordable
- Accommodation for older people – assisted time, phased, community environment

Wellbeing and Equality:

- Schools/Infrastructure – provide allowing for further growth
- Land value capture – to be used to gain community benefits
- Making new settlements better such as with cultural provision
- Northstowe: Deliver more infrastructure – employment / facilities / park

Jobs and Employment:

- Location of growth – satellite employment locations to lessen pressure on Cambridge
- New settlements to have mixed retail? With retail on the ground floor and housing above
- Economic growth – is it a good thing?
- Country needs Cambridge as a key growth location

Environment including Infrastructure):

- “Taking the steam out of City Centre” How?
- Peripheral corridor – 7/8 miles from centre
- Waterbeach – opportunity for balanced development
- Danger of falling victim to own success?
- 2040 natural limits to growth + 100,000 population
- Work hard on infrastructure first approach
- Feels like a concrete jungle, need outside space/storage

Transport:

- Routes between towns – direct & from villages
- Get people out of cars – clear the roads
- Congestion charge – push people to Park & Ride
- Funds towards sustainable transport
- Needs to be accompanied by excellent public transport
- Could we create too much congestion?
- Not too much parking
- Transport – joined up systems

Climate Change:

- Parkland to the North of A14
- Tree planting at significant scale – air quality, even around existing development, plant semi-mature trees

- Higher water efficiency – grey water, standard as standard

Other Spatial Issues:

- View the Local Plan in terms of 4 functions – students, tourism, hi-tech employment, regional centre
- Unify responsible bodies

Group Task 3: Reflections on previous Local Plan process:

Engagement:

- Lack of communication during examination
- Transparency
- Raise profile to general public
- More engagement – Parish Councils not listened to Residents Association don't allow them to be over-ruled
- More workshop dates fixed as soon as possible – create a timetable
- Engagement wasn't early enough last time round – this is better
- Is consultation lip service?
- Need a Citizens Assembly

Content / Evidence:

- Village boundaries not changed without consultation – RA's & PC's ignored and over-ruled by policy inspectors
- Is there any Local Plan "strength" to stop development?
- Stop reactive approach to transport
- Is the Local Plan Call for sites led?
- Neighbourhood plan vs Local plan?
- How long to plan for? 2040/2050, Mayor looking for 2050
- Connections to new growth areas
- After development delivery of infrastructure "teeth"
- Local plan took too long last time
- Pleased to see City and SCDC planners working together
- Need to listen and act on technical requirements - don't bury your head in the sand

Process:

- Inspection issue resulted from a poor plan
- Consultation should not be a talking shop – must have impact
- Big picture approach is important
- Planning Team reluctant to make changes to draft plan

Internal Officers Local Plan Workshop

22 July 2019

10.00am-12.30pm

Council Chamber, South Cambridgeshire Hall, Cambourne Business Park,
Cambourne, CB23 6EA

Personnel:

Welcome and Introductions: Cllr Tumi Hawkins, SCDC; Cllr Katie Thornburrow, CCC

Presentation Chair: Caroline Hunt

How the Local Plan process will engage with this? Philip Bylo

Conclusions and next steps: Caroline Hunt, Philip Bylo; Cllr Tumi Hawkins, SCDC; Cllr Katie Thornburrow, CCC

Facilitators: Jon Dixon, David Roberts; Stuart Morris; Caroline Hunt, Philip Bylo

Scribe: Marie Roseaman

Attendance: South Cambridgeshire District Council and Cambridge City Council Employees

Group Task 1: Key Issues: Challenges and Opportunities:

Housing

Challenges:

- Housing that meets the needs of employment and workforce respectively (2)

Total comments: 2

Opportunities:

- Affordable housing: what other products could be offered?
- New flexible models of accommodation co-housing/sharing

Total comments: 2

Wellbeing and Equality

Challenges:

- Supporting health – older people/others (2)
- What will be in the heart of our communities?
- Enabling new types of living e.g. older people living options.

Total comments: 4

Opportunities:

- Community / resident led development important /encouraged (3)
- Resident buy in – sharing the vision

- Inequality issues – whole place issues benefit everyone
- Retaining the attractions of the area
- Social interactions important to reinforce / maintain

Total comments: 7

Jobs and Employment

Challenges:

- Flexible plan that does not stifle technological innovation
- Delivering more jobs outside the City?
- Disconnect between some employment sites in south of District and housing to the north
- What is the future of retail?
- Maintaining / growing existing

Total comments: 5

Opportunities:

- Existing employment areas in city hinterland
- Jobs with the rising trends in remote working & IT connectivity
- Marshalls – relocation issue, mitigating job losses?
- Hub in City, peripheral office locations needed. What do businesses want?
- Job and homes matching employment requirements

Total comments: 5

Environment including Infrastructure

Challenges:

- Uncertain pace of change: How will the Council manage and fund provision of infrastructure, including digital infrastructure? (3)
- Maintaining identity
- Role of villages in terms of wider technology character
- Public services to support growth
- Resident buy in – sharing the vision
- Vision for size of Cambridge – what kind of spatial strategy do we undertake?
- Are we learning lessons from previous developments?

Total comments: 9

Opportunities:

- A holistic vision and strategy for size of region

- Retaining identity of City / Village spaces

Total comments: 2

Transport

Challenges:

- Need excellent public transport in terms of service and cost (which are currently lacking), including buses. Look to London for solutions (4)
- How to manage car free in the city
- Imagining future mobility
- Primacy of driving into the city from South Cambs area

Total comments: 7

Opportunities:

- District/National policy to promote sustainable transport/travel and integrating it into new development, i.e. car parking issues (3)
- Electric vehicles / autonomous vehicles /other technology impact on style of economy/jobs. How do we enable these and the benefits they bring? (2)
- Congestion charging (need better public transport)
- Bring / limit densification and their impacts
- Public transport – new routes, extension of times and travel

Total comments: 8

Climate Change

Challenges:

- Changing attitudes re. environmental behaviours (4)
- Grid capacity (3)
- Densification: incremental, lots of Green Biodiversity loss (3)
- NPPF measurable biodiversity net gain: 10% - 20% - 25%? (2)
- Doubling nature vision
- Low carbon construction
- Impacts from development infrastructure (how can this be measured / addressed?)

Total comments: 15

Opportunities:

- Biodiversity loss; NPPF measurable biodiversity net gain 10% - 20% - 25% (2)
- Zero carbon homes and commercial buildings opportunity (2)
- Meeting the Doubling Nature vision (2)

- Climate change – zero emissions. Diesel phase out. Electric infrastructure issues.

Total comments: 7

Other spatial issues

Challenges:

- Wealthier areas should incur developer contributions
- Becoming a beacon for change at SCDC
- Just building to targets – we can achieve more than this

Total comments: 3

Opportunities:

- Local Plan to be beacon for change for SCDC
- Use evidence-based approach
- Level of ambition needs to be confirmed

Total comments: 3

Group Task 2: What do we need to do to respond to these issues? (How radical do we need to be?)

Housing

- Older peoples housing – centralised and accessible
- HMO – good provisions needed (5-year tenancy option)
- Housing choice to enable movement important.
- How we think about relationship between jobs and homes

Wellbeing and Equality

- Sustainability communities/health issues key
- Hubs for community/health centres
- Seasonal food/local provision
- Live nearer work
- Local Plan to take communities with it as it drives forward
- Work with communities – bottom up, neighbourhood plan? New ways of enabling difficult discussion
- Health objectives at care of plan

Jobs and Employment

- New patterns of working – different working week? Home working space
- Economic capacity? Transport capacity? Rural area capacity?

- Future of employment – do we understand our area?
- Flexible working space
- Live/Work units?
- Scope to work in villages using shared space facilities

Environment including Infrastructure

- High density living would help
- Requiring high quality sustainability measures/design in buildings and can we make sure people use them

Transport

- Sustainable travel – behaviour change, cycle footpath provision, Electric Vehicle provision
- 30 minutes cycle ride to key areas
- Reduce car dependency? Targets.
- Cycle routes – safe & attractive
- Autonomous transport issues
- Local bus services/private services would be good
- How to spend business rates – public buses?

Climate Change

- Clear vision – agreed with all e.g. net zero carbon to then set the planning framework
- Net zero carbon ambitions stated by councils are helpful starting point
- Zero carbon – ambitions targets for buildings. Can we include lifestyles?
- Call for green infrastructure
- How to approach green belt? Understand biodiversity/landscape benefits
- Co-ordinating green infrastructure into overall development strategy, from strategic to local scale -supporting healthy lifestyle – absolutely key in hand with development
- Metric for green canopy over green roofs etc?
- How to net zero carbon?
- Farming/Solar/Wind farms for electronic provision
- Tree planting/offsetting/zero carbon delivery
- Green belt? Challenge the concept? Good quality design in this area. No bio/landscape value here in GB. Parkland/recreation better in GB areas

Group Task 3: Reflections on previous Local Plan process

Engagement

- New political context. Need to manage member expectations

- Communications – role of everyone in the council to support the local plan and instigate discussion with contacts / all areas / groups
- Engagement needs to continue through process and examination once plan is fixed (2)
- Need to convey to local organisations understanding of strategic process and benefits / constraints of economic growth (2)
- Benchmarking Local Plan Document at each stage of the process
- Parish Councils and Residents Association not listened to. Don't allow them to be over-ruled
- Engagement wasn't early enough last time round – this is better
- Scepticism that hostility/opposition is ignored
- Is consultation lip service
- Citizens assembly
- Consider the organisations power structures around the plan
- Lack of honesty/transparency

Content / Evidence

- Need a visual local plan. User friendly, clear. Include a summary. Not too technical (2)
- Evidence – Need more thorough evidence based. Focus by priorities discussed not just generic (2)
- Need for clarity & eligibility but conciseness
- Need to explain difference between what is in LP & what is in SPD?
- More flexibility (2)
- Government policy for economic growth needs reconciling with international competition for economic growth (2)
- Protect our green belt & village identity. More landscape strategy (2)
- How challenging should we be?
- What other mechanisms/structures do we need to ensure ongoing maintenance/management of funds/land/facilities

Process

- Very long – difficult to communicate about this. Need to bear this in mind when communicating this time around. Danger of burnout (4)
- Team worked very hard – back into challenging programme. Need proper resource. Focus on priorities. Acknowledging or addressing limited resource (4)
- Get as much buy-in from stakeholders before the plan is fixed
- Learn from what caused the length of examination. Was mainly the strategy.
- Make sure you learn lessons – different at different locations.
- Leadership of low carbon/future, project management process
- Managing expectations for members
- Need new plan meets anticipated needs of area & stick to it
- Objections to development thrown out by inspector who has little local knowledge

- Big picture is important
- Issue of 4-year election cycle
- Pleased to see City and SCDC planners working together

Businesses Local Plan Workshop

5 September 2019:

8:30am – 10:30am

Innovation Centre, British Antarctic Society, Madingley Road, Cambridge

Personnel:

Welcome and Introductions: Cllr Bridget Smith SCDC; Cllr Tumi Hawkins SCDC

Presentation Chair: Stephen Kelly

How the Local Plan process will engage with this? Caroline Hunt

Conclusions and next steps: Caroline Hunt, Philip Bylo; Cllr Tumi Hawkins, SCDC

Facilitators: Paul Frainer, Ryan Howsham, Jon Dixon, Philip Bylo

Scribes: Johanna Davies, Vicky Christley

Attendance

Amrani Education Ltd

Cambridge University Press

Gonville & Caius College

Espi Ltd

Ridgeons

Cambridge Ahead

Move to Cambridge

Marshall Group Properties x2

Forbes Training Ltd

Domino Ltd

Encore Property Management

Athene Communications

Your Space Serviced Apartments

YMCA

Asset & Support Management

Paragon Land & Estates

Millers Group

TTP Group Plc

FSB

Haindaniels Grocery

Babraham Institute

PPD Global

NFU

Data Connect

Group Task 1: Key Issues: Challenges and Opportunities:

Housing

Challenges

- Affordability. Means people migrate to cheaper areas without facilities (3)
- London magnet effect inflating housing

Total comments: 4

Opportunities

- Availability / providing affordable/mid-range/high end homes (2)
- Converting retail to residential e.g. Grafton Centre, central City locations (2)
- Homes/Jobs balance

Total comments: 5

Wellbeing and Equality

Challenges

- Group tourism – nowhere to stay so therefore don't spend as much as possible in the area (2)
- Lack of community

Total comments: 3

Opportunities

- Improved healthcare in new communities (and existing)
- Improve schools as people will locate where there are good schools

Total comments: 2

Jobs and Employment

Challenges

- Employment Sites Vs Labour – work currently concentrated in South & West, people need to travel (3)
- Availability / affordability of economic opportunities. Development other than housing. Start-ups need premises too! (2)
- How do we meet economic demands, e.g. do we focus on specialist or generalist businesses? Need to determine what makes Cambridge so competitive. (2)
- Affordable land / availability - other services important for locals. Cost of operating in centre of City is driving out some businesses (2)
- Power of Universities – influence they have (2)

- DNA of Oxford & Cambridgeshire / London effect – Dilute it? Or Keep it? (2)
- How to negotiate changes in retail habits
- Construction disruption for long period is negative for businesses (e.g. A14)
- Cost of living effect on disposable income
- Economic success strangled by lack of transport
- Attracting staff to the area due to transport/housing costs

Total comments: 18

Opportunities

- Need more inclusiveness to ensure existing population are skilled / trained or attracting blue collar employers (2)
- Lots of employment opportunities, e.g. Cambridge / Oxford ARC. Need to build on this
- There is huge international interest in the innovation coming out of Cambridge which can be capitalised on
- Jobs – closer to work/linked to salary
- Deliver more of what makes Cambridge a special place (culture, green/open spaces)
- Business rates need evolution
- Growing workforce availability
- Providing food for the nation
- Enabling space for lower value-added businesses
- Employment areas take staff from a wide area
- Development will generate retail opportunities. We need the local economy to benefit from this opportunity
- Can we tackle inflation caused by purchase /investment by foreign investors ‘buy to leave’

Total comments: 13

Environment including Infrastructure

Challenges

- Better digital infrastructure needed. Virtual meetings require excellent internet (3)
- Environment; enhancing it but remembering national significance
- Are we building without infrastructure? Demand is so high on infrastructure service levels reduce

Total comments: 5

Opportunities

- Release land in the right places: Utilise assets; brown field sites of all sizes (2)

- Infrastructure before development and ensure infrastructure keeps pace with the needs of business (2)
- Density – ambitious, tall buildings at same time as green space. Embrace infilling (2)
- Balance areas for development with areas for food production

Total comments: 7

Transport

Challenges

- Long commutes: Cross City transport challenging / no transport around fringe of City. Assumption that traffic is inbound to City only. Needs to be affordable and efficient (8)
- Challenge of congestion / rush hour traffic (2)
- Transport allowing all users/movements of all types (e.g. ageing population) (2)
- Consider East-West rail impact on transport network demand etc
- No matter what, is it realistic to think people will be able to live near work any time soon – and are we planning accordingly?
- Traffic infrastructure doesn't match traffic 'demographics'
- How can we pull the complexity of transport into Local Plan – education example of bussing people in from other counties
- Zero emission cars or a carless society
- Electric charging point infrastructure
- How to get relatively low paid workers into the City? (transport/cost of housing)
- Local movement of freight
- Long term disruption from road improvement – key issues for businesses
- Planning assumptions about low levels of car use are unrealistic

Total comments: 22

Opportunities

- Improve transport corridors & transport hubs: Park & Rides & Buses; Park & Cycle; Rail links to Oxford & other cities and Cambridge South. Commuting is inevitable (8)
- East West rail, GCP Schemes to better transport offer
- Invest in high quality public transport (carrot) and congestion charge (stick)
- Align growth with transport opportunities
- Opportunities to use transport technology
- Enable distribution hubs

Total comments: 13

Climate Change

Challenges

- Green Spaces are important
- Sustainability of businesses & capacity to be more self-sufficient. Renewables, embedded renewals, integrated sector

Total comments: 2

Opportunities

- Best use of renewable energy to offset running costs
- Management of public open spaces for appearance/health/wellbeing

Total comments: 2

Other Spatial Issues

Challenges

- Need for aligned governance (2)
- Lack of planning capacity (officers)
- Lack of planning consistency
- Complex, opaque & lengthy planning process
- Businesses being stuck by lack of system responsiveness. Ebbs & flows of planning prevent long-term planning
- Look to joined up plans e.g. Bedfordshire

Total comments: 7

Group Task 2: What do we need to do to respond to these issues? (How radical do we need to be?)

Housing

- Use levers. We have to be firmer with developers on affordable housing and have more control over development – too much allowance on developers to choose. I.e. Affordable housing should be shared equally. We need innovative ways of delivering affordable homes e.g. build to rent, self-build etc, need a blend of options (4)

Jobs and Employment

- Businesses will come and fill the space, so do not resist development. Space availability in the past has been good e.g. science park (2)
- Better relationships with agencies e.g. HA, Rail to deliver infrastructure
- Think 2050 and Cambridge as the next big employment area

- New economic centres away from Cambridge centre – incentivise move to Cambourne etc
- Cambridge needs conference centre facilities
- Debate around emphasising new economic centres vs realising that people/businesses won't move, and dealing with that
- Need to determine what type of growth? Not all is desirable

Transport

- Busways and public transport – connectivity through centre is important with stops that make sense location wise. Needs to be practical, sustainable, effective and cheap (6)
- More secure cycling to support infrastructure. Get bikes on guided bus for multi-modal integration or get bike hire. Improve cycle lanes, routes, better movement around, separate cycles & cars for better uptake – plan space (4)
- Motorways junctions need investment
- Railway infrastructure e.g. ease of rail travel between South of City & Cam North and connections at Fulbourn, Six Mile Bottom (2)
- More focus on walking/sustainable modes to school – better routes/more schools/adjusting school start times
- Introducing a shared transport initiative
- Electric scooters – legal restrictions. However, are electric vehicles effective? (2)
- Less road closures to stop traffic
- More spaces to leave cars & use bikes

Environment including Infrastructure

- Re-use of space needed, i.e. smoother Change of Use process, re-look at planning change of use 'flexibility' (2)
- Commitment to Infrastructure up front is key
- Solar – integrated into infrastructure / new developments
- Green buildings & sustainable businesses
- Repurposing buildings & retro fitting
- Regeneration of existing assets
- Subsidies for re-use of existing site Brownfield/Better use of assets
- Shared workspaces at villages (reduced need to travel)

Climate Change

- Supply chain businesses providing cleantech
- Opportunity for renewables

Other

- Orientation to growth – positive approach
- Use behavioural insights to understand consequences of last Local Plan

Group Task 3: Reflections on previous Local Plan Process:

- This question was not asked at this workshop.

Appendix 3: Report on Local Plan Workshops (Summer / Autumn 2019) - Sample Agenda

Greater Cambridge Local Plan Workshop: Internal Officers

10am – 12.15pm, Mon 22nd July, South Cambridgeshire Hall,
Cambourne


Programme

- | | |
|---------|---|
| 10am | Tea and Coffee |
| 10:15am | Welcome and introductions.
Led by: Paul Frainer, Assistant Director Strategy and Economy, Lead Members Cllr Tumi Hawkins, South Cambridgeshire District Council, Cllr Katie Thornburrow, Cambridge City Council |
| 10:25am | Key issues for Greater Cambridge over the next 20 years <ul style="list-style-type: none">• Challenges and Opportunities• What do we need to do to respond to these issues? Led by: Paul Frainer |
| 11:25am | Reflections on previous Local Plan process
Led by: Paul Frainer |
| 11:40am | How will the Local Plan process engage with the key issues?
Led by: Caroline Hunt – Strategy and Economy Manager and Philip Bylo – Planning Policy Manager |
| 12:00pm | Conclusions and next steps
Led by: Paul Frainer and Lead Members |
| 12:15pm | Close of workshop |

Appendix 4: Report on Local Plan Workshops (Summer / Autumn 2019) - Presentation slides

Greater Cambridge Local Plan

Statutory Consultees, interest groups,
service and infrastructure providers
Workshop
Tuesday 16th July 2019



1

Welcome




2


Agenda

Time	Topic
9:00am	Welcome and Introduction
9:30am	Key Issues for Greater Cambridge over the next 20 years <ul style="list-style-type: none"> Challenges and Opportunities What do we need to do to respond to these issues?
10:30am	Reflections on previous Local Plan processes
11:30am	How will the Local Plan process engage with the key issues?
12:30pm	Conclusions and next steps
1:30pm	Close of workshops



3

Key issues for Greater Cambridge over the next 20 years



4

The future of our place




5

Plan-led

"The planning system should be genuinely plan-led. Succinct and up-to-date plans should provide a positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings".

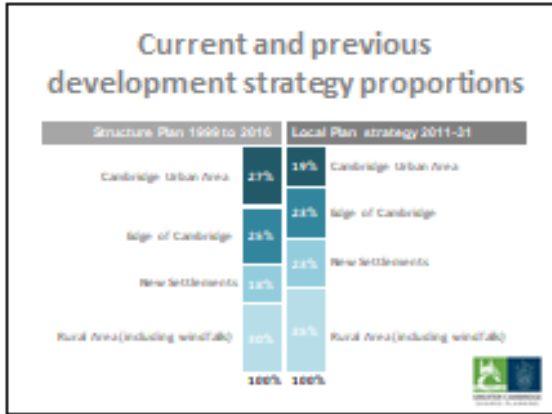
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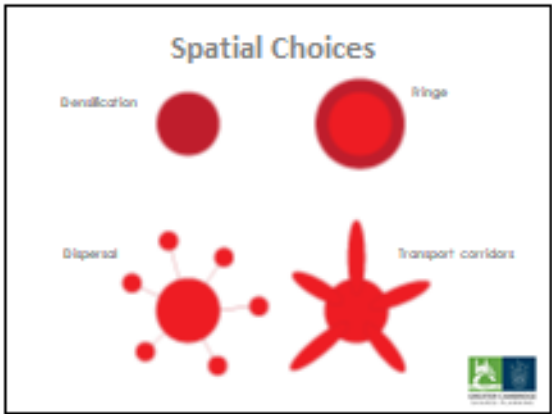
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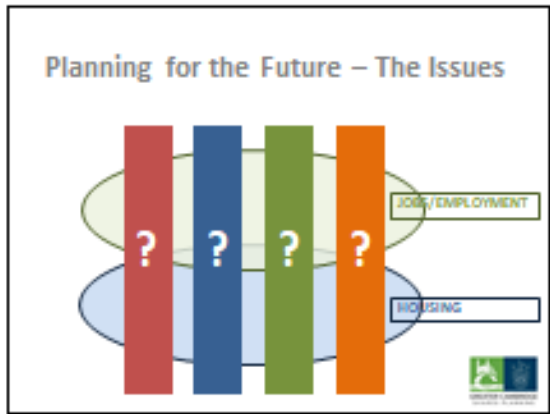
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10




11

Key issues: challenges and opportunities

Plenary:
 Write on post-its a few words that describe key issues for Greater Cambridge over the next 20 years. Stick up your challenges and opportunities on the relevant flip chart.
20 mins
 Summary and discussion of key points arising
10 mins


12

What do we need to do to respond to these issues?
 (How radical do we need to be?)
Group exercise:
 In groups, discuss potential solutions to the challenges and opportunities identified (to be captured on flip charts).
20 mins
 Plenary: each group to feedback on key issues arising
10 mins



13


Reflections on the Local Plan process



14


Reflections on previous LP process

Group exercise:
 Within the groups to which you've been allocated, discuss key issues under broad categories of content/process; good/bad (to be captured on flip charts).
10 mins
 Plenary: each group to feedback on key issues arising
5 mins



15

How will the Local Plan process engage with the key issues?



16

Greater Cambridge Local Plan

Joint Local Plan

Possible plan period	Address key challenges	Need for a new development strategy
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2040...

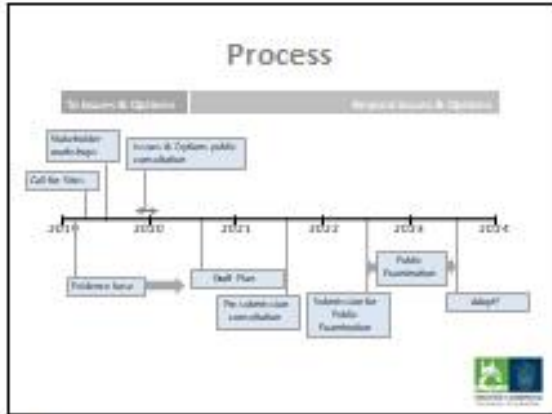


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Engagement




18



19



20

Appendix 5: Report on Local Plan Workshops (Summer / Autumn 2019) - Feedback summary

At the end of each workshop, attendees were invited to anonymously fill in a feedback form. A summary of the feedback comments is given below.

Question 1: Rate how useful you found today's workshop (0 = not useful at all; 5 = very useful)

Number of people who scored the workshop 1: 0
Number of people who scored the workshop 2: 2
Number of people who scored the workshop 3: 18
Number of people who scored the workshop 4: 43
Number of people who scored the workshop 5: 45

Question 2: What was the most useful part of the workshop?

Attendees cited the following:

- Being engaged early in the Local Plan process and having their views listened to and recorded;
- An opportunity to learn more about the Local Plan process and timeline and actively participate in early engagement with each other, Planning Officers and Members;
- The space to have an open forum with a wide range of people and discuss key challenges and opportunities the Local Plan could address;
- Putting forward what is important and hearing a diverse range of ideas and views from both people in their interest group and different sectors;
- Having an early input into the Issues and Options process and feeling genuinely involved in influencing the outcome.

Question 3: What aspects of the workshop were less useful?

The feedback forms indicated the following:

- The workshop table discussions and the facilitator feedback were too short: This limited the ability to fully discuss some topics and it felt rushed;
- Some of the attendees would have appreciated a brief outline of what a Local Plan was; what it could achieve and how it would be implemented. Some of the content assumed people understood the planning process;

- Some felt that the workshop was too high level and could have benefitted from a tighter focus on specific matters affecting Greater Cambridge;
- Some comments proposed that having the group task questions beforehand would have enabled people to be more prepared with their answer.

Question 4: What issues would you like to explore further next?

Attendees stated that they would like to explore:

Engagement:

- Holding regular workshops and being actively involved in the whole Local Plan process;
- Having more detailed and longer workshops that focus on specific themes;
- Advice on how to engage with local communities / businesses / developers / Agents / Parish Councils / Residents Associations etc. and understand how their views will be considered

Other specific issues attendees would like to discuss further include:

- The Local Plan process; How the spatial strategy is going to be developed;
- Specific workshops on homes; jobs; zero-carbon target by 2050; Biodiversity and green infrastructure; design; infrastructure (including how transport impacts on the area; Wellbeing and Equality and implementation.
- The Call for Sites process and how sites are selected;
- Expectations of stakeholders and how to balance these;
- Hear more about the council's priorities and how the joint Local Plan will co-create policies;
- Evidence base: What evidence base is needed, why it is needed and how it will influence the Local Plan
- How review mechanisms are chosen and implemented.

Appendix 6: Other Local Plan Related Events

Keeping Cambridge Special: The new local plan for Cambridge and South Cambs: come and make early input

28 September 2019:

9:00am – 13:00pm

Centre for Mathematical Sciences, Cambridge CB3 0WA

Attendance – Please note that due to data protection rules, attendees' names cannot be included in this list. Therefore, only those with organisations stated are given below. This list was provided to Greater Cambridge Shared Planning by Cambridge Past Present and Future.

Chair of Harston Parish Council
HRARA
Sohnius & Perry Limited x2 delegates
Fowlmere Parish Council
Foxton Parish Council
Stapleford Parish Council x4 delegates
Linton Parish Council
Cambridge Past Present and Future (CPPF) x8 delegates
Smarter Cambridge Transport
Cam Rollers
Cambridge City Councillor
The Whittlesford Society x2 delegates
Journalist
Borough Architects
Milton Road Residents' Association
North Newnham Residents' Association
Retiree from Oxford University
Natural Cambridgeshire and Cambridge Conservation Forum x2 delegates
Campaign to Protect Rural England (CPRE) Cambridge and Peterborough x4 delegates
Hardwick Parish Council
MPC x3 delegates
Montreal Square Residents' Association x4 delegates
Resident x2
MA Page Consultancy Services
Hanover and Princess Courts Residents' Association / Elected tenant rep on City
HSC
RAON
North Cambridge Community Partnership x2 delegates
Landmark International School
Studio 24 Architects

Vecta Consulting Limited
CPPF Planning Committee
Bidwells
Cottenham Parish Council
Cambridge County Council
Bango
Conservatives
Fulbourn Forum for Community Action
Cam Valley Forum
CoFarm Foundation
BCR Infinity Architects x2 delegates
AKT II
Cambridge City Councillors x2

Greater Cambridge Shared Planning attendance:

Stephen Kelly: Joint Director for Planning and Economic Development
Paul Frainer: Assistant Director for Strategy and Economy
Sharon Brown: Non-Executive Director of Planning
Philip Bylo: Planning Policy Manager

Agenda:

Keeping Cambridge Special

The new local plan for Cambridge and South Cambs: Come and make early input

Saturday 28 September 2019, 09:00 – 13:00

Centre for Mathematical Sciences, Cambridge CB3 0WA

Free event, donations appreciated

09:00 Registration and coffee

9:30 Introduction:

- Cllr Lewis Herbert (Cambridge City Council)
- Cllr Pippa Heylings (South Cambs DC)

9:40 Thought-provoking presentations:

- Spatial Implications of zero carbon – Dr Elisabete Silva (University of Cambridge)
- Implications for biodiversity – Dame Fiona Reynolds (Emmanuel College)
- What Housing will we need? – Stephen Hills (Cambridge Housing Society)

10:30 Coffee

11:00 Give us your views

- What might a zero-carbon future mean for how the city will relate to its green hinterland?
- How can the Local Plan help us to achieve the target to double the amount of species rich habitats by 2050?

- How can the Local Plan better provide for the housing needs of key workers and older people?

11.45 Report back and discussion: Cllr Pippa Heylings

12:50 Conclusions: Cllr Lewis Herbert

Workshop Notes:

Question 1: What might a zero-carbon future mean for how the city will relate to its green hinterland?

Transport

- Governance. How much influence does local planning have on transport?
- Need to provide for electrification – affordability of electric cars likely to encourage more use
- Need realistic consideration of connectivity between the City and South Cambridgeshire

Public Transport

- Make Public Transport in and within the city: attractive, affordable, reliable, easy to use, safe, quicker (12)
- Consider Metro / park and ride connections within Greater Cambridge (2)
- How do we encourage the required modal shift? - Need evidence to determine how people will benefit from improvements (2)
- How much power has the Local Plan to improve the rural and city bus network (2)
- Major national plans – CAM sustainable transport plans and East West rail will have a big impact on spatial planning

Private / Commercial vehicle use

- Carrot vs stick approach to congestion
- A car free / coach free city? Road space is taken up by cars
- Reduce need to park all day. The issue is with tourists and commuters
- Nil parking provision for new building and raised parking pricing – matched with carrot of better public transport

Cycleways

- Need to create more cycle paths, segregated from roads, bus lanes and pedestrians with better links (4)
- Need to address current safety issues with cycling; which are influenced by levels of parking available and future safety in the rise of electronic bikes (3)
- Need to encourage active travel – implement a cycling hierarchy
- Excellent cycleway opportunity is next to the guided busway network.

Responding to Climate Change

- Carbon impact of data servers – how can we mitigate? Or capture heat and reuse e.g. server heating in buildings (3)
- Need comprehensive data on 'Cambustion':
 - Where are the most Co2 emissions
 - Effect of cremations
 - Carbon mapping of vehicles, emissions movements
 - Food production, supply and distribution – carbon impacts on local provision (2)
- Be more ambitious than the previous plans
- Water is a big issue – we are losing water and need urgent mitigation (2)
- Fund tree planting
- Corporate Social Responsibility – could be used to fund schemes
- Reduce energy consumption – not just sharing it around. Co-location of schools, GP's shopping etc.
- Cost of embedded carbon in redevelopment – cost of pulling down and up.
- How rapid will the withdrawal be from fossil fuel infrastructure? i.e. petrol stations
- Energy hubs creation needed

Green Spaces

- Should we make Cambridge concentric with nucleus or wedges / corridors? (3)
- Enable more market gardening, "Keep the peat" (2)
- Green areas within development, such as roof gardens (2)
- Better / improved access to existing green spaces
- Re-wilding of areas
- Re-use and re-purposing to create open spaces from brownfield, e.g. Marshalls Airport
- Mustn't forget the green inner land and using existing spaces within the city
- LP should encourage landowners to set aside land through policy and enforce this through policy.
- Do not have balconies as substitutes for gardens. Balconies should not face the street but be over courtyards

Green Belt:

- Preserve and reinforce Green Belt for nature. Green Belt release maybe not the solution (3)
- Are we stuck with the Green Belt? Can we plan to release some / review it? (2)
- Need to decide whether development will be concentrated in the city or outside the Green Belt?
- Can we identify sites for brownfield development before we look at Green Belt?
- Planned release of the Green Belt to enable people to work where they live

Employment / Jobs

- Persuade jobs and employment to be located where they are needed (nearer homes), rather than wait for employment to 'arrive'. It is wrong to build houses to meet jobs that do not exist yet (6)
- Need policy to defend and encourage industrial strategy / employment. Inside or outside the city (3)
- Impact of farming and agriculture needs of the future. Small farming development to be less than 20ha (2)
- Need to plan for future rise of home / mobile working
- Management of growing Tourism industry important

Development and Growth

- Less or no growth, retain satellite villages. Is growth a good thing? Should we concentrate on quality over quantity? Retrofit existing stock is key. We need engineering solutions rather than more development (11)
- What level of growth are we talking about – we need the facts. The Growth Agenda is not scrutinised properly (2)
- Need to decide whether we build around “new towns” or corridors to new towns or on fringe, or create transition towns (2)
- Should we work backwards rather than start where we are and clarify what we cannot have so our vision is realistic (2)
- Need to mitigate carbon emissions from existing buildings / development as they embody carbon. Incentivise clean development villages – tax benefits? (2)
- Our infrastructure is not performing adequately. Need to make more intelligent use of land (2)
- Compact city should be kept
- Decentralisation to cut travel down and no need to come into Cambridge. For example, self-sufficiency in Northstowe
- Considering both Cambridge City and South Cambridgeshire districts together creates too large an area for planning policy to manage effectively
- Bigger vision: Cambridge City or Cambridge Region?
- Making attractive developments is important
- Need to make clear what developer responsibilities are
- Consider who is making the money out of growth. The University is making money out of it

Housing

- Affordable housing. Why is it an add-on, it is not just a percentage but is important? (3)
- Housing materials - mapping where gas boilers are? Private rental sector often has poorer environmental performance (2)
- Sustainable homes: Can local authorities enforce a higher standard of building (2)

- Why are housing targets so modest?
- Funding structure should be challenged
- Housing retrofit – large amount of housing not properly insulated. There should be no difference in Council tax to implement

Wellbeing and equality

- Access to local facilities (2)
- Making space for people – reversing the hierarchy and putting people first (2)
- Increase vibrancy of city centres

Other Spatial Issues:

- Does the current Local Plan have effective existing studies and reviews? The way we evaluate evidence may need review (2)
- There is a danger that the length of the Local Plan may not align with the economic cycle
- How can we introduce mechanisms to enforce policies to lessen the amount and cost of legal challenges?
- The deterioration of infrastructure currently is an important issue
- Danger the plan will be too city centre focussed
- Can we consider adding land swap concepts to the Local Plan?
- Colleges play a key role. Is this good or bad?
- Will need funding may not come from central government
- How far is the hinterland? Need more information of this
- Need solutions from the ground up
- How do you make land set aside add up?
- Better governance needed in the joint planning authority

Question 2: How can the Local Plan help us to achieve the target to double the amount of species rich habitats by 2050?

Green spaces:

- More urban agriculture: Issue that private gardens cannot be used to grow / garden by tenants. There is also no availability for Allotments. Gardens and small-scale community schemes are important. Need more local-level improvements (8)
- Establish nucleus and green corridors with nature reserves and a network of open spaces – to walk out from city to enjoy (6)
- Where are the new green spaces going to be – i.e. the new Wandlebury? Do we disperse or concentrate green spaces? A 'Call for Green Sites' a good idea (5)
- Towns and villages are a green oasis at present
- Need to make sure size and type of spaces are suitable for biodiversity in City and on fringes
- Need to keep environment and green infrastructure open - resist enclosing open space

- Cambridge needs to double the number of parks through new planned development
- 'Manicured' public areas – maybe needs reviewing and limiting
- Greenways, footways and cycleways need implementing to allow better movement and limit car dependency
- Green space cannot be an afterthought to growth

Planning Policy and implementation

- Define metric and ensure enforceability and accountability for biodiversity valuation. Are existing studies fit for purpose – CPIER, ARC – do they include biodiversity as fundamental concepts? What are the big things we are doing that are large and significant? Need more open studies (4)
- We need a much more detailed plan backed by clear, enforceable policy – the principle of improved species is not enough (3)
- High density policies are land sparing so more space for nature (or food growing) (3)
- Long term vision would be beneficial and not just by 2050
- Partnership with Botanic Garden and employ ecologists to give guidance? (2)
- Concern about “greenwash” – developers not effectively mitigating a new development – how do we check for superficiality? (2)
- Cambridge Ahead too powerful (2)
- Joined up thinking between City, County and South Cambridgeshire councils is required
- Importance alongside Green Infrastructure strategy of looking at joined up governance. Projects not happening because of lack of joint land ownership.
- How should we fund farming subsidies going forward?

Development

- Understanding existing natural assets – Where are the deficits? Phenology Centres to monitor climate change and challenge to get landowners / farmers on board (4)
- Need to impose obligations on developers for biodiversity and green spaces (3)
 - Land requirement for nature as part of development equation?
 - Design of new developments – nature surrounds nature as a starting point
 - CIL and S106 could help fund (2)
 - Green Streets could be developed
- Levels of growth questionable. There is no environmental capacity for this CPIER growth. How can we stop growth? (3)
- Developer contributions to deliver more habitats. Need to determine priority in what gets funding (2)
- We need to carbon offset better- especially during construction
- Cynicism – is net gain a get out clause for developers?
- Growth yes, but balance with biodiversity measures, e.g. conditions

- Where are the deficits – how can we encourage landowners to get on board?
- Local Plan should also focus on affordable use of land.

Biodiversity

- Look after what we have already and enhance further. University land, villages, can be used to establish biodiversity. Wicken Fen can offset biodiversity but not forever. Consider birdboxes (5)
- Concern that environmental mitigation schemes do not address species diversity. Need more mitigative policies with active interventions to increase biodiversity, such as linear paths (4)
- Composting and interconnected spaces are both key to rich habitats, i.e. good soil and country parks. Need to encourage right species for climate change (4)
- Measurement of biodiversity key to finding out if it is increasing or decreasing – need genuine net gain in biodiversity. 5% biodiversity gains too low, should be higher (4)
- Identify and review exemplar studies (Kingfishers Bridge; Trumpington Meadows; Darwin Green) and understand the metrics needed to implement good practice: (2)
- Making sure focus on diversity of species in new and existing sites, onsite and offsite (2)
- Idea of connectivity and wildlife corridors – hedges important for biodiversity (2)
- Where land ownership is a barrier, species rich places do not exist (2)
- Should allocate land for biodiversity – corridors and networks
- Look for strategic approach to green space and connectivity in the spatial strategy. Refresh green infrastructure plan for this.
- Planning policy should be flexible to change with ongoing needs

Green Belt

- Enrich existing spaces in the Green Belt to increase biodiversity by active interventions to increase biodiversity, and improved access
- Can Green Belt land be released?

Forests and water:

- Incentivisation needed for afforestation and community forests. Plant more trees generally. Local Plan needs expertise from Ecologists to advise them on suitable trees. Some trees planted are not suitable (4)
- Could site a new forest in Trumpington
- National Forest company as an example to implement this?
- How is afforestation paid for? – Are there commercial opportunities?
- Cambridge internationally renowned for boulder clay woods (Chalk down lands)
- Increase wetlands: restore wetlands

- Lot of discussion about water capacity and environmental capacity generally – needs to be balanced going forwards
- Water levels: difficult issue as CPIER levels of growth will put water levels at dangerous levels
- Water is fundamental (aquifer problems); 120,000 litres a year?
- Water issue is already an issue. Opportunities for nature as well as threats
- Landscape resilience: Woodland; grassland; wetlands

Health and Wellbeing

- Development in hinterland has created land with little public access around them. These sorts of spaces affect opportunities for leisure and wellbeing (3).
- Especially affects skills gap, poverty and poor housing – we need to plan for more housing and open spaces
- Strengthen importance of nature to people; Health benefits and cost savings of doing or not doing (physical and mental) (2)
- Need quiet places as well as space for activities
- Concentrate on access to nature standards or amenity space

Question 3: How can the Local Plan better provide for the housing needs of key workers and older people?

- Population: Needs to be more balanced, different options needed to create a sense of a real mixed community, not simply a keyworker / older people's island vs higher earner / student districts. For example, Cambridge Station is bought and let by overseas and often is left empty, Eddington only for academic-related people. Working classes ignored (18)
- Affordability for families including suitability and security of private and council housing available. Current "affordability" not affordable! Policy tends to be tenure blind. Can this be changed? Should the Local Plan intervene in the market and stop housing being at the mercy of developers? Tighten up affordable housing requirement: How do we make sure all developments contribute – reduce threshold or seek financial contributions? CIL, S106 and subsidies for developers may help. Marshalls site will be full of buy-to-let (18)
- Local Plan needs to be able to adapt to changing needs of residents, i.e. older people living, dementia care, children - options for downsizing, lifetime homes as a standard. Actively resist isolation / need to move elsewhere. Can we control types of housing to match needs? Introduce socially acceptable form of Air BnB to help young people rent rooms from the old; Policies could allow more conversions; allow more bungalows; stop developers from resisting (15)
- Homes must be near to jobs, transport and facilities. Build above schools and / or public services to allow keyworkers to live close to work. Eddington is a good example of key worker provision for the university. Extend to Addenbrookes? (7)

- Social support: Old-young scheme, generational mix, co-housing like Coin Street and Marmalade Lane. Active role for council to acquire property and recycle homes. However, danger of pampering older people at expense of keyworkers and families (6)
- Discourage housing for investment and areas that attract those commuting out. Can we realistically restrict a percentage for local occupancy? How do we define a 'local'? What are the limits of what the Local Plan can do? (6)
- Needs careful consideration and technology to unpick analysis and statistics of needs vs desires. How do we determine real demand? CPIER report (in particular, its concerns about levels of growth) good place to start. However, CPIER did not go under public consultation so locals do not get a say (4)
- Include a definition of what a key worker is (not just public sector staff) and why they need to be prioritised (e.g. hospital staff - they often work shifts so need to be close to their work) (4)
- Growth: Expansion of villages and densification could help but needs control. Is it sustainable? How can we make development attractive to current residents? (4)
- Local Plan has failed. Has allowed huge investment in job creation but not enough on housing. Need to separate planning from marketing. Need to compare how much social housing was actually delivered versus what was planned and how much letting is happening (4)
- Design: How will the Local Plan enable cost effective technology advances, i.e. low carbon housing? (3)
- Housing that addresses inequality, concentrate on those below £30k – can the lowest paid live in the city? (3)
- Local Plan to focus on integration, inclusion and cohesion (2)
- Local Plan targets not being upheld. Learn from its mistakes (2)
- Stop developers refusing to build by claiming viability issues (2)
- Lifelong standards in housing – delivered by a sustainable housing design guide and policy, and a presumption in favour of new forms of housing (2)
- Is there an ability for Local Authorities to borrow money / compulsory purchase to address keyworkers and older people's needs? (2)
- Enhance the assets we already have – Cambridge Quality Charter – don't throw baby out with the bathwater, but recognise its limitations (2)
- Need a long term strategy rather than short-term solutions. Policy must be crystal clear (2)
- Introduce a type of land value to help fund social homes
- Bring back council homes. It was wrong that land and money was sold off.
- Private market can help to finance social housing needs
- Options heavily constrained by government policy – what can we achieve locally?
- Mutual sector – work with them to see how they can address social housing needs
- Plea to put not just GDP as a measure of success but also wellbeing as a measure of success

Appendix 7: Local Plan Participation and Communications Strategy

Background

Previous experience of Local Plan consultations in Greater Cambridge has shown that there is a good level of responses received, but engagement is not representative. Statutory consultees, active community organisers / campaigners, major landowners and planning agents, and certain other groups do engage actively in shaping the Plan. Their voices can dominate conversation.

However, the wider community, including residents from diverse backgrounds and geographical locations, small businesses, and even internal officers within local authorities who do not work within planning or related services, have little understanding that a Local Plan is even being developed, let alone how it will shape their lives in the future and therefore why their involvement is important.

In the Greater Cambridge area, there is a clear political priority to put community engagement at the heart of the plan development process. At the same time, the new Local Plan will be tackling some major and very difficult challenges – net zero carbon, biodiversity net gain, appropriate growth and a future that is difficult to predict. These bring with them difficult choices and therefore conflicts between interest groups – and it is important that this conflict is seen to be resolved in a fair and balanced way.

Raising the bar in engagement for the Greater Cambridge Local Plan can be seen both as a civic responsibility towards the residents and businesses on whose behalf the plan is prepared, and a way of mitigating the community and stakeholder challenges that come later on, during the period of plan examination and implementation. It presents the opportunity to lead the way in delivering a genuinely inclusive process that follows best practice for engagement. However, resourcing this within the timescales available will be challenging and there will be the need to focus on a few elements delivered well.

Aims and objectives

Spreading the word

- Encouraging participation and engagement – explaining why the Local Plan is important and how it affects people's lives on the ground.
- Demystifying the process of creating a Local Plan and managing expectations of what a Plan can and can't do.
- Communicating the 'big ideas' and a positive vision of the future – contributing to creating a sense of identity and inclusion.
- Ensure there is accurate and timely information accessible to all.
- Explain why difficult decisions have been made.
- 'No surprises' – no excuse for stakeholders to be surprised by the content of the draft Local Plan when published.

Co-creating the Plan

- Thinking outside the box – gathering ideas we might not think of otherwise – from internal and external sources.
- Testing ideas – ‘kicking the tyres’ – is it fit for purpose, what kind of challenges are we likely to face in the formal consultation and inspection stages?
- Testing the detail – benefitting from wider knowledge in the community and specialist stakeholders on specific theme/policy and sites, ensuring policy detail is well drafted and effective.
- Ensuring key stakeholders buy into the policy wording and therefore support it effectively in implementation

Building the evidence base

- Providing evidence for why the draft Local Plan emerges in the form it eventually takes.
- Justifying options and the selection of options.
- Evidencing wide community and stakeholder participation – not just doing it, but being seen to be doing it.
- Providing the material for the Statement of Community Involvement.
- Feeds into Statements of Common Ground.

Measuring success

Clear indicators for the success of the engagement and communications strategy must be agreed. Success in local engagement should not be measured by the level of support expressed for the final Plan, especially as it is never possible to put forward a plan that has full consensus. There will be difficult, controversial and unpopular decisions made during the Plan process – many unavoidably, due to the national context of planning policy and the statutory status of the Plan documents - which will receive objections during the formal statutory consultation processes.

We plan to use new ways to evaluate the success of the engagement programme. Suggested key indicators include:

- Reach – the number of individuals and groups/organisations engaged – this is easier to measure for digital channels such as websites and social media.
- Diversity – how well does the diversity of those engaged match the diversity of the population in the area. It is difficult to capture a full dataset for this as it must be optional for those who participate/respond to provide personal information.
- Capacity building – how much better do those engaged, understand the LP/planning process, compared to at the start of the process. This can be measured through qualitative feedback.
- Perception of fairness – do those engaged feel that the process and the outcome represent a fair balance of the views heard, even if their own particular wishes have not been met. This can be measured through qualitative feedback.

Opportunities and challenges

A range of opportunities and challenges have been identified but will be refreshed as the process moves into different phases of the Plan. The communications and participation strategy will evolve in response.

The strategy gives a template and key messages, but it must also be flexible so new opportunities and challenges can be responded to in an agile manner. Although it is good to try and respond to new opportunities, all work must be resourced and time prioritised into what will help achieve the overall objectives.

The opportunities and challenges analysis should be linked to a risk analysis for the Plan. Engagement and communications are tools for mitigating some of the risks to the Local Plan process, and ensuring the whole project is delivered successfully and in line with the desired timetable.

Opportunities

- Range of platforms and tools now available – particularly in the digital domain – enable the Council to speak directly to residents/stakeholders and target specific interest groups or demographics.
- High levels of public interest in some key themes for the Emerging Local Plan – particularly climate change, transport, and housing.
- A high proportion of the local community is well-educated and articulate – able to make constructive suggestions and engage effectively.
- Pooling resources from the two Councils could enable a greater diversity of engagement methods.

Challenges

- Most community members don't know what the Local Plan is
- Large, diverse and articulate population in the Local Plan area – high demand for involvement of all residents, to be balanced with resources available.
- High proportion of local community is well-educated and articulate and these views can dominate more disadvantaged and less privileged groups, yet the latter are highly impacted by Local Plan decisions.
- Plan development process is highly complex and technical, and constrained by national policy, so the strategy needs to manage community expectations of the level to which citizen involvement can actually shape the Plan contents.
- Increasing number of platforms and resources (particularly online) can lead to dilution and confusion with many parallel conversations occurring in public platforms.
- Increasing amount of online engagement is a resource drain and can develop an endless feedback loop, preventing decisions being made or issues 'resolved'.
- Decreasing attention spans mean that the highly complex Plan issues need to be simplified for public consumption.
- Audiences need visual communication but Local Plans are traditionally text heavy.
- Consultation fatigue – it is likely that some stakeholders and audiences will feel overwhelmed by the consultation process especially given other

consultations on documents such as the NECAAP which are happening in a similar timeframe.

Audiences

The list below is not exhaustive and is intended as a prompt only. Each audience group will also contain members with protected characteristics (age, gender, disability, marriage/civil partnership, pregnancy and maternity, race, religion or belief, sex, sexual orientation) and this will be considered from the outset in any engagement and communications planning.

Residents:

- Rural
- City
- Suburban
- Gypsy, Romany and Traveller communities
- New residents in new communities
- Existing/established
- Young people
- Children
- Students

Business:

- Large
- SME
- Micro
- University
- Tech
- Developers and construction
- Agriculture
- Charity and third sector
- Manufacturing
- Logistics
- Service sector
- Leisure
- Employees not just management

Stakeholder groups:

- Residents associations
- Parish councils
- Special interest groups e.g. nature/ecology, sport, support groups, campaign groups
- Statutory consultees
- Other local gov bodies i.e. Cambridgeshire County Council, Greater Cambridge Partnership, Combined Authority, neighbouring districts

Internal stakeholders:

- Cabinet/Executive Councillors at both Councils
- Administration groups
- All members
- Senior leadership teams
- Planning service
- Officers across departments
- Contractors/consultants

Outline strategy

The section below sets out the strategy through to the preferred options consultation phase. Messaging is in the following section.

An itemised action plan will sit alongside this plan to ensure key activities are completed.

Inception period (September to mid Nov 2019: 2.5 months)

While this is a period of development of content for the Issues and Options (I&O) consultation, it is also a period of scoping and setup for the comms and engagement strategy. Beyond the workshops already held, it is not a 'consultation' or active engagement stage with external stakeholders/communities as the focus is on creating the right material for the I&O consultation period itself. Instead, the focus will be on:

- Setting up all the 'back end' to the comms and engagement strategy
- Ensuring appropriate resource and structures are in place
- Internal stakeholder buy-in to the process – members and officers
- Raising awareness in the wider community of the Local Plan, the key themes and the need to get involved.
- Ensuring the I&O material presented is graphically accessible and engaging
- Refining the action plan to articulate the who (we are consulting)? and how (we are accessing them)?

Issues and Options consultation (reg 18 part 1) (Jan – Feb: 6 weeks)

This stage aims to spark the interest in communities and the 'public conversation' as well as setting out the challenges and managing expectations for the next stages. This stage will set out big picture questions.

The focus will be on:

- Reaching widely and hearing ideas from all quarters, specifically the hard to reach groups

- Ensuring that format and content of the material presented is highly accessible and visual
- Capturing feedback in ways that create compelling and interesting content – allowing people to hear each other’s voices where possible
- More ‘questions’ than ‘answers’ to avoid perception that the plan has already been drafted – needs to be genuinely open ended
- But we also need to explain the existing ‘fixes’ – both national policy and also major sites within the Local Plan area that will be built out into new Local Plan period.

Draft Local Plan development (Jan to Sept 2020)

This stage needs to assess and develop a large amount of material – outcomes from the I&O stage, evidence base, internal stakeholder input – into a workable draft plan.

The draft Plan will need to reflect the Issues and Options feedback, and the intention is to co-create it through working in more detail with stakeholders and community members using methods that are helpful to shape draft policies and spatial options for wider public consultation. During this stage, the structure and format for the draft Plan also needs to be designed. Activity in this stage is likely to include:

- Sharing outcomes from the I&O ‘call for ideas’/consultation
- Developing a public facing, digital first format for the Local Plan
- Elected member workshops– sharing the evidence base, developing strategic shared language and clear vision/strategy
- Theme and area specific workshops bringing internal and external stakeholders together to develop draft policy approaches
- ‘Testing’ – potentially using focus groups to test the public response to the emerging strategy and how it is presented, dependent on timing and resources.

Draft Local Plan preferred options consultation stage (reg 18 part 2) (Oct-Dec 2020 – 3 months)

This stage tests the initial draft strategies and policies in the Plan, with the wider community. As at the Issues & Options stage, the emphasis will be on a lively and honest public debate and ensuring that hard-to-reach groups participate and feed back fully. Activities will focus on:

- Communicating the vision – securing its credentials as well evidenced, future-facing and high quality/innovative
- Ensuring communities and stakeholders know the Plan is published and understand what the ‘big picture’ vision is as well as how it may affect their daily lives
- Taking soundings about the areas of challenge later in the process through engaging critical and challenging stakeholders
- Clear explanation of the rationale behind the decisions made - and clear process for making those decisions.

Further stages

Further stages will have key aims and objectives refined as the process unfolds. It is important to evaluate lessons learnt at each stage and refine or restructure the communications and participation plan in response. New issues or key messages may emerge as the wider strategic context evolves and the evidence base is developed.

Tools and assets

This section outlines the specific tools used for the Local Plan communications and participation strategy. The focus throughout is on reaching the hard-to-reach and those audiences who traditionally do not participate in public consultations around planning.

The tools are split into static information giving tools and active participatory methods. For information giving we are adopting a digital first strategy to ensure that the Local Plan information is accessible, engaging and readily available online, for everyone. The UK has a smartphone saturation of 82% of the entire population (including babies and children) and the internet is the primary means that most of the community access information on all public services. It is critical that the consultation material is designed to work digitally first, and only secondarily as a print document.

Visual communication

The primary method by which we understand content is visual. A set of specifically designed visual materials will be part of the package for the Local Plan and this will begin with the Issues and Options consultation. These will help communicate ideas and test them to inform the Plan development.

Video and photographic documentation

Research shows an average 1,200% increase in engagement on social media platforms when interesting video content is shared against static images. As the Plan develops opportunities will be factored into action plans in each phase. Video is not effective as a way to record long meetings as the longest people will consume a video for is around 3 minutes. Shorter videos to highlight certain areas in engaging and interesting ways are far more effective. These will be used as a mechanism to drive people to formal consultations and to events.

Copywriting for print, web and social media

The Local Plan will be digital first to ensure mobile and web platforms are catered for ahead of a traditional paper document which is hard to use online. This also helps support accessibility to ensure users who use screen readers and alike are able to fully engage. All content needs to have a consistent tone and voice in all written communications and make sure messages are delivered.

Website and database

After fully considering a number of options for the Local Plan online presence, the existing shared planning website has been chosen. This will ensure there is joint ownership between the two partner Councils and avoids any impression that one is leading. The existing Council websites will link to this information. The website will have a mobile friendly format as this is the principle method that users now access online content.

A two-tier comment/feedback system will gather simple, short comments through the websites directly, and longer, more formal representations through the existing consultations system (JDi). This will ensure formal comments are made in a way that they can be logged and registered for inspectors, but quicker feedback can also be gathered to test and shape the plans.

Roadshow / pop-ups

Traditional consultation exhibitions expect audiences to specifically attend and make time in their busy lives to do so. A roadshow/pop-up format takes the exhibition to where people already gather as part of their daily lives. We plan to use this format to take a simple and engaging stand to venues such as train stations, hospitals, schools, community events, sporting venues, markets and shopping centres, in order to reach as widely as possible and be visibly active in the community. We will work with elected members and community leaders to ensure we reach a diverse range of locations and venues, and the stand will be staffed by team members and a range of materials to gather feedback and views on the spot.

Traditional media

We will be working with mainstream media across platforms to spread the word, including the in-house magazines of both Councils which are distributed to all households. These will feature in-depth and specially written content on the Local Plan process at key moments. We will brief local and, where relevant, national media in order to gain good coverage across publications and channels. This is key to spreading the word and can also allow key themes and issues to be covered in greater depth, increasing audiences' understanding of these complex areas.

Key messages

Agreed key messages (see below) will allow the two Councils to ensure the Local Plan is fully joined up and helps to increase engagement. The messaging will need to be reviewed as each phase of work is completed, especially as draft policy is developed. Although the Local Plan touches the lives of everyone in the Greater Cambridge area, most people are not aware of it and how to get involved. The messaging must continue to make sure this is explained in a simple way so that it is as inclusive as possible.

Message one

- The Local Plan is the most important document most people have never heard of. It touches everyone's lives as it sets out how Cambridge and South Cambridgeshire will change over the coming decades, including where homes will be built, new jobs located, what education facilities we need and how people can get around.

Supporting information: The current Local Plans for Cambridge and South Cambridgeshire set out the plans up until 2031, the new plan will work out what we do next up until 2040.

Message two

- We are right at the start of a 4-year process working with communities to make important decisions for the Local Plan. Once we complete that process, which will include an independent examination, the Plan sets a clear set of policies that development is assessed against.

Supporting information: Whether you are looking to put an extension on the side of your home or business, right the way through to developing a new town such as Northstowe, the Local Plan sets out the local policies you will be judged against.

Message three

- Both Councils declared a climate emergency and want to put the environment at the centre of the new Local Plan. This will make sure we protect what makes the area special and puts policies in place to improve the environment wherever possible in line with our zero carbon ambitions.

Supporting information: Improving environmental standards are wider ranging. This could be things such as higher environmental standards on new homes or lower water consumption so we go further than the targets set nationally.

Message four

- This is one of the fastest growing areas in the country and we must make sure we have a focussed plan to ensure we share the prosperity, tackle poverty and deliver the right type of jobs and homes for future generations growing up here.

Supporting information: The two Plans for Cambridge and South Cambridgeshire would see 33,500 new homes built by 2031, this plan asks what's next. But it is not all about high tech jobs that some people feel are out of reach for them. We need the right balance of jobs in the same way as we need more affordable housing.

Message five

- We know we will not be able to put forward a perfect plan for everyone that has complete consensus, but we want to test it with you as it is developed so we know how we can make it better.

Supporting information: Even before the plan has even got to the first round of consultation, we have already run a series of workshops with parish councils, residents' associations, businesses and a number of groups to take on board their thoughts. This shaped our initial draft Issues and Options consultation document.

Message six

- A huge amount of data and evidence is a big part of the Local Plan. We're already gathering this information to make sure we know what is needed to meet the needs of the area. This includes the number of homes we need to deliver, need for jobs and the land that might be available for development. But we do not know any of the answers yet. That's what this process is all about.

Supporting information: Saying no to growth is simply not viable. Future generations need someone to live and national legislation means we must meet those needs through the Plan.

Message seven

- Starting a new Local Plan does not mean we are ripping up the current ones. This is about what comes next.

Supporting information: The current Local Plans will see 33,500 new homes built in locations such as the edge of Cambridge and in a new town north of Waterbeach by 2031.

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Greater Cambridge Local Plan

About The big themes Towards a spatial plan Getting Involved Search

The big themes

- People
 - Climate change
 - Biodiversity and green spaces
 - Wellbeing and inequality
 - Heritage and design
 - Jobs
 - Homes
 - Infrastructure

Jobs

PATENTS X 10
10X MORE PER HEAD THAN NATIONAL AVERAGE - THE HIGHEST IN THE UK

19%
EMPLOYED IN GLOBAL HI-TECH ECONOMY

£835m
BROUGHT INTO ECONOMY FROM CAMBRIDGE TOURISM

↓ 2.9%
UNEMPLOYMENT IN CAMBRIDGESHIRE (UK NATIONAL AVERAGE IS 4.1%)

- + 8,000,000 PEOPLE VISITED THE AREA IN 2017
- + 30% OF WHOM VISITED LOCAL FRIENDS AND FAMILY
- + TOURISM ACCOUNTS FOR 22% EMPLOYMENT

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How important to you is growing our economy, as a priority for the Local Plan?

- Top priority
- High priority
- Medium priority
- Low priority
- Not a priority

Drop down comment box etc as per existing SCDC website + link to JDi

Greater Cambridge Local Plan

Search

The Big Issues / Jobs

Jobs

PATENTS X 10
10X MORE PER HEAD THAN NATIONAL AVERAGE - THE HIGHEST IN THE UK

19%
EMPLOYED IN GLOBAL HI-TECH ECONOMY

£835m
BROUGHT INTO ECONOMY FROM CAMBRIDGE TOURISM

↓ 2.9%
UNEMPLOYMENT IN CAMBRIDGESHIRE (UK NATIONAL AVERAGE IS 4.1%)

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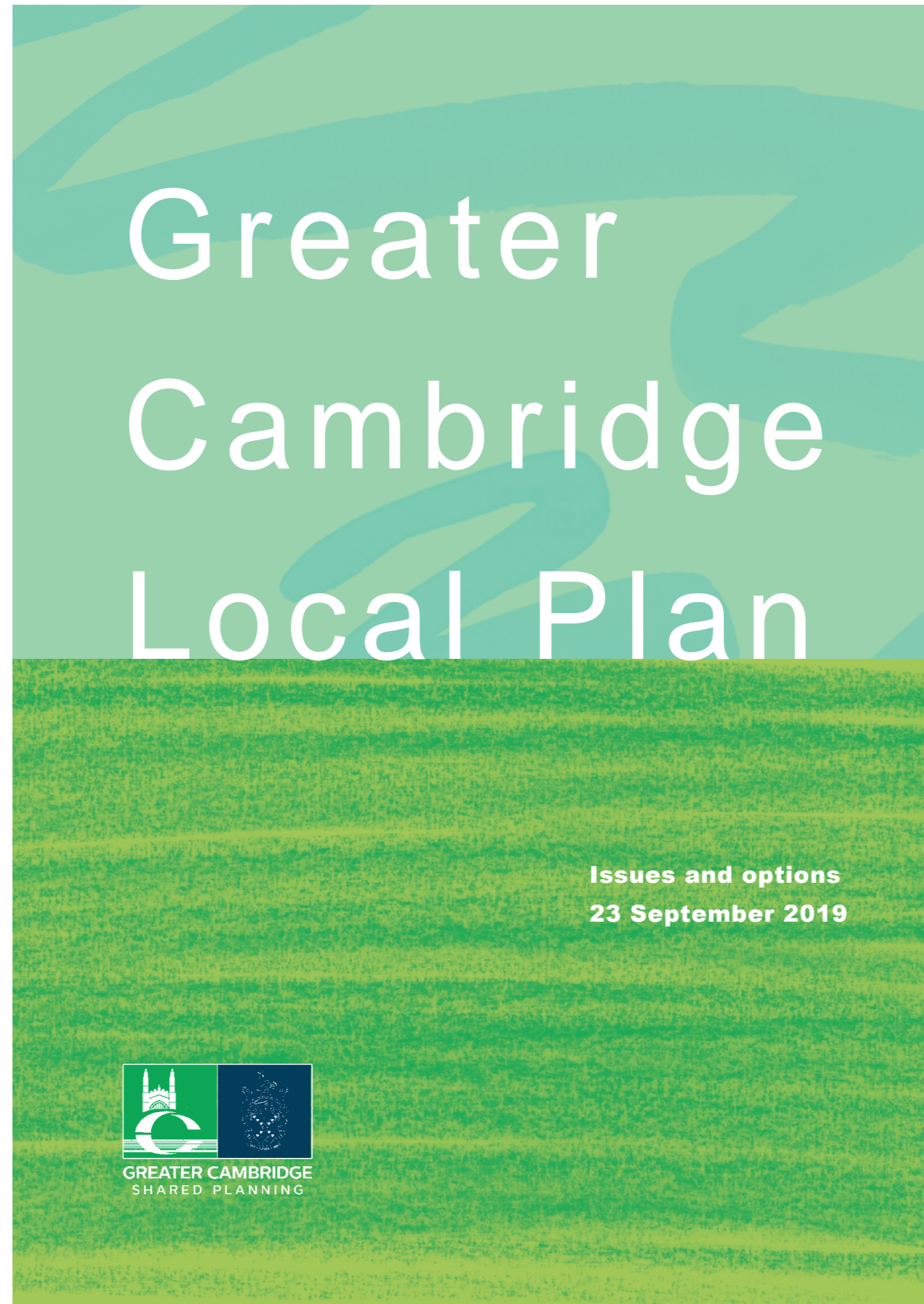
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How important to you is growing our economy, as a priority for the Local Plan?

- Top priority
- High priority
- Medium priority
- Low priority
- Not a priority

Drop down comment box etc as per existing SCDC website + link to JDi

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Foreword

This consultation is the first step towards creating a new joint Local Plan for Cambridge and South Cambridgeshire – the Greater Cambridge Local Plan.

This new Local Plan will shape the way we live, work and play in Greater Cambridge over the next 20 years and beyond. As well as the ongoing need to provide for economic growth and jobs, and the homes needed to support them, it comes at a time when we face great challenges in how we respond to climate change. It gives us the opportunity to take a significant step towards becoming a net zero carbon society, and towards our target of doubling biodiversity.

We want you, our communities, to be central to creating our new Local Plan. This consultation sets out the issues we need to consider and some of the big questions we need to answer, and seeks your views to help us solve them. We hope you will all get involved in shaping this important emerging plan for Greater Cambridge.



Cllr Tumi Hawkins
Lead Cabinet Member
for Planning
*South Cambridgeshire
District Council*



Cllr Katie Thornburrow
Executive Councillor,
Planning and
Open Spaces
Cambridge City Council

Contents

Foreword	3
List of figures	6
Glossary	7

1 About the Local Plan

1.1 What is the Greater Cambridge Local Plan?	9
1.2 Why do we need a new Local Plan?	9
1.3 How we are developing the plan	10
1.3.1 Evidence base	11
1.3.2 Sustainability Appraisal	12
1.3.3 What Happens Next	12
1.4 Greater Cambridge's Councils	12
1.5 The wider region	13
1.5.1 Working with neighbouring Councils	14
1.5.2 Economic 'corridors'	14
1.5.3 Working with the Combined Authority	14
1.5.4 Working with Cambridgeshire County Council	15
1.6 How long are we planning for?	15
1.7 Learning from the current Local Plans	16

2 Community involvement

2.1 Involving communities in shaping the Plan	16
2.2 Relationship with Neighbourhood Planning	17
2.3 How can I respond?	17
2.3.1 How you can make your comments	17
2.3.2 Tell us about site options	18

3 The big themes

3.1 Responding to Climate Change	20
3.1.1 What do we have to do?	20
3.1.2 What are we doing currently?	20
3.1.3 What are the key issues?	21
Mitigating our impacts on the climate	21
Adapting to our changing climate	21
3.2 Increasing Biodiversity & Green Spaces	22
3.2.1 What do we have to do?	22
3.2.2 What are we doing already?	22
3.2.3 What are the key issues?	22
Improving the green infrastructure network	23
Delivering biodiversity net gains on future developments	23
3.3 Wellbeing and Inclusiveness	24
3.3.1 What do we have to do?	24
3.3.2 What are we doing already?	24
What are the key issues?	24

Creating safe and inclusive communities	24
Supporting healthy lifestyles	25
Inclusiveness	25
3.4 Making beautiful places	26
3.4.1 What do we have to do?	26
3.4.2 What are we doing already?	26
3.4.3 What are the key issues?	27
Protecting what is special about our area	27
Improving places	27
Creating beautiful new buildings and places	27
3.5 Jobs	28
3.5.1 What do we have to do?	28
3.5.2 What are we doing already?	28
3.5.3 What are the key issues?	29
Planning for new jobs	29
Helping businesses to grow	29
Flexible working	30
Supporting the rural economy	30
Supporting the evolution of our city, town and village centres	30
Managing the visitor economy	31
3.6 Homes	32
3.6.1 What do we have to do?	32
3.6.2 What are we doing already?	32
3.6.3 What are the key issues?	33
Delivering homes to meet local needs and support the economy	33
Meeting the housing needs of all parts of the community	33
3.7 Infrastructure	35
3.7.1 What do we have to do?	35
3.7.2 What are we doing already?	35
3.7.3 What are the key issues?	36
Securing new infrastructure to accompany growth	36
Reducing the need to travel and delivering sustainable transport	36

4 Towards a spatial plan

4.1 Our current spatial approach	38
4.1.1 Key sites that are already identified	38
4.1.2 Strategic infrastructure proposals	39
4.2 Where growth might go	40
4.2.1 Densification	41
4.2.2 Edge of Cambridge	41
4.2.3 Villages	42
4.2.4 New settlements	43
4.2.5 Transport Corridors	43
4.2.6 Green Belt	43
4.3 How we will develop the spatial plan	44

Appendix 1: Full list of consultation questions	45
Appendix 2: List of supporting Evidence Documents and Ian Making Documents	47

Glossary

Biodiversity net gain

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Business churn

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Carbon footprinting

This is an exercise that establishes the total amount of greenhouse gas emissions released into the atmosphere produced directly or indirectly by human activities. It can be calculated to measure the emissions emitted by products, services, individuals, companies or nations. The standard unit of measurement for carbon footprints is carbon dioxide equivalents (CO2e).

Climate change adaptation

Initiatives and measures to reduce the vulnerability of natural and human systems to actual or predicted climate change effects. This can include measures to reduce the risk of flooding and designing buildings so that they are easier to keep cool in a warmer climate without the need to resort to air conditioning.

Climate change mitigation

Measures to reduce the emissions of greenhouse gases, for example reducing building related emissions through improving levels of insulation, energy efficiency and using renewable energy technologies.

Green Infrastructure

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Grow on

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GVA

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Natural Capital

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Nature Recovery Network

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Net zero carbon

Net zero carbon means the complete decarbonisation of the economy: emissions cannot exceed zero. In practice, a net zero carbon target means that in addition to phasing out fossil fuels and the role of renewable energy and energy reduction measures, there is also a role for balancing a certain measured amount of carbon released with an amount of carbon offsets, through, for example, tree planting or carbon capture and storage.

Oxford-Cambridge Arc

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Productivity

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Start-up

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Sustainable development

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1

About the plan

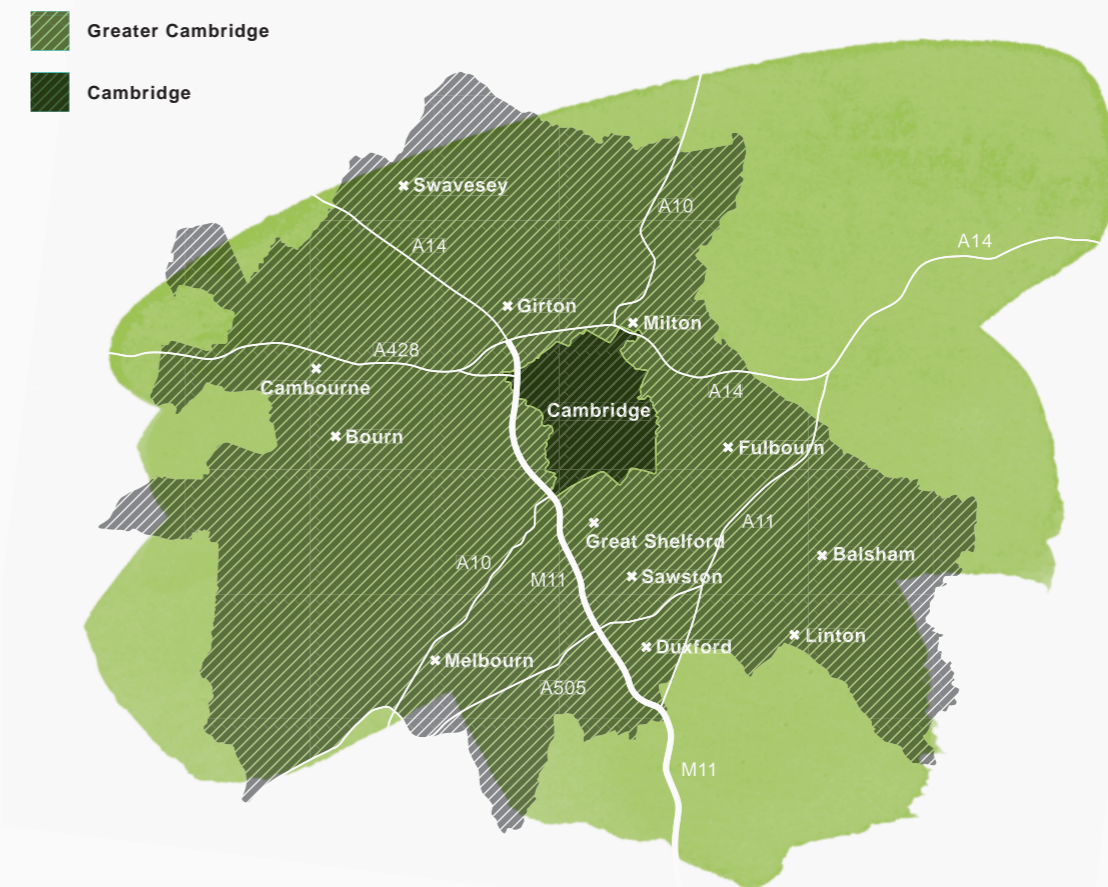
1.1 What is the Greater Cambridge Local Plan?

For the first time, Cambridge City Council and South Cambridgeshire District Council are working together to create a joint Local Plan for the two areas – which we are referring to as Greater Cambridge. This will ensure that there is a consistent approach to planning, and the same planning policies, across both areas.

A Local Plan is a legal document that the Councils are required to have, which sets out the future land use and planning policies for the area over a set time frame. It identifies the need for new homes and jobs, and the services and infrastructure to support them, and guides where this growth should happen. It follows a process set out in national legislation and guidance and is independently tested at a public examination. The planning policies in the Local Plan are used to make decisions on planning applications in the area, alongside national planning policy and other supplementary guidance.

(continued on next page)

Figure 1
Map of Greater Cambridge



1.1 What is the Greater Cambridge Local Plan? (cont'd)

The material presented here is the first stage towards preparing the new Local Plan, but is not the actual plan. It is intended to begin the conversation about the kind of place we want Greater Cambridge to be in the future, exploring the big themes and spatial choices we have to make. This does not include any firm proposals for land use or policy as this will be done at the next stage in 2020, when we prepare a draft Local Plan informed by the feedback we receive in this consultation.

In legal terms, this material is described as an Issues and Options paper for public consultation, in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

1.2 Why do we need a local plan?

In the past, Cambridge City Council (CCC) and South Cambridgeshire District Council (SCDC) have produced separate local plans, but with a shared development strategy. This time we intend to prepare a single plan for both of these council areas. We committed to do this when we signed up to the City Deal, which brought in up to £500m from central government towards transport and infrastructure projects in the area, which are now being managed by the Greater Cambridge Partnership.

Both Cambridge City Council and South Cambridgeshire District Council adopted their current Local Plans in 2018. Both include a commitment to an early review of those plans, in particular to update the assessment of housing needs, review the progress of planned developments including new settlements, and consider the needs of caravan dwellers and government changes to the approach to planning for Gypsies and Travellers.

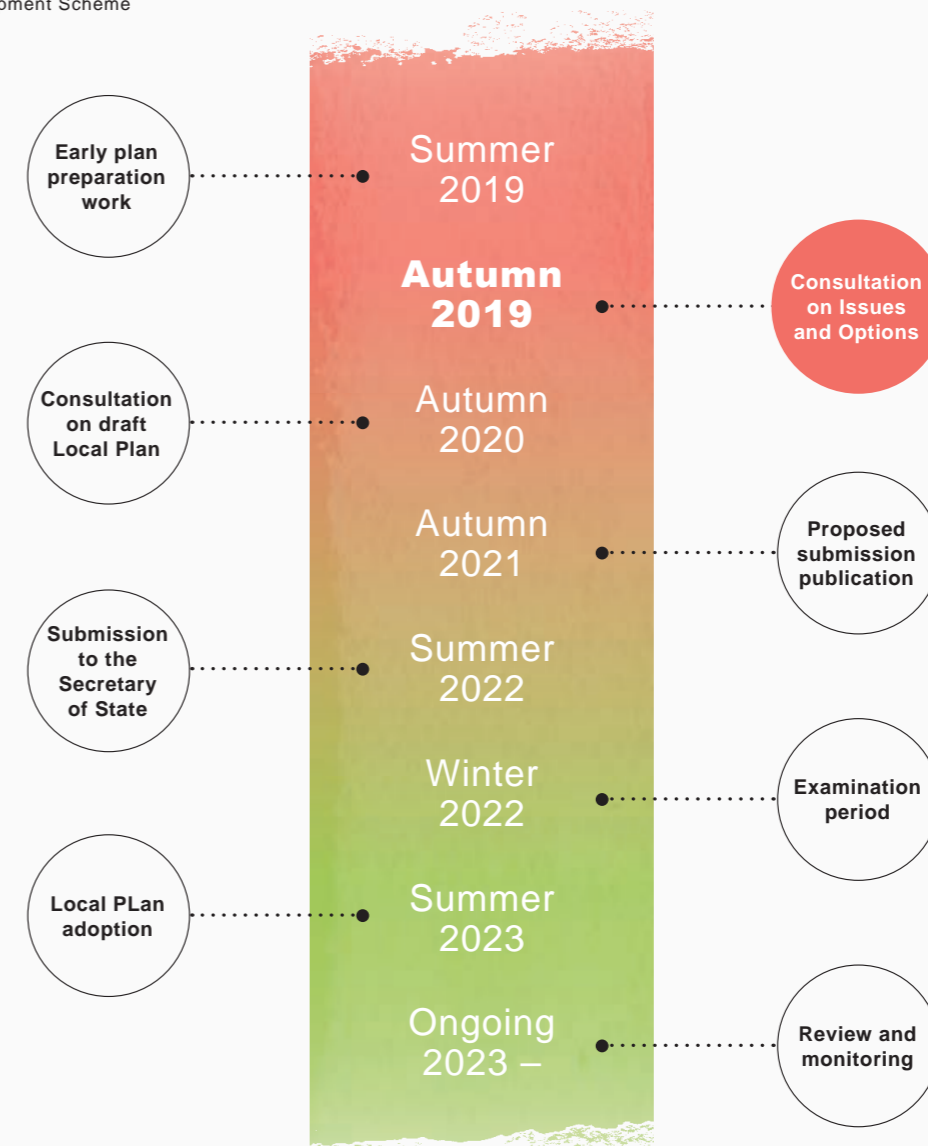
In February 2019 the Government published a revised National Planning Policy Framework (NPPF) which places new requirements on local plan making. This means that the review also needs to ensure the new Local Plan will be in conformity with this latest National Planning Policy.

On adoption the Greater Cambridge Local Plan will replace the South Cambridgeshire Local Plan 2018 and the Cambridge Local Plan 2018.

1.3 How we are developing the plan

The diagram below shows the timetable for preparing the Local Plan, which was agreed in the adopted Greater Cambridge Local Development Scheme 2018. We are at the early stage of the plan preparation, and the Local Plan will be prepared in key stages over a period of around 4 years prior to its examination expected to be in 2022/2023. At each stage we will check that the process is moving forward positively towards a new Local Plan.

Figure 2
Local Plan Timetable
in the Local
Development Scheme

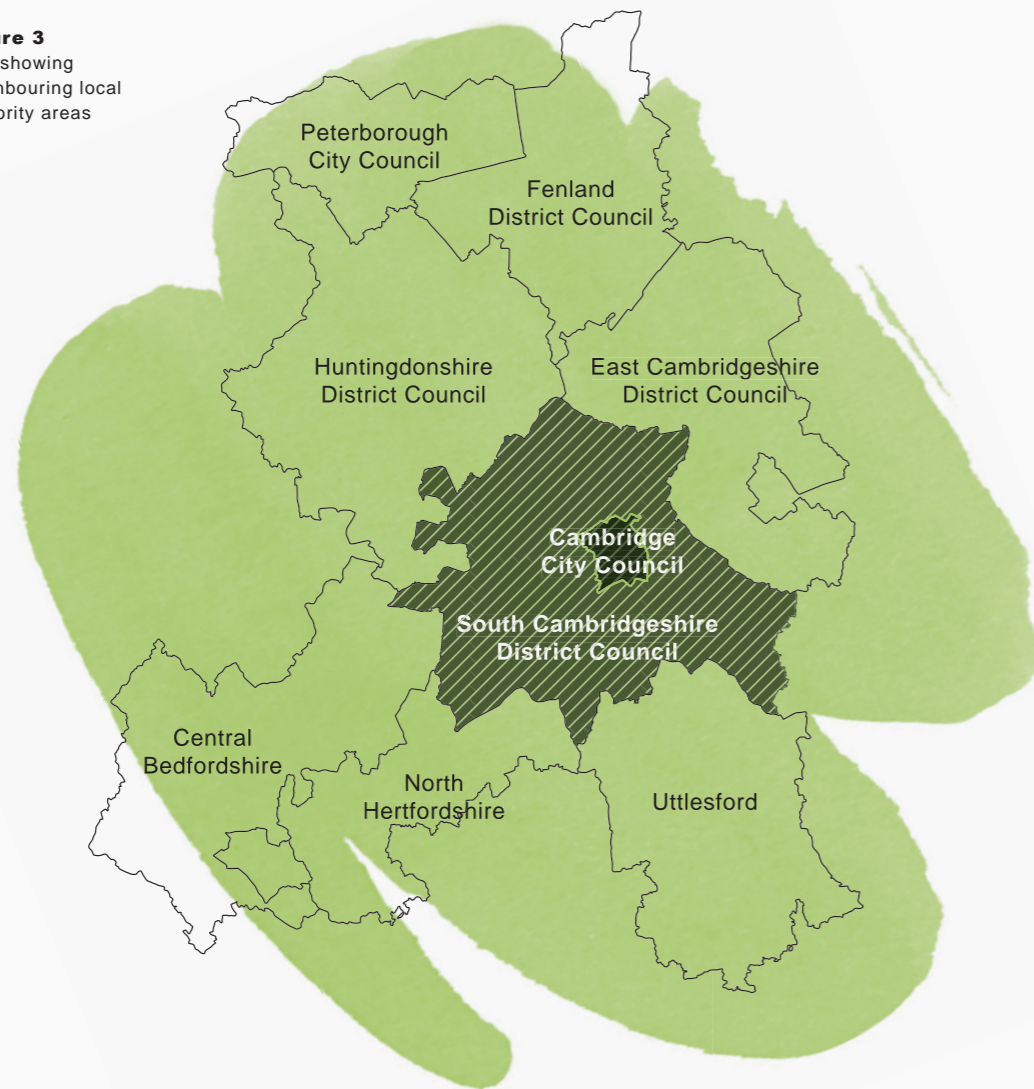


1.5.1 Working with neighbouring Councils

In the adopted Local Plans we worked with our neighbours beyond Greater Cambridge on a range of strategic cross-boundary issues, but in particular relied upon the following shared evidence bases:

- + Housing need and distribution, including Gypsy & Traveller accommodation needs
- + Habitats and green infrastructure
- + Carbon offsetting and renewable energy generation
- + Transport

Figure 3
Map showing neighbouring local authority areas



1.5.2 Economic 'corridors'

Greater Cambridge forms a key location at the heart of a number of economic corridors:

Oxford-Cambridge Arc

The Government has designated the Oxford-Cambridge Arc a key economic priority, with an ambition for up to one million high-quality new homes across the Arc by 2050, committed to completing an East-West Rail link and an Expressway, and to achieving growth in the Arc while improving the environment for future generations. A report by the National Infrastructure Commission produced a report called Partnering for Prosperity: a new deal for the Cambridge-Milton Keynes-Oxford Arc setting out actions required to continue its success.

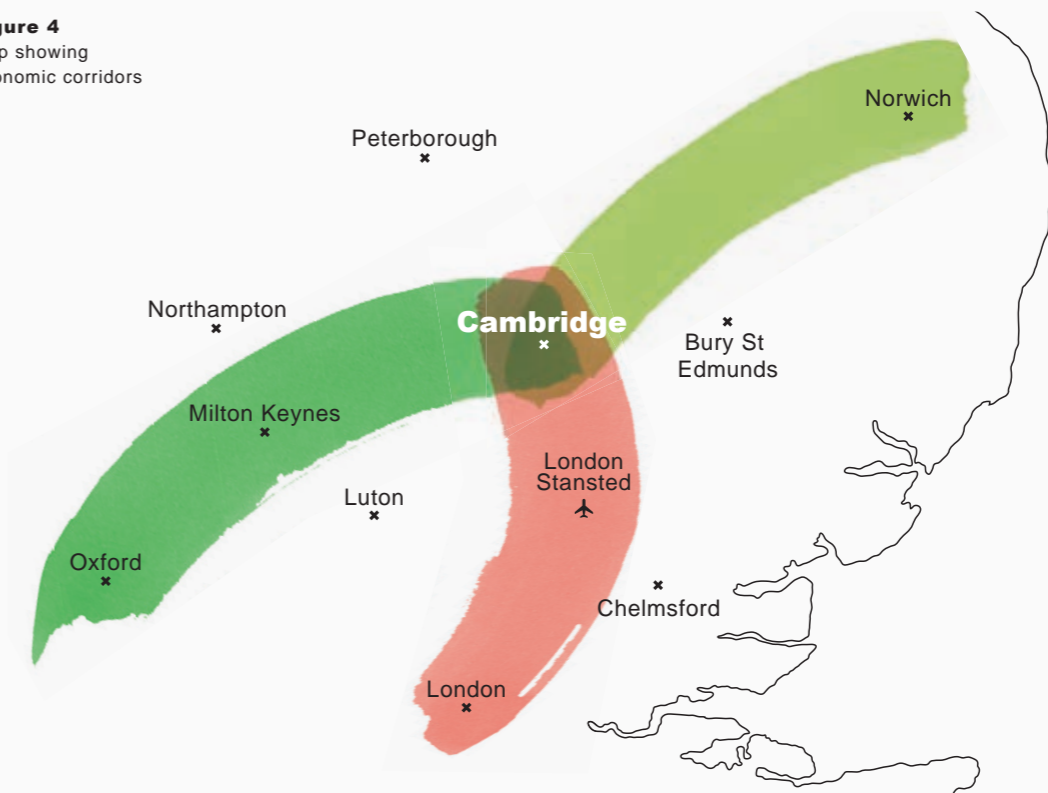
London-Stansted-Cambridge

The UK Innovation Corridor, supported by the London-Stansted-Cambridge-Consortium, recognises the significant economic linkages in this area creating a world class hub of science and innovation. They offer significant opportunities through developing closer economic connections.

Cambridge-Norwich Tech

Corridor [needs text added]Me exceperhent et et facepro officatet latur, iscimet fuga. Pita consed moluptia dolesciet aut ullatetum earupti onsent eos aut rehenis eossunt ut maiostotas corerroid qui num harum faceribusa velit ipit haris inctatur.

Figure 4
Map showing economic corridors



1.5.3 Working with the Combined Authority

The Combined Authority, founded in March 2017, is made up of representatives from the seven councils in the area (including Cambridge City Council and South Cambridgeshire District Council) and a Business Board. (see fig. 5)

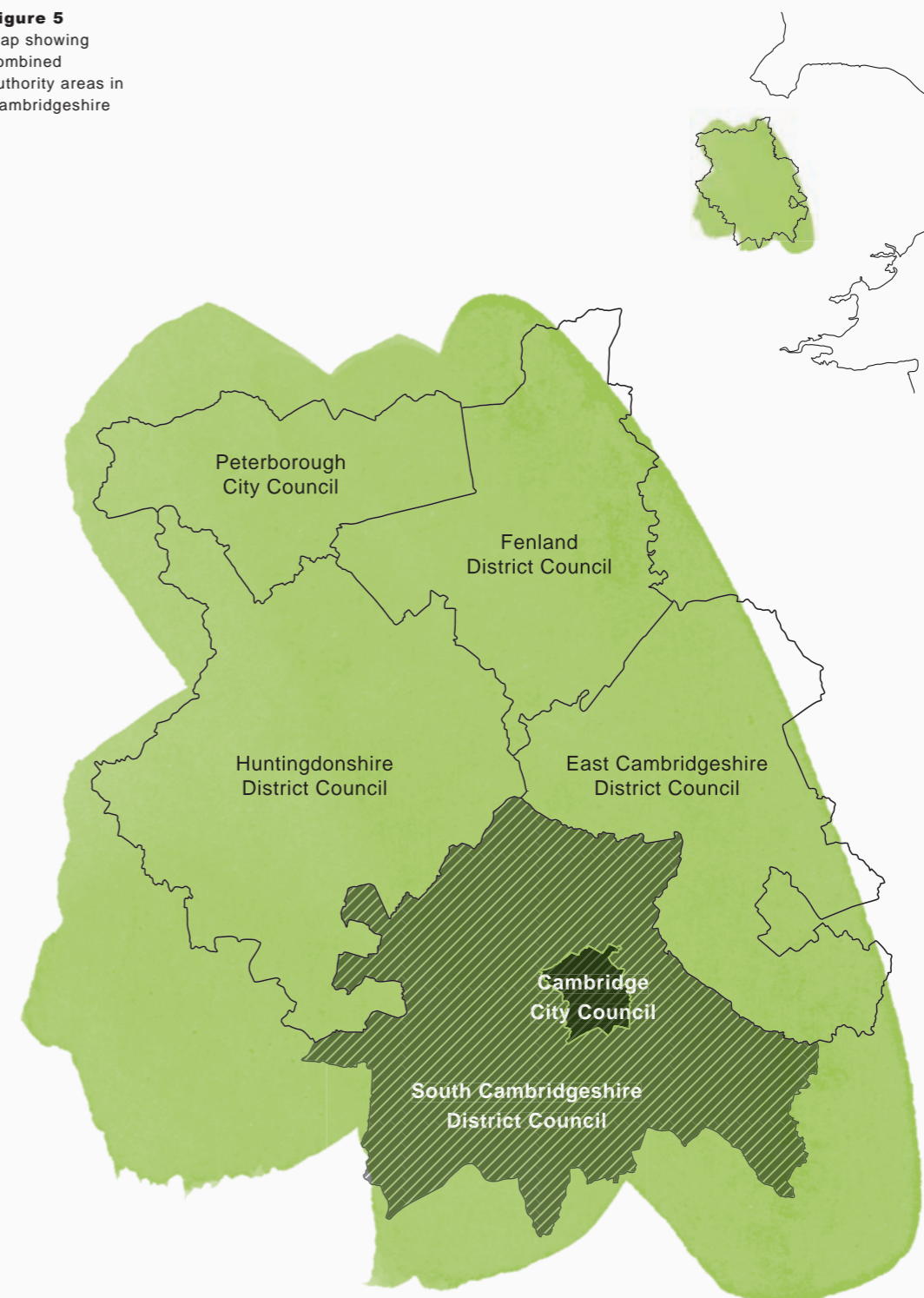
The Combined Authority is led by an elected Mayor; the Leaders of Cambridge and South Cambridgeshire councils sit on the Combined Authority Board. As the Local Transport Authority, the Combined Authority is producing the Local Transport Plan for the area. The Combined Authority also commissioned the Cambridgeshire & Peterborough Independent Economic Review (CPIER), to explore what was needed to create a coherent economic growth strategy for the whole sub-regional economy. This has informed the Local Industrial Strategy, which sets out how Cambridgeshire & Peterborough will maximise the economy's strengths and remove barriers that remain to ensure the economy is fit for tomorrow's world.

The Combined Authority has also preparing a Non Statutory Spatial Framework for Cambridgeshire and Peterborough. Phase 1 of this, reflecting the growth in our existing Local Plans and how the Combined Authority will support implementation, was published in 2018. Phase 2, providing a long-term strategy towards 2050 is being prepared, and an issues document is planned to be subject to public consultation at the end of 2019, potentially overlapping with this consultation. Although the Framework is not a legally binding document, unlike the Local Plan which is legally binding, the aim is that they provide a shared vision for the area, placed in the context of the wider region.

1.3.3 What happens next

We also need to work closely with Cambridgeshire County Council on issues relating to its roles, including for example highways management, flooding and schools.

Figure 5
Map showing combined authority areas in Cambridgeshire



2

Involving the community

2.1 Involving communities in shaping the Plan

QUESTION 4.
How do you think we should involve our communities and stakeholders in developing the Plan?

See page 33 for how to respond

The new Local Plan will directly affect the lives of all our communities, and we want to make sure we have an active and honest public conversation about how it should take shape. This means involving all parts of our community - individuals, groups, businesses and stakeholders of all kinds. We are committed to genuinely listening and learning from you all, and ensuring that we explain the plan-making process clearly to you, so you understand how and why decisions are made.

We particularly want to involve groups who usually don't get heard in the planning process – young people, people from diverse backgrounds, people from less prosperous parts of the area, and those who usually find it difficult to get involved for different reasons.

Alongside making this material easily available online and in print, during this stage of the process, we are:

- + Taking a pop-up stand to places around the area – shopping centres, schools, hospitals, community centres and other places where it is easy for people to spend a few minutes finding out more and sharing their views.
- + Using social media and video to encourage young people in particular, to get involved.
- + Holding workshops with different groups in the area
- + Spreading the word via local TV, radio and newspapers
- + Working with activists and leaders from our diverse communities to encourage greater participation

The plan making process involves many stages of consultation as the plan is drafted and refined, and the input we gain from you will be balanced with other forms of evidence that we gather. You can read more about what is planned in our Consultation Statement, which will be updated at each stage of the Plan process. This has been drawn up in accordance with our Statement of Community Involvement 2019.

3

The big themes

3 The big themes

QUESTION 6.
Do you agree with how we have structured the key themes for the Local Plan set out in Figure 7?

QUESTION 7.
Are there other themes or issues we should be considering?

See page 33 for how to respond

Our Local Plan needs to provide a positive vision for the future of Greater Cambridge. The aim is simple: to ensure sustainable development which meets the needs of the present population without compromising the ability of future generations to meet their own needs.

Achieving this is complex and will require balancing a range of competing priorities and issues. The aim of this 'big conversation' with our communities is to understand what you think about these issues, and how they should be balanced. To help with this, we have grouped these questions into some big themes which cross the social, economic and environmental dimensions of sustainability.

We would like to hear your views on whether these are the right themes for the new plan, and how you think they should be prioritised, so that we can use your feedback to help us refine the vision and specifics of the new Plan at the next stage of plan-making.

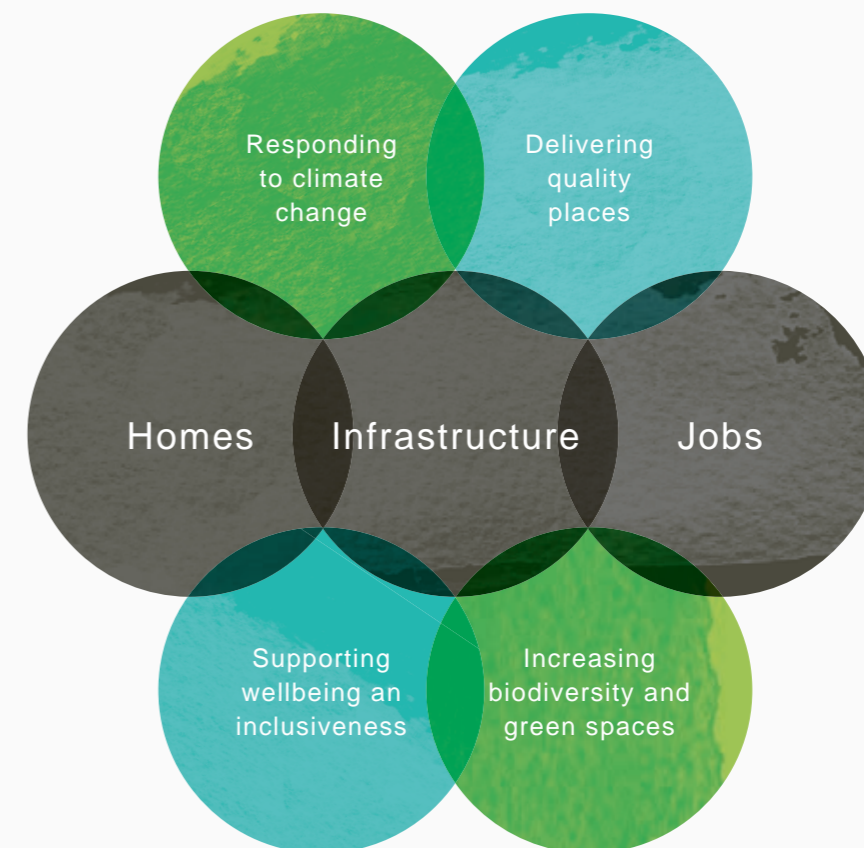


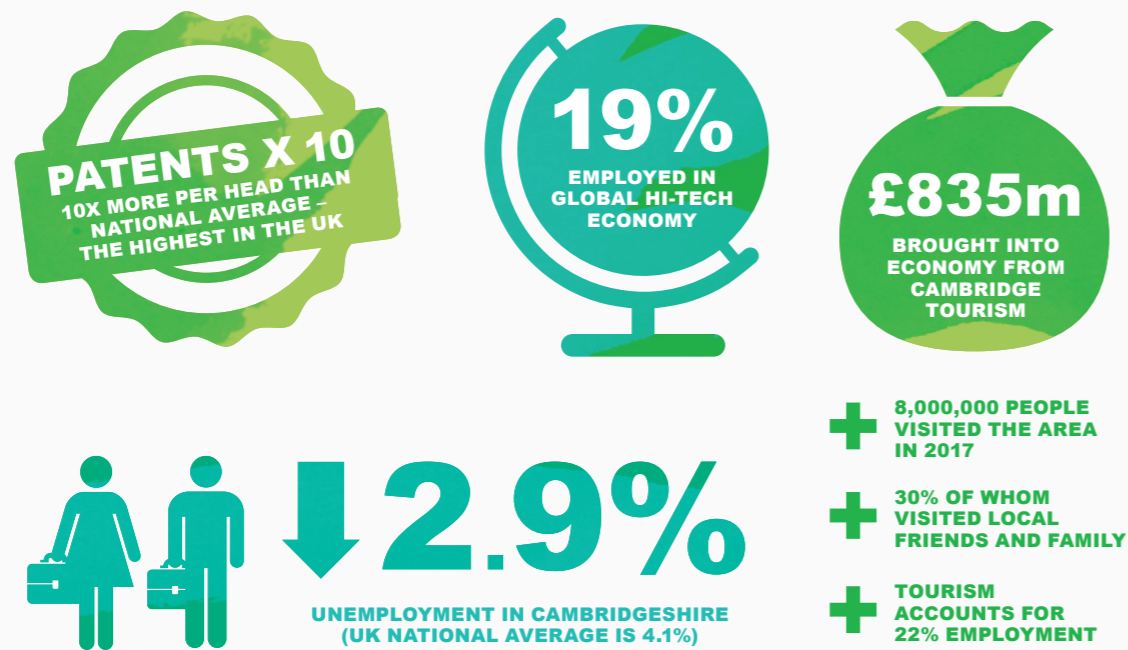
Figure 7
The proposed defining themes of the Local Plan

3.5 Jobs and the economy

The success of the Greater Cambridge economy is of national importance. Greater Cambridge has grown as a centre for high technology employment since the 1970s, and is seen as a world leader in innovation, much of it as a result of ideas coming out of Cambridge University and new companies starting up and expanding.

However, our local economy is not just about technology. Cambridge is a thriving retail, leisure and tourist destination, while industry and agriculture also play an important role and ensure a variety of jobs for local people. It is important that the city centre continues to provide a wide range of uses including shopping, leisure, entertainment, museums, university faculty buildings and colleges, offices and housing. There are also district and local centres in the city, and village centres at a range of scales, which meet more local needs, as well as providing valuable and varied employment. New town centres are also being developed at Northstowe, and soon at the new town north of Waterbeach.

The Councils have committed to a goal of doubling the total economic output of the Cambridgeshire and Peterborough area over 25 years (measured as Gross Value Added – GVA – which here is about the measure of the value of goods and services produced in the area). This target formed part of the devolution



3.5.1 What do we have to do?

National planning policy places significant weight on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. Our Local Plan needs to provide a clear economic vision and strategy which positively and proactively encourages sustainable economic growth. This includes identifying sites to meet economic growth needs.

Plans should also support the continued vitality and viability of town centres.

3.5.2 What are we doing already?

The 2018 Cambridgeshire and Peterborough Independent Economic Review (CPIER) provided an important baseline of evidence about the growth in our local economy.

Building on the CPIER, the Government and the Cambridgeshire and Peterborough Combined Authority recently published the Cambridgeshire and Peterborough Local Industrial Strategy. It aims to improve the long-term capacity for growth in Greater Cambridge by supporting the foundations of productivity, increasing sustainability, broadening the base of local economic growth including in the north of Cambridgeshire, and building on the clusters and networks that have enabled Cambridge to become a global leader in innovative growth.

Cambridge City Council and South Cambridgeshire District Council are also preparing a Greater Cambridge Economic Development Action Plan to deliver the priorities set out in the Local Industrial Strategy, as well the Councils' own more local economic ambitions.

The adopted Local Plans have sought to support the continued success of the economy of the Greater Cambridge area. Through the allocation of sites and granting of planning permission there is a large supply (135 hectares) of employment land that continues to be developed. This includes developments in the centre of Cambridge around the Station, and on the edges of Cambridge at the Cambridge Biomedical Campus and West Cambridge. There is also further capacity at a range of sites outside Cambridge, including Babraham Research Campus and Granta Park. New settlements like Northstowe will also include opportunities for employment growth.

Through the North East Cambridge Area Action Plan we are exploring the potential for further development at Cambridge Science Park and the area around the new Cambridge North Station to create an Innovation District, which will include homes, jobs, services and facilities. We consulted on options for this area in early 2019 and will be consulting on a draft plan in early 2020.

3.5.3

What are the key issues?

QUESTION 20.
In providing for a range of employment space, are there particular types and locations we should be focusing on?

See page 33 for how to respond

Forecasted jobs growth

The 2018 Cambridgeshire and Peterborough Independent Economic Review (CPIER) identified that our recent employment growth has been faster than anticipated. It considered future scenarios regarding continuation of that growth, including those that achieve the target to double GVA over 25 years.

The next Local Plan needs to identify the number of jobs that should be planned for, so that appropriate sites can be identified, and so that they are accompanied by the homes and infrastructure to support them. . This will be informed by the new research that we are commissioning at the moment, but it is expected that the level of forecast economic growth will be greater than the level that would be supported by the Government's standard method of calculating new homes. For more detail on what this may mean for housing growth, see the Homes Theme.

Space for businesses to grow

The Local Plan needs to ensure that there is sufficient land for business uses, in the right places and to suit different formats of business..Greater Cambridge firms come in a range of sizes, from start-ups with a few individuals to major firms with hundreds of employees, and the area needs to have the right range of premises to support this. Alongside this, more and more people are working flexibly, and do not need to travel to a specific place of work on a daily basis. We need to consider:

- + Demand for 'start-up', incubator and grow-on space as a feature of Greater Cambridge's economy is a high rate of 'business 'churn', with large numbers of firms starting up each year.
- + The increasing popularity of flexible workspace and co-working hubs, providing shared facilities.
- + How new business space can adapt to fast changing working practices which will continue to evolve over the lifetime of a new building..
- + Demand for specialist space, such as for laboratories

Protecting existing businesses and jobs

The protection of existing business space is also a concern of local residents. Industry, such as manufacturing, is an important part of the local economy but there is pressure from competing higher value land uses, particularly in Cambridge. We will need to consider:

- + How effective our current policies have been, in protecting industrial land from being redeveloped for other uses
- + How to address the gradual loss of employment land in villages
- + Which key existing sites should be specifically safeguarded.



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3.5.3

What are the key issues? (cont'd)

Creating a range of jobs

Whilst we are proud of the success of Cambridge's high technology businesses, there are parts of Greater Cambridge where people do not perceive the opportunities as being for them. This includes areas adjoining some of our most successful business parks. Supporting different kinds of business, which create a range of different jobs, is important so that everyone can benefit from economic growth. Through the preparation of the next Local Plan we will explore how we can:

- + Support a range of businesses to be successful in this area, providing a range of job types and at a range of different skills levels
- + Ensure that there is sufficient, and affordable, business space for the supply chain of other firms which support the high technology sector

Where jobs are created

A feature of the Greater Cambridge economy is the range of businesses located at South Cambridgeshire villages, in both small premises and larger business parks. These complement the businesses based in the city and city fringe areas. We will need to consider:

- + Where new business space should be sited, in relation to public transport and residential areas, given we have a highly mobile workforce who tend to move jobs much more frequently than they move house.
- + Whether we should plan for new business space, or flexible co-working space, in secondary neighbourhoods or villages, thereby reducing the need to travel, and supporting our net zero carbon aspirations.



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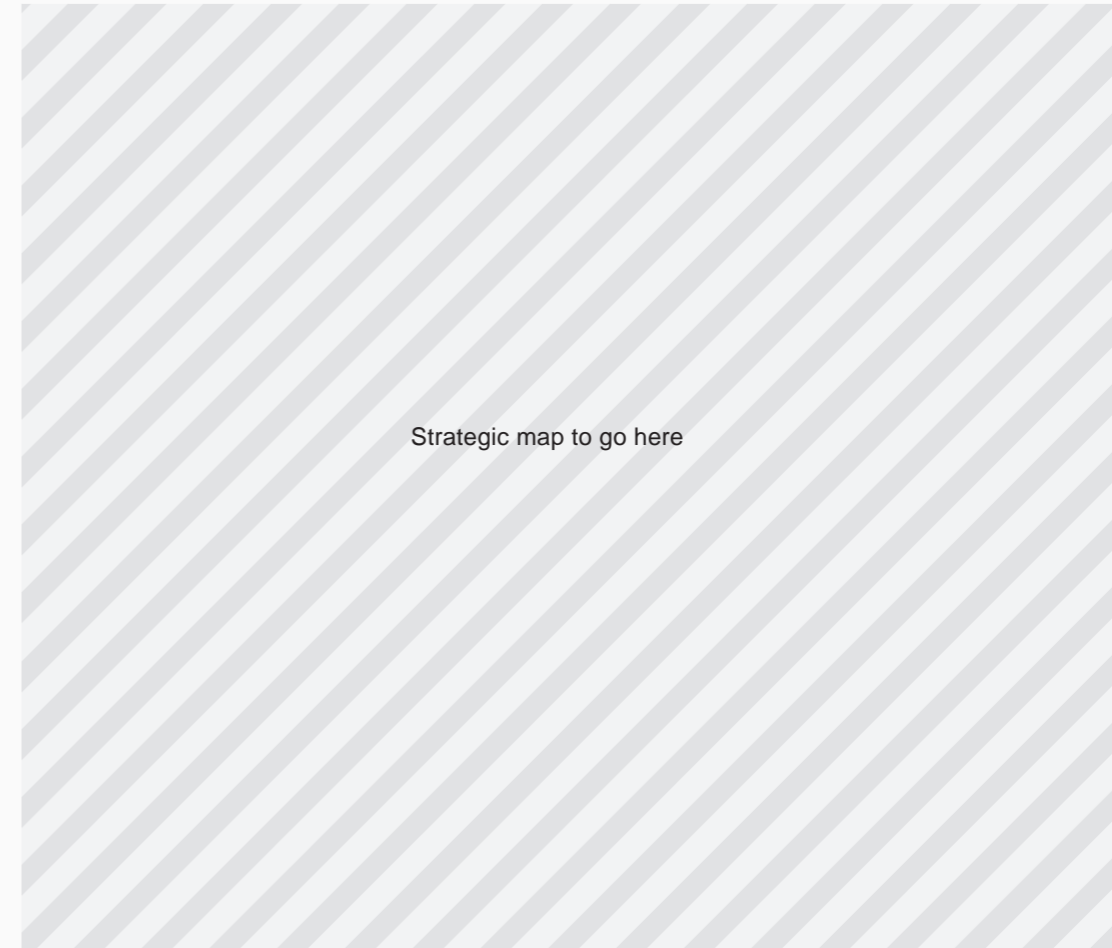


4.1 Our current spatial approach

Previous plans for the Greater Cambridge area have adopted a development sequence which prioritised development firstly within Cambridge, then on the edge of Cambridge (subject to consideration of the Green Belt), at new settlements close to Cambridge, and at better served villages.

Sites in the adopted Local Plans provide for a significant amount of the future housing and employment needs in Greater Cambridge, both during the current plan period of 2031, but also beyond, as new settlements in particular will continue to be built out over a much longer period. In planning for future growth, we will be adding to the current development strategy.

Figure 17
Existing planned growth in the adopted Local Plans



4.2.3 Edge of Cambridge

This approach would create new homes and jobs on the edge of the City, or smaller extensions to existing neighbourhoods located on the edge of Cambridge.

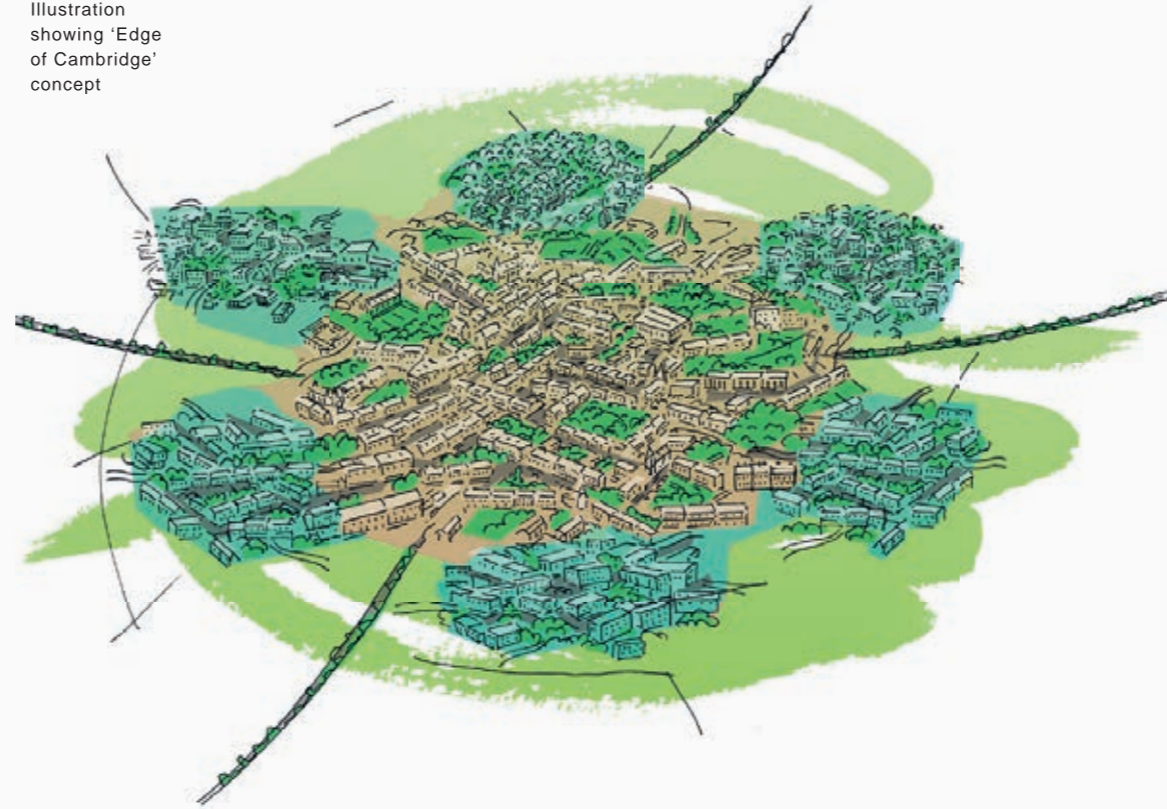
Advantages

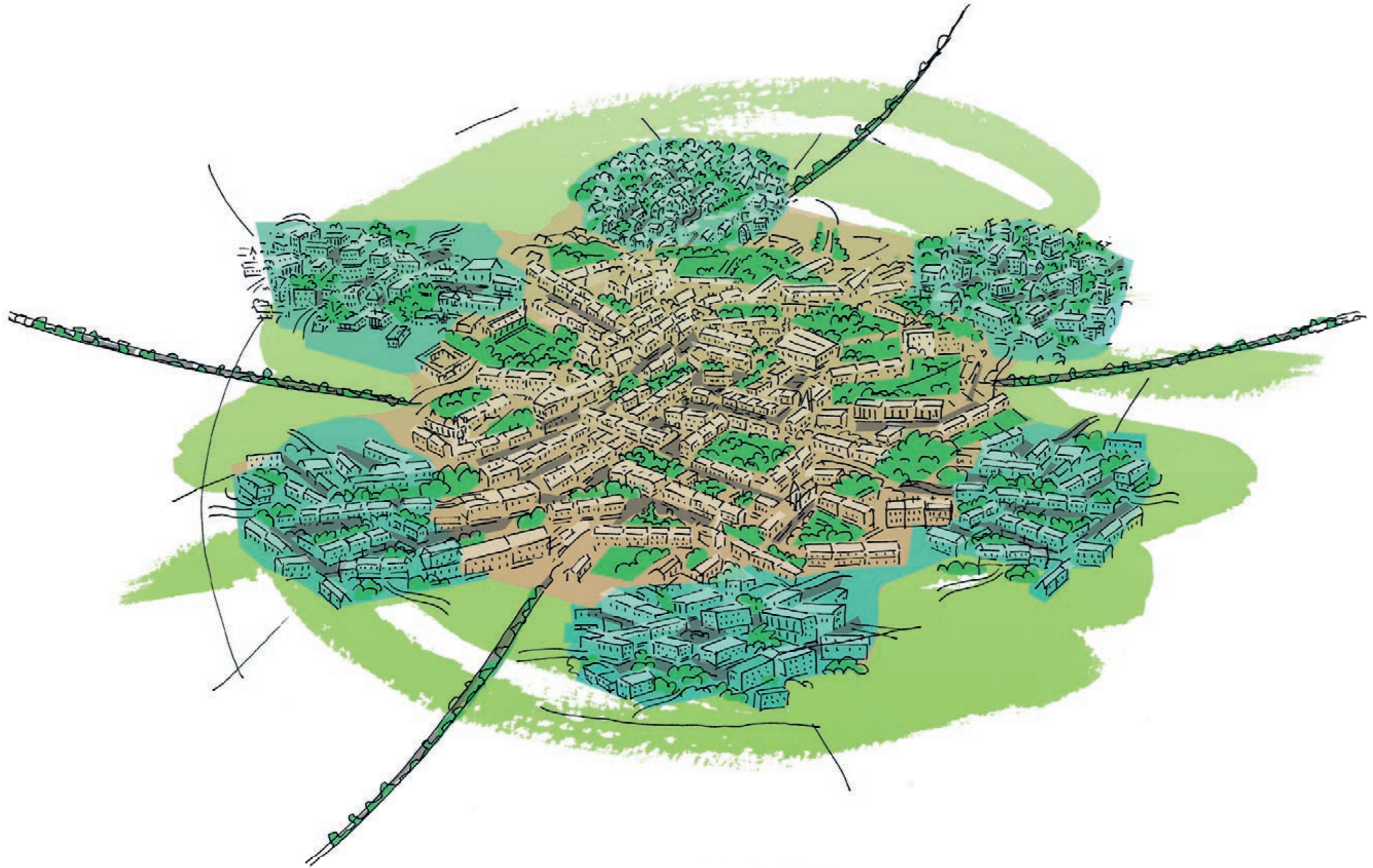
- + benefits from the services and infrastructure at the existing centre, maximising the potential for sustainable transport.
- + large scale urban extensions present the opportunity for new on-site infrastructure, such as schools, local centres and green spaces that can bring benefits to the existing and new community

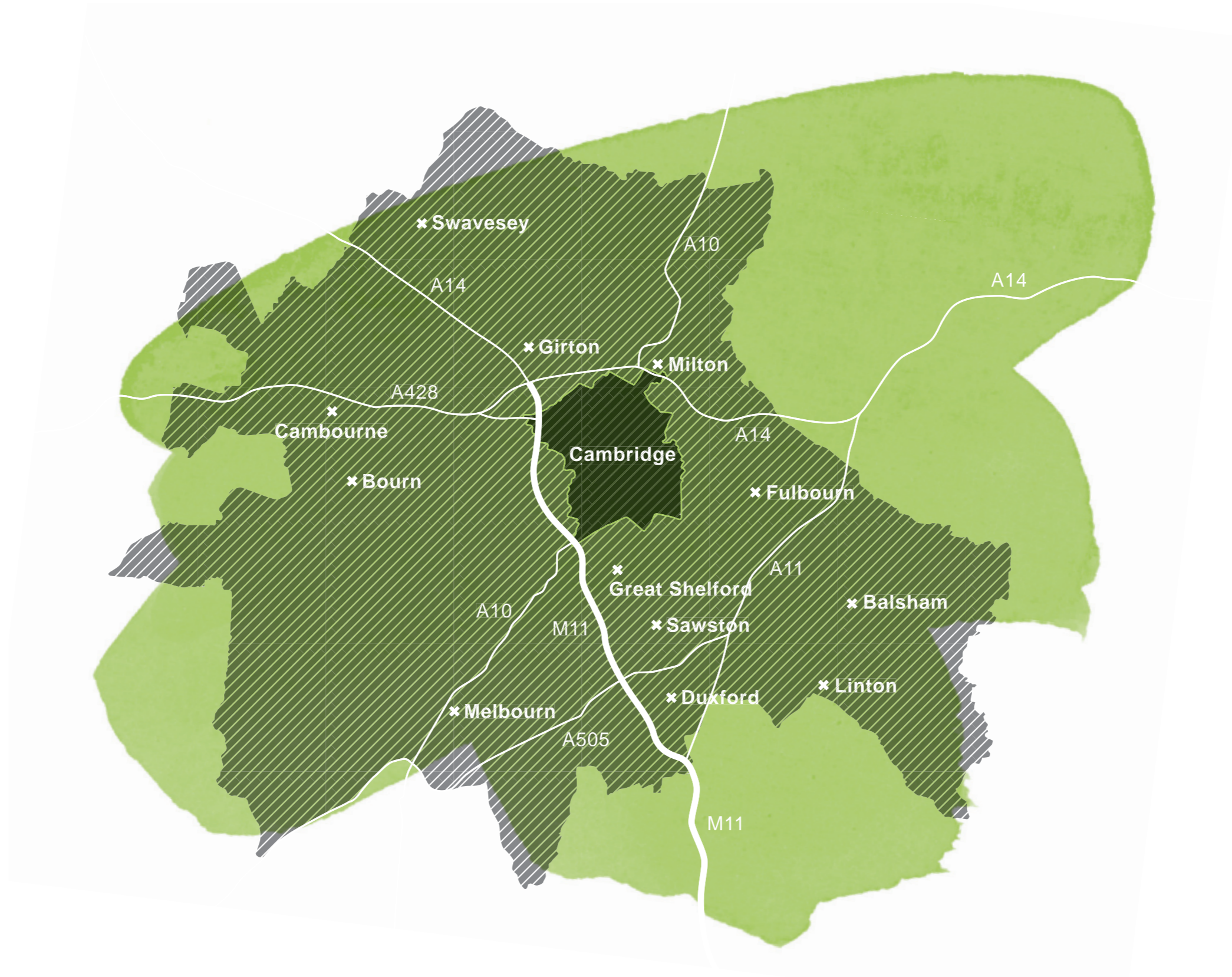
Challenges

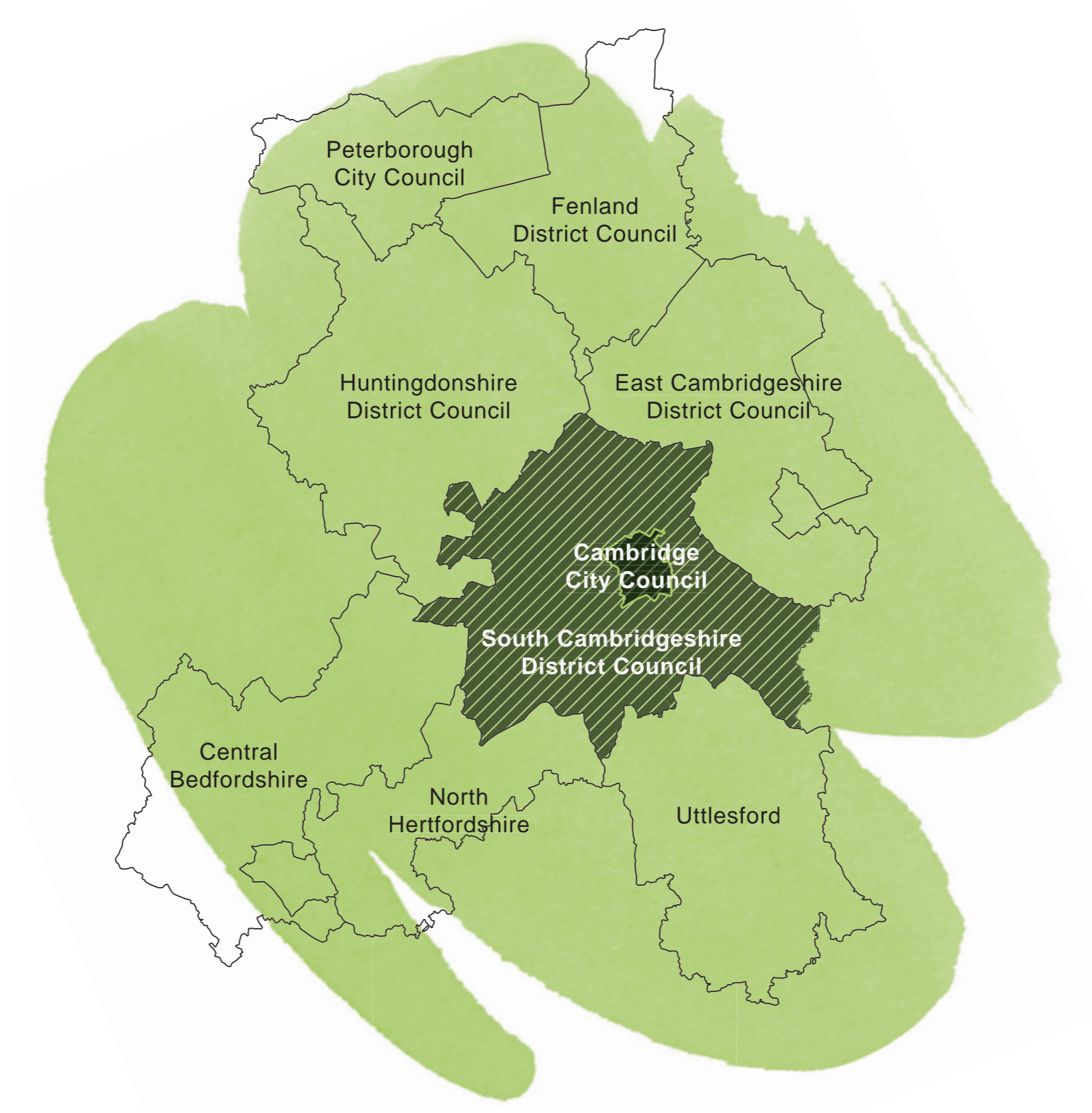
- + Requires the use of greenfield land on the edge of urban areas, which around Cambridge would require the release of Green Belt land, which would be subject to national policy requirement that alternatives have been fully explored.

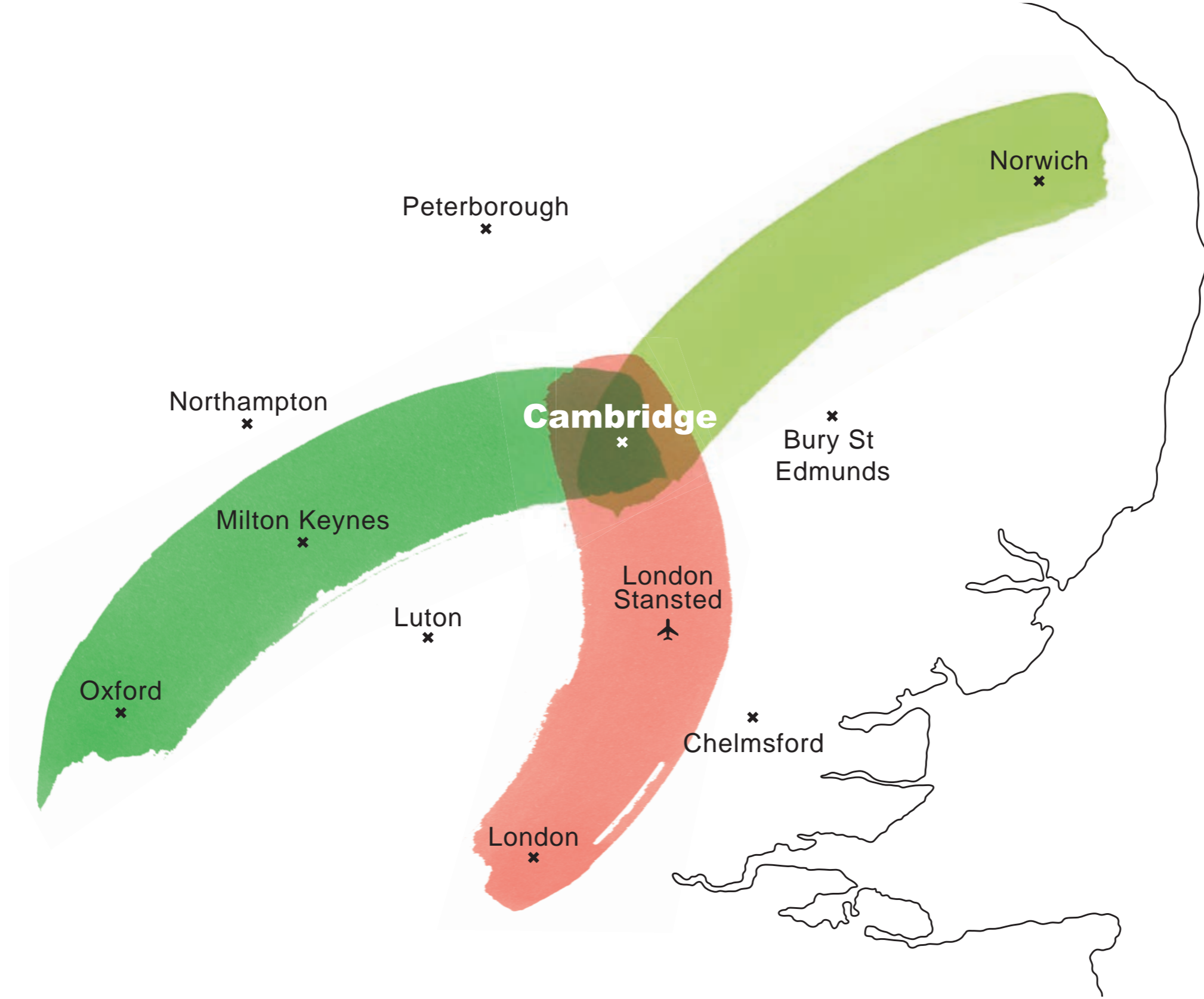
Figure 18
Illustration
showing 'Edge
of Cambridge'
concept

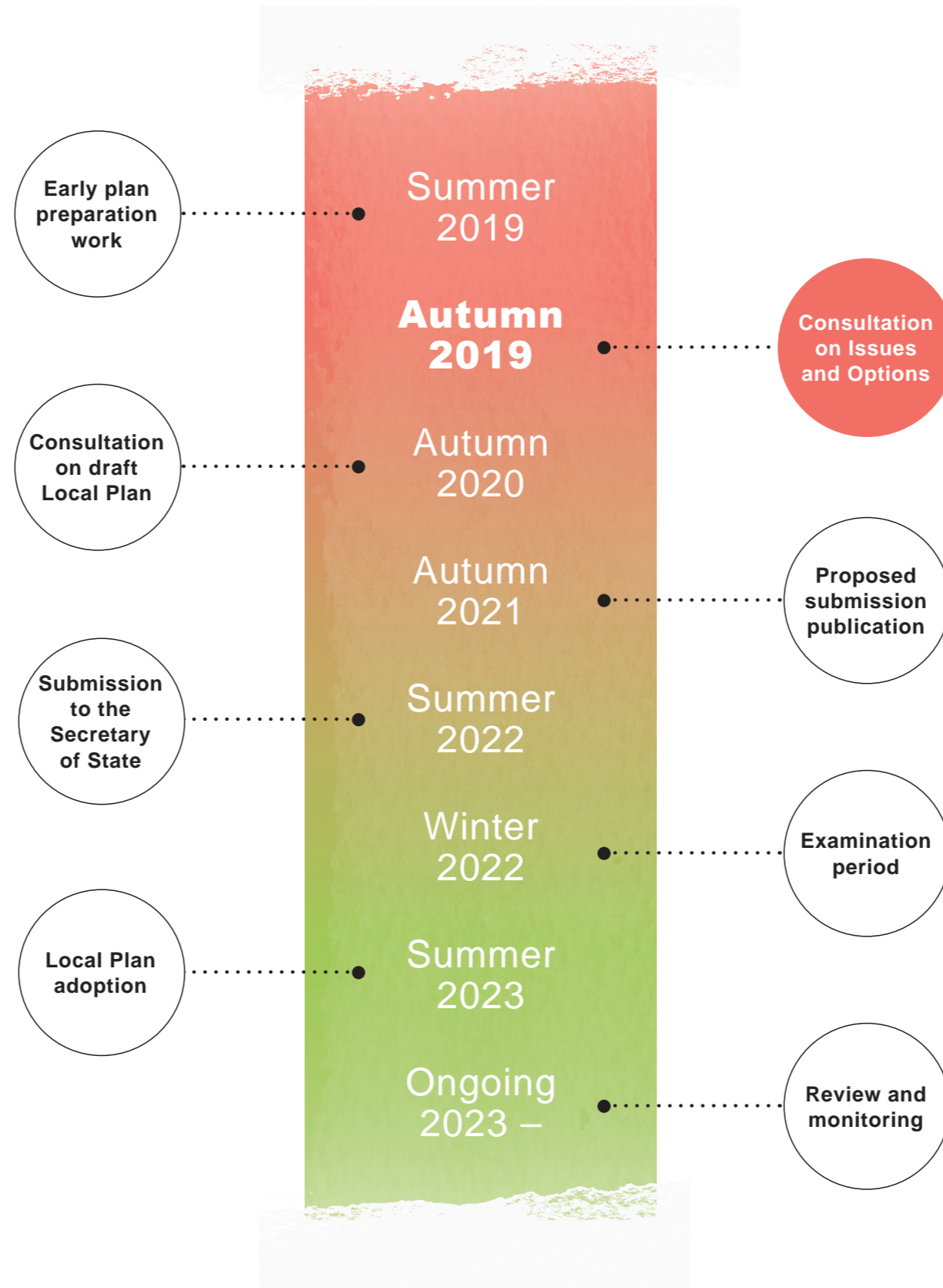


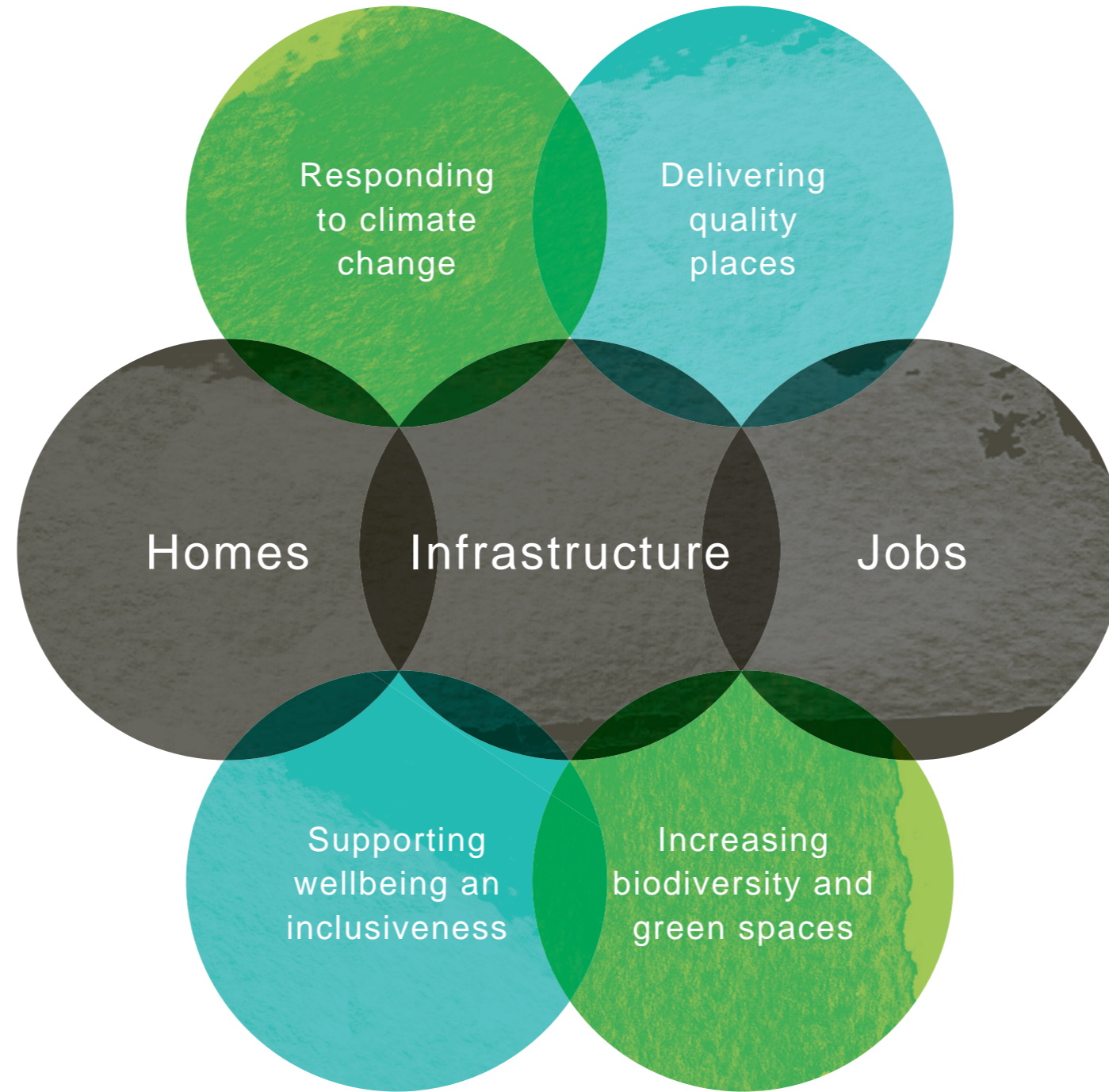














↓ 2.9%

UNEMPLOYMENT IN CAMBRIDGESHIRE
(UK NATIONAL AVERAGE IS 4.1%)

- + 8,000,000 PEOPLE VISITED THE AREA IN 2017
- + 30% OF WHOM VISITED LOCAL FRIENDS AND FAMILY
- + TOURISM ACCOUNTS FOR 22% EMPLOYMENT

Greater Cambridge Local Plan The first conversation

(Regulation 18: Issues and Options 2019)

Unformatted Draft Text

Cambridge Planning and Transport
Scrutiny Committee 7 November
2019

South Cambridgeshire Cabinet 6
November 2019

Welcome

This consultation is the first stage towards preparing the Greater Cambridge Local Plan - a new joint Local Plan for Cambridge and South Cambridgeshire. We want you to help us shape the Plan over the next few years, and this is the start of that conversation.

The next local plan will affect the way we live, work and play in Greater Cambridge over the next 20 years and beyond. We are committed to supporting economic growth and jobs, and planning for the homes to meet the needs of all our community, while meeting the climate change challenge. The Local Plan is an important tool to help us become a net zero carbon society, and towards meeting our target of doubling biodiversity.

There are big issues to be debated, and we will have to prioritise carefully. There are requirements from national planning policy and regulations that we must meet, as well as local issues that we need to respond to. Alongside this, we know our communities have diverse views about how our area develops, and we want to make sure that we properly understand these when creating the next plan.

We want you, our communities, to be central to creating the next Local Plan. This consultation sets out the issues we think the Plan needs to consider and some of the big questions we need the Plan to answer. We want your views on whether these are the right issues and potential options to help us solve them. We hope you will all get involved.

Cllr Tumi Hawkins

Lead Cabinet Member for Planning

South Cambridgeshire District Council

Cllr Katie Thornburrow

Executive Councillor, Planning and Open Spaces

Cambridge City Council

Contents Page

Welcome	2
Contents Page	3
List of Figures	4
Glossary.....	4
Summary.....	5
1. About	8
1.1 What is the Greater Cambridge Local Plan?	8
1.2 Why do we need a new Local Plan?	8
1.3 How we are developing the plan	9
1.4 About Greater Cambridge	11
1.5 The wider region	12
1.6 How long are we planning for?.....	15
2. Getting Involved.....	17
2.1 Involving our communities.....	17
2.2 Relationship with Neighbourhood Planning.....	18
2.3 How can I respond?	18
3. The Big Themes	21
3.1 Climate Change	24
3.2 Biodiversity and Green Spaces.....	28
3.3 Wellbeing and Social Inclusion	32
3.4 Great Places	38
3.5 Jobs	41
3.6 Homes.....	48
3.7 Infrastructure.....	55
4. Where to build?	60
5. Any Other Issues?.....	73
Appendix 1 Full list of consultation questions.....	75
Appendix 2 List of supporting Evidence Documents and Plan Making Documents..	79
Appendix 3 Glossary	80

List of Figures

Figure 1 Illustrative map of Greater Cambridge	8
Figure 2 Local Plan Timetable in the Local Development Scheme	9
Figure 3 Map of the Greater Cambridge Area	11
Figure 4: Illustration of Strategies influencing the Local Plan	12
Figure 5 Map illustrating Oxford-Cambridge Arc, London-Stansted-Cambridge corridor, Cambridge-Norwich Tech corridor	13
Figure 6 Map illustrating Combined Authority Area	13
Figure 7 Map of County Council area.....	14
Figure 8 Map of areas surrounding Greater Cambridge.....	15
Figure 9 The potential big themes for the Local Plan	22
Figure 10 Infographic – Climate Change.....	24
Figure 11 Illustration of Designing to Respond to Climate Change	26
Figure 12 Infographic – Biodiversity & Greenspace	28
Figure 13 Infographic –Wellbeing and Social Inclusion	32
Figure 14 Infographic – Great Places.....	38
Figure 15 Infographic – Jobs.....	41
Figure 16 Infographic – Homes	48
Figure 17 Housing Needs - a Summary	51
Figure 18 Infographic – Infrastructure	55
Figure 19 Map of Planned Major Transport Projects in Greater Cambridge (source: Draft Local Transport Plan 2019)	57
Figure 20 Existing planned growth in the adopted 2018 Local Plans	60
Figure 21 Impact of Previous and Current Development Strategies	61
Figure 22 Map of the Cambridge Green Belt.....	63

Glossary

A glossary explaining terms used in this material is included at the end of this document.

Summary

The new Greater Cambridge Local Plan will shape how our area changes over the period to 2040, and possibly beyond.

The material presented here is the first stage towards preparing the next Local Plan, but it is not the Plan itself. It is intended to start the conversation about the kind of place we want Greater Cambridge to be in the future.

The first part of this document explains the context and process for the Local Plan – how we plan to work with you, our communities, and with our neighbouring local authorities, regional partners and other important groups.

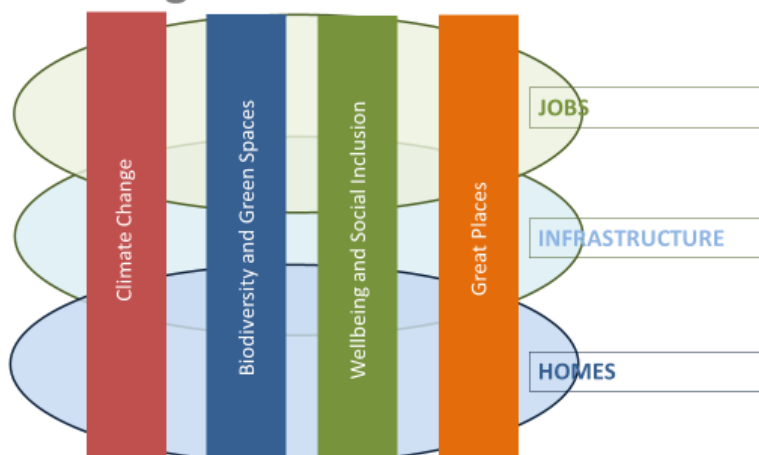
It then explores the 'big themes' for the plan we have set out that will influence how homes, jobs and infrastructure are delivered. They draw on the feedback we have received from Councillors, communities and businesses while preparing this document.

The big themes will help shape how we deliver the homes, jobs and infrastructure that the area needs.

They are:

- Climate change – how the plan should contribute to achieving net zero carbon, and the mitigation and adaptation measures that should be required through developments.
- Biodiversity and green spaces – how the plan can contribute to our 'doubling nature' vision, the improvement of existing and creation of new green spaces.
- Wellbeing and social inclusion – how the plan can help spread the benefits of growth, helping to create healthy and inclusive communities
- Great Places – how the plan can protect what is already great about the area, and design new developments to create special places and spaces.

Potential Big Themes for the Local Plan



Within each of these themes we have explained:

- What we are required to do by national legislation and policy
- What we are doing already, including our existing commitments and growth sites
- What we think the key issues are, and the big questions that we want you to help us answer.

One big question, affecting all these themes, will be the number of jobs and homes to plan for. Central government has set us the target of building a minimum of around 41,000 homes between 2017 and 2040. We are doing more work to understand future jobs growth and housing growth to support it. However, to give an indication, if the recent high level of jobs growth was to continue, there may be a case for making provision beyond the local housing need to include flexibility in the plan and provide for around 66,700 homes during this period. We already have about 36,400 homes in the pipeline for this period, which will contribute new homes in this period, but it will be for the new Plan to find sites for the rest.

So, after the themes, we have set out some options for where this growth might go. These include:

- Densification
- Edge of Cambridge – Outside Green Belt
- Edge of Cambridge – Inside Green Belt
- Dispersal - New settlements
- Dispersal - Villages
- Public Transport corridors

While the Plan could involve some growth in all these areas, we want to know what you think our priorities should be, and which areas should be the focus. How should the big themes play into this. You can also compare your preferred approach with the approach to development in the adopted and previous Local Plans.

We are committed to an open conversation with you all, and doing this better than we have done in the past. We know that there will be difficult choices to be made, and we will have to find a reasoned balance between the competing interests and priorities that you talk to us about. This first conversation is the moment we need to hear from as many of you as possible, and particularly those who feel that their voices are not always heard.

There are questions throughout this document that we would like you to answer. You can answer as many or few as you like, all your views will be helpful. However, you may also want to provide some general comments if you don't think we have asked all the right questions. There is also an opportunity to tell us about anything else you think we should be considering, which is not covered elsewhere.

1. About

1.1 What is the Greater Cambridge Local Plan?

Figure 1 Illustrative map of Greater Cambridge

For the first time, Cambridge City Council and South Cambridgeshire District Council (referred to as ‘the Councils’ in this consultation) are working together to create a joint Local Plan for the two areas – which we are referring to as Greater Cambridge. This will ensure that there is a consistent approach to planning, and the same planning policies where appropriate, across both areas.

A Local Plan is a legal document that the Councils are required to prepare, that sets out the future land use and planning policies for the area over a set time frame. It identifies the need for new homes and jobs, and the services and infrastructure to support them, and guides where this growth should happen. It follows a process set out in national legislation and guidance and is independently tested at a public examination to check it is ‘sound’ – this means that it is realistic, deliverable and based on good evidence – before it can be formally adopted.

Local Plans are key in making decisions on future planning applications in the area, alongside national planning policy and other supplementary guidance.

In legal terms, the material in this consultation is described as an Issues and Options report for public consultation, in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

1.2 Why do we need a new Local Plan?

The Local Plan will guide how Cambridge and South Cambridgeshire, together referred to as ‘Greater Cambridge’, will change over the next two decades and beyond.

In the past the Councils have produced separate Local Plans, but with a shared development strategy, including a number of development sites straddling the administrative boundary. This time we intend to prepare a single Local Plan for both council areas. We committed to do this when we signed up to the City Deal in 2014, which will bring in up to £500m over a 15-year period from central government towards transport and infrastructure projects managed by the Greater Cambridge Partnership.

Both Councils adopted their current Local Plans in 2018. Both include a commitment to an early review of those plans, in particular to update the assessment of housing needs, to review the progress of delivering planned developments including new settlements, and to consider the needs of caravan dwellers and government changes to the approach to planning for Gypsies and Travellers.

In February 2019 the Government published a revised National Planning Policy Framework (NPPF) which places new requirements on local plan making. Our Local Plan review also needs to ensure the next Local Plan will comply with the revised NPPF.

On adoption the Greater Cambridge Local Plan will replace the South Cambridgeshire Local Plan 2018 and the Cambridge Local Plan 2018. The adopted 2018 Local Plans remain in force until they are replaced.

1.3 How we are developing the plan

We are currently at an early stage in the development of the new Local Plan, which will be prepared in stages over about four years. The diagram below shows the outline timetable that was included in the adopted Greater Cambridge Local Development Scheme 2018 (the Local Development Scheme is a document we are required to produce which sets out our plan making timetable). At each stage we will check that the process is moving forward positively towards a new Local Plan and, if necessary, we will adjust the timetable.

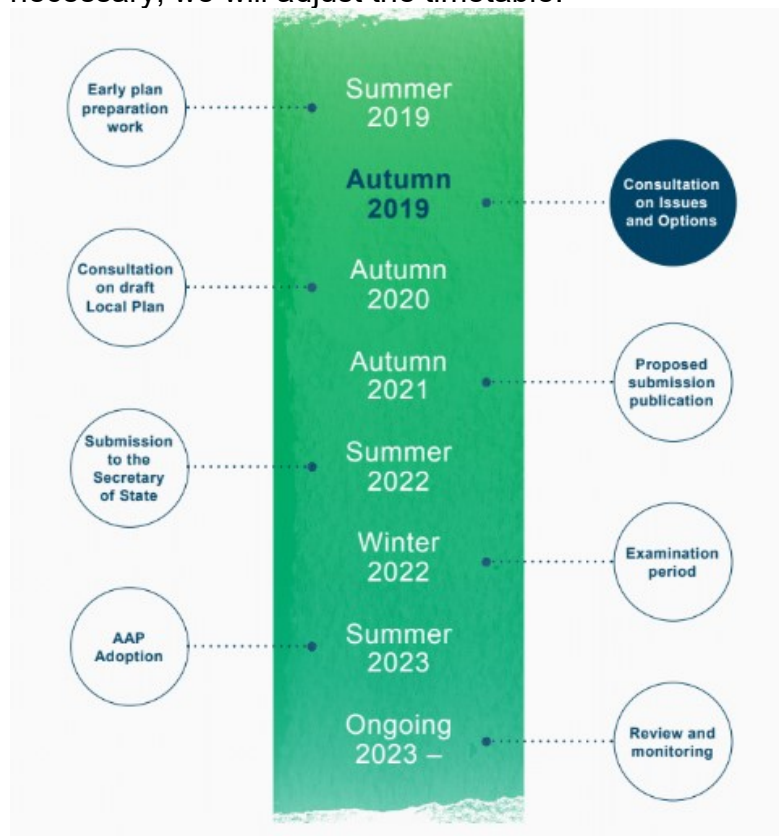


Figure 2 Local Plan Timetable in the Local Development Scheme

1.3.1 Gathering the Evidence

We are gathering the appropriate level of evidence to inform the preparation of the plan, as required by national policy. This will include further research on:

- Housing and Economic Land Availability
- Housing types & specialist needs
- Employment Land Needs
- Retail & Leisure Need
- Visitor Accommodation
- Responding to climate change and the transition to Net Zero Carbon
- Green Infrastructure and Biodiversity Net Gain
- Green Belt
- Landscape
- Transport
- Infrastructure & Phasing of development
- Viability
- Strategic Flood Risk Assessment
- Habitats Regulations Assessment

We will publish this evidence as it is produced and as the Local Plan develops, so you will be able to read and comment on it.

1.3.2 Sustainability Appraisal

A key role of the planning system is to contribute to sustainable development. Each stage of plan making will be accompanied by a Sustainability Appraisal. The aim of this process is to test the options and policies being considered by identifying potential positive and negative social, economic and environmental impacts, and highlighting opportunities to improve the plan.

At this stage we are consulting on a Scoping Report, which sets out our approach to the appraisal of the plan, and an initial Sustainability Appraisal of the Issues and Options identified in this consultation. You will be able to find these on our websites alongside the issues and options report. Comments on these documents are welcomed.

1.3.3 What happens next

The views expressed by individuals, communities, businesses, academic institutions and stakeholders during this consultation will help us develop and refine the options for further testing and then identify the preferred approach to the themes and areas for growth, and the draft plan itself.

All the comments received during the consultation will be analysed and a summary report produced and published on our websites. Further details of the next steps will be published on our websites.

1.4 About Greater Cambridge

Figure 3 Map of the Greater Cambridge Area

The Councils cover an area of over 360 square miles in the southern part of Cambridgeshire. The Cambridge City Council area is entirely surrounded by South Cambridgeshire and the two Councils have a long track record of working together on our development strategy. The area includes the city of Cambridge and over 100 nearby villages, as well as several new towns and villages which are being developed. The area is bordered by a number of market towns, like Huntingdon, Royston and Haverhill, which fall outside the area.

The vision for Cambridge has long recognised its qualities as a compact, dynamic city, located within the high-quality landscape setting provided by the Cambridge Green Belt. The city has an iconic historic core, heritage assets, river and structural green corridors, with generous, accessible and biodiverse open spaces and well-designed architecture. South Cambridgeshire's villages vary greatly in size, with each having a unique character.

Greater Cambridge has a reputation for design excellence, and has focused on new development that is innovative and promotes the use of sustainable modes of transport. This has already helped to support the transition to a more environmentally sustainable and successful low carbon economy, but the next Local Plan will need to do more.

Greater Cambridge is a centre of excellence and world leader in the fields of higher education and research. It has fostered a dynamic and successful knowledge-based economy, while aiming to retain the high quality of life in the city and surrounding villages that underpins that economic success. Cambridge is also an important centre for a wide range of services.

Both Councils have published visions and Council-wide plans setting out how they want their areas to evolve. These provide an important context for the preparation of the next Local Plan for Greater Cambridge. These are available in full on each Council's own website.

[Cambridge City Council Vision](#)

To lead a united city, 'One Cambridge - Fair for All', in which economic dynamism and prosperity are combined with social justice and equality:

- 'One Cambridge – Fair for All'
- Cambridge - a great place to live, learn and work
- Cambridge - caring for the planet

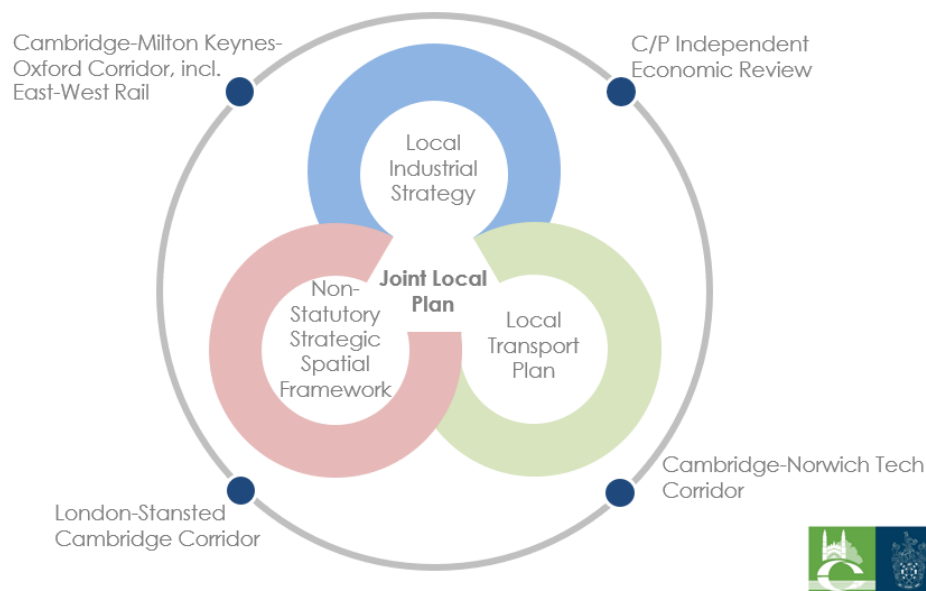
South Cambridgeshire District Council Vision

Putting the heart into Cambridgeshire by:

- Helping businesses to grow
- Building homes that are truly affordable to live in
- Being green to our core
- Putting our customers at the centre of everything we do

1.5 The wider region

Figure 4: Illustration of Strategies influencing the Local Plan



NOTE: A revised graphic will be prepared

We cannot plan for Greater Cambridge in isolation. We have a legal duty to cooperate with key stakeholders and surrounding areas on cross boundary issues, and Greater Cambridge also sits at the heart of many other cross-boundary structures and initiatives. These include:

- The key economic corridors – the Oxford-Cambridge Arc, the London-Stansted-Cambridge corridor and the Cambridge-Norwich tech corridor;
- The Cambridgeshire and Peterborough Combined Authority and its strategies – the Local Transport Plan, the Non-Statutory Spatial Framework, Local Industrial Strategy and the Cambridge and Peterborough Independent Economic Review;
- Greater Cambridge Partnership;
- Cambridgeshire County Council strategies; and
- Our neighbouring Local Authorities and their plans.

1.5.1 Key economic corridors

Figure 5 Map illustrating Oxford-Cambridge Arc, London-Stansted-Cambridge corridor, Cambridge-Norwich Tech corridor

Greater Cambridge falls at the crossroads of a number of economic corridors. The two most important are the Oxford-Cambridge Arc, and London-Stansted-Cambridge.

Oxford-Cambridge Arc

The Government designated the Oxford-Cambridge Arc a key economic priority and asked the National Infrastructure Commission to analyse the actions required to meet the area's full economic potential. The Government has endorsed the Commission's report, [Partnering for Prosperity: a new deal for the Cambridge-Milton Keynes-Oxford Arc](#) which includes an ambition for up to one million high-quality new homes by 2050. It has also committed to completing the East West Rail link and an Expressway, and to achieving sustainable growth in the Arc while improving the environment for future generations.

London-Stansted-Cambridge

The [UK Innovation Corridor](#), supported by the London-Stansted-Cambridge Consortium, recognises the significant economic linkages in this area creating a world class hub of science and innovation. They offer significant opportunities through developing closer economic connections.

Cambridge – Norwich tech corridor

The [Cambridge Norwich Tech Corridor](#) is are seeking to forge closer links between the two cities, and opportunities to support clusters of innovative businesses.

1.5.2 Working with the Cambridgeshire and Peterborough Combined Authority

Figure 6 Map illustrating Combined Authority Area

The Cambridgeshire and Peterborough [Combined Authority](#), founded in March 2017, is made up of representatives from the seven councils in Cambridgeshire and Peterborough and a Business Board. The Combined Authority is led by an elected Mayor; the Leaders of Cambridge City Council and South Cambridgeshire District Council, together with those of the five other authorities sit on the Combined Authority Board.

As the Local Transport Authority, the Combined Authority is producing the Local Transport Plan for the area. The Combined Authority also commissioned the [Cambridgeshire and Peterborough Independent Economic Review \(CPIER\)](#), to

explore what was needed to create a coherent economic growth strategy for the whole sub-regional economy. This has informed the Local Industrial Strategy, which sets out how Cambridgeshire and Peterborough will maximise the economy's strengths and remove barriers that remain to ensure the economy is fit for tomorrow's world.

The Combined Authority is also preparing a Non-Statutory Spatial Framework for Cambridgeshire and Peterborough. [Phase 1](#) of this, reflecting the growth in our adopted 2018 Local Plans and how the Combined Authority will help achieve this, was published in 2018. Phase 2, providing a long-term strategy towards 2050 is being prepared, and will be subject to separate consultation. Although the Framework will be non-binding, whereas the Local Plan is a legal planning document, the aim is that they provide a complementary vision for the area, and draw the big picture of change across the wider area.

1.5.3 Working with the Greater Cambridge Partnership

The [Greater Cambridge Partnership](#) is the local delivery body for the [City Deal](#). The partners are Cambridge City Council, South Cambridgeshire District Council, Cambridgeshire County Council, the University of Cambridge and the Business Board of the Cambridgeshire and Peterborough Combined Authority. The Greater Cambridge Partnership aims to boost growth and accelerate the delivery of new homes by investing in local infrastructure, housing and skills. This includes the delivery of transport schemes supporting growth sites identified in the adopted 2018 Local Plans, and improving the transport network for Greater Cambridge to make it easier to access and move around Cambridge by public transport, by bike and on foot.

1.5.4 Working with Cambridgeshire County Council

Figure 7 Map of County Council area

We also need to work closely with [Cambridgeshire County Council](#) on issues relating to its roles. For example, the County Council is responsible for managing the local highway network, is the lead local flood management authority and the Local Education Authority responsible for schools planning.

1.5.5 Working with our neighbouring Local Authorities

Figure 8 Map of areas surrounding Greater Cambridge

Whenever we prepare a new Local Plan, we collaborate with our neighbours on strategic cross-boundary issues. For the next Local Plan we consider that these include:

- Assessing housing need, including Gypsy & Traveller accommodation needs
- Wildlife habitats and green infrastructure
- Carbon offsetting and renewable energy generation
- Transport
- Water, including supply, quality, wastewater and flood risk

We will also need to consider the impact of planned growth on the edges of Greater Cambridge, such as the proposal for a North Uttlesford Garden Community in the draft Uttlesford Local Plan currently undergoing examination.

Question

1. Do you think we have identified the right cross-boundary issues and initiatives that affect ourselves and neighbouring areas?

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Please add any comments and ideas. Are there other issues we should be considering?

1.6 How long are we planning for?

Our adopted 2018 Local Plans cover the period from 2011 to 2031, although a number of large-scale developments, like the new settlements of Northstowe, the new town north of Waterbeach and new village at Bourn Airfield will take longer to be completed.

While development and change is an ongoing process, we need to identify a start and end date for the next Local Plan, because we must be able to monitor our progress in meeting the targets we set. We hope to adopt the next Local Plan in 2023, but its start date will be 2017, because this is the most recent year for which data is available to provide a baseline for us to monitor against.

National planning policy states that plans should look ahead at least 15 years from the point of adoption, which suggests an appropriate plan end date of 2040. This is to anticipate and respond to long-term requirements and opportunities, for example major improvements in infrastructure.

Some of the strategic planning that is going on for the Greater Cambridge area is taking a longer view by looking to 2050 (for example the Combined Authority's Non Statutory Spatial Framework). A longer outlook could provide opportunities to plan strategically for how the area will develop in the long term. However, a balance needs to be achieved between planning far enough ahead to make informed decisions about growth and the reliability of long-term future predictions for housing and jobs. There is inevitably increasing uncertainty the further ahead we look.

On balance we think the best approach is to plan to 2040, in the knowledge that some of the strategic sites that we have already planned, plus any new large scale strategic sites that we might identify, will continue to deliver homes and employment land after this date.-

Question

2. Do you agree that planning to 2040 is an appropriate date in the future to plan for? If not, what would be a more appropriate date and why?

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Please add any comments and ideas

2. Getting Involved

2.1 Involving our communities

The next Local Plan will directly affect the lives of everyone in the area, and we want to make sure we have an active and open public conversation about how it should take shape. This means involving all parts of our community - individuals, groups, businesses, academic institutions, and stakeholders of all kinds. We are committed to genuinely listening and learning from you all, and ensuring that we explain the plan-making process clearly to you, so you understand how and why decisions are made.

We particularly want to involve groups who usually don't get heard in the planning process – young people, people from diverse backgrounds, people from less prosperous parts of the area, and those who usually find it difficult to get involved for different reasons.

Therefore, we are making the First Conversation material fully accessible online in a digital-first format, as well as in a printed version, but also taking the conversation to you in a number of different ways:

- Taking a 'roadshow' to places around the area such as shopping centres, schools, community centres and other places where we can reach out to as many people as possible, making it easy to spend a few minutes finding out more and sharing your views.
- Using social media and video to encourage young people in particular, to get involved.
- Spreading the word via local TV, radio, Council Magazines, and newspapers
- Working with leaders from our diverse communities to encourage greater participation.
- Working with other parts of the Councils to encourage everyone to get involved.

The plan making process involves several stages, and the input we gain from you will be balanced with other evidence that we gather. You can read more about what's already been done and what is planned in our Statement of Consultation [link to be added], which will be updated at each stage of the Plan process. This has been drawn up in accordance with our [Statement of Community Involvement 2019](#).

Question

3. How do you think we should involve our communities and stakeholders in developing the Plan?

Please add any comments and ideas

2.2 Relationship with Neighbourhood Planning

Neighbourhood planning is a way for local communities to take a proactive approach to deciding the future of the places where they live and work. It is a right, not a legal requirement, which communities can use to shape how their neighbourhood develops, including influencing the location and design of homes, shops, offices, industry and infrastructure.

Neighbourhood Plans need to conform to the strategic policies of the Local Plan to be valid. When made (formally adopted) they have equal weight in the planning system to the Local Plan.

In Cambridge, community groups interested in preparing a Neighbourhood Plan need to be formally established as “neighbourhood forums” for a specified part of the city. No draft neighbourhood plans have yet been submitted to us for any part of Cambridge, although one Neighbourhood Area has been designated at South Newnham. You can find more information on the [Cambridge Neighbourhood Plans](#) web pages.

In South Cambridgeshire, Neighbourhood Plans are normally prepared by Parish Councils. Currently one Neighbourhood Plan has been made (adopted) by South Cambridgeshire District Council. A further 17 villages are preparing plans, and are at various stages of the neighbourhood plan making process. You can find more information on the South Cambridgeshire [Neighbourhood Plans](#) web pages. The Council has also been working with some villages to help prepare [village design guides](#).

2.3 How can I respond?

This consultation and all supporting documentation can be found on the Councils’ websites. Hard copies of the First Conversation 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.

A series of events are planned during the consultation. The times and locations of the events are set out in the public notice and on the Councils’ websites. These events will be informal and offer the opportunity for the public to come in and discuss the issues and options with officers.

For more information, including the accompanying documents, go to the Councils’ websites:

- XXXXXX

2.3.1 How you can make your comments

Comments on the consultation can be made in a number of different ways:

- On the dedicated Local Plan website for quick comments and views
- if you want to make a longer and more detailed comment, you can do so in the following ways:
 - Through the Councils' [consultation portal](#)
 - By filling in the response form (available on the website) and sending it back to us either by email to: localplan@greatercambridgeplanning.org
 - Alternatively, you can post the form back to either:

Cambridge City Council:

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

South Cambridgeshire District Council:

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

The closing date for receipt of comments is **xxxxxx 2020 at 5pm**.

Representations, including names, will be available to view on the Councils' websites. Full representations including addresses will also be available to view on request. Our privacy notice for planning policy consultations and notifications sets out how your personal data will be used and by whom. You can view both [South Cambridgeshire](#) privacy statement and [Cambridge](#) privacy statement.

2.3.2 Tell us about employment and housing site options

The Councils have previously carried out a 'Call for Sites' in Spring 2019, providing the opportunity for landowners, developers and communities to let us know about potential sites or broad locations for development that they wish the Council to consider as it progresses with this local plan. If you wish to put any further sites to us through this Issues and Options Consultation, a site form can be found on our website, setting out the information that we need. There is no need to resubmit sites you have already provided to the Councils as part of the Call for Sites 2019.

Question

- 4. Please submit any sites for employment and housing you wish to suggest for allocation in the Local Plan. Provide as much information and supporting evidence as possible.**

2.3.3 Tell us about green space and wildlife habitats opportunities

We will also be commissioning evidence identifying opportunities for large scale new green space in Greater Cambridge given the importance this has as part of our overall strategy for the plan. To support this work, you can submit sites for open space, wildlife habitats or other green space uses to us through this Issues and Options Consultation. A site form can be found on our website, setting out the information that we need.

Question

- 5. Please submit any sites for green space and wildlife habitats you wish to suggest for consideration through the Local Plan. Provide as much information and supporting evidence as possible.**

3. The Big Themes

Our Local Plan must provide a positive vision for the future of Greater Cambridge. The aim is simple: **to ensure sustainable development**. Sustainable development has three strands - social, economic and environmental. It means meeting the needs of the present population without compromising the ability of future generations to meet their own needs.

Both Cambridge City and South Cambridgeshire District Councils have council wide plans that set out visions for the future. Our Local Plan needs to build on those visions.

To properly reflect the three strands of sustainable development in the Plan it means creating the homes, jobs and supporting infrastructure (transport, utilities, services and facilities) in the right places, alongside protecting and enhancing the environment.

In order to achieve this, we will need to balance many competing priorities and issues. These fall into a group of four 'big themes' that will influence how homes, jobs and infrastructure are delivered, and draw on the feedback we have received from Councillors, communities and businesses while preparing this document. They will help shape how we deliver the homes, jobs and infrastructure that the area needs. They are:

- Climate change – how the plan should contribute to achieving net zero carbon, and the mitigation and adaptation measures that should be required through developments.
- Biodiversity and green spaces – how the plan can contribute to our 'doubling nature' vision, the improvement of existing and creation of new green spaces.
- Wellbeing and social inclusion – how the plan can help spread the benefits of growth, helping to create healthy and inclusive communities
- Great Places – how the plan can protect what is already great about the area, and design new developments to create special places and spaces.

These themes are our initial suggestions and we want to hear your views on whether this is the right way to approach meeting our needs for homes, jobs and infrastructure in the new Plan.

Potential Big Themes for the Local Plan

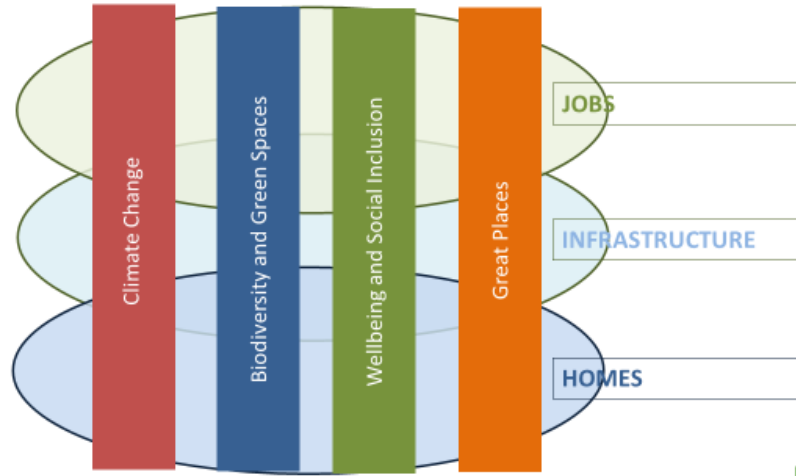


Figure 9 The potential big themes for the Local Plan

Question

6. Do you agree with the potential big themes for the Local Plan?

Strongly agree

Agree

Neither agree nor disagree

Disagree

Strongly disagree

Please add any comments and ideas. Are there other themes or issues we should be considering that could inform our new vision for Greater Cambridge?

Question

7. How do you think we should prioritise these big themes? Allocate 10 points across the following four themes:

Climate Change	
Biodiversity and Green Spaces	
Wellbeing and Social Inclusion	
Great Places	

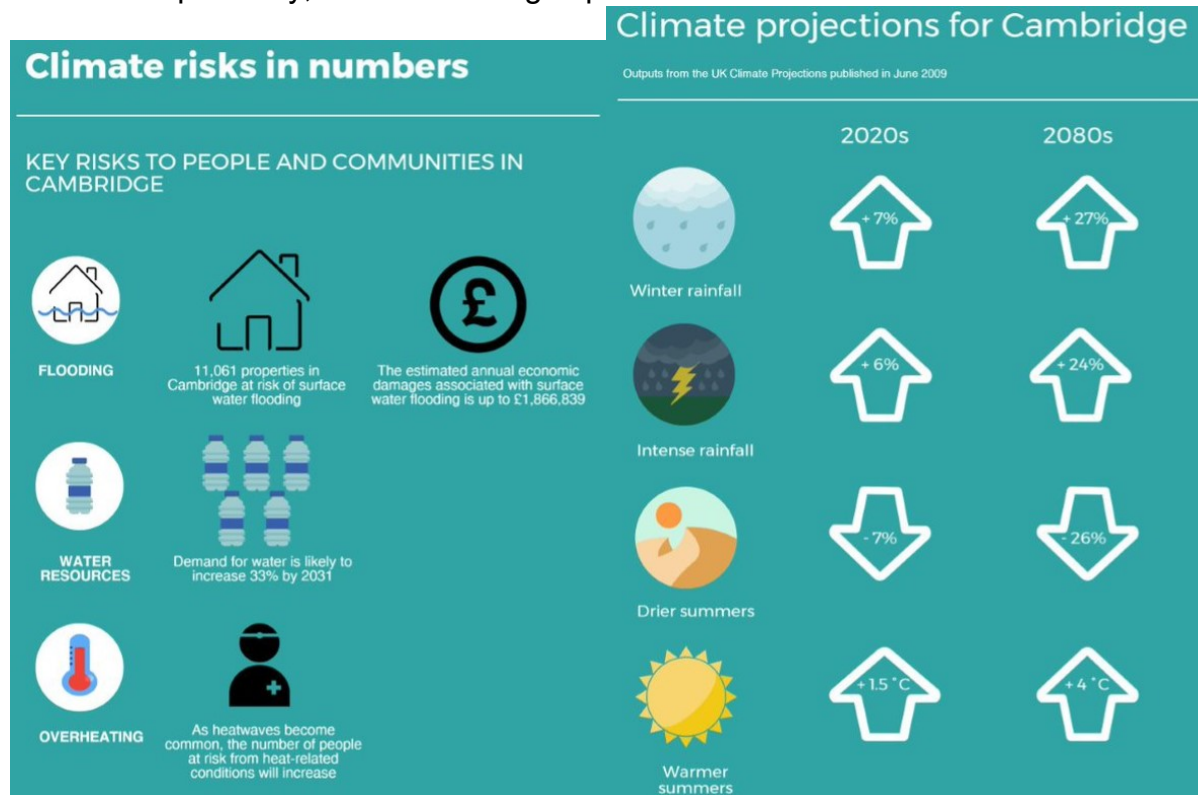
You can place the 10 points at as many or few of the locations as you like to show your preferences and priorities.

(ADD: graphic to show some completed examples to aid responses)

3.1 Climate Change

Figure 10 Infographic – Climate Change

Note: Examples only, these are being improved.



Add:

- Flood Risk % of land in Greater Cambridge in high risk zone for river flood risk 9.6%
- Average household in Greater Cambridge uses 140 litres per person per day.
- Based upon 2018 Climate Projections, UK Weather will change by 2070:
- Winter rainfall: +35%
- Warmer Winters: +4.2C
- Summer rainfall: -47%
- Warmer Summers: +5.4C

Climate change is a defining issue of today and will have serious impacts for future generations. In response to the climate crisis, the two Councils and the County Council have committed to achieve net zero¹ carbon by 2050.

Net zero carbon means that, on balance, not creating more CO2 than is stored up or offset. This means that any carbon emissions we create through burning fossil fuels,

¹ <https://www.cambridge.gov.uk/news/2019/02/22/cambridge-city-council-declares-climate-emergency> and <https://www.scambs.gov.uk/climate-emergency-as-council-aims-to-make-south-cambridgeshire-zero-carbon/>

must be balanced out by schemes to absorb it back out of the atmosphere – such as planting trees or using technology such as carbon capture and storage. In reality we can only absorb and offset a small amount of CO₂. This means we have to ensure that the vast majority of our energy needs can be met by renewable forms of energy. This will only be possible by reducing our energy use drastically.

The Local Plan will play a key part in helping us achieve this challenge, but this will affect how we address other priorities that are important to the area. It will influence where we plan for development, and how it is designed – and this may not be welcomed by everyone, as we will have to plan for low-carbon lifestyles and encourage low carbon activities and alternatives to private car use. We want to hear from you about how we should best meet the climate challenge and balance this with other issues for the Local Plan.

Question

8. How should the Local Plan help us achieve net zero carbon by 2050?

Please add any comments and ideas

3.1.1 What do we have to do?

National planning policy requires local planning policies to be “in line with the objectives and provisions of the Climate Change Act 2008”. In August 2019, the Climate Change Act was amended to set a target for carbon emissions in the UK to become net zero by 2050.

3.1.2 What are we already doing?

Our adopted 2018 Local Plans include policies which respond to climate change. We require large scale developments to be exemplars in sustainability standards, for example by increasing the amount of renewable energy generation on site, or using new construction methods to minimise construction waste and maximise energy efficiency through offsite construction and modular build techniques.

Once adopted in 2020, our new Sustainable Design and Construction Supplementary Planning Document will support these adopted planning policies. However, there needs to be a big step up in order to meet the net zero target by 2050 and we need to start addressing it now.

Cambridgeshire County Council have commissioned new research that will inform the next Local Plan, which will include understanding the level of carbon emissions

within the Greater Cambridge area today, known as carbon footprinting². This has been carried out in collaboration with the University of Cambridge's Science Policy Exchange and Department of Land Economy, and the outputs of Carbon Neutral Cambridge's Zero Carbon Symposium, held in Cambridge in May 2019³ will also help inform future policy. We are also commissioning further work to test options for higher standards of carbon reduction, which will help us understand potential to achieve net zero carbon new development.

3.1.3 What are the key issues?

Figure 11 Illustration of Designing to Respond to Climate Change

We want to know how you think we should use the next Local Plan to meet the key challenges of significantly reducing our climate impacts, whilst having enough flexibility so that we can respond effectively to the changing climate in the future.

Mitigating climate change

Climate change mitigation means reducing our impact on the climate as far as possible. This involves:

- Designing new communities, infrastructure and buildings to be energy and resource efficient, both in the way they are built and the way they are used over their lifespan.
- Using renewable and low carbon energy generation
- Promoting patterns of development that enable travel by low-carbon modes such as walking, cycling and public transport
- Discouraging our communities from using private cars where possible, and other lifestyle choices that affect the climate
- Retrofitting existing buildings to be more energy efficient
- Considering the role of the plan regarding materials used in the construction process.
- Investigating how carbon offsetting can be supported through tree planting and other measures
- Supporting local and community opportunities for growing food

Question

9. How do you think we should be reducing our impact on the climate? Have we missed any key actions?

Please add any comments and ideas

² Cambridgeshire County Council and CUSPE (October 2019). Net Zero Cambridgeshire. What actions must Cambridgeshire County Council take to reach net zero carbon emissions by 2050.³

<https://carbonneutralcambridge.org/wp-content/uploads/2019/08/Zero-Carbon-Futures.pdf>

³ <https://carbonneutralcambridge.org/wp-content/uploads/2019/08/Zero-Carbon-Futures.pdf>

Adapting to climate change

Climate change adaptation means ensuring that our communities can evolve as our climate changes – to more extreme weather, a hotter climate, and a changing ecology. This includes:

- Ensuring that we are safe from flood risk and extreme weather events
- Designing buildings and places so that they are easy to keep cool in a warming climate without using increasing amounts of energy for air conditioning, and without increasing the 'heat island' effect
- Being efficient in our use of water, and ensuring that we have enough water resources to meet our needs.
- Ensuring food security and the adaptation of agriculture and food growing to our changing climate
- Ensuring that trees and plants are selected to be resilient to a warmer and drier climate.

Question

10. Do you think we should require extra climate adaptation and resilience features to new developments?

Yes, strongly agree

Yes, somewhat agree

Neither agree nor disagree

No, somewhat disagree

No, strongly disagree

Please add any comments and ideas

Question

11. Are there any other things we should be doing to adapt to climate change? We want to hear your ideas!

Please add any comments and ideas

3.2 Biodiversity and Green Spaces

Figure 12 Infographic – Biodiversity & Greenspace

Types of figures to include in infographic:

- Number of protected sites (SAC, SSSI, Local wildlife sites) - SSSI = 42, LNR = 16, CWS = 129, CWS = 51 (SCDC and Cambridge Adopted 2018 Local Plans)
- Country parks (Milton, Wandlebury, Trumpington Meadows, Coton Countryside Reserve)
- Number of ancient woodland sites: 43 (SCDC and Cambridge Adopted Local Plan at Sept & Oct 2018)
- Number of Cambridge Parks & commons: Parks and Gardens = 55, Semi Natural Green Space = 43, Amenity Green Space = 100 (Cambridge Adopted Local Plan)
- Number of priority species = 320 (CPERC Species Data 2018)
- Number of protected spaces, LGS, PVAA = Protected Open Spaces = 332, LGS = 83, PVAA = 193 (SCDC Adopted Local Plan Sept 2018)
- Tree cover in Greater Cambridge = 11.11% (not available for UK whole)

Biodiversity means the richness of the living environment around us. A healthy and biodiverse environment is important to ensure Greater Cambridge's future prosperity and the wellbeing of all who live, work and study here.

Biodiversity is supported by green infrastructure - a term for the network of natural and semi-natural spaces across the area. This network includes parks and recreation grounds as well as more wild spaces like woodland, scrubland and grassland areas, rivers and other water bodies.

Greater Cambridge on the face of it seems very green. The River Cam is a designated county wildlife site in recognition of the river's importance in linking semi-natural habitats, including ecologically-designated sites in Cambridge such as Stourbridge Common Local Nature Reserve (LNR) and Sheep's Green and Coe Fen LNRs. In South Cambridgeshire there is a network of wildlife habitats, including ancient woodlands, orchards, rivers and wildlife corridors. These include sites like Eversden and Wimpole Woods, of international importance.

However, in recent decades biodiversity in the area has been decreasing. The rural area is dominated by agricultural land which is often not biodiverse, and in urban areas, loss of gardens and increase in urban uses reduce biodiversity. Chalk streams which feed the river Cam, and get their water from the aquifer that provides much of our drinking water, have run very low in recent years, impacting on the wildlife that lives there.

Both Councils have recognised the pressure on the natural environment and want to explore how the next Local Plan can do more to improve the Green Infrastructure

network. This will form a key part of the overall development strategy for the area, and will be an important part of the wider response to climate change.

Question

12. How should the Local Plan help us improve the natural environment?

Please add any comments and ideas

3.2.1 What do we have to do?

National planning policy requires us to protect and enhance valued wildlife habitats and sites of biodiversity importance. Whilst we have previously been required to protect and enhance biodiversity through development, national policy now requires development to achieve a net gain for biodiversity. Biodiversity net gain requires developers to ensure habitats for wildlife are enhanced and left in a measurably better state than they were before development.

Local Plans also need to take a strategic approach to promoting the restoration and enhancement of the green infrastructure network, taking into account its varied benefits including supporting biodiversity, providing opportunities for recreation, mitigating and adapting to climate change and enhancing landscape character. This means having a clear understanding of what is present in the area and exploring how planning can help protect and improve it.

3.2.2 What are we already doing?

Our adopted 2018 Local Plans seek to protect and enhance biodiversity and open space, but the next Local Plan provides an opportunity to explore how we can do more.

Cambridge City Council and South Cambridgeshire District Council have declared biodiversity emergencies⁴. As members of the Natural Cambridgeshire Local Nature Partnership⁵, the Councils support the Partnership's vision to double the area of rich wildlife habitats and natural greenspace within Cambridgeshire and Peterborough⁶.

⁴ Cambridge: <https://www.cambridge.gov.uk/biodiversity-emergency> South Cambridgeshire: <https://scambs.moderngov.co.uk/mgAi.aspx?ID=78136>

⁵ <https://naturalcambridgeshire.org.uk/>

⁶ <https://naturalcambridgeshire.org.uk/wp-content/uploads/2019/07/Doubling-Nature-LR.pdf>

The Partnership has prepared a Developing with Nature Toolkit⁷ to help developers and infrastructure providers to demonstrate their commitment to achieving a net biodiversity gain to the public, local authorities or shareholders.

We are also working as part of the Oxford-Cambridge Arc exploring investment across this wider area in the natural environment.

We are commissioning an evidence base study to inform how the new Local Plan can help achieve an enhanced and expanded Green Infrastructure network. This will consider how and where development is planned, and how it can help deliver new or improved wildlife areas and green spaces.

3.3.3 What are the key issues?

Improving the green space network

We need to consider how attractive, accessible and well-designed open space is created and protected. Key issues include:

- How we can improve and add to and connect the network of green spaces
- How our green spaces can create wellbeing through places to relax and socialise, and healthy lifestyles through places for play and sport.
- Balancing public access to nature, which is known to have health and well-being benefits, with the need for some natural habitats to be undisturbed and wild.
- Making green spaces multi-functional – absorbing and storing stormwater, improving biodiversity, and absorbing carbon emissions.
- How rural biodiversity is balanced with other demands on the countryside, such as agriculture
- How new development can directly deliver or contribute to the enhancement of green and natural spaces.

Question

13. How do you think we should improve the green space network?

Please add any comments and ideas

We would also like your views on sites that could be suitable for new green infrastructure. If you have ideas, please respond to question 5.

⁷ <https://naturalcambridgeshire.org.uk/wp-content/uploads/2018/10/nc-developing-with-nature-toolkit.pdf>

Achieving biodiversity net gains on future developments

For individual developments the Local Plan will need to require biodiversity net gains. We will need to consider how we guide developers to achieve this. For example:

- How the design of buildings themselves can support biodiversity, through the materials and features they include, such as green roofs
- How landscape design can encourage biodiversity while meeting other functional requirements, and being easy to maintain in the future
- How development supports wildlife in the face of climate change, through creating resilient new habitats
- How developments are phased and monitored to ensure that biodiversity net gain is achieved in practice and not just in theory.

Question

14. How do we achieve biodiversity net gain through new developments?

Please add any comments and ideas

Tree cover

Tree cover improves the character of settlements and helps to mitigate the rate of climate change through absorbing CO2 and decreasing the urban heat island effect. Cambridgeshire has a very low proportion of woodland, compared to the rest of England. The new Local Plan will need to consider how we can increase tree cover as part of new developments, and support the implementation of the [Cambridge Tree Strategy](#).

Question

15. Do you agree that we should aim to increase tree cover across the area?

- Yes, strongly agree
- Yes, somewhat agree
- Neither agree nor disagree
- No, somewhat disagree
- No, strongly disagree

Please add any comments and ideas

3.3 Wellbeing and Social Inclusion

Figure 13 Infographic –Wellbeing and Social Inclusion

Types of figures to include in infographic:

- 16-24 year olds who are not in education, employment or training, high in parts of Cambridge, creates a barrier to local people accessing jobs in the knowledge-intensive activities. The percentage of all young people in the UK who were NEET was 11.5% (ONS August 2019)
- Average life expectancy in Greater Cambridge is near national average, within Cambridge 82.4, in South Cambridgeshire 83.7 and the UK being 82.9 years, however this hides inequalities between the wards and parishes, with the more deprived areas having a lower figure (88.8 in Newnham, 80 in East Chesterton).
- Population of Greater Cambridge: 290,000 people (Cambridgeshire Insight)
- Population of Greater Cambridge is expected to increase by around 26% between 2011 and 2031 (Cambridgeshire Insight)
- Aging population - proportion of those aged over 65 significantly increasing, especially within South Cambridgeshire which was around 20% in 2011 and reaching around 30% by 2031 (Cambridgeshire Insight).
- People aged 24 and under, including students, make up around 37% of the City's population (Greater Cambridge Housing Strategy 2019-2023)
- Quality of life index: comparison with region and UK
- Index of multiple deprivation: South Cambs 13th, Cambridge 100th out of 327 English Local Authorities. Some deprived wards in Cambridge (1 ward include areas amongst 20% most deprived in UK) (MHCLG)
- Cambridge identified as most unequal City in UK (Centre for Cities 2018)
- 9.5% of households experience fuel poverty in Greater Cambridge (10.9% in England) (source: Fuel Poverty Statistics 2017 ONS)
- Two Air Quality Management Areas (A14 and Cambridge City Centre)

Greater Cambridge overall is a prosperous area, but it includes communities and individuals that do not experience the benefits of this wealth. Cambridge includes areas that are among the most deprived in the UK⁸, and within South Cambridgeshire there are specific issues facing some of those living in rural communities particularly those with limited access to services and transport.

⁸ As defined by the Index of Multiple Deprivation, a measure of income, employment, education, health, crime, housing, and environment.

The Local Plan can be a powerful tool to improve wellbeing and social inclusion. It can help direct where, and what kind, of jobs are created; the availability of suitable and affordable housing; access to services, cultural facilities, green spaces, learning opportunities and employment; as well as positively influencing individuals' health and lifestyle.

Promoting wellbeing and social inclusion will be affected by our response to all the other themes in this consultation, but in this theme we want to specifically explore how we ensure that growth in the area brings benefits to all.

Question

16. How should the Local Plan help us achieve 'good growth' that promotes wellbeing and social inclusion?

Please add any comments and ideas

3.3.1 What do we have to do?

Responding to national policy for climate change, green spaces, great places, housing, jobs and infrastructure set out in the other themes will promote wellbeing and social inclusion.

For health and wellbeing, national planning policy requires that Local Plans should aim to achieve healthy, inclusive and safe places. This includes:

- Creating places that promote social interaction between people who might not otherwise come into contact with each other
- Making sure places are safe and accessible so that the fear of crime does not undermine quality of life
- Supporting healthy lifestyles by provision of greenspaces and sports facilities, and opportunities to walk and cycle
- Meeting the variety of needs in our community.

Plans need to ensure development is right for its location, and consider impacts of the development itself, including for issues like air quality and noise. Plans should also consider how they can contribute to the achievement of wider objectives, such as in Air Quality Management Plans.

3.3.2 What are we already doing?

Our adopted 2018 Local Plans include policies seeking to create strong, sustainable, cohesive and inclusive mixed-use communities.

Cambridge City Council has an [Anti Poverty Strategy](#) which includes an action plan. This identified that while the Cambridge economy continues to thrive, there are high levels of income inequality in the city, with Cambridge identified as the most unequal city in the UK by the Centre for Cities. There are also lower levels of social mobility for young people from poorer backgrounds.

South Cambridgeshire District Council undertakes a range of activities aimed at tackling rural issues, South Cambridgeshire District Council employs an extensive grants program to support statutory services within the district, by funding organisations to deliver vital services including; rural car schemes, general and specialist advice, independent living, support for local parishes and communities, homelessness prevention and support for families in crisis or under extreme stress.

As part of the Greater Cambridge Partnership we are working with partners across education, training and business to deliver apprenticeships, and encouraging uptake of training opportunities. The Cambridgeshire and Peterborough Combined Authority is also supporting the development of skills.

Recently the new town of Northstowe became part of the NHS Healthy Towns Initiative. This considers how health, and the delivery of healthy communities, can be a key driver in the planning and design process for a new community. It has provided an opportunity to explore innovation and best practice. The principles it has explored include promoting inclusive communities, good access to health services, walkable neighbourhoods, high quality public transport and cycling links, and opportunities for physical activity.

We are commissioning evidence on jobs, green spaces, transport, cultural facilities and other topics that will support the plan's response to promoting wellbeing and social inclusion.

Cambridge City Council [Air Quality Action Plan 2018 – 2023](#) sets out Cambridge City Council's priority actions for improving areas of poor air quality in the city and maintaining a good level of air quality in a growing city. South Cambridgeshire District Council also has an Air Quality Action Plan and publishes [annual status reports](#).

3.3.3 What are the key issues?

Involving communities in planning for their future

Making places inclusive is much easier if we involve our diverse communities in planning them in the first place. This makes developments more functional, accessible and safe, and ensures that communities feel a sense of ownership, and pride in their local area.

Involving community members and stakeholders needs to happen from the early stages right through to how completed developments are managed. This allows social value to be generated from all parts of the planning and development process:

from the big ideas, such as the kind of public spaces that should come with development, to the detail, such as the use of local suppliers and job creation through the construction process.

The Local Plan can help to encourage more community involvement in the development process through considering:

- How masterplans for new communities and major developments are prepared
- How communities can be involved in key decisions about developments in their local area, for example the location and type of public open space or new facilities.
- How design proposals should respond to local community views about the character of their built environment.

Question

17. How do you think our plan could help enable communities to shape new development proposals?

Please add any comments and ideas

Creating safe and inclusive communities

Promoting social inclusion is not just a matter for the Local Plan, but planning is a powerful tool which can help in a number of ways. The Local Plan needs to help to create the homes and jobs people need, and to help people access local services and a broad range of amenities including sports, social and education facilities. We need to consider how planning policy can:

- Helping to provide new homes for all parts of the community – including a range of affordable housing choices and different types of housing to suit specialist housing needs
- Ensure that new homes are cost efficient to maintain – for example through energy efficiency measures.
- Encourage the development of a wide range of jobs, which provide different options for work to suit the varied needs of our residents, so that all benefit from access to jobs. This is covered further in our ‘Jobs’ theme.
- Support delivery and access to new and affordable low-carbon transport infrastructure.
- Seek funding from developers of larger new developments to carry out community development work
- Ensure that mixed communities are developed and meet the needs of diverse groups when siting, design and layout of new development is carried out, and that conflicting requirements are fairly balanced.
- Create well-used and active public places which help to foster a sense of community and reduce crime.

- Ensure that services and infrastructure are developed alongside new housing and jobs, as well as protecting existing facilities that are important to local people such as pubs, community buildings, sports and leisure facilities.
- There is also a role for the Local Plan in supporting arts and culture.

We will also consider how developers can support employment, skills development, apprenticeships, and other education and training opportunities in both during construction and on completion of a development, to make a direct contribution to the local community.

Question

18. How do you think we can make sure that we achieve socially inclusive communities when planning new development?

Please add any comments and ideas

Encouraging healthy lifestyles

There is a lot of evidence that the design and planning of places has a big influence on our health, through encouraging and making it easy to live healthy lifestyles. We need to reduce pressure on our health services by preventing health issues from occurring or worsening, whilst ensuring that support, services and facilities are available at the right time for the community. We need to consider:

- How to enable people to live healthy and long lives in their own homes, and to access the right kind of housing for their needs
- How planning and development can encourage walking, cycling and exercise as part of daily life
- Tackling loneliness and mental health issues through creating places that offer natural sociability, interaction and access to nature
- Ensuring a range of shops and services, and facilities like allotments, that ensure communities can access healthy and affordable food.

Question

19. How do you think new developments should support healthy lifestyles?

Please add any comments and ideas

Air quality

Our next plan will need to respond to constraints and opportunities that exist in the area. Parts of Greater Cambridge suffer from poor air quality. The Local Plan has a role to play in implementing air quality action plans, by considering where growth

should be located, opportunity to travel by walking, cycling and public transport, and availability of infrastructure to support electric vehicles.

Question

20. How do you think we should achieve improvements in air quality?

Please add any comments and ideas

3.4 Great Places

Figure 14 Infographic – Great Places

Types of figures to include in infographic:

- Number of listed buildings and conservation areas: Greater Cambridge Listed Buildings = 2578, Conservation Areas = 89 (LB – EH Jan 2019) (Conservation Areas, SCDC and Cambridge Adopted Local Plan at Sept & Oct 2018 Layer).
- Award winning developments (Accordia, Marmalade Lane, Eddington & Great Kneighton): number of RIBA Awards
- Greater Cambridge Shared Planning Service Design Review Panels have carried out 241 design reviews since April 2014.

Cambridge is an iconic historic centre of national significance. It is surrounded by a rural area with a unique landscape character, from the Greensand Ridge to the Fens. It contains over 100 villages which are treasured for their architectural heritage and distinctive qualities, making them very desirable places to live and to visit.

There has been considerable growth in Greater Cambridge over recent years, and we have a track record as a place where contemporary design and the historic environment co-exist in harmony. The aim has always been to achieve high quality developments, and there have been many award-winning projects.

In planning for future new development, we need to consider how the next plan will protect and respond to the landscapes and townscapes that make our area special. We must not just protect the best places created by past generations – we should be creating outstanding new buildings and landscapes that will become the treasured heritage of future generations.

Question

21. How should the Local Plan protect our heritage and ensure new development is well-designed?

Please add any comments and ideas

3.4.1 What do we have to do?

National planning policy states that good design is a key aspect of sustainable development, creates better places in which to live and work, and creates more support for development among communities. Plans should set out a clear design vision and expectations of developers, including place-specific design guidance and design codes where appropriate. The plan will also need to respond to the new [National Design Guide](#).

Local Plans should contribute to and enhance the natural and local environment. This includes protecting and enhancing landscape and townscape, and the historic environment such as listed buildings and conservation areas.

3.4.2 What are we already doing?

The adopted 2018 Local Plans include policies seeking to secure good design through new developments, and these are supplemented by detailed design guidance, including joint guidance regarding sustainable design and construction, and an ongoing programme of conservation area appraisals.

The [Cambridgeshire Quality Charter for Growth](#), developed by Cambridgeshire local authorities and partners, sets out key principles to improve the quality of new developments under the four broad themes of community, connectivity, climate and character. This has been reviewed by the Combined Authority in July 2019, with an additional fifth topic of cohesion, addressing measures to help create socially inclusive communities.

Cambridge City Council is also developing a [Making Space for People supplementary planning document](#) for central Cambridge. This will be used to prioritise the delivery of improvements to key public spaces. South Cambridgeshire District Council is working with communities to develop individual [Village Design Statements](#).

3.4.3 What are the key issues?

Protecting the best of what already exists

In planning for the future it will be important to protect what is best about the landscape and townscape of Greater Cambridge, including the many important historic buildings, conservation areas, and historic landscapes. We will need to consider:

- How to balance heritage protection with the demands of growth
- How to ensure that our historic buildings have viable uses, so they can be maintained and safeguarded
- How to balance public access to heritage with protecting sensitive sites from harm
- How to sustain our historic landscapes while increasing biodiversity and adapting to climate change.
- How we can help historic buildings adapt to climate change whilst maintaining their heritage value
- Ensuring local distinctiveness

Question

22. How do you think we should protect, enhance and adapt our historic buildings and landscapes?

Please add any comments and ideas

Creating beautiful new buildings and places

We must not just protect the best places created by past generations – we should be creating outstanding new buildings and landscapes that will become the treasured heritage of future generations. ‘Place-making’ – creating and sustaining a positive and distinctive character in an area – is also important to our economic success, and this was identified by the Cambridge and Peterborough Independent Economic Review (CPIER). Some of the key issues we need to consider include:

- How successful our existing design policies have been in ‘place-making’ and ensuring quality
- How to design and enhance public space
- Continuing to benefit from the clear approach to design principles provided by the Cambridgeshire Quality Charter
- How both the ‘special’ landmark buildings, and more everyday structures such as homes, shops, business units and infrastructure, can contribute to a positive sense of place and local identity through their design.
- How designing for climate change mitigation and adaptation can be an opportunity to create distinctive and characterful developments.

Question

23. How do you think we could ensure that new development is as well designed as possible?

Please add any comments and ideas

3.5 Jobs

Figure 15 Infographic – Jobs

Types of figures to include in infographic:

- A globally significant hi-tech economy that provides around 19% of employment in Cambridge. 1,500 technology-based firms in the area, which have combined annual revenue of over £13 billion (GCP website)
- Of all Business Enterprises in Cambridge around 10% are small, a total of 515 enterprises, and around 17% of all Local Units are small (NOMIS UK Business Counts 2019)
- Number of patents per 100,000 people in Cambridge, 341, the highest in the UK (CPIER)
- 14,000 active businesses in Greater Cambridge (Cambridge Insight)
- Overall employment rate (aged 16-64): Low unemployment 2.9% in Cambridge, 2.2 % in South Cambs (compared to 4.1% nationally) (Nomis)
- Income and employment: disparities between wards in the north and east of the city and rest of Greater Cambridge (Kings Hedges 4.8% unemployed in 2011) (Cambridge Insight)
- Population aged 19-59/64 qualified to at least level 2 or higher (83.2% Cambridge, 84.8% South Cambs, compared to 74.9% nationally): well qualified population (Nomis). However, parts of three wards Cambridge amongst 20% most educationally deprived in England (Cambridge Insight).
- Cambridge Tourism Economy: £835m accounting for 22% of employment in Cambridge; in 2017, 8m people visited Cambridge (30% visiting friends and family locally), only 12% explore beyond Cambridge (Gateway to the East report by Visit Cambridge, November 2018)

The success of the Greater Cambridge economy is of national importance. Greater Cambridge has grown as a centre for high technology employment since the 1970s, and is seen as a world leader in innovation, much of it as a result of ideas coming out of the University of Cambridge and new companies starting up and expanding.

However, our local economy is not just about technology. Other types of industry and agriculture also play an important role and ensure a variety of jobs for local people. Greater Cambridge is also a thriving education, retail, leisure and tourist destination, which all provide jobs. It is important that the city centre continues to provide a wide range of uses including shopping, leisure, entertainment, museums, university faculty buildings and colleges, offices and housing. There are also district and local centres in the city, and village centres at a range of scales, which meet more local needs, as well as providing valuable and varied employment. New town centres are also being developed at Northstowe, and soon at the new town north of Waterbeach.

The Councils have committed to a goal of doubling the total economic output of the Cambridgeshire and Peterborough area over 25 years (measured as Gross Value Added – GVA – which here is about the measure of the value of goods and services produced in the area). This vision formed part of the devolution deal with government

that created the Cambridgeshire and Peterborough Combined Authority. It has implications for future jobs and homes growth in our area.

The 2018 [Cambridgeshire and Peterborough Independent Economic Review](#) (CPIER) identified that our recent employment growth has been faster than anticipated. It considered future scenarios regarding continuation of that growth, including those that achieve the target to double GVA over 25 years.

The next Local Plan needs to identify the number of jobs that should be planned for, so that we can find appropriate sites for business growth. It will also be important to consider how the plan provides flexibility so that if this ambitious economic growth is achieved, it is accompanied by the homes and infrastructure to support it. This will be informed by the new research that we have commissioned. For more detail on what this may mean for housing growth, see the Homes Theme.

Question

24. How important do you think continuing economic growth is for the next Local Plan?

Very Important

Somewhat agree

Neither agree nor disagree

Somewhat unimportant

Not at all important

Please add any comments and ideas

3.5.1 What do we have to do?

National planning policy places significant weight on the need to support economic growth and productivity, taking into account both local business needs and opportunities for development that arise from outside the area.

Our Local Plan needs to provide a clear economic vision and strategy which positively and proactively encourages sustainable economic growth. This includes identifying sites to meet economic growth needs.

Plans should also support the continued vitality and viability of town centres, as well as supporting a prosperous rural economy.

3.5.2 What are we already doing?

The 2018 [Cambridgeshire and Peterborough Independent Economic Review](#) (CPIER) provided an important baseline of evidence about our local economy.

The Councils have commissioned their own research into jobs growth to inform the draft Local Plan, drawing on evidence highlighted by the CPIER of recent fast employment growth. The study will also explore the supply and demand for employment land of different types.

Building on the CPIER, the Government and the Cambridgeshire and Peterborough Combined Authority recently published the [Cambridgeshire and Peterborough Local Industrial Strategy](#). It aims to improve the long-term capacity for growth in Greater Cambridge by supporting the foundations of productivity, increasing sustainability, broadening the base of local economic growth including in the north of Cambridgeshire, and building on the clusters and networks that have enabled Cambridge to become a global leader in innovative growth.

The Councils, together with the Greater Cambridge Partnership and Combined Authority, are preparing an Economic Development Action Plan to deliver the priorities set out in the Local Industrial Strategy, as well the Councils' own more local economic ambitions.

The adopted 2018 Local Plans have sought to support the continued success of the economy of the Greater Cambridge area. Through the allocation of sites and granting of planning permission there is a large supply (135 hectares) of employment land that continues to be developed. This includes developments in the centre of Cambridge around the Station, and on the edges of Cambridge at the Cambridge Biomedical Campus and West Cambridge. There is also further capacity at a range of sites outside Cambridge, including Babraham Research Campus and Granta Park. New settlements like Northstowe will also include opportunities for employment growth.

Through the North East Cambridge Area Action Plan we are exploring the potential for further development at Cambridge Science Park and the area around the new Cambridge North Station to create an Innovation District, which will include homes, jobs, services and facilities. We consulted on options for this area in early 2019 and will be consulting on a draft plan in early 2020.

Beyond the identified growth sites, our adopted 2018 Local Plans support continued employment growth in appropriate locations. They also seek to protect important employment spaces from competing uses, including industrial land in Cambridge, and employment sites in villages.

3.5.3 What are the key issues?

Space for businesses to grow

The Local Plan needs to ensure that there is sufficient land for business uses, in the right places and to suit different business types and specific business clusters. Greater Cambridge firms come in a range of sizes, from start-ups with a few individuals to major firms with hundreds of employees, and the area needs to have the right range of premises to support these varied business needs. Alongside this, more and more people are working flexibly, and do not need to travel to a specific place of work on a daily basis. We need to consider:

- Demand for 'start-up', incubator and grow-on space as a feature of Greater Cambridge's economy is a high rate of 'business 'churn', with large numbers of firms starting up each year.
- The increasing popularity of flexible workspace and co-working hubs, providing shared facilities.
- Providing for a wide range of employment opportunities
- How new business space can adapt to fast-changing working practices which will continue to evolve over time
- Demand for specialist space, such as laboratories

Question

25. What kind of business and industrial space do you think is most needed in the area?

Please add your comments and feedback

Protecting existing employment land

The protection of existing business space is also a concern of local residents. Industry, such as manufacturing, is an important part of the local economy but there is pressure from competing higher value land uses, particularly in Cambridge. We will need to consider:

- The future need for employment space, including for industry
 - How effective our current policies have been, in protecting employment land, in particular industrial land in Cambridge, and employment land in villages from being redeveloped for other uses where not allocated for other uses in the plan
- Which key existing sites should be specifically safeguarded.

Question

26. Do you think we should be protecting existing business and industrial space?

Please add your comments and feedback

Creating a range of jobs

Whilst we are proud of the success of Cambridge's high technology businesses, there are parts of Greater Cambridge where people do not perceive the opportunities as being for them. This includes areas adjoining some of our most successful business parks. Supporting different kinds of business, which create a varied range of jobs, is important so that everyone can benefit from economic growth. Through the preparation of the next Local Plan we will explore how we can:

- Support a range of businesses to be successful in this area, providing a range of job types and at a range of different skills levels
- Ensure that there is sufficient appropriate business space for the supply chain of other firms which support the high technology sector

Question

27. How should we balance supporting our knowledge-intensive sectors, with creating a wide range of different jobs? What kind of jobs would you like to see created in the area?

Please add any comments and ideas

Where jobs are created

A feature of the Greater Cambridge economy is the range of businesses located at South Cambridgeshire villages, in both small premises and business parks or industrial estates. These complement the businesses based in or on the edge of Cambridge, or the large business parks in South Cambridgeshire. We will need to consider:

- Where new business space should be sited, in relation to public transport and residential areas, given that we have a highly mobile workforce who tend to move jobs much more frequently than they move house.
- How we ensure that our new settlements are attractive to major employers
- Whether and how we should plan for new business space, or flexible co-working space, in neighbourhoods or villages, thereby reducing the need to travel, and supporting our net zero carbon aspirations.

Question

28. In providing for a range of employment space, are there particular locations we should be focusing on? Are there specific locations important for different types of business or industry?

Please add any comments and ideas

How our city, town and village centres evolve and adapt

Cambridge city centre, as well as district, local and village centres, provide important services and a large amount of retail space.

Retail is changing with the growth of internet shopping, and centres need to adapt if they are to remain vibrant destinations. The Local Plan will need to consider:

- How our town centres adapt to the change in retail and the growth of online shopping
- What other uses, such as leisure, culture, workspace or homes, should be encouraged in our centres
- If and where shops should continue to be protected from competing uses unless it is shown to be no longer viable.
- How to improve the public realm in centres to allow a variety of local activities.
- Ensuring well located, suitable local services and facilities available to meet the day-to-day needs of residents and visitors. These already make an important contribution to the vibrant and diverse character of Cambridge and its charm as a place to inhabit and visit. It is therefore essential that these facilities are given careful consideration with regard to any related development proposals that may affect their provision. Similarly, it is important that residents of new urban extensions/towns and other rural villages/centres also have access to local services and facilities to meet their day-to-day needs.

Question

29. How flexible should we be about the uses we allow in our city, town, district, local and village centres?

- Very flexible
- Flexible
- Neither flexible nor inflexible
- Inflexible
- Very inflexible

Please add any comments and ideas

Managing the visitor economy

Cambridge is a major tourism location, which brings both opportunities and challenges. In recent years, several new hotels have been built in the area with more proposed in the centre of Cambridge. These developments will support the continued vitality of the city centre, encourage place making investment and local job creation. However, it is important that Greater Cambridge is able to secure and spread the economic benefits of the tourist sector in a sustainable manner.

The Local Plan will need to consider:

- Where new visitor accommodation should be allowed, not just in the city centre but in urban and rural locations, including the approach in residential areas. Also consider the impact of different forms of accommodation like Airbnb.
- How we support business diversification while also recognising potential impacts on residents and other businesses as well as the historic environment.

Question

30. What approach should the next plan take to supporting or managing tourism in Cambridge and the rural area?

Please add any comments and ideas

3.6 Homes

Figure 16 Infographic – Homes

Types of figures to include in infographic:

- Number of Homes in Greater Cambridge: 124,930 (Cambridgeshire Insight 2019)
- Average house prices (£541,514 Cambridge, £441,539 South Cambs) with the average UK house price at £234,853 (Greater Cambridge Housing Strategy 2019-2023) (Land registry House Price Index August 2019)
- Lower quartile price to income ratio 14.3 (for Cambridge City) 10.8 (for South Cambridgeshire) with 7.29 for England as a whole (Greater Cambridge Housing Strategy 2019-2023) (ONS March 2019)
- Median monthly cost to rent a 2-bed house £1190 Cambridge, £893 South Cambs (Greater Cambridge Housing Strategy 2019-2023) with the Median rent for a 2-bed house in England is £675 (VSO March 2019)

Housing is one of the most important issues in planning. The next Local Plan will need to identify the number of new homes we should be planning for over the plan timeframe both to meet the needs of our communities and the growing economy, including what types of housing we need and where they should be built.

The costs of buying or renting a home and the shortage of homes available for those on low to middle incomes are a real issue for many of those living and wanting to live in Greater Cambridge. Not planning for enough homes could harm our local economy, and have implications for climate change as people travel further to access jobs. As we live longer, having suitable properties for us to downsize into without leaving our communities is an important issue, which would also free up family housing. The Local Plan has an important role to play to help ensure we are planning for the right homes in the right places that people need and can afford so that everyone has the opportunity to live settled, healthy lives. It will also be important to consider what we can do to help support the development industry to deliver houses more quickly to meet our needs.

Question

31. How should the Local Plan help to meet our needs for the amount and types of new homes?

Please add any comments and ideas

3.6.1 What do we have to do?

The next Local Plan will need to identify the number of new homes we should be planning for, and where they should be built. It will also need to identify the size, type and tenure of housing needed for different groups in the community, and plan for how those needs can be met.

Our adopted 2018 Local Plans include a commitment to an early review of those plans to update the assessment of housing needs, consider progress of delivering planned developments including new settlements, and consider the needs of caravan dwellers and government changes to the approach to planning for Gypsies and Travellers.

Updates to national planning policy have introduced a new way of calculating the minimum number of homes needed, referred to as the standard method. The method takes account of population growth and affordability issues. National guidance acknowledges that the standard method does not account for changing economic circumstances or other factors, and says that higher figures can be considered.

To promote the development of a good mix of sites and to help speed up delivery, national planning policy requires the Local Plan to accommodate at least 10% of the new homes required, on small sites no larger than one hectare. We will need to identify land to meet this requirement.

Another recent change is that national planning policy requires that Local Plans should also set out a housing requirement for designated neighbourhood areas to plan for, when they are preparing their Neighbourhood Plans. This figure would need to reflect the overall strategy for the pattern and scale of development in the next Local Plan.

3.6.2 What are we already doing?

The adopted 2018 Local Plans identify land to meet the target of 33,500 homes between 2011 and 2031 (1,675 per year).

We currently estimate that 36,400 homes will be built between 2017 and 2040 on sites that already have permission or are allocated in the adopted 2018 Local Plans. A further 9,660 homes on these sites may be built after 2040 but there are no policy constraints on them being built earlier if developers wish to do so.

We have therefore already planned for a number of sites which will contribute to meeting future housing need for the next Local Plan. Many of these are major sites on the edge of Cambridge like Darwin Green and North West Cambridge, and at new settlements like Northstowe, and the new town north of Waterbeach.

The Councils have also adopted a joint Housing Strategy ([Homes for our future Greater Cambridge Housing Strategy 2019 – 2023](#)). This sets the context as to how both Councils aim to meet the housing challenges facing the area, setting out key priorities for action.

3.6.3 What are the key issues?

The need for new homes

The next Local Plan will need to establish the number of homes required in the area. Updates to national planning policy have introduced a new way of calculating the number of homes needed to meet the needs in an area, referred to as the standard method. The method takes account of population growth and affordability issues. We need to plan for at least this minimum figure in the Local Plan.

The standard method of calculating housing requirements set out in national guidance does not attempt to predict changing economic circumstances or other factors, and says that there will be circumstances where it is appropriate to consider making provision for more homes than the standard method minimum. The Jobs theme identifies the potential for significant jobs growth in Greater Cambridge and as part of the Councils' ambition to support the continued growing economy it may be appropriate for the plan to make provision for more homes than the local need identified in the standard method.

Our current calculations using the Government's 'standard method' indicate a minimum need for 1,779 homes per year, or 40,917 homes for the 23-year period of 2017-2040 for Greater Cambridge – but these numbers will be updated as further data becomes available. If we fail to meet the targets set by the 'standard method', planning applications may have to be approved on sites that are not allocated for housing in the Local Plan.

However, the Councils signed up to the Cambridgeshire and Peterborough devolution deal when the Combined Authority was created, which includes the vision of doubling the total economic output of the area over 25 years (measured as Gross Value Added – GVA – which is the measure of the value of goods and services produced in an area, industry or sector of an economy). This vision has implications for future jobs and homes growth in our area.

As set out in the Jobs theme, the [Cambridgeshire and Peterborough Independent Economic Review](#) (CPIER) showed that recent jobs growth in the Greater Cambridge economy has been faster than anticipated, and that growth is likely to continue. As a result, demand for new housing in this area has been exceptionally high and housebuilding has not kept up.

Whilst there is much more work to do on this, a rough indicative calculation based on CPIER suggests that if the jobs growth is achieved Greater Cambridge would need to build around 2,900 homes a year over the suggested plan period of 2017-2040 – an indicative total of 66,700 homes, in order to support continued economic growth. This compares with the current annual figure in the adopted 2018 Local Plans of 1,675 homes per year, and 1,779 homes per year to meet local needs using the Government's standard method.

With the 36,400 homes already in the pipeline to be built between 2017 and 2040, if the indicative calculation above is correct, there may be a case for making additional provision beyond the local housing need derived from the standard method, described above. Making the additional provision that would provide flexibility to support the potential economic growth would suggest identifying sites for around an additional 30,000 homes. This is subject to the further research we are commissioning and a decision on the jobs growth to be planned for. As a comparison, the number of homes planned on the Cambridge Southern Fringe developments is around 4,000, and the new town at Northstowe will be 10,000, Orchard Park in the north of Cambridge is around 1000 homes. Our current forecasts do not include North East Cambridge, for which an Area Action Plan is being prepared, or Cambridge Airport, which is safeguarded land for development in the adopted 2018 Local Plans, and both of these have the potential to deliver a significant number of new homes.

Figure 17 Housing Needs - a Summary

To be completed – a graphic to Summarise the Housing Numbers

Question

32. Do you think we should provide for a higher number of homes than the minimum required by government, to provide flexibility to support the growing economy?

Yes, strongly agree

Yes, somewhat agree

Neither agree nor disagree

No, somewhat disagree

Not at all important

Please add any comments and ideas

Affordable homes

Greater Cambridge is an expensive place to buy or rent a home. High prices are fuelled by high demand, which itself is fuelled by the strength of the local economy which attracts highly skilled workers. Whilst the Councils can and do build new council homes, most new affordable homes currently come from private developments. The Local Plan must:

- Continue to ensure that new developments include appropriate and viable levels of affordable housing.

- Plan for a balance of tenure types - affordable rented, shared ownership and community-led housing

Diverse housing for diverse communities

We need to provide market and affordable homes that meet the varied needs of our communities, from students to older people, and ensure that those who need specialist housing, or are vulnerable, can find a home that is right for them.

- With people living longer, we need more homes that are flexible in terms of their accessibility and adaptability as we age, as well as specialist housing for older people. Providing suitable homes in the right locations for those looking to downsize will also enable family homes to be freed up, making best use of the housing that exists already.
- We must plan for the needs of people with disabilities as well as specialist housing, through setting the right standards of provision.
- We must consider whether Cambridge will need more student accommodation, so that students do not increase the demand for local housing.
- Cambridge's Housing in Multiple Occupation (HMOs) play an important role, providing a range of more affordable shared accommodation. However, using homes in this way can reduce the number of family homes available, and can have a negative impact on the character of an area and contribute to local parking problems if there is an overconcentration. We will need to consider how the Local Plan can address the need for shared accommodation, through planning for specifically designed shared accommodation as part of inclusive communities.
- Custom and self-build housing is housing built or commissioned by individuals (or groups of individuals) for their own use. 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 housing design.
- We will need to consider the demand for self-build and custom build housing from the Councils' registers and how the local plan can help deliver sites for self-build.
- Explore other models such as community led development including cooperative housing,
- Not everyone wants to own their own home. We need to consider how 'Build to Rent' homes should form part of our housing mix. Homes in such developments are typically 100% rented, and are professionally managed by a single management company. They will usually offer longer tenancy agreements of three years or more, so they can offer a better quality and more stable alternative to other privately rented housing.
- South Cambridgeshire is also exploring whether businesses should be helped to provide homes for their workers and whether there are specific

requirements to provide essential local worker accommodation as part of the overall mix of housing.

Question

33. What kind of housing do you think we should provide?

Please add your comments and feedback

The needs of Gypsies and Travellers and caravan dwellers

Greater Cambridge has a large Gypsy and Traveller community. 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 (in essence those who have a nomadic habit of life), it did show a need to provide sites for those residing in caravans who no longer travel, as well as pitches to accommodate Travelling Showpeople. We will be reviewing our evidence to inform the next local plan.

In terms of houseboat dwellers, there is currently space for around seventy residential boats plus some additional space for visitors, on the river Cam. The adopted 2018 Local Plans identify a site to the north of the City that has been allocated for off-river residential moorings.

Question

34. How should we meet the need for additional Gypsy, Traveller and caravan sites?

Please add your comments and feedback

Housing quality

We need to create high quality homes which are safe, secure and long-lasting. In the adopted 2018 Local Plans the Councils applied the National Space Standards, which set minimum room sizes to ensure homes are fit for purpose. For the new Local Plan we need to consider:

- Whether the minimum space standards in national regulations remain appropriate

- Whether we should have specific standards for energy efficiency, accessibility and adaptability, to reflect our local needs and how this might affect affordability
- How housing design impacts on health and wellbeing – this is covered further in the Wellbeing and Social Inclusion theme
- How housing design responds to the increasing trend for working from home, and other changing lifestyle demands
- How new homes should be constructed to reduce water and energy use, and adapt to our changing climate. This is covered in more detail in the Climate Change theme.

Question

35. How should we ensure a high standard of housing is built in our area?

Please add any comments and ideas

3.7 Infrastructure

Figure 18 Infographic – Infrastructure

Types of figures to include in infographic:

- Around 206,000 vehicles travel in and out of Cambridge every day, with 50,000 workers travelling in alone (Cambridge Clean Air Zone feasibility study).
- Around 50% of vehicle trips in the City are within Cambridge and only 10% are through trips.
- On the average day recorded an ANPR survey in 2017, 35% of vehicles in Cambridge were petrol, 47% diesel and <1% electric/hybrid.
- 32% of Journeys to work in Cambridge made by Bike (LTP). South Cambridgeshire has more journeys to work undertaken by cycle than in any other rural district in the country (7.6%) census)
- Of people who work in Cambridge, 40% live in Cambridge, 28% live in South Cambs (census)
- In South Cambridgeshire only 22% of residents are within 30 minutes of walking or public transport access of a town centre (Draft LTP)
- Greater Cambridge Partnership has committed to achieving a 24% reduction in traffic by 2031 in Cambridge
- 9 new schools have been delivered in Greater Cambridge in last 10 years, and 5 new schools currently planned, with a possible additional 5 dependent on need (Cambridgeshire Research Group 2019)

New growth needs new infrastructure, and the next Local Plan needs to show how planned housing and jobs will be accompanied by the services and facilities to support them sustainably.

Growth creates challenges and opportunities for transport. We need to reduce the number of cars on the road and support more sustainable transport if we are to achieve the net zero carbon challenge. There are already significant new transport improvements being brought forward by the Cambridgeshire and Peterborough Combined Authority and the Greater Cambridge Partnership, alongside nationally-led schemes like East West Rail. We will need to consider the opportunities these provide as we are preparing the next Local Plan.

Infrastructure to support new jobs and homes also includes schools and health facilities, and also utilities networks like water and power, and telecommunications such as broadband. Whilst the Councils are not directly responsible for these, it is a really important part of delivering sustainable development to ensure they are available to meet the needs generated by developments.

Infrastructure timing is important. Our early workshops have told us that having infrastructure available when it is needed to serve new developments is a key community concern. We also need to consider opportunities for growth to improve existing areas, and provide access to new services and facilities for existing residents.

Question

36. How should the Local Plan ensure the right infrastructure is provided and developed in line with growth?

Please add any comments and ideas

3.7.1 What do we have to do?

Growth and development in the area places demands on services and infrastructure. National planning policy requires that Local Plans make sufficient provision for infrastructure within developments, particularly on large sites, or funding for provision off-site, including contributions from developers. This includes the infrastructure required for transport, and measures to support sustainable forms of travel like cycling, walking and public transport, as well as other services such as schools and health care facilities and utilities essential to support growth, including electricity, water supply and sewerage.

Critically, national policy requires Local Plans to show that they are deliverable, which for infrastructure means identifying what infrastructure is needed, when it is needed by, how much it will cost, and how that cost will be met.

3.7.2 What are we already doing?

Transport was a big influence on the adopted 2018 Local Plans. The shared development strategy focused growth in areas where transport by sustainable modes such as walking, cycling and public transport was available or could be achieved.

The Greater Cambridge Partnership is developing a number of transport schemes designed to improve sustainable travel in the area, though supporting walking, cycling and public transport. This includes links between Cambridge and the new settlements at Cambourne, Bourn Airfield and north of Waterbeach. Funding of up to £500million has been secured through the City Deal, which will be combined with other sources of funding, including from developers.

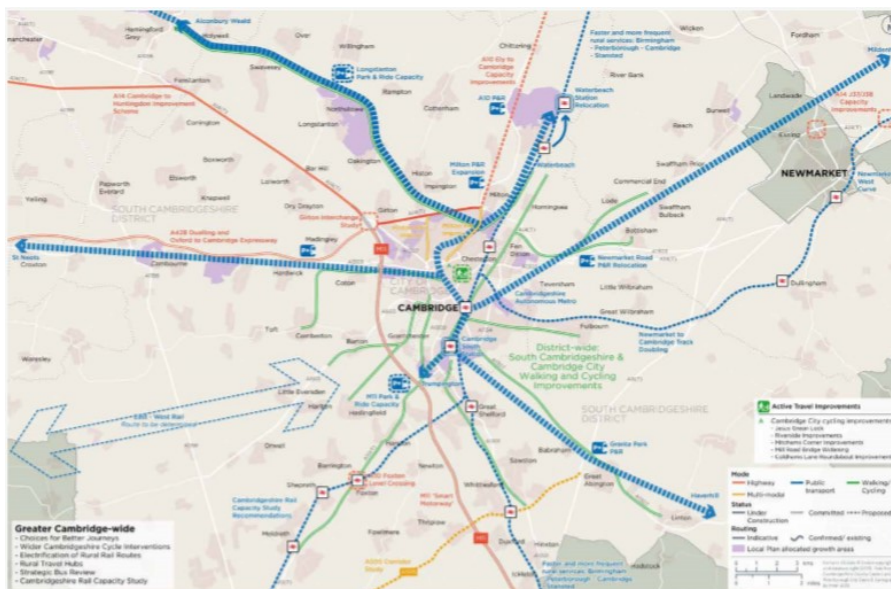
As the Local Transport Authority, the Cambridgeshire and Peterborough Combined Authority have just finished consulting on a [draft Local Transport Plan](#). The plan has objectives to achieve a 'world-class transport network' which meets the needs of residents, businesses, and visitors and deliver sustainable growth.

The Combined Authority is developing plans for a Cambridgeshire Autonomous Metro (CAM). This would build on the work of the Greater Cambridge Partnership by

linking destinations in Cambridge, such as the Cambridge Biomedical Campus, City Centre and North East Cambridge, to each other and key corridors out from the city, including to St Ives, Cambourne, Waterbeach, Trumpington, Haverhill and Mildenhall.

Major improvements are also planned to the rail network, including a new station in the south of Cambridge near to Addenbrookes. Government-led plans for a new rail line linking Oxford to Cambridge⁹ include a station at either Bassingbourn or Cambourne. The choice of route, expected soon, could significantly influence future growth patterns in Greater Cambridge; while the rail line itself will have major environmental implications for South Cambridgeshire’s communities; in particular the Council is lobbying the East West Rail Company for the project to achieve biodiversity and wider environmental net gain. The Councils are also involved in a project to improve rail services between Cambridge and the east.

Figure 19 Map of Planned Major Transport Projects in Greater Cambridge (source: Draft Local Transport Plan 2019)



3.7.3 What are the key issues?

Reducing the need to travel and increasing access to sustainable transport options

The Local Plan will need to consider how new development encourages a shift towards decreasing car use and increased use of sustainable transport. The way we

⁹ <https://eastwestrail.co.uk/the-project>

move around is likely to change significantly over the plan period and our communities will need to be able to adapt to this.

This will involve:

- Considering opportunities provided by existing or planned transport improvements (such as public transport stops) when determining where future growth should take place.
- Assessing how potential development sites could provide new opportunities for transport infrastructure improvements.
- Designing new development so that active ways of getting around like walking and cycling are supported, and there are real public transport alternatives to using the car.
- How we can make the delivery of packages and goods more sustainable, such as by supporting the development of local delivery hubs.
- Making the most of the opportunities provided by new technology. The Greater Cambridge Partnership and the Cambridgeshire and Peterborough Combined Authority are investing in a '[Smart Cambridge](#)' programme. This is exploring how data, emerging technology and digital connectivity can be used to transform the way people live, work and travel in the Greater Cambridge area and beyond.

Question

37. How should we encourage a shift away from car use and towards more sustainable modes of transport such as public transport, cycling and walking?

Please add any comments and ideas

Securing new infrastructure to accompany new homes and jobs

The next Local Plan will be supported by an infrastructure plan which will need to consider issues including:

- What upgrades are needed to our electricity infrastructure - Work carried out to assess electricity grid capacity for Greater Cambridge has highlighted the need to treble capacity to support the current growth agenda and electrification of transport. Further reinforcement will also be required to achieve the net zero carbon challenge. We need to consider ways in which the planning system can help support both traditional grid reinforcement as well as the development of smart energy grids
- How our water and wastewater infrastructure is developed to meet the needs of new development, and to increase efficiency so we are resilient to our changing climate.
- Service needs, such as whether any new schools are needed.

- How our digital infrastructure will develop to meet demand. The [Connecting Cambridgeshire](#) programme is improving the county's digital infrastructure: superfast broadband rollout has already reached over 97% of homes and businesses, and is aiming for over 99% coverage countywide in the next two years. Programmes are now being extended to include full fibre networks and improve mobile coverage. Our Local Plan will need to consider how new development can benefit from this infrastructure.

Identifying land for minerals and waste, including recycling centres, is identified in a separate Minerals & Waste Plan produced by Cambridgeshire County Council. Linked to this, the Councils are partners to the RECAP Waste Management Design Guide¹⁰ which sets out how new development should be designed to support effective waste management.

Question

38. What do you think the priorities are for new infrastructure?

Please add any comments and ideas

¹⁰ <https://www.cambridgeshire.gov.uk/business/planning-and-development/planning-policy/recap-waste-management-design-guide/>

4. Where to build?

As well as planning for the right amount of growth, it is important to make sure the Local Plan provides the right strategy for where this growth should happen that will bring environmental, economic and social benefits.

4.1 Our current approach to locating development

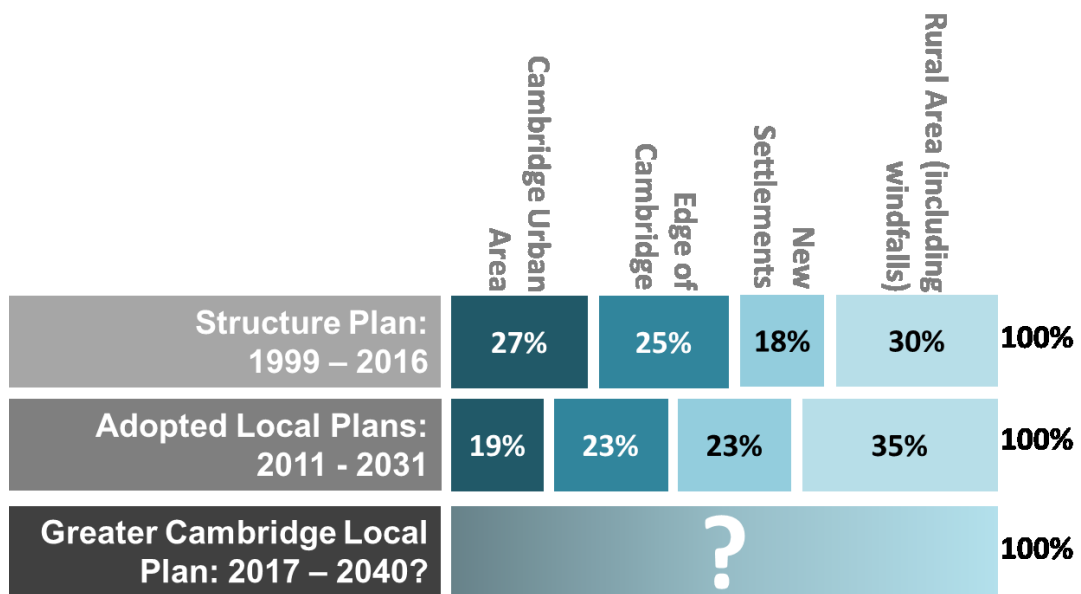
Previous plans for the Greater Cambridge area prioritised development firstly within Cambridge, then on the edge of Cambridge (subject to consideration of impact on the Green Belt), at new settlements close to Cambridge (well connected by public transport), and at better served villages. Sites in the adopted 2018 Local Plans provide for a significant amount of the future housing and employment needs in Greater Cambridge, both during the current plan period of 2031, but also beyond, as new settlements in particular will continue to be built out over a much longer period. In planning for future growth, we will be adding to the current development strategy.

Figure 20 Existing planned growth in the adopted 2018 Local Plans



The diagram below shows the proportions of housing growth in different types of location that were chosen in previous strategies.

Figure 21 Impact of Previous and Current Development Strategies



It is likely that the most suitable strategy for the next Local Plan will again involve a balance of elements to provide the most sustainable and achievable strategy. At this early stage in plan making, we would like to hear your views on what the balance should be.

4.2 Key influences on locating new development

There are a number of existing known factors that are likely to be important as we consider future development options.

4.2.1 Key sites already identified

A key site that will feed into the new development strategy is North East Cambridge. This brownfield site in the built-up area of Cambridge includes the area around Cambridge North Station, and the Anglian Water site where funding has been secured through the Housing Infrastructure Fund to support redevelopment. An Area Action Plan is in preparation and will identify potential for significant levels of jobs and homes. While this site is allocated in the adopted 2018 Local Plans, neither plan includes any numbers from this site so it will all be additional supply for the next Local Plan.

Also significant is Cambridge Airport. Previous plans had allocated the Airport and other land to the north and south for a major new urban quarter of 10-12,000 new

homes and a strategic scale of jobs. Marshall advised during preparation of the adopted 2018 Local Plans that it had not secured an alternative site and the land would not be available until at least 2031. The adopted 2018 Local Plans therefore safeguard the land for development in the event that it becomes available, recognising that it is in a very sustainable location on the edge of Cambridge and has already been identified as a suitable location for development and is no longer in the Green Belt. Development on safeguarded land can only occur once the site becomes available and following a review of the adopted plans. In May 2019, Marshall announced that it intends to relocate and has identified three possible options, one of which is in Greater Cambridge at the IWM (Imperial War Museum) site at Duxford. The deliverability of the Cambridge Airport site will be a factor in considering whether to allocate it in the draft Local Plan.

4.2.2 New Transport Infrastructure

Committed infrastructure proposals being progressed by Greater Cambridge Partnership will provide significant transport capacity to support the delivery of committed development.

The Combined Authority's Cambridgeshire Autonomous Metro (CAM) scheme could enable efficient and low impact travel into and around Cambridge, easing congestion issues in the area and also enabling further growth close to stations. This project is at a relatively early stage of its development and will be progressing as the next Local Plan is prepared. How it should be taken into account in the Plan will depend on the progress it makes during the period of Plan preparation.

The East West Rail project between Oxford and Cambridge described above also has implications for significant growth, particularly with regard to the possible location of a new station in South Cambridgeshire. As with the Cambridgeshire Autonomous Metro (CAM) scheme there is currently uncertainty as to the timing of this project, and progress during the period of Plan preparation will affect how it should be taken into account.

4.2.3 Small Sites

National planning policy requires the Local Plan to promote a good mix of sizes of sites for housing. It requires us to identify small sites, no larger than one hectare, to accommodate at least 10% of the housing requirement.

4.2.4 Green Belt

Decisions about the Green Belt impact on all location choices. The Green Belt covers around 25% of South Cambridgeshire. It adjoins the built edge of Cambridge and surrounds villages sitting within the Green Belt, including several of the largest

villages. The Green Belt plays an important role in maintaining the special qualities of Cambridge and the surrounding area. The purposes of the Cambridge Green Belt have long been defined as to:

- preserve the unique character of Cambridge as a compact, dynamic city with a thriving historic centre
- maintain and enhance the quality of its setting
- prevent communities in the environs of Cambridge from merging into one another and with the city.

However, the Green Belt also restricts growth on the edge of Cambridge, a location that has sustainability advantages in terms of access to jobs and services and reducing trips by the private car that could help respond to climate change. In that context, national planning policy requires that local plans consider the impact on sustainable development of channelling growth outside the Green Belt. At the same time, recent changes also mean that alternatives have to be fully explored before land can be removed from the Green Belt. This will be an important issue for the plan.

Figure 22 Map of the Cambridge Green Belt

Question

39. Should we look to remove land from the Green Belt if evidence shows it provides a more sustainable development option by reducing travel distances, helping us respond to climate change?

- Yes
- No

Please add any comments and ideas

4.2.5 Supporting villages

Our villages are wonderful places to live, but many villages have an ageing population and also struggle to support the range of services and facilities that residents would wish to see.

Early Local Plan community workshops in summer and autumn 2019 suggested that an important issue is to decide how flexible the plan should be in supporting growth of jobs, homes and services in villages, as part of supporting their economic and social sustainability.

The adopted 2018 South Cambridgeshire Local Plan sets a framework (boundary) for each village, outside which development is heavily restricted – this is intended to protect the countryside from gradual encroachment, and guard against incremental growth in less sustainable locations away from services, facilities and public transport. The plan does allow affordable homes to be built outside village frameworks, where there is evidence of local need for affordable housing, as an exception to normal policy (so-called ‘rural exception sites’).

The adopted 2018 Local Plan also categorises villages into four different types according to how ‘sustainable’ they are in terms of shops, public transport and local services. This is intended to restrict growth in the smallest villages, where transport alternatives to the car are often limited, and where there is a need to travel for basic services like schools. The category sets the size of housing development that would be permitted in each type of village limits how many homes can be built on a single development within the village boundary, for example on a brownfield site that becomes available.

In ‘Rural Centres’ like Sawston there is no limit on how many homes can be built on a single site within the village framework, whereas in an ‘Infill Only’ village like Knapwell, the adopted 2018 Local Plan allows only two new houses per site, if it has an existing frontage (or slightly more for a brownfield site). The full list can be found in the adopted 2018 Local Plan (in [Policies S/8 to S/11](#)).

The next Local Plan could re-examine the approach to village growth and there are various approaches that could be taken. This could include looking again at the village categories, being more flexible to the scale of development within the village framework, and/or allowing a more flexible approach to development on the edge of villages. It could retain a more restrictive approach to the more remote villages, in order to focus growth in the most accessible locations. Local communities may have a particular view on the needs of their village.

Question

40. How flexible should the Local Plan be towards development of both jobs and homes on the edge of villages?

- Highly flexible
- Somewhat flexible
- Keep the current approach
- Restrict further

Please add any comments and ideas, including if there is a particular approach you would like the plan to take for your village.

Question

41. Do you think the Local Plan should be more flexible about the size of developments allowed within village boundaries (frameworks), allowing more homes on sites that become available?

- Highly flexible
- Somewhat flexible
- Keep the current approach
- Restrict further

Please add any comments and ideas

4.3 What are the choices?

There are many different locations that we could choose to focus growth:

- Densification
- Edge of Cambridge: Outside Green Belt
- Edge of Cambridge: Green Belt
- Dispersal: New Settlements
- Dispersal: Villages
- Public transport corridors

There is more detail in this section about these different locations, and their advantages and disadvantages. They cover a broad range of location choices, and the chosen strategy for the Local Plan could involve growth in all or most of them, to some extent.

Choices in the proportions of growth in different locations will be influenced by the prioritisation of the big themes in this consultation, such as:

- Responding to climate change – our net zero carbon target suggests that we should site development in places which can reduce the need to travel by private car.
- Increasing biodiversity and green spaces – this could be through large scale new development that could come with accompanying large-scale green space, or contributions from smaller sites that can be pooled towards providing green space elsewhere.
- Promoting wellbeing and social inclusion – locating new development where it can bring wider benefits to existing communities in terms of access to services, facilities and green space. Development could also enable access to a range of job opportunities for both existing and new communities.
- Delivering quality places – siting development where it provides opportunities to protect, enhance and improve places and deliver high quality design.

- Jobs – The success of the high-tech jobs cluster in and around Cambridge is based in part upon businesses in key sectors being allowed to locate where there is good access to each other and to Cambridge so that businesses can work together. Equally, allowing some jobs growth in villages can help sustain local services and sustain vibrant communities.
- Homes – the distance and journey time between homes and jobs, and encouraging residents to use sustainable transport to get to work. We will need to consider whether different locations affect viability for delivering affordable homes.
- Infrastructure – access to existing and planned public transport, walking and cycling, would enable people to get to live their lives in a way that reduces greenhouse gas emissions.

The Councils are required to consider the implications of the choices open to us and how they impact sustainability for the area. The [LINK] Sustainability Appraisal considers each of these options in further detail.

Question

42. Where should we site new development? Allocate 20 points across the following six locations:

- Densification
- Edge of Cambridge: Outside Green Belt
- Edge of Cambridge: Green Belt
- Dispersal: New Settlements
- Dispersal: Villages
- Public Transport Corridors

You can place the 20 points at as many or few of the locations as you like to show your preferences and priorities.

(ADD: graphic to show some completed examples to aid responses)

Please add any comments and ideas

4.3.1 Densification

Illustration of Location Choice



This approach would focus new homes and jobs within Cambridge, because it is the main urban area and centre for services and facilities. This would be done by encouraging intensive use of brownfield land, building taller buildings, building on existing residential back gardens or in-between existing buildings, or redeveloping underused sites at higher densities. It could also look to increase the density in planned new settlements.

Advantages

- Reduces the need to use greenfield land to accommodate growth.
- Living in central, well-connected and vibrant areas is important for many people
- Reduces the need to travel by car and so makes a positive contribution to addressing climate change
- Sites growth near to existing centres, which can continue to support their vitality and viability.

Challenges

- Needs to respond to the character of Cambridge, and protect its historic environment and green spaces, and therefore not suitable in all areas.
- Land assembly can be challenging with multiple landowners often involved.

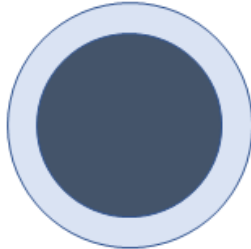
Question

43. What do you think about densification?

Please add your comments and feedback

4.3.2 Edge of Cambridge – Outside the Green Belt

Illustration of Location Choice



This approach would create new homes and jobs in extensions on the edge of Cambridge, using land not in the green belt. The only large site on the edge of Cambridge not in the Green Belt is Cambridge Airport.

Advantages

- benefits from the services and infrastructure at the existing centre, maximising the potential for sustainable transport.
- large scale urban extensions present the opportunity for new on-site infrastructure, such as schools, local centres and green spaces that can bring benefits to the existing and new community
- Cambridge Airport has previously been identified as suitable location for a new urban quarter to Cambridge and was removed from the Green Belt in earlier plans. It is identified as safeguarded land for longer term development in the 2018 Local Plans if it becomes available.
- Makes use of brownfield land.

Challenges

- Deliverability of safeguarded land at Cambridge Airport will be important as part of considering whether to allocate it in the next plan.

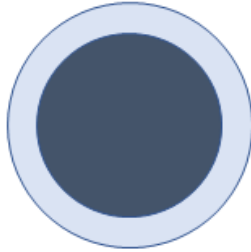
Question

44. What do you think about developing around the edge of Cambridge on land outside the Green Belt?

Please add your comments and feedback

4.4.3 Edge of Cambridge – Green Belt

Illustration of Location Choice



This approach would create new homes and jobs in extensions on the edge of Cambridge, involving release of land from the Green Belt.

Advantages

- benefits from the services and infrastructure at the existing centre, maximising the potential for sustainable transport.
- large scale urban extensions present the opportunity for new on-site infrastructure, such as schools, local centres and green spaces that can bring benefits to the existing and new community.

Challenges

- Requires the use of greenfield land on the edge of urban areas, which around Cambridge would require the release of Green Belt land. National planning policy is clear that Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified, through the preparation or updating of plans. This includes a requirement that all other reasonable options, including working with neighbouring districts, have been fully explored. It also says that when reviewing Green Belt boundaries, the need to promote sustainable patterns of development should be taken into account.

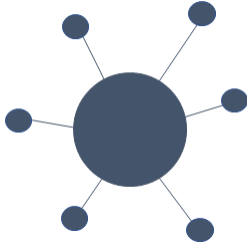
Question

45. What do you think about developing around the edge of Cambridge in the Green Belt?

Please add your comments and feedback

4.3.4 Dispersal: new settlements

Illustration of Location Choice



New settlements would establish a whole new community, providing homes, jobs and supporting infrastructure in a new location, and would need to be supported by strategic transport infrastructure connecting to Cambridge.

Advantages

- Provides an opportunity for significant new infrastructure to be delivered
- Provides an opportunity for substantial growth in a new location connected to the transport network
- May avoid removing land from the Green Belt

Challenges

- Potential major impact on the landscape and loss of agricultural land
- Can take longer to become reality, due to starting from scratch.
- Where it relies on proposed new transport infrastructure, even where it is included in the plans of the transport authorities, the level of certainty over delivery and timing of that infrastructure is crucial.

Question

46. What do you think about creating planned new settlements?

Please add your comments and feedback

4.3.5 Dispersal: Villages

Illustration of Location Choice



This approach would spread new homes and jobs out to the villages.

Advantages

- Can help to sustain existing facilities and infrastructure in the village
- Can help provide for a diversity of population in the village

Challenges

- Can result in increased commuting by car, and travel to access to services and facilities, particularly if the village is away from main transport corridors. Also.
- Small sites are unlikely to generate infrastructure needs alone, so are unlikely to significantly contribute to improvements to infrastructure so capacity within or accessible to a particular village is important.
- Potential impact on village character needs to be considered
- Some of the larger better served villages are surrounded by the Green Belt.

Question

47. What do you think about growing our villages?

Please add your comments and feedback

4.3.6 Public Transport Corridors

Illustration of Location Choice



This approach would focus homes and jobs along key public transport corridors and around transport hubs, extending out from Cambridge. This could be by expanding or intensifying existing settlements, or with more new settlements.

Advantages

- Concentrates development on transport corridors where there are opportunities for high quality public transport.
- Supports expansion of economic benefits outwards from Cambridge

Challenges

- Requires the use of land along transport corridors, including locations within the Green Belt. This approach has implications for fundamentally changing the nature of the Cambridge Green Belt
- Weight to be given to proposed new strategic transport infrastructure, even where it is included in the plans of the transport authorities, will depend on the level of certainty over delivery and timing of that infrastructure.

Question

48. What do you think about siting development along transport corridors?

Please add your comments and feedback

5. Any Other Issues?

5.1 How will we develop the plan?

The choices set out at this stage explore the high-level principles. In the coming months we will gather further evidence to inform the full consideration of choices, and take account of the feedback you offer us at this stage, to help us develop a preferred strategy and a draft Local Plan. This will include:

1. Confirming how many homes and jobs we need to plan for
2. Assessing the sites available to deliver the development: we will produce a Housing & Economic Land Availability Assessment to explore the options for development in Greater Cambridge, including drawing on the results of the Call for Sites in Spring 2019.
3. Creating more detailed growth location options that reflect different approaches to balancing growth across the different areas described above.
4. Testing the transport and other impacts of those growth location options.

We will continue to engage with you at key stages as the new Local Plan is developed.

5.2 Learning from the adopted 2018 Local Plans

The two adopted 2018 Local Plans contain a lot of detailed strategic and development management policies. In bringing these two plans together into one, we will have to decide which policies to keep, which policies to amend, which policies to delete and what new policies to create.

Our overall aim is to create a succinct Local Plan that does not unnecessarily repeat national policy, but does contain the right policies for making decisions on planning applications in Greater Cambridge. We want to make sure we have well-worded, useful policies that help everyone make clear and consistent decisions across the area.

We want to know which of our existing policies you think are effective, and which are not so effective, so we can learn from this for the next Local Plan.

Question

- 49. Do you have any views on any specific policies in the two adopted 2018 Local Plans? If so, what are they?**

Please add any comments and ideas

5.3 Any other issues

In this consultation we have tried to identify the big themes and issues that we think are important to consider as we prepare the new plan. However, you may have other ideas of this we need to consider, or ideas for the new Local Plan.

This is the opportunity to tell us about anything you think we should be considering, which is not covered in this consultation.

Question

- 50. What do you think should be in the next Local Plan? Are there issues, ideas or themes that you don't feel we have yet explored?**

Please give us your thoughts and feedback.

Appendix 1 Full list of consultation questions

- 1. Do you think we have identified the right cross-boundary issues and initiatives that affect ourselves and neighbouring areas?**
- 2. Do you agree that planning to 2040 is an appropriate date in the future to plan for? If not, what would be a more appropriate date and why?**
- 3. How do you think we should involve our communities and stakeholders in developing the Plan?**
- 4. Please submit any sites for employment and housing you wish to suggest for allocation in the Local Plan. Provide as much information and supporting evidence as possible.**
- 5. Please submit any sites for green space and wildlife habitats you wish to suggest for consideration through the Local Plan. Provide as much information and supporting evidence as possible.**
- 6. Do you agree with the potential big themes for the Local Plan?**
- 7. How do you think we should prioritise these big themes?**
- 8. How should the Local Plan help us achieve net zero carbon by 2050?**
- 9. How do you think we should be reducing our impact on the climate? Have we missed any key actions?**
- 10. Do you think we should require extra climate adaptation and resilience features to new developments?**
- 11. Are there any other things we should be doing to adapt to climate change? We want to hear your ideas!**
- 12. How should the Local Plan help us improve the natural environment?**
- 13. How do you think we should improve the green space network?**
- 14. How do we achieve biodiversity net gain through new developments?**
- 15. Do you agree that we should aim to increase tree cover across the area?**

16. How should the Local Plan help us achieve 'good growth' that promotes wellbeing and social inclusion?
17. How do you think our plan could help enable communities to shape new development proposals?
18. How do you think we can make sure that we achieve socially inclusive communities when planning new development?
19. How do you think new developments should support healthy lifestyles?
20. How do you think we should achieve improvements in air quality?
21. How should the Local Plan protect our heritage and ensure new development is well-designed?
22. How do you think we should protect, enhance and adapt our historic buildings and landscapes?
23. How do you think we could ensure that new development is as well designed as possible?
24. How important do you think continuing economic growth is for the next Local Plan?
25. What kind of business and industrial space do you think is most needed in the area?
26. Do you think we should be protecting existing business and industrial space?
27. How should we balance supporting our knowledge-intensive sectors, with creating a wide range of different jobs? What kind of jobs would you like to see created in the area?
28. In providing for a range of employment space, are there particular locations we should be focusing on? Are there specific locations important for different types of business or industry?
29. How flexible should we be about the uses we allow in our city, town, district, local and village centres?
30. What approach should the next plan take to supporting or managing tourism in Cambridge and the rural area?
31. How should the Local Plan help to meet our needs for the amount and types of new homes?

32. Do you think we should provide for a higher number of homes than the minimum required by government, to provide flexibility to support the growing economy?
33. What kind of housing do you think we should provide?
34. How should we meet the need for additional Gypsy, Traveller and caravan sites?
35. How should we ensure a high standard of housing is built in our area?
36. How should the Local Plan ensure the right infrastructure is provided and developed in line with growth?
37. How should we encourage a shift away from car use and towards more sustainable modes of transport such as public transport, cycling and walking?
38. What do you think the priorities are for new infrastructure?
39. Should we look to remove land from the Green Belt if evidence shows it provides a more sustainable development option by reducing travel distances, helping us respond to climate change?
40. How flexible should the Local Plan be towards development of both jobs and homes on the edge of villages?
41. Do you think the Local Plan should be more flexible about the size of developments allowed within village boundaries (frameworks), allowing more homes on sites that become available?
42. Where should we site new development?
43. What do you think about densification?
44. What do you think about developing around the edge of Cambridge on land outside the Green Belt?
45. What do you think about developing around the edge of Cambridge in the Green Belt?
46. What do you think about creating planned new settlements?
47. What do you think about growing our villages?
48. What do you think about siting development along transport corridors?

- 49. Do you have any views on any specific policies in the two adopted 2018 Local Plans? If so, what are they?**
- 50. What do you think should be in the next Local Plan? Are there issues, ideas or themes that you don't feel we have yet explored?**

Appendix 2 List of supporting Evidence Documents and Plan Making Documents

Evidence Documents

Document (Author) Year

Cambridgeshire and Peterborough Independent Economic Review (Cambridgeshire and Peterborough Independent Economic Commission) 2018

Cambridgeshire and Peterborough Local Industrial Strategy 2019 (Cambridgeshire and Peterborough Combined Authority and HM Government) 2019

Homes for our future Greater Cambridge Housing Strategy 2019 – 2023 (Cambridge City Council and South Cambridgeshire District Council) 2019

Draft Cambridgeshire and Peterborough Local Transport Plan (Cambridgeshire and Peterborough Combined Authority) 2019

Plan Making Documents

Document (Author) Year

Sustainability Appraisal Scoping Report (Land Use Consultants Ltd (LUC) for Cambridge City Council and South Cambridgeshire District Council) 2019

Sustainability Appraisal of the Issues and Options Report (LUC for Cambridge City Council and South Cambridgeshire District Council) 2019

Habitats Regulations Assessment Scoping Report (LUC for Cambridge City Council and South Cambridgeshire District Council) 2019

Greater Cambridge Local Plan Consultation Statement (Cambridge City Council and South Cambridgeshire District Council) 2019

Appendix 3 Glossary

Adopted 2018 Local Plans

Sets out the council's vision and strategy for the area over a length of time and provides the basis for decisions on planning applications. Plans can be adopted after they have been through a plan making process involving consultation and examination. The current Local Plans in Cambridge and South Cambridgeshire were adopted in 2018.

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 essential for local workers). Eligibility is determined using local incomes and local house prices.

Biodiversity

The variety of life in all its forms. This includes the plant and animal species that make up our wildlife and the habitats in which they live.

Business churn

Levels of businesses starting up and businesses ending. A high level of business churn means a lot of businesses start, and a lot of businesses end each year.

Carbon footprinting

This is an exercise that measures the impact of our activities on the environment and climate change. It relates to the amount of greenhouse gases produced in our day-to-day lives through burning fossil fuels for electricity, heating, transportation etc.

Climate change adaptation

Adjustments made to natural or human systems in response to actual or anticipated impacts of climate change, to mitigate harmful or exploit beneficial opportunities. (Source: NPPF, 2019)

Climate change mitigation

Action to reduce the impact on human activity on the climate system, primarily through reducing greenhouse gas emissions. (Source, NPPF, 2019)

Combined Authority

A legal body made up of two or more councils that work together to decide and carry out region-wide decisions.

Community Land Trusts

Not-for-profit organisations that own and rent out low cost housing and land for community use.

Densification

Making more efficient use of land, through intensive use of brownfield land, building taller buildings, building on existing residential back gardens or in-between existing buildings, or redeveloping underused sites at higher densities.

Greater Cambridge

Both areas of Cambridge and South Cambridgeshire together.

Greater Cambridge Partnership

A partnership between Cambridge City Council, Cambridgeshire County Council, South Cambridgeshire District Council, the University of Cambridge and the Business Board of the Cambridgeshire and Peterborough Combined Authority to support continued growth of the Greater Cambridge area.

Green Infrastructure

Green Infrastructure is a multi-functional network of public green spaces and routes, landscapes, biodiversity and heritage. It includes a wide range of elements such as country parks, wildlife habitats, rights of way, commons and greens, nature reserves, waterways and bodies of water, and historic landscapes and monuments.

Grow on space

Premises suitable for small growing businesses.

GVA / Gross Value Added

A measure of the value of goods and services produced in an area.

Heat Island

Urban areas are often warmer than the surrounding countryside, especially at night, as materials like tarmac and stone, absorb and store heat.

Local Development Scheme

A document which sets out the timetable for the local development documents that the Council will be producing.

Local Plan

Sets out policies to guide the future development of Greater Cambridge. It also sets out where future development will take place, and identifies land for new housing, community facilities, shops and employment. It is the key

document use to determine planning applications for new development in the Greater Cambridge region.

National Planning Policy Framework (NPPF)

Sets out government's planning policies for England and how these are expected to be applied

Natural Capital

The stock of natural assets which include geology, soil, air, water and all living things.

Nature Recovery Network

As set out in the Government's 25 Year Environment Plan, the Nature Recovery Network is an expanding and increasingly-connected network of wildlife-rich habitat. It comprises a core network of designated sites of importance for biodiversity and adjoining areas that function as steppingstones or wildlife corridors and areas identified for new habitat creation

Neighbourhood Plan

A plan prepared by a Parish Council or neighbourhood forum for a particular neighbourhood area. They must be consistent with the strategic policies in the current suite of Local Plan documents.

Net zero carbon

Net zero carbon means that carbon emissions cannot exceed zero. In practice, a net zero carbon target means that in addition to phasing out fossil fuels and the role of renewable energy and energy reduction measures, there is also a role for balancing a certain measured amount of carbon released with an amount of carbon offsets, through, for example, tree planting or carbon capture and storage.

Oxford-Cambridge Arc

An area covering Oxford, Milton Keynes and Cambridge, identified by the Government as a unique opportunity to become an economic asset of international standing.

Productivity

Being able to produce or provide goods and services.

Stakeholder

A person, group or organisation that has interest in planning for the area.

Shared ownership

Homes in which the occupier owns a share of the property and pays rent on the remainder, typically to a housing association or local authority.

Standard method

A government formula that helps councils to work out how many homes are needed in a given local area.

Start-up

The early stage of a new business.

Sustainable development

Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

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Advice from Joint Local Planning Advisory Group, 1st October 2019, regarding Greater Cambridge Local Plan Issues & Options

Background

The first Joint Local Planning Advisory Group met on 1st October. The focus of the meeting was to discuss the proposed Greater Cambridge Local Plan Issues & Options draft text and proposed consultation activities. Recommendations from JLPAG are to be communicated to each council's separate democratic processes for discussion and formal agreement of the consultation documents.

Recommendations to JLPAG members included:

1. Note the Lessons Learned and Good Practice review (Appendix A)
2. Note the Statement of Consultation (Appendix B); and
3. Recommend to the respective council's decision-making processes that they should agree to consult on the Local Plan Issues & Options report text (at Appendix E) and supporting documents (at Appendices A, B, F, G and H).

Advice from Joint Local Planning Advisory Group

Having considered the papers, the recommendations from the JLPAG to the respective council's decision-making processes are as follows:

- Further work is required on the text of the Issues and Options document and on the questions included within it
- A further iteration of the document should be subject to additional appropriate scrutiny, ahead of the public consultation
- Consultation on the Local Plan Issues & Options stage should begin in the new year, January 2020.

These three points are expanded upon below.

Discussion informing JLPAG advice

Detailed points raised in the JLPAG discussion resulting in the above advice included the following:

Further work is required on the text of the document

- Structure of the document – this needs reviewing, taking into consideration its web and print forms, in order to attract and maintain the attention of readers
- Big themes – potential conflicts between these themes needs spelling out more clearly

- Growth – there should be explicit explanation of why no growth is not an option, given existing council commitments and government policy requirements.
- Spatial choices – these should be explained more fully
- Language – this should be reviewed to ensure it is more engaging and less technical

Further work is required on the questions included within the document

- Questions - should be framed consistently, allowing open responses on each issue
- Quantitative prioritising questions - for all themes these should be brought together as prioritisation of themes (top priority/high priority/low priority) is a relative issue
- Question 19 regarding spatial choices should be reviewed to allow those responding to provide answers involving a blend of options or percentage preference

A further iteration of the document should be subject to further appropriate scrutiny, ahead of consultation

- Given the scale of changes required it was considered that there was not sufficient time ahead of the publication of papers for the programmed Cambridge Planning & Transport Scrutiny Committee on 14 October for any changes to be made arising from JLPAG's discussion. Therefore, this meeting should be postponed to allow the Cambridge scrutiny committee to consider an evolved version of the document. The timing of the meeting would be in early November, therefore coinciding with the South Cambridgeshire Cabinet on 6 November.
- In addition to this, if further changes are required to the documents after these respective meetings, these could be discussed with the JLPAG with any changes confirmed through out of cycle Executive Decisions.

Consultation on the Issues & Options should begin in the new year

- The Christmas period should not be part of the consultation period as it would disrupt consultation communications.
- The consultation should start early in January 2020
- The consultation period should include a reasonable amount of time within the university term, as many members of the Cambridge community work to this calendar.

Background papers

Joint Local Planning Advisory Group papers, 1st October 2019

<https://democracy.cambridge.gov.uk/ieListDocuments.aspx?CId=492&MIId=3762&Ver=4>

Agenda Item 8



Report To: Cabinet 6 November 2019

Lead Cabinet Member(s): Councillor John Williams,
Lead Cabinet Member for Finance

Lead Officer: Peter Maddock, Head of Finance

SUBJECT: GENERAL FUND CAPITAL PROGRAMME UPDATE AND NEW BIDS

PURPOSE

1. To report to the Cabinet on the performance of the Council's Capital Programme during 2018/2019 and to consider the new Capital Programme bids from 2020/2021.
2. This is a key decision as there are resource implications directly arising from the report; the report provides monitoring information to ensure awareness of capital scheme progress and new capital bids for consideration and allocation.

RECOMMENDATIONS

3. That Cabinet is requested to consider the report and, if satisfied, to:
 - (a) Acknowledge the performance achieved in relation to the Capital Programme Schemes substantially completed in 2018/2019, summarised at Appendix A in the report;
 - (b) Consider the capital programme bids for new projects outlined in the report at Appendix B and to determine whether to approve the new capital schemes;
 - (c) Recommend to Full Council that additional funding of £545,000 is allocated from the Renewables Reserve to complete the footpath lighting upgrades given the environmental benefits, and that a full report be submitted to Cabinet for approval that outlines the programme of work, timescales, costs and payback period;
 - (d) Recommend to Full Council that funding of £1,300,000 is allocated from the Renewables Reserve for a range of energy efficiency and green energy measures at South Cambridgeshire Hall, and that a full report be submitted to Cabinet for approval that outlines the range of modifications and enhancements proposed, costs and payback period;
 - (e) Support, if resources permit, the establishment of a Renewal and Repairs Fund for vehicles, plant and equipment, as part of the 2020/2021 revenue determination process;
 - (f) Recommend to Full Council the revised General Fund capital programme for the period 2019/2020 to 2024/2025, at Appendix C, to reflect the new scheme bids, amendments to the programme and the reprofiling of expenditure identified in the report.

REASON FOR RECOMMENDATION

4. To enable the Cabinet to consider the outturn performance of the Council's Capital Programme in 2018/2019, new capital project bids for 2020/2021 and the updated capital programme incorporating new items and reprofiling of expenditure.

BACKGROUND INFORMATION

Capital Programme – Performance Monitoring

5. The Council's approved Capital Strategy and good practice requires that:
 - (i) Effective arrangements are established for the management of capital expenditure, including the assessment of project outcomes, budget profiling, deliverability and the achievement of value for money;
 - (ii) It is appropriate that, in terms of project outcomes and deliverability, the Cabinet receive an annual report covering:
 - the details of schemes commenced on time;
 - the details of schemes completed on time;
 - how many schemes were completed within budget.

Capital Programme – Performance 2018/2019

6. A summary of the performance achieved in relation to the Capital Programme schemes (excluding rolling programmes) substantially completed in 2018/2019 is detailed in **Appendix A**.
7. In summary, the Cabinet will note that, in many cases, schemes that commenced were completed on time and within budget. It is relevant, however, that there was an expenditure underspend of £7.316 million and equivalent financing underspend in relation to the approved 2018/2019 Capital Programme, with outturn expenditure of only £27.190 million compared to the original funding allocation of £34.506 million.
8. A more detailed post implementation review of key capital projects has been undertaken by relevant Officers in accordance with the Capital Strategy and a summary of the scheme progress is also identified in **Appendix A**.

New Scheme Bids

9. It is appropriate for Cabinet to consider, in line with the Capital Strategy, all new bids for capital investment before making recommendations to Council.
10. It should be recognised that the Council has finite resources and there are competing pressures and affordability issues that need to be taken into account. The corporate focus of capital investment should align with the expectations of the approved Capital Strategy and accordingly there will be a need to:
 - (a) invest where the Council has a statutory, contractual or safety obligation including unavoidable requirements emanating from the Council's approved Corporate Asset Plan;
 - (b) invest in discretionary schemes which meet Business Plan priorities;
 - (c) invest in schemes which provide value for money (i.e. invest to save) provided they are consistent with Business Plan priorities.

11. The schedule of capital programme bids for new projects (i.e. over and above those needed for continued operational purposes, or that form part of a rolling programme) is attached at **Appendix B**.
12. The capital bids have been subject to the completion of a business case in accordance with the Capital Strategy. This covers, amongst other things, project risks, resource implications and compliance with the key priorities of the Council. The bids, summarised at **Appendix B**, are considered to fall into the following categories:
- (1) Legally/contractually unavoidable;
 - (2) Essential for health and safety reasons;
 - (3) Support Business Plan objectives;
 - (4) Benefit from external funding opportunities; and
 - (5) “Invest to Save” projects (for which regard should be given to the length of the investment payback period).
13. The schedule of new bids includes additional funding for Business Plan priorities of (i) £545,000 in 2020/2021 for essential investment in footpath lighting upgrades given the level of need and energy consumption benefits (topping up an existing allocation of £750,000 from this source) and (ii) £1.3 million for a range of energy efficiency and green energy measures at South Cambridgeshire Hall. There is an uncommitted balance of **£3.425 million** in the established Renewables Reserve which could be used for these projects, subject to a detailed report to Cabinet on the scheme proposals, options, timescales and costings.

Investment Strategy

14. An updated Investment Strategy was considered by Cabinet, at its meeting on 2 October 2019, and has been recommended to Council for approval. The Strategy sets out how the Council determines its capital investment priorities and the updated version identifies the sum of £340 million in the period 2019/2020 to 2023/2024 for potential investment in the following streams:

Stream 1: Prime and close to prime commercial real estate investment let on long leases to good covenants which will provide a secure long-term income over and above their ability to pay back the purchase price debt;

Stream 2: Investment which can generate regeneration or economic development benefits as well as positive financial returns for the Council (e.g. energy storage projects or investments with regeneration benefits);

Stream 3: Investment partnerships with third party developers to deliver new homes (subject to completion of the Members Agreements).

15. The projection of likely investments in all three streams as follows:

Funding Allocation	2019/2020 £'000	2020/2021 £'000	2021/2022 £'000	2022/2023 £'000	2023/2024 £'000
Stream 1	40,000	60,000	80,000	100,000	120,000
Stream 2	10,000	20,000	30,000	40,000	50,000
Stream 3	-	42,500	85,000	127,500	170,000
Totals	50,000	122,500	195,000	267,500	340,000

Vehicle, Plant and Equipment

16. The renewal of vehicles, plant and equipment, including IT equipment, has relied on capital programme bids and funding. As an alternative a Renewal and Repairs (R&R) Fund could be established for the purpose of defraying expenditure to be incurred from time to time in repairing, maintaining, replacing and renewing buildings, works, plant or equipment belonging to the Council. This would require annual revenue contributions to the R&R Fund to equalise costs over the life of the asset. A similar arrangement could apply to IT replacement systems by establishing a Software Fund with annual contributions set to meet the cost of replacement software systems.
17. It is proposed that, in preparing the 2020/2021 revenue budget, such Funds are established with revenue contributions built into the budget rather than recourse to borrowing and its associated costs. The extent to which this can be achieved will depend on the extent of savings achieved and other funding pressures that will impact on the delivery of a balanced budget.

Capital Programme Financing

18. Council will need to rely on borrowing to fund capital investment going forward and this has a direct impact on the revenue budget. The level of borrowing is clearly a factor that needs to be considered by the Council, but excessive borrowing must be considered with caution as repayment of any loans would fall on Council Tax, at a time when significant budgetary savings must be made to avoid an unacceptable increase in Council Tax or reductions in key services.
19. The ability to generate capital receipts to contribute to the capital programme funding is very limited and relates entirely to HRA right to buy sales, with only £25,000 currently forecast for 2020/2021. It would not be prudent, given uncertainty in terms of timing and the planning framework, to include them in projections at this time.
20. In determining its Capital Programme, the Council must comply with the regulations relating to the Prudential Framework for Capital Finance in local authorities and related prudential indicators, i.e. is it prudent, affordable (in Council Tax terms) and sustainable (in the Medium Term). Due regard should, therefore, be given to:
 - (i) The estimate of available capital finance (from borrowing and capital receipts if any) needed to cover existing committed schemes and any residual sum available for uncommitted and future priority schemes;
 - (ii) The estimate of capital finance resource becoming available in the ensuing four years for uncommitted schemes and new priority schemes (e.g. from external borrowing, forecast new capital receipts (if any) or external funding);
 - (iii) The estimated revenue implications (estimated at £55,000 per year per £1 million borrowed over 25 years) of the proposed total programme and impact on Council Tax in terms of affordability.
21. Consequently, the number of new priority capital schemes which can be approved at each annual review of the programme will be limited by these affordability factors.

22. To enter into excessive long term borrowing would only exacerbate the position and, on this basis, it is strongly recommended that the Council carefully considers the level of capital investment.
23. The Capital Programme is prepared on a five year rolling programme. As such Cabinet/Council in February 2020 will be considering the programme for the 2020/2021, 2021/2022, 2022/2023, 2023/2024 and 2024/2025 financial years.
24. In the event that all new bids in **Appendix B** are eventually approved, and new borrowing is required for those schemes not financed from Earmarked Reserves (totalling £731,100), the additional cost of the capital programme in 2020/2021 will be **£145,000** (reflecting the relatively short-term life of the assets). This is in addition to the borrowing required for the existing capital scheme approvals for 2020/2021 (i.e. £32.903 million) at an estimated revenue cost of **£1.085 million**.
25. The total additional cost to revenue for the borrowing costs of the full capital programme (including existing approvals plus the above new bids) is **£1.23 million** in 2020/2021. Additional borrowing for the purposes of the revised Investment Strategy (over and above the £20 million per annum in the approved capital programme) will have an estimated revenue cost of £2.72 million in 2021/2022 (if acceptable property investments are identified and commitments made), bringing the total borrowing costs to be met from revenue to £3.95 million for this period. This will be offset by the revenue returns from the property investment portfolio.

OPTIONS

26. The option exists of not approving new capital funding bids.

IMPLICATIONS

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

Policy

28. The Council has two policies which underpin the Capital Programme, namely the Capital Investment Strategy and the Medium Term Financial Strategy (MTFS). The former provides the framework for the evaluation, approval and monitoring of capital schemes and this includes a requirement for an annual report each September relating to schemes completed in the previous financial year. The MTFS provides the framework for funding the Capital Programme and, in line with good practice, no capital scheme can be authorised and no commitment made until:
 - Capital finance is in place to cover the full capital costs; and
 - It has been determined by Council that the ongoing revenue cost consequences are affordable in the light of forward three year Revenue Budget forecasts and related Council Tax consequences.
29. The Capital Strategy was approved by Council at its meeting on 21 February 2019 and provides the framework for submitting and considering new bids and for reviewing the performance of schemes in the approved programme.

30. Specifically, it is appropriate to submit an annual report (as part of performance monitoring arrangements) in respect of capital schemes that have reached practical/substantial completion in terms of whether or not the scheme has met the objectives and, where appropriate, relevant performance measures.

Legal

31. The Council is not legally required to have a Capital Programme but from time to time legally unavoidable schemes, such as those relating to Health and Safety, are required for which the Council has to identify an appropriate source of funding.
32. The Local Government Act 2003 introduced the Prudential Code which requires the Council to agree and comply with a number of Prudential Indicators that underpin the Council's capital investment demonstrating that the investment is prudent, sustainable and affordable.

Resource Implications

33. The net budget for the capital programme will need to be financed from the Council's resources (e.g. capital receipts), revenue financing or, primarily, by borrowing. The borrowing costs are approximately £55,000 per year for every £1 million borrowed and these borrowing costs will need to be factored into the revenue budget when preparing the Medium Term Financial Strategy.
34. Full Council, at its meeting on 21 February 2019, approved new schemes for inclusion in the General Fund capital programme for the period 2019/2020 to 2023/2024 and also the re-profiling of the existing programme. The full programme is summarised in the table below:

Capital Programme: General Fund	2019/2020 £million	2020/2021 £million	2021/2022 £million	2022/2023 £million	2023/2024 £million
Expenditure					
Housing Services	2.380	2.380	2.380	2.380	2.380
Health & Environmental Services	0.721	0.462	0.741	0.486	0.734
Corporate Services	20.753	25.053	20.142	20.153	20.153
Planning Services	-	-	-	-	-
Advances to Housing Company	12.507	12.689	-	-	-
Total	36.361	40.584	23.263	23.019	23.267
Funding					
Capital Receipts	1.698	1.284	1.373	1.384	1.384
Grants/Contributions	2.156	6.397	1.448	1.293	1.218
Borrowing	32.507	32.903	20.442	20.342	20.665
Total	36.361	40.584	23.263	23.019	23.267

35. The outturn in relation to the 2018/2019 Capital Programme, reported to Cabinet on 2 October 2019, identified an expenditure underspend of £7.316 million and equivalent financing underspend. This is shown in the table below:

	Revised Budget £ million	Outturn £ million	Variance £ million	C/F
Housing Services	2.212	1.063	(1.149)	0.030
Health & Environmental Services	0.921	0.976	0.055	0.052
Corporate Services	0.839	0.678	(0.161)	0.330
Planning Services	0.080	0.071	(0.009)	0
Advances to Housing Company	28.054	23.147	(4.907)	4.907
CLIC Investment	2.400	1.255	(1.145)	1.145
Expenditure	34.506	27.190	(7.316)	6.464
Capital Receipts	1.702	1.773	0.071	
Revenue (Inc. Reserves & HRA)	0.690	0.299	(0.391)	
Contributions (Inc. Section 106)	0.814	0.716	(0.098)	
Borrowing (Internal & External)	31.300	24.402	(6.898)	
Funding	34.506	27.190	(7.316)	

36. There is a need to update the capital programme to take into account the roll-over of funding from 2018/2019 to 2019/2020, the updated Investment Strategy, other amendments to the phasing of work and to include the proposed new bids. The revised programme is reproduced at **Appendix C**.

Risk Implications

37. The main risks associated with the capital programme are that budgets are not adequate, leading to over spend and the financial implications arising from this or that the schemes will not meet the desired objectives.
38. The future aspirations for capital schemes must be affordable (i.e. there is identified capital resource to fund schemes) and capital budgets must be adequate to avoid over spending with consequent financial implications.

Environmental Implications

39. There are no environmental implications arising directly from the report. A number of the proposed bids would have environmental impacts that would be considered prior to implementation.

Equality Impact

40. The report is exclusively a support or administrative process and has no direct relevance to the Council's duty to promote equality of opportunity, promote good relations and eliminate unlawful discrimination. Individual bids may have specific equality impacts. For example, the highways bid would include improvements to street lighting and footways that would directly benefit people with restricted mobility.

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.

The following documents are relevant to this report:

- General Fund Medium Term Financial Strategy – Report to Cabinet: 7 November 2018
- Budget Report – Report to Cabinet: 6 February 2019
- Business Plan 2019 - 2014 – Report to Council: 21 February 2019
- Medium Term Financial Strategy and General Fund Budget – Report to Council: 21 February 2019
- General Fund Revenue & Capital Budget Provisional Outturn – Report to Cabinet: 2 October 2019
- Investment Strategy – Report to Cabinet: 2 October 2019

APPENDICES

- A Completed Capital Projects 2018/2019: Performance
- B Capital Programme – New Bids
- C Updated Capital Programme 2019/2020 – 2023/2024

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**South
Cambridgeshire
District Council**

APPENDIX A

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COMPLETED CAPITAL PROJECTS [GENERAL FUND]: PERFORMANCE - 2018/2019 PROJECTS

Capital Funded Projects: Housing Services	Funding Allocation £'000	Actual Cost £'000	Commenced on Time?	Completed on Time?	Completed within Budget?	Lead Officer
Social Housing Grants	502	50	YES	YES	YES	Julie Fletcher
Home Repairs Assistance	100	76	YES	YES	YES	Julie Fletcher
Disabled Facilities - Mandatory	490	564	YES	YES	NO	Julie Fletcher
Disabled Facilities - Discretionary	10	10	YES	YES	YES	Julie Fletcher
General Fund Housing Refurbishments	10	34	YES	YES	NO	Julie Fletcher
Sheltered Properties - Repurchase	1,100	329	YES	YES	YES	Geoff Clark
TOTAL	2,212	1,063				

Capital Funded Projects: Health & Environmental Services	Funding Allocation £'000	Actual Cost £'000	Commenced on Time?	Completed on Time?	Completed within Budget?	Lead Officer
Refuse Collection Vehicles	846	846	YES	YES	YES	Trevor Nicoll
Waterbeach Depot Solar Panels		36 *				Trevor Nicoll
Underground Bins		11 *				Trevor Nicoll
Land Drainage Trailer	8					Pat Matthews
Pavement Street Sweepers	67	67	YES	YES	YES	Trevor Nicoll
Noise Monitoring Equipment		16 *				Jane Hunt
TOTAL	921	976				

Capital Funded Projects: Advances to Housing Company	Funding Allocation £'000	Actual Cost £'000	Commenced on Time?	Completed on Time?	Completed within Budget?	Lead Officer
Housing Company: Advance Funding	28,054	23,147	YES	YES	YES	Duncan Vessey
TOTAL	28,054	23,147				

Capital Funded Projects: Corporate Services	Funding Allocation £'000	Actual Cost £'000	Commenced on Time?	Completed on Time?	Completed within Budget?	Lead Officer
PC Refresh Programme	15	13	YES	YES	YES	Alex Young

Financial Management System (FMS)	130	109	YES	YES	YES
Revenues/Benefits System	28	45	YES	YES	NO
Environmental Health System		29 *			
Housing Management System		125 *			
Yotta Waste Management System		150 *			
Income Management System		9 *			
Desktop Transformation Programme	180	180	YES	YES	YES
Customer Portal to Website	15	7	YES	YES	YES
Secure Storage Facility at SC Hall	30	-] Projects deferred pending further		
Fire Escape Enclosures	50	-] review of priority requirements.		
Planning Service: Adaptions for Flexible Working	28	-] review of priority requirements.		
Ground Floor Adaptations	363	11] review of priority requirements.		
TOTAL	839	678			

Peter Maddock
Dawn Graham
Jane Hunt
Geoff Clark
Trevor Nicoll
Katie Kelly
Susan Gardner-Craig
Sonia Constant
Phil Bird
Phil Bird
Phil Bird
Phil Bird

Page 304

Capital Funded Projects: Planning Services	Funding Allocation £'000	Actual Cost £'000	Commenced on Time?	Completed on Time?	Completed within Budget?
ICT New Planning System	80	71	YES	YES	YES
TOTAL	80	71			

Lead Officer
Stephen Kelly

Capital Funded Projects: CLIC Investment	Funding Allocation £'000	Actual Cost £'000	Commenced on Time?	Completed on Time?	Completed within Budget?
CLIC Investment	2,400	1,255	YES	NO	YES
TOTAL	2,400	1,255			

Lead Officer
Peter Maddock

* Residual costs associated with original capital programme projects/essential capital investment.

CAPITAL PROJECTS – SCHEME PROGRESS/POST IMPLEMENTATION REVIEW

REVIEW OF SCHEMES: HOUSING GRANTS

This includes Private Sector Housing Grants including Disabled Facilities Grants (DFGs). The budget was overspent by £74,000 relating to DFGs and underspent by £24,000 in relation to home assistance grants; the overall position being an overspend of £50,000. The Council did, however, receive additional funding of £80,000 at the end of 2018/2019 so in reality a carry forward of £30,000 is appropriate. Cabinet, at its meeting on 2 October 2019, recommended to Council that the sum of £30,000 be carried forward to 2019/2020 for this purpose.

REVIEW OF SCHEMES: SHELTERED PROPERTIES - REPURCHASE

This relates to the re-purchase of General Fund sheltered properties. An allocation is identified in the capital programme each year, but it is unknown how many will occur. There were not as many as expected leading to an underspend and the allocation for 2019/2020, in the sum of £1.1 million, is deemed adequate. There is, therefore, no requirement to carry forward funding from 2018/2019 to 2019/2020. The Service Area have usefully provided the following additional information in relation to the project:

Project Brief: The project has derived a profit from the properties that are on the old lease and are ring fenced to be resold after they have surrendered; these are all 75% share leases. The Council buy the properties back, carry out void works to make the property marketable and then sell. A profit is generated because the Council is spending money to increase the desirability of these homes. The amount of void works completed depends on the condition of the property at time of surrender, sometimes they are negligible and other times the kitchen/bathroom/heating etc may need to be replaced. The length of time between buy back and resale usually has a positive influence on sale price due to upward trend of property prices and market forces in this district. The current figures are as follows:

Total profit generated for year 2018/2019 = £125,020

For the first quarter of 2019/2020: April to June 2019 = **£72,688** profit from 3 sales after cost of void works, estate agents and legal fees. To break that down further, a total of £3,442 was spent on void works between these 3 properties.

For the second quarter: July to Sept 2019 = **£12,150** profit from 1 sale after above costs deducted.

For the third quarter (based upon current projections): October to December 2019 – Projected profit of **£6,930** from one house sale, currently with legal to complete. 4 further properties are in the pipeline at surrender stage.

Total profit generated for 2019/2020 so far = £91,768.

Please note that this project is time limited. There are roughly 30 properties remaining on old style leases, and there is a commitment to buy the properties back; once these are exhausted the project comes to an end. There is the potential to enter the market and buy properties back that have transferred to the new leases when they are being surrendered but this will have to be a more commercial approach.

REVIEW OF SCHEMES: HEALTH & ENVIRONMENTAL SERVICES

The Health and Environmental Services budget is provided in the main for vehicle replacements for the waste and street cleansing fleet. This was overspent when

compared to the revised budget mainly due to the installation of solar panels at the Waterbeach Depot and the purchase of noise monitoring equipment. There was also an order placed during February 2019 for additional tail lift vehicles but not delivered until April 2019. The cost of this acquisition in the sum of £52,000 needs to be carried forward into 2019/2020 but in any event is funded from Earmarked Reserves. Cabinet, at its meeting on 2 October 2019, recommended to Council that the sum of £52,000 be carried forward to 2019/2020 for this purpose.

REVIEW OF SCHEMES: CORPORATE SERVICES

The Corporate Support Services budget includes ICT projects and Capital works at the Camborne offices. Overall budgets were underspent by £161,000. The underspend on the Camborne offices was £460,000, with an overspend on ICT projects of £299,000. Cabinet, at its meeting on 2 October 2019, recommended to Council that the sum of £330,000 be carried forward to 2019/2020 due to slippage in the existing approved capital programme to enable priority office refurbishment projects in relation to South Cambridgeshire Hall to be completed.

REVIEW OF SCHEMES: ADVANCES TO HOUSING COMPANY

It was expected that £28,054 million would be advanced to Ermine Street Housing Ltd, the Council's wholly owned subsidiary. In the event £23,147 million was actually advanced as the number of properties acquired in the second half of 2018/2019 was lower than expected. These loan advances count as Capital Expenditure as they are for a specific purpose and, as such, the unspent allocation should be carried forward into 2019/2020. Cabinet, at its meeting on 2 October 2019, recommended to Council that the sum of £4.907 million be carried forward to 2019/2020 to complete the programme.

REVIEW OF SCHEMES: CLIC INVESTMENT

The Council has been providing loan finance for the creation of an Ice Rink in the sum of £2.4 million. It was expected that the rink would be complete during 2018/2019 but, in the event, it did not complete until the summer of 2019. The outstanding amount of £1.145 million needs to be carried forward into 2019/2020 to enable the commitment to the project to be met. Cabinet, at its meeting on 2 October 2019, recommended to Council that the sum of £1.145 million be carried forward to 2019/2020 to ensure that the funding commitment to the project can be met.

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CAPITAL BUDGET PLANNING 2020-2024
SUMMARY OF NEW FUNDING BIDS

New Capital Bids	2020/2021 £	2021/2022 £	2022/2023 £	2023/2024 £
<p>Waste Service: Vehicle Costs</p> <p>Modelling has determined that new vehicles will be required in 2020/2021, 2021/2022 and 2023/2024 to meet the growth in new households and essential replacement programme. This is a shared service with replacements programmed equally between the partner Council's. The cost is based upon the proposed acquisition of electric vehicles, with higher initial costs but reduced revenue costs.</p>	375,000	-	-	375,000
<p>Upgrade AV and Delegate Systems</p> <p>The current facilities are in a legacy state; two of the ceiling mounted projectors have failed, and the remaining projector has a 4:3 ratio for presentations. The hearing aid loop system also needs to be replaced as it suffers from wireless interference. Management systems for controlling equipment and lighting in the Council Chamber are also recommended for efficient staging of meetings.</p>	150,000	-	-	-
<p>Human Resources: New IT System</p> <p>This relates to the apportioned cost of the new human resources software system to this Council. Transfer to the new platform will enhance efficiency, reduce costs and improve the way the service can support the organisation.</p>	115,500	-	-	-
<p>IT Investment: Other Projects</p> <ul style="list-style-type: none"> • Data Centre Generator • Data Centre Capacity Growth • Business Analytics Service • Replacement WIFI Access Points 	16,000	-	-	-
	14,000	-	-	-
	3,800	-	-	-
	6,800	-	-	-
<p>This relates to the cost of replacement equipment to support the ICT Service at the Council and to provide resilience in the event of an extended power cut, provide for the expected growth within the data centre and ensure compliance with Public Service Network requirements.</p>				

<p>Footway Lighting</p> <p>A review of the structural condition of the current footway lighting stock has been concluded and the total cost of the project to replace the stock of 1,800 footway lights to LED provision is £1.295 million, of which £750,000 has been identified for funding from the Renewables Reserve.</p> <p>If supports, it is proposed that the balance of funding, in the sum of £545,000, is also met from the Renewables Reserves, rather than identified as a capital programme bid and included in Budget Setting Reports to Cabinet/Council in February 2020. The investment will result in reduced ongoing maintenance costs to the Council and reduced energy usage, with savings to Parish Councils.</p>	545,000	-	-	-
<p>South Cambs Hall: Energy Efficiency</p> <p>The approved Business Plan identifies the Theme “Green to Our Core” as one of four key organisational priorities. This includes the commitment to reach zero net carbon by 2050 and to reduce the environment and carbon footprints of the Council’s property assets. Energy efficiency and green energy measures have been developed for South Cambridgeshire Hall, including Ground Source Heat Pump, solar canopies in the car park, internal LED lighting upgrades, electric vehicle charging points and chiller modifications and enhancements. The proposals deliver a positive payback from the investment, estimated at £79,700 per annum (a payback period of 16.3 years).</p> <p>If supported, it is proposed that the funding of the scheme is met from the Renewables Reserves, rather than identified as a capital programme bid and included in Budget Setting Reports to Cabinet/Council in February 2020.</p>	1,300,000	-	-	-
<p>Business Plan Priorities: Other Projects</p> <p>There is a commitment to reduce paper consumption without compromising effective working arrangements. This will require investment in technology to ensure effective access to information.</p>	50,000	-	-	-
<p>TOTAL</p>	2,576,100	-	-	375,000

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Appendix C

NET EXPENDITURE	Budget	Revised	Budget	Budget	Budget	Budget	Budget
	2019-20	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25
Directorate/Cost centre		£'000	£'000	£'000	£'000	£'000	£'000
CORPORATE SERVICES - OVERHEADS							
ICT Development :							
PC Refresh Programme	10	10	10	10	10	10	10
New Server Technologies					15	15	15
Share Point Portal Server	10	0	10	10	10	10	10
Government Connect	5	0	5	5	5	5	5
Network security	10	10	10	10	10	10	10
Housing management system	387	387	8	8	4	4	4
Financial Management System (FMS)	10	10	10	10	10	10	10
Health and Environmental Services System		50					
Waste Management System		150					
Cash Receipting System	69	69					
Aerial Photography Refresh	15	0	15				
Desktop Transformation Programme	53	233		89	89	89	89
Telephony Replacement	150	30	120				
Secure Phone Payments	34	34					
Upgrade AV and Delegate System			150				
Human Resources System			116				
Wi-Fi Access Points			7				
Data Centre Generator			16				
Data Centre Capacity Growth			14				
Business Analytics Service			4				
South Cambridgeshire Hall :							
Energy Efficiency			1,300				
Office adaptations and enhancements		330					

CORPORATE SERVICES DIRECTORATE							
Advance funding for housing company pilot scheme	12,507	13,500	16,603				
CLIC investment		1,145					
Contribution towards A14 upgrade			5,000				
Investment Strategy	20,000	50,000	72,500	72,500	72,500	72,500	
CORPORATE SERVICES TOTAL	33,260	65,958	95,898	72,642	72,653	72,653	153
Greater Cambridge Shared Waste Service :							
Team Manager Vehicles	59	0	36				
Refuse Collection Vehicles		253	465	1,122	835	1,115	576
Street Cleansing :							
Pavement Street Sweepers	64	67				73	74
Mechanical Road Sweeper and Truck Replacements	44	79	170	267	136		
Land Drainage :							
Tractors	80	0	80		80		
Flail Mowers	37	0	37	10	37		
Trailer			8				
Environmental Protection :							
Air Quality Monitoring Equipment	50	100					
Noise Monitoring Equipment	16						
Environmental Services Enforcement Vehicle	20		21				
Footway Lighting :							
LED Pilot Scheme	350	750	545				
HEALTH & ENVIRONMENTAL SERVICES TOTAL	721	1,249	1,362	1,399	1,088	1,188	650

HOUSING DIRECTORATE (GENERAL FUND)							
Requited GF Share of HRA Capital Expenditure	10	25	25	25	25	25	25
Repurchase of General Fund Sheltered Properties	1,100	500	500	500	500	500	500
Grants for the provision of Social Housing	500	0					
Improvement Grants/Loans :							
Home Repairs Assistance	100	100	100	100	100	100	100
Disabled Facilities							
Mandatory	660	852	660	660	660	660	660
Discretionary	10	10	10	10	10	10	10
HOUSING (GENERAL FUND) TOTAL	2,380	1,487	1,295	1,295	1,295	1,295	1,295
Gross Capital Expenditure (General Fund)	36,361	68,694	98,555	75,336	75,036	75,136	2,098
Fixed Assets	22,584	53,087	76,182	74,566	74,266	74,366	1,328
Revenue Expenditure funded from Capital under Statute (REFCUS)	13,777	15,607	22,373	770	770	770	770
	36,361	68,694	98,555	75,336	75,036	75,136	2,098

Financed By:							
Capital Receipts	(1,698)	(1,646)	(1,155)	(766)	(777)	(850)	(851)
S106 Agreement Contribution (ring fenced for Housing)	(500)	0	0	0	0	0	0
Cambridgeshire County Council (DFG)	(630)	(852)	(630)	(630)	(630)	(630)	(630)
Housing Capital Reserve							
Revenue Contribution from HRA towards software etc	(419)	(486)	(130)	(41)	(41)	(41)	(41)
Internal Borrowing - re Commercial Vehicles		(67)	(185)	0	0	(185)	0
External funding from CCC for Waste Vehicle		(65)	0	(532)	(372)	(156)	(323)
External funding from CCC for Waste IT System		(75)					
Earmarked Reserves	(607)	(858)	(7,352)	(867)	(716)	(774)	(253)
Internal Borrowing 140CSP and ESH		(24,145)					
External Borrowing	(32,507)	(40,500)	(89,103)	(72,500)	(72,500)	(72,500)	0
	(36,361)	(68,694)	(98,555)	(75,336)	(75,036)	(75,136)	(2,098)
	0	0	0	0	0	0	0

The Capital Programme has been revised to reflect when expenditure is expected to occur and also includes the capital bids submitted as part of the 2020/21 budget process. In Particular the ICT budgets have been re-profiled and amended to reflect expected spending patterns, Ermine Street investments have been re-profiled to better reflected expectations and a more realistic budget for re-purchase of General Fund Sheltered Properties has been included.

Agenda Item 10



South
Cambridgeshire
District Council

REPORT TO: Cabinet 6 November 2019

LEAD CABINET MEMBER: Cllr Bill Handley, Environmental Services & Licensing

LEAD OFFICER: Mike Hill, Director Housing, Health & Environmental Services

Public Space Protection Order

Proposed gating of Setchel Drove, Cottenham

Key Decision

1. This is not a key decision.

Recommendations

2. That Cabinet agrees
 - a. A 3-step “education, enforcement & engineering” approach to reducing incidences of illegal fly-tipping of waste at Setchel Drove, Cottenham
 - b. That as part of this approach, South Cambridgeshire DC introduces a Public Space Protection Order (PSPO) to restrict access by means of a unlockable barrier to Setchel Drove, Cottenham to disrupt and prevent illegal fly-tipping of waste.
 - c. Delegates the final drafting, wording and consultation of the Public Spaces Protection Order to the Director of Health & Environmental Services in consultation with the Lead Cabinet Member for Environmental Services and Licensing.
 - d. That the Public Spaces Protection Order is reviewed after 2 years.

Reasons for Recommendations

3. Cabinet has powers under The Anti-Social Behaviour Crime & Policing Act 2014 to enact a PSPO. Full consultation with local residents, land-owners and statutory consultees has shown significant support for the introduction of barriers to reduce access to the Drove to reduce fly-tipping. Additionally, discussions at South Cambridgeshire DC Scrutiny & Overview Committee recognised that restricting access to the Drove via a PSPO alone will not reduce and prevent future illegal fly-tips and supported increased covert surveillance of the Drove as part of a blended “education, enforcement, and engineering” approach to tackling illegal fly-tipping at this location.

Details

4. Running beyond Smithy Fen traveller site, Setchel Drove is an isolated highway not overlooked by any occupied properties, leading through agricultural fields to the Cambridge Fish Preservation & Angling Society based at the Heritage Lake. The Drove has suffered repeated incidents of fly-tipping both on the Drove itself and on adjoining land owned by local farmers who have had to pay for the removal of illegally fly-tipped waste. South Cambridgeshire District Council has been required to remove fly tipped material on multiple occasions from the site. Removal often requires specialist equipment due to the waste being located in drainage ditches along the Drove. Estimated clear up costs for the current tips on the Drove are £2200.
5. In Sept 2018, South Cambridgeshire DC installed a covert CCTV camera to capture evidence of the perpetrators of the continued fly-tipping. Unfortunately the camera was wilfully destroyed and no evidence was retrieved. Warning signage displayed to deter fly tippers has merely moved the problem further along the drove. Appendix A shows maps and photographs of the location. Deployment of more sophisticated covert surveillance equipment is a next step, subject to Magistrates' approval of an application under the Regulation of Investigatory Powers Act (RIPA).
6. Since gathering evidence for enforcement has to date proved unsuccessful, consideration has been given to other ways of stopping the fly-tipping. The South Cambridgeshire DC & Cambridge City Greater Cambridge Shared Waste Service has recently launched a "S.C.R.A.P. Fly-tipping" communication and education campaign which will include targeting "hot spots" such as Setchel Drove. Further work is being explored to improve the Council's capabilities in the use of covert surveillance equipment to gather evidence. Along with an approach that uses enforcement and education, a third approach is to consider "engineering" and introducing physical barriers to prevent fly-tipping.
7. Public Space Protection Orders (PSPO) are a control measure created by the Anti-Social Behaviour, Crime & Policing Act 2014. They are council-led, and rather than targeting specific individuals or properties, they focus on the identified problem behaviour in a specific location. When used appropriately, proportionately and with local support, PSPOs can be a positive device that help to prevent anti-social behaviour such as fly-tipping and can provide an effective response to some of the issues local residents and businesses face on a daily basis. The Home Office statutory guidance re-issued in December 2017 states that proposed restrictions should focus on specific behaviours and be proportionate to the detrimental effect that the behaviour is causing or can cause, and are necessary to prevent it from continuing, occurring or recurring.
8. Other options should actively be considered before a PSPO is pursued and where a PSPO is used, it should be carefully framed and employed alongside other approaches as part of a broad and balanced anti-social behaviour strategy.
9. The Act gives councils authority to draft and implement PSPOs in response to particular issues affecting their communities, provided certain criteria and legal tests are met. The first test concerns the nature of the anti-social behaviour, requiring that:
 - Activities that have taken place have had a detrimental effect on the quality of life of those in the locality, or it is likely that activities will take place and that they will have a detrimental effect

- The effect or likely effect of these activities:
 - Is, or is likely to be, persistent, or continuing in nature
 - Is, or is likely to be, unreasonable
 - Justifies the restrictions being imposed
10. A PSPO can last for up to three years, after which time it must be reviewed. Following review, a PSPO can be extended. As a minimum, each PSPO must set out:
 - a. what the detrimental activities are
 - b. what is being prohibited and/or required, including any exemptions
 - c. the area covered
 - d. the consequences for breach
 - e. the period for which it has effect.
 11. PSPOs replace “Gating Orders” were previously issued under the Clean Neighbourhoods and Environment Act 2005. Gating Orders enabled Councils to put gates across roads and paths to restrict access.
 12. It is proposed to issue a PSPO at Setchel Drove, Cottenham to install a barrier and so help prevent on-going fly-tipping. The effect of the proposed order would be to restrict vehicle access to Setchel Drove by the installation of one lockable barrier at the point shown on the map at Appendix A. The barrier would remain locked 24 hours a day except for private access to the agricultural fields and Heritage Lake fishing club by authorised code/ key-holders and for the purposes of maintenance and emergency access. Any unauthorised tampering with the locked gate will be a breach of the PSPO and may result in either a fixed-penalty notice of £100 or prosecution.
 13. Introduction of a PSPO to restrict access and freedom of movement is a serious matter. Guidance advises that PSPOs restricting access should only be introduced where the anti-social behaviour complained of is facilitated by the use of that right of way – otherwise it may be more appropriate to draft an Order focussed on the problem behaviour instead. In this case, use of Setchel Drove facilitates the illegal fly-tipping of waste. As a result, a PSPO restricting access is considered an appropriate tool.
 14. Responsibility for the maintenance of the gate and the keeping of the access key / code will lie with South Cambridgeshire District Council.

Consultation responses

15. A key part of the process to explore introduction of a PSPO is a statutory requirement to consult with stakeholders that may be effected. A consultation document was available for comment on SCDC’s website from 29th May 2019 to 10th July 2019. In addition, the document was emailed to interested and relevant agencies for comment and feedback. This included the OPCC, local neighbourhood Policing team, Cambridgeshire County Council, Cottenham Parish Council, Ely Drainage Board, and Cambridge Fish Preservation and Angling Society. A verbal consultation by door to door knock was also undertaken with traveller families living on Setchel Drove. Full written consultation responses are attached at Appendix B.
16. 19 written responses were received, 14 in favour of the proposal, 3 against and 2 neither for nor against. Verbal responses from the local traveller community were in favour of the proposal.

17. It should be noted that the landowners that own the largest proportion of the land either side of Setchel Drove have detailed very strong views against implementing a PSPO. Their biggest concerns are for the personal safety of the family members, farmers and contractors who access Setchel Drove several times a day. They highlight verbal abuse, intimidation, physical abuse and threats to life which have been documented by the police. A recent incident reported to Police in July 2019 relates to a farmer being injured after a brick and scaffold pole were thrown through a tractor window. The family is concerned that anyone seeking to fly-tip down the drove being met with a locked gate may simply deposit the waste on the part of the drove leading up to the gate. This could lead to farming vehicles or vets being unable to drive down the drove to access livestock. The family have also raised a concern for the well-being of the head of the family who is in his 70s and would have to repeatedly climb in and out of his tractor on a daily basis.

18. These concerns will be addressed by working closely with the landowners and residents adjacent to the Drove to agree a suitable location for any barrier and seeking agreement on how any anti-social behaviour might be prevented in the future, considering the use of suitable technology to reduce the number of occasions regular users need to leave their vehicles to unlock any barrier, and continued surveillance of the barrier to gather evidence of fly-tipping at the barrier.

19. The local neighbourhood police sergeant raised several challenges in his response:

- Have we considered any other/combined methods of resolving the problem, for example overt or covert CCTV options, adequate signage, enforcement options based on identifiable property left behind, media involvement to make the problem more high profile across the region?

Yes. Covert trail cameras have been previously used but were destroyed, likewise signage is often removed. The police technical support officers have recently given the council further advice on how to better camouflage and covertly install surveillance equipment which has yet to be trialled. Enforcement officers do pursue perpetrators where evidence is left behind and issue fixed penalty notices. Since the consultation process took place the countywide 'S.C.R.A.P. It' campaign has been launched to raise the profile of fly-tipping across the district and Setchel Drove will be one of the target areas to be targeted with banners/posters etc.

- Has consideration been given to the risk of displacement consequences?

Yes. It is acknowledged that displacement is a risk. There is also a risk that materials/waste will be dumped on the approach to the gate.

- Are we considering this measure to be a pilot for future locations across South Cambs and how do we intend to measure the outcome of this approach?

No other fly tipping hotspot areas are currently being considered for a PSPO. The number of fly-tips in the drove would be recorded and comparison could be made to historical data. We would also need to be mindful of displacement consequences in the local area.

- Do we require a PSPO to install gated access or can we use other legislation?

Yes. PSPO's have replaced gating orders previously issued under the Clean Neighbourhoods and Environment Act 2005. The alternative would be to seek permission of landowners and the County Council. Consultation responses show the key landowners are not supportive of the installation of a gate via a PSPO.

- Is enforcement of the PSPO simply enforcement of a softer penalty for a similar or higher cost?

No. We would continue to investigate and pursue offences of fly tipping, the PSPO gives the ability to introduce a physical barrier to unauthorised persons. The current fixed penalty for fly tipping is £400 and the fixed penalty for breach of a PSPO is £100. Both penalties would be pursued in any investigation.

- Considering the cost of securing a PSPO would that money be better spent on detection technology such as CCTV and ANPR?

The PSPO gate as a stand-alone physical barrier is unlikely to be effective against fly-tipping and so would be used in conjunction with other activities as part of an “Enforcement-Education-Engineering” mixed approach. Officers are already scoping further investment in covert surveillance equipment to support this approach.

- There are concerns that a simple lock could be chopped off easily and the gate be broken or even stolen. While costs may be prohibitive, has consideration been given to other methods of controlling access such as rising bollards with a keypad control?

Yes. This view has also been echoed by the byways officer at Cambridgeshire County Council. Bollards would need to be sufficiently robust to avoid being wilfully damaged and would require keypad activation. Approx cost £1800 per bollard (plus installation costs TBC)

20. Other key consultation comments of worthy note:

- Due to the large number of individuals who need access to the Drove, a key code would be preferred over keys.
- A gate would need to be wide enough to accommodate large farm vehicles and excavators.
- The gate would be better positioned further down the drove so that vehicles don't have to park up outside the traveller site whilst opening the gate. (This would reduce any noise-disturbance to residents of the site.)
- Setchel Drove has drainage ditches either side which means that clearance costs are often higher than for other locations in the district as specialist equipment has to be hired in.

Options

21. To agree the proposal for a PSPO and approve installation of a physical barrier, thereby restricting vehicular access to Setchel Drove alongside further enforcement and education activities; or
22. To refuse implementation of the proposed PSPO and instead focus on targeted surveillance methods to gather evidence against perpetrators of fly tipping and education activities.
23. Any other combination and timing of appropriate education, enforcement and “engineering” actions.

Implications

24. Taking into account financial, legal, staffing, risk, equality & diversity, climate change, and any other key issues, the following implications have been considered:-

Financial

25. There will be costs associated with the initial installation of the gate itself (possibly £2k-5k) and also in any associated camera surveillance equipment required to monitor the gate and the wider area. Precise costs would be dependant on the type of gate and cameras but as a guide gates could be in the region of £2-3.5k, trail cameras approx. £200 each, time lapse cameras approx. £200 and smaller more covert type cameras are approx. £3k. These costs can be met from capital reserves. Any costs would be off-set by savings in clear-up costs should fly-tipping be successfully stopped.

Legal

26. If cameras are deployed covertly then a RIPA authorisation would need to be granted by the Magistrates Court. Alternatively, signage would have to be displayed to alert members of the public to the cameras' presence, increasing vulnerability to theft/damage.

27. Legal challenge against the PSPO can be made under the Act on the grounds that the local authority did not have the power either to make the Order or include particular prohibitions or requirements, or that proper processes had not been followed as prescribed by the legislation. Challenges must be made to the High Court within six weeks of the Order being made, and by an individual who lives in, regularly works in or visits the restricted area. It is therefore essential that due regard be given to all consultation responses to demonstrate that proper process has been followed.

Staffing

28. There would be a resource implication in order to monitor and maintain any ongoing camera surveillance. Regular downloading of images, replacement of batteries and checking on the integrity of cameras. It is anticipated that this is manageable within current officer resources.

Risks

29. The effectiveness of the gate/bollards will be heavily reliant on all persons accessing the Drove remembering to shut and lock it behind them.

30. There are approx. 1200 members of the Cambridge Fish Preservation & Angling Society that would also potentially require access to Heritage Lake located on Setchel Drove, in addition to farmers, drainage board, utility services, emergency services that would all require access to the coded entry. With such large numbers there is a risk that any secure keycode could end up in the public domain.

31. In the experience of the local police and the County Council Byways officer gates/barriers often fall victim to damage or theft.

32. By restricting access to the Drove fly-tipping may be displaced to other nearby droves, lanes and byways, such as Lockspit Hall Drove and Oxholme Drove. To counter this, it may be considered appropriate to extend the geographical coverage of any PSPO and gating arrangements to these Droves. Further consultation would take place before progressing such an approach.

33. Fly-tipping may continue on Setchel Drove up to the point where the barrier is installed.

Equalities Impacts

34. It is not considered that introduction of a PSPO would adversely impact any groups with protected characteristics under Equalities legislation. However, a full Equalities Impact Assessment will be undertaken as part of the detailed development of any PSPO.

Effect on Council Priority Areas

Being Green to our Core

35. Preventing, detecting and pursuing the perpetrators of fly tipping contributes to the Council's business plan objective to protect and enhance the district's heritage and environment.

Appendices

Appendix A: Maps and photographs showing the location of Setchel Drove and the proposed location of the gate at consultation stage.

Appendix B: Copies of Consultation responses

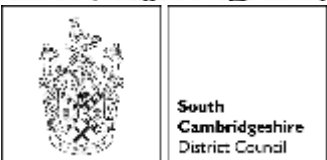
Report Author:

Emma Carter-Knight – Operational Manager, Environmental Health Service
Telephone: (01954) 713140

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Page 325



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12-Dec-2018

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Appendix A Setchel Drove Fly-tip Photographs June 2018





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Consultation feedback

Where do you live?

- Cottenham
- Another part of South Cambs district
- Outside the South Cambs district

What is your relationship with Setchel Drove?

- Local resident
- Local business owner
- Voluntary or community group representative
- Visitor to area
- Local land owner
- Councillor
- Other

What is your opinion on the proposal to gate off access to Setchel Drove

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

If a gate was installed would it have a negative impact on you?

- No
- Yes

Any other comments you would like to make (optional)

Who would have access beyond the locked gate and will you install cctv to monitor the gate and other areas to prevent further fly tipping

Consultation feedback

Where do you live?

- Cottenham
- Another part of South Cambs district
- Outside the South Cambs district

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- Other

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- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

If a gate was installed would it have a negative impact on you?

- No
- Yes

Any other comments you would like to make (optional)

The intention is to stop fly tipping thus there seems no logical objection given that emergency services will always have a means to gain access if required

Consultation feedback

Where do you live?

- Cottenham
- Another part of South Cambs district
- Outside the South Cambs district

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- Local resident
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- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

If a gate was installed would it have a negative impact on you?

- No
- Yes

Any other comments you would like to make (optional)

It is a good, if belated, experiment but will need review with further gating action elsewhere and better access to authorised landfill sites to be effective.

Consultation feedback

Where do you live?

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- Another part of South Cambs district
- Outside the South Cambs district

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- Voluntary or community group representative
- Visitor to area
- Local land owner
- Councillor
- Other

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- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

If a gate was installed would it have a negative impact on you?

- No
- Yes

Any other comments you would like to make (optional)

Long overdue.

Consultation feedback

Where do you live?

- Cottenham
- Another part of South Cambs district
- Outside the South Cambs district

What is your relationship with Setchel Drove?

- Local resident
- Local business owner
- Voluntary or community group representative
- Visitor to area
- Local land owner
- Councillor
- Other

If other please specify (optional)

licencee of land

What is your opinion on the proposal to gate off access to Setchel Drove

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

If a gate was installed would it have a negative impact on you?

- No
- Yes

If yes please detail (optional)

It would hinder access down Setchell Drove

Any other comments you would like to make (optional)

I am in agreement with the principle of a gate but would recommend that it is located slightly further down Setchell Drove.

Consultation feedback

Where do you live?

- Cottenham
- Another part of South Cambs district
- Outside the South Cambs district

What is your relationship with Setchel Drove?

- Local resident
- Local business owner
- Voluntary or community group representative
- Visitor to area
- Local land owner
- Councillor
- Other

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- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

If a gate was installed would it have a negative impact on you?

- No
- Yes

If yes please detail (optional)

increase the fly tipping at this part of the Fen. CCTV in settled residents yards view entrance and of Setchel Drove

Any other comments you would like to make (optional)

To get out of a secure vehicle, Very vulnerable sure the police would agree as they are needed to escort ambulances and fire crews BT will on visit with two vans

Consultation feedback

Where do you live?

- Cottenham
- Another part of South Cambs district
- Outside the South Cambs district

What is your relationship with Setchel Drove?

- Local resident
- Local business owner
- Voluntary or community group representative
- Visitor to area
- Local land owner
- Councillor
- Other

What is your opinion on the proposal to gate off access to Setchel Drove

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

If a gate was installed would it have a negative impact on you?

- No
- Yes

If yes please detail (optional)

This is a public road and closure is the wrong decision. Fly tipping will continue elsewhere and you should pursue those responsible and prosecute.

Any other comments you would like to make (optional)

By taking away a public road, one that once gave access to beautiful countryside you are preventing the less mobile from the right to use this road.

Consultation feedback

Where do you live?

- Cottenham
- Another part of South Cambs district
- Outside the South Cambs district

What is your relationship with Setchel Drove?

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- Visitor to area
- Local land owner
- Councillor
- Other

What is your opinion on the proposal to gate off access to Setchel Drove

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

If a gate was installed would it have a negative impact on you?

- No
- Yes

Any other comments you would like to make (optional)

Needs to be wide enough for large machines and far enough away from travelers to stop children climbing into machines whilst opening the gate.

Consultation feedback

Where do you live?

- Cottenham
- Another part of South Cambs district
- Outside the South Cambs district

What is your relationship with Setchel Drove?

- Local resident
- Local business owner
- Voluntary or community group representative
- Visitor to area
- Local land owner
- Councillor
- Other

If other please specify (optional)

Engineer for Old West Internal Drainage Board

What is your opinion on the proposal to gate off access to Setchel Drove

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

If a gate was installed would it have a negative impact on you?

- No
- Yes

Any other comments you would like to make (optional)

The Board would need access along the drove to undertake maintenance of our Main Drains. Any gate installed would need to be wide enough to allow the Board's excavator to pass through. We would also require two keys for the gate.

Consultation feedback

Where do you live?

- Cottenham
- Another part of South Cambs district
- Outside the South Cambs district

What is your relationship with Setchel Drove?

- Local resident
- Local business owner
- Voluntary or community group representative
- Visitor to area
- Local land owner
- Councillor
- Other

What is your opinion on the proposal to gate off access to Setchel Drove

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

If a gate was installed would it have a negative impact on you?

- No
- Yes

Any other comments you would like to make (optional)

The gate should not be in such close proximity to the traveller site, but further along the drove, say 75m.

Consultation feedback

Where do you live?

- Cottenham
- Another part of South Cambs district
- Outside the South Cambs district

What is your relationship with Setchel Drove?

- Local resident
- Local business owner
- Voluntary or community group representative
- Visitor to area
- Local land owner
- Councillor
- Other

What is your opinion on the proposal to gate off access to Setchel Drove

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

If a gate was installed would it have a negative impact on you?

- No
- Yes

Any other comments you would like to make (optional)

Consultation feedback

Where do you live?

- Cottenham
- Another part of South Cambs district
- Outside the South Cambs district

What is your relationship with Setchel Drove?

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- Local business owner
- Voluntary or community group representative
- Visitor to area
- Local land owner
- Councillor
- Other

What is your opinion on the proposal to gate off access to Setchel Drove

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

If a gate was installed would it have a negative impact on you?

- No
- Yes

Any other comments you would like to make (optional)

I strongly support the gating of Setchel Drove. Most obviously, it would significantly reduce the risk of fly-tipping on Setchel Drove. It is inevitably the traveller community that is blamed for the fly-tipping while there is every reason to believe that it is perpetrated by others. A gating order would also have the benefit of eliminating this unnecessary tension in community relations. I note and support other respondents who favour moving the gate a little further up the drove. However, in order to realise the full benefits of the gating order, a number of actions should also be taken: 1. Overt surveillance (with clear signage) should be installed on the other droves. There are farmers willing to host these cameras and this will reduce the risk of displacement of the problem from Setchel Drove to other droves. There is **no need for such surveillance to be covert; indeed, it may well be more effective if it isn't.** 2. The County should conduct a major repair program to Setchel Drove. This would open up a currently inaccessible rural area to walking and cycling activity with added benefit to the community.

Consultation feedback

Where do you live?

- Cottenham
- Another part of South Cambs district
- Outside the South Cambs district

What is your relationship with Setchel Drove?

- Local resident
- Local business owner
- Voluntary or community group representative
- Visitor to area
- Local land owner
- Councillor
- Other

What is your opinion on the proposal to gate off access to Setchel Drove

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

If a gate was installed would it have a negative impact on you?

- No
- Yes

Any other comments you would like to make (optional)

Feel strongly that this will deter fly tipping

Consultation feedback

Where do you live?

- Cottenham
- Another part of South Cambs district
- Outside the South Cambs district

What is your relationship with Setchel Drove?

- Local resident
- Local business owner
- Voluntary or community group representative
- Visitor to area
- Local land owner
- Councillor
- Other

If other please specify (optional)

Involved as a director of CFPAS limited.

What is your opinion on the proposal to gate off access to Setchel Drove

- Strongly agree
- Agree
- Neither agree or disagree
- Disagree
- Strongly disagree

If a gate was installed would it have a negative impact on you?

- No
- Yes

If yes please detail (optional)

May stop access to Anglers wishing to fish Hertiage Lake?. Which would have a knock on effect to CFPAS as a company. If some sort of access solution could be provided, maybe via coded lock it would be preferred.. Totally agree with solving the problem and if possible improving Setchell drove itself beyond that in regards the the Potholes and general vehicle access as cars often get bottomed out and become damaged whilst trying to access heritage on the Drove.

Any other comments you would like to make (optional)

Setchel Drove PSPO

Further Consultation Responses received by E-Mail

Cottenham Parish Council

From: Jo Brook <clerk@cottenhampc.org.uk>

Sent: 22 July 2019 13:56

Subject: RE: Setchel Drove gating order consultation

Hi Emma

Apologies for the delayed response – we've had some locum cover and this had been overlooked. The response of the Council is as follows:

Cottenham Parish Council (CPC) is well aware of the issues caused by illegal fly-tipping in rural areas of Cottenham. Setchel Drove has been a particular target for fly-tipping over recent years.

An on-site meeting of representatives from CCC, SCDC, EA, CPC and local farmers agreed in principle to seek a gating order effectively closing the road to vehicles but allowing unfettered access to cyclists and pedestrians. A key to the gate would be provided to local farmers, CPC and other legitimate users. On this basis CPC is strongly in favour of this order and similar ones that may be brought forward nearby.

Kind regards

Jo

Clerk PSLCC

Cottenham Parish Council

Right Side Entrance

Community Centre

250a High Street

Cottenham

Cambridge

CB24 8RZ

07503 328401

www.cottenhampc.org.uk

Cambridgeshire County Council

From: Broder James

Sent: 17 June 2019 11:01

To: Piper Sharon

Subject: RE: Consultation for Gating Order Setchel Drove Cottenham

Hi Sharon,

Have spoken to Emma regarding the consultation document and the description. We discussed the provisions laid out in section 64 of the Anti-social behaviour, Crime and Policing Act 2014 and cannot see anything that would prevent the gating order causing an issue.

Regards,

James Broder

Local Highways Officer

South and City Division

07795 307539

From: Piper Sharon

Sent: 12 June 2019 14:58

To: Broder James

Cc:

Subject: FW: Consultation for Gating Order Setchel Drove Cottenham

Hi James

Could you contact Emma to discuss your concerns and advise me of the outcome.

Kind regards



Sharon Piper

Policy and Regulation Manager



Highways Service

Cambridgeshire County Council

0345 0455212

Resident Reference JFMXMSDC

Our Ref. JFMXMSDC

We have completed a online consultation document,
but there was insufficient room for comments.

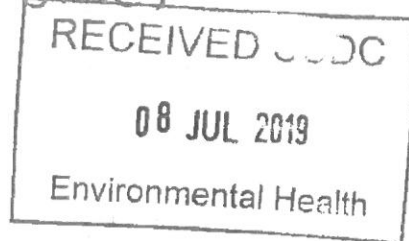
Please can you therefore include, the comments listed below
against the above reference. Thank you.

We appreciate the council is trying to prevent fly tipping,
by installing a gate. We feel this will not stop the problem,
as the flow of traffic by contractors in large
vehicles working day and night would have to have the gate
opened for them by a key holder, this person would then have to
be continually opening and shutting the gate at potato times
and maize harvest, fifty times is no exaggeration, if they all had keys
it still would not be plausible. Land owners with livestock, if they
had a veterinary emergency could not leave the patient to come
and unlock the gate. Opening and shutting a gate in a secluded
volatile area at times is not safe, and to have to leave a secure
vehicle is not a good idea, when vehicles get stoned and random dogs
chase the vehicles, we have experienced these issues while
using Setchel Drove and would not want to have to stop, let alone get out
of the tractor. The fly tipping with increase on the rest of the Fen
Mr Unwins sugar beet pad is already a target as is Mr Gingells
barn area.

We believe CCTV in the yards of premises viewing Setchel
Drove, entrance and exit would be more constructive and help
to prosecute the perpetrators.

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Ref: Proposed Gate on
Little Setchel Drive,
Smithy Fen,
Cottenham.



2nd July 2019

Dear Ms. Knight,

Firstly, we apologise for not attending your meeting regarding the above, but circumstances on the farm prevented this.

We acknowledge that the council wishes to prevent fly-tipping along this road, your so-called 'Hot Spot', and can see your reasons for wishing to do so. But, unfortunately, we think that anyone driving into Smithy Fen to dump rubbish is not going to take it home again! If, a gate blocks access to this track then they will proceed further down the fen and use ~~use~~ areas along hockspit Hall Drive, already used for some dumping and burning out of cars, thus you are only moving the problem further down the fen, or, will they just tip up whatever they have in the road, and in doing so block the road completely. If, this happens can you guarantee that you will be able to come and clear it within a couple of hours so that we can access our fields with livestock, or will

We just have to clear it ourselves.

Our whole families biggest concern is that by putting a gate across the road at the proposed location or even a bit further down will put us in danger. We use this track twice a day everyday to feed/check livestock and at busy times several times a day. Even today we have been down the road five times as we are haymaking (and its only 12noon)

We have (both my husband and son) along with other farmers and contractors suffered intimidation, verbal abuse, bricks thrown through vehicle windows, nail traps in the road, even physical abuse and death threats to my husband, documented by the police and known to several officers of the council.

By putting a gate here, whoever is driving will have to stop whatever the vehicle, get out, undo the gate and the same again when returning; thus putting themselves in a very vulnerable position.

What if there is an emergency to anyone and ambulance or fire is needed, precious time could be lost in accessing ~~to~~ the gate code or lock.

Also, by restricting access to this part of the fen, the gate will prevent dog walkers, birdwatchers and other members of the public enjoyment and free access to the countryside.. [They would not wish to leave their cars along the drove whilst they go for a walk.]

So, we would ask you not to put a gate here for the reasons explained.. We as one of the largest landowners here would like you to take our views seriously and not be easily led by persons with no reason to use this track and would never put themselves in danger ever.

Whilst you will say that the fears and any incidents that may occur to ourselves or others is a police matter we shall hold the council to blame if anything should happen to anyone as a result of the gate putting them into harm's way.

With kind regards.

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Wednesday 24th July 2019

Emma Knight

Operational Manager
Environmental Health & Licensing
South Cambridgeshire Hall
Cambourne Business Park
Cambourne
Cambridge
CB23 6EA

REF: Public Space Protection Order – Setchel Drove

Dear Ms. Knight,

I have read the proposal and consultation document for the Public Space Protection Order (PSPO) at Setchel Drove, Cottenham (dated May 2019).

The considerations and representations that I would offer on behalf of the Constabulary are as follows:

1. Absolute agreement to the requirement for protecting the environment and local community in that area from the pollution and harm being caused by fly tipping offenders. Fly tipping is a reprehensible, cynical and selfish form of criminality;
2. As part of a problem solving approach to this issue, have we considered any other/combined methods of resolving the problem – for example overt or covert CCTV options, adequate signage, enforcement options based upon any identifiable property left behind, media involvement to make the problem more high profile across the region?
3. Has consideration been given to the risk of displacement consequences? If we secure this area do we anticipate where the fly-tipping issue is likely to move towards?
4. It would be helpful to contextualise the volume of fly-tipping in this area versus other locations in the South Cambs area. Is there any comparative data that is likely to support the proportionality and necessity of this approach?
5. With regards to the benefits of this measure (noted at 4.0 on the document) the number of recorded incidents has risen consistently as illustrated – what percentage of that total will be addressed by this measure specifically? How many of the incidents can be attributed to Setchel Drove?

6. Are we considering this measure to be a pilot for future locations across South Cambs and how do we intend to measure the outcome of this approach?
7. Do we require a PSPO to install gated or controlled access to the area?
8. Will enforcement of the PSPO rest with the Constabulary or will named officials at the District Council also be empowered to issue fines? We need to ensure that any enforcement can also be carried out by Police Community Support Officers.
9. How do we propose to increase the detection of offences for the effective enforcement of the order? Clearly fly-tipping is a difficult offence to prove if not witnessed directly or found committing. Are we proposing to introduce anything from an enforcement perspective that will make punishment of the offence more likely?
10. The Refuse Disposal (Amenity) Act 1978 makes it *'an offence to abandon anything on land being a thing brought to the land for the purpose of abandoning it there'* – the penalty for breaching this law is listed at fixed penalty of £200 (which is twice the penalty of the PSPO). The burden of proof is 'beyond all reasonable doubt' as opposed to 'on the balance of probabilities' (more difficult in fact) – however (practically speaking) at the moment 'a balance of probabilities' conviction is not more likely than 'beyond reasonable doubt' as we either a) catch them in the act or b) witness them or c) don't do either (there is not much grey area). Is enforcement of the PSPO simply enforcement of a softer penalty for a similar or higher cost?
11. Considering the cost of securing a PSPO (I don't really know what that cost is - apologies) would that money be better spent on detection technology such as CCTV and ANPR?
12. I agree with the benefit of controlling vehicular access to the area – however attention will then need to be paid to how that access is secured. If the gate is secured by a padlock (for example) I would expect the padlock to be cut and for offenders to disregard the gate, the lock and the PSPO. While costs may be prohibitive, has consideration been given to other methods of controlling access to the land? Options may include rising bollards (I understand these can be bought and installed for about £2000 each for a half metre high unit – with key pad control so keys not required) or the option of rising road spikes (sounds menacing but commonly used in many NCP type car parks). I have concerns that a simple lock could be chopped easily, and the gate could be broken or even stolen (which would be both embarrassing and expensive).

I can speak with confidence on behalf of the Constabulary in saying that fly-tipping is a genuine quality of life issue for rural communities – it degrades our shared environment, it harms eco-systems, and it can involve the unregulated dumping of dangerous and toxic items. We absolutely support the District Council one-hundred percent in seeking measures designed to reduce and eliminate this form of crime – and ideally with regard to Setchel Drove specifically – in such a way that offers learning and effective strategy for the County as a whole.

The final point in question must rest around the subject of effective enforcement. As with all public sector bodies, police resources have been rationalised significantly over a long term period with a genuine reduction in the availability of staff to address 'non-urgent', not 'life and limb' or high gravity offending. This doesn't mean that there is no support available on a day to day basis – but this matter is comparable to a spectrum of other rural concerns. Perhaps most comparable is the issue of 'hare-coursing' and trespass on private land issues for such purposes. We receive regular feedback that rural communities would like to see a more visible and immediate response to such offences – but we have to manage expectations around such things very carefully. I feel that this is likely to be the case with fly-tipping in Setchel Drove also. It is therefore sensible for the District Council to plan contingencies around this and not base a plan upon an enforcement strategy that requires an immediate response from police or an 'if found committing' proviso.

I hope that his helps to clarify the considered position of the Constabulary and I hope that we find the most effective long term solution to the problem. Please continue to include us in the dialogue surrounding this matter.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Phil Priestley', written in a cursive style.

Sergeant 2164 Phil Priestley
Neighbourhood Policing Team – South Cambs

CC'd – Sgt Emma Hilson
CC'd – Inspector Rachel Gourlay

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Emma Knight
Operational Manager
Environmental Health & Licensing
South Cambridgeshire District Council

By email: emma.knight@scambs.gov.uk

19th July 2019

Dear Emma

I refer to your email dated 11th July 2019 to myself, Cambridgeshire Police and Crime Commissioner, regarding South Cambridgeshire District Councils Council's proposals to install a gate to prevent vehicular access to Setchel Drove, Cottenham in an effort to prevent fly tipping.

I both welcome and thank South Cambridgeshire District Council for undertaking the consultation to seek the views of the public and myself, as Cambridgeshire Police and Crime Commissioner, in response to gating off vehicular access to Setchel Drove.

This letter is my formal consultation response to the proposed PSPO.

To inform my response I have reviewed correspondence to my office and considered the views of Cambridgeshire Constabulary's Local Policing Team regarding the area relating to the proposed PSPO.

In conclusion, I fully support South Cambridgeshire District Councils proposal for a Public Space Protection Order to try and prevent the repeated incidents of fly tipping. I am fully aware of the impact that this illegal activity can have on both the environment and the local community.

Yours sincerely,



Jason Ablewhite
Police and Crime Commissioner for Cambridgeshire and Peterborough

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